



## **Invitation to Bid 25-137**

**2025 Citywide Street Resurfacing (North-West)**

### **ELECTRONIC BIDDING**

The City of Aurora, IL will accept sealed bids via the  
City's E Procurement System, OpenGov  
(<https://procurement.opengov.com/portal/aurorail>)

## **BIDDER'S CERTIFICATION**

**Return with Bid**

I/We hereby certify that:

- A. A complete set of bid papers, as intended, has been received, and that I/We will abide by the contents and/or information received and/or contained herein.
- B. I/We have not entered into any collusion or other unethical practices with any person, firm, or employee of the City which would in any way be construed as unethical business practice.
- C. I/We have adopted a written sexual harassment policy which is in accordance with the requirements of Federal, State and local laws, regulations and policies and further certify that I/We are also in compliance with all other equal employment requirements contained in Public Act 87-1257 (effective July 1, 1993) 775 ILCS 5/2-105 (A).
- D. I/We are in compliance with the most current "Prevailing Rate" of wages for laborers, mechanics and other workers as required by the State of Illinois Department of Labor.
- E. I/We operate a drug free environment and drugs are not allowed in the workplace or satellite locations as well as City of Aurora sites in accordance with the Drug Free Workplace Act of January, 1992.
- F. The Bidder is not barred from bidding on the Project, or entering into this contract as a result of a violation of either Section 33E-3 or 33E-4 of the Illinois Criminal Code, or any similar offense of "bid rigging" or "bid rotating" of any state or the United States.
- G. I/We will submit, for all contracts in excess of \$25,000.00, a certificate indicating participation in apprenticeship and training programs approved and registered with the United States Department of Labor.
  - Contractor shall check the box indicating that a copy of applicable program certification is attached.
- H. I/We have obtained IDOT prequalification as described in Check Sheet LRS6 in the "Supplemental Specifications and Recurring Special Provisions" in the categories appropriate for the type of work proposed for this project.
  - Contractor shall check the box indicating that a copy of the IDOT prequalification certification for the appropriate categories is attached.
- I. I/We will abide by all other Federal, State and local codes, rules, regulations, ordinances and statutes.
- J. I/We will abide by the "Illinois Preference Act" which requires contractors to use at least 90% Illinois laborers on all public works projects that receive State funds or funds administered by the State during a period of "excessive unemployment" (Employment of Illinois Workers on Public Works Act, 30 ILCS 570/).

COMPANY NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY/STATE/ZIP CODE \_\_\_\_\_

NAME OF CORPORATE/COMPANY OFFICIAL \_\_\_\_\_

PLEASE TYPE OR PRINT CLEARLY

TITLE \_\_\_\_\_

AUTHORIZED OFFICIAL SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_

TELEPHONE (\_\_\_\_)\_\_\_\_\_

Subscribed and Sworn to

Before me this \_\_\_\_ day

of \_\_\_\_\_, 2025

\_\_\_\_\_  
Notary Public

STATE OF ILLINOIS        )  
                                      )       ss.  
County of Kane            )

**BIDDER'S TAX CERTIFICATION**

(BIDDER'S EXECUTING OFFICER), being first duly sworn on oath, deposes and states that all statements made herein are made on behalf of the Bidder, that this despondent is authorized to make them and that the statements contained herein are true and correct.

Bidder deposes, states and certifies that Bidder is not barred from contracting with any unit of local government in the State of Illinois as result of a delinquency in payment of any tax administered by the Illinois Department of Revenue unless Bidder is contesting, in accordance with the procedures established by the appropriate statute, its liability for the tax or the amount of the tax, all as provided for in accordance with 65 ILCS 5/11-42.1-1.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

By \_\_\_\_\_  
(Signature of Bidder's Executing Officer)

\_\_\_\_\_  
(Print name of Bidder's Executing Officer)

\_\_\_\_\_  
(Title)

ATTEST/WITNESS:

By \_\_\_\_\_

Title \_\_\_\_\_

Subscribed and sworn to before me this  
\_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Notary Public

(SEAL)

## **CITY OF AURORA, ILLINOIS INSTRUCTIONS TO BIDDERS**

### **01. REQUIREMENTS OF BIDDER**

The successful Bidder may be required to (a) enter into a fully signed contract in writing with the City of Aurora covering matters and things as are set forth in the Bid Package; (b) execute a bond necessary for surety acceptable to the City of Aurora in the amount of one hundred percent (100%) of the full contract price and to be conditioned for the faithful fulfillment of the contract for the payment of all labor and materials used in the Work and to include the protection of the City from all liens and damages arising out of the Work; (c) carry insurance acceptable to the City covering public liability, property damage and workers compensation; and (d) pay workers in accordance with the schedule of prevailing wages for Kane County.

### **02. ACCEPTANCE OF BIDS**

- a. Bidders intending to respond to this opportunity must create a FREE account with OpenGov by signing up at <https://procurement.opengov.com/signup>. This step is necessary to establish a communication link with the City. The Bidder, not the City, is responsible for obtaining any addenda to the original specification. Addenda and other relevant information will be posted on the City's E Procurement System. Addenda notifications will be emailed to all persons on record as following this Bid. Failure of any bidder to receive any such addenda or interpretation shall not relieve such bidder from any obligation under their bid proposal as submitted. All addenda so issued shall become part of the contract documents. **Paper submissions will not be accepted.**
- b. Bids may be received up to, but no later than the designated date and time as specified via the City's E Procurement System, OpenGov. The City's E Procurement System Clock is the official clock for the determination of all deadline dates and times. Without exception, responses will not be accepted after the submission deadline regardless of any technical difficulties such as poor internet connections. The City of Aurora strongly recommends completing your responses well ahead of time. All bids shall have provided all requested information, and submitted all appropriate forms, certificates, affidavits and addendum acknowledgements in order to be considered responsive.
- c. Bids must be submitted on the forms provided and all information and certifications called for must be furnished. Bids submitted in any other manner, or which fail to furnish all information or certificates required, may be summarily rejected. Bids may be modified or withdrawn prior to the time specified for the opening of bids through the City's E Procurement System. Bids shall be filled out legibly in ink or type-written with all erasures, strikeovers and corrections initialed in ink by the person signing the bid. The bid shall include the legal name of the bidder, the complete mailing address, and be signed in ink by a person or persons legally authorized to bind the bidder to a contract. Name of person signing should be typed or printed below the signature.



- d. The City of Aurora reserves the right at any time and for any reason to accept or reject any or all Bids or portion thereof, or accept an alternate bid. The City reserves the right to waive any immaterial defect in any bid, or technicality, informality or irregularity in the bids received, and to disregard all nonconforming or conditional bids or counter-proposals. Unless otherwise specified by the bidder or the City, the City reserves the right to hold the best bids for forty-five (45) days from the opening date. Bidder agrees to accept a notice of award, if selected, based on the terms of this Bid Proposal in the event that a notification of award is received on or before expiration of the 45-day time period. The City reserves the right to cancel the Bid Proposal at any time, without liability for any loss, damage, cost or expense incurred or suffered by any Bidder as a result of that cancellation. Each Bidder is solely responsible for the risk and cost of preparing and submitting a Bid Proposal.
- e. Although price is a consideration, qualifications and experience, capacity to handle the work, and response to the bid, will also be considered. No Bid Proposal will be considered unless the Bidder shall furnish evidence satisfactory to the City that he has the necessary facilities, abilities, experience, equipment, and financial and physical resources available to fulfill the conditions of the contract and execute the Work should the contract be awarded to them. Bid Proposal documents which are not responsive to the requirements herein may not be considered by the City for an award of the contract.

The contract will be awarded to the lowest responsive responsible Bidder. In determining the responsibility of any Bidder, the City may take into account other factors such as past records of its or other entities transactions with the Bidder, experience, ability to work cooperatively with the City and its staff, adequacy of equipment, ability to complete performance within necessary time limits, and other pertinent considerations such as, but not limited to, reliability, reputation, competency, skill, efficiency, facilities and resources.

The Bidder will be awarded in the City's best interests based on these and other legally-allowable considerations. The City and its representatives and agents may make any investigations deemed necessary to determine the ability of the Bidder to perform the Work. The Bidder shall furnish any information and data requested by the City for this purpose.

### **03. RECEIPT OF BIDS**

- a. **Bids must be submitted electronically**, up to, but no later than the designated date and time as specified via the City's E Procurement System, OpenGov. It is the sole responsibility of the Bidder to see that his Bid is received in the proper time.
- b. **Bids must be submitted electronically via the City's E Procurement System.**  
**There will be no exceptions!**

### **04. WITHDRAWAL OF BIDS**

**Bids may be withdrawn at any time prior to the advertised proposal opening time through the City's E Procurement System, the responding bidder may "un-submit" their proposal in OpenGov.** After withdrawing a previously submitted proposal, the responding bidder may submit another proposal at any time up to the deadline for submitting bid proposals prior to the opening.

Bidders are cautioned to verify their bids before submission. Negligence on the part of the bidder in preparing the bid confers no right for withdrawal or modification of the bid after it has been opened. Bidders may not withdraw their bid after the opening without the approval of the Director of Purchasing. Requests to withdraw a bid must be in writing and properly signed. No bid proposal will be opened or accepted, which is received after the time and date scheduled for the Bid Proposals to be received.

#### **05. BID DEPOSIT**

Each Bidder shall deposit with Bid a Bid guarantee consisting of a Bid bond, on the IDOT BLR 12230 form, payable to the order of the City, in an amount not less than five percent (5%) of the total amount of the Bid submitted, as a guaranty that in case the Bidder's Bid is accepted, the Bidder shall within fifteen (15) days after the date of such acceptance and notification thereof, deliver to the City a contract signed and executed by the Bidder, proper insurance certificates and a Performance and Payment Bond in one hundred percent (100%) of the contract sum furnished by a responsible bonding company acceptable to and written upon forms prepared or approved by the City as security for payment of labor and materials and for the faithful performance of the contract and compliance with the provisions of law relating to the payment of prevailing rate of wages. **Bid Deposit MUST be uploaded electronically with submission through the City's E Procurement System, OpenGov on the appropriate IDOT BLR 12230 form.** Upon notification from the City, Bidder's must deliver ORIGINAL Bid Deposit within three (3) business days. All Bid deposits will be retained by the City until a Bid award is made, at which time the Bid deposit will be promptly returned to the unsuccessful Bidders. The Bid deposit of the successful Bidder will be retained until the equipment, goods or services have been received or completed and found to be in compliance with the specifications. Performance by the Bidder shall not be considered complete, until final inspection and acceptance by the City of the Bidder's Work. Final inspection shall occur within 30 days after the actual completion of the Work. Execution of the contract is contingent upon receipt of an acceptable Performance and Payment Bond and any required certificates of insurance. Upon failure to meet the requirements of this paragraph, the Bidder shall forfeit the amount deposited as liquidated damages and no mistakes or errors on the part of the Bidder shall excuse the Bidder or entitle him to a return of the aforementioned amount.

#### **06. BOND AND INSURANCE**

The Bidder will be required to furnish a Performance and Payment Bond in the amount of one hundred percent (100%) of the full contract price, Public Liability Insurance, and Workers Compensation Insurance; all of which shall be acceptable to the City of Aurora.

The Bidder awarded the project will need to provide performance and payment bonds for one year with a letter attached from the bond company certifying that the bond may be automatically renewed for the second year.

The term Payment Bond shall be understood to mean the bond executed by the Bidder and his surety guaranteeing the payment of all sums of money due for any labor, materials, apparatus, fixtures, or machinery furnished to such principal for the purpose of performing the contract work.

The term Performance Bond shall be understood to mean the bond, executed by the contractor and his surety, guaranteeing complete execution of the contract.

Proof of liability insurance coverage through a reputable, recognized carrier shall be provided at the time of acceptance and signing of the contract and shall remain current for the duration of the contract.

The City of Aurora, by showing and substantiating sufficient proof of incompetence, negligence, poor or substandard workmanship which would cause unwarranted damage or deterioration of either premises, contents or appendages, reserves the right to terminate said Contractor without recourse from the City by successful Contractor.

#### **07. CITY'S AGENT**

The Director of Purchasing, or delegate, shall represent and act for the City in all matters pertaining to the Bid proposal and contract in conjunction thereto.

#### **08. INVESTIGATION**

It shall be the responsibility of the Bidders to make any and all investigations necessary to become thoroughly informed of what is required and specified in the Bid. No plea of ignorance by the Bidders of conditions that exist or may hereafter exist as a result of failure or omission on the part of the Bidder to make the necessary examinations and investigations will be accepted as a basis for varying the requirements of the City of the compensation to the Bidder.

Each Bidder submitting a Bid is responsible for examining the complete Bid Package and all Addenda, and is also responsible for informing itself of all conditions that might in any way affect the cost or the performance of any Work. Failure to do so will be at the sole risk of the Bidder, and no relief will be given for errors or omissions by the Bidder. If awarded the contract, the Bidder will not be allowed any extra compensation by reason of any matter or thing concerning which such Bidder should have fully informed himself, because of his failure to have so informed himself prior to the bidding. The submission of a Bid shall be construed as conclusive evidence that the Bidder has made such examination as is required in this section and that the Bidder is conversant with local facilities and difficulties, the requirements of the Bid Package documents, and of pertinent, local, state and federal laws and codes, prevailing local labor and material markets, and has made due allowance in its Bid for all contingencies. Before any award is made of the contract to the Bidder, the Bidder may be required to, upon request of the City, furnish information concerning his performance record in his capacity to complete the Work in an efficient and timely manner.

#### **09. BIDDER CAPABILITY**

The City reserves the right to require of the Bidder proof of his/her capability to perform as required by the specifications. Prequalification of Bidders as contained in the Illinois

Department of Transportation Check Sheet LRS6 in the “Supplemental Specifications and Recurring Special Provisions” is required on this project. See the Special Provisions for more details. The City may, at its option, disqualify a Bidder and reject his proposal for cause. Reasons deemed sufficient for this action shall include, but not be limited to, the following:

- Evidence of collusion among bidders.
- Receipt of more than one bid proposal on any project from an individual, or from a corporation. This restriction does not apply to subcontractors.
- Default on any previous contract.
- Unreasonable failure to complete a previous contract within the specified time or for being in arrears on an existing contract without reasonable cause for being in arrears.
- Inability to perform as revealed by an investigation of the Proposer's financial statement, experience and/or plant and equipment.
- **Any proposer who owes the city money may be disqualified at the City's discretion.**
- **From the issuance of this document through the execution of the award, potential vendors are prohibited from all communications regarding the solicitation with City staff, City consultants, City legal counsel, City agents or elected officials.**

## **10. AWARD OF BID**

It is the intent of the City to award a contract to the lowest responsive responsible bidder meeting specifications. The City reserves the right to determine the lowest responsive responsible bidder on the basis of an individual item, groups of items, or in any way determined to be in the best interests of the City. Award will be based on the following factors, but not limited to (where applicable): (a) adherence to all conditions and requirements of the bid specifications; (b) price; (c) qualifications of the bidder, including past performance, financial responsibility, general reputation, experience, service capabilities, and facilities; (d) delivery or completion date; (e) product appearance, workmanship, finish, taste, feel, overall quality, and results of product testing; (f) maintenance costs and warranty provisions; and (g) repurchase or residual value.

However, if the Bidder modifies limits, restricts or subjects his bid proposal to conditions that would change the requirements of the bid, this would be considered a conditional or qualified Bid Proposal and will not be accepted. The City reserves the right to delete any item listed in the bid.

## **11. PRICES**

The price quoted for each item is the full purchase price, including delivery to destination and includes all transportation and handling charges, premiums on bonds, material or service costs and all other overhead charges of every kind and nature. Unless otherwise specified, prices shall remain firm for the contract period.

Unit prices shall not include any local, state or federal taxes. In case of mistake in extension of price, unit price shall govern.

## 12. DISCOUNTS

Prices quoted must be net after deducting all trade and quantity discounts. Where cash discounts for prompt payment are offered, the discount period shall begin with the date of receipt of a correct invoice or receipt or final acceptance of goods, whichever is later.

## 13. PAYMENT

Payment shall be made for services rendered. The City, after inspection and acceptance, and in consideration of the faithful performance by the Bidder, agrees to pay for the completion of the work embraced in this Contract, payment shall be made in accordance with the Illinois Local Government Prompt Payment Act (50 ILCS 505/1, *et. seq.*) upon receipt of the invoice.

Time, in connection with any discount offered, will be computed from the date of delivery to the City or from the date a correct invoice is received by the City of Aurora Purchasing Division, if the latter date is later than the date of delivery.

Prices will be considered NET, if no payment discount is shown.

**Invoices MUST contain the Purchase Order Number, as issued by the City.**

The successful Bidder shall submit invoices via e-mail to:

[PurchasingDL@aurora.il.us](mailto:PurchasingDL@aurora.il.us)

or Mail to the following address:

**City of Aurora  
Attn: Purchasing Division  
44 E. Downer Place  
Aurora, IL 60507**

The City of Aurora offers electronic funds transfer (EFT) payment to our vendors. EFT is fast, simple, safe and secure and is ***our preferred method of payment!***

## 14. TAXES

The City of Aurora is exempt, by law, from paying State and City Retailer's Occupation Tax, State Service Occupation Tax, State Use Tax and Federal Excise Tax upon City works and purchases. The City of Aurora's Sales Tax Exemption Number is E9996-0842-07.

## 15. DEFAULT

Time is of the essence of this contract and if delivery of acceptable items or rendering of services is not completed by the time promised, the City reserves the right, without liability, in addition to its other rights and remedies, to terminate the contract by notice effective when received by Bidder, as to stated items not yet shipped or services not yet rendered

The City will procure articles or service from other sources and hold the Bidder responsible for any excess cost incurred as provided for in Article 2 of the Uniform Commercial Code.

**16. INTERPRETATION OR CORRECTION OF BIDDING DOCUMENTS**

Bidders shall promptly notify the City of any ambiguity, inconsistency of error which they may discover upon examination of the bidding documents. Interpretations, corrections and changes will be made by addendum. Each bidder shall ascertain prior to submitting a bid that all addenda have been received and acknowledged in the bid.

**17. INSPECTION**

Materials or equipment purchased are subject to inspection and approval at the City's destination. The City reserves the right to reject and refuse acceptance of items which are not in accordance with the instructions, specifications, drawings or data of Bidder's warranty (express or implied). Rejected materials or equipment shall be removed by, or at the expense of, the Bidder promptly after rejection.

**18. WARRANTY**

Bidder warrants that all goods and services furnished hereunder will conform in all respects to the terms of the solicitation, including any drawings, specifications or standards incorporated herein, and that they will be free from latent and patent defects in materials, workmanship and title, and will be free from such defects in design. In addition, Bidder warrants that said goods and services are suitable for, and will perform in accordance with, the purposes for which they are purchased, fabricated, manufactured and designed or for such other purposes as are expressly specified in this solicitation. The City may return any nonconforming or defective items to the Bidder or require correction or replacement of the item at the time the defect is discovered, all at the Bidder's risk and expense. Acceptance shall not relieve the Bidder of its responsibility.

Contractor and/or Bidder (as case may be) expressly warrants that all goods and services (real property and all structures thereon) will conform to the drawings, materials, performance and any other specifications, samples or other description furnished by the City, and will be fit and sufficient for the purpose intended, merchantable, of good material and workmanship. Contractor and/or Bidder (as case may be) agrees that these warranties shall run to the City of Aurora, its successor, assigns, customers and users of the products or services and that these warranties shall survive acceptance of the goods or performance of the services.

**19. CANCELLATION**

The City reserves the right to cancel the whole or any part of the contract if the Bidder fails to perform any of the provisions in the contract or fails to make delivery within the time stated. The Bidder will not be liable to perform if situations arise by reason of strikes, acts of God or public enemy, acts of the City, fires or floods.

**20. SIGNATURES**

Bid proposals must be signed by the Bidder with his/her usual signature. Bids by

partnerships must be signed with the partnership name by all members of the partnership, or an authorized representative, followed by the signature and title of the person signing. Bids by corporations must be signed with the name of the corporation, followed by the signature and title of the person authorized to bind it in the matter.

When a corporation submits a Bid, its agent must present legal evidence that he has lawful authority to sign said Bid and that the corporation has a legal existence. In the event that any corporation organized and doing business under the laws of any foreign state is the successful Bidder, such corporation must present evidence before any contract is executed that it is authorized to do business in the State of Illinois. Bids by corporations must be executed in the corporate name by the President or a Vice President (or other corporate officer accompanied by evidence of authority to sign), and the signature must be attested by the Secretary or an Assistant Secretary, along with the corporate seal. The corporate address and state of incorporation must be shown below the signature. Bids by partnerships must be executed in the partnership name and signed by a partner whose title must appear under the signature, and the official address of the partnership must be shown below the signature. Any corrections to entries made on the Bid forms shall be initialed by the person signing the Bid. When requested by the City, satisfactory evidence of the authority of any signature on behalf of the Bidder shall be furnished.

## **21. SPECIAL CONDITIONS**

Wherever special conditions are written into the Special Conditions and Specifications which are in conflict with conditions stated in these Instructions to Bidders, the conditions stated in Special Conditions and Specifications shall take precedence.

## **22. PERMITS AND LICENSES**

The successful Bidder shall obtain, at its own expense, all permits and licenses which may be required to complete the contract.

## **23. REGULATORY COMPLIANCE**

Bidder represents and warrants that the goods or services furnished hereunder (including all labels, packages and container for said good) comply with all applicable standards, rules and regulations in effect under the requirements of all Federal, State and local laws, rules and regulations as applicable, including the Occupational Safety and Health Act as amended, with respect to design, construction, manufacture or use for their intended purpose of said goods or services. Bidder shall furnish "Safety Data Sheet(s)" in compliance with the Illinois Toxic Substances Disclosure to Employees Act.

## **24. ROYALTIES AND PATENTS**

Bidder shall pay all royalties and license fees. Bidder shall defend all suits or claims for infringement of any patent or trademark rights and shall hold the City harmless from loss on account thereof.

## **25. REFERENCES**

Sufficient references of all like public and/or private agencies must be presented on a separate sheet and attached to this Bid. Listing must include company name, contact person, telephone number and date purchased. All Bidders, as a condition of and prior to entry into a contract, agree that a complete background investigation of the principals of the Bidder and all employees who will work on the project may be made. Bidders agree to cooperate with the appropriate City of Aurora personnel to supply all information necessary to complete these investigations. The City of Aurora in its complete discretion may disqualify any Bidder, including low Bidder, and may void any contract previously entered into based on its background investigation.

**26. ELIGIBILITY**

By signing this bid, the bidder hereby certifies that they are not barred from bidding on this contract as a result of a violation of Article 33E, Public Contracts of the Illinois Criminal Code of 1961, as amended (Illinois Compiled Statutes, 720 ILCS 5/33E-1).

**27. COMPLIANCE WITH LAWS AND REGULATIONS**

The Bidder shall at all times observe and comply with all Federal, State, Municipal and other local laws, ordinances, regulations, and requirements which in any manner affect the conduct of the Work, and with all Federal, State and local laws and policies of non-discrimination, sexual harassment, prevailing wages and others applicable thereto; and all such orders or decrees as exist at the present and which may be enacted later, of bodies or tribunals having jurisdiction or authority over the Work, and no plea of misunderstanding or ignorance thereof will be considered. He shall indemnify and save harmless the City and all its officers, agents, employees and servants against any requirement, claim or liability arising from or based on the violation of any such law, ordinance, regulation, order or decree, whether by himself or his employees.

**28. PATENTED DEVICES, MATERIALS, AND PROCESSES**

It is mutually understood and agreed that without exception contract prices are to include all royalties and costs arising in the Work. It is the intent that whenever the Bidder is required or desires to use any design, device, material, or process covered by letters or patent or copyright, the right of such use shall be provided for by suitable legal agreement with the patent owner. The Bidder in all cases shall indemnify and save harmless the City from any and all claims for infringement by reason of the use of any such patent design, device, materials, or process, to be performed or used under the contract, and shall indemnify and save harmless the said City for any costs, expenses, attorney's fees, and damages which it may be obligated to pay, by reason of any such infringement at any time during the prosecution or after the completion of the Work.

**29. PROTECTION AND RESTORATION OF PROPERTY**

It is understood that in the execution of the Work herein provided for there may be interference with and/or damage to trees, shrubbery, crops, fences, railroad tracks, overhead structures such as poles, wires, cables, underground structures such as sewers, gas mains, telephone conduits and cables, water mains, drains, service connections, wires, pipes, conduits, located along, adjacent to, and/or crossing the locations of the Work, and that it may be necessary to relocate or reconstruct certain of such structures, improvements,



and installations and/or to make repairs to the same by reasons of doing the Work herein provided for, and it is therefore particularly and specifically agreed that the Bidder except as otherwise herein provided, shall do the Work necessary for such relocation, reconstruction, and repair and shall bear and pay all of the cost and expense of such relocation, reconstruction, and/or repair of, and all damage done to any and all such pipe line and other structures, improvements, and installations, including service connections, if any, to adjacent property, existing at the date of the execution of the contract and/or existing, during the period of the Work to be done under the contract, which may be interfered with, damaged, and/or necessarily relocated, reconstructed, or repaired in the performance of the Work herein provided for, including the restoration and resurfacing of unpaved portions of public streets and alleys, rights-of-way, easements, and private property damaged or disturbed by the Work, the same to be restored to as good condition as the same existed at the time of the commencement of any such Work or relocation.

It is further agreed that the owners of any structures, improvements, installations, referred to in the preceding paragraph shall have the right to do the Work or any part thereof necessary for the relocation, reconstruction, replacement, repair, and other Work required by reason of any interference with and/or damage to such structures, improvements, installations, due to the prosecution of the Work and upon completion of such Work by them done, said owners may render bills to the Bidder for the cost and expenses thereof which bills shall be paid by the Bidder without extra compensation therefore from the City, upon demand by said owners, or upon demand made by the City upon the Bidder for the payment thereof.

### **30. INSURANCE AND HOLD HARMLESS PROVISION**

At the Bidder's expense, the Bidder shall secure and maintain in effect throughout the duration of this contract, insurance of the following kinds and limits to cover all locations of the Bidder's operations. The Bidder shall furnish Certificates of Insurance to the City before starting or within ten (10) days after the execution of the contract, whichever date is reached first. All insurance policies shall be written with insurance companies approved by the City of Aurora and licensed to do business in the State of Illinois and having a rating of not less than A IX, according to the latest edition of the A.M. Best Company; and shall include a provision preventing cancellation of the insurance policy unless thirty (30) days prior written notice is given to the City. This provision shall also be stated on each Certificate of Insurance as: "Should any of the above-described policies be canceled before the expiration date thereof, the issuing company will endeavor to mail 10 days written notice to the certificate holder named to the left".

If requested, the awardee of this proposal will give the City a copy of the insurance policies. The policies must be delivered to the City within two weeks of the request.

The limits of liability for the insurance required shall provide coverage for not less than the following amount, or greater where required by law:

- (1) Worker's Compensation Insurance - Statutory amount.
- (2) General Liability Insurance:
  - (a) \$1,000,000 per occurrence and \$2,000,000 general aggregate
  - (b) \$500,000 per occurrence for Property Damage
  - (c) \$1,000,000 per occurrence for Personal Injury

- (3) Auto Liability Insurance:
  - (a) Bodily injury with limits not less than \$1,000,000
  - (b) Property damage with limits not less than \$500,000
- (4) Umbrella excess liability of \$1,000,000 per occurrence, \$2,000,000 aggregate

The Bidder shall include the City as a primary, non-contributory additional named insured on both General and Auto Liability Insurance policies and indicate said status on any Certificates of Insurance provided to the City pursuant to this project. All insurance premiums shall be paid without cost to the City.

The Bidder agrees to indemnify and save harmless the City of Aurora, their agents and employees from and against all loss and expenses (including costs and attorneys' fees) by reason of liability imposed by law or claims made upon the City of Aurora for damages because of bodily injury, including death at any time resulting therefrom sustained by any person or persons or on account of damage to property, including loss of use thereof, arising out of or in consequence of the performance of this project work, whether such claims or injuries to persons or damage to property be due to the negligence of the Bidder or his Subcontractors. The Bidder shall assume total risk and shall be responsible for any and all damages or losses caused by or in any way resulting from the work and provide all insurance necessary to protect and save harmless the City of Aurora and its employees.

### **31. LOCAL BIDDER PREFERENCE**

O20-029 approved April 28, 2020 defines "Local business" to mean a vendor or contractor who has a valid, verifiable physical business address located within the corporate boundaries of the City of Aurora at least twelve months prior to a bid or proposal opening date, from which the vendor, contractor or consultant operates or performs business on a daily basis, including manufacturing production or distribution. The business must disclose the percentage of workforce in the City of Aurora; be registered with the City of Aurora, if applicable; be subject to City of Aurora taxes (inclusive of sales taxes); be current with property tax payments and sales tax payments; not have any outside cited code violations; not have any outstanding debts to the City of Aurora; have adequately qualified and trained staff to service the bid of interest.

### **32. MINORITY PARTICIPATION**

The City of Aurora encourages minority business firms to submit proposers and encourages the successful contract bidder to utilize minority businesses as sub-contractors for supplies, equipment, services and construction.

### **33. WORKERS COMPENSATION ACT**

The Bidder further agrees to insure his employees and their beneficiaries and to the employees and the beneficiaries of any subcontractor employed from time to time by him on said Work, the necessary first-aid, medical, surgical, and hospital services and any compensation provided for in the Workers Compensation Act of the State of Illinois that is or may be in force in the State.

Such insurance shall be placed by said Bidder in a company or association (to be approved by the City and to be accepted by the Council thereof) authorized under the laws of the State of Illinois to insure the liability above specified.

Said Bidder hereby further agrees to indemnify, keep and save harmless said City from all action, proceedings, claims, judgments, awards, and costs, loss, damages, expenses, and attorney's fees which may in any way come against said City by reason of any accidental injuries or death suffered by any of his employees or the employees of any subcontractor employed by him in and about the performance of the Work provided for in the contract, and any and all liability resulting thereupon; and said Bidder, in case of any suit, action, or proceeding on account of any or all of the foregoing shall defend the same for and on behalf of said City and indemnify the City therefore, and pay the amount of any and all awards and final judgments and orders rendered and entered therein, together with all loss, costs, damages, attorney's fees, and expenses incurred therein. Said Bidder shall be the sole employer of its employees and workers, and in no way so shall the City be considered a joint employer of same under any circumstance.

#### **34. RESPONSIBLE BIDDER**

Section 2-331(5) of the Aurora City Code requires that bidders for city contracts in excess of \$25,000 must participate in active apprenticeship and training programs approved and registered with the United States Department of Labor's Bureau of Apprenticeship and Training to be considered a responsible bidder. A bidder must affirm such participation in the Bidder's Certification submitted with any bid. Furthermore, **the bidder must submit a copy of each applicable program registration certificate with his/her bid.**

#### **35. SUBLETTING OR ASSIGNMENT OF WORK**

If the Bidder sublets the whole or any part of the Work to be done under the contract, with or without the written consent of the City, he shall not, under any circumstances, be relieved of his liabilities and obligations. All transactions of the City shall be with the Bidder; subcontractors shall be recognized only in the capacity of employees or workmen and shall be subject to the same requirements as to character and competence. In case any party or parties, to whom any work under the contract shall have been sublet, shall disregard the directions of the City or his duly authorized representatives, or shall furnish any unsatisfactory Work or shall fail or refuse in any way to conform to any of the provisions or conditions of the contract, then in that case, upon the written order of the City, the Bidder shall require said party or parties in default to discontinue Work under the contract. Said Work shall be corrected or made good and shall be continued and completed by the said Bidder or by such other party or parties as are approved by the City, in the manner and subject to all of the requirements specified in the contract.

#### **36. PROSECUTION OF WORK**

The Bidder shall begin the Work to be performed under the contract no later than ten (10) days after the execution and acceptance of the contract, unless otherwise provided. The Work shall be conducted in such a manner and with sufficient materials, equipment and labor as is considered necessary to ensure its completion within the time specified in the contract. The Bidder shall solely be fully responsible for complying with State and local

prevailing wage requirements in accordance with the Bidders Certification, and for all wage rate and hour regulations and applications.

**37. GUARANTEE AND MAINTENANCE OF WORK**

The Bidder shall guarantee the Work to be free from defects of any nature for a period of one year from and after the final acceptance and payment for the Work by the City, and the Bidder shall maintain said Work and shall make all needed repairs and/or replacements during this one year period which in the judgment of the Council, may be necessary to insure the delivery of the Work to the City in first-class condition and in full conformity with the plans and specifications therefore, at the expiration of the guarantee period.

**38. CONTRACT**

The successful Bidder will be required to execute a contract in the form attached hereto (as may be modified and amended by the City) within fifteen (15) days after notice of award and receipt of the contract from the City and sign and deliver to the City all required copies of the contract. Failure on the part of the Bidder to execute the contract within fifteen (15) days and provide the required evidence of insurance at, or before the execution of the contract, will be considered just cause for the annulment of the award of the Bid.

**39. INSURANCE CERTIFICATES**

At, or prior to, delivery of the signed contract, the successful Bidder shall deliver to the City the policies of insurance or insurance certificates as required by the contract Documents. All policies or certificates of insurance shall be approved by the City before the successful Bidder may proceed with the Work. Execution of the contract by the City is contingent upon receipt of the insurance policies or certificates. Failure to provide the evidence of insurance in the time provided for will result in disqualification and the Bid will be awarded to the next lowest Bidder or in the creation of a new Bid.

**40. PERSONNEL AND EQUIPMENT**

The Bidder shall provide an adequate number of competently trained personnel with sufficient supervision to provide the services required, and the Bidder shall provide identification of its personnel if requested by the City.

Any Bidder's employee whose employment is reasonably detrimental or objectionable to the City shall be immediately transferred from the premises upon the City's request. The exercise of the option shall not be construed as placing the City in charge of the Work or making the City responsible for safety.

All on the road vehicles or equipment shall be identified by the Bidder's name for purpose of identification.

All tools or equipment required to carry out the operations within the scope of the contract shall be provided by the Bidder, and shall meet the standards of the Federal Occupational Safety and Health Act and State of Illinois safety codes as may be required by law. The City reserves the right to inspect the equipment that will be used prior to award of Bid.

**41. TIME**

Bidder shall schedule its Work and that of its subcontractors to meet the requirement of the

City. Bidder shall perform the Work expeditiously in cooperation with the City's agents, employees, contractors and subcontractors. Bidder shall make no claim against City and no claim shall be allowed for any damages which may arise out of any delay caused by City, its agents, employees, contractor or subcontractors. Bidder's sole remedy for delay shall be an extension in the contract time.

#### **42. QUESTIONS**

Bidders shall submit all inquiries, including requests for alternates or substitutions regarding this bid, up to, **but no later than the designated date and time as specified via the City's E Procurement System, OpenGov.** All answers to inquiries will be posted on the City's E Procurement System. Bidders may also click "Follow" on this bid to receive an email notification when answers are posted.

**No questions will be accepted or answered verbally.**

**No questions will be accepted or answered after the cut-off date/time.**

**It is the responsibility of the interested bidder to ensure they have received addenda, if any issued.**

**CITY OF AURORA, IL  
INVITATION TO BID**

**SPECIFICATIONS**

**The Following Documents have been uploaded separately for your convenience**

- **IDOT Contract Documents**

## CITY OF AURORA, ILLINOIS

### REFERENCES

Municipality

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Address

---

City, State, Zip

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Phone Number

---

Contact Person

---

Date of Project

---

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Municipality

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Address

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City, State, Zip

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Phone Number

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Contact Person

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Date of Project

---

\*\*\*\*\*

Municipality

---

Address

---

City, State, Zip

---

Phone Number

---

Contact Person

---

Date of Project

---

\*\*\*\*\*

Bidder's Name: \_\_\_\_\_

Signature & Date:

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**CITY OF AURORA, ILLINOIS**

**CONTACT INFORMATION**

Vendor shall provide the following contact information assigned to service the City of Aurora account.

