

Local Public Agency Formal Contract Proposal

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

STATE OF ILLINOIS

COUNTY OF <u>KANE</u> <u>CITY OF ST. CHARLES</u> (Name of City FOR T STREET NAME OR ROUTE NO. SECTION NO. TYPES OF FUNDS	r, Village, Town or Road District) THE IMPROVEMENT OF Various Locations 18-00110-00-RS MFT and Corporate
SPECIFICATIONS (required)	uired)
For Municipal Projects Submitted/Approved/Passed Mayor President of Board of rustees Municipal Official Date 3/9/18	al Department of Transportation Released for bid based on limited review Regional Engineer Date 3/9/18
For County and Road District Projects	
Submitted/Approved	WINETH L
Highway Commissioner	-
Date	- LICENSED PROFESSIONAL ENGINEER
Submitted/Approved	2 002001
County Engineer/Superintendent of Highways	OF ILL
Date	- WER



RETURN WITH BID

NOTICE TO BIDDERS	Local Pub Sectio	County dic Agency on Number Route	KaneCity of St. Charles18-00110-00-RSVarious Locations		
Sealed proposals for the improvement described below will be received	ed at the offic	e of The	City Clerl	k,	
City of St. Charles, 2 East Main Street, St. Charles, IL 60174 Address	until	1:00 AM Time	on	March 29, 2018 Date	
Sealed proposals will be opened and read publicly at the office of	The City Clerk				
2 East Main Street, St. Charles, IL 60174	at	1:00 AM	on	March 29, 2018	
Address		Time		Date	
DESCRIPTION OF	WORK				
Name2018 MFT Street Rehabilitation ProjectLocationVarious	Length	n: <u>15573</u>	<u>.00</u> fee	t (<u>2.95</u> miles)	
Proposed Improvement HMA grind and overlay, pavement patching, c	urb & gutter, sid	lewalk & dri	iveway ap	oron repairs;	
sanitary, storm & water utility repairs, replace & adjustment of structure fra	mes; pavement	markings; re	estoration.		
1. Plans and proposal forms will be available in the office of <u>City of</u>	of St. Charles w	ebsite at no	cost at:		
https://www.stcharlesil.gov/bids-proposals. Contac	t Ken Jay, Civil	Engineer II	at 630-37	7-4418	
Address	j.				

2. X Prequalification

If checked, the 2 low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57), in duplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One original shall be filed with the Awarding Authority and one original with the IDOT District Office.

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

RETURN WITH BID

PROPOSAL	County Local Public Agency Section Number Route	Kane City of St. Charles 18-00110-00-RS Various		
Proposal of				
for the improvement of the above section by the construction of curb and gutter, sidewalk and driveway apron repairs:	Hot-mix asphalt grind and	overlay, pavement patching,		
sanitary, storm and water utility repairs; replacement/adjustment of str	ucture frames;			
pavement markings; restoration.				
a total distance of <u>15573.00</u> feet, of which a distance of	15573.00 feet, (2.95	0 miles) are to be improved.		
The plans for the proposed work are those prepared by	f St. Charles, Public Works - I	Engineering		
and approved by the Department of Transportation on				
The specifications referred to herein are those prepared by the I "Standard Specifications for Road and Bridge Construction" and Provisions" thereto, adopted and in effect on the date of invitation	Department of Transportation I the "Supplemental Specifion I for bids.	on and designated as cations and Recurring Special		
The undersigned agrees to accept, as part of the contract, the a Sheet for Recurring Special Provisions" contained in this propos	pplicable Special Provision al.	s indicated on the "Check		
The undersigned agrees to complete the work within working days or by08/17/2018unless additional time is granted in accordance with the specifications.				
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 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 St. Charles Treasurer of				
The amount of the check is _5% of the bid		().		

- 7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number _____.
- 8. The successful bidder at the time of execution of the contract ______ be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
- 9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
- 10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
- 11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
- 12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

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County Kane Local Public Agency City of St. Charles Section <u>18-00110-00-RS</u> Route Various

Schedule for Single Bid (For complete information covering these items, see plans and specifications)

mg	uic	30	nemo,	9
8.4				

Items Unit Quantity Unit Price Total 40600220 EVELING BINDER (MACHINE METHOD), NSO TON 1453		MAIN BID						
40600200 BITUMINOUS MATERIALS (TACK COAT) POUND 18153 40600251 EVELING BINDER (MACHINE METHOD), N60 TON 1579 40600251 EVELING BINDER (MACHINE METHOD), N50 TON 4457 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SF 11568	Item No.	Items	Unit	Quantity	Unit Price	Total		
40600625 LEVELING BINDER (MACHINE METHOD), N50 TON 1579 40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX 'D' N50 TON 4457 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SF 11568	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	18153				
4060335 HOT-MIX ASPHALT SURFACE COURSE, MIX 'D' N50 TON 4457 PORTLAND CEMERT CONCRETS SIDEWALK 5 NCH SF 11568 HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/2' SY 31559 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SY 31559 LOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SY 4230 CLASS D PATCHES, TYPE II, 2 INCH SY 423 CLASS D PATCHES, TYPE II, 3 INCH SY 423 CLASS D PATCHES, TYPE II, 4 INCH SY 423 CLASS D PATCHES, TYPE II, 8 INCH SY 423 CLASS D PATCHES, TYPE II, 8 INCH SY 423 COUDOBLIZATION LS 1 1 70300100 SHORT TERM PAVEMENT MARKING CLITERS & SYMBOLS SF 50 70300100 SHORT TERM PAVEMENT MARKING CLITERS' & SYMBOLS SF 36.4 70300100 THERMOPLASTIC PAVEMENT MARKING CLINE 12" LF 402 70300100 THERMOPLASTIC PAVEMENT MARKING CLINE 12" LF 402 70300100 THERMOPLASTIC PAVEMENT MARKING CLINE 12" LF 402	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1579				
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SF I 1568 HOT-MIX ASPHALT SURFACE REMOVAL, 1/4/1 SY 31559	40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50	TON	4457				
HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/4" SY 2754 HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/2" SY 6026 SIDEWALK REMOVAL SF 11514 CLASS D PATCHES, TYPE II, 2 INCH SF 11514 CLASS D PATCHES, TYPE II, 8 INCH SY 423 CLASS D PATCHES, TYPE II, 8 INCH SY 423 CLASS D PATCHES, TYPE II, 8 INCH SY 416 44300100 AREA REFLECTIVE CRACK CONTROL TREATMENT SY 37855 67100100 MOBILZATION LS 1 70300100 SHORT TERM PAVEMENT MARKING REMOVAL SF 50 78000100 THERMOPLASTIC PAVEMENT MARKING - LINE 5" LF 1271 78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 2" LF 402 78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 24" LF 234 DETECTOR LOOP, TYPE I LF 436 1 70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 LS 1 70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 LS 1 701		PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SF	11568				
HOT-MIX ASPHALT SURFACE REMOVAL, 24/2" SY 31559 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SY 6026 SIDEWALK REMOVAL SF 11514 CLASS D PATCHES, TYPE II, 2 INCH SY 4220 CLASS D PATCHES, TYPE II, 8 INCH SY 423 CLASS D PATCHES, TYPE II, 8 INCH SY 416 CLASS D PATCHES, TYPE II, 8 INCH SY 416 G7100100 MOBILIZATION LS 1 70300100 SHORT TERM PAVEMENT MARKING LF 150 70300100 SHORT TERM PAVEMENT MARKING CEMOVAL SF 50 78000000 THERMOPLASTIC PAVEMENT MARKING - LINE 2" LF 402 78000000 THERMOPLASTIC PAVEMENT MARKING - LINE 2" LF 402 POETECTOR LOOP, TYPE I LF 135 1 CURB REMOVAL AND REPLACEMENT LF 135 1 70102620 TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 LS 1 PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT, 5' SY 354 MOTTAL XSPHALT DRIVEWAY REMOVAL AND REP		HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/4"	SY	2754				
HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SY 6026 SIDEWALK REMOVAL SF 11514		HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/2"	SY	31559				
SIDEWALK REMOVAL SF 11514 CLASS D PATCHES, TYPE II, 2 INCH SY 423 CLASS D PATCHES, TYPE II, 3 INCH SY 423 CLASS D PATCHES, TYPE II, 8 INCH SY 446 44300100 AREA REFLECTIVE CRACK CONTROL TREATMENT SY 37865 67100100 MOBILIZATION LS 1 70300100 SHORT TERM PAVEMENT MARKING REMOVAL SF 50 73000100 HERMOPLASTIC PAVEMENT MARKING - LITERTS & SYMBOLS SF 50 73000100 THERMOPLASTIC PAVEMENT MARKING - LINE 6° LF 1271 78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12° LF 402 78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 24° LF 1234 DETECTOR LOOP, TYPE I LIF 135 1 70102620 TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 LS 1 70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 LS 1 70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 LS 1 70102640 TRAFFIC CONTROL AND		HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SY	6026				
CLASS D PATCHES, TYPE II, 2 INCH SY 2220 CLASS D PATCHES, TYPE II, 4 INCH SY 443 CLASS D PATCHES, TYPE II, 8 INCH SY 416 44300100 AREA REFLECTIVE CACK CONTROL TREATMENT SY 37585 67100100 MOBILIZATION LS 1 70300160 SHORT TERM PAVEMENT MARKING REMOVAL SF 50 78000100 THERMOPLASTIC PAVEMENT MARKING REMOVAL SF 50 78000100 THERMOPLASTIC PAVEMENT MARKING - LINE 6" LF 1271 78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12" LF 402 78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 24" LF 135 0 DETECTOR LOOP. TYPE I LF 135 0 DETECTOR LOOP. TYPE I LF 5474 70102620 TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 LS 1 70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 LS 1 70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 LS 1 70102640 TRAFFIC CO		SIDEWALK REMOVAL	SF	11514				
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70102620 TRAFFIC CONTROL AND PROTECTION, STANDARD 701501 LS 1 70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701801 LS 1 PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT, 5" SY 354 HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT SY 1797 X0327611 REMOVE AND REINSTALL BRICK PAVER SF 81 1 Adjust Frame in Parkway or Sidewalk EACH 5 2 Adjust Frame in Parkway or Sidewalk, New Frame and Lid EACH 1 3 Adjust Frame in Pavement - New Frame and Lid EACH 4 4 Adjust Frame in Pavement EACH 18 5 Adjust Frame in Curb EACH 32 6 Adjust Frame in Curb - New Frame and Grate EACH 1 7 Rebuild Top of Structure EACH 1 8 Sanitary Manhole Chimney Seal EACH 1 9 Fire Hydrant Assembly - Remove & Replace EACH 1 10 Raise Fire Hydrant 6" EACH 1 11 Fire Hydrant Assembly Bolt Replacement w/ new Aux. Box EACH 1		CURB REMOVAL AND REPLACEMENT	LF	5474				
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4 Adjust Frame in Pavement EACH 18 Image: Constraint of the system of the syste	3	Adjust Frame in Pavement - New Frame and Lid	EACH	4				
5 Adjust Frame in Curb EACH 32 32 6 Adjust Frame in Curb - New Frame and Grate EACH 2 2 7 Rebuild Top of Structure EACH 1 1 8 Sanitary Manhole Chimney Seal EACH 1 1 9 Fire Hydrant Assembly - Remove & Replace EACH 10 1 10 Raise Fire Hydrant 6" EACH 1 1 11 Fire Hydrant Assembly Bolt Replacement w/ new Aux. Box EACH 12 12 12 Remove & Replace B-Box EACH 1 1 13 Remove & Replace 4' Diameter Vault and 6" Valve EACH 1 1	4	Adjust Frame in Pavement	EACH	18				
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10 Raise Fire Hydrant 6" EACH 1 11 Fire Hydrant Assembly Bolt Replacement w/ new Aux. Box EACH 12 12 Remove & Replace B-Box EACH 12 13 Remove & Replace 4' Diameter Vault and 6" Valve EACH 1	9	Fire Hydrant Assembly - Remove & Replace	EACH	10				
11 Fire Hydrant Assembly Bolt Replacement w/ new Aux. Box EACH 12 12 Remove & Replace B-Box EACH 12 13 Remove & Replace 4' Diameter Vault and 6" Valve EACH 1	10	Raise Fire Hydrant 6"	EACH	1				
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13 Remove & Replace 4' Diameter Vault and 6" Valve EACH 1 Total from Page 1:	12	Remove & Replace B-Box	EACH	12				
Total from Page 1:	13	Remove & Replace 4' Diameter Vault and 6" Valve	EACH	1				
Total from Page 1:								
Total from Page 1:								
				Т	otal from Page 1:			