Customer Service/General Information:      Ph: \_\_\_\_\_

To place an order:

Name: \_\_\_\_\_

Ph: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

Billing & Invoicing question:

Name: \_\_\_\_\_

Ph: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

Questions:



Name: \_\_\_\_\_

Ph: \_\_\_\_\_ Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

Bidder's Name: \_\_\_\_\_

Signature & Date: \_\_\_\_\_

**CITY OF AURORA, ILLINOIS**  
**SUB-CONTRACTOR LIST**

Company \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

Contact Person \_\_\_\_\_

\*\*\*\*\*

Company \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

Contact Person \_\_\_\_\_

\*\*\*\*\*

Company \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

Contact Person \_\_\_\_\_

\*\*\*\*\*

Company \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

Contact Person \_\_\_\_\_

Bidder's Name: \_\_\_\_\_

Signature & Date: \_\_\_\_\_



## City of Aurora, IL - Local Vendor Preference Application

The business identified below is requesting to be placed on the City of Aurora, Illinois Local Vendor Preference list, in accordance with ordinance O20-029 approved April 28, 2020.

- 1) Date Submitted: \_\_\_\_\_
- 2) Name of Business: \_\_\_\_\_
- 3) Address of Local Office: \_\_\_\_\_
- 4) City, State, Zip: \_\_\_\_\_
- 5) Company's Web Address: \_\_\_\_\_
- 6) Phone: \_\_\_\_\_ Fax: \_\_\_\_\_
- 7) County your Local Business is Located In: \_\_\_\_\_

Submitted By (Signature): \_\_\_\_\_

Print Name and Title: \_\_\_\_\_

Email Address: \_\_\_\_\_

### **Sec. 2-410.-Prequalification; local bidder.**

- (a) If an interested business would like to prequalify as a "local business", such a business shall complete and submit the prequalification application along with supporting documentation, as listed below, and the applicable fee as set by the City Council, to the Finance Department:
  - a. Evidence that the business has established and maintained a physical presence in the City of Aurora, by virtue of the ownership or lease of all or a portion of a building for a period of not less than twelve (12) consecutive months prior to the submission of the prequalification application; and
  - b. Evidence demonstrating that the business is legally authorized to conduct business within the State of Illinois and the City of Aurora, and has a business registered to operate in the City if required; and
  - c. Evidence that the business is not a debtor to the City of Aurora. For purposes of this subparagraph, a debtor is defined as having outstanding fees, water bills, sales tax or restaurant/bar tax payments that are thirty (30) days or more past due, or has outstanding weed or nuisance abatements or liens, has failure to comply tickets or parking tickets that are not in dispute as to their validity and are not being challenged in court or other administrative processes.

*Back up documentation for (a) a. and (a) b. must accompany this submittal or application will be rejected.*

*Please note for (a) c. above the City of Aurora will verify internally that your company does not have any outstanding fees. Your company should make sure that to the best of its knowledge all bills are current.*

**Return completed application, with all required backup documentation to:**

**City of Aurora, Attn: Purchasing Division, 44 E. Downer Place, Aurora, IL 60507**

**Or email to: [PurchasingDL@aurora.il.us](mailto:PurchasingDL@aurora.il.us)**

Do not write below this line: For City of Aurora use ONLY

- (a) a.
- (a) b.
- (a) c.

Date: \_\_\_\_\_

Approved: \_\_\_\_\_  
Letter Sent: \_\_\_\_\_

Denied: \_\_\_\_\_  
Initials: \_\_\_\_\_

**CITY OF AURORA, ILLINOIS  
INVITATION TO BID 25-137**

**2025 Citywide Street Resurfacing (North-West)**

**SUBMITTAL CHECKLIST**

In order to be considered responsive, Bidders must submit all of the following items in their **electronic bid proposal submission via the City's E Procurement System, OpenGov.**

Please include the following with your submission:

- Bid Deposit
  - **BLR 12230 (Local Public Agency Proposal Bid Bond)**
- Bidder's Certification
- Bidder's Tax Certification
- IDOT Prequalification Certification
- IDOT Forms
  - BLR 12200 (Local Public Agency Formal Contract Proposal)
  - BLR 12201 (Schedule of Prices)
  - BLR 12325 (Certified Apprenticeship and Training Program)
  - BLR 12326 (Affidavit of Illinois Business Office)
  - BC 57 (Affidavit of Availability)
- References
- Contact Information
- Sub-Contractors
- **Local Vendor Preference Application (if applicable)**



Local Public Agency  
Formal Contract Proposal

COVER SHEET

Proposal Submitted By:

Contractor's Name

Contractor's Address

City

State

Zip Code

STATE OF ILLINOIS

Local Public Agency

County

Section Number

Route(s) (Street/Road Name)

Type of Funds

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

Submitted/Approved

For Local Public Agency:

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature & Date

Submitted/Approved

County Engineer/Superintendent of Highways Signature & Date

For a Municipal Project

Submitted/Approved/Passed

Signature & Date

Official Title

Assistant Director of Public Works

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature & Date

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Aurora	Kane	LOCAL BID	VARIOUS

### NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of electronically at  
aurora.il.us/Property-and-Business/City-Purchasing/Bids-and-Solicitations until 11:00 AM on 04/09/25.  
Name of Office  
Address Time Date

Sealed proposals will be opened and read publicly at the office of electronically at  
aurora.il.us/Property-and-Business/City-Purchasing/Bids-and-Solicitations at 11:00 AM on 04/09/25.  
Name of Office  
Address Time Date

### DESCRIPTION OF WORK

Location	Project Length
Various locations as shown on the plans within the City of Aurora	45,020 ft (8.53 mi)

Proposed Improvement
Curb and sidewalk repairs, patching, milling, street resurfacing and striping

1. Plans and proposal forms will be available in the office of  
ELECTRONIC ONLY (<https://www.aurora-il.org/Bids.aspx>)

2. ☒ Prequalification  
 If checked, the 2 apparent as read low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57) in triplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One original shall be filed with the Awarding Authority and two originals with the IDOT District Office.
3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.
4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:
  - a. Local Public Agency Formal Contract Proposal (BLR 12200)
  - b. Schedule of Prices (BLR 12201)
  - c. Proposal Bid Bond (BLR 12230) (if applicable)
  - d. Apprenticeship or Training Program Certification (BLR 12325) (do not use for project with Federal funds.)
  - e. Affidavit of Illinois Business Office (BLR 12326) (do not use for project with Federal funds)
5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.
6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.
7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.
8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.
9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Aurora	Kane	LOCAL BID	VARIOUS

### PROPOSAL

1. Proposal of \_\_\_\_\_  

Contractor's Name

Contractor's Address
2. The plans for the proposed work are those prepared by the City of Aurora Engineering Department  
and approved by the Department of Transportation on \_\_\_\_\_.
3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the " Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.
4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.
5. The undersigned agrees to complete the work within \_\_\_\_\_ working days or by 09/19/25 unless additional time is granted in accordance with the specifications.
6. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond of check shall be forfeited to the Awarding Authority.
7. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the products of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price. A bid may be declared unacceptable if neither a unit price nor a total price is shown.
8. The undersigned submits herewith the schedule of prices on BLR 12201 covering the work to be performed under this contract.
9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.
10. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond, if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: City of Aurora Treasurer of \_\_\_\_\_.  
The amount of the check is \_\_\_\_\_ ( \_\_\_\_\_ ).

#### Attach Cashier's Check or Certified Check Here

In the event that one proposal guaranty check is intended to cover two or more bid proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual bid proposal. If the proposal guaranty check is placed in another bid proposal, state below where it may be found.

The proposal guaranty check will be found in the bid proposal for: Section Number \_\_\_\_\_.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Aurora	Kane	LOCAL BID	VARIOUS

## CONTRACTOR CERTIFICATIONS

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedure established by the appropriate Revenue Act, its liability for the tax or the amount of the tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.
2. **Bid-Rigging or Bid Rotating.** The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

A violation of section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense, or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State of Local government. No corporation shall be barred from contracting with any unit of State or Local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent on behalf of the corporation.

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that, it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.
4. **Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be canceled.



Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Aurora	Kane	LOCAL BID	VARIOUS

**SIGNATURES**

(If an individual)

Bidder Signature & Date

--

Business Address

--

City

State

Zip Code

--

--

--

(If a partnership)

Firm Name

--

Signature & Date

--

Title

--

Business Address

--

City

State

Zip Code

--

--

--

Insert the Names and Addresses of all Partners

--

(If a corporation)

Corporate Name

--

Signature & Date

--

Title

--

Business Address

--

City

State

Zip Code

--

--

--

Insert Names of Officers

President

--

Attest:

Secretary

Secretary

Treasurer



Contractor's Name

Contractor's Address

City

State

Zip Code

Local Public Agency

County

Section Number

Route(s) (Street/Road Name)

**Schedule for Multiple Bids**

Combination Letter	Section Included in Combinations	Total

**Schedule for Single Bid**

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

Item Number	Items	Unit	Quantity	Unit Price	Total
1	COMB C C&G REM REP SPL	FOOT	11520		
2	SIDEWALK REM	SQ FT	31320		
3	PC CONC SIDEWALK 5	SQ FT	31320		
4	DETECTABLE WARNINGS	SQ FT	1590		
5	DRIVE PAVEMENT REM	SQ YD	1730		
6	PCC DRIVEWAY PAVT 6	SQ YD	490		
7	HMA DRIVEWAY PAVT	SQ YD	1240		
8	HMA SURF REM SPL	SQ YD	140160		
9	PCC SURF REM VAR DP	SQ YD	40		
10	CL D PATCH T2 3	SQ YD	400		
11	CL D PATCH T2 6	SQ YD	320		
12	CL D PATCH T2 10	SQ YD	80		
13	CL C PATCH T2 6	SQ YD	40		
14	CL C PATCH T2 9	SQ YD	20		
15	BIT MATLS TACK CT	POUND	96000		
16	P HMA BC HM N50	TON	50		
17	HMA BC IL-9.5 N50	TON	1936		
18	HMA SC IL-9.5 D N50	TON	16519		
19	STR REFL CR CTRL TRMT	FOOT	1000		
20	AGGREGATE SHLDS B	TON	490		

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
City of Aurora	Kane	LOCAL BID	VARIOUS

Item Number	Items	Unit	Quantity	Unit Price	Total
21	DOM WAT SER BOX ADJ	EACH	8		
22	CB ADJUST	EACH	104		
23	CB ADJUST NEW F&G SPL	EACH	2		
24	MAN ADJUST	EACH	160		
25	MAN ADJUST NEW F&L SPL	EACH	16		
26	VALVE BOX ADJ	EACH	26		
27	SHORT TERM PAVT MKING 4	FOOT	1200		
28	THPL PVT MK LINE 4	FOOT	12000		
29	THPL PVT MK LINE 6	FOOT	10000		
30	THPL PVT MK LINE 12	FOOT	1800		
31	THPL PVT MK LINE 24	FOOT	1200		
32	THPL PVT MK LTR & SYM	SQ FT	600		
33	TR CONT & PROT 701501	L SUM	1		
34	TR CONT & PROT 701502	L SUM	1		
35	TR CONT & PROT 701601	L SUM	1		
36	TR CONT & PROT 701602	L SUM	1		
37	TR CONT & PROT 701606	L SUM	1		
38	TR CONT & PROT 701701	L SUM	1		
39	TR CONT & PROT 701801	L SUM	1		
40	MOBILIZATION	L SUM	1		
41	LANDSCAPE RESTORATION	L SUM	1		
42	SAN SEW MH REHAB (SPL)	EACH	40		
43	DET LOOP REPL	FOOT	200		
44	RAISED REF PVT MK REM	EACH	20		
45	RR PROT LIABILITY INS	L SUM	1		
Bidder's Total Proposal					

1. Each pay item should have a unit price and a total price.
2. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern.
3. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
4. A bid may be declared unacceptable if neither a unit price or total price is shown.



Local Public Agency

County

Section Number

City of Aurora

Kane

LOCAL BID

WE, \_\_\_\_\_ as PRINCIPAL, and

\_\_\_\_\_ as SURETY, are held jointly, severally and firmly bound unto the above Local Public Agency (hereafter referred to as "LPA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids, whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LPA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LPA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LPA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LPA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LPA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this \_\_\_\_\_ of \_\_\_\_\_ Day \_\_\_\_\_ Month and Year

**Principal**

Company Name

Signature & Date

By:

Title

Company Name

Signature & Date

By:

Title

(If Principal is a joint venture of two or more contractors, the company names, and authorized signatures of each contractor must be affixed.)

**Surety**

Name of Surety

Signature of Attorney-in-Fact Signature & Date

By:

STATE OF IL

COUNTY OF

I \_\_\_\_\_, a Notary Public in and for said county do hereby certify that

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this \_\_\_\_\_ day of \_\_\_\_\_ Month and Year

(SEAL, if required by the LPA)

Notary Public Signature & Date

Date commission expires \_\_\_\_\_

Local Public Agency

County

Section Number

City of Aurora

Kane

LOCAL BID

ELECTRONIC BID BOND

☐ **Electronic bid bond is allowed (box must be checked by LPA if electronic bid bond is allowed)**

The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LPA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

--	--	--	--	--	--	--	--	--	--	--	--	--

Company/Bidder Name

--

Signature & Date

--

Title

--



Local Public Agency	County	Street Name/Road Name	Section Number
City of Aurora	Kane	VARIOUS	LOCAL BID

**All contractors are required to complete the following certification**

- ☒ For this contract proposal or for all bidding groups in this deliver and install proposal.
- ☐ For the following deliver and install bidding groups in this material proposal.

--

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

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.
2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.
3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

--

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

--

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

Bidder	Signature & Date						
<table><tr><td></td></tr></table>		<table><tr><td></td></tr></table>					
Title							
<table><tr><td></td></tr></table>							
Address	City	State	Zip Code				
<table><tr><td></td></tr></table>		<table><tr><td></td></tr></table>		<table><tr><td></td></tr></table>		<table><tr><td></td></tr></table>	



Local Public Agency	County	Street Name/Road Name	Section Number
City of Aurora	Kane	VARIOUS	LOCAL BID

I, \_\_\_\_\_ of \_\_\_\_\_, \_\_\_\_\_,  
Name of Affiant City of Affiant State of Affiant  
being first duly sworn upon oath, state as follows:

1. That I am the \_\_\_\_\_ of \_\_\_\_\_.  
Officer or Position Bidder
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under the proposal described above, \_\_\_\_\_, will maintain a business office in the  
Bidder  
State of Illinois, which will be located in \_\_\_\_\_ County, Illinois.  
County
4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.
5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

Signature & Date

--

Print Name of Affiant

--

**Notary Public**

State of IL

County \_\_\_\_\_

Signed (or subscribed or attested) before me on \_\_\_\_\_ by  
(date)

\_\_\_\_\_, authorized agent(s) of  
(name/s of person/s)

\_\_\_\_\_  
Bidder

Notary Public Signature & Date

--

(SEAL)

My commission expires \_\_\_\_\_





## Affidavit of Availability

For the Letting of 04/09/25



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

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

### Part I. Work Under Contract

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

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HMA Plant Mix						
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Highway, R.R., Waterway Struc.						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning, Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
Totals						

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

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

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

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Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
(Signature of Notary Public)

My commission expires \_\_\_\_\_

(Notary Seal)

☐ Add pages for additional contracts



## Affidavit of Availability

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	2	3	4	Awards Pending	1
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
Type of Work					
Subcontract Price					
Amount Uncompleted					
Subcontractor					
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this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
(Signature of Notary Public)

My commission expires \_\_\_\_\_

(Notary Seal)

☐ Add pages for additional contracts



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Signature

Date

Company

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City

State

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this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

\_\_\_\_\_  
(Signature of Notary Public)

My commission expires \_\_\_\_\_

(Notary Seal)

☐ Add pages for additional contracts



## Affidavit of Availability

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Address

City

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\_\_\_\_\_  
(Signature of Notary Public)

My commission expires \_\_\_\_\_

(Notary Seal)

INDEX  
FOR  
SUPPLEMENTAL SPECIFICATIONS  
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2025

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

ERRATA Standard Specifications for Road and Bridge Construction

(Adopted 1-1-22) (Revised 1-1-25)

SUPPLEMENTAL SPECIFICATIONS

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## Check Sheet for Recurring Special Provisions

Local Public Agency

County

Section Number

City of Aurora

Kane

LOCAL BID

☐ Check this box for lettings prior to 01/01/2025

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

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28	<input type="checkbox"/> Portland Cement Concrete Inlay or Overlay	161
29	<input type="checkbox"/> Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	165
30	<input type="checkbox"/> Longitudinal Joint and Crack Patching	168
31	<input type="checkbox"/> Concrete Mix Design - Department Provided	170
32	<input type="checkbox"/> Station Numbers in Pavements or Overlays	171

Local Public Agency	County	Section Number
City of Aurora	Kane	LOCAL BID

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

Local Roads And Streets Recurring Special Provisions

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LRS 3	<input checked="" type="checkbox"/> Work Zone Traffic Control Surveillance	175
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LRS 6	<input checked="" type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals	178
LRS 7	<input type="checkbox"/> Bidding Requirements and Conditions for Material Proposals	184
LRS 8	<b>Reserved</b>	190
LRS 9	<input type="checkbox"/> Bituminous Surface Treatments	191
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LRS 18	<input type="checkbox"/> Multigrade Cold Mix Asphalt	207
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Local Public Agency

County

Section Number

City of Aurora

Kane

LOCAL BID

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

January 1, 2022

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

## ***2025 CITYWIDE STREET RESURFACING-WEST/NORTH***

### **SCOPE OF WORK**

This project shall consist of making improvements to the existing streets as shown on the plans by the removal and replacement of curb and gutter and sidewalk, grinding by cold milling, patching of the existing pavement, utility structure adjustment, the placement of hot-mix asphalt binder and hot-mix asphalt surface course and the other related items.

It should be noted that in 2025 the City is bidding two separate resurfacing projects. The WEST/NORTH project is located in the geographic area of the City north and west of a line made up of the Fox River, the BNSF railroad tracks, and the Kane/DuPage County Line. The EAST project is located in the geographic area south and east of that line. See the maps for additional information and below:

- 2025 Citywide Street Resurfacing-EAST (a separate bid)
- 2025 Citywide Street Resurfacing-WEST/NORTH (this bid)

In addition, the project may include sites for citywide patching, citywide sidewalk repairs, and citywide striping (meaning that these locations are throughout the City and not called out specifically in the plans/maps). If there is any "citywide" work being performed in this contract, it will be in the same geographic areas (west/east of the river, north/south of the tracks) as the contract.

The Engineer reserves the right to alter the plans, extend or shorten the improvement, delete streets from the plans, add streets to the plans, add such work as may be necessary, and increase or decrease the quantities of work to be performed all in accordance with Section 104 of the Standard Specifications. The difference in quantities regardless of the percent increase or decrease shall be deemed to pose no significant change in the character of the work for this contract. All quantities are estimated and payment will be made for actual measured work completed.

### **DEADLINE**

The Contractor shall complete the paving work on all streets by Friday September 12, 2025. All work on the project, including thermoplastic pavement markings & landscape restoration as required, shall be completed by **Friday September 19, 2025**.

Contract extensions will not be granted unless they meet Article 108.08.

As noted above, the City is bidding two separate resurfacing contracts this year. If the same Contractor wins both the WEST/NORTH project (this bid) and the EAST project (a separate bid), a contract extension will not be considered for either project. This project still must finish by September 19, 2025.

Failure to complete the project on time (with any contract extensions granted) will result in the assessment of liquidated damages, or possibly the Contractor being considered a non-responsible bidder for future bidding opportunities.

### **SPECIAL CONDITIONS**

The bidder shall inspect the streets, the site of the proposed work and the local conditions that affect the detailed requirements of construction. The Contractor shall be responsible for determining the possible effects of the varying site conditions and no additional compensation will

be allowed for extra time due to the progress of work or cost incurred from damage to equipment, such as milling over a buried manhole, as a result of completing the project.

### **PREQUALIFICATION STATUS**

A Contractor or subcontractor is NOT required to have the 003 IDOT Prequalification Code in order to be the paving contractor on this contract. Contractors with the 005 IDOT Prequalification Code can provide all the paving services on this contract, and can also be the Prime Contractor. Any Prime Contractor who submits a bid that has an 005 IDOT Prequalification Code, must provide in their bid a minimum list of 10 paving jobs completed in the last 5 years. Information provided for each past paving job shall be at a minimum:

- Client
- Location
- Project Name
- Year(s) completed
- Amount(s)

A minimum of 3 of the above referenced 10 paving jobs must be resurfacing and/or reconstruction projects located on public streets/highways for local public agencies, such as municipalities and counties. It is okay for the Contractor to list private development work, parking lot construction, and other similar work. However, the Contractor should list as many projects as possible that are similar in scope, funding, and complexity as this contract.

For the same minimum 3 paving job completed for a public agency, the Contractor shall provide reference contact information. The reference person's name, phone number, and email should be provided. Additional references can be provided.

If a Prime Contractor with an 005 IDOT Prequalification Code is the apparent low bidder, the City will review the Contractor's provided information to determine that an award to that Contractor is feasible. The City will review the Contractor's paving history, check references, review the tonnage limits on the prequalification, and review the provided BC 57 to determine if they can be considered a responsible bidder. City of Aurora staff shall review the information provided and make the sole determination if a Contractor with an 005 IDOT Prequalification Code can be considered responsible and can be awarded this contract. The City has the choice to award the contract to a Contractor who does not have the lowest bid price based on the review of this information.

### **PUBLIC AWARENESS**

This contract includes work on several streets throughout the City and as such the Contractor shall schedule work to minimize the inconvenience to the public. In addition to the requirements of Article 107.09, the Contractor shall be aware of the commuter hours and main direction of high traffic flow on the City's Arterial and Major Collector streets. Certain lanes as identified by the Resident Engineer shall not be closed before 8:30 AM and shall be opened by 3:30 PM. This work will not be paid for separately, but shall be considered included in the cost of the various traffic control pay items.

### **DISPOSAL OF DEBRIS AND EXCAVATED MATERIAL & CCDD**

The Contractor shall be responsible for removal and disposal of all waste material, asphalt, grindings, concrete, stone, dirt, tree roots or debris generated in the course of the work. The Contractor shall load the removed pieces of curb and gutter, sidewalk, street pavements, etc. directly onto trucks, haul it away and dispose of it. The temporary storing of excavated materials on the parkway and street and re-handling them later for disposal or backfill will not be allowed.



In addition to the requirements of Section 107.01 of the Standard Specifications, the Contractor shall be responsible for the proper removal and disposal of excavated materials from the project site. The Contractor will meet all the requirements set forth by the IEPA in regards to **Clean Construction and Demolition Debris** which include providing certification from a licensed Professional Engineer, geotechnical testing, dumping fees and proper documentation. This work will not be paid for separately, but shall be considered included in the cost of the various removal items.

#### **NPDES PERMIT**

A separate Notice of Intent (NOI) will not be required for this construction project. The City of Aurora has filed a Notice of Intent for General Permit for Discharges from a Small Municipal Separate Storm Sewer Systems (MS4s) under the National Pollutant Discharge Elimination System Phase II. This NOI covers all City of Aurora sponsored construction projects. A copy of the City of Aurora NOI is maintained on file at the Engineering Department of the City of Aurora.

#### **SCHEDULED WORK ACTIVITY**

The Contractor shall provide any Scheduled Work Activity to the Resident Engineer by 3:00 PM each day prior to any construction. The information shall provide the list of streets where work will occur and include start time, type of work and all scheduled material deliveries. Work done without prior notification to the Resident Engineer shall be considered unauthorized and will not be measured for payment.

#### **CONSTRUCTION WORK HOURS**

Per Sec 29-205(i) of the City of Aurora Code of Ordinances, construction on streets is only allowed between hours of 6:00 a.m. and 9:00 p.m., on weekdays and 8:00 a.m. and 6:00 p.m. on weekends. If the City's noise ordinance is updated during the project, the Contractor shall follow the current ordinance. The Contractor shall refer to the actual current ordinance for additional information.

#### **PUBLIC NOTICE AND WORK TIMES**

The Contractor shall deliver a notice, original form supplied by the City, to each address that will be affected by work to be performed on each street. Notices shall be distributed 7 to 14 days in advance of the start of work.

The allowed work hours are Monday thru Friday 7 AM to 5 PM for regular work days that are not a City holiday. The Contractor may request work hours and days outside normal working periods. The Contractor shall be responsible for keeping vehicles off the streets as needed for the project. The Contractor shall install and maintain temporary signs in the parkway 24 hours prior to starting work on each street. The signs shall be 18" x 24", white plastic with red lettering on both sides stating **NO PARKING, 7:00 AM - 5:00 PM MON – FRI THANK YOU “contractor name”**. **Signs shall be spaced on both sides (min. 3 signs each side, each block) as needed to notify motorists**. Immediately following each stage of work on each street, the Contractor shall remove the signs and reinstall them as needed.

#### **WORK ADJACENT TO SCHOOLS, HIGH VOLUME TRAFFIC ROUTES (SHOPPING CENTERS, COMMUTER ROUTES) AND SPECIAL EVENTS (CONCERTS/PARADES)**

In addition to delivering the notices as described above, the Contractor shall personally contact schools, shopping centers and other heavy traffic locations and events that will experience traffic delays as a result of working on this Contract. In no case shall equipment be operated near school

zones when children are present. The Contractor shall also make adjustments to work schedules to accommodate events that would involve large numbers of vehicles and people on a particular street. The Contractor shall keep the Engineer apprised of these contacts.

Below is a list of schools directly adjacent or very near to the work. It is up to the Contractor to determine if any other schools exist and to contact them. This list is only for the Contractor's convenience and may not be complete/accurate.

- Charleston Dr/Bradford Ln – Hall Elementary School (630) 301-5005
- Eastwood Dr – Smith Elementary School (630) 301-5015

No compensation will be paid for any inconvenience, delay, or loss experienced by the Contractor because of adjustments to their normal schedule. This work will not be paid for separately, but shall be considered included in the cost of the contract.

### **DRIVEWAY CLOSURES**

At locations where the curb in front of a driveway is scheduled to be removed, the Contractor shall contact the homeowner 24 hours prior to removing the curb or drive approach. The Contractor shall provide and deliver a notice on their letterhead informing the residents the exact day their driveway will be closed and allow them time to move any vehicles onto the street. Notices may need to be provided in Spanish as well, if requested by the City. Driveways shall be closed for no more than 10 calendar days including the minimum of 5 days concrete cure time. The Contractor shall be responsible for maintaining the barricades to prevent traffic from using the driveways during this period.

If the Contractor has not contacted a resident whose curb or drive approach is marked for repair, granular material shall be placed through the drive approach immediately after removing the curb or drive approach. The Contractor shall ensure full-time access for a business by working on one driveway at a time or completing work on a driveway one-half at a time. Temporary stone may be needed to provide access to driveways if access has not been restored within the time limits in the contract. Temporary stone (granular material) for curb, sidewalk or driveway will not be paid for separately but shall be considered included to the total contract cost.

### **WATER FOR CONSTRUCTION PURPOSES**

City water for construction purposes will be available to the Contractor at their cost according to the rates in effect at the time of usage. The Contractor shall secure a City water meter from the Water Treatment Plant at Route 25 and Indian Trail Road by leaving the required deposit. The use of City water without a City issued meter is illegal. The Contractor will be fined according to ordinance, which will be deducted from moneys due, for each unauthorized use of City water regardless of the amount of water used or the reason for the unauthorized use.

### **SEQUENCE OF WORK & PROGRESS**

The following work and maximum number of working days allowed is to insure a continuous and steady progress of work items and to limit the hazards to the public during construction:

<b><u>Work</u></b>	<b><u>Working Days Allowed</u></b>
Replacement of Curb & Gutter after Curb Removal	5 Days
Replacement of Sidewalk after Sidewalk Removal	5 Days
Landscape Restoration after concrete has cured properly	7 Days
Patching and Placement of Binder after Cold Milling	7 Days
Placement of Surface Course after Binder completed	5 Days *
* - Includes time for Manhole Adjustments to be done with High Early Concrete	

The rate of progress shall be as nearly uniform as practicable and shall be such that all work under this Contract will be completed by the deadline(s) and time allowed. It may be necessary for the Contractor to work longer hours, use additional crews, and to do several items of work simultaneously in order to complete the work within the required time limit, with no additional cost to the City.

It is preferred that all driveways that are disturbed during concrete operations are replaced before landscaping begins. It is also preferred that all landscaping restoration takes place before any cold milling occurs. For purpose of this special provision, the sequence of work of completing driveways before landscaping and landscaping before milling in that exact order will be called "RESTORATION SEQUENCING". The Engineer will require RESTORATION SEQUENCING on all streets if the Contractor is not following other aspects of this specification. See below for additional information/details.

- If a roadway is a rehab street (100% or majority curb removal and replacement) as indicated in the plans, the RESTORATION SEQUENCING must be followed.
- Landscaping materials dumped on a milled surface are hard to clean before prime is placed. It is greatly recommended that if landscaping is dumped on the roadway, it is being done on a roadway that is being resurfaced and the material is placed before that existing surface is milled. Materials can also be dumped on an adjacent roadway that is not to be resurfaced, as long as the surface is adequately cleaned. If non-resurfaced roadway and/or milled surfaces are not being cleaned to the satisfaction of the Engineer, the Engineer will require that RESTORATION SEQUENCING be followed on all streets.
- If the majority of landscaping is completed prior to the driveways being replaced, that may cause confusion for the landscaper and require multiple mobilizations. It is up to the Contractor to determine how and when to schedule the landscaping. If the Contractor and their superintendent are not keeping adequate track of outstanding work, the Engineer will require that RESTORATION SEQUENCING be followed on all streets.
- The City's main concerns are for public safety and inconvenience to the public. In the above chart, the work of "Landscape Restoration after concrete has cured properly" taking place within 7 working days is critical to maintain. Access to driveways need to be restored and holes in the public right-of-way need to be filled in as soon as possible. The timing of milling and other activities can be flexible and out of the preferred sequence, as long as the Contractor is keeping track of these voids and filling them in within 7 days.
- It is the City's experience that keeping to the recommended sequence of work ensures that work is completed in a timely manner, and that inconveniences to the residents and traveling public are minimized. As long as the Contractor is tracking outstanding work on their own, responding to requests from the Engineer, filling voids in the right-of-way within the time frames in the chart above, and closing up work in a timely manner, the Engineer can be flexible in this sequencing. However, if these conditions are not being met, the Engineer will require RESTORATION SEQUENCING be followed on all streets.

The Contractor shall cooperate with the City and their Contractors on all other adjacent work in the vicinity of this project.

- IDOT Contract 61K67 (Prairie St).

Should the Contractor fail to complete the work within the deadline, the Engineer shall give notice in writing to the Contractor of such delinquency. If the Contractor does not take immediate measures, as in the opinion of the Engineer, to increase the work productivity, the City may terminate the Contract in accordance with Article 108.10.

#### **STREET SWEEPING AND PREPARATION**

The Contractor shall be responsible for sweeping and cleaning streets and sidewalks of any debris and material that has accumulated as a result of the construction activity. A mechanical sweeper, mechanically driven air, and handwork with shovel and broom shall be utilized to provide a clean

surface for the public. Twenty-four (24) hours before placement of prime coat and the laying of HMA, the Contractor shall sweep the pavement and remove standing water, earth, weeds, leaves, dirt, construction debris and all loose material. The Engineer has the right to inspect the street and approve it before placement of prime.

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

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

### **ADJUSTMENTS**

This work shall consist of the adjustment of existing catch basins, manholes, inlets, valve vaults or valve boxes, to meet the proposed elevations as required in accordance with Sections 602 & 604 of the Standard Specifications and as stated herein.

- Catch Basins and Inlets shall be adjusted or reconstructed during the curb removal and replacement operation. Frames & Grates shall be adjusted to meet the proposed curb and gutter elevation to provide positive drainage.
- Manholes, Valve Vaults, and Valve Boxes shall be adjusted or reconstructed following the placement of the hot-mix asphalt binder. Castings shall be set accurately to the proposed surface course elevation by using a string line in the direction of traffic flow at a distance of 10' each side of the casting. Sudden bumps or dips in the ride quality at castings following the placement of surface course will not be accepted.
- The Contractor shall neatly excavate the area by saw cutting the pavement full-depth, removing the surrounding pavement, and removing any loose material, loose bricks and cracked rings from the structure.
- Materials used for adjustments shall be reinforced concrete rings and butyl rope. The Contractor shall request the use of bricks and mortar for repair to existing structures and unusual situations where the adjustment cannot be made with rings. Butyl rope shall be used between all concrete rings and castings.
- Frames and Grates and Frame and Lids that are worn, damaged or marked for replacement shall be removed and replaced.
- Frames & Lids shall be Heavy Duty Solid Lid with **"CITY OF AURORA"** cast into the top with concealed pickhole and machined surface with a watertight rubber gasket seal. Frames & Grates shall have **"DUMP NO WASTE DRAINS TO RIVER"** cast into the curb box.
- Valve Boxes shall be adjusted by excavating the existing pavement to the depth as required to adjust the extension to meet the elevation of the proposed surface course. Approved Valve Box extension with threaded connection may be used for this work as directed by the Engineer.
- The Contractor shall fill the area excavated with Class PP Concrete ("High Early") to ½" below the hot-mix asphalt binder elevation.

Utility Manhole Adjustments such as AT&T and ComEd manholes shall be identified and requested by the Contractor. The Contractor shall request these adjustments from the utilities in a timely manner so as not to affect the completion of the project. There may be other private utility

adjustments not listed in the special provisions that are the responsibility of the Contractor to coordinate. The Contractor assistance to facilitate the utility company work shall be considered included in the cost of the contract.

Raised manholes/valves shall be temporarily ramped as determined by Engineer at time of construction to facilitate the movement of vehicles through streets with multiple adjustments. The cost of ramping shall be considered included in this item.

This work shall be paid for at the contract unit price each for CATCH BASINS TO BE ADJUSTED, MANHOLES TO BE ADJUSTED, VALVE BOXES TO BE ADJUSTED, CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE (SPECIAL) AND MANHOLES TO BE ADJUSTED WITH NEW FRAME AND LID (SPECIAL), which shall include all labor and materials to do the work as specified herein.

#### **DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED**

This work shall consist of adjusting an existing water service box to the elevation as directed by the Engineer in accordance with Section 565 of the Standard Specifications and as stated herein.

- Domestic Water Service Box shall be adjusted by excavating the ground to the depth as required to adjust the extension or install a new extension and top as may be required to meet the new elevation of the parkway or concrete.
- Service Boxes located within P.C. Concrete shall be surrounded with a polycarbonate sleeve that extends into the subbase material. The top of the sleeve shall be flush with the box and covered with duct tape prior to placing the concrete.
- All excavations shall be backfilled with material as directed by the Engineer.

This work will be paid for at the contract unit price per each for DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED. Backfill material will not be measured separately for payment.