County Kane Local Public Agency City of St. Charles Section 18-00110-00-RS Route Various

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total

Schedule for Single Bid (For complete information covering these items, see plans and specifications)

Bidder's Proposal for making Entire Improvements					
	MAIN BID (CONTINUED)				
Item No.	Items	Unit	Quantity	Unit Price	l otal
14	Remove & Replace 5' Diameter Vault and 8" Valve	EACH	1		
15	Valve in Vault Bolt Replacement	EACH	3		
16	Sanitary Sewer Pipe, 8" PVC, SDR 26		8		
1/	Removing Manholes (Sanitary, 3' Dia.)	EACH	1		
18	Remove & Replace 2' Dia. Inlet	EACH	3		
19	Remove & Replace 2' Dia. Catch Basin	EACH	4		
20	Remove & Replace 4' Dia. Catch Basin	EACH	1		
21	Remove 3' Dia. Manhole & Replace with 4' Dia. Manhole (Sanitary)	EACH	1		
22	Storm Sewer Pipe, Remove 12" RCP & Replace with 12" PVC, SDR 21	LF	104		
23	Storm Sewer Pipe Removal and Replacement, 12" RCP, Type 1	LF	50		
24	Remove & Replace 4' Dia. Manhole (Sanitary)	EACH	1		
25	Sanitary Sewer Pipe, Remove 8" VCP and Replace with 8" PVC, SDR 26	LF	20		
26	Remove and Replace Sanitary Sewer Service, 6"	LF	12		
27	Fire Hydrant Assembly	EACH	1		
28	8" Ductile Iron Watermain, Class 52 - Remove & Replace	LF	15		
29	6" Ductile Iron Watermain, Class 52 - Remove & Replace	LF	8		
		-			
		-			<u> </u>
		_			
		_			
			Carried fo	rward from page 1	
				Total from page 2	
Bidder's Proposal for making Entire Improvements (Main Bid)					



SCHEDULE OF PRICES

County <u>Kane</u> Local Public Agency <u>City of St. Charles</u> Section <u>18-00110-00-RS</u> Route Various

Schedule for Single Bid (For complete information covering these items, see plans and specifications)

ALTERNATE BID 1 - JACKSON AVENUE						
Item No.	Items	Unit	Quantity	Unit Price	Total	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	301.1			
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	28.1			
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50	TON	74.9			
	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SF	400			
	HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/2"	SY	669			
	SIDEWALK REMOVAL	SF	400			
	CLASS D PATCHES, TYPE II, 2 INCH	SY	33.5			
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SY	669			
67100100	MOBILIZATION	LS	1			
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LS	1			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LS	1			
	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SY	15.7			
3	Adjust Frame in Pavement - New Frame and Lid	EACH	1			
9	Fire Hydrant Assembly - Remove & Replace	EACH	1			
Bidder's Proposal for making Entire Improvements (Alternate Bid 1)						



SCHEDULE OF PRICES

County <u>Kane</u> Local Public Agency <u>City of St. Charles</u> Section <u>18-00110-00-RS</u> Route <u>Various</u>

Schedule for Single Bid

Items Items							
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	5794.7		10101		
40600625	I EVELING BINDER (MACHINE METHOD), N50	TON	540.8				
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50	TON	1442.2				
	HOT-MIX ASPHALT SURFACE REMOVAL. 2-1/2"	SY	12877				
	CLASS D PATCHES, TYPE II, 8 INCH	SY	643.85				
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SY	12877				
67100100	MOBILIZATION	LS	1				
70300100	SHORT TERM PAVEMENT MARKING	LF	2260		1		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SF	753.3		1		
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS	LF	109.2				
78000200	THERMOPLASTIC PAVEMENT MARKING – LINE 4"	LF	16410				
78000400	THERMOPLASTIC PAVEMENT MARKING – LINE 6"	LF	753				
78000600	THERMOPLASTIC PAVEMENT MARKING – LINE 12"	LF	390				
78000650	THERMOPLASTIC PAVEMENT MARKING – LINE 24"	LF	57				
	DETECTOR LOOP, TYPE I	LF	82				
	CURB REMOVAL AND REPLACEMENT	LF	88				
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1				
30	Storm Sewer Pipe, Remove 18" CMP & Replace with 18" RCP, Type 1	LF	126				
31	Storm Sewer Pipe, Remove 24" CMP & Replace with 24" RCP, Type 1	LF	81				
32	Storm Sewer Pipe, RCP, Type 1 12"	LF	8				
33	Storm Sewers, RCP, Type 1 Equivalent Round-Size 24"	LF	40				
34	Precast Reinforced Concrete Flared End Sections with Grate 12"	EACH	1				
35	Precast Reinforced Concrete Flared End Sections with Grate 18"	EACH	3				
36	Precast Reinforced Concrete Flared End Sections with Grate 24"	EACH	1				
37	Precast Reinf. Conc. Flared End Sections with Grate - Elliptical, Equiv. Round Size 24"	EACH	1				
38	Remove 18" Dia. Reinforced Concrete Pipe	LF	36				
39	Remove 24" Dia. Corrugated Metal Pipe	LF	48				
40	Remove 4' Dia. Manhole & Replace with 6' Dia. Manhole	EACH	1				
41	Grading and Shaping Ditches	SY	1615				
42	Removal and Disposal of Unsuitable Material	CY	269				
43	Detour Signing	LSUM	1				
44	Filter Fabric	SY	15				
45	Stone Riprap, Class A3	SY	15				
46	Shoulder Removal and Replacement	SY	1230				
47	Non-Special Waste Disposal	CY	220				
Bidder's Proposal for making Entire Improvements (Alternate Bid 2)							

RETURN WITH BID

	County	Kane	
		~.	 ~

CONTRACTOR CERTIFICATIONS

Local Public Agency City of St. Charles

Section Number 18-00110-00-RS

Route Various

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

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

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

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

RETURN WITH BID

SIGNATURES	County Local Public Agency Section Number Route	KaneCity of St. Charles18-00110-00-RSVarious
(If an individual)		
Signature of Bidder		
Business Address		
(If a partnership) Firm Name		
Signed By		
Business Address		_
Inset Names and Addressed of All Partners		
(If a corporation) Corporate Name		
Signed By Business Address	P	President
President		
Insert Names of Officers Secretary		
Attest: Secretary		



Local Agency Proposal Bid Bond

Route	Various
County	Kane
Local Agency	City of St. Charles
Section	18-00110-00-RS

PAPER BID BOND

WE	as PRINCIPAL,
and	as SURETY.

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

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

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

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

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their

respective officers this day of

	Principal
(Company Name)	(Company Name)
By:	By:
(Signature and Title)	(Signature and Title)
(If PRINCIPAL is a joint venture of two or more contractors, the com	pany names, and authorized signatures of each contractor must be affixed.)
	Surety
	Bv:
(Name of Surety)	(Signature of Attorney-in-Fact)
STATE OF ILLINOIS,	
COUNTY OF	
, a Not	tary Public in and for said county,
do hereby certify that	
SURETY, appeared before me this day in person and acknowledged revoluntary act for the uses and purposes therein set forth. Given under my hand and notarial seal this	espectively, that they signed and delivered said instruments as their free and day of
	(Notary Public)
ELECTR	
Electronic bid bond is allowed (box must be checked b The Principal may submit an electronic bid bond, in lieu of com an electronic bid bond ID code and signing below, the Principal the Principal and Surety are firmly bound unto the LA under the venture of two or more contractors, an electronic bid bond ID co contractor in the venture.) Electronic Bid Bond ID Code	y LA if electronic bid bond is allowed) pleting the above section of the Proposal Bid Bond Form. By providing I is ensuring the identified electronic bid bond has been executed and a conditions of the bid bond as shown above. (If PRINCIPAL is a joint ode, company/Bidder name title and date must be affixed for each (Company/Bidder Name)

Date



Return with Bid

Route County Local Agency Section

	Various
	Kane
су	City of St. Charles
	18-00110-00-RS

All contractors are required to complete the following certification:

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

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

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

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

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

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

Bidder:	By:	
		(Signature)
Address:	Title:	



Affidavit of Illinois Business Office

		County	Kane
		Local Public Agency	City of St. Charles
		Section Number	18-00110-00-RS
		Route	Various
State	of)		
Coun	ty of)		
I,	of		,,
	(Name of Affiant)	(City of Affiant)	(State of Affiant
being	first duly sworn upon oath, states as follows:		
1.	That I am the	of	
	officer or position		bidder
2.	That I have personal knowledge of the facts her	ein stated.	
3.	That, if selected under this proposal,		, will maintain a
		(bidder)	
bu	siness office in the State of Illinois which will be lo	ocated in	County, Illinois.
4.	That this business office will serve as the primar construction contemplated by this proposal.	ry place of employment	for any persons employed in the
5.	That this Affidavit is given as a requirement of se Procurement Code.	tate law as provided in	Section 30-22(8) of the Illinois
			(Signature)
			(Print Name of Affiant)

This instrument was acknowledged before me on

day of ______ , ______ .

(SEAL)

(Signature of Notary Public)



Springfield, Illinois 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

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

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

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

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE.					Accumulated Totals	
Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases & Surfaces						
Highway, R.R. and Waterway Structures						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning & Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
						\$ 0.00
Totals						

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

Part III. Work Subcontracted to Others.

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

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

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

Subscribed and sworn to before me

this day of

Type or Print Name

Officer or Director

Notary Public

My commission expires

Company

Signed

(Notary Seal)

Address

Title

SPECIAL PROVISION FOR Best Management Practices Training

All general and sub-contractors who manage or carry out routine maintenance or replacement of public surfaces and utilities are required to provide annual training to their employees in current Best Management Practices.

All training shall be in accordance with the current regulations governed by the National Pollution Discharge Elimination System (NPDES) ILR-40 General Permit Section 5, Article D, Paragraph ii.

Contractors shall provide confirmation of training below.

I, _____ (Company Owner or Management Representative) hereby acknowledge that all employees working on this project who will manage or carry out maintenance or replacement of public surfaces have completed the required annual low impact design/green technology training for this permit cycle year (April 1, ____ – March 31, ____).

Signature: _____

Title: _____

Date: _____

Company: _____

ITEMS TO BE RETURNED WITH BID

The following documents shall be included with the submitted bid:

- BLR 12200 Contract Proposal Cover
- BLR 12200 Notice to Bidders
- BLR 12200 Proposal
- BLR 12200a Schedule of Prices
- BLR 12200 Contractor Certifications
- BLR 12200 Signatures
- BLR 12230 Proposal Bid Bond
- BLR 12325 Apprenticeship or Training Program Certification
- BLR 12326 Affidavit of Illinois Business Office
- BC 57 Affidavit of Availability
- IDOT Certification of Eligibility
- Special Provision for Best Management Practices



Special Provisions



Local Public Agency	County	Section Number
City of St. Charles	Kane	18-00110-00-RS

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

April 1, 2016

, 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.

Maintenance of Roadways

Effective: September 30, 1985

Revised: November 1, 1996

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

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

STATUS OF UTILITIES (D-1)

Effective: June 1, 2016

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information in regard to 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 in the action column; 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.

Pre-Stage

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	ACTION
N/A				

Stage 1

STAGE / LOCATION	ТҮРЕ	DESCRIPTION	RESPONSIBLE AGENCY	ACTION
N/A				

Stage 2

STAGE / LOCATION	ТҮРЕ	DESCRIPTION	RESPONSIBLE AGENCY	ACTION
N/A				

No conflicts to be resolved (or if there are conflicts they are to be listed as noted above)

Pre-Stage: ___0 ___ Days Total Installation Stage 1: ___0 ___ Days Total Installation Stage 2: ___0 ___ 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.

Agency/Company	Name of contact	Address	Phone	e-mail address
Responsible to				
Resolve Conflict				
N/A				

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 owners part can be secured.

Pre-Stage

STAGE / LOCATION	ТҮРЕ	DESCRIPTION	OWNER	ACTION
N/A				

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER	ACTION
N/A				

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER	ACTION
N/A				

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	Address	Phone	e-mail address
AT&T	Janet Ahern	1000 Commerce Drive Oak Brook, IL 60523	630-573-6414	<u>Ja1763@att.com</u>
Comcast	Robert Stoll	688 Industrial Drive Elmhurst, IL 60126	630-600-6213	
Nicor Gas	Bruce Koppang	1844 Ferry Rd Naperville, IL 60563	630-388-3046	

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 taken into account 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 in the action column 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 dates 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. The Department's contractor is responsible for contacting J.U.L.I.E. prior to any and all excavation work.

INDEX

FOR SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2018

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 4-1-16) (Revised 1-1-18)

SUPPLEMENTAL SPECIFICATIONS

<u>Std. Spe</u>	<u>ec. Sec.</u> Pag	<u>e No.</u>
106	Control of Materials	1
403	Bituminous Surface Treatment (Class A-1, A-2, A-3)	2
404	Micro-Surfacing and Slurry Sealing	3
405	Cape Seal	14
420	Portland Cement Concrete Pavement	24
442	Pavement Patching	26
502	Excavation for Structures	27
503	Concrete Structures	29
504	Precast Concrete Structures	32
542	Pipe Culverts	33
586	Sand Backfill for Vaulted Abutments	34
630	Steel Plate Beam Guardrail	36
631	Traffic Barrier Terminals	39
670	Engineer's Field Office and Laboratory	40
701	Work Zone Traffic Control and Protection	41
704	Temporary Concrete Barrier	42
781	Raised Reflective Pavement Markers	44
888	Pedestrian Push-Button	45
1003	Fine Aggregates	46
1004	Coarse Aggregates	47
1006	Metals	50
1020	Portland Cement Concrete	51
1050	Poured Joint Sealers	53
1069	Pole and Tower	55
1077	Post and Foundation	56
1096	Pavement Markers	57
1101	General Equipment	58
1102	Hot-Mix Asphalt Equipment	59
1103	Portland Cement Concrete Equipment	61
1106	Work Zone Traffic Control Devices	63



Check Sheet For Recurring Special Provisions



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

Recurring Special Provisions

<u>Check</u>	Shee	et #	Page No.
1		Additional State Requirements for Federal-Aid Construction Contracts	64
2		Subletting of Contracts (Federal-Aid Contracts)	67
3		EEO	68
4		Specific EEO Responsibilities Non Federal-Aid Contracts	78
5		Required Provisions - State Contracts	83
6		Asbestos Bearing Pad Removal	89
7		Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Remova	al 90
8		Temporary Stream Crossings and In-Stream Work Pads	91
9		Construction Layout Stakes Except for Bridges	92
10		Construction Layout Stakes	95
11		Use of Geotextile Fabric for Railroad Crossing	98
12		Subsealing of Concrete Pavements	100
13		Hot-Mix Asphalt Surface Correction	104
14		Pavement and Shoulder Resurfacing	106
15		Patching with Hot-Mix Asphalt Overlay Removal	107
16		Polymer Concrete	109
17		PVC Pipeliner	111
18		Bicycle Racks	112
19		Temporary Portable Bridge Traffic Signals	114
20		Work Zone Public Information Signs	116
21		Nighttime Inspection of Roadway Lighting	117
22		English Substitution of Metric Bolts	118
23		Calcium Chloride Accelerator for Portland Cement Concrete	119
24		Quality Control of Concrete Mixtures at the Plant	120
25	\times	Quality Control/Quality Assurance of Concrete Mixtures	128
26		Digital Terrain Modeling for Earthwork Calculations	144
27		Reserved	146
28		Preventive Maintenance - Bituminous Surface Treatment	147
29		Reserved	153
30		Reserved	154
31		Reserved	155
32		Temporary Raised Pavement Markers	156
33		Restoring Bridge Approach Pavements Using High-Density Foam	157
34		Portland Cement Concrete Inlay or Overlay	160
35		Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	164