#### **HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL**

This work consists of removing the existing hot-mix asphalt surfaces, in accordance with Section 440 of the Standard Specifications, the details included, and as specified herein. The depth, type, and location of removal will vary as directed by the Engineer according to the following:

- The limits of the proposed improvements shall be prepared by milling to a depth of 1-1/2" at the limits as marked by the Engineer. On those streets that do not have curb & gutter, the ends of hot-mix asphalt driveways shall be milled at the locations as marked by the Engineer. Prior to placing the surface course the Contractor shall saw cut the butt joint and remove any excess material to make a clean perpendicular joint to butt against. These butt joints and saw cutting shall be included in the cost of Hot-Mix Asphalt Surface Removal, Special. All locations on the roadway will require the signage "**BUMP AHEAD.**"
- The Contractor shall mill adjacent to the curb and gutter to a maximum depth of up to 3" and locations and widths as marked by the Engineer.
- The Contractor shall mill the entire street to a minimum depth of 1" and maximum depth of 3" at the locations as marked by the Engineer. Removal shall be complete from edge to edge.
- In irregular shaped areas such as around cul-de-sacs, adjacent to curb faces and utility structures, and at butt joints removal shall be done with a smaller grinder or by hand chipping.

- All manholes shall be completely milled around prior to the placement of hot-mix asphalt binder.
- Any pavement material that may become loose or unsound shall be removed with pneumatic hammers. The cost of removal of these areas will not be paid for separately but shall be considered included in the cost of Hot-Mix Asphalt Surface Removal, Special.

The Contractor shall use a mechanical broom during the entire milling process. The broom shall follow immediately behind the Milling Machine and be capable of picking up millings to prevent compaction onto the pavement. Milling shall not begin until the mechanical broom is on the jobsite and milling shall stop if the mechanical broom breaks down or leaves the jobsite. The broom shall be equipped with a full width and side sweepers. The streets included with this contract are constructed of several layers. After the milling process, the pavement may continue to ravel and deteriorate. The Contractor shall clean and sweep the roadway just prior to priming or placing of HMA to remove any loose pavement, gravel or other debris that may have accumulated on the surface. Special attention is drawn to Article 406 of the Standards Specifications which indicates that prior to placing tack coat, a vacuum sweeper may be needed to accomplish the dust removal.

This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL, which price shall include all material, equipment, and labor to perform the work as specified herein regardless of the depth, type and location of surface removal completed.

#### **PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)**

This work consists of removing any existing Portland Cement Concrete surface encountered on the project in accordance with the Hot-Mix Asphalt Surface Removal, Special provision, except the existing surface is concrete. At this time no such concrete surface removal is anticipated, but a pay item has been included to establish a unit price if needed.

This work will be paid for at the contract unit price per square yard for PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH) regardless of the depth, type and location of surface removal completed.

#### **CONTRACTOR SUPERINTENDENT**

Per Article 105.06 of the Standard Specifications, the Contractor shall have on the work at all times, as the Contractor's agent, a competent English-speaking superintendent. The superintendent shall be present on site all times as specified in the standard specifications. The superintendent must have full authority to execute the contract and respond to the Engineer without delay. If the superintendent is not on-site full time or fulfilling the responsibilities of Article 105.06, the Engineer will provide written warnings to the Contractor of when the superintendent is not on site or not performing any required duties. If the Contractor receives three (3) warnings, after the third warning the Engineer reserves the right to withhold any and all pay estimates until the Contractor complies with Article 105.06.

After award and during the time the contracts are being executed, the Contractor shall provide to the City the name of the superintendent. Per Article 105.06, the superintendent shall be thoroughly experienced in the type of work being performed. If requested by the City, the Contractor shall provide a resume of the proposed superintendent. The City has the right to request a different superintendent if they do not meet the requirements of Article 105.06.

This work will not be paid for separately.

**COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT  
(SPECIAL)**

This work consists of removing and disposing the existing curb and gutter at places as directed by the Engineer and the replacement with new curb and gutter to match existing or the type as shown on the plans, in accordance with the applicable portions of Sections 440 and 606 of the Standard Specifications, the Details included, and as specified herein.

- The Contractor shall limit their operation to one side of the street at a time when replacing 100% or the majority of the curb on rehab streets. The replacement of the curb and gutter, driveway replacement and landscaping must be completed and open to parking prior to starting removal on the opposite side of the street. On non-rehab streets, if the amount of curb replacement is large, and traffic and site conditions dictate, the Engineer may dictate that operations be one side of the street at a time.
- The Contractor shall saw cut full depth a perpendicular clean joint between that portion of the curb and gutter to be removed and that which is to remain in place and saw cut the pavement full depth parallel to the curb at the location as shown in the details.
- The Contractor shall use methods of removal that do not cause damage to the existing pavement and curb and gutter that is to remain. Any Culverts or items marked for removal located in the curb line shall be removed during curb removal and disposed of properly. The Contractor shall confine the removal, excavation, and forming to a narrow area behind the existing curb line in order to minimize parkway restoration. Removal equipment that damages the parkway 12" beyond the back of curb will not be allowed, except where required by the Engineer adjacent to curb ramps. Parkway grading may be required to go beyond 12" as directed by the Engineer to smooth out grades. This grading work should be done at the time of concrete removal.
- The existing curb and gutter and those portions of the pavement as shown in the details shall be removed full depth to provide for a minimum of 4" of sub-base granular material (CA-7), and the 8" gutter. The Contractor shall place and mechanically compact the subbase with a vibrating tamper. The Contractor shall correct any soft spots in the subbase or subgrade.
- Curb at curb ramps shall be completely formed with lumber of 1½" nominal thickness, oiled throughout and held securely in place with stakes.
- Steel forms may be used for mid-block curb and gutter removal and replacement. Special attention is drawn to 606.05, which states "Forms shall be held securely staked, braced and held firmly to the required line and grade, and shall be tight". The Contractor should put the forms to grade if conditions allow. The Engineer may allow forms to be placed at higher than finish grade if tree roots or a high elevation grass/sod is adjacent to the sidewalk. This can be done at the Contractor's discretion, provided that:
  - A string line is snapped for the top of curb elevation
  - Curb is poured at the proper depth and flow line is at the proper grade
  - Curb has a consistent head
  - Curb finishing is acceptable and meets specificationThe Engineer may require steel curb forms to be placed at grade, per the Standard Specifications, if these above conditions are not being met.
- Pavement Restoration - After the concrete has cured a minimum of 12 hours and the forms have been removed, the area between the gutter face and the saw cut pavement shall be cleaned of any loose material, wooden stakes and dirt. The void area shall be filled with Portland Cement Concrete to within 2" of the existing pavement / edge of curb flag.

- The Engineer shall determine the elevation for curb on those streets where the entire curb will be replaced. These elevations are typically above the elevation of the existing curb. The curb shall be transitioned to meet the existing curb. No additional payment will be made for extra subbase as required to raise the curb.
- At locations where there is no existing curb & gutter, the Contractor shall excavate as required to install curb & gutter.

This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPECIAL) which price shall include all labor, material and equipment necessary to remove and replace the curb and gutter as specified herein. Saw cutting, excavation, sub-base material, correcting soft spots, rebar, expansion joints, curing compound, and pavement restoration shall be considered included in the cost of this item.

### **SIDEWALK AND DETECTABLE WARNINGS**

This work consists of removing the existing sidewalk and placing a Portland Cement Concrete Sidewalk in accordance with Section 424 and 440 of the Standard Specifications, the details included and as directed by the Engineer.

- The Contractor shall saw cut, remove and dispose of sidewalks marked in the field for removal and prepare the subgrade to provide for the proposed sidewalk. The existing sidewalk shall be removed full depth to provide for a minimum of 2" of compacted granular material (CA-6), if required by the Engineer. The Contractor shall place and mechanically compact the subbase with a vibrating tamper. The Contractor shall correct any soft spots in the subbase or subgrade. The Engineer may not require every single location of sidewalk to have 2" of new stone. The Engineer may, at their sole discretion, allow existing stone to stay in place as long as it is solid and tamped.
- Any plaques or monuments found in existing sidewalk (such as numbered address tiles) shall be carefully preserved by the Contractor. If any such locations are found, the Contractor shall contact the Engineer. This work shall be considered included in the cost of these item (s).
- Sidewalk at curb ramps shall be completely formed with lumber of 1½" nominal thickness and held securely in place with stakes.
- Steel forms may be used for mid-block sidewalk removal and replacement. Special attention is drawn to 424.05, which states forms "shall be held securely in place by stakes or braces, with the top edges true to line and grade". The Contractor should put the forms to grade if conditions allow. The Engineer may allow forms to be placed at higher than finish grade if tree roots or a high elevation grass/sod is adjacent to the sidewalk. This can be done at the Contractor's discretion, provided that:
  - Sidewalk is poured at the proper depth and grade
  - Sidewalk has a consistent cross slope (i.e. no bird baths in the middle due to poor strike off)
  - Sidewalk finishing is acceptable and meets specThe Engineer may require steel sidewalk forms to be placed at grade, per the Standard Specifications, if these above conditions are not being met.
- All replacement sidewalks shall be a minimum of 5" thick. Sidewalk through driveways and at ramps shall be increased to 6" thick. The additional thickness will not be paid for separately but shall be considered included to these items.
- Sidewalk curb ramps shall be constructed according to the Highway Standards in the bid package, detail in the plans and as directed by the Engineer. Additional side curb may be



required at locations not explicitly shown on the Highway Standards, such as on the back side of the sidewalk at the common square on perpendicular curb ramps (See Highway Standard 424001-11 PERPENDICULAR CURB RAMPS FOR SIDEWALKS). Per Article 424.12, all side curbs are measured for payment as sidewalk. This includes any side curb required at any location for a curb ramp, even if the side curb is not explicitly called out in a particular location on the Highway Standards. The measurement does not include the face of the side curb.

- At locations where a curb ramp will be installed and/or the grade of the curb has been changed, the Contractor shall excavate subbase and subgrade as required to properly construct the ramp and sidewalk to meet ADA/PROWAG requirements, the details in the plans and standards in the contract. The Contractor should frame curb ramp slopes at slightly less than the allowable standards to allow for construction tolerance. Sidewalk cross slope should be framed at 1.5% (vs. 2.0% maximum) slope, except in transition pieces tying into existing sidewalk. Running slope should be framed at 7.1% maximum but can go up to 8.2% with approval of the Engineer.
- Sidewalk curb ramps with detectable warning surface shall be constructed according to the Highway Standards and the details included. The Detectable Warning area shall be Red and 2' X 5' where possible; it may be necessary to use 2' x 4' tile at locations due to radius or other constraints. ADA Solutions, Inc. cast in place tiles shall be used for all detectable warning surfaces.
- If additional sidewalk removal is needed at curb ramps beyond the initial markups to make slopes work, there is no additional compensation for an additional mobilization to remove additional sidewalk. If any cases like this arise the Contractor should notify the Engineer immediately - see General Note 3 in the plans. Generally, removal limits are marked generously to allow the Contractor enough room to work and achieve slopes.
- At locations as directed by the Engineer, the Contractor shall excavate sod, topsoil and other material to install subbase granular material and a new sidewalk. Subbase thickness at these locations shall be 4".
- Earth excavation and disposal of material will not be measured for payment. Any earth excavation required to properly place, form, or otherwise construct any sidewalk, curb ramp, landing, or side curb shall be considered included in the price of these item(s).

This work will be paid for at the contract unit price per square foot for SIDEWALK REMOVAL, PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH and DETECTABLE WARNINGS, which price shall include all labor and equipment necessary to remove the existing sidewalk, earth excavation, subbase material, correcting soft spots, disposal and placing sidewalk and furnishing and installing detectable warnings as specified herein.

## **PAVING**

The following consists of general paving practices that the Contractor shall adhere to:

- The Contractor will be responsible for keeping the binder course clean prior to the placement of the surface course.
- All butt joints shall be hand swept and hand primed on the same day surface course will be placed.
- The Contractor shall schedule work to avoid paving with cold joints between passes. The Contractor shall not start placing the surface course unless the main line paving can be completed the same day, unless approved by the Engineer.

- The paver shall be operated at a continuous rate not to exceed 50 feet per minute. The Contractor shall first pave main line on all through lanes and then complete paving for side streets, intersections, turn lanes and shoulders. All remaining portions of surface course paving shall be completed within 3 Working Days of the placement of main line paving for each street.
- At streets where no curb exists, a string line shall be used as a guide to establish the edge of pavement for the paving machine.
- On those streets without curb & gutter, the Contractor shall surface the ends of the driveways to the limits as marked by the Engineer. This work shall be done at the same time as surface course placement. This work will be paid for as Hot-Mix Asphalt Surface Course of the type being used for mainline paving.
- The Contractor shall retain and record for future reference all existing pavement markings lines in order that these locations can be re-established for the placement of paving joints and striping. The Contractor shall locate longitudinal paving joints within 6" of the lane lines. The Contractor shall also provide layout for the striping. The Engineer shall be allowed to make adjustments to the striping prior to the installation of the pavement markings.
- On those streets that have gravel shoulder, the gravel should be placed in a timely manner. Any driveway and/or sidewalk placed in gravel shoulder (whether existing or proposed) shall have the gravel backfilled and restored immediately after the forms are stripped.

This work will not be paid for separately, but shall be considered included in the cost of the various Hot-Mix Asphalt Pavement items.

### **PATCHING**

Pavement patching shall be performed in accordance with Section 442 of the Standard Specifications, as directed by the Engineer and stated herein.

After Hot-Mix Asphalt (HMA) Surface Removal, failures in the existing asphalt pavement shall be repaired by cold milling the existing pavement to a depth of 3", cleaning the area of loose debris, placement and compaction of hot-mix asphalt. Any base failures that occur due to the Contractor not meeting timeframes in the Standard Specifications and SEQUENCE OF WORK & PROGRESS special provision shall be repaired at no additional cost to the City.

Additional Class D Patches of varying depths are also included in the schedule of prices. These locations are typically, but not exclusively, where the City's Water & Sewer Department has excavated pavement and backfilled with a combination of granular material and cold mix. Patches marked for full depth repairs, shall be saw cut, material removed, and area filled with HMA as required to match the existing pavement depth or as directed by the Engineer. Depths will be marked out by the Engineer.

The Contractor shall prime the areas of HMA patching as directed prior to filling the patch and adhere to the following items:

1. Excavations shall be signed and barricaded according to the traffic control details.
2. Vehicular traffic will not be directed to drive through excavations.
3. Two flag persons will be required where less than one lane in each direction is provided.
4. Overnight Excavations will not be allowed.
5. All excavations shall be filled flush to the surrounding pavement the same day.

Class C Patches have also been included in the schedule of prices. These pay items will be used if concrete base is encountered, or if citywide concrete pavement patching is needed. At this time no such concrete patches have been identified but pay items have been included to establish unit prices if needed.

This work will not be paid for separately, but shall be considered included in the cost of the various patching pay items.

### **PORTLAND CEMENT CONCRETE DRIVEWAYS**

This work shall consist of removing existing driveway pavement and placing a new Portland Cement Concrete driveway in accordance with Section 423 and 440 of the Standard Specifications, as stated herein and directed by the Engineer.

- The Contractor shall saw cut, remove and dispose of driveways marked in the field for removal and prepare the subgrade.
- The Contractor shall furnish, place and compact a minimum of two inches (2") of granular material on the prepared subgrade and properly compact.
- Driveways shall be completely formed with lumber of 1½" nominal thickness and held securely in place with stakes.
- The Contractor shall place Portland Cement Concrete 6" thick.
- At locations as directed by the Engineer, the Contractor may be required to excavate sod, topsoil and other material to widen the footprint of the driveway to match City standard and the details in the plan.
- Earth Excavation will not be paid for separately but shall be considered included in the cost of the removal item.

This work will be paid for at the contract unit price per square yard for DRIVEWAY PAVEMENT REMOVAL and per square yard for PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH which price shall include all material, equipment and labor as required to complete the work as stated herein.

Earth Excavation will not be paid for separately but shall be considered included in the cost of the removal item

### **HOT-MIX ASPHALT DRIVEWAYS**

This work shall consist of removing portions of existing hot-mix asphalt driveway pavements adjacent to curb & gutter or sidewalk work and placing hot-mix asphalt surface course in accordance with Sections 406 and 440, as stated herein and directed by the Engineer.

- The Contractor shall saw cut, remove and dispose of driveways marked in the field for removal and prepare the subgrade.
- The Contractor shall furnish, place and compact a minimum of six inches (6") of granular material on the prepared subgrade and properly compact.
- The Contractor shall place Hot-Mix Asphalt Surface Course 2" thick.
- At locations as directed by the Engineer, the contractor may be required to excavate sod, topsoil and other material to widen the footprint of the driveway to match City standard and the details in the plan.
- Earth Excavation will not be paid for separately but shall be considered included in the cost of the removal item.

This work will be paid for at the contract unit price per square yard for DRIVEWAY PAVEMENT REMOVAL and per square yard for HOT-MIX ASPHALT DRIVEWAY PAVEMENT which price shall include all material, equipment and labor as required to complete the work as stated herein.

Earth Excavation will not be paid for separately but shall be considered included in the cost of the removal item.

### **LANDSCAPE RESTORATION**

This work shall consist of restoration of the parkways and landscaped areas that were disturbed, damaged, or removed during construction in accordance with Sections 211, 212, 250 and 251 of the Standard Specifications and as stated herein.

- Disturbed areas shall be cleared of debris generated during the course of work. Debris shall include all stone, gravel, concrete, forms and any other material that is not topsoil material.
- Turf areas that are removed or disturbed during construction shall be restored to original condition or better. The Contractor shall cut a vertical edge along the line where the turf was removed. The excavated areas shall be filled with topsoil and topped with 6" of compacted pulverized topsoil. The area shall be leveled and shaped to provide a smooth transition to the existing ground and sloped to provide positive drainage.
- Areas shall be seeded with City of Aurora standard seed mix, fertilizer, straw and mulch applied by Method 2 – Procedure 3 to secure the straw.
- The Contractor shall monitor the restoration and remove weeds that exceed 12" tall and reapply seed & topsoil as needed.

This work will be paid for at the contract price lump sum for LANDSCAPE RESTORATION, which price shall include all labor, material and equipment necessary to complete the work as specified herein, guarantee repairs and as directed by the Engineer.

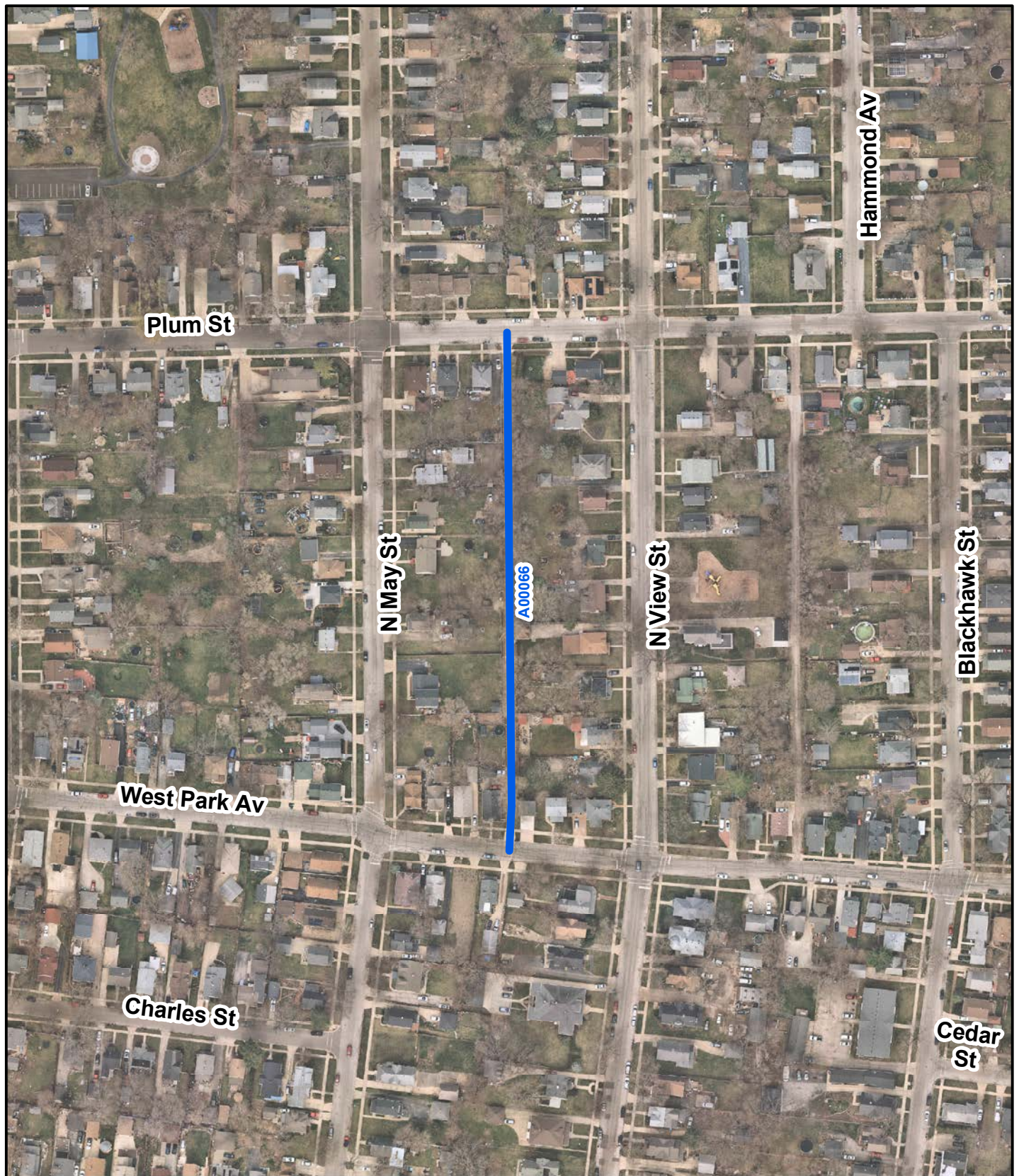
**2025 RESURFACING LIST (WEST/NORTH)**

STREET	FROM	TO	LENGTH
FOREST AV	RT 25	HIGH ST	1,350
MICHEL'S AV	LEHNERTZ AV	SHEFFER RD	750
ALYCE LN	OHIO ST	BURGUNDY LN	400
BURGUNDY LN	ALYCE LN	CHATEAU AV	470
CHATEAU AV	BURGUNDY LN	OHIO ST	460
NAPA LN	VINEYARD LN	SONOMA LN	1,810
SONOMA LN	RADDANT RD	VINEYARD LN	625
VINEYARD LN	RADDANT RD	NORTH END	1,510
FLAGSTONE LN	PINNACLE DR	PINNACLE DR	1,275
SAVANNAH CT	OFF OF SAVANNAH DR		375
AURORA AV	E ILLINOIS AV	RT 25	550
JUNGELS AV	GREENVIEW DR	WOOD ST	630
HORIZON LN	SOLITUDE LN	SAWGRASS DR	460
HARDIN AV	S RUSSELL AV	S HIGHLAND AV	950
FRANKLIN AV	GARFIELD AV	KENSINGTON PL	800
GARFIELD AV	S LANCASTER AV	LE GRANDE BL	3,322
S FORDHAM AV	W DOWNER PL	MARSEILLAISE PL	1,800
HOMESTEAD AV	MORAIN DR	MORAIN DR	1,000
MORAIN DR	PRAIRIE ST	BARNES RD	2,950
W SULLIVAN RD	DEERPATH RD	MELISSA LN	575
MELISSA LN	SULLIVAN RD W	NORTH END	750
MULBERRY CT	OFF OF ALMOND DR		830
CHARLESTON DR	ALMOND DR	LAUREL DR	875
BRADFORD LN	ALMOND DR	LAUREL DR	920
ROANOAK AV	N EDGELAWN DR	SHERWOOD AV	400
SHERWOOD AV	ROANOAK AV	HEATHER DR	750
N BUELL AV	WESTGATE DR	PLUM ST	750
BUELL CT	OFF OF WESTGATE DR		260
N EVANSLAWN AV	PLUM ST	WESTGATE DR	1,125
S ROSEDALE AV - 1	GALENA BL	GARFIELD AV	1,150
MARSEILLAISE PL	S EDGELAWN DR	S EVANSLAWN AV	2,632
S ROSEDALE AV - 2	MARSEILLAISE PL	KENSINGTON PL	750
KENSINGTON PL	S ROSEDALE AV	S EDGELAWN DR	350
N MAY ST	PLUM ST	WEST PARK AV	725
HAMMOND AV	FLORIDA AV	NEW HAVEN AV	775
NEW HAVEN AV	SHELDON AV	N COMMONWEALTH AV	725
COLORADO AV	N ELMWOOD DR	FORAN LN	425
MORTON AV	RICHARD ST	200' S OF ROBERT ST	625
ARLON RD	N ELMWOOD DR	EASTWOOD DR	800
EASTWOOD DR	SULLIVAN RD	GOLDEN OAKS PKWY	4,375
VINE ST	N LAKE ST	N RIVER ST	450
PLUM ST	N VIEW ST	PENNSYLVANIA AV	1,350
ALLEY 5 (B/W N MAY & N VIEW)	WEST PARK AV	PLUM ST	740
WEST PARK AV	N RIVER ST	N LAKE ST	425

**City of Aurora**  
**2025 Citywide Street Resurfacing-WEST/NORTH**  
**List of Pay Items**

Item Number	Abbreviation (Used on BLR 12201)	Full Pay Item Name
1	COMB CONC C&G REM REP SPL	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, (SPECIAL)
2	SIDEWALK REM	SIDEWALK REMOVAL
3	PC CONC SIDEWALK 5	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
4	DETECTABLE WARNINGS	DETECTABLE WARNINGS
5	DRIVE PAVEMENT REM	DRIVEWAY PAVEMENT REMOVAL
6	PCC DRIVEWAY PAVT 6	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH
7	HMA DRIVEWAY PAVT	HOT-MIX ASPHALT DRIVEWAY PAVEMENT
8	HMA SURF REM SPL	HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL
9	PCC SURF REM VAR DP	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)
10	CL D PATCH T2 3	CLASS D PATCHES, TYPE II, 3 INCH
11	CL D PATCH T2 6	CLASS D PATCHES, TYPE II, 6 INCH
12	CL D PATCH T2 10	CLASS D PATCHES, TYPE II, 10 INCH
13	CL C PATCH T2 6	CLASS C PATCHES, TYPE II, 6 INCH
14	CL C PATCH T2 9	CLASS C PATCHES, TYPE II, 9 INCH
15	BIT MATLS TACK CT	BITUMINOUS MATERIALS (TACK COAT)
16	P HMA BC HM N50	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), N50
17	HMA BC IL-9.5 N50	HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50
18	HMA SC IL-9.5 D N50	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50
19	STR REFL CR CTRL TRMT	STRIP REFLECTIVE CRACK CONTROL TREATMENT
20	AGGREGATE SHLDS B	AGGREGATE SHOULDERS, TYPE B
21	DOM WAT SER BOX ADJ	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED
22	CB ADJUST	CATCH BASINS TO BE ADJUSTED
23	CB ADJUST NEW F&G SPL	CATCH BASINS TO BE ADJUSTED WITH NEW FRAME AND GRATE (SPECIAL)
24	MAN ADJUST	MANHOLES TO BE ADJUSTED
25	MAN ADJUST NEW F&L SPL	MANHOLES TO BE ADJUSTED WITH NEW FRAME AND LID (SPECIAL)
26	VALVE BOX ADJ	VALVE BOXES TO BE ADJUSTED
27	SHORT TERM PAVT MKING 4	SHORT TERM PAVEMENT MARKING, 4 INCH
28	THPL PVT MK LINE 4	THERMOPLASTIC PAVEMENT MARKING - LINE 4"
29	THPL PVT MK LINE 6	THERMOPLASTIC PAVEMENT MARKING - LINE 6"
30	THPL PVT MK LINE 12	THERMOPLASTIC PAVEMENT MARKING - LINE 12"
31	THPL PVT MK LINE 24	THERMOPLASTIC PAVEMENT MARKING - LINE 24"
32	THPL PVT MK LTR & SYM	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
33	TR CONT & PROT 701501	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501
34	TR CONT & PROT 701502	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502
35	TR CONT & PROT 701601	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601
36	TR CONT & PROT 701602	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602
37	TR CONT & PROT 701606	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606
38	TR CONT & PROT 701701	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701
39	TR CONT & PROT 701801	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801
40	MOBILIZATION	MOBILIZATION
41	LANDSCAPE RESTORATION	LANDSCAPE RESTORATION
42	SAN SEW MH REHAB (SPL)	SANITARY SEWER MANHOLE REHABILITATION (SPECIAL)
43	DET LOOP REPL	DETECTOR LOOP REPLACEMENT
44	RAISED REF PVT MK REM	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
45	RR PROT LIABILITY INS	RAILROAD PROTECTIVE LIABILITY INSURANCE

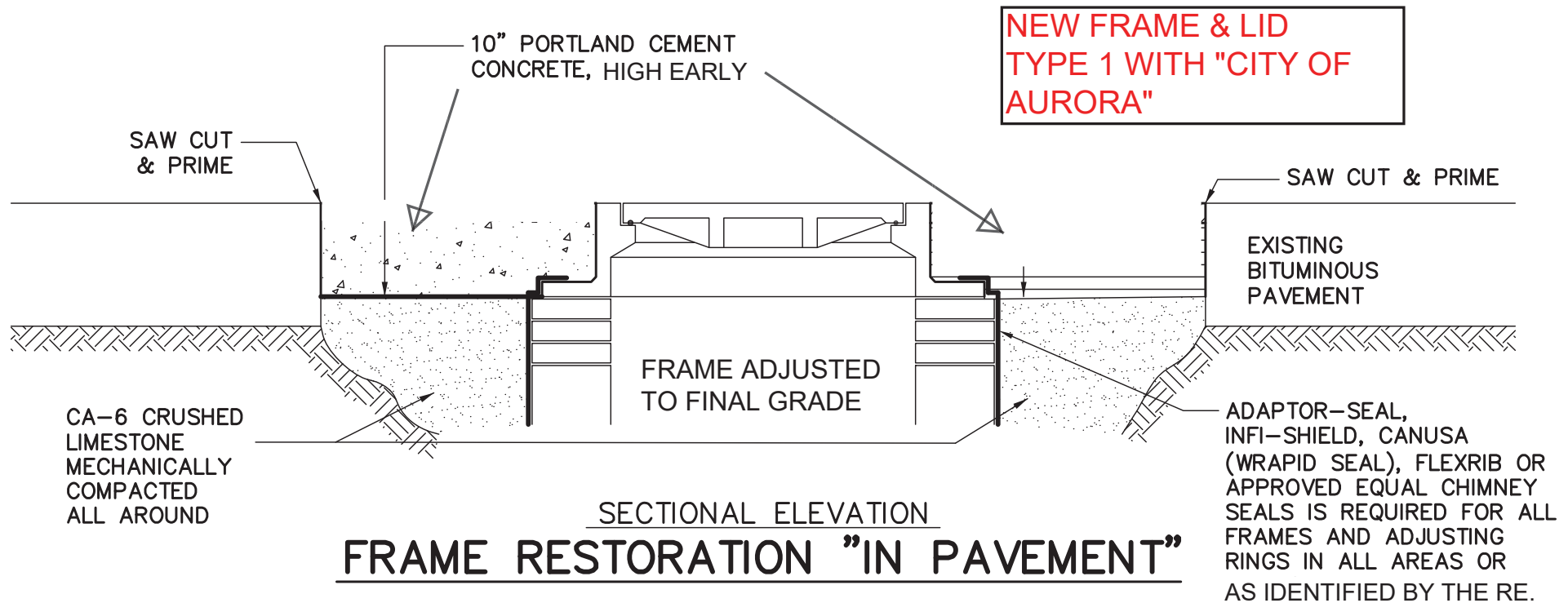




## 2025 Street Resurfacing Alley - 5



Prepared By:  
The City of Aurora GIS Div.



# SANITARY SEWER MANHOLE REHAB (SPECIAL)

THIS ITEM SHALL INCLUDE SAW CUTTING PAVEMENT, PAVEMENT REMOVAL, NEW FRAME & LID, ADJUSTMENTS, CHIMNEY SEAL, CA-6 AND PC CONCRETE



## **MAINTENANCE OF ROADWAYS (D1)**

Effective: September 30, 1985

Revised: November 1, 1996

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

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

**PUBLIC CONVENIENCE AND SAFETY (D1)**

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

“If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply.”

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

“The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After”

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

“On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical.”

**AVAILABLE REPORTS (D1 LR)**

Effective: July 1, 2021

x No project specific reports were prepared.

When applicable, the following checked reports and record information is available for Bidders' reference upon request:

- ☐ Record structural plans
- ☐ Preliminary Site Investigation (PSI) (IDOT ROW)
- ☐ Preliminary Site Investigation (PSI) (Local ROW)
- ☐ Preliminary Environmental Site Assessment (PESA) (IDOT ROW)
- ☐ Preliminary Environmental Site Assessment (PESA) (Local ROW)
- ☐ Soils/Geotechnical Report
- ☐ Boring Logs
- ☐ Pavement Cores
- ☐ Location Drainage Study (LDS)
- ☐ Hydraulic Report
- ☐ Noise Analysis
- ☐ Other: \_\_\_\_\_

## **STATUS OF UTILITIES (D1)**

Effective: June 1, 2016

Revised: January 1, 2020

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

## **UTILITIES TO BE ADJUSTED**

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances, resolution will be a function of the construction staging. The responsible agency must relocate, or complete new installations as noted below; this work has been deemed necessary to be complete for the Department's contractor to then work in the stage under which the item has been listed.

### **Stage 1**

<b>STAGE / LOCATION</b>	<b>TYPE</b>	<b>DESCRIPTION</b>	<b>RESPONSIBLE AGENCY</b>	<b>DURATION OF TIME</b>
Throughout project limits	Inlets/ Combined Sewer Manholes, Valve Boxes, Valve Vaults	Inlets in curb line and combined sewer manholes in pavement; adjust elevation prior to final pavement placement	City of Aurora/ Contractor	

**Stage 1: \_\_\_\_\_ Days Total Installation**

The following contact information is what was used during the preparation of the plans as provided by the Agency/Company responsible for resolution of the conflict.

<b>Agency/Company Responsible to Resolve Conflict</b>	<b>Name of contact</b>	<b>Phone</b>	<b>E-mail address</b>
City of Aurora/ Contractor	Mike Houston – City TBD – Contractor	(331) 254-2026 TBD	HoustonM@aurora.il.us <u>TBD</u>

## **UTILITIES TO BE WATCHED AND PROTECTED**

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner's part can be secured.

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
Throughout project limits	Combined Sewer, Sewer, and Water	Underground pipes, inlets, manholes, valves, and vaults. Conflicts as noted above – watch and protect all others.	City of Aurora
Throughout project limits	Phone	Underground cables/conduit and manholes. No conflict anticipated unless determined by the Contractor – watch and protect.	AT&T
Throughout project limits	Cable TV	Aerial electrical transmission. No conflict anticipated unless determined by Contractor – watch and protect.	Comcast
Throughout project limits	Electric	Aerial electrical transmission, UG electrical service. No conflict anticipated unless determined by Contractor – watch and protect.	ComEd
Throughout project limits	Gas Main	Underground gas line. No conflict anticipated unless determined by Contractor – watch and protect.	Nicor

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

Agency/Company Responsible to Resolve Conflict	Name of contact	Phone	E-mail address
City of Aurora	Mike Houston	(331) 254-2026	HoustonM@aurora.il.us
AT&T	ATT/Distribution/Janet Ahern	(630) 573-6414	<a href="mailto:g11629@att.com">g11629@att.com</a>
Comcast	Martha Gieras	(224) 229-5862	<a href="mailto:martha_gieras@cable.comcast.com">martha_gieras@cable.comcast.com</a>
ComEd	Design Stage Locate Line	(630) 576-7094	
Nicor Gas	Charles “Chip” Parrott	(630) 388-3319	<a href="mailto:cparrot@southernco.com">cparrot@southernco.com</a>

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be considered in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided above for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation duration must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies when necessary. The Department's contractor is responsible for contacting J.U.L.I.E. prior to all excavation work.