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

Local Roads And Streets Recurring Special Provisions

Check Sheet #		<u>Page No.</u>
LRS 1	Reserved	168
LRS 2 📃	Furnished Excavation	169
LRS 3 🔀	Work Zone Traffic Control Surveillance	170
LRS 4 🛛 🔀	Flaggers in Work Zones	171
LRS 5 🔀	Contract Claims	172
LRS 6 🛛	Bidding Requirements and Conditions for Contract Proposals	173
LRS 7 📃	Bidding Requirements and Conditions for Material Proposals	179
LRS 8	Reserved	185
LRS 9 📃	Bituminous Surface Treatments	186
LRS 10	Reserved	187
LRS 11 🔀	Employment Practices	188
LRS 12 🔀	Wages of Employees on Public Works	190
LRS 13 🔀	Selection of Labor	192
LRS 14 📃	Paving Brick and Concrete Paver Pavements and Sidewalks	193
LRS 15 🔀	Partial Payments	196
LRS 16 📃	Protests on Local Lettings	197
LRS 17 🛛	Substance Abuse Prevention Program	198
LRS 18 📃	Multigrade Cold Mix Asphalt	199

TRAFFIC CONTROL PLAN

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 St. Charles at least 72 hours in advance of beginning work.

STANDARDS:

701501-06

701801-06

701901-06

BLR 17-4

BLR 18-6

DETAILS:

TC-10 TC-13

SPECIAL PROVISIONS:

Maintenance of Roadways Work Zone Traffic Control Flaggers in Work Zones Traffic Control and Protection

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:

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 and Streets

SPECIAL PROVISION FOR CONSTRUCTION AND MAINTENANCE SIGNS

Effective: January 1, 2004 Revised: June 1, 2007

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

701.14. <u>Signs</u>. Add the following paragraph to Article 701.14:

All warning signs shall have minimum dimensions of 1200 mm x 1200 mm (48" x 48") and have a black legend on a fluorescent orange reflectorized background, meeting, as a minimum, Type AP reflectivity requirements of Table 1091-2 in Article 1091.02.

SPECIAL PROVISIONS TABLE OF CONTENTS

SECTION ONE – GENERAL SPECIAL PROVISIONS

Location of Project
Description of Project4
Award of Contract and Alternate Bids4
Construction Schedule and Completion Dates4
Material Storage
Notification of Work
Construction Operations
Sequence of Operations
Progress Schedule and Weekly Reporting7
Daily Project Scheduling7
Punch List Items7
Contractor Payouts – Required Submittals7
Wage Rates7
Clean Construction or Demolition Debris (CCDD)
Construction Layout
Pre-Construction Video Taping
Cleaning
Utility Locations
Material Certification
Resident Notification
Protection of Trees and Shrubs10
Protection of Existing Drainage Faciliities During Construction10
Locating Storm Sewer, Sanitary Sewer, Watermain or Other Comp. of City Utilities11
Use of Fire Hydrants
Construction Stakes, Lines and Grades
Sawing Pavement, Driveway Pavement, Sidewalk and Curb11
Concrete Breakers

Limits of Removal	12
Aggregate for Temporary Access	12
Backfilling of Structures	12
Trench Backfill Requirements	12
Final Adjustment of Frame & Cover	12
Restoration	13
Temporary Patch	13
Sediment Control, Drainage Structure Inlet Filter	14

SECTION TWO - PAY ITEM SPECIAL PROVISIONS

Hot-Mix Asphalt Surface Course, Mix "D" N5015
Sidewalk Removal15
Portland Cement Concrete Sidewalk 5 Inch15
Hot-Mix Asphalt Surface Removal16
Class D Patches
Curb Removal and Replacement
Portland Cement Concrete Driveway Removal and Replacement
Hot-Mix Asphalt Driveway Removal and Replacement19
Remove & Replace 4' Dia. Vault with new 6" Gate Valve / Remove & Replace 4' Dia. Vault20
Rebuild Top of Structure
Fire Hydrant Assembly / Fire Hydrant Assembly – Remove & Replace
Raise Fire Hydrant 6" / Fire Hydrant Assembly Bolt Replacement W/ New Aux. Box / Valve In Vault
Bolt Replacement
Remove & Replace B-Box
Sanitary Manhole Chimney Seal
Remove & Replace Catch Basin / Remove & Replace Inlet / Remove & Replace Manhole / Manhole,
Type A24
Storm Sewer Removal & Replacement / Storm Sewer Pipe, Various Sizes & Material / Sanitary
Sewer Pipe, Various Sizes & Material / Precast Concrete Flared End Sections, Various
Sizes

Section #18-00110-00-RS Special Provisions 2018 MFT Street Rehabilitation City of St. Charles

Removing Manholes	25
Remove and Replace Sanitary Sewer Service, 6"	26
Ductile Iron Watermain, Class 52, Remove and Replace	26
Grading and Shaping Ditches	29
Shoulder Removal and Replacement	29
Detour Signing	29
Detector Loop, Type 1	30

SPECIAL PROVISIONS FOR CITY OF ST CHARLES 2018 MFT STREET REHABILITATION PROGRAM

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction" adopted April 1, 2016, and the Supplemental Specifications adopted April 1, 2016 (hereafter referred to as the Standard Specifications); the "Manual on Uniform Traffic Control Devices for Streets and Highways" in effect on the date of invitation for bids; the "Supplemental Specifications and Recurring Special Provisions"; adopted January 1, 2017; and the "Standard Specifications for Water and Sewer Construction in Illinois", 7th Edition. In case of conflict with any parts of said specifications, the said Special Provisions shall take precedence and shall govern.

SECTION ONE – GENERAL SPECIAL PROVISIONS

LOCATION OF PROJECT

The proposed project is located at "various locations" in the City of St Charles, Illinois. See location map for specific locations and limits. Net length of improvement (MAIN BID plus ALTERNATES) is 20,172 feet (3.82 City miles).

DESCRIPTION OF PROJECT

The proposed project consists of the construction of hot-mix asphalt pavement removal and resurfacing, pavement patching, curb and gutter removal and replacement, driveway pavement removal and replacement, sidewalk removal and replacement, and the adjustment of utility and drainage structures. Restoration and all other incidental and collateral work necessary to complete the project as described herein will be the responsibility of the Contractor.

AWARD OF CONTRACT AND ALTERNATE BIDS

The City reserves the right to award the contract to the lowest responsible bidder for the MAIN BID in the schedule of prices, based upon which lowest bid is in the best financial interest. The City reserves the right to award the contract to the lowest responsible bidder for the MAIN BID plus any combination of ALTERNATE BIDS, based upon which is in the best financial interest of the City.

Each bidder must submit bids for the MAIN BID to be eligible for the award of contract. Failure to do so will result in rejection of the Contractor's bid. Accompanying the proposal is either a bid bond on Department form BLR 12230 or a proposal guarantee check, complying with the specification, made payable to the City, with an amount being 5% of the bid amount for the sum of the MAIN BID.

CONSTRUCTION SCHEDULE AND COMPLETION DATES

Construction is scheduled to begin as outlined below, and only after the proper execution of the contact documents, which includes the submission of insurance and bonds, or within two weeks of notice to proceed.

At the preconstruction conference, the Contractor shall meet with the City and the Engineer and present, in writing, a detailed construction schedule. Said schedule shall contain such information as the Engineer deems necessary, including sequencing of streets and dates for the starting and

completing construction operations, location of off-site disposal areas, access routes to be used and location of equipment and material storage sites. Once approved, the Contractor must adhere to the schedule so that field markings of all items of work may proceed in advance of actual construction.

The Contractor shall confirm with the Engineer the scheduled commencement of each construction activity **at least four days in advance** to allow for proper notification of residents and motorists. The principle activities requiring public notification are commencement of utility repairs, curb and driveway removal and replacement, surface milling, roadway reconstruction, application of prime coat and HMA paving.

MAIN BID and ALTERNATE 1 – JACKSON AVENUE

- Start Dates
 - No excavation/removals may begin prior to Monday, June 11, 2018. Contractor may begin JULIE locates and sawcuts prior to June 11.
- Completion Dates
 - The substantial completion of all work, contract terms and safely open all roadways to traffic by 11:59 PM on Friday, **August 17, 2018.**
 - Final completion for all other ancillary work, including minimal landscaping restoration, shall be completed and ready for final acceptance and payment on or before September 14, 2018. Failure to comply with the deadlines for the substantial completion and final completion shall result in the enforcement of liquidated damages in accordance with the Special Provisions, "Liquidated Damages", and Section 108.05 and 108.09 of the Standard Specifications, along with all fees acquired for extended need for resident engineering services.

ALTERNATE 2 – CAMPTON HILLS ROAD

- Start Dates
 - No excavation/removals may begin prior to Tuesday, September 4, 2018. Contractor may begin JULIE locates and sawcuts prior to September 4.
- Completion Dates
 - The substantial completion of all work, contract terms and safely open all roadways to traffic by 11:59 PM on Friday, **October 5, 2018.**
 - Final completion for all other ancillary work, including minimal landscaping restoration, shall be completed and ready for final acceptance and payment on or before **October 12, 2018**. Failure to comply with the deadlines for the substantial completion and final completion shall result in the enforcement of liquidated damages in accordance with the Special Provisions, "Liquidated Damages", and Section 108.05 and 108.09 of the Standard Specifications, along with all fees acquired for extended need for resident engineering services.

MATERIAL STORAGE

The Contractor shall not deliver and store any material on the project site more than one week in advance before commencing with his work. Only non-paved portion of the street may be used for any material storage. Any required pavement repair and parkway restoration (sod), due to the damage because of materials storage, shall be borne by the Contractor and shall be included in cost of MOBILIZATION.

NOTIFICATION OF WORK

The Contractor shall notify the City of St Charles Engineer 48 hours prior to commencement of all items of work.

CONSTRUCTION OPERATIONS

In order to minimize the effect of construction noise during the improvement, the Contractor and his subcontractors shall comply with the following requirements. Any changes to the schedule will not be accepted unless approved by the Engineer.

- All engines and engine driven equipment used for hauling or construction shall be equipped with an adequate muffler in constant operation and properly maintained to prevent excessive unusual noises. Any machine or device or part thereof which is regulated by or becomes regulated by Federal or State of Illinois noise standards shall conform to those standards.
- Construction operations including the startup of heavy equipment shall not begin before 7:00 AM Monday through Saturday. Construction operations including site cleanup, shall be completed before 7:00 PM Monday through Friday and 5:00PM on Saturday. No work of any kind, shall be done on Sundays or holidays observed in Illinois. No Saturday work will be allowed on Campton Hills Road. These time restrictions shall not apply to maintenance or operation of safety and traffic control devices such as barricades, signs and/or lighting, or construction of an emergency nature. If the Contractor requires additional time to complete a portion of the work on any given day or if he foresees the need to work extended hours for a number of days to comply with the construction schedule, he must receive approval of the Engineer.
- The Contractor shall schedule and conduct his operations so that the closure time of an existing driveway along the route of improvements is kept to a minimum. All homeowners shall be given a minimum 24-hour notice prior to initial removal of their driveway apron. The Contractor shall make every effort to keep driveways open including temporary grading and placement of aggregate.
- Beginning on the date that the Contractor commences work on the project, he/she shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvements. Normal maintenance shall include all repair work deemed necessary by the Engineer. The work involved in maintaining the existing pavement shall be included in the cost of MOBILIZATION.

SEQUENCE OF OPERATIONS

The Contractor shall coordinate his work in a manner that will cause as little inconvenience to traffic as possible. The Contractor shall work closely with City Officials, Fire and Police Departments in coordinating interruption to normal traffic and parking facilities, access to homes and businesses, and inconveniences to the public.

The proposed work sequence follows:

- a. Construction staking and identification of utility repair locations (Mandatory by Contractor prior to commencement of contract work).
- b. Rehabilitation/replacement of the existing storm, water, and sanitary utilities will be performed by the Contractor.

- c. Obtain Public Work's acceptance of all utility work by performing a final Engineering inspection. All structures shall be cleaned prior to final Engineering inspection.
- d. Remove and replace curb and sidewalk sections as shown on plan.
- e. Remove and replace driveway aprons as directed by engineer.
- f. Grind the remaining HMA surface and base as shown on drawings.
- g. Proof-roll the existing base as needed.
- h. Undercut and replace w/compacted granular material or placement of patching of the class, size and type as specified by the Engineer (if requested by Engineer).
- i. Tack/Prime coat (Contractor should refer to contract for application requirements and restrictions).
- j. Place HMA binder course.
- k. Adjust all utility structures, locking frames and covers in the roadway with concrete. (Refer to City standard Engineering detail).
- 1. Obtain Public Work's acceptance of all utility structure adjustments, rebuilds and concrete collars. Contractor to provide laborer to remove F/C's for inspections. All structures shall be cleaned as required prior to final Engineering inspection.
- m. Restore parkway, assuring that the minimum amount of waterings is met.
- n. Pavement Fabric
- o. Place HMA surface course.
- p. Sweep street as required.
- q. Placement of pavement markings as indicated in the contract.
- r. Remove all remaining traffic control protection and public notification appurtenances.

PROGRESS SCHEDULE AND WEEKLY REPORTING

In addition to the progress schedule submitted and approved prior to construction (Article 108.02), the Contractor will be required to submit a weekly plan of what daily work operations he intends to perform for the upcoming two weeks. This report will be a continuation of the Engineer's "Weekly Report of Resident" BC 239 which will be submitted to the Contractor promptly following each week of work. The Contractor's plan should show his operations including those of all subcontractors.

DAILY PROJECT SCHEDULING

The Contractor shall telephone the Engineer every morning to inform the Engineer of daily and weekly progress and schedules.

PUNCH LIST ITEMS

Throughout the duration of the project the Engineer shall submit periodic punch list items to the Contractor. **The City Public Works Division will also perform utility inspections of work completed on public utilities. Inspections by the Public Works Division are required prior to installation of pavement surface course.** Items must be complete within five (5) calendar days after the Engineer notifies the Contractor of punch list. Liquidated damages of \$500 per calendar day will be assessed if items are not complete to the satisfaction of the Engineer within five (5) calendar days. Punch list items and dates will be strictly enforced and documented with the Contractor via the "Weekly Report of Resident"-BC 239.
CONTRACTOR PAYOUTS – REQUIRED SUBMITTALS

Contractor payout requests can be submitted at any time, and do not have to go through a scheduled City Council Meeting to authorize payment; as long as the Contract amount is not exceeded. Change Orders, which would cause the Contract to go above Original Contract Amount, will go through scheduled Committee and Council Meetings for approval.

Submittals required for **any** Contractor payouts, which must be received prior to release of payout, are listed below:

- 1. Lien Waivers from General Contractor and any Subcontractors or Vendor receiving payments from subject payout.
- 2. Copies of Certified Payroll for period when work was completed.
- 3. Sworn Statement from General Contractor.

WAGE RATES

Kane County Prevailing Wages shall be used for all work performed under this contract.

CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD)

The Contractor is to be aware of and comply with CCDD requirements. The City of St. Charles will provide IEPA form LPC-662, which will be executed by the City and provided to the contractor at the pre-construction meeting. It is our understanding that CCDD sites are accepting the 662 forms for spoil created in residential areas. The majority of the soil spoil material in this contract will be generated in residential areas. The contractor shall make sure that the CCDD site being utilized will accept the material based on the LPC-662 form and the fact that they are in residential areas. If the CCDD site being selected by the Contractor will not accept it, the Contractor will be responsible for the requirements necessary for the completion and execution of the LPC-663 forms for the residential roadway areas at no additional cost to the City.

For industrial areas, the LPC-663 will be provided to the contractor at the pre-construction meeting.

CONSTRUCTION LAYOUT

Construction layout shall be considered included in the cost of the contract.

PRE-CONSTRUCTION VIDEOTAPING

The Contractor shall prepare pre-construction video documentation of all features in the areas affected by construction, including areas adjacent to the right-of-way and construction easements. All video cameras, recorders, tapes, accessories and appurtenances shall be high quality CD or DVD format equipment. Pre-construction video documentation shall consist of a series of high-resolution color audio-video tapes showing all areas affected by construction. All pertinent exterior and interior features within the construction's zone of influence shall be shown in sufficient detail to document its pre-construction condition. Features to be shown shall include but not be limited to pavements, curbs, driveways, sidewalks, retaining walls, buildings, landscaping, trees, shrubbery, fences, light posts, signs, interior features and equipment, etc. Viewer orientation shall be maintained by audio commentary on the audio track of each, videotape to help explain what is being viewed. The pre-construction videotaping shall be completed after the initial walkthrough and two copies of the tape(s) submitted to the City of St Charles before commencing with any construction activities, including material delivery. This work shall be included in the cost of MOBILIZATION.

CLEANING

The Contractor and his subcontractors by the end of the working day shall remove from the premises rubbish, waste material and accumulations and shall keep the premises clean. The Contractor shall keep the premises clean during construction to the satisfaction of the Engineer. This work shall be included in the cost of MOBILIZATION.

UTILITY LOCATIONS

The Contractor must exercise extreme caution while working around existing utilities. The Contractor shall notify JULIE (1-800-892-0123), a minimum of 48 hours commencing construction for utility locations within the scope of the project. It is recommended that the Contractor conduct a joint utility meet. It is the responsibility of the Contractor to contact agencies who may or may not be part of the JULIE system to obtain the horizontal and vertical field locations of their facilities within the limits of the proposed improvements.

The City of St Charles does not guarantee the accuracy of completeness of this information. The Contractor shall make his own investigation to determine the existence, nature, and location of all utilities lines and appurtenances within the limits of the improvement. The Contractor shall locate all utilities far enough in advance to avoid all conflicts in grade separation, between the proposed improvements. If the Contractor encounters a conflict between the proposed improvements and existing utilities that was not located in advance by the Contractor, then the Contractor shall, at no cost to the City of St Charles, relocate the proposed improvements and/or the utility to avoid conflict.

The Contractor will be required to cooperate with all utility companies involved in connection with the removal, temporary relocation, reconstruction, or abandonment by these companies of any and all services or facilities owned or operated by them within the limits of this improvement.

Before doing any work which will damage, disturb or leave unsupported or unprotected any utility lines or appurtenances encountered, the Contractor shall notify the prospective Owner thereof, who will make arrangements for relocating, adjusting or otherwise maintaining or abandoning service on lines that fall within the limits of the proposed construction without cost to the Contractor, including the removal of all cables, manhole covers and other appurtenances which the Owner desires to salvage. After such arrangements have been made, the Contractor will proceed with the work as directed by the Engineer. All utility lines and appurtenances, which are abandoned by the Owner, shall be removed and disposed of by the Contractor.