## **TRAFFIC CONTROL PLAN (D1)**

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the City of Aurora at (630) 256-3200 and the District One Bureau of Traffic at least 72 hours in advance of beginning work.

### **STANDARDS:**

701301	701501	701502	701601	701602	701606
701701	701801	701901	780001		

### **DETAILS:**

TC-10 (Traffic Control and Protection for Side Roads, Intersections, and Driveways)

TC-13 (District One Typical Pavement Markings)

TC-16 (Short Term Pavement Marking Letters and Symbols)

### **SPECIAL PROVISIONS:**

- Maintenance of Roadways (D1)
- Public Convenience and Safety (D1)
- Work Zone Traffic Control Surveillance (Local Roads CS #3)
- Flaggers in Work Zones (Local Roads CS #4)
- Vehicle and Equipment Warning Lights (BDE)
- Work Zone Traffic Control Devices (BDE)
- Public Awareness
- Public Notice and Work Times
- Work Adjacent to Schools, High Volume Traffic Routes (Shopping Centers, Commuter Routes) and Special Events (Concerts/Parades)
- Driveway Closures

## **ADJUSTMENTS AND RECONSTRUCTIONS (D1)**

Effective: March 15, 2011

Revised: October 1, 2021

Revise the first paragraph of Article 602.04 to read:

**“602.04 Concrete.** Cast-in-place concrete for structures shall be constructed of Class SI concrete according to the applicable portions of Section 503. Cast-in-place concrete for pavement patching around adjustments and reconstructions shall be constructed of Class PP-2 concrete, unless otherwise noted in the plans, according to the applicable portions of Section 1020.”

Revise the third, fourth and fifth sentences of the second paragraph of Article 602.11(c) to read:

“Castings shall be set to the finished pavement elevation so that no subsequent adjustment will be necessary, and the space around the casting shall be filled with Class PP-2 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b.”

Revise Article 603.05 to read:

**“603.05 Replacement of Existing Flexible Pavement.** After the castings have been adjusted, the surrounding space shall be filled with Class PP-2 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b.”

Revise Article 603.06 to read:

**“603.06 Replacement of Existing Rigid Pavement.** After the castings have been adjusted, the pavement and HMA that was removed, shall be replaced with Class PP-2 concrete, unless otherwise noted in the plans, not less than 9 in. (225 mm) thick. The pavement may be opened to traffic according to Article 701.17(e)(3)b.

The surface of the Class PP concrete shall be constructed flush with the adjacent surface.”

Revise the first sentence of Article 603.07 to read:

**“603.07 Protection Under Traffic.** After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.”

## **DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (D1)**

Effective: April 1, 2011

Revised: April 2, 2011

Add the following to Article 603.02 of the Standard Specifications:

- “(i) Temporary Hot-Mix Asphalt (HMA) Ramp (Note 1) ..... 1030  
(j) Temporary Rubber Ramps (Note 2)

Note 1. The HMA shall have maximum aggregate size of 3/8 in. (95 mm).

Note 2. The rubber material shall be according to the following.

Property	Test Method	Requirement
Durometer Hardness, Shore A	ASTM D 2240	75 ±15
Tensile Strength, psi (kPa)	ASTM D 412	300 (2000) min
Elongation, percent	ASTM D 412	90 min
Specific Gravity	ASTM D 792	1.0 - 1.3
Brittleness, °F (°C)	ASTM D 746	-40 (-40)°

Revise Article 603.07 of the Standard Specifications to read:

**“603.07 Protection Under Traffic.** After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.

When castings are under traffic before the final surfacing operation has been started, properly sized temporary ramps shall be placed around the drainage and/or utility castings according to the following methods.

- (a) Temporary Asphalt Ramps. Temporary hot-mix asphalt ramps shall be placed around the casting, flush with its surface and decreasing to a featheredge in a distance of 2 ft (600 mm) around the entire surface of the casting.
- (b) Temporary Rubber Ramps. Temporary rubber ramps shall only be used on roadways with permanent posted speeds of 40 mph or less and when the height of the casting to be protected meets the proper sizing requirements for the rubber ramps as shown below.

Dimension	Requirement
Inside Opening	Outside dimensions of casting + 1 in. (25 mm)
Thickness at inside edge	Height of casting ± 1/4 in. (6 mm)
Thickness at outside edge	1/4 in. (6 mm) max.
Width, measured from inside opening to outside edge	8 1/2 in. (215 mm) min

Placement shall be according to the manufacturer's specifications.

Temporary ramps for castings shall remain in place until surfacing operations are undertaken within the immediate area of the structure. Prior to placing the surface course, the temporary ramp shall be removed. Excess material shall be disposed of according to Article 202.03.”



## **FRICTION AGGREGATE (D1)**

Effective: January 1, 2011

Revised: December 1, 2021

Revise Article 1004.03(a) of the Standard Specifications to read:

**“1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA).** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>1/</sup> Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L  SMA Binder	<u>Allowed Alone or in Combination</u> <sup>5/ 6/</sup> : Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete <sup>3/</sup>
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 IL-9.5FG or IL-9.5L	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup> Crushed Concrete <sup>3/</sup>

Use	Mixture	Aggregates Allowed	
HMA High ESAL	D Surface and Binder IL-9.5 or IL-9.5FG	<u>Allowed Alone or in Combination</u> <sup>5/</sup> :	
		Crushed Gravel Carbonate Crushed Stone (other than Limestone) <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup>	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
HMA High ESAL	E Surface IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> <sup>5/ 6/</sup> :	
		Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag  No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Dolomite <sup>2/</sup>	Any Mixture E aggregate
		75% Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
	75% Crushed Gravel <sup>2/</sup>	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag	

Use	Mixture	Aggregates Allowed	
HMA High ESAL	F Surface IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> <sup>5/ 6/</sup> :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel <sup>2/</sup> or Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."
- 6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

## **HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1)**

Effective: January 1, 2019

Revised: December 1, 2021

Add to Article 1030.05 (d)(3) of the Standard Specifications to read:

“ During mixture design, prepared samples shall be submitted to the District laboratory by the Contractor for verification testing. The required testing, and number and size of prepared samples submitted, shall be according to the following tables.

High ESAL – Required Samples for Verification Testing	
Mixture	Hamburg Wheel and I-FIT Testing <sup>1/ 2/</sup>
Binder	total of 3 - 160 mm tall bricks
Surface	total of 4 - 160 mm tall bricks

Low ESAL – Required Samples for Verification Testing	
Mixture	I-FIT Testing <sup>1/ 2/</sup>
Binder	1 - 160 mm tall brick
Surface	2 - 160 mm tall bricks

1/ The compacted gyratory bricks for Hamburg wheel and I-FIT testing shall be  $7.5 \pm 0.5$  percent air voids.

2/ If the Contractor does not possess the equipment to prepare the 160 mm tall brick(s), twice as many 115 mm tall compacted gyratory bricks will be acceptable.

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

“When a test strip is not required, each HMA mixture shall still be sampled on the first day of production: I-FIT and Hamburg wheel testing for High ESAL; I-FIT testing for Low ESAL. Within two working days after sampling the mixture, the Contractor shall deliver gyratory cylinders to the District laboratory for Department verification testing. The High ESAL mixture test results shall meet the requirements of Articles 1030.05(d)(3) and 1030.05(d)(4). The Low ESAL mixture test results shall meet the requirements of Article 1030.05(d)(4). The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”

Add the following to the end of Article 1030.10 of the Standard Specifications to read:

“Mixture sampled during first day of production shall include approximately 60 lb (27 kg) of additional material for the Department to conduct Hamburg wheel testing and approximately 80 lb (36 kg) of additional material for the Department to conduct I-FIT testing. Within two working days after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”

## **HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)**

Effective: November 1, 2019

Revised: January 1, 2025

Revise Article 1004.03(c) to read:

“(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 <sup>1/</sup>
	SMA 12.5 <sup>2/</sup>	CA 13 <sup>4/</sup> , CA 14, or CA 16
	SMA 9.5 <sup>2/</sup>	CA 13 <sup>3/4/</sup> or CA 16 <sup>3/</sup>
	IL-9.5	CA 16, CM 13 <sup>4/</sup>
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 <sup>1/</sup>
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.

2/ The coarse aggregates used shall be capable of being combined with the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended.

4/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.”

Revise Article 1004.03(e) of the Standard Specifications to read:

“(e) Absorption. For SMA the coarse aggregate shall also have water absorption  
≤ 2.0 percent.”

Revise the “High ESAL” portion of the table in Article 1030.01 to read:

“High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5”

Revise Note 2. and add Note 6 to Article 1030.02 of the Standard Specifications to read:

“Item	Article/Section
(g) Performance Graded Asphalt Binder (Note 6)	1032
(h) Fibers (Note 2)	

Note 2. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 6. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be a SBS PG 76-22 for IL-4.75, except where modified herein..”

Revise table in Article 1030.05(a) of the Standard Specifications to read:

“MIXTURE COMPOSITION (% PASSING) <sup>1/</sup>												
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-9.5FG		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)												
1 in. (25 mm)		100										
3/4 in. (19 mm)	90	100		100								
1/2 in. (12.5 mm)	75	89	80	100		100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	60	75 <sup>6/</sup>	90	100
#8 (2.36 mm)	20	42	16	24 <sup>4/</sup>	16	32 <sup>4/</sup>	34 <sup>5/</sup>	52 <sup>2/</sup>	45	60 <sup>6/</sup>	70	90
#16 (1.18 mm)	15	30					10	32	25	40	50	65
#30 (600 µm)			12	16	12	18			15	30		
#50 (300 µm)	6	15					4	15	8	15	15	30
#100 (150 µm)	4	9					3	10	6	10	10	18
#200 (75 µm)	3.0	6.0	7.0	9.0 <sup>3/</sup>	7.5	9.5 <sup>3/</sup>	4.0	6.0	4.0	6.5	7.0	9.0 <sup>3/</sup>
#635 (20 µm)			≤ 3.0		≤ 3.0							
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0		1.0

1/ Based on percent of total aggregate weight.

- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.
- 6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing."

Revise Article 1030.05(b) of the Standard Specifications to read:

- (b) Volumetric Requirements. The target value for the air voids of the HMA shall be 4.0 percent, for IL-4.75 and SMA mixtures it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (VFA) of the HMA design shall be based on the nominal maximum size of the aggregate in the mix and shall conform to the following requirements.

Mix Design	Voids in the Mineral Aggregate (VMA), % Minimum for Ndesign				
	30	50	70	80	90
IL-19.0		13.5	13.5		13.5
IL-9.5		15.0	15.0		
IL-9.5FG		15.0	15.0		
IL-4.75 <sup>1/</sup>		18.5			
SMA-12.5 <sup>1/2/5/</sup>				17.0 <sup>3/</sup> /16.0 <sup>4/</sup>	
SMA-9.5 <sup>1/2/5/</sup>				17.0 <sup>3/</sup> /16.0 <sup>4/</sup>	
IL-19.0L	13.5				
IL-9.5L	15.0				

- 1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.
- 2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.
- 3/ Applies when specific gravity of coarse aggregate is  $\geq 2.760$ .
- 4/ Applies when specific gravity of coarse aggregate is  $< 2.760$ .
- 5/ For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone"

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

“IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours.”

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

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

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

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

“(3) The Contractor shall take possession of any Department unused backup or dispute resolution HMA mixture samples or density specimens upon notification by the Engineer. The Contractor shall collect the HMA mixture samples or density specimens from the location designated by the Engineer. The HMA mixture samples or density specimens may be added to RAP stockpiles according to Section 1031.”

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

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

Revise the following table and notes in Article 1030.09 (c) of the Standard Specifications to read:



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

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

2/ The air voids target shall be a value equal to or between 3.2 % and 4.8 %.

3/ Allowable limit below minimum design VMA requirement.

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

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

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

“When establishing the target density, the HMA maximum theoretical specific gravity (G<sub>mm</sub>) will be the Department mix design verification test result.”

Add after third sentence of Article 1030.09(b) to read:

“If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure.”

Revise Table 1 and Note 4/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

	Breakdown/Intermediate Roller (one of the following)	Final Roller (one or more of the following)	Density Requirement
IL-9.5, IL-9.5FG, IL-19.0 <sup>1/</sup>	V <sub>D</sub> , P, T <sub>B</sub> , 3W, O <sub>T</sub> , O <sub>B</sub>	V <sub>S</sub> , T <sub>B</sub> , T <sub>F</sub> , O <sub>T</sub>	As specified in Section 1030
IL-4.75 and SMA <sup>3/</sup> 4/	T <sub>B</sub> , 3W, O <sub>T</sub>	T <sub>F</sub> , 3W	As specified in Section 1030
Mixtures on Bridge Decks <sup>2/</sup>	T <sub>B</sub>	T <sub>F</sub>	As specified in Articles 582.05 and 582.06.

"4/ The Contractor shall provide a minimum of two steel-wheeled tandem rollers (T<sub>B</sub>), and/or three-wheel (3W) rollers for breakdown, except one of the (T<sub>B</sub>) or (3W) rollers shall be 84 inches (2.14 m) wide and a weight of 315 pound per linear inch (PLI) (5.63 kg/mm) and one of the (T<sub>B</sub>) or (3W) rollers can be substituted for an oscillatory roller (O<sub>T</sub>). T<sub>F</sub> rollers shall be a minimum of 280 lb/in. (50 N/mm). The 3W and T<sub>B</sub> rollers shall be operated at a uniform speed not to exceed 3 mph (5 km/h), with the drive roll for T<sub>B</sub> rollers nearest the paver and maintain an effective rolling distance of not more than 150 ft (45 m) behind the paver."

Add the following after the fourth paragraph of Article 406.13 (b):

"The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design's G<sub>mb</sub>."

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

"A test strip of 300 ton (275 metric tons), except for SMA mixtures it will be 400 ton (363 metric ton), will be required for each mixture on each contract at the beginning of HMA production for each construction year according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures". At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results."

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

"When a test strip is constructed, the Contractor shall collect and split the mixture according to the document "Hot-Mix Asphalt Test Strip Procedures". The Engineer, or a representative, shall deliver split sample to the District Laboratory for verification testing. The Contractor shall complete mixture tests stated in Article 1030.09(a). Mixture sampled shall include enough material for the Department to conduct mixture tests detailed in Article 1030.09(a) and in the document "Hot-Mix Asphalt Mixture Design Verification Procedure" Section 3.3. The mixture test results shall meet the requirements of Articles 1030.05(b) and 1030.05(d), except Hamburg wheel tests will only be conducted on High ESAL mixtures during production."

## **DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS)**

Effective: January 1, 1985

Revised: March 1, 2024

886.02TS

The following Traffic Signal Special Provisions and the "District 1 Standard Traffic Signal Design Details" supplement the requirements of the State of Illinois "Standard Specifications for Road and Bridge Construction" Sections 810, 886, 1079 and 1088.

The intent of this Special Provision is to prescribe the materials and construction methods commonly used to replace traffic signal detector loops and replace magnetic signal detectors with detector loops during roadway resurfacing, grinding and patching operations. Loop detector replacement will not require the transfer of traffic signal maintenance from the District Electrical Maintenance Contractor to this Contract's electrical contractor. Replacement of magnetic detector will require wiring revisions inside the control cabinet and therefore the transfer of maintenance will be required. All material furnished shall be new. The locations and the details of all installations shall be as indicated on the Plans or as directed by the Engineer.

The work to be provided under the Contract consists of furnishing and installing all traffic signal work as specified on the Plans and as specified herein in a manner acceptable and approved by the Engineer.

### **Notification of Intent to Work.**

Contracts such as pavement grinding or patching which result in the destruction of traffic signal detection require a notification of intent to work and an inspection. A minimum of seven (7) working days prior to the detection removal, the Contractor shall notify the Area Traffic Signal Maintenance and Operations Engineer.

Failure to provide proper notification may require the District's Electrical Maintenance Contractor to be called to investigate complaints of inadequate traffic signal timing. All costs associated with these expenses will be paid for by the Contractor at no additional expense to the Department according to Section 109 of the Standard Specifications.

### **Removal, Disposal and Salvage of Existing Traffic Signal Equipment.**

The removal, disposal, and salvage of existing traffic signal equipment shall be included in the cost of this item. All material and equipment removed shall become the property of the Contractor and disposed of by the Contractor outside the State's right-of-way. No additional compensation shall be provided to the Contractor for removal, disposal or salvage expense for the work in this contract.

### **DETECTOR LOOP REPLACEMENT.**

This work shall consist of replacing existing detector loops which are destroyed during grinding, resurfacing, or patching operations.

If damage to the detector loop is unavoidable, replacement of the existing detection system will be necessary. This work shall be completed by an approved Electrical Contractor as directed by the Engineer.

Replacement of the loops shall be accomplished in the following manner: The Area Traffic Signal Maintenance and Operations Engineer shall be called to approve loop locations prior to the cutting of the pavement. The Contractor may reuse the existing coilable non-metallic conduit (CNC) located between the existing handhole and the pavement if it hasn't been damaged. CNC meeting the requirements of NEC Article 353 shall be used for detector loop raceways to the handholes. All burrs shall be removed from the edges of the existing conduit which could cause damage to the new detector loop during

installation. If the existing conduit is damaged beyond repair, if it cannot be located, or if additional conduits are required for each proposed loop, the Contractor shall be required to drill through the existing pavement into the appropriate handhole and install 1 in. (25 mm) CNC. This work and the required materials shall not be paid for separately but shall be included in the pay item Detector Loop Replacement. Once suitable CNC raceways is established, the loop may be cut, installed, sealed and spliced to the twisted-shielded lead-in cable in the handhole.

All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement or the curb shall be cut with a 1/4 in. (6.3 mm) deep x 4 in. (100 mm) saw-cut to mark location of each loop lead-in.

A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall have the proposed loop locations marked and contact the Area Traffic Signal Maintenance and Operations Engineer to inspect and approve the layout.

Loop detectors shall be installed according to the requirements of the "District 1 Standard Traffic Signal Design Details." Saw-cuts from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw-cut unless directed otherwise by the Engineer or as shown on the plan.

The detector loop cable insulation shall be labeled with the cable specifications.

Each loop detector lead-in wire shall be labeled in the handhole using a waterproof tag secured to each wire with nylon ties. The lead-in wire, including all necessary connections for proper operation, from the edge of pavement to the handhole, shall be included in the detector loop pay item.

Loop sealant shall be a two-component thixotropic chemically cured polyurethane. The sealant shall be installed 1/8 in. (3 mm) below the pavement surface. If installed above the surface the excess shall be removed immediately.

Round loop(s) 6 ft (1.8 m) in diameter may be substituted for 6 ft (1.8 m) x 6 ft (1.8 m) square loop(s) and shall be paid for as 24 ft (7.2 m) of detector loop.

Resistance to ground shall be a minimum of 500 mega-ohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries.

Heat shrink splices shall be used according to the "District 1 Standard Traffic Signal Design Details."

Detector loop replacement shall be measured along the sawed slot in the pavement containing the loop cable up to the edge of pavement, rather than the actual length of the wire in the slot. Drilling handholes, sawing the pavement, furnishing and installing CNC to the appropriate handhole, cable splicing to provide a fully operable detector loop, testing and all trench and backfill shall be included in this item.

Basis of Payment.

Detector Loop Replacement shall be paid for at the Contract unit price per foot (meter) of  
DETECTOR LOOP REPLACEMENT.

MAGNETIC DETECTOR REMOVAL AND DETECTOR LOOP INSTALLATION.

This work shall consist of the removal of existing magnetic detectors, magnetic detector lead-in cable and magnetic detection amplifiers and related control equipment wiring, installation of detector lead-in cable, detector loops, detector amplifiers and related equipment wiring. The detector loop, cable, and amplifier shall be installed according to the applicable portions of the Standard Specifications and the applicable portions of the Special Provision for "Detector Loop Replacement." All drilling of handholes, furnishing

and installing CNC, cable splicing, trench and backfill, removal of equipment, and removing cable from conduit shall be included in this item.

Basis of Payment.

Magnetic Detector Removal and Detector Loop Installation shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I, per each for INDUCTIVE LOOP DETECTOR, and foot (meter) for ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR

**BDE SPECIAL PROVISIONS**  
For the April 25 and June 13, 2025 Lettings

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

File Name	#		Special Provision Title	Effective	Revised
	80099	1	<input type="checkbox"/> Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274	2	<input type="checkbox"/> Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	3	<input type="checkbox"/> Automated Flagger Assistance Devices	Jan. 1, 2008	April 1, 2023
	80173	4	<input type="checkbox"/> Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	<input type="checkbox"/> Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
*	80241	6	<input type="checkbox"/> Bridge Demolition Debris	July 1, 2009	
*	50531	7	<input type="checkbox"/> Building Removal	Sept. 1, 1990	Aug. 1, 2022
*	50261	8	<input type="checkbox"/> Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80460	9	<input checked="" type="checkbox"/> Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	
	80384	10	<input checked="" type="checkbox"/> Compensable Delay Costs	June 2, 2017	April 1, 2019
*	80198	11	<input type="checkbox"/> Completion Date (via calendar days)	April 1, 2008	
*	80199	12	<input type="checkbox"/> Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80461	13	<input type="checkbox"/> Concrete Barrier	Jan. 1, 2025	
	80453	14	<input type="checkbox"/> Concrete Sealer	Nov. 1, 2023	
	80261	15	<input checked="" type="checkbox"/> Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
*	80029	16	<input type="checkbox"/> Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
	80229	17	<input type="checkbox"/> Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80452	18	<input type="checkbox"/> Full Lane Sealant Waterproofing System	Nov. 1, 2023	
	80447	19	<input type="checkbox"/> Grading and Shaping Ditches	Jan. 1, 2023	
	80433	20	<input type="checkbox"/> Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80456	21	<input type="checkbox"/> Hot-Mix Asphalt	Jan. 1, 2024	Jan. 1, 2025
	80446	22	<input type="checkbox"/> Hot-Mix Asphalt - Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
	80438	23	<input type="checkbox"/> Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
	80450	24	<input type="checkbox"/> Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
	80464	25	<input checked="" type="checkbox"/> Pavement Marking Inspection	April. 1, 2025	
	80441	26	<input checked="" type="checkbox"/> Performance Graded Asphalt Binder	Jan. 1, 2023	
	80459	27	<input type="checkbox"/> Preformed Plastic Pavement Marking	June 2, 2024	
*	34261	28	<input type="checkbox"/> Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80455	29	<input checked="" type="checkbox"/> Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
	80445	30	<input checked="" type="checkbox"/> Seeding	Nov. 1, 2022	
	80457	31	<input type="checkbox"/> Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
	80462	32	<input type="checkbox"/> Sign Panels and Appurtenances	Jan. 1, 2025	April 1, 2025
	80448	33	<input type="checkbox"/> Source of Supply and Quality Requirements	Jan. 2, 2023	
	80340	34	<input type="checkbox"/> Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	35	<input type="checkbox"/> Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
	80397	36	<input type="checkbox"/> Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	37	<input type="checkbox"/> Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80463	38	<input type="checkbox"/> Submission of Bidders List Information	Jan. 2, 2025	
	80437	39	<input type="checkbox"/> Submission of Payroll Records	April 1, 2021	Nov. 2, 2023
	80435	40	<input type="checkbox"/> Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80465	41	<input checked="" type="checkbox"/> Surveying Services	April 1, 2025	
	80466	42	<input type="checkbox"/> Temporary Rumble Strips	April 1, 2025	
*	20338	43	<input type="checkbox"/> Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429	44	<input type="checkbox"/> Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	45	<input checked="" type="checkbox"/> Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80458	46	<input type="checkbox"/> Waterproofing Membrane System	Aug. 1, 2024	
	80302	47	<input type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
	80454	48	<input type="checkbox"/> Wood Sign Support	Nov. 1, 2023	
	80427	49	<input checked="" type="checkbox"/> Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2025
*	80071	50	<input type="checkbox"/> Working Days	Jan. 1, 2002	

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

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

The following special provisions are in the 2025 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>
80434	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Articles 542.03, 550.03, 1040.03, 1040.04(b), 1040.04(d) & 1040.08	Jan. 1, 2021	
80443	High Tension Cable Median Barrier Removal	Section 632	April 1, 2022	
80045	Material Transfer Device	Articles 406.03, 406.06(f), 406.13(b), 406.14 & 1102.02	Nov 15, 1999	Jan. 1, 2022
80410	Traffic Spotters	Article 701.13	Jan. 1, 2019	

## 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) Cement .....1001”

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

“(i) Ground Granulated Blast Furnace (GGBF) Slag .....1010”

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) Cement .....1001”

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 as a resource 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.”

## **COMPENSABLE DELAY COSTS (BDE)**

Effective: June 2, 2017

Revised: April 1, 2019

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

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

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

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

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

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

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

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

## CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: January 1, 2025

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

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted according to the table below.

Horsepower Range	Model Year and Older
50-99	2003
100-299	2002
300-599	2000
600-749	2001
750 and up	2005

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

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<https://www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

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

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

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

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

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

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

### **Diesel Retrofit Deficiency Deduction**

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

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

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected. Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.



## **PAVEMENT MARKING INSPECTION (BDE)**

Effective: April 1, 2025

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

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

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## PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

- (1) Polymer Modification (SB/SBS or SBR). Elastomers shall be added to the base asphalt binder to achieve the specified performance grade and shall be either a styrene-butadiene diblock, triblock copolymer without oil extension, or a styrene-butadiene rubber. The polymer modified asphalt binder shall be smooth, homogeneous, and be according to the requirements shown in Table 1 or 2 for the grade shown on the plans.

Table 1 - Requirements for Styrene-Butadiene Copolymer (SB/SBS) Modified Asphalt Binders		
Test	Asphalt Grade SB/SBS PG 64-28 SB/SBS PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SB/SBS PG 76-22 SB/SBS PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

Table 2 - Requirements for Styrene-Butadiene Rubber (SBR) Modified Asphalt Binders		
Test	Asphalt Grade SBR PG 64-28 SBR PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SBR PG 76-22 SBR PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
Toughness ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	110 (12.5) min.	110 (12.5) min.
Tenacity ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	75 (8.5) min.	75 (8.5) min.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	40 min.	50 min.

- (2) Ground Tire Rubber (GTR) Modification. GTR modification is the addition of recycled ground tire rubber to liquid asphalt binder to achieve the specified performance grade. GTR shall be produced from processing automobile and/or truck tires by the ambient

grinding method or micronizing through a cryogenic process. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall not contain free metal particles, moisture that would cause foaming of the asphalt, or other foreign materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois Modified AASHTO T 27 "Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates" or AASHTO PP 74 "Standard Practice for Determination of Size and Shape of Glass Beads Used in Traffic Markings by Means of Computerized Optical Method", a 50 g sample of the GTR shall conform to the following gradation requirements.

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 $\mu$ m)	95 $\pm$ 5
No. 50 (300 $\mu$ m)	> 20

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

The GTR modified asphalt binder shall meet the requirements of Table 3.

Table 3 - Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
Test	Asphalt Grade GTR PG 64-28 GTR PG 70-22	Asphalt Grade GTR PG 76-22 GTR PG 76-28 GTR PG 70-28
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

- (3) Softener Modification (SM). Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, glycol amines, and fatty acid derivatives, to the base asphalt binder to achieve the specified performance grade. Softeners shall be dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Softeners shall not be added to modified PG asphalt binder as defined in Articles 1032.05(b)(1) or 1032.05(b)(2).

An Attenuated Total Reflectance-Fourier Transform Infrared spectrum (ATR-FTIR) shall be collected for both the softening compound as well as the softener modified

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

Softener modified asphalt binders shall meet the requirements in Table 4.

Table 4 - Requirements for Softener Modified Asphalt Binders	
Test	Asphalt Grade
	SM PG 46-28      SM PG 46-34
	SM PG 52-28      SM PG 52-34
	SM PG 58-22      SM PG 58-28
	SM PG 64-22
Small Strain Parameter (AASHTO PP 113) BBR, $\Delta T_c$ , 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5°C min.
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, $\Delta G^* _{peak}$ , 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	$\geq 54 \%$

The following grades may be specified as tack coats.

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

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

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

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

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

- 2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).
- 3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.
- (2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

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

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the FRAP/RAS ABR shall not exceed 50 percent of the mixture.
- 2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).
- 3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.”

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

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

## REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024

Revised: April 1, 2024

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



## **SEEDING (BDE)**

Effective: November 1, 2022

Revise Article 250.07 of the Standard Specifications to read:

**“250.07 Seeding Mixtures.** The classes of seeding mixtures and combinations of mixtures will be designated in the plans.

When an area is to be seeded with two or more seeding classes, those mixtures shall be applied separately on the designated area within a seven day period. Seeding shall occur prior to placement of mulch cover. A Class 7 mixture can be applied at any time prior to applying any seeding class or added to them and applied at the same time.

TABLE 1 - SEEDING MIXTURES		
Class - Type	Seeds	lb/acre (kg/hectare)
1 Lawn Mixture 1/	Kentucky Bluegrass Perennial Ryegrass <i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue)	100 (110) 60 (70) 40 (50)
1A Salt Tolerant Lawn Mixture 1/	Kentucky Bluegrass Perennial Ryegrass <i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue) <i>Festuca brevipila</i> (Hard Fescue) <i>Puccinellia distans</i> (Fults Saltgrass or Salty Alkaligrass)	60 (70) 20 (20) 20 (20) 20 (20) 60 (70)
1B Low Maintenance Lawn Mixture 1/	Turf-Type Fine Fescue 3/ Perennial Ryegrass Red Top <i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue)	150 (170) 20 (20) 10 (10) 20 (20)
2 Roadside Mixture 1/	<i>Lolium arundinaceum</i> (Tall Fescue) Perennial Ryegrass <i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue) Red Top	100 (110) 50 (55) 40 (50) 10 (10)
2A Salt Tolerant Roadside Mixture 1/	<i>Lolium arundinaceum</i> (Tall Fescue) Perennial Ryegrass <i>Festuca rubra</i> ssp. <i>rubra</i> (Creeping Red Fescue) <i>Festuca brevipila</i> (Hard Fescue) <i>Puccinellia distans</i> (Fults Saltgrass or Salty Alkaligrass)	60 (70) 20 (20) 30 (20) 30 (20) 60 (70)
3 Northern Illinois Slope Mixture 1/	<i>Elymus canadensis</i> (Canada Wild Rye) 5/ Perennial Ryegrass Alsike Clover 4/ <i>Desmanthus illinoensis</i> (Illinois Bundleflower) 4/ 5/ <i>Schizachyrium scoparium</i> (Little Bluestem) 5/ <i>Bouteloua curtipendula</i> (Side-Oats Grama) 5/ <i>Puccinellia distans</i> (Fults Saltgrass or Salty Alkaligrass) Oats, Spring Slender Wheat Grass 5/ Buffalo Grass 5/ 7/	5 (5)  20 (20) 5 (5) 2 (2)  12 (12)  10 (10)  30 (35) 50 (55) 15 (15) 5 (5)
3A Southern Illinois Slope Mixture 1/	Perennial Ryegrass <i>Elymus canadensis</i> (Canada Wild Rye) 5/ <i>Panicum virgatum</i> (Switchgrass) 5/ <i>Schizachyrium scoparium</i> (Little Blue Stem) 5/ <i>Bouteloua curtipendula</i> (Side-Oats Grama) 5/ <i>Dalea candida</i> (White Prairie Clover) 4/ 5/ <i>Rudbeckia hirta</i> (Black-Eyed Susan) 5/ Oats, Spring	20 (20) 20 (20)  10 (10) 12 (12)  10 (10)  5 (5)  5 (5) 50 (55)

Class – Type		Seeds	lb/acre (kg/hectare)
4	Native Grass 2/ 6/	<i>Andropogon gerardi</i>	4 (4)
		(Big Blue Stem) 5/	
		<i>Schizachyrium scoparium</i>	5 (5)
		(Little Blue Stem) 5/	
		<i>Bouteloua curtipendula</i>	5 (5)
		(Side-Oats Grama) 5/	
		<i>Elymus canadensis</i>	1 (1)
		(Canada Wild Rye) 5/	
		<i>Panicum virgatum</i> (Switch Grass) 5/	1 (1)
		<i>Sorghastrum nutans</i> (Indian Grass) 5/	2 (2)
4A	Low Profile Native Grass 2/ 6/	Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Perennial Ryegrass	15 (15)
		<i>Schizachyrium scoparium</i>	5 (5)
		(Little Blue Stem) 5/	
		<i>Bouteloua curtipendula</i>	5 (5)
		(Side-Oats Grama) 5/	
		<i>Elymus canadensis</i>	1 (1)
		(Canada Wild Rye) 5/	
		<i>Sporobolus heterolepis</i>	0.5 (0.5)
4B	Wetland Grass and Sedge Mixture 2/ 6/	Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Wetland Grasses (species below) 5/	6 (6)
		<u>Species:</u>	<u>% By Weight</u>
		<i>Calamagrostis canadensis</i> (Blue Joint Grass)	12
		<i>Carex lacustris</i> (Lake-Bank Sedge)	6
		<i>Carex slipata</i> (Awl-Fruited Sedge)	6
		<i>Carex stricta</i> (Tussock Sedge)	6
		<i>Carex vulpinoidea</i> (Fox Sedge)	6
		<i>Eleocharis acicularis</i> (Needle Spike Rush)	3
		<i>Eleocharis obtusa</i> (Blunt Spike Rush)	3
		<i>Glyceria striata</i> (Fowl Manna Grass)	14
		<i>Juncus effusus</i> (Common Rush)	6
		<i>Juncus tenuis</i> (Slender Rush)	6
		<i>Juncus torreyi</i> (Torrey's Rush)	6
		<i>Leersia oryzoides</i> (Rice Cut Grass)	10
		<i>Scirpus acutus</i> (Hard-Stemmed Bulrush)	3
		<i>Scirpus atrovirens</i> (Dark Green Rush)	3
		<i>Bolboschoenus fluviatilis</i> (River Bulrush)	3
		<i>Schoenoplectus tabernaemontani</i> (Softstem Bulrush)	3
		<i>Spartina pectinata</i> (Cord Grass)	4

Class – Type	Seeds	lb/acre (kg/hectare)
5	<p>Forb with Annuals Mixture 2/ 5/ 6/</p> <p>Annuals Mixture (Below) Forb Mixture (Below)</p>	<p>1 (1) 10 (10)</p>
<p>Annuals Mixture - Mixture not exceeding 25 % by weight of any one species, of the following:</p> <p><i>Coreopsis lanceolata</i> (Sand Coreopsis)  <i>Leucanthemum maximum</i> (Shasta Daisy)  <i>Gaillardia pulchella</i> (Blanket Flower)  <i>Ratibida columnifera</i> (Prairie Coneflower)  <i>Rudbeckia hirta</i> (Black-Eyed Susan)</p> <p>Forb Mixture - Mixture not exceeding 5 % by weight PLS of any one species, of the following:</p> <p><i>Amorpha canescens</i> (Lead Plant) 4/  <i>Anemone cylindrica</i> (Thimble Weed)  <i>Asclepias tuberosa</i> (Butterfly Weed)  <i>Aster azureus</i> (Sky Blue Aster)  <i>Symphyotrichum leave</i> (Smooth Aster)  <i>Aster novae-angliae</i> (New England Aster)  <i>Baptisia leucantha</i> (White Wild Indigo) 4/  <i>Coreopsis palmata</i> (Prairie Coreopsis)  <i>Echinacea pallida</i> (Pale Purple Coneflower)  <i>Eryngium yuccifolium</i> (Rattlesnake Master)  <i>Helianthus mollis</i> (Downy Sunflower)  <i>Heliopsis helianthoides</i> (Ox-Eye)  <i>Liatris aspera</i> (Rough Blazing Star)  <i>Liatris pycnostachya</i> (Prairie Blazing Star)  <i>Monarda fistulosa</i> (Prairie Bergamot)  <i>Parthenium integrifolium</i> (Wild Quinine)  <i>Dalea candida</i> (White Prairie Clover) 4/  <i>Dalea purpurea</i> (Purple Prairie Clover) 4/  <i>Physostegia virginiana</i> (False Dragonhead)  <i>Potentilla arguta</i> (Prairie Cinquefoil)  <i>Ratibida pinnata</i> (Yellow Coneflower)  <i>Rudbeckia subtomentosa</i> (Fragrant Coneflower)  <i>Silphium laciniatum</i> (Compass Plant)  <i>Silphium terebinthinaceum</i> (Prairie Dock)  <i>Oligoneuron rigidum</i> (Rigid Goldenrod)  <i>Tradescantia ohiensis</i> (Spiderwort)  <i>Veronicastrum virginicum</i> (Culver's Root)</p>		

Class – Type		Seeds	lb/acre (kg/hectare)
5A	Large Flower Native Forb Mixture 2/ 5/ 6/	Forb Mixture (see below)	5 (5)
	<u>Species:</u>	<u>% By Weight</u>	
	<i>Aster novae-angliae</i> (New England Aster)	5	
	<i>Echinacea pallida</i> (Pale Purple Coneflower)	10	
	<i>Helianthus mollis</i> (Downy Sunflower)	10	
	<i>Heliopsis helianthoides</i> (Ox-Eye)	10	
	<i>Liatris pycnostachya</i> (Prairie Blazing Star)	10	
	<i>Ratibida pinnata</i> (Yellow Coneflower)	5	
	<i>Rudbeckia hirta</i> (Black-Eyed Susan)	10	
	<i>Silphium laciniatum</i> (Compass Plant)	10	
	<i>Silphium terebinthinaceum</i> (Prairie Dock)	20	
	<i>Oligoneuron rigidum</i> (Rigid Goldenrod)	10	
5B	Wetland Forb 2/ 5/ 6/	Forb Mixture (see below)	2 (2)
	<u>Species:</u>	<u>% By Weight</u>	
	<i>Acorus calamus</i> (Sweet Flag)	3	
	<i>Angelica atropurpurea</i> (Angelica)	6	
	<i>Asclepias incarnata</i> (Swamp Milkweed)	2	
	<i>Aster puniceus</i> (Purple Stemmed Aster)	10	
	<i>Bidens cernua</i> (Beggarticks)	7	
	<i>Eutrochium maculatum</i> (Spotted Joe Pye Weed)	7	
	<i>Eupatorium perfoliatum</i> (Boneset)	7	
	<i>Helenium autumnale</i> (Autumn Sneezeweed)	2	
	<i>Iris virginica shrevei</i> (Blue Flag Iris)	2	
	<i>Lobelia cardinalis</i> (Cardinal Flower)	5	
	<i>Lobelia siphilitica</i> (Great Blue Lobelia)	5	
	<i>Lythrum alatum</i> (Winged Loosestrife)	2	
	<i>Physostegia virginiana</i> (False Dragonhead)	5	
	<i>Persicaria pensylvanica</i> (Pennsylvania Smartweed)	10	
	<i>Persicaria lapathifolia</i> (Curlytop Knotweed)	10	
	<i>Pycnanthemum virginianum</i> (Mountain Mint)	5	
	<i>Rudbeckia laciniata</i> (Cut-leaf Coneflower)	5	
	<i>Oligoneuron riddellii</i> (Riddell Goldenrod)	2	
	<i>Sparganium eurycarpum</i> (Giant Burreed)	5	
6	Conservation Mixture 2/ 6/	<i>Schizachyrium scoparium</i> (Little Blue Stem) 5/ <i>Elymus canadensis</i> (Canada Wild Rye) 5/ Buffalo Grass 5/ 7/ Vernal Alfalfa 4/ Oats, Spring	5 (5)  2 (2)  5 (5) 15 (15) 48 (55)
6A	Salt Tolerant Conservation Mixture 2/ 6/	<i>Schizachyrium scoparium</i> (Little Blue Stem) 5/ <i>Elymus canadensis</i> (Canada Wild Rye) 5/ Buffalo Grass 5/ 7/ Vernal Alfalfa 4/ Oats, Spring <i>Puccinellia distans</i> (Fults Saltgrass or Salty Alkaligrass)	5 (5)  2 (2)  5 (5) 15 (15) 48 (55) 20 (20)
7	Temporary Turf Cover Mixture	Perennial Ryegrass Oats, Spring	50 (55) 64 (70)

Notes:

- 1/ Seeding shall be performed when the ambient temperature has been between 45 °F (7 °C) and 80 °F (27 °C) for a minimum of seven (7) consecutive days and is forecasted to be the same for the next five (5) days according to the National Weather Service.
- 2/ Seeding shall be performed in late fall through spring beginning when the ambient temperature has been below 45 °F (7 °C) for a minimum of seven (7) consecutive days and ending when the ambient temperature exceeds 80 °F (27 °C) according to the National Weather Service.
- 3/ Specific variety as shown in the plans or approved by the Engineer.
- 4/ Inoculation required.
- 5/ Pure Live Seed (PLS) shall be used.
- 6/ Fertilizer shall not be used.
- 7/ Seed shall be primed with  $\text{KNO}_3$  to break dormancy and dyed to indicate such.

Seeding will be inspected after a period of establishment. The period of establishment shall be six (6) months minimum, but not to exceed nine (9) months. After the period of establishment, areas not exhibiting 75 percent uniform growth shall be interseeded or reseeded, as determined by the Engineer, at no additional cost to the Department.”

## **SURVEYING SERVICES (BDE)**

Effective: April 1, 2025

Delete the fourth paragraph of Article 667.04 of the Standard Specifications.

Delete Section 668 of the Standard Specifications.

80465

## **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.”

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

SPECIAL PROVISION  
FOR  
RAILROAD PROTECTIVE LIABILITY INSURANCE FOR LOCAL LETTINGS

Effective: March 1, 2005  
Revised: January 1, 2006

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

**Railroad Protective Liability Insurance.** The contractor will be required to carry Railroad Protective Liability and Property Damage Liability Insurance in accordance with Article 107.11 of the Standard Specifications. A separate policy is required for each railroad indicated on the attached form unless otherwise noted. The limits of liability for each policy are listed on the attached form. The minimum limits of liability shall be in accordance with Article 107.11 of the Standard Specifications.

**Basis of Payment.** The costs for providing insurance, as noted above, will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

APPROVAL OF INSURANCE: The ORIGINAL and one CERTIFIED copy of each required policy shall be submitted for approval to the following address:

**City of Aurora**  
**Engineering Division**  
**44 E. Downer Place**  
**Aurora, IL 60507**

The contractor will be advised when approval of the insurance has been received from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Resident Engineer evidence that the required railroad protective liability insurance has been approved by the railroad(s). The Contractor shall also provide the Resident Engineer with expiration date of each required policy.

**RAILROAD PROTECTIVE LIABILITY INSURANCE FORM**

<u>NAMED INSURED &amp; ADDRESS</u>	<u>NUMBER &amp; SPEED OF PASSENGER TRAINS</u>	<u>NUMBER &amp; SPEED OF FREIGHT TRAINS</u>
<b>BNSF Railway Company</b> <b>2650 Lou Menk Drive</b> <b>Fort Worth, TX 71631-2830</b>	<b>0</b>	<b>0 - 10 mph</b>

DOT/AAR Number: <b>069625S</b>	RR Mile Post: <b>0.95</b>
Liability Limits: Combined Single Limit <b>\$ 5,000,000</b>	Aggregate Limit <b>\$ 10,000,000</b>
For Freight/Passenger Information Contact: <b>Daniel Peltier</b>	Phone: <b>(763) 782-3495</b>
For Insurance Information Contact: <b>Rosa Martinez</b>	Phone: <b>(214) 303-8519</b>

DOT/AAR Number: _____	RR Mile Post: _____
Liability Limits: Combined Single Limit \$ _____	Aggregate Limit \$ _____
For Freight/Passenger Information Contact: _____	Phone: _____
For Insurance Information Contact: _____	Phone: _____

DOT/AAR Number: _____	RR Mile Post: _____
Liability Limits: Combined Single Limit \$ _____	Aggregate Limit \$ _____
For Freight/Passenger Information Contact: _____	Phone: _____
For Insurance Information Contact: _____	Phone: _____

DOT/AAR Number: _____	RR Mile Post: _____
Liability Limits: Combined Single Limit \$ _____	Aggregate Limit \$ _____
For Freight/Passenger Information Contact: _____	Phone: _____
For Insurance Information Contact: _____	Phone: _____

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:

City of Aurora

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

State of Illinois  
DEPARTMENT OF TRANSPORTATION  
Bureau of Local Roads & Streets  
SPECIAL PROVISION  
FOR  
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA  
Effective: January 1, 2022

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

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

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

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

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

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

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

Density Verification Method	
<input type="checkbox"/>	Cores
X	Nuclear Density Gauge (Correlated when paving $\geq 3,000$ tons per mixture)

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

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

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

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

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

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

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

ABV	ABOVE	CU YD	CUBIC YARD	HATCH	HATCHING	PM	PAVEMENT MARKING	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HD	HEAD	PED	PEDESTAL	SBI	STATE BOND ISSUE
AC	ACRE	C&G	C&G	HDW	HEADWALL	PNT	POINT	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HMA	HOT MIX ASPHALT	PRC	POINT OF REVERSE CURVE	SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HSE	HOUSE	POT	POINT ON TANGENT	STR	STRUCTURE
ASPH	ASPHALT	DOM	DOMESTIC	IL	ILLINOIS	POLYETH	POLYETHYLENE	9	SUPERELEVATION RATE
AUX	AUXILIARY	DBL	DOUBLE	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	S.E. RUN	SUPERELEVATION RUNOFF LENGTH
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSIDE ELEVATION	IN DIA	INCH DIAMETER	PP	PORTLAND CEMENT CONCRETE	SURF	SURFACE
AVE	AVENUE	DSFL	DRAINAGE OR DRIVE	INLET	INLET	PRM	PRIME	SNK	SURVEY MARKER
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INST	INSTALLATION	PE	PRIVATE ENTRANCE	T	TANGENT DISTANCE
BK	BACK	DI	DRIVEWAY	IDS	INTERSECTION DESIGN STUDY	PGL	PROFILE	T.R.	TANGENT RUNOUT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	INV	INVERT	PROJ	PROJECT	TEL	TELEPHONE
BKPL	BACKLAP	DCT	DUCT	IP	IRON PIPE	P.C.	PROPERTY CORNER	TP	TELEPHONE POLE
B	BARN	EA	EACH	IR	IRON ROD	PL	PROPERTY LINE	TEMP	TEMPORARY
BARR	BARRICADE	EB	EASTBOUND	IT	JOINT	PR	PROPOSED	TBM	TEMPORARY BENCH MARK
BL	BASELINE	EOP	EDGE OF PAVEMENT	kg	KILOGRAM	R	RADIUS OF RESIDENTIAL	TD	TILE DRAIN
BGN	BEGIN	E-CL	EDGE TO CENTERLINE	km	KILOMETER	RRS	RAILROAD SPIKE	TBE	TO BE EXTENDED
BM	BENCHMARK	E-E	EDGE TO EDGE	LN	LANE	RPS	REFERENCE POINT STAKE	TBR	TO BE REMOVED
BND	BINDER	ELEC	ELECTRICAL	LT	LEFT	REF	REFLECTIVE	TBS	TO BE SAVED
BIT	BITUMINOUS	EL	ELEVATION	LIDAR	LIGHT DETECTION AND RANGING	R	RAILROAD SPIKE	TWP	TOWNSHIP
BTM	BOTTOM	ENTR	ENTRANCE	LP	LIGHT POLE	REIN	REINFORCED CONCRETE CULVERT PIPE	TR	TOWNSHIP ROAD
BRK	BRICK	EXC	EXCAVATION	LGT	LIGHTING	REIN	REINFORCED CONCRETE CULVERT PIPE	TSCB	TRAFFIC SIGNAL
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LF	LINEAL FEET OR LINEAR FEET	REM	REMOVAL	TSC	TRAFFIC SIGNAL CONTROL BOX
BLDG	BUILDING	E	EXTERNAL DISTANCE TO VERTICAL CURVE	L	LONG CHORD	RC	REMOVE CROWN	TRV	TRANSVERSE
CATV	CABLE	F-F	FACE TO FACE	LC	LONGITUDINAL	REPL	REPLACEMENT	TRVL	TRAVEL
CB	CATCH BASIN	FA	FEDERAL AID	LNG	LUMP SUM	RESURF	RESURFACING	TRN	TURN
C-C	CATCH BASIN	FAL	FEDERAL AID INTERSTATE	L.SUM	LUMP SUM	RET	RETAINING	TV	TYPE
CL	CENTERLINE OR CLEARANCE	FAP	FEDERAL AID PRIMARY	MACH	MACHINE	RT	RIGHT-OF-WAY	T.A	TYPE A
CL-E	CENTERLINE TO EDGE	FAS	FEDERAL AID SECONDARY	MH	MANHOLE	ROW	RIGHT-OF-WAY	TYP	TYPICAL
CL-F	CENTERLINE TO FACE	FAUS	FEDERAL AID URBAN SECONDARY	MIL	MILLIMETER	RDWY	ROADWAY	UNDGND	UNDERGROUND
CTS	CENTERS	FP	FENCE POST	MATL	MATERIAL	RTE	ROUTE	USGS	U.S. GEOLOGICAL SURVEY
CERT	CERTIFIED	OPT	OPTIC	MED	MEDIAN	SAN	SANITARY SEWER	USEL	UPSTREAM ELEVATION
CHSLD	CHESELED	FE	FIELD ENTRANCE	METH	METHOD	SEC	SECTION	USFL	UPSTREAM FLOWLINE
CP	CITY STREET	FH	FIRE HYDRANT	M	MID-ORDINATE	SANS	SANITARY SEWER	UTIL	UTILITY
CS	CLAY PIPE	FL	FLOW LINE	mm	MILLIMETER	SEED	SEEDING	VBOX	VALVE BOX
CLSD	CLOSED	FB	FOOT BRIDGE	mm DIA	MILLIMETER DIAMETER	SHAP	SHAPING	VLT	VAULT
CLD	CLOSED LID	FDN	FOUNDATION	MIX	MIXTURE	S	SHEET	VEH	VEHICLE
CT	COAT OR COURT	FR	FRAME & GRATE	MBH	MOBILE HOME	SH	SHOULDER	VP	VENT PIPE
COMB	COMBINATION	F&G	FRAME & GRATE	MOD	MODIFIED	SHLD	SHOULDER	VERT	VERTICAL
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MFT	MOTOR FUEL TAX	SW	SIDEWALK OR SOUTHWEST	VC	VERTICAL CURVE
CE	COMMERCIAL ENTRANCE	GAL	GALLON	N & BC	NAIL & BOTTLE CAP	SIG	SIGNAL	VPC	VERTICAL POINT OF CURVATURE
CONC	CONCRETE	G	GALVANIZED	N & C	NAIL & CAP	SOD	SODDING	VPI	VERTICAL POINT OF INTERSECTION
CONST	CONSTRUCT	GALV	GAS VALVE	N & W	NAIL & WASHER	SM	SOLID MEDIAN	VPT	VERTICAL POINT OF TANGENCY
CONTD	CONTINUED	GM	GAS METER	NC	NORMAL CROWN	SB	SOUTHBOUND	WM	WATER METER
CONIT	CONTINUOUS	GV	GAS VALVE	NE	NORTHBOUND	SE	SOUTHEAST	WV	WATER VALVE
COR	CORNER	GIS	GEOGRAPHICAL INFORMATION SYSTEM	NW	NORTHWEST	SPL	SPECIAL	WMAIN	WATER MAIN
CORR	CORRUGATED	GRAN	GRANULAR	O/S	OFFSET	SD	SPECIAL DITCH	WB	WESTBOUND
CMP	CORRUGATED METAL PIPE	GR	GRATE	Q&C	QUANTITY	SQ FT	SQUARE FEET	WILDFL	WILDFLOWERS
CNTY	COUNTY	GRVL	GRAVEL	OLID	OIL AND CHIP	m <sup>2</sup>	SQUARE METER	W	WITH
CH	COUNTY HIGHWAY	GND	GROUND	OLID	OIL AND CHIP	mm <sup>2</sup>	SQUARE MILLIMETER	WO	WITHOUT
CSE	COURSE	GUT	GUTTER	PAT	PATTERN	SQ YD	SQUARE YARD		
XSECT	CROSS SECTION	GP	GUY POLE	PVD	PAVED	STB	STABILIZED		
m <sup>3</sup>	CUBIC METER	GW	GUY WIRE	PVMT	PAVEMENT				
mm <sup>3</sup>	CUBIC MILLIMETER	HH	HANDHOLE						

DATE		REVISIONS	
1-1-21		Updated fonts, abbreviations, and symbols.	
1-1-19		Added new symbols.	

# STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS

STANDARD 000001-08

(Sheet 1 of 9)

Illinois Department of Transportation

APPROVED

January 1, 2021

ENGINEER OF POLICY AND PROCEDURES

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January 1, 2021

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07



ADJUSTMENT ITEMS	EX	PR	ALIGNMENT ITEMS	EX	PR	DRAINAGE ITEMS	EX	PR
Structure To Be Adjusted		ADJ	Baseline			Channel or Stream Line		
Structure To Be Cleaned		C	Centerline			Culvert Line		
Main Structure To Be Filled		FM	Centerline Break Circle			Grading & Shaping Ditches		
Structure To Be Filled		F	Baseline Symbol			Drainage Boundary Line		
Structure To Be Filled Special		FSP	Centerline Symbol			Paved Ditch		
Structure To Be Removed		R	PI Indicator			Aggregate Ditch		
Structure To Be Reconstructed		REC	Point Indicator			Pipe Underdrain		
Structure To Be Reconstructed Special		RSP	Horizontal Curve Data (Half Size)			Storm Sewer		
Frame and Grate To Be Adjusted		A				Flowline		
Frame and Lid To Be Adjusted		A				Ditch Check		
Domestic Service Box To Be Adjusted		A				Headwall		
Valve Vault To Be Adjusted		A				Inlet		
Special Adjustment		SP				Manhole		
Item To Be Abandoned		AB				Summit		
Item To Be Moved		M				Roadway Ditch Flow		
Item To Be Relocated		REL				Swale		
Pavement Removal and Replacement						Catch Basin		
						Culvert End Section		
						Water Surface Indicator		
						Riprap		

<div> <div> <div>EROSION &amp; SEDIMENT CONTROL ITEMS</div> <div>EX</div> <div>PR</div> </div> <div> <div>Cleaning &amp; Grading Limits</div> <div>Dike</div> <div>Erosion Control Fence</div> <div>Perimeter Erosion Barrier</div> <div>Temporary Fence</div> <div>Ditch Check Temporary</div> <div>Ditch Check Permanent</div> <div>Inlet &amp; Pipe Protection</div> <div>Sediment Basin</div> <div>Erosion Control Blanket</div> <div>Fabric Formed Concrete Revetment Mat</div> <div>Turf Reinforcement Mat</div> <div>Mulch Temporary</div> <div>Mulch Method 1</div> <div>Mulch Method 2 Stabilized</div> <div>Mulch Method 3 Hydraulic</div> <div>CONTOUR ITEMS</div> <div>Approx. Index Line</div> <div>Approx. Intermediate Line</div> <div>Index Contour</div> <div>Intermediate Contour</div> </div> </div>	<div> <div>NON-HIGHWAY IMPROVEMENT ITEMS</div> <div>EX</div> <div>PR</div> </div> <div> <div>Noise Attr./Levee</div> <div>Field Line</div> <div>Fence</div> <div>Base of Levee</div> <div>Mailbox</div> <div>Multiple Mailboxes</div> <div>Pay Telephone</div> <div>Advertising Sign</div> <div>*ITS Camera</div> <div>Wind Turbine</div> <div>Cellular Tower</div> <div>*Intelligent Transportation Systems</div> <div>LANDSCAPING ITEMS</div> <div>Contour Mounding Line</div> <div>Fence</div> <div>Fence Post</div> <div>Shrubs</div> <div>Mowline</div> <div>Perennial Plants</div> <div>Seeding Class 2</div> <div>Seeding Class 2A</div> <div>Seeding Class 4</div> <div>Seeding Class 4 &amp; 5 Combined</div> </div>	<div> <div>EXISTING LANDSCAPING ITEMS (contd.)</div> <div>EX</div> <div>PR</div> </div> <div> <div>Seeding Class 5</div> <div>Seeding Class 7</div> <div>Seedlings Type 1</div> <div>Seedlings Type 2</div> <div>Sodding</div> <div>Mowstake w/Sign</div> <div>Tree Trunk Protection</div> <div>Evergreen Tree</div> <div>Shade Tree</div> <div>LIGHTING</div> <div>Duct</div> <div>Conduit</div> <div>Electrical Aerial Cable</div> <div>Electrical Buried Cable</div> <div>Controller</div> <div>Underpass Luminaire</div> <div>Power Pole</div> </div>
<div> <div> <div>ILLINOIS Department of Transportation</div> <div> <div>APPROVED</div> <div>January 1, 2021</div> </div> <div> <div>ENGINEER OF POLICY AND PROCEDURES</div> <div>APPROVED</div> <div>January 1, 2021</div> </div> <div> <div>ENGINEER OF DESIGN AND ENVIRONMENT</div> <div>January 1, 2021</div> </div> </div> <div>ISSUED 1-1-07</div> </div>		<div> <div>STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS</div> <div>(Sheet 3 of 9)</div> <div>STANDARD 000001-08</div> </div>

LIGHTING <u>(contd.)</u>		<u>EX</u>	<u>PR</u>
Pull Point			
Handhole			
Heavy Duty Handhole			
Junction Box			
Light Unit Comb.			
Electrical Ground			
Traffic Flow Arrow			
High Mast Pole (Half Size)			
Light Unit-1			
<u>PAVEMENT (MISC.)</u>			
Keyed Long Joint			
Keyed Long Joint w/Tie Bars			
Saved Long Joint w/Tie Bars			
Bituminous Shoulder			
Bituminous Taper			
Stabilized Driveway			
Widening			

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PAVEMENT MARKINGS (contd.)		EX	PR	RAILROAD ITEMS	EX	PR
CL 2Ln 2Way RRPM 12.2 m (40') o.c.				Abandoned Railroad		
CL 2Ln 2Way RRPM 80' (24.4 m) o.c.				Railroad		
CL Multilane Div. RRPM 40' (12.2 m) o.c.				Railroad Point		
CL Multilane Div. RRPM 80' (24.4 m) o.c.				Control Box		
CL Multilane Div. Dbl. RRPM 80' (24.4 m) o.c.				Crossing Gate		
CL Multilane Undiv.				Flashing Signal		
Two Way Turn Left Line				Railroad Cant. Mast Arm		
Urban Combination Left				Crossbuck		
Urban Combination Right				Removal Tic		
Urban Left Turn Arrow				Bituminous Removal		
Urban Right Turn Arrow				Hatch Pattern		
Urban Left Turn Only				Tree Removal Single		
Urban Right Turn Only				RIGHT OF WAY ITEMS		
Urban Thru Only				Future ROW Corner Monument		
Urban LT & RT Turn Arrow				ROW Marker		
Urban Thru Arrow				ROW Line		
				Easement		
				Temporary Easement		

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Department of Transportation

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January 1, 2021

ENGINEER OF POLICY AND PROCEDURES

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STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS

STANDARD 000001-08

(Sheet 5 of 9)

**PAVEMENT MARKINGS**  
**(contd.)**

Urban U-Turn

Urban Combined U-Turn

Rural Combination Left

Rural Combination Right

Rural Left Turn Arrow

Rural Right Turn Arrow

Rural Left Turn Only

Rural Right Turn Only

Rural Thru Only

Rural Thru Arrow

Rural Lt & Rt Turn Arrow

Bike Lane Symbol

Bike Lane Text

Bike Path Shared

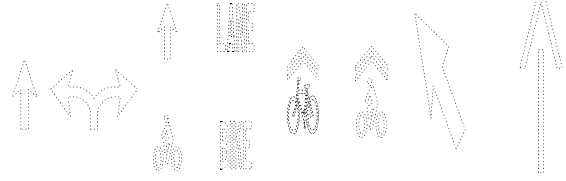
Bike Shared Roadway

Lane Drop Symbol

**EX**



ONLY ONLY ONLY



**PR**



ONLY ONLY ONLY



Illinois Department of Transportation

APPROVED *[Signature]* January 1, 2021  
ENGINEER OF POLICY AND PROCEDURES

APPROVED *[Signature]* January 1, 2021  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

Wrong Way Arrow

**STANDARD SYMBOLS,  
ABBREVIATIONS,  
AND PATTERNS**

(Sheet 6 of 9)

STANDARD 000001-08

RIGHT OF WAY ITEMS (contd.)		ROADWAY PROFILES		SIGNING ITEMS		STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS	
EX	PR	EX	PR	EX	PR	EX	PR
Access Control Line	_____ AC _____	P.I. Indicator	4		4	Reverse Left W1-4L (Half Size)	
Access Control Line & ROW	_____ AC _____	Point Indicator	o		o	Reverse Right W1-4R (Half Size)	
Access Control Line & ROW with Fence	_____ AC _____	Earthworks Balance Point				Two Way Traffic Sign W6-3 (Half Size)	
Excess ROW Line	_____ AS _____	Begin Point				Detour Ahead W20-2(O) (Half Size)	
<b>ROADWAY PLAN ITEMS</b>		Vert. Curve Data	VPI = ELEV = L = E =			Left Lane Closed Ahead W20-5L(O) (Half Size)	
Cable Barrier	_____	Ditch Profile Left Side	-----			Right Lane Closed Ahead W20-5R(O) (Half Size)	
Concrete Barrier	_____	Ditch Profile Right Side	-----			Road Closed Ahead W20-3(O) (Half Size)	
Edge of Pavement	-----	Roadway Profile Line	-----			Road Construction Ahead W20-1(O) (Half Size)	
Bit Shoulders, Medians and C&G Line	-----	Storm Sewer Profile Left Side	-----			Single Lane Ahead (Half Size)	
Aggregate Shoulder	-----	Storm Sewer Profile Right Side	-----			Transition Left W4-2L (Half Size)	
Sidewalks, Driveways	-----					Transition Right W4-2R (Half Size)	
Guardrail	_____						
Guardrail Post	_____						
Traffic Sign	_____						
Corrugated Median	_____						
Impact Attenuator	_____						
North Arrow with District Office (Half Size)	_____						
Match Line	_____						
Slope Limit Line	_____						
Typical Cross-Section Line	_____						

SIGNING ITEMS (contd.)		EX	PR	STRUCTURES ITEMS		EX	PR	TRAFFIC SHEET ITEMS		EX	PR
One Way Arrow Lrg. W1-6-(O) (Half Size)				Box Culvert Barrel				Cable Number			
Two Way Arrow Large W1-7-(O) (Half Size)				Box Culvert Headwall				Left Turn Green			
Detour M4-10L-(O) (Half Size)				Bridge Pier				Left Turn Yellow			
Detour M4-10R-(O) (Half Size)				Bridge				Signal Backplate			
One Way Left R6-1L (Half Size)				Retaining Wall				Signal Section 8" (200 mm)			
One Way Right R6-1R (Half Size)				Temporary Sheet Piling				Signal Section 12" (300 mm)			
Left Turn Lane R3-1100L (Half Size)								Walk/Don't Walk Letters			
Keep Left R4-7AL (Half Size)								Walk/Don't Walk Symbols			
Keep Left R4-7BL (Half Size)											
Keep Right R4-7AR (Half Size)											
Keep Right R4-7BR (Half Size)											
Stop Here On Red R10-6-AL (Half Size)											
Stop Here On Red R10-6-AR (Half Size)											
No Left Turn R3-2 (Half Size)											
No Right Turn R3-1 (Half Size)											
Road Closed R11-2 (Half Size)											
Road Closed Thru Traffic R11-2 (Half Size)											
<div><div>Illinois Department of Transportation</div><div><div>APPROVED</div><div></div><div>January 1, 2021</div><div>ENGINEER OF POLICY AND PROCEDURES</div></div><div><div>APPROVED</div><div></div><div>January 1, 2021</div><div>ENGINEER OF DESIGN AND ENVIRONMENT</div></div></div>				<div>STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS</div> <div>(Sheet 8 of 9)</div>				STANDARD 000001-08			

<u>TRAFFIC SIGNAL ITEMS (contd.)</u>	<u>EX</u>	<u>PR</u>	<u>UNDERGROUND UTILITY ITEMS</u>	<u>EX</u>	<u>PR</u>	<u>ABANDONED</u>	<u>UTILITY ITEMS (contd.)</u>	<u>EX</u>	<u>PR</u>
Detector Raceway			Cable TV				Traffic Signal		
Aluminum Mast Arm			Electric Cable				Traffic Signal Control Box		
Steel Mast Arm			Fiber Optic				Water Meter		
Veh. Detector Magnetic			Gas Pipe				Water Meter Valve Box		
Conduit Splice			Oil Pipe				Profile Line		
Controller			Sanitary Sewer				Aerial Power Line		
Gulfbow Junction			Telephone Cable						
Wood Pole			Water Pipe						
Temp. Signal Head									
Handhole			Controller				Deciduous Tree		
Double Handhole			Double Handhole				Bush or Shrub		
Heavy Duty Handhole			Fire Hydrant				Evergreen Tree		
Junction Box			GuyWire or Deadman Anchor				Slump		
Ped. Pushbutton Detector			Handhole				Orchard/Nursery Line		
Ped. Signal Head			Heavy Duty Handhole				Vegetation Line		
Power Pole Service			Junction Box				Woods & Bush Line		
Priority Veh. Detector			Light Pole						
Signal Head			Manhole				Stream or Drainage Ditch		
Signal Head w/Backplate			Monitoring Well (Gasoline)				Waters Edge		
Signal Post			Pipeline Warning Sign				Water Surface Indicator		
Closed Circuit TV			Power Pole				Water Point		
Video Detector System			Power Pole with Light				Disappearing Ditch		
			Sanitary Sewer Cleanout				Marsh		
			Splice Box Above Ground				Marsh/Swamp Boundary		
			Telephone Splice Box Above Ground						
			Telephone Pole						

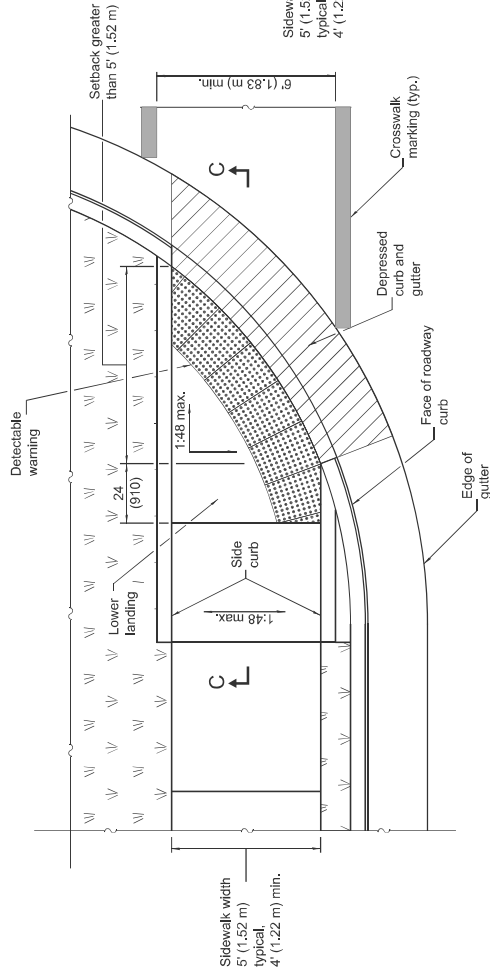
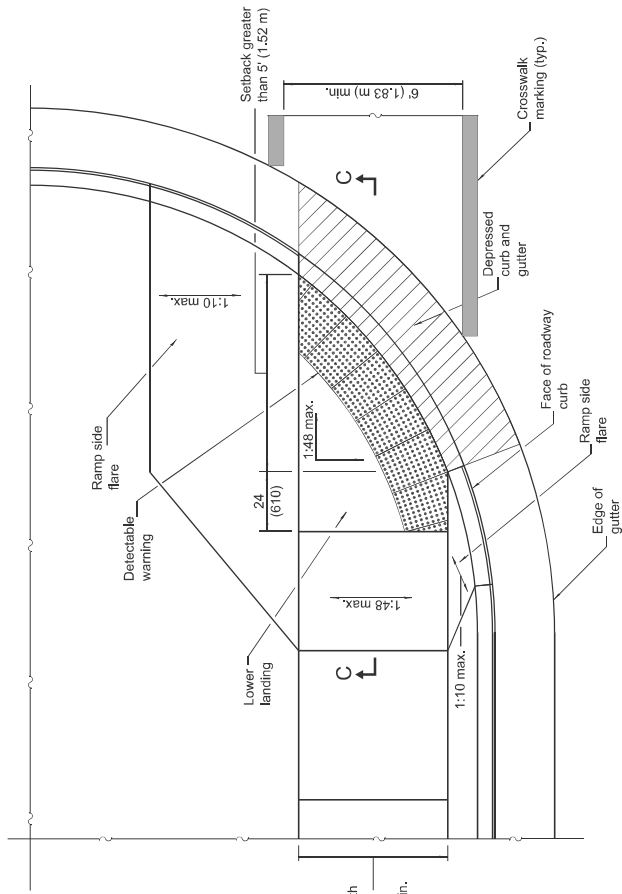
**STANDARD SYMBOLS,  
ABBREVIATIONS,  
AND PATTERNS**

STANDARD 000001-08

(Sheet 9 of 9)







### RAMP IN LANDSCAPED AREA SETBACK > 5'

### RAMP IN PAVED AREA SETBACK > 5'

### GENERAL NOTES

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

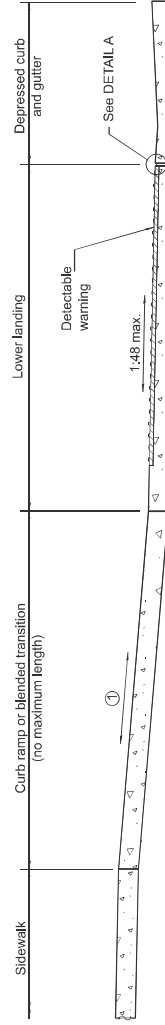
Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

**Side Border** - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

**Curb Set-Back** - Detectable warnings located at the back of curb should align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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

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



### SECTION C-C

- The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

## PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

STANDARD 424001-12

Illinois Department of Transportation

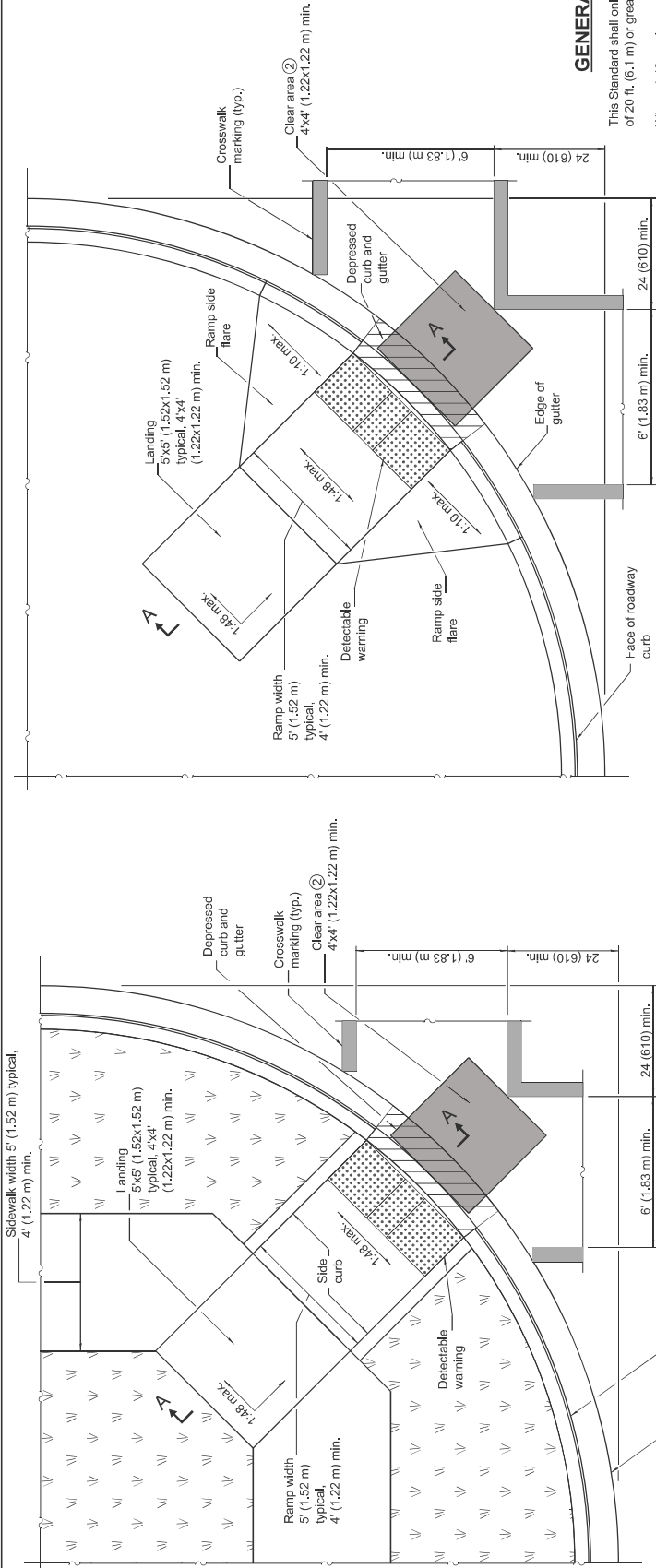
APPROVED January 1, 2025

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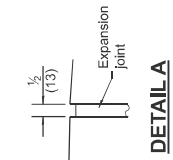
### RAMP IN LANDSCAPED AREA

- ② Clear area shall be located outside the travel lane inclusive of any bicycle lanes. The running slope shall be 1:20 max and the cross slope shall be:
- Signalized/Uncontrolled Intersection - 1:20
  - Yield/Stop Controlled Intersection - 1:48
  - Midblock - grade of road

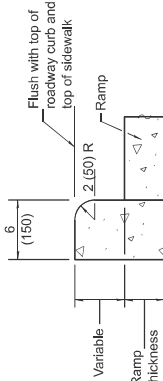
### RAMP IN PAVED AREA

### GENERAL NOTES

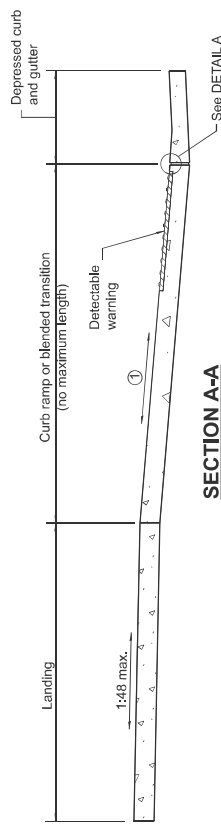
This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.  
Where 1:48 maximum slope is shown, 1:64 is preferred.  
Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.  
Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.