The Contractor shall be responsible for facilitating prompt and timely removal, relocation, reconstruction, or abandonment of their facilities by all utility companies involved, and the coordination of his work with these companies to the end that work on this improvement is not delayed because of necessary changes in the existing utilities, public or private.

No extra compensation will be allowed to the Contractor for any expenses incurred by complying with these requirements or because delay, inconvenience or interruption in his work resulting from the failure of any utility company to remove, relocate, reconstruct, or abandon their services.

MATERIAL CERTIFICATION

The manufacturer and/or supplier of all materials used on the job site shall certify in writing to the Engineer that inspections and tests have been made and the results thereof comply with the requirements of the Standard Specifications and/or the Special Provisions.

RESIDENT NOTIFICATION

The Contractor shall be responsible for delivery of notification letters (supplied by the City) to all residents affected by each Phase of construction (underground utility work; grinding; driveway removal; prime coat application; binder course placement; surface course placement) at least 24 hours, but not more than 72 hours, prior to commencement of work.

The Contractor shall be responsible for posting suitable advance notice on scheduled to be resurfaced streets at least 24 hours, but not more than 48 hours, prior to commencement of work. "No Parking" signs displaying construction times shall be placed on roadways 48 hours prior to placement of HMA materials. All such notices shall be removed by the Contractor immediately upon the completion of work in each block. This work shall be included in the cost of MOBILIZATION.

PROTECTION OF TREES AND SHRUBS

All trees shall be protected and cared for during the construction in accordance with the applicable Articles of Section 201 of the Standard Specifications and this Special Provision, with the following revisions. The Contractor shall prune all tree roots along the side of the proposed improvement, prior to digging, in the presence of the qualified Arborist (hired by the Contractor) and Engineer. All costs for root pruning and costs for the Arborists shall be paid for by the Contractor and shall be included in the cost of MOBILIZATION. No additional compensation will be allowed for root pruning or Arborist's fees.

Every effort should be made by the Contractor when working near trees and shrubs to preserve same from harm. No trees or shrubs shall be removed unless authorized in the field by the Engineer. The Contractor shall provide the Engineer notification ten (10) working days prior to the removal of any tree or shrub. The Contractor shall be responsible for damage to or loss of any tree or shrub not specifically designated to be removed.

Damage to trees limbs shall be held to a minimum. Shrubs and trees limbs shall be tied back wherever necessary to prevent their loss or damage. Wherever damage by construction equipment to limbs and branches are unavoidable, they should be pruned before starting work in accordance with Articles 201.06 of the Standard Specifications.

Small trees (less than 4 inches in diameter) and shrubs not indicated for removal which are removed or severely damaged during construction shall be replaced in kind and size by the Contractor at no additional cost to the City, Engineer, or Resident. All planting shall be done in accordance with Section 1081 of the Standard Specifications.

Damages at the rate of two hundred dollars (\$200.00) per inch of trunk diameter shall be charges against the Contractor for unauthorized removal or destruction of any tree four (4) inches in diameter or larger. The protection and care of trees and shrubs as herein specified will be included in the cost of MOBILIZATION.

PROTECTION OF EXISTING DRAINAGE FACILITIES DURING CONSTRUCTION

Unless otherwise noted in the Contract Documents, the existing drainage facilities shall remain in use during the period of construction. Prior to commencing work, the Contractor, at his own expense shall determine the exact locations of existing structures that are within the proposed construction limits.

Unless reconstruction or adjustment of an existing manhole, catch basin, inlet or adjustment to the frame and grate is called for in the Contract Documents or ordered by the Engineer, the proposed work shall meet the existing elevation of these structures.

The Contractor shall take the necessary precautions when working near or above existing sewers to protect these sewers from any damage resulting from his operations. All work and material necessary to repair any existing sewers damaged due to non-compliance with this provision shall be provided, as directed by the Engineer, in accordance with Section 550 of the Standard Specifications, at the Contractor's expense with no extra compensation being allowed.

It shall be the Contractor's responsibility to direct the work and protect the facilities from damage during all construction activities.

LOCATING STORM SEWER, SANITARY SEWER, WATERMAIN OR OTHER COMPONENTS OF CITY UTILITIES

To prevent damage and facilitate work by others, the City will promptly respond to calls requesting the location of City owned storm sewer, sanitary sewer, watermain, or other components of City utilities. Public Works forces will locate City owned underground utilities or any other components, one time for each individual system, per project or contract, as requested by the general contractor of the construction project, before or after transfer of maintenance responsibilities. Each request may involve multiple locations where separated utility systems are involved. The Contractor will be required to reimburse the City of St Charles for time and material costs associated with additional locate requests.

The Contractor shall only call in locates for work to be accomplished within seven days.

USE OF FIRE HYDRANTS

The Contractor shall contact the City of St Charles Water Division to obtain a water meter and for permission to use water from existing fire hydrants. The Water Division reserves the right to restrict which fire hydrant(s) may be used. The Contractor shall use special care in opening and closing of fire hydrants following Water Division guidelines. Repairs caused by failure to comply with proper operating guidelines will result in the sole responsibility of the Contractor.

CONSTRUCTION STAKES, LINES AND GRADES

Construction staking and benchmark establishment will be the responsibility of the Contractor, and shall be included in the cost of MOBILIZATION. The Contractor shall assume full responsibility for dimensions and elevations measured for such stakes.

The Contractor shall exercise care in the preservation of the stakes and marks, and shall have them reset at his/her expense when they are damaged, lost, displaced, removed or otherwise obliterated.

SAWING PAVEMENT, DRIVEWAY PAVEMENT, SIDEWALK, AND CURB

This work shall be performed at locations stated in the Contract Documents or as directed by the Engineer.

The Contractor shall cut the joint between the portion of pavement, driveway, sidewalk and/or curb to be removed and that to be left in place with a sawing machine to prevent spalling. This work shall be done in a manner that a straight and perpendicular joint will be secure. All saw cutting should be the full depth of the pavement, driveway, and sidewalk or curb to be removed.

It is the Contractor's responsibility to determine the thickness of the existing pavement and whether or not it contains reinforcement. This work shall be included in the cost of the item being removed. No additional compensation will be allowed for sawing reinforcement.

CONCRETE BREAKERS

When removing pavement, curb and gutter, shoulder, and/or other structures, the use of any type of concrete breakers, which might damage underground public or private utilities, will not be permitted. Under no circumstances will the use of a frost ball be permitted. The Contractor is prohibited from breaking up concrete by dropping it on the pavement or in any other manner, which in the opinion of the Engineer may damage existing or proposed pavements or other roadway appurtenances.

LIMITS OF REMOVAL

All pay items for removal and replacement must be field measured and marked by the Engineer prior to construction. No payment will be made for any items of work, which have been removed and/or replaced without having been field measured and marked by the Engineer. No additional payment will be made for removal and/or replacement beyond field markings unless specifically authorized by the Engineer.

AGGREGATE FOR TEMPORARY ACCESS

This work shall consist of construction and maintenance of an aggregate surface course for temporary access to abutting properties during construction operation, as specified in Article 107.09 of Standard Specifications, except as noted herein:

Basis of Payment

This work will not be paid for separately but shall be included in the cost of MOBILIZATION.

BACKFILLING OF STRUCTURES

This work shall be in accordance with the applicable portions of Article 550.07 of the Standard Specifications, herein specified and according to the plan details.

Construction Requirements

Structures under pavement or within 2' of pavement, sidewalk, driveways, etc. shall be backfilled with course aggregate CA-7 (crushed limestone). Structures in parkway shall be backfilled according to the details.

Basis of Payment

This work shall not be paid for separately but shall be included in the contract unit price for the work performed on the associated structures.

TRENCH BACKFILL REQUIREMENTS

This work shall be in accordance with Section 208 of the Standard Specifications except as noted herein:

Materials

All trench backfill shall be CA-7 (crushed limestone.)

Basis of Payment

This work shall not be paid for separately but shall be included in the contract unit price for the work performed.

FINAL ADJUSTMENT OF FRAME & COVER

This work shall be in accordance with Sections 602 and 603 of the Standard Specifications except as noted herein:

Materials

All adjusting rings shall be precast concrete.

Construction Requirements

For structures located within a paved area, mortar with solid steel shims shall be used between adjusting rings and the top of the structure. Structures located within an unpaved area shall use a preformed HMA joint sealant to be placed between each adjusting ring and the top of the structure.

Article 603.08 is considered omitted.

RESTORATION

This work shall consist of the furnishing and placing of 4 inches of Topsoil, Sod and Supplemental Watering in the areas indicated on the drawings or as directed by the Engineer. All work shall be in accordance with the applicable portions of Sections 211 and 252 of the Standard Specifications, except as herein modified:

Materials

Sod shall meet the requirements of Article 1081.03. Sod for MAIN BID and ALTERNATE 1 shall be Kentucky Blue Grass. Sod within the Campton Hills Road Right-Of-Way shall be Salt Tolerant. All sod shall be approved by the Engineer prior to ordering material.

Construction Requirements

The preparation of the ground surface shall include the removal of the existing sod/stone/spoils and excavation, if necessary, of the existing ground to depth, which will permit placement of the required 4 inches of topsoil.