DETAIL A



SIDE CURB DETAIL



SECTION A-A

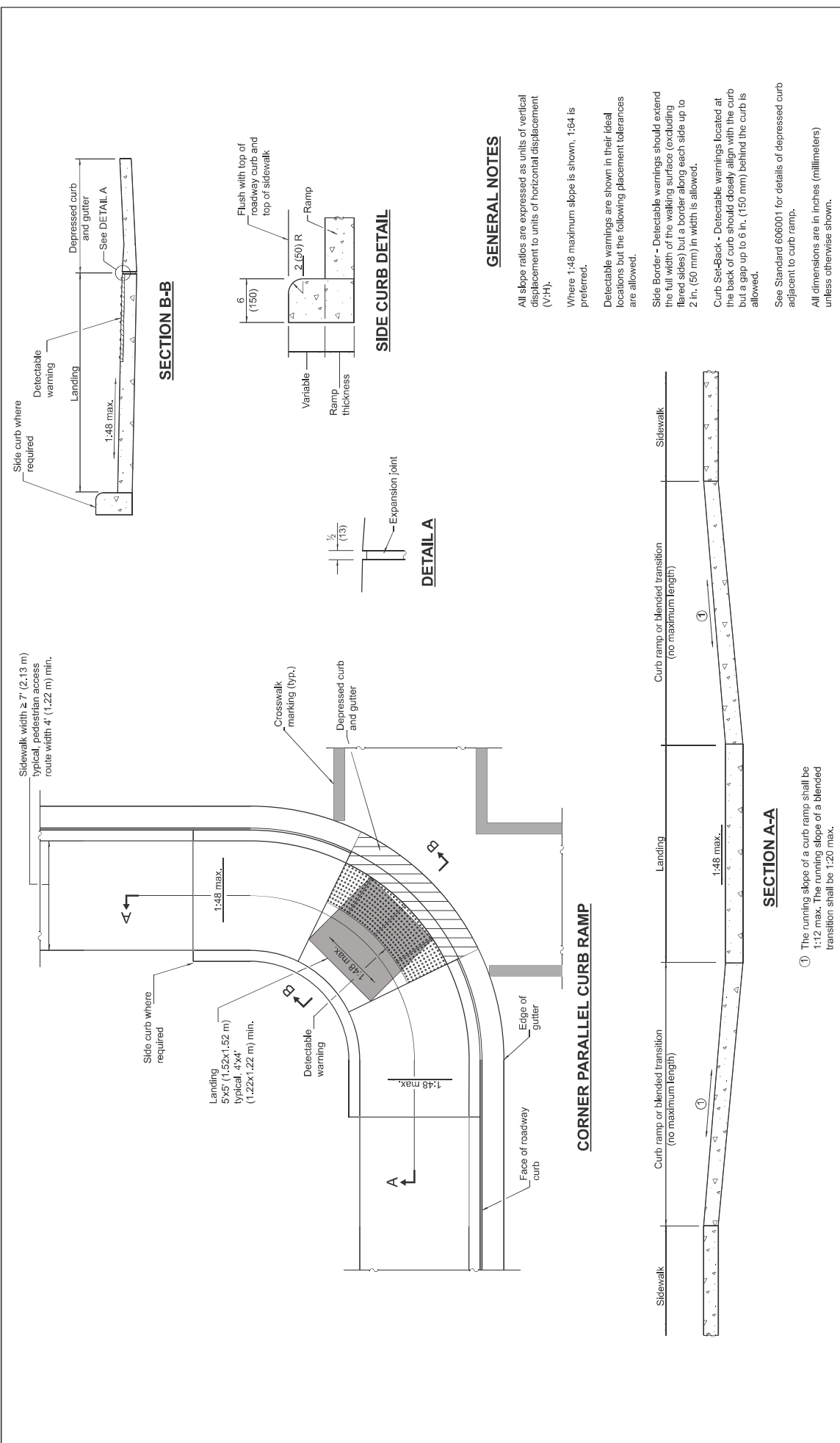
- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

Illinois Department of Transportation	
APPROVED	January 1, 2025
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APPROVED	January 1, 2025
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DATE	REVISIONS
1-1-25	Indicated "Clear Area" location and updated cross-slopes.
1-1-21	Clarified minimum crosswalk width and locations.

## DIAGONAL CURB RAMPS FOR SIDEWALKS

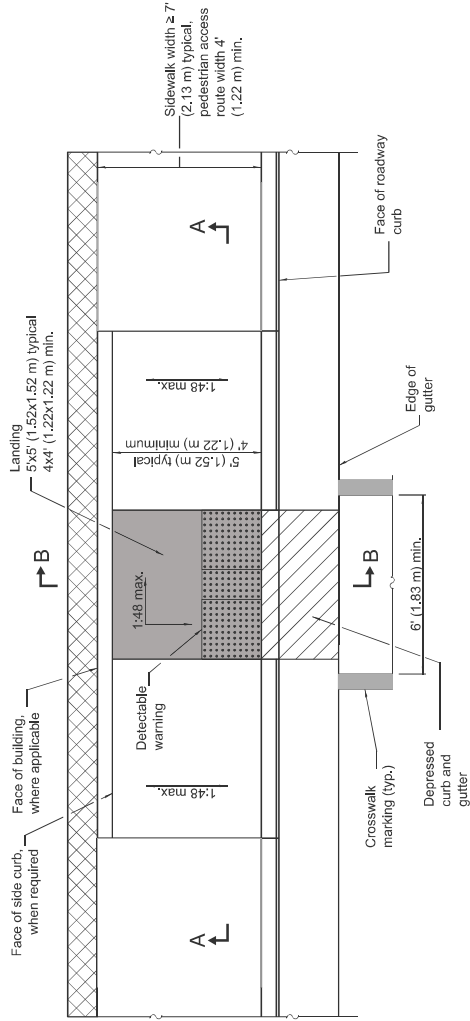
STANDARD 424006-06



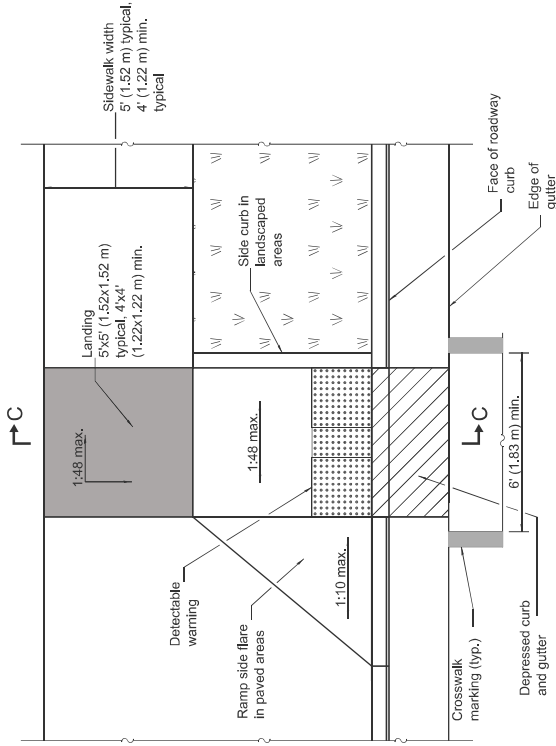
CORNER PARALLEL CURB RAMPS FOR SIDEWALKS		STANDARD 424011-05	
DATE	REVISIONS		
1-1-25	Revised turning space with landing and updated cross-slopes.		
1-1-19	Removed upper landing, added blended transition and detectable warning tolerances.		

Illinois Department of Transportation APPROVED <i>Mark A. Kelly</i> January 1, 2025 ENGINEER OF POLICY AND PROCEDURES APPROVED <i>Sally Ch...</i> January 1, 2025 ENGINEER OF DESIGN AND ENVIRONMENT		ISSUED 1-1-12	
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- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



**PARALLEL MID-BLOCK CURB RAMP**

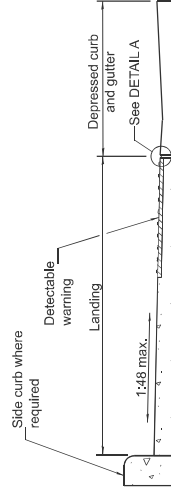


**PERPENDICULAR MID-BLOCK CURB RAMP**

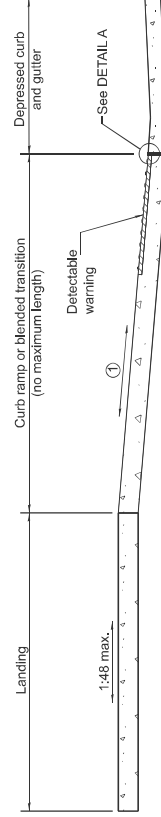


**SECTION A-A**

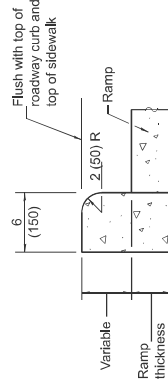
- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.



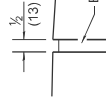
**SECTION B-B**



**SECTION C-C**



**SIDE CURB DETAIL**



**DETAIL A**

**GENERAL NOTES**

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

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

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

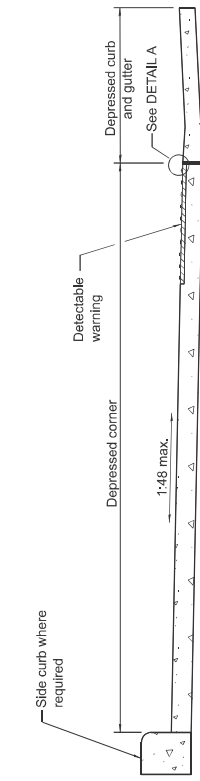
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-25	Revised turning space with landing and updated cross-slopes.
1-1-19	Removed upper landing, added blended transitions and detectable warning tolerances.

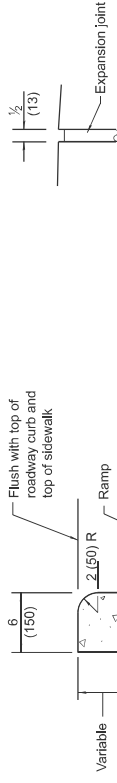
**MID-BLOCK CURB RAMPS FOR SIDEWALKS**

**STANDARD 424016-06**

APPROVED January 1, 2025 ENGINEER OF POLICY AND PROCEDURES APPROVED January 1, 2025 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-12
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## DETAIL A

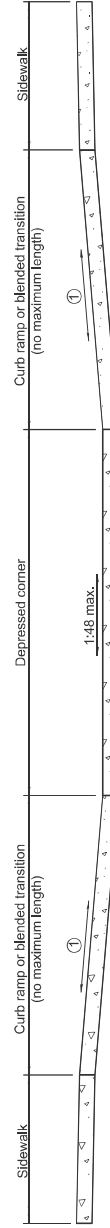


## GENERAL NOTES

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

## DEPRESSED CORNER FOR SIDEWALKS


STANDARD 424021-07

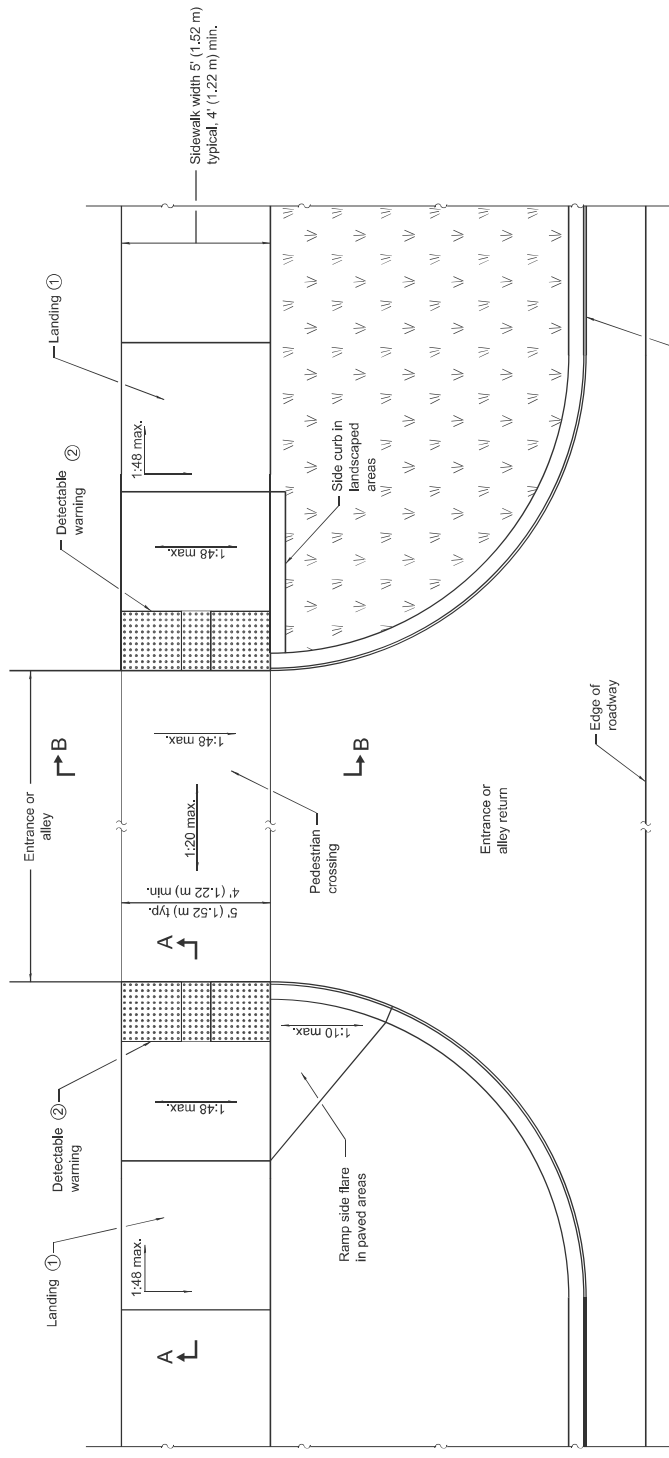


## SECTION A-A

- ① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

DATE	REVISIONS
1-1-25	Remove min running slope from note 1 and updated cross-slope.
1-1-21	Added crosswalk striping and a "buffer" for wide sidewalks.

 Illinois Department of Transportation	APPROVED _____ January 1, 2025 <i>Michael Walsh</i> ENGINEER OF POLICY AND PROCEDURES	ISSUED 1-1-12
	APPROVED _____ January 1, 2025 <i>John C. [Signature]</i> ENGINEER OF DESIGN AND ENVIRONMENT	



- ① Landing not required for blended transitions, or where there is no change in direction.
- ② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).
- ③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.
- ④ The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

## ENTRANCE / ALLEY PEDESTRIAN CROSSING

### GENERAL NOTES

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

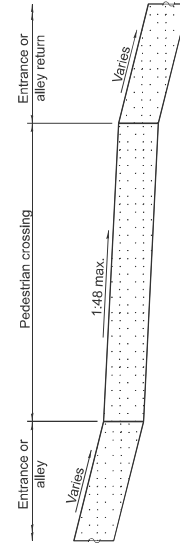
Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

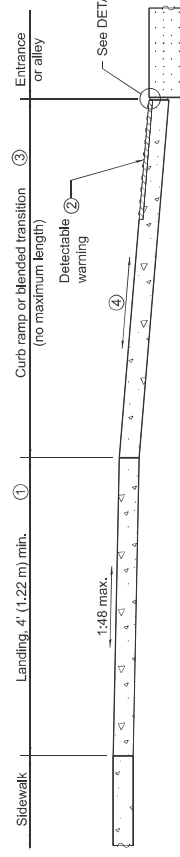
**Side Border**- Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

**Curb Set-Back**- Detectable warnings located at the back of curb should align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

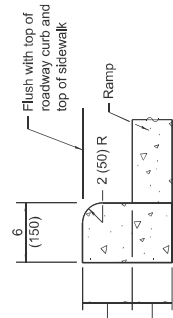
All dimensions are in inches (millimeters) unless otherwise shown.



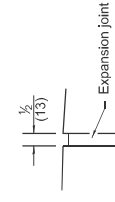
### SECTION B-B



### SECTION A-A



### SIDE CURB DETAIL



### DETAIL A

DATE	REVISIONS
1-1-25	Modified Section A-A notes and updated cross slopes.
1-1-19	Added blended transitions and placement tolerances for detectable warnings.

## ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

STANDARD 424026-04

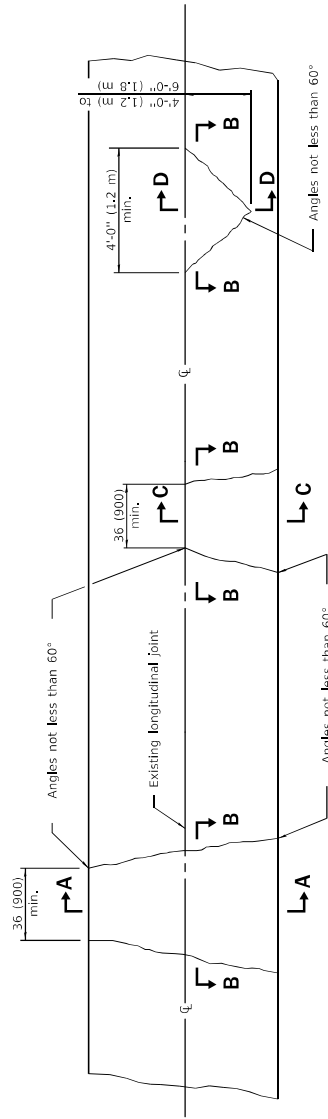
APPROVED <i>[Signature]</i> ENGINEER OF POLICY AND PROCEDURES January 1, 2025	APPROVED <i>[Signature]</i> January 1, 2025 ENGINEER OF DESIGN AND ENVIRONMENT
--	---

ISSUED 1-1-12

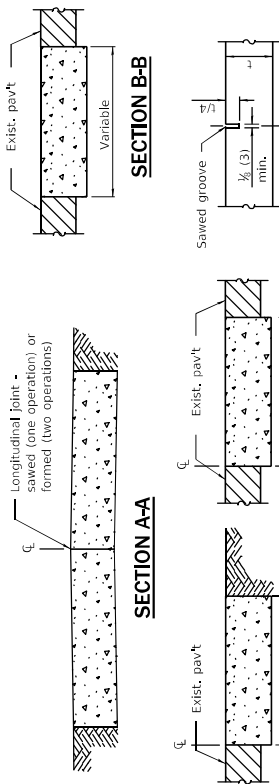
## STANDARD 424031=03



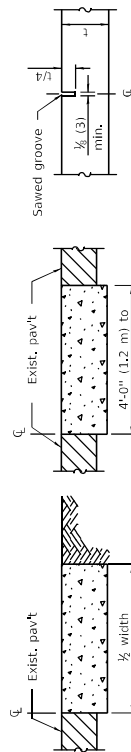
# CLASS C



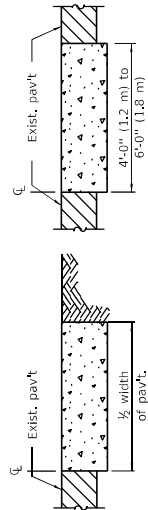
## SECTION A-A



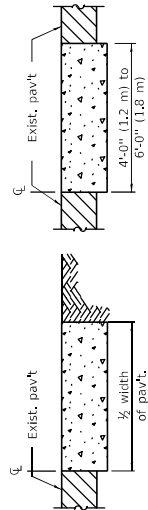
## SECTION B-B



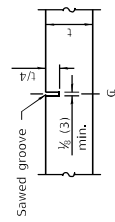
## SECTION C-C



## SECTION D-D

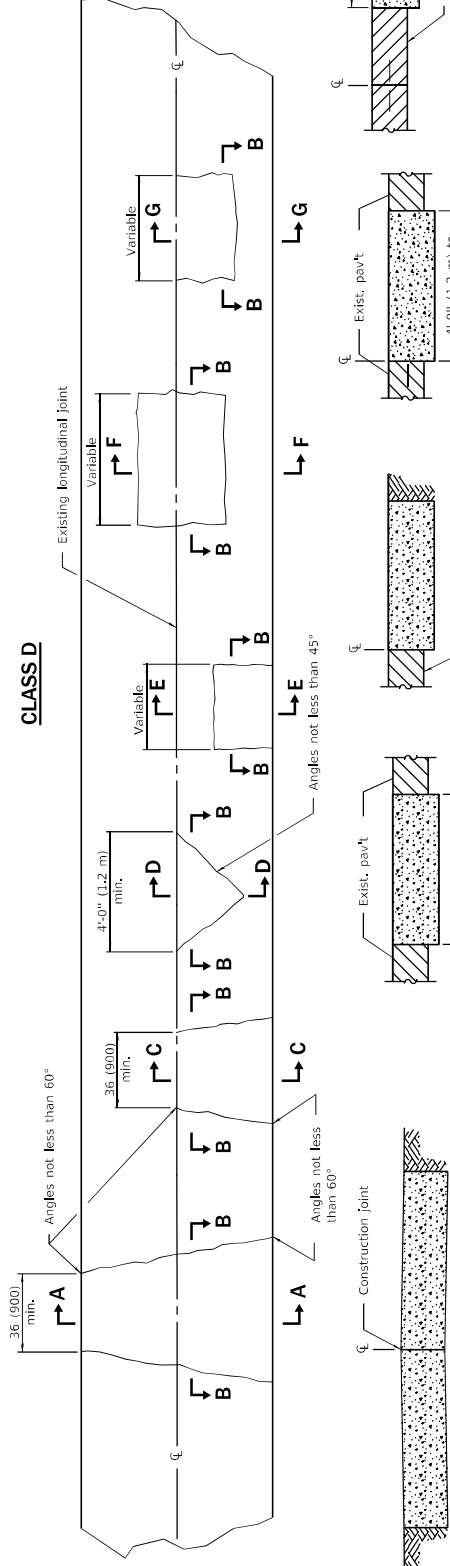


## DETAIL OF SAWED CONTRACTION JOINT



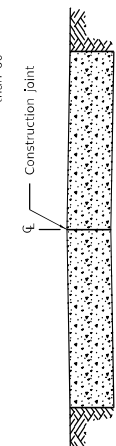
Note:  
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

# CLASS D

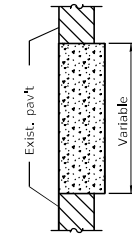


## SECTION A-A

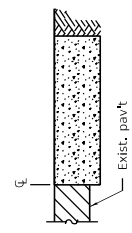
(Built in two operations)



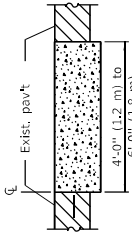
## SECTION B-B



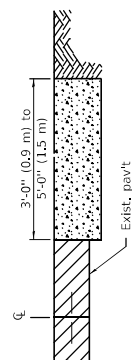
## SECTION C-C



## SECTION D-D



## SECTION E-E



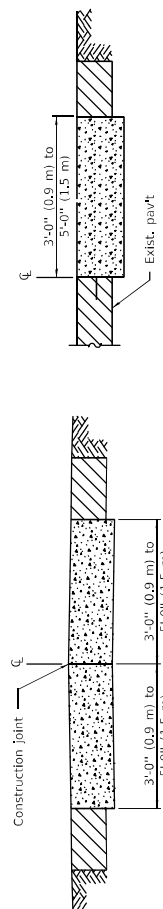
## GENERAL NOTES

Existing tie bars shall be either cut or removed.  
Marginal bars shall be cut.  
All dimensions are in inches (millimeters) unless otherwise shown.

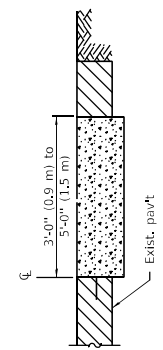
Illinois Department of Transportation	
PASSED	January 1, 2008
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT	

## SECTION F-F

(Built in two operations)



## SECTION G-G



## CLASS C and D PATCHES

STANDARD 442201-03

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

Doweled contraction joint  
(Placed in prolongation with pavement joints)  
construction option:

- Form with  $\frac{1}{8}$  (3) thick steel template  
2 (50) deep, and seal.
- Saw at 4 to 24 hours, and seal.

Short radius curve  
(Such as entrances,  
side streets and  
ramp returns).

A

Contraction joint

Construction joint

Edge of pavement

12 (300)

18 (450) long  
dowel bars

2-No. 4 (No. 13) bars  
placed at mid-depth  
(when space permits)

2-No. 4 (No. 13) bars  
with 2 (50) min. cl.

2-No. 4 (No. 13) bars  
placed at mid-depth  
(when space permits)

Drainage casting  
with curb box

Back of curb

Expansion  
cap

18 (450) long dowel  
bar (placed at  
mid-depth).

DETAIL A

EXPANSION JOINT

Full depth & width  
1 (25) - thick (min.)  
preformed expansion  
joint filler.

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

3'-0" (1.0 m) min.

3'-0" (1.0 m) min.

3'-0" (1.0 m) min.

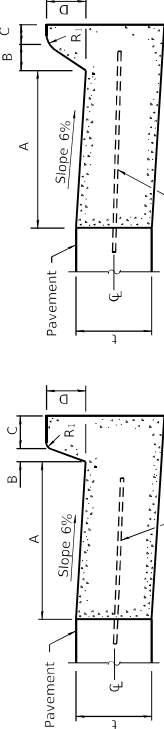
3'-0" (1.0 m) min.

Pavement expansion joint  
with (or without) dowels

\*\* Spacing of contraction joints to match  
adjacent pcc pavement but not to  
exceed 15' (4.5 m).

## PLAN

## ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



## BARRIER CURB

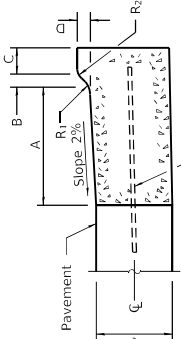
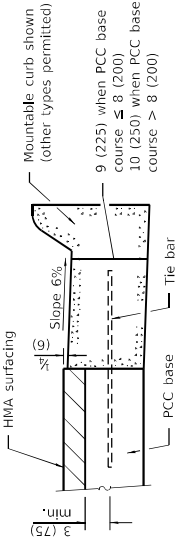
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R <sub>1</sub>
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

\* For corner islands only.

## MOUNTABLE CURB

TABLE OF DIMENSIONS MOUNTABLE CURB							
TYPE	A	B	C	D	R <sub>1</sub>	R <sub>2</sub>	
M-2.06	6	2	4	2	3	2	
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)	
M-2.12	12	2	4	2	3	2	
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)	
M-4.06	6	4	3	4	3	NA	
(M-10.15)	(150)	(100)	(75)	(100)	(75)		
M-4.12	12	4	3	4	3	NA	
(M-10.30)	(300)	(100)	(75)	(100)	(75)		
M-4.18	18	4	3	4	3	NA	
(M-10.45)	(450)	(100)	(75)	(100)	(75)		
M-4.24	24	4	3	4	3	NA	
(M-10.60)	(600)	(100)	(75)	(100)	(75)		
M-6.06	6	6	2	6	2	NA	
(M-15.15)	(150)	(150)	(50)	(150)	(50)		
M-6.12	12	6	2	6	2	NA	
(M-15.30)	(300)	(150)	(50)	(150)	(50)		
M-6.18	18	6	2	6	2	NA	
(M-15.45)	(450)	(150)	(50)	(150)	(50)		
M-6.24	24	6	2	6	2	NA	
(M-15.60)	(600)	(150)	(50)	(150)	(50)		

## ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



ILLINOIS Department of Transportation

ISSUED 1-1-97

PASSED

January 1, 2002

ENGINEER OF POLICE AND PROCEDURES

January 1, 2002

APPROVED

January 1, 2002

ENGINEER OF DESIGN AND ENVIRONMENT

## REVISIONS

DATE	Revised contraction joint spacing adjacent to pcc pavement.
1-1-22	
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

## CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-08

## GENERAL NOTES

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

t = Thickness of pavement.

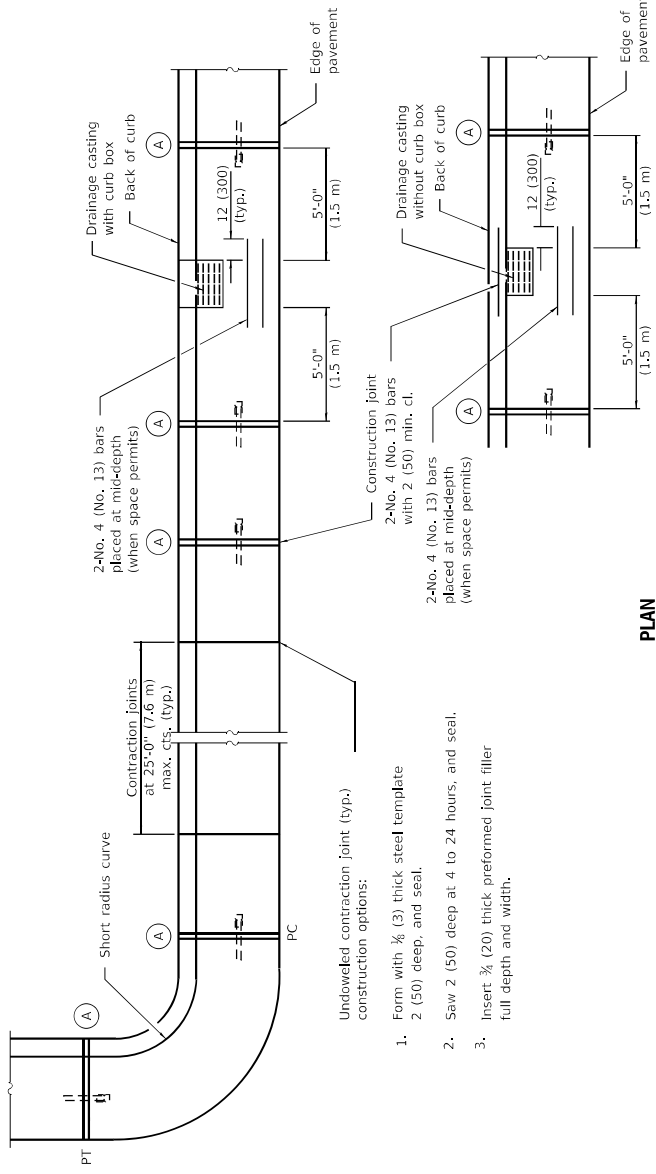
Longitudinal joint tie bars shall be No. 6 (No. 19) at  
36 (900) centers in accordance with details for  
longitudinal construction joint shown on Standard 420001.

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

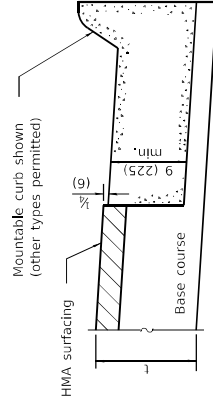
The dowel bars shown in contraction joints will only be  
required for monolithic construction.

See Standard 606301 for details of corner islands.

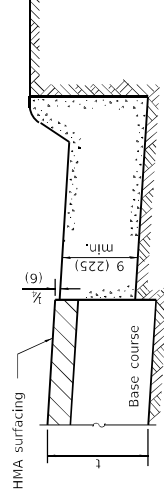
All dimensions are in inches (millimeters) unless  
otherwise shown.