Restoration limits to be determined by the Engineer. Minimum restoration width along sidewalks, curbs and driveways shall be one foot. All disturbed/damaged landscape areas, including existing areas outside the limits of construction that are damaged by the Contractor or its representatives shall be restored at the Contractor's expense. Contractor shall be mindful and responsible of restoration limits and shall take all precautions necessary to minimize disturbances to Right-Of-Way and private properties.

Where grading (filling, cutting or shaping), is required, it shall be considered included in the cost of the associated pay item.

Basis of Payment

RESTORATION as described shall be included in the cost of adjacent work, which shall include, but not be limited to: Curb and Gutter, Sidewalk and Sidewalk Removal, Structure Frame Adjustments, Utility Removals/Abandonments and Utility Repair pay items.

TEMPORARY PATCH

Where excavations occur within the roadway, this work shall consist of removal of trench backfill material to a depth of 2" below the pavement surface and the placement of a temporary patch. The temporary patch shall consist of asphalt cold, warm or hot mix and shall be compacted to meet the existing asphalt surface elevation and provide for a relatively smooth riding surface.

Temporary patches shall be completed within 72 hours of excavations within the roadway and at the end of the work week. Temporary patches shall be considered included in the associated pay items which may cause excavations within the roadway.

SEDIMENT CONTROL, DRAINAGE STRUCTURE INLET FILTER

This work shall consist of furnishing, installation, maintenance and removal of a drainage structure inlet filter assembly. All work shall be in accordance with Section 280 of the Standard Specifications, except as modified herein:

Construction Requirements

The Contractor shall inspect the worksite and review the Contract Documents to determine the dimensions of the various types of drainage structure frames into which the inlet filter will be installed prior to ordering materials.

The Contractor shall provide maintenance as required by the site conditions and rainfall throughout the entire project duration. Maintenance shall include inspecting the bag at least every two (2) weeks – clean if needed, inspecting the bag every time there is rainfall totaling one (1) or more inches – clean if needed, replacing the bag if it is severely worn or torn and replacing the bag if clean but won't pass water.

Inlet filter assemblies shall be installed on all structures prior to milling pavement and on all structures downstream of all utility work, and shall be in place prior to any excavation.

Basis of Payment

This work shall not be paid for separately but shall be included in the cost of MOBILIZATION.

SECTION TWO – PAY ITEM SPECIAL PROVISIONS

HOT-MIX ASPHALT SURFACE COURSE, MIX "D" N50

This work shall be in accordance with Sections 602 and 603 of the Standard Specifications except as modified herein:

Construction Requirements

Reclaimed Asphalt Pavement must follow Use of "RAP & RAS (D-1) Special Provisions."

The Contractor shall coordinate the work so that the period of time between the placement of the HMA binder course and the placement of the HMA surface is kept to a minimum. This period shall not exceed 14 calendar days. The Engineer shall determine if an extension of time will be allowed due to weather or other unforeseen circumstances. The Engineer shall access liquidated damages of \$2000 per day for each day after the 14 calendar days have passed without approval for a time extension. Punch list items shall be addressed before the surface course is placed.

SIDEWALK REMOVAL

The work shall be done in accordance with applicable portions of Sections 351, 424, and 440 of the Standard Specifications, Standard 424001, except as modified herein:

Construction Requirements

Where new sidewalk is not proposed, the contractor shall include the removal of the existing base course, placement of necessary backfill and restoration.

Where grading (filling, cutting or shaping), is required, it shall be considered included in the cost of the pay item. Any excavation or disposal of material necessary for the sidewalk removal and restoration, where required, shall be considered included in this item.

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

The work shall be done in accordance with applicable portions of Sections 351, 424, and 440 of the Standard Specifications, Standard 424001, except as modified herein:

Materials

Use of inserted truncated dome plates, conforming to Federal Standard Color 30166 and consisting of vitrified polymer composite detectable tactile warning system in conformance with ADAAG shall be used at all appropriate locations. No surface mounted plates shall be allowed.

Construction Requirements

The work shall include the removal and disposal of grass and soil (where necessary) to provide for the placement of four (4) inches of aggregate base course (CA-6 or approved equal) and placement of new P.C.C. sidewalk.

Any excavation required to construct the proposed sidewalk and aggregate base course to the proper elevation or any excavation required for forming purposes, shall be considered included in the pay item. Where grading (filling, cutting or shaping), is required adjacent to the sidewalk, it shall be considered included in the cost of the pay item.

If the sub base material is soft or unsuitable, the Contractor shall remove unsuitable material and provide compacted granular material (CA-6 or approved equal) as required to provide a stable sub base, which cost shall be included as part of this pay item

The minimum slab thickness for sidewalks shall be 6 inches through driveway limits and 5 inches for all other public walkways unless otherwise noted by the Engineer.

All exposed concrete shall receive a protective surface treatment consisting of two (2) coats of boiled linseed oil and petroleum spirits mixture, formulated and applied according to Article 420.18 of the Standard Specifications. If an application of sand is required by the Engineer for blotter material, it will be considered incidental to this work. The application of both coats shall be witnessed by the Engineer. The Engineer shall be notified 24 hours in advance prior to application. Protective surface treatment shall not be paid for separately but shall be included in the cost of the concrete item provided.

Basis of Payment

The excavation, aggregate base course replacement or fill, earthwork, bedding, detectable warning tiles, Curing/Sealing Compound, grading (filling, cutting or shaping), any excavation or disposal of material necessary for the installation of the sidewalk in order to meet the new grade shall be considered included in this item.

HOT-MIX ASPHALT SURFACE REMOVAL

This work shall be done in accordance with applicable portions of Section 440 of the Standard Specifications, except as modified herein:

Construction Requirements

The Contractor shall coordinate the work so that the period of time between the milling of the existing HMA surface and the placement of the HMA binder or leveling binder is kept to a minimum. This period shall not exceed 3 calendar days. The Engineer shall determine if an extension of time will be allowed due to weather or other unforeseen circumstances. The Engineer shall access liquidated damages of \$2000 per day for each day after the 3 calendar days has passed without approval for a time extension.

A butt joint and a ten (10) foot transition between pavement being replaced and pavement remaining in place shall be constructed in accordance with Article 406.08 of the Standard Specifications, except as herein modified. The Contractor shall saw to a depth two (2) inches below the existing grade or as

directed by the Engineer, the joint between pavement removal and pavement being replaced, with a concrete saw. The work shall be done in such a manner that a straight joint will be secured.

Method of Measurement

The square yards of HMA Surface Removal will only be measured for payment once, regardless of the number of passes needed to remove the HMA surface.

Basis of Payment

Butt joints shall be included in the cost of the associated pavement removal item.

CLASS D PATCHES

This work shall be performed as per Section 442 of the Standard Specifications, except as modified herein:

Construction Requirements

Saw cutting shall not be paid for separately, but shall be included in the contract unit price for CLASS D PATCHES.

The thickness of all proposed patches shall be as determined by the Engineer. The required thickness shall be met after milling.

In areas where excavation for the CLASS D PATCHES results in exposure of soil subgrade, additional excavation and installation of 4" of CA-6 shall be completed prior to installation of the asphalt patch. This work shall be considered included in the CLASS D PATCHES pay item of the type and depth specified.

CURB REMOVAL AND REPLACEMENT

The work shall be done in accordance with applicable portions of Sections 351, 440 and 606 of the Standard Specifications, except as modified herein:

Construction Requirements

This work shall consist of the removal of the existing curb and gutter or removal of existing pavement or soil at the location of the proposed curb, excavation of material four (4) inches below the new curb, placement of four (4) inches of aggregate base course (CA-6 or approved equal), and pouring the new curb and gutter at locations as directed by the Engineer.

The type of replacement concrete curb and gutter, where applicable, shall match the existing curb and gutter or be of the type specified by the Engineer. The thickness of the proposed gutter flag shall match the thickness of the adjacent pavement but in no case be less than nine (9) inches. The proposed curb and gutter shall be constructed to a grade established by the Engineer at the time of construction.

The Engineer must approve forming methods for pouring the curb and gutter. The use of the existing edge of pavement for HMA roadways shall not be considered a proper forming method for placement of P.C.C. material.

Any excavation required to construct the proposed curb and gutter to the proper elevation, including excavation to subgrade for placement of four (4) inches of aggregate base course (CA-6 or approved equal), shall be include in the contract unit price for CURB REMOVAL AND REPLACEMENT.

If the existing base is soft or unsuitable, the Contractor shall remove the existing base and provide compacted granular material (CA-6 or approved equal) as required to provide a stable sub base.

The proposed curb and gutter shall be depressed across all handicapped ramps, driveways and/or directed by the Engineer. Placement of depressed curbing for private walkways or carriage walks shall not be permitted.

Expansion joints shall be installed at 60' intervals and at all points of curvature where the radius is less than 100'. Contraction joints shall be formed at 15' intervals. Contraction joints shall be formed by saw cutting to a depth of at least two inches (2").

Two (2) drilled, epoxy coated, and grouted reinforcing bars or expansion tie anchors shall be used to tie the proposed curb and gutter to the existing curb and gutter. <u>Two (2) continuous rebar shall be installed in all curb sections longer than five feet</u>. See curb and gutter details for reinforcement sizing. Furnishing and installing the expansion tie anchors, drilled and grouted reinforcing bars, or continuous rebar shall not be paid for separately, but shall be included in the contract unit price for CURB REMOVAL AND REPLACEMENT.