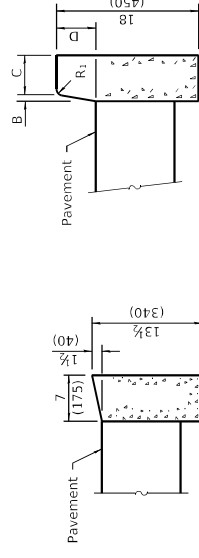
**PLAN**



**ON DISTURBED SUBGRADE**

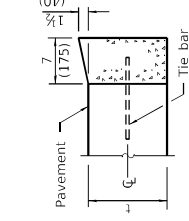


**ON UNDISTURBED SUBGRADE**



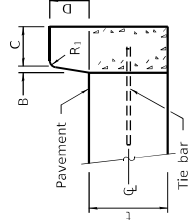
**DEPRESSED CURB**

**ADJACENT TO FLEXIBLE PAVEMENT**



**DEPRESSED CURB**

**ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE**



**BARRIER CURB**

**CONCRETE CURB TYPE B**

**ADJACENT TO FLEXIBLE PAVEMENT**

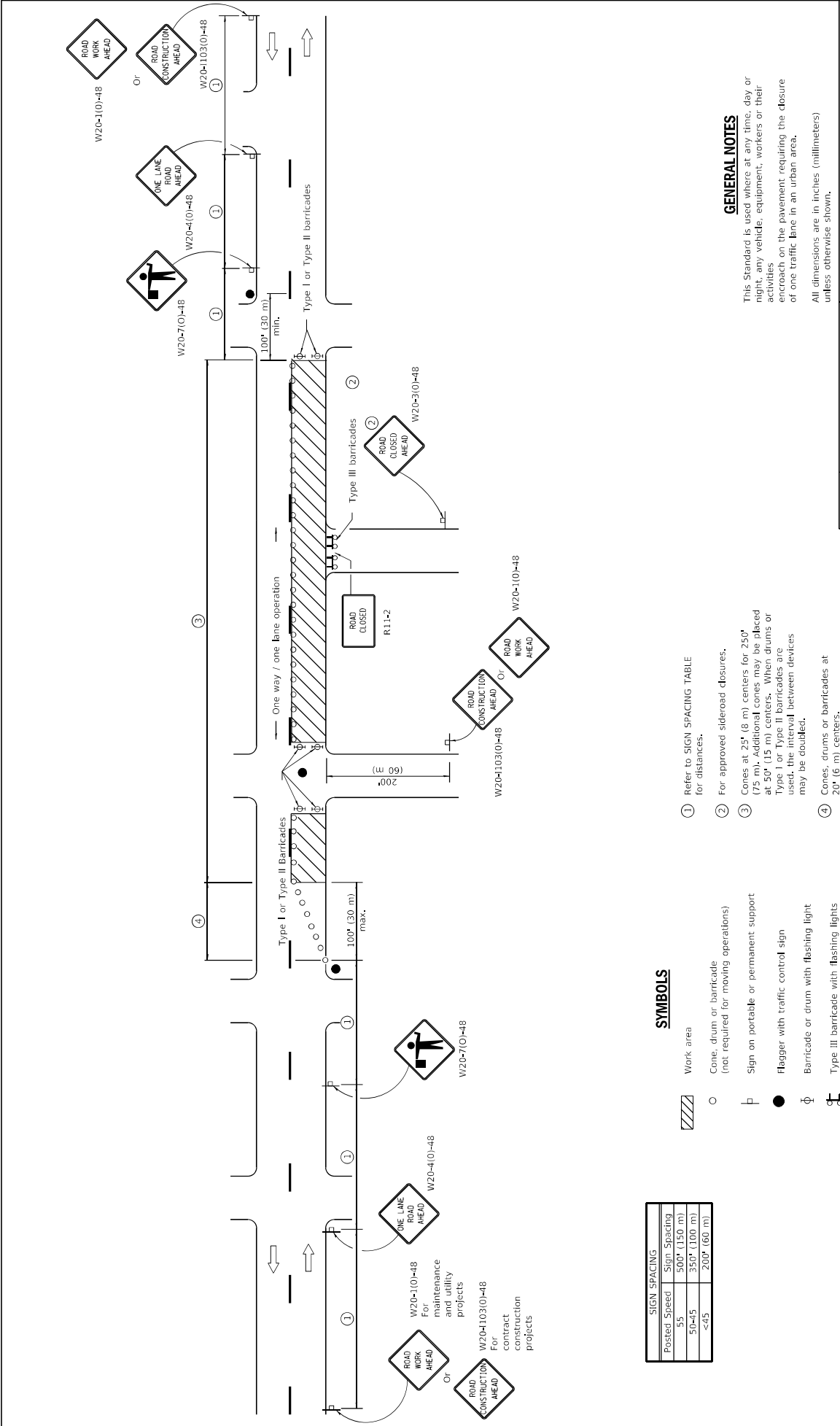
**CONCRETE CURB TYPE B  
AND COMBINATION  
CONCRETE CURB AND GUTTER**

(Sheet 2 of 2)

STANDARD 606001-08

Illinois Department of Transportation PASSED ENGINEER OF POLICY AND PROCEDURES APPROVED ENGINEER OF DESIGN AND ENVIRONMENT	January 1, 2022	ISSUED 1-1-07
	Michael Bond	
	January 1, 2022	
	S. J. J. J.	





**SYMBOLS**

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


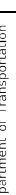

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

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

**GENERAL NOTES**

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

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

<div> Illinois Department of Transportation</div>		<div>ISSUED 1-1-97</div>	
PASSED	<div>January 1, 2011</div> <div></div>		
ENGINEER OF SAFETY ENGINEERING			
APPROVED	<div>January 1, 2011</div> <div></div>		
ENGINEER OF DESIGN AND ENVIRONMENT			

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

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED	
STANDARD 701501-06	

Illinois Department of Transportation

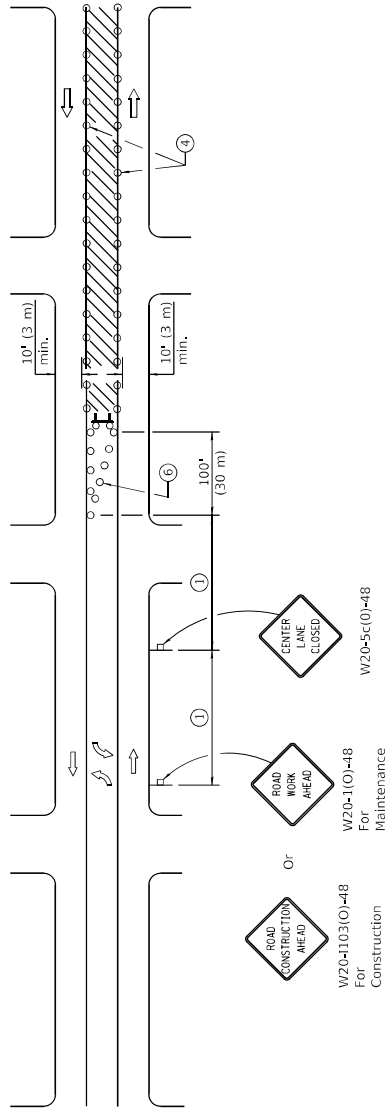
PASSED

2011

APPROVED

2011

ENGINEER OF DESIGN AND ENVIRONMENT



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

### CASE I

(Signs required for both directions)

- 1 Refer to SIGN SPACING TABLE for distances.
- 2 Required for speeds > 40 mph (70 km/h).
- 3 Required if work exceeds 500' (164 m) or 1 block.
- 4 Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
- 5 For approved sideroad closures.
- 6 Cones, drums or barricades at 20' (6 m) centers in taper.
- 7 Use flagger sign only when flagger is present.

### SYMBOLS

- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign
- Cone, drum or barricade
- Sign on portable or permanent support
- Type III barricade with flashing lights

APPROVED  
*Cynthia Carr*  
 ENGINEER OF SAFETY PROC. AND ENGINEERING  
 APPROVED  
*Sally Egan*  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

### GENERAL NOTES

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$
W =	Width of offset in feet (meters).	
S =	Normal posted speed mph (km/h).	

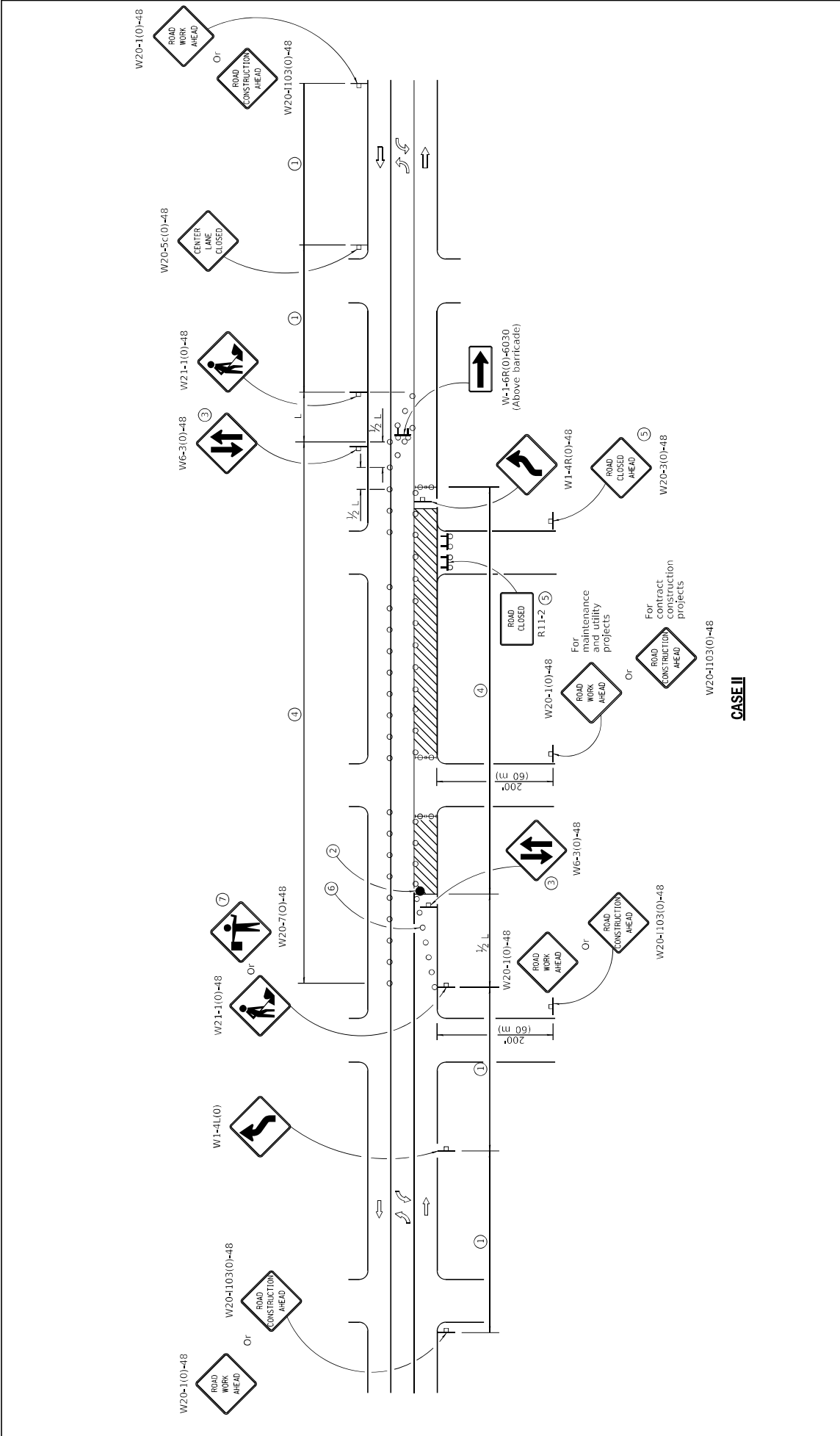
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Revised to allow cones at night.
1-1-18	Corrected sign number for TWO WAY TRAFFIC sign for CASE II.

**URBAN LANE CLOSURE:  
2L, 2W, WITH BIDIRECTIONAL  
LEFT TURN LANE**

(Sheet 1 of 2)

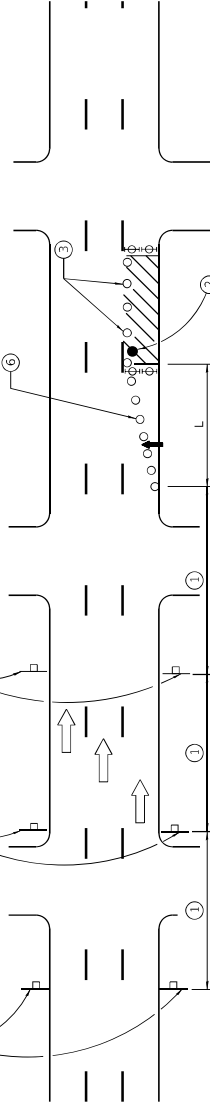
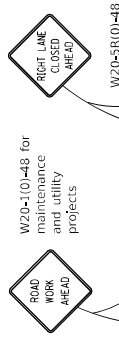
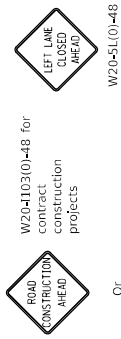
**STANDARD 701502-09**



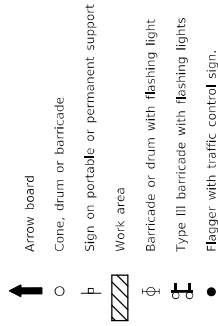
**URBAN LANE CLOSURE:  
2L, 2W, WITH BIDIRECTIONAL  
LEFT TURN LANE**  
(Sheet 2 of 2)

**STANDARD 701502-09**

APPROVED  CYNTHIA A. SMITH ENGINEER OF SAFETY PROC. AND ENGINEERING APPROVED  SARAH E. SMITH ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-01
	Illinois Department of Transportation January 1, 2019



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



### SYMBOLS

- Refer to SIGN SPACING TABLE for distances.
- Required for speeds > 40 MPH
- Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- Use flagger sign only when flagger is present.
- For approved sideroad closures.
- Cones, drums or barricades at 20' (6 m) in taper.

### GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in urban areas.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	Metric
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = W(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

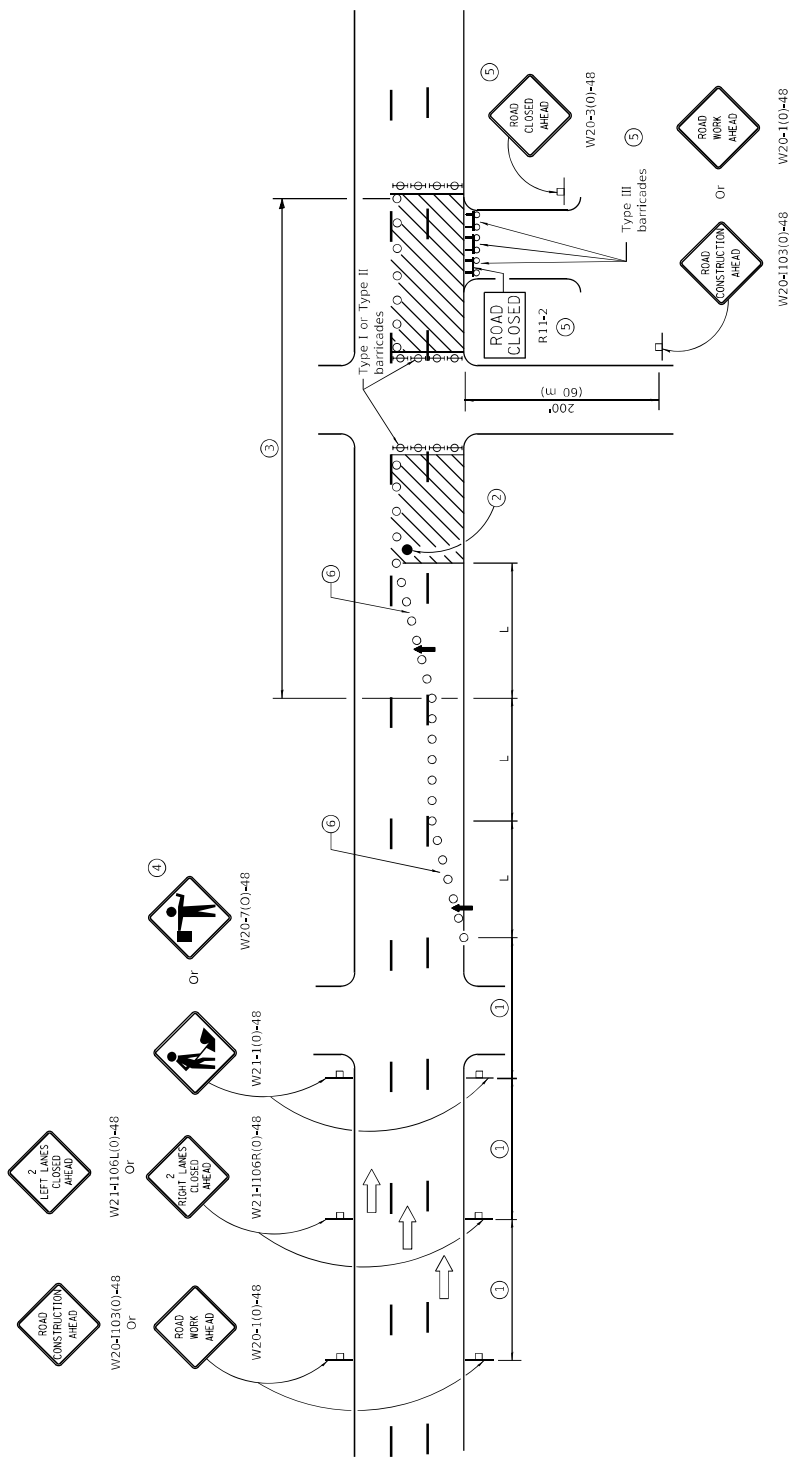
Illinois Department of Transportation	ISSUED 1-1-07
	PASSED 2014
	APPROVED 2014
	ENGINEER OF DESIGN AND ENVIRONMENT

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

## URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN

STANDARD 701601-09



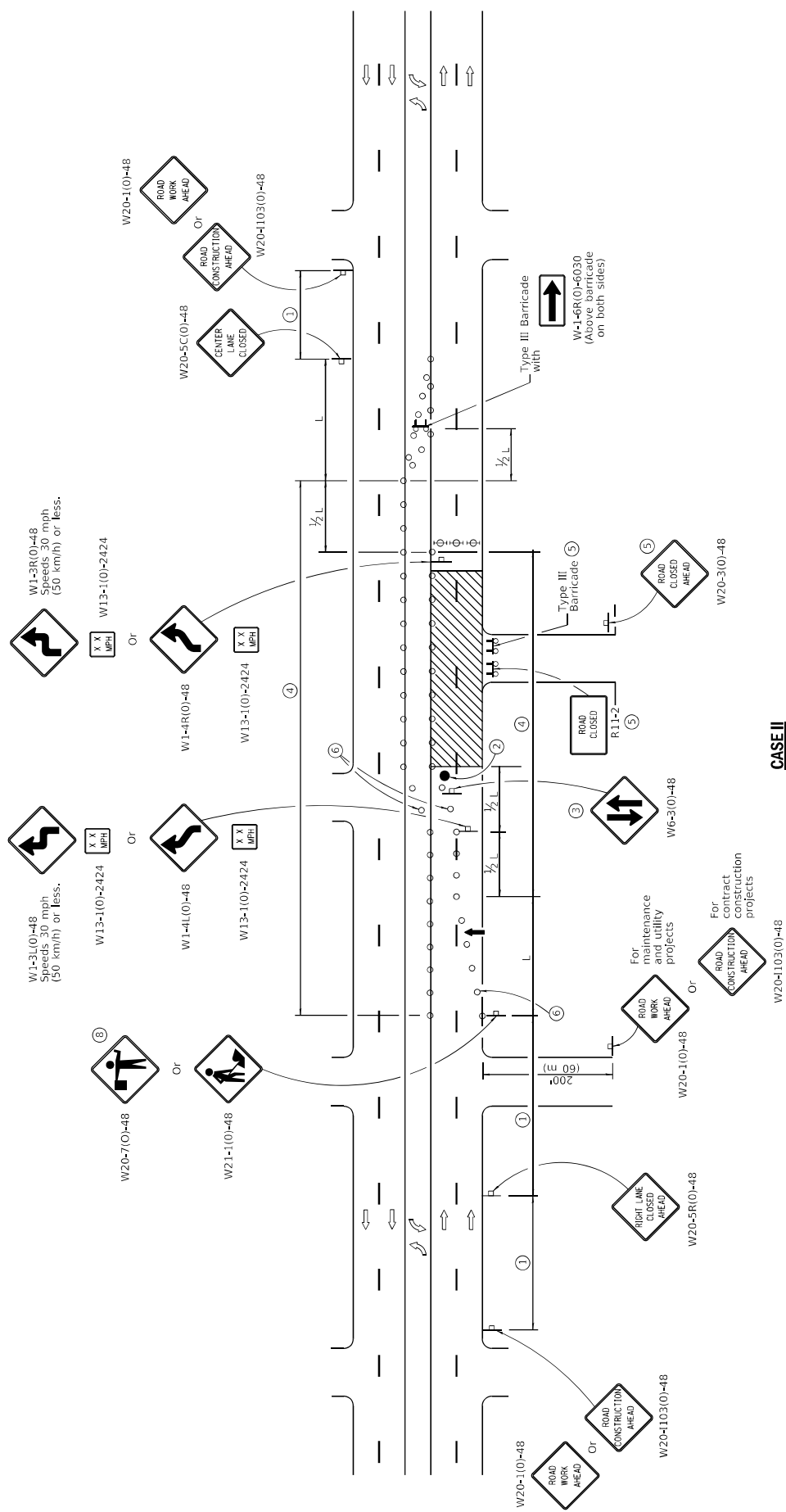


**URBAN LANE CLOSURE,  
MULTILANE, 1W OR 2W WITH  
NONTRAVERSABLE MEDIAN**  
(Sheet 2 of 2)

STANDARD 701601-09

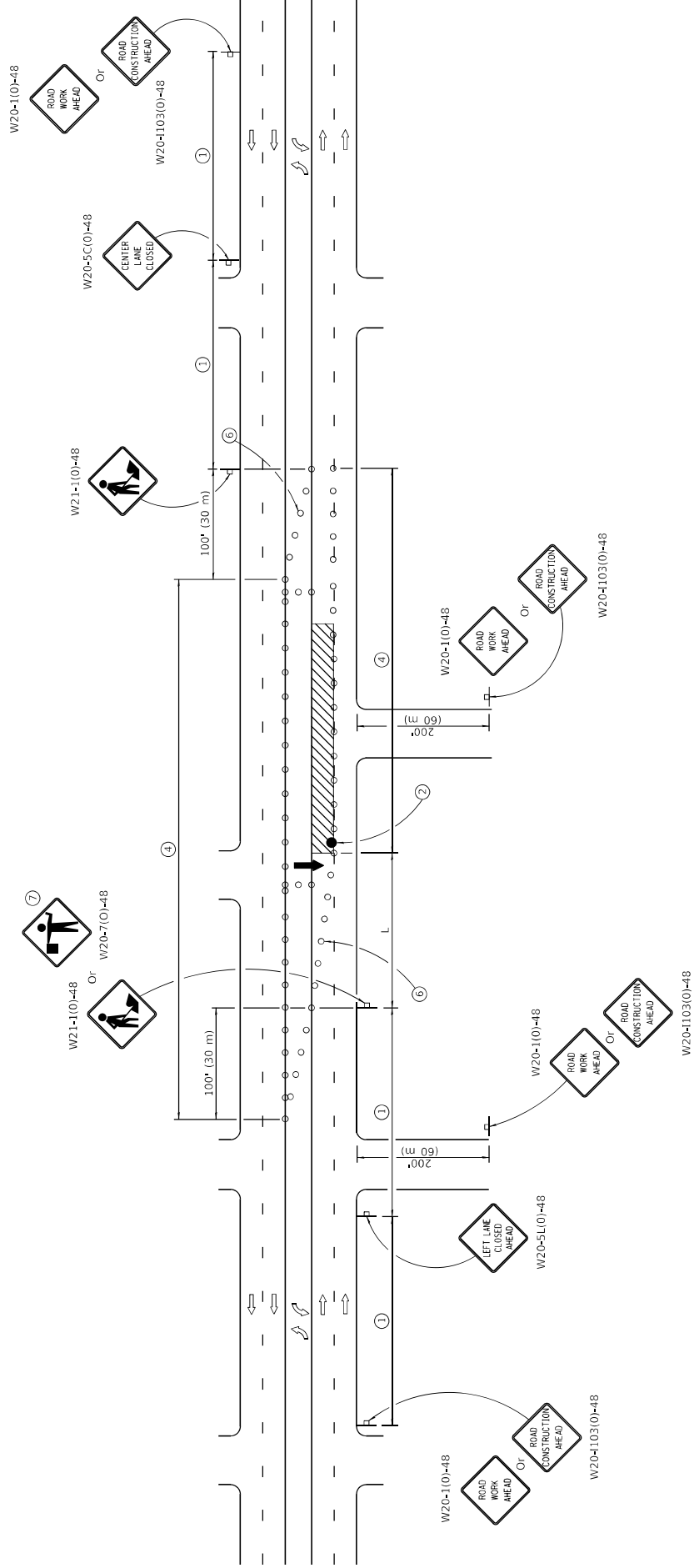
Illinois Department of Transportation	
PASSED	2014
ENGINEER OF SAFETY ENGINEERING	2014
APPROVED	2014
ENGINEER OF DESIGN AND ENVIRONMENT	2014





**URBAN LANE CLOSURE,  
MULTILANE, 2W WITH  
BIDIRECTIONAL LEFT TURN LANE**

STANDARD 701602-10



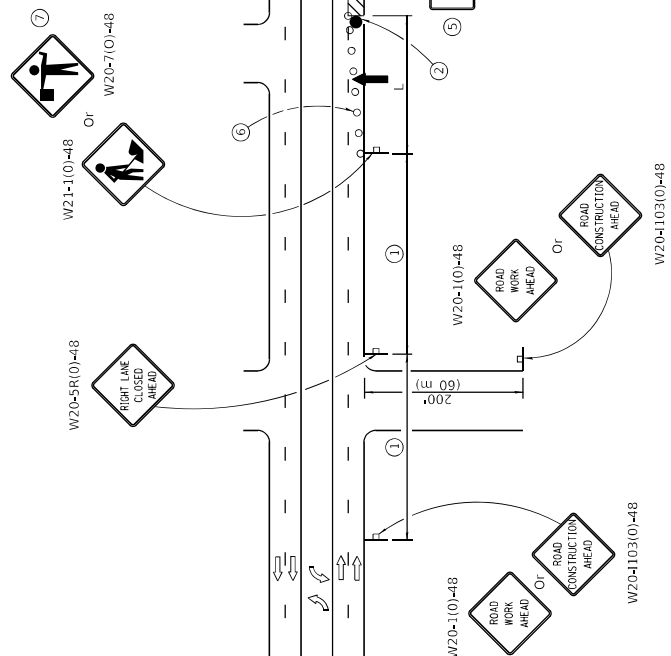
CASE III

# URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE

(Sheet 3 of 4)

STANDARD 701602-10

Illinois Department of Transportation	
APPROVED	January 1, 2019
ENGINEER OF SAFETY PROC. AND ENGINEERING	
APPROVED	January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT	

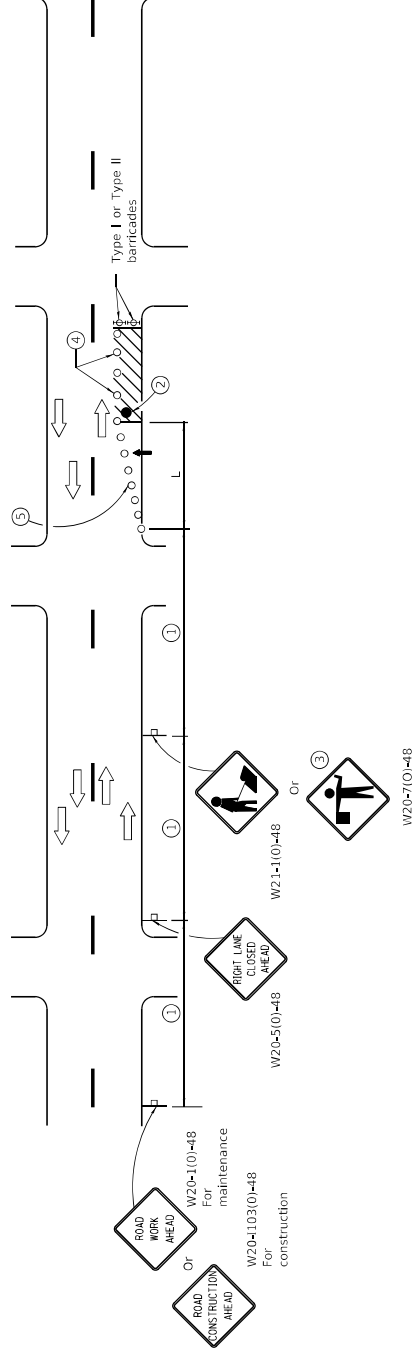


**CASE IV**

**URBAN LANE CLOSURE,  
MULTILANE, 2W WITH  
BIDIRECTIONAL LEFT TURN LANE**  
(Sheet 4 of 4)

**STANDARD 701602-10**

Illinois Department of Transportation APPROVED _____ 2019 ENGINEER OF SAFETY PROC. AND ENGINEERING APPROVED _____ 2019 ENGINEER OF DESIGN AND ENVIRONMENT	
ISSUED 1-1-13	



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

#### SYMBOLS

- ↑ Arrow board
- Cone, drum or barricade
- ⊥ Sign on portable or permanent support
- ▨ Work area
- ⚡ Barricade or drum with flashing light
- Flagger with traffic control sign.

**GENERAL NOTES**

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

Calculate L as follows:

**SPEED LIMIT**

40 mph (70 km/h) or less:

45 mph (80 km/h) or greater:

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

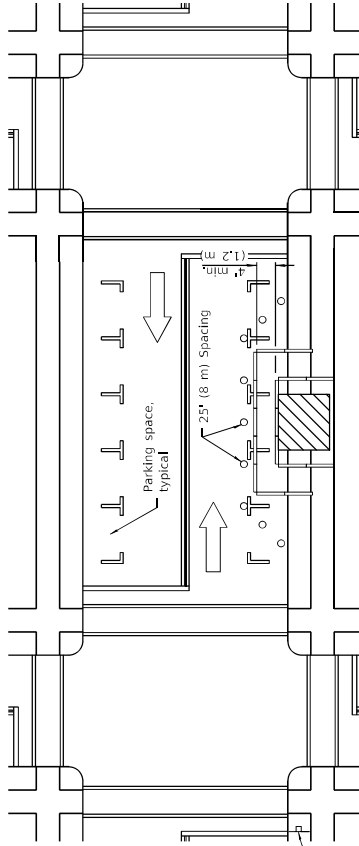
DATE	REVISIONS
1-1-15	Renamed standard. Moved case on Sheet 2 to new Highway Standard.
1-1-14	Revised workers sign number to agree with current MUTCD.

## URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701606-10

Illinois Department of Transportation	
PASSED	ISSUED 1-1-07
APPROVED	ENGINEER OF DESIGN AND ENVIRONMENT
APPROVED	ENGINEER OF SAFETY ENGINEERING
APPROVED	ENGINEER

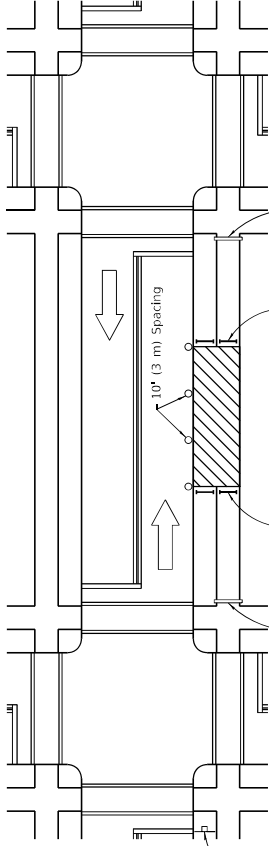




W20-103(10)-48 for contract construction projects

Or  
W20-110-48 for maintenance and utility projects

### SIDEWALK DIVERSION



W20-103(10)-48 for contract construction projects

Or  
W20-110-48 for maintenance and utility projects

SIDEWALK CLOSED  
R11-101-2418  
SIDEWALK CLOSED  
R11-102-2430  
SIDEWALK CLOSED  
R11-102-2430

### 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 corner 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 701801.
- 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. Retained Std.

### SIDEWALK, CORNER OR CROSSWALK CLOSURE

STANDARD 701801-06

(Sheet 1 of 2)

Illinois Department of Transportation

PASSED: April 1, 2016

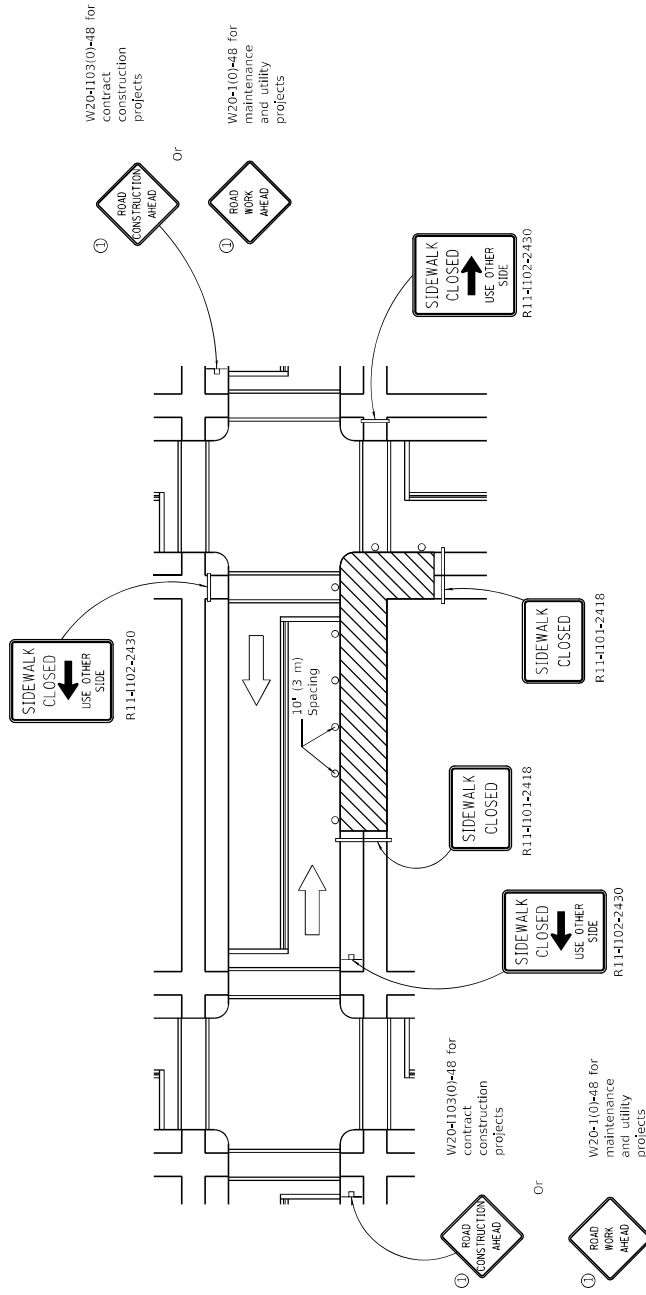
ENGINEER OF SAFETY ENGINEERING

APPROVED: April 1, 2016

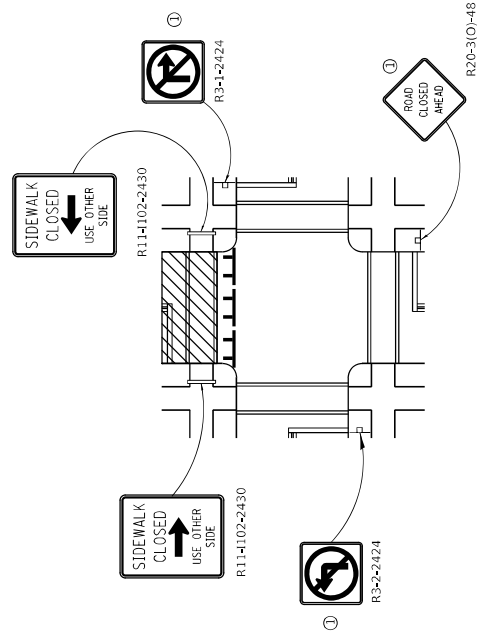
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED: 1-1-07





### CORNER CLOSURE



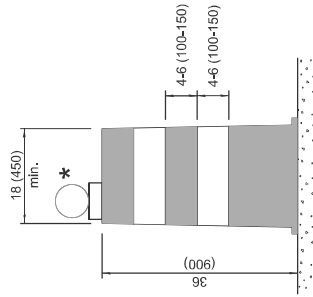
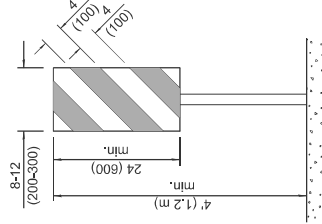
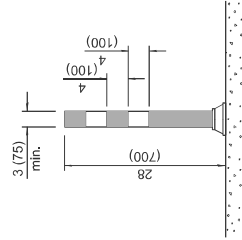
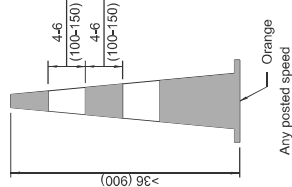
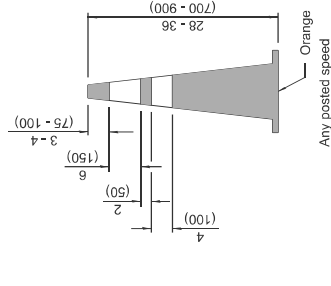
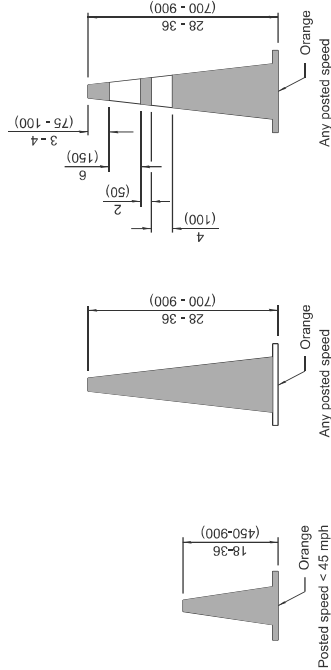
### CROSSWALK CLOSURE

## SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06

Illinois Department of Transportation		ISSUED 1-1-07
PASSED	2016	
APRIL 1, 2016	APPROVED	2016
APRIL 1, 2016	APPROVED	2016
ENGINEER OF SAFETY ENGINEERING	ENGINEER OF DESIGN AND ENVIRONMENT	



## DAYTIME USE

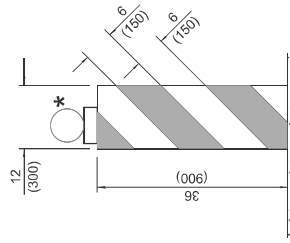
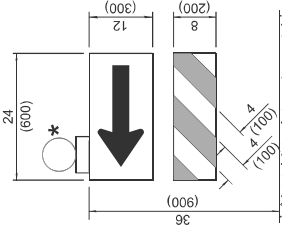
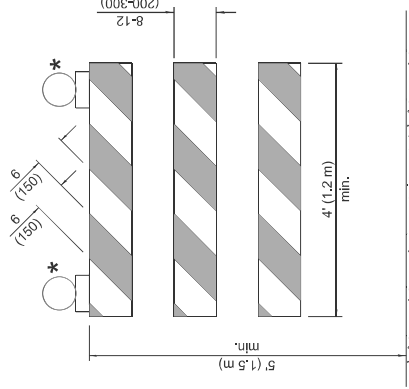
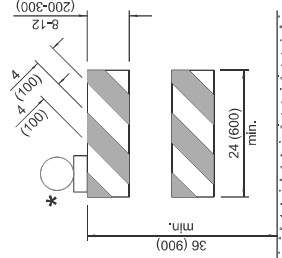
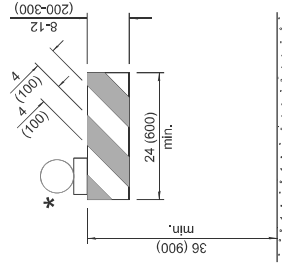
## CONES

## DAY OR NIGHTTIME USE

## TUBULAR MARKER

## VERTICAL PANEL POST MOUNTED

## DRUM



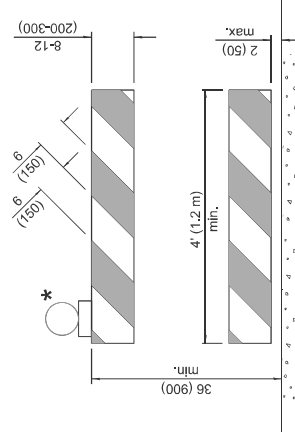
## TYPE I BARRICADE

## TYPE II BARRICADE

## TYPE III BARRICADE

## DIRECTION INDICATOR BARRICADE

## VERTICAL BARRICADE



\* Warning lights (if required)

## GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

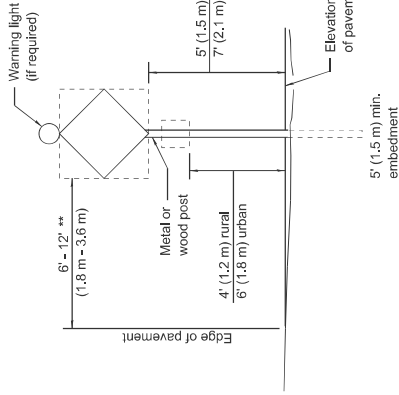
Illinois Department of Transportation	
APPROVED	January 1, 2025
ENGINEER OF SAFETY PROC. AND ENGINEERING	
APPROVED	January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT	

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

## TRAFFIC CONTROL DEVICES

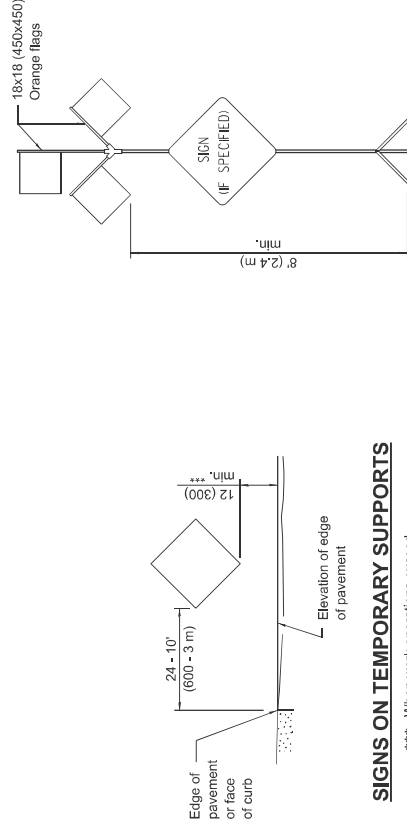
(Sheet 1 of 3)

STANDARD 701901-10



### POST MOUNTED SIGNS

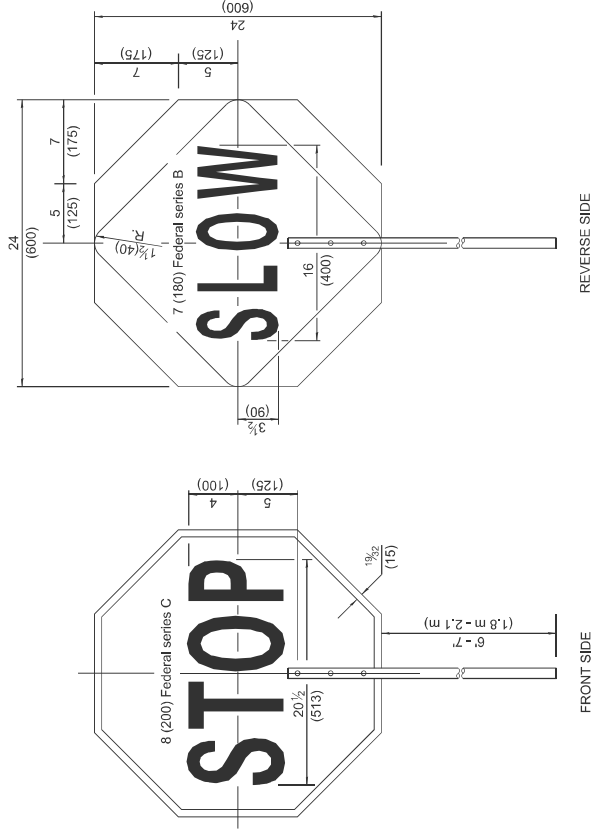
\*\* When curb or paved shoulder are present this dimension shall be 24' (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



### SIGNS ON TEMPORARY SUPPORTS

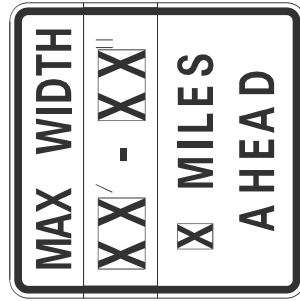
\*\*\* When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.

### HIGH LEVEL WARNING DEVICE



REVERSE SIDE

FRONT SIDE



W12-1103-4848

### WIDTH RESTRICTION SIGN

XX-XX" width and X miles are variable.



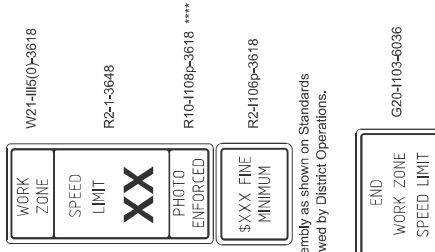
This signing is required for all projects 2 miles (3200 m) or more in length.

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



W21-1115(0)-3618

R2-1-3648

R10-1108p-3618 \*\*\*\*

R2-1106p-3618

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



G20-1103-6036

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

### HIGHWAY CONSTRUCTION

### SPEED ZONE SIGNS

\*\*\*\* R10-1108p shall only be used along roadways under the jurisdiction of the State.

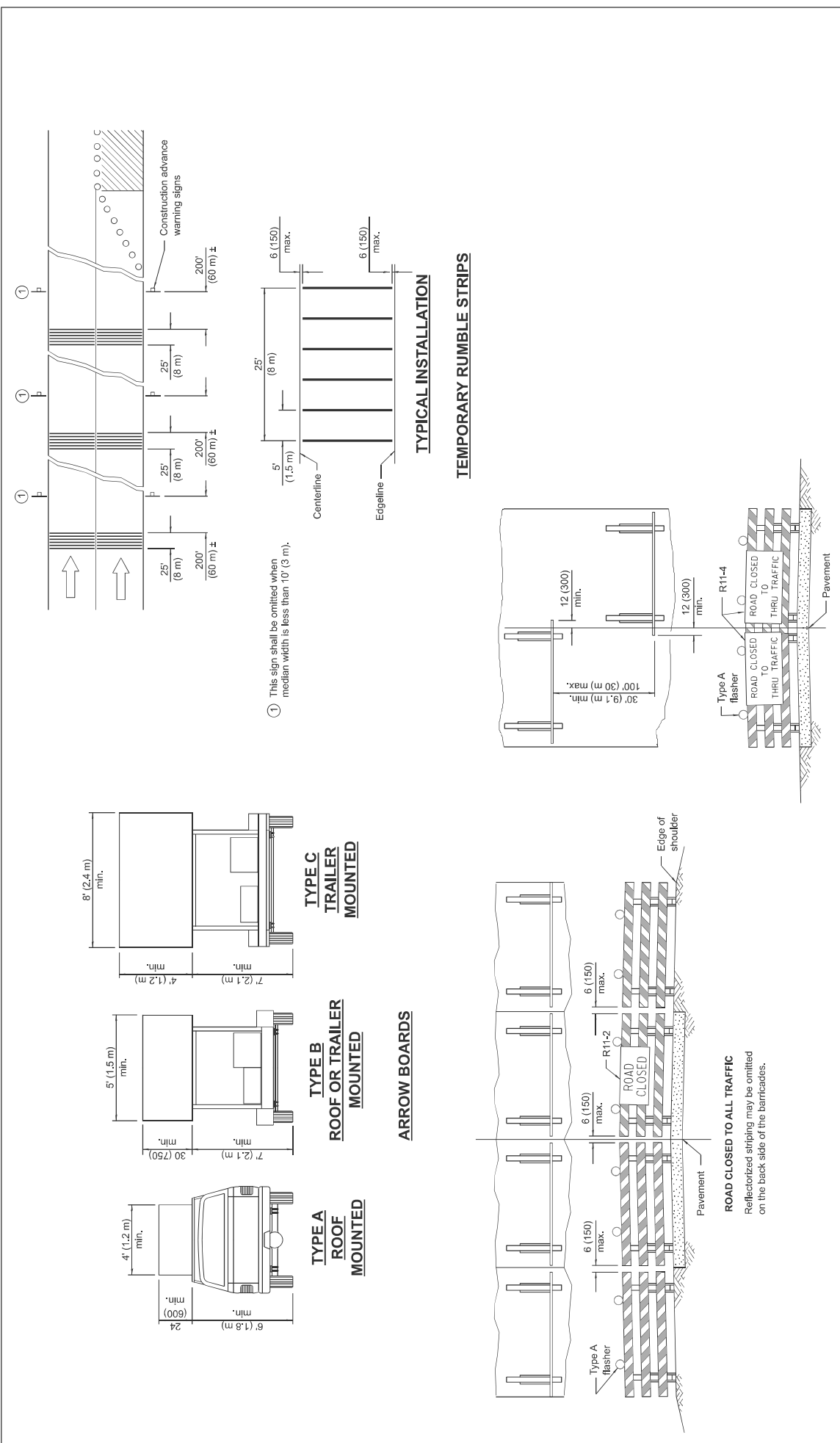
### FLAGGER TRAFFIC CONTROL SIGN

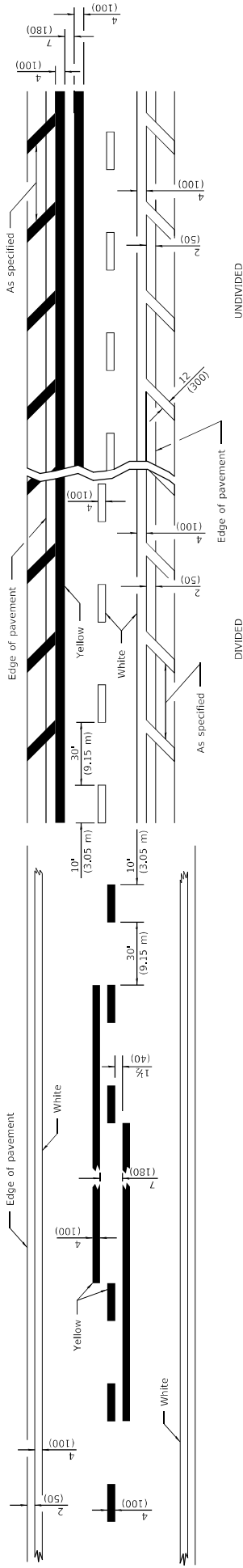
### TRAFFIC CONTROL DEVICES

STANDARD 701901-10

(Sheet 2 of 3)

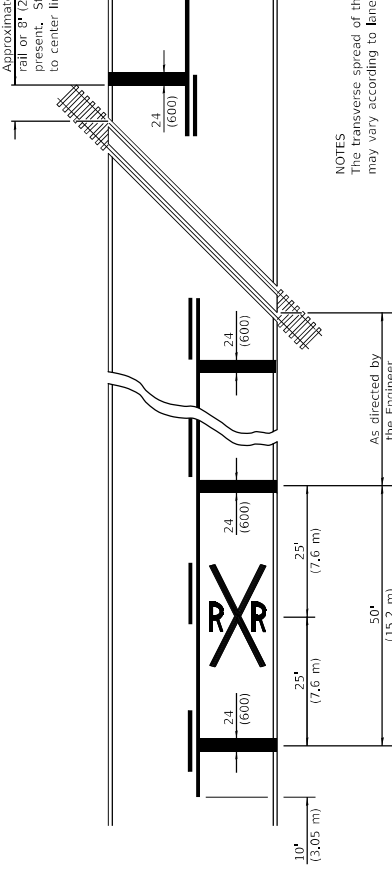
Illinois Department of Transportation	
APPROVED	January 1, 2025
ENGINEER OF SAFETY PROJECTS AND ENGINEERING	
APPROVED	January 1, 2025
ENGINEER OF DESIGN AND ENVIRONMENT	





### LANE AND EDGE LINES

Approximately 15' (4.5 m) from nearest rail or 8' (2.4 m) back from gate, if present. Stop line placed perpendicular to center line.

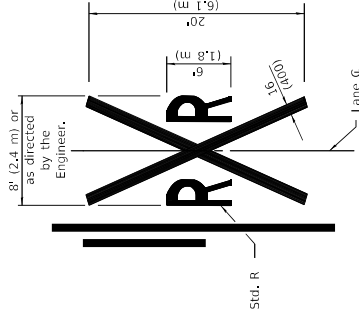


#### NOTES

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

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

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



### PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

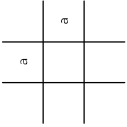
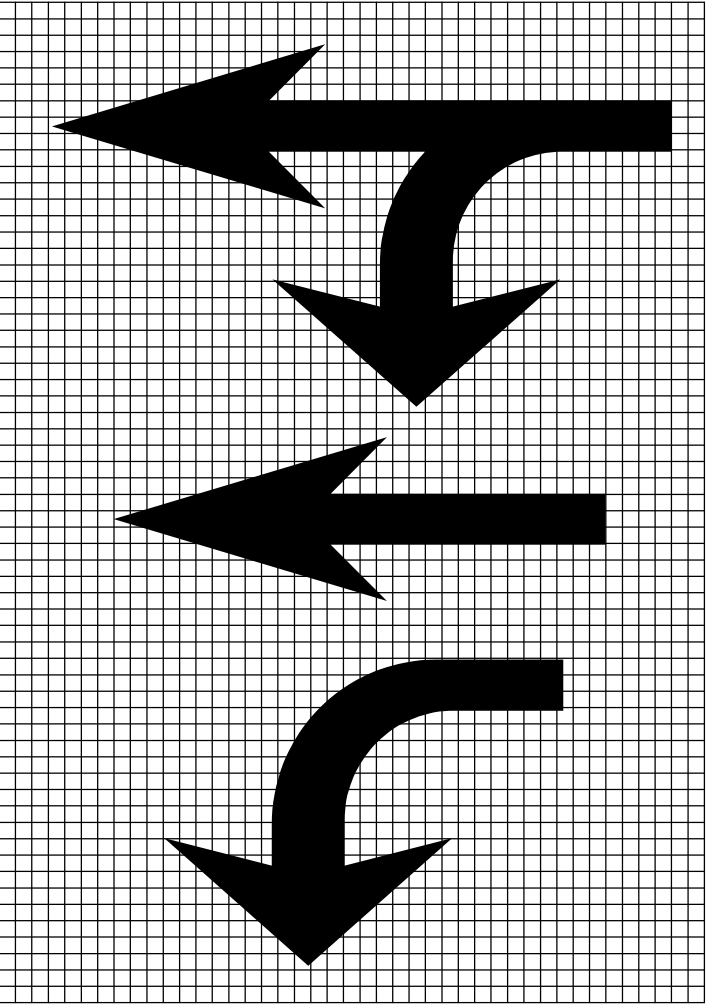
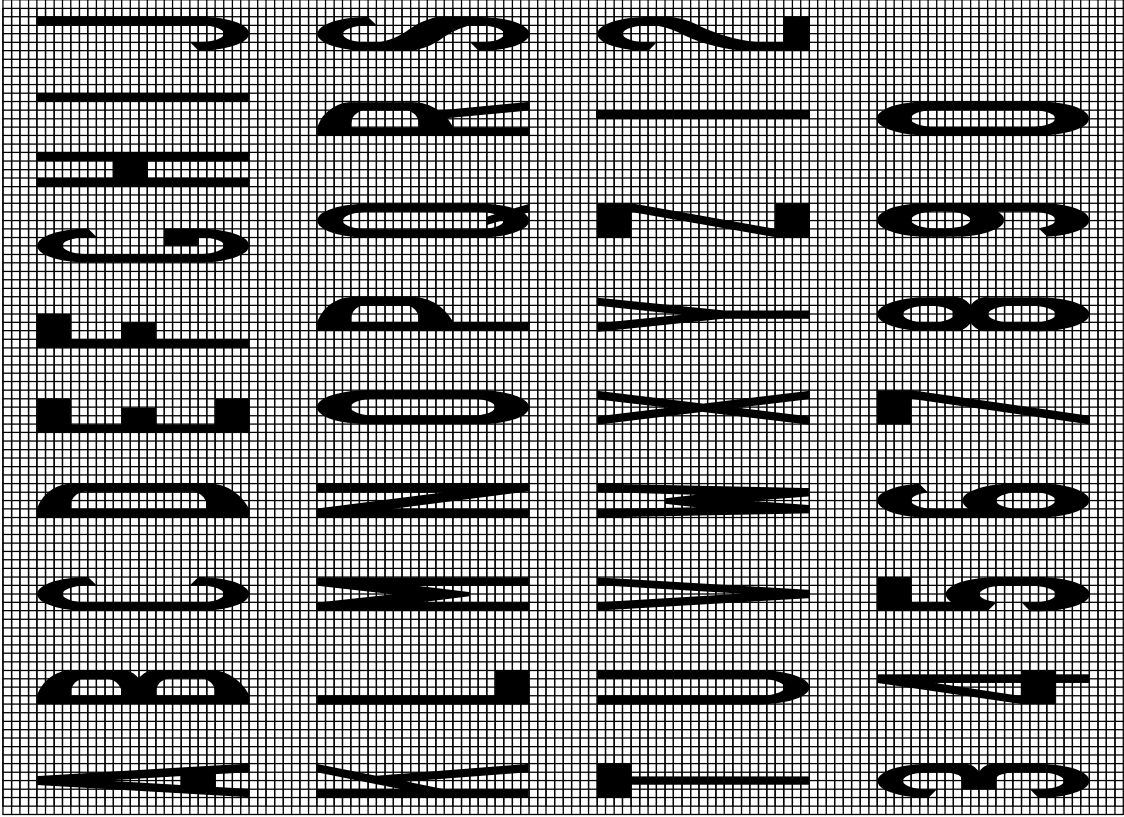
Illinois Department of Transportation		ISSUED 1-1-07	
PASSED	January 1, 2015		
ENGINEER OF OPERATIONS	<i>John J. Kelly</i>		
APPROVED	January 1, 2015		
ENGINEER OF DESIGN AND ENVIRONMENT	<i>John J. Kelly</i>		

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

### TYPICAL PAVEMENT MARKINGS

STANDARD 780001-05

(Sheet 1 of 3)



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

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

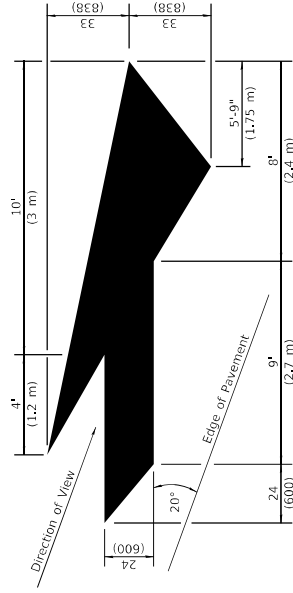
**LETTER AND ARROW GRID SCALE**

Illinois Department of Transportation	ISSUED 1-1-07
PASSED	2015
ENGINEER OF OPERATIONS	
APPROVED	2015
ENGINEER OF DESIGN AND ENVIRONMENT	

**TYPICAL PAVEMENT MARKINGS**

(Sheet 2 of 3)

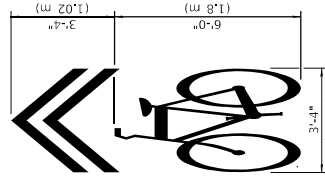
STANDARD 780001-05



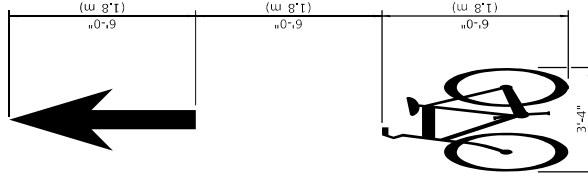
# **INTERNATIONAL**

## **SYMBOL OF**

### **ACCESSIBILITY**

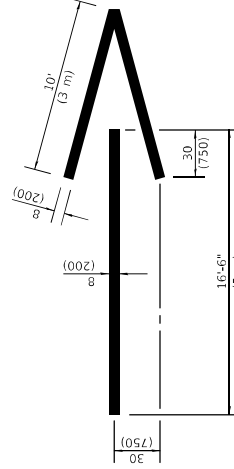


<u>SHARED LANE</u>	<u>SYMBOL</u>
--------------------	---------------



**BIKE SYMBOL**  
(Arrow is optional.)

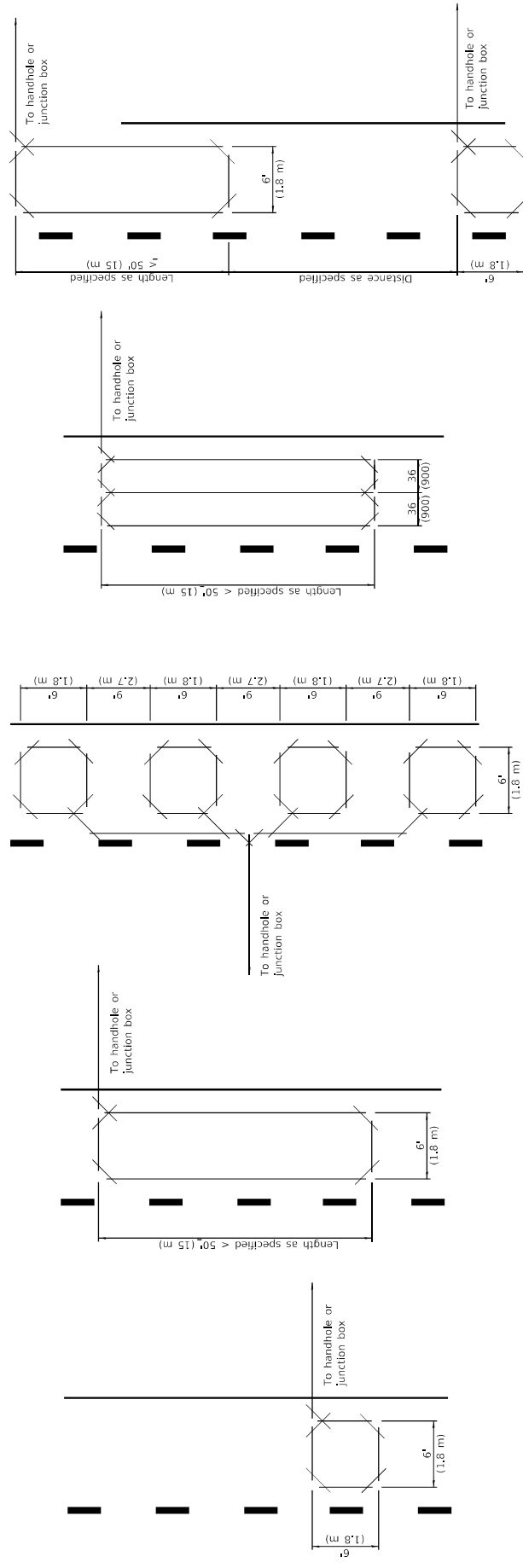
## WORD AND ARROW LAYOUT



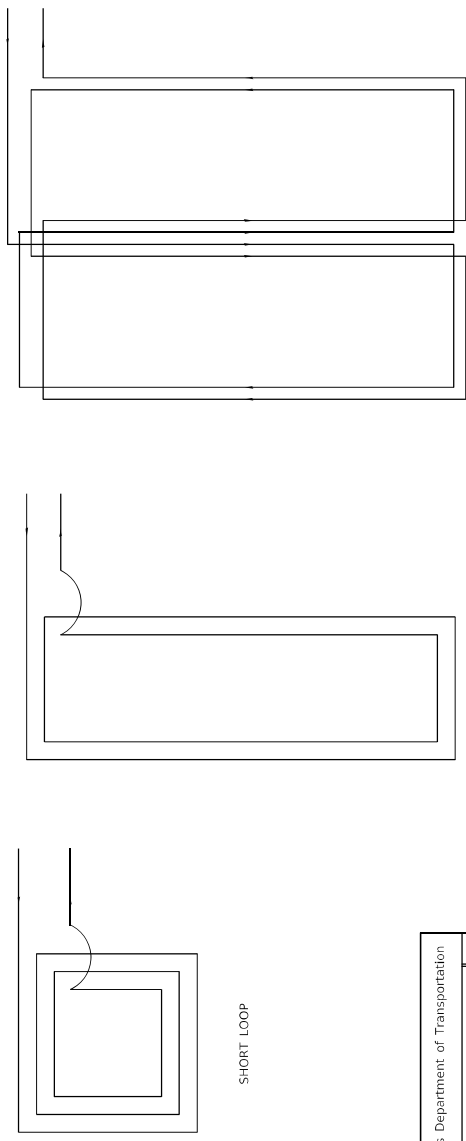
**WRONG WAY ARROW**

**LANE-REDUCTION ARROW**

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



**SLOT PLAN**



**WIRING DIAGRAM**

DATE	REVISIONS
1-1-09	Switched units to English (metric)
1-1-02	Renum. Standard 846006.

**TYPICAL LAYOUTS FOR DETECTION LOOPS**

STANDARD 886006-01

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

Illinois Department of Transportation

PASSED

ENGINEER OF OPERATIONS

APPROVED

ISSUED 1-1-02

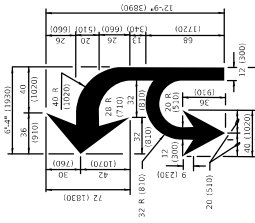
2009

2009

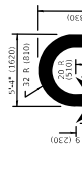


STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION														TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS INTERSECTIONS, AND DRIVEWAYS									
JOB#		SHEET NO.		TOTAL SHEETS		COUNTY		SECTION		F.A. RATE		CONTRACT NO.											
DATE		SCALE		PROJECT		SURVEY		TO STA.		FROM STA.		CONTRACT NO.											
DESIGNED -	L.H.A.	REVISED -	T. RAMMACHER 04-06-08	DRAWN -		REVISOR -	A. SCHNETZLE 0-20-14-13	CHECKED -		REVISOR -	A. SCHNETZLE 09-15-16	DATE	06-29										
NOT SCALE	= 100/200' = 1" =	CHECKED -		REVISOR -		REVISOR -	F. SENDRAK 09-15-24	DATE	06-29	CONTRACT NO.													

DFT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

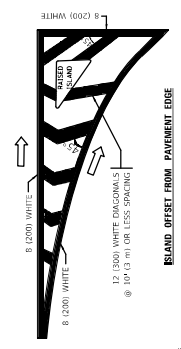


**COMBINATION LEFT AND U-TURN**

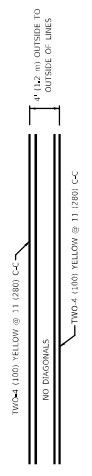


**U-TURN**

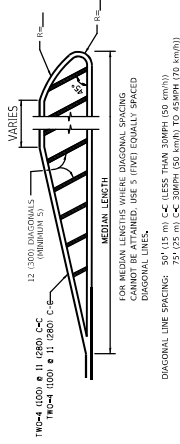
**LANE REDUCTION TRANSITION**  
 \*LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.



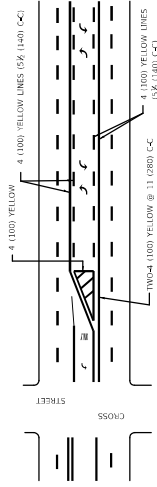
**TYPICAL ISLAND MARKING**



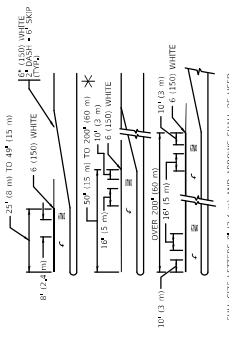
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**

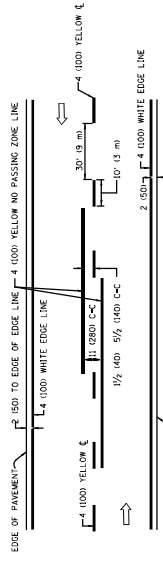


**TYPICAL PAINTED MEDIAN MARKING**

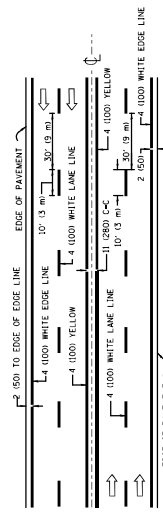


**TYPICAL LEFT (OR RIGHT) TURN LANE**

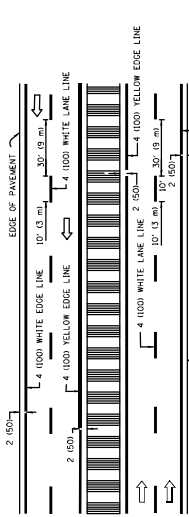
**TYPICAL TURN LANE MARKING**



**2-LANE ROADWAY**

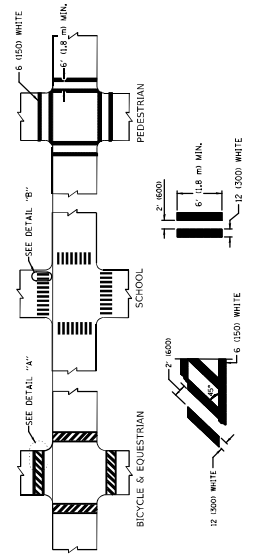


**MULTI-LANE UNDIVIDED**



**MULTI-LANE DIVIDED**

**TYPICAL LANE AND EDGE LINE MARKING**



**TYPICAL CROSSWALK MARKING**

MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

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

DISTRICT ONE				STATE OF ILLINOIS				DEPARTMENT OF TRANSPORTATION			
TYPICAL PAVEMENT MARKINGS				DISTRICT ONE				TYPICAL PAVEMENT MARKINGS			
SHEET 1 OF 2				SHEET 1 OF 2				SHEET 1 OF 2			
SCALE: NONE				SCALE: NONE				SCALE: NONE			
TO STA.				TO STA.				TO STA.			
CONTRACT NO.				CONTRACT NO.				CONTRACT NO.			
SECTION				SECTION				SECTION			
COUNTY				COUNTY				COUNTY			
SHEET NO.				SHEET NO.				SHEET NO.			

USER NAME	DESIGNED	DATE	03-19-90
REVISION	BY	DATE	03-19-90
REVISION	BY	DATE	03-19-90
REVISION	BY	DATE	03-19-90
REVISION	BY	DATE	03-19-90