The Contractor must schedule the removal and replacement of the curb and gutter or the new curb construction such that only one side of a given street will be under construction at any one time unless approved by the Engineer. All homeowners shall be given a minimum of 24 hours' notice prior to excavation of their driveway. In no case shall an open excavation caused by removal of existing curbing, whether formed or not formed remain open for more than **3 calendar days** unless approved by the Engineer. The Engineer shall access liquidated damages of \$1000 per day for each day after the 3 calendar days has passed without approval for a time extension.

Disturbed pavement, driveway and parkway areas shall be restored immediately following replacement operations, in all cases within **3 calendar days** from the date curb and gutter is cast. The Engineer shall access liquidated damages of \$1000 per day for each day after the 3 calendar days has passed without approval for a time extension.

All exposed concrete shall receive a protective surface treatment consisting of two (2) coats of boiled linseed oil and petroleum spirits mixture, formulated and applied according to Article 420.18 of the Standard Specifications. If an application of sand is required by the Engineer for blotter material, it will be considered incidental to this work. The application of both coats shall be witnessed by the Engineer. The Engineer shall be notified 24 hours in advance prior to application. Protective surface treatment shall not be paid for separately but shall be included in the cost of the concrete item provided.

Where grading (filling, cutting or shaping), is required adjacent to the curb and gutter, it shall be considered included in the cost of the pay item. Any excavation or disposal of material necessary for the installation of the curb and gutter in order to meet the new grade shall be considered included in this item.

Removal and stacking of brick pavers adjacent to any CURB REMOVAL AND REPLACEMENT shall be considered included in the cost of the pay item. Brick pavers shall be neatly stacked at a location as determined by the Engineer.

Where voids occur between the existing pavement and proposed curb, any loose material shall be removed to the satisfaction of the engineer and it shall be backfilled with concrete to above the elevation of the proposed milled surface course and is considered included in the cost of the pay item.

Basis of Payment

This work shall be paid for at the contract unit price per foot for CURB REMOVAL AND REPLACEMENT, which price shall include all labor, equipment, materials, protective coat, restoration and incidentals necessary to complete the work as described above.

The excavation, aggregate base course replacement or fill, earthwork, grading, bedding, Curing/Sealing Compound and restoration necessary to complete the curb and gutter is considered included in the cost of the pay item.

PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT

This work shall be in accordance with applicable portions of Sections 351, 423, and 440 of the Standard Specifications, except as herein modified:

Construction Requirements

This work shall include removal and disposal of excavated material for Portland Cement Concrete (P.C.C.) driveways located throughout the project limits. Excavated materials shall include but not limited to Portland cement concrete pavement, HMA concrete pavement, aggregate subbase and soil. Excavation to subgrade shall not be paid for separately, but shall be included in the cost of PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT.

This work shall include placement of four (4) inches of aggregate base course under six (6) inches of Portland Cement Concrete. If the existing base is soft or unsuitable, the Contractor shall remove the existing base and provide compacted granular material (CA-6 or approved equal) as required to provide a stable sub base.

All homeowners shall be given a minimum 48 hour notice prior to excavation of their driveway. This item includes all driveways removed due to conflict with work items included in the Contract Documents or as directed by the Engineer. Any driveway damaged by the Contractor will not be paid separately, but shall be replaced at the Contractor's own expense.

All exposed concrete shall receive a protective surface treatment consisting of two (2) coats of boiled linseed oil and petroleum spirits mixture, formulated and applied according to Article 420.18 of the Standard Specifications. If an application of sand is required by the Engineer for blotter material, it will be considered incidental to this work. The application of both coats shall be witnessed by the Engineer. The Engineer shall be notified 24 hours in advance prior to application. Protective surface treatment shall not be paid for separately but shall be included in the cost of the concrete item provided.

Basis of Payment

This work shall be paid for at the contract unit price per square yard for PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT, which price shall include all labor, materials, equipment, protective coat, backfill, restoration and incidentals necessary to complete the work as described above.

HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT

This work shall be in accordance with applicable potions of Sections 351, 406 and 440 of the Standard Specifications, except as herein modified:

Construction Requirements

This work shall include removal and disposal of excavated material for Hot-Mix Asphalt (HMA) driveways located throughout the project limits. Excavated materials shall include but not limited to Portland cement concrete pavement, HMA concrete pavement, aggregate subbase and soil. Excavation to subgrade shall not be paid for separately, but shall be included in the cost of HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT.

This work shall include placement of six (6) inches of aggregate base course under three (3) inches of HMA surface course. If the existing base is soft or unsuitable, the Contractor shall remove the existing base and provide compacted granular material (CA-6 or approved equal) as required to provide a stable sub base.

All homeowners shall be given a minimum 48 hour notice prior to excavation of their driveway. This item includes all driveways removed due to conflict with work items included in the Contract Documents or as directed by the Engineer. Any driveway damaged by the Contractor will not be paid separately, but shall be replaced at the Contractor's own expense.

Driveway replacements behind the sidewalk shall consist of saw-cutting, removing and replacing a one foot wide section of the driveway, the full width of the driveway.

Basis of Payment

This work shall be paid for at the contract unit price per square yard for HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT, which price shall include all labor, material, equipment, backfill, restoration and incidentals necessary to complete the work as described above.

REMOVE & REPLACE 4' DIA. VAULT WITH NEW 6'' GATE VALVE or REMOVE & REPLACE 4' DIA. VAULT

This work shall include, where specified, the replacement of a 6" right hand closing resilient wedge gate valve conforming to AWWA Standard C-509 as manufactured by Clow Corporation, Waterous Company or approved equal, and replacement of a 48 inch diameter valve vault at locations as shown on the plans or as directed by the Engineer.

Construction Requirements

The installation of the valve vault shall be done in accordance with City of St. Charles Standards and the Standard Specifications for Water and Sewer Main Construction in Illinois, most current edition. Valve vault shall be constructed of 6" wide reinforced concrete sections conforming to ASTM C-478.

Butyl rubber strips shall be placed between the tongue and groove sections. The Contractor shall be responsible for measurement of the depth of the new structure sections and pipe sizes required for replacement. The Contractor shall be responsible for verifying in the field the proposed structure's rim and water main elevation before ordering or commencing with the work. Valve shall be centered under the valve vault opening/lid. All valve bolts shall be 304-grade stainless steel.

The Contractor shall adhere to guidelines for the final adjustment of the frame and cover based on the location of the structure. Refer to special provision for FINAL ADJUSTMENT OF FRAME & COVER.

Basis of Payment

This work shall be paid for at the contract unit price for REMOVE & REPLACE 4' DIA. VAULT WITH NEW 6" GATE VALVE or REMOVE & REPLACE 4' DIA. VAULT, which price shall include all labor, equipment, materials, frame and lid, and incidentals necessary to complete the work as described above including, but not limited to pavement removal, excavation, removal and disposal of excavated materials, disposal of removed structure, granular trench backfill and final adjustment of frame and lid and restoration.

REBUILD TOP OF STRUCTURE

This work shall consist of the removal of the existing frame and lid/grate, adjusting rings and manhole cone or flat top, and the installation of a new manhole cone or flat top as directed by the Engineer, concrete adjusting rings and frame and lid at the location as shown on the plans or as directed by the Engineer, and shall be done in accordance with City of St. Charles Standards and the Standard Specifications for Water and Sewer Main Construction in Illinois, most current edition.

Construction Requirements

Structure sections shall be constructed of 6" wide reinforced concrete sections conforming to ASTM C-478. Butyl rubber strips shall be placed between the tongue and groove sections. The Contractor shall be responsible for the height measurements of the existing cone section, adjusting rings and manhole frame to ensure the height of the new components shall match the existing pavement grade.

Where noted on the plans or as directed by the Engineer, the frame and lid/grate shall be replaced. The existing frames and lids shall remain the property of the City of St Charles. The Contractor shall deliver the existing frames and lids to the City of St Charles Public Works facility, or as directed by the Engineer. Type 3 frames shall be Neenah R-3277-A, combination frame, grate and curb box, or approved equal.

The Contractor shall adhere to guidelines for the final adjustment of the frame and cover based on the location of the structure. Refer to special provision for FINAL ADJUSTMENT OF FRAME & COVER.

Basis of Payment

This work shall be paid for at the contract unit price each for REBUILD TOP OF STRUCTURE, which price shall include all labor, material, equipment, and incidentals necessary to complete the work specified to comply with the City of St. Charles' requirements including, but not limited to, pavement removal, excavation, removal of excavated material and disposal of removed structures,

supply and compaction of trench backfill, supply and installation of new flat top or cone section, adjusting rings, frame and lid or grate and final adjustment of structure and restoration. Contractors shall familiarize themselves with the City of St. Charles Details.

FIRE HYDRANT ASSEMBLY

FIRE HYDRANT ASSEMBLY - REMOVE & REPLACE

This work shall consist of the removal and replacement or installation of new fire hydrants, auxiliary valves and valve boxes at locations as shown on the plans.

Materials

All new fire hydrants shall conform to the following requirements:

Fire Hydrant:

- a. Approved Models: (Refer to standard Fire Hydrant Detail)
 - i. Waterous Pacer Model WB-67-250
 - ii. Mueller Super Centurion 250
 - iii. Clow Medallion
 - iv. All hydrants shall have:
 - 1. 6" mechanical joint connection
 - 2. $5\frac{1}{4}$ " valve opening
 - 3. 5' cover over hydrant lateral
 - 4. 6" valve on lateral
 - 5. Valve box shall have a valve box stabilizer installed *

*(Valve box adaptor #2 type A, as made by Adaptor, Inc. or approved equal)

- b. <u>Fire Hydrant Paint:</u> Safety Red, Sherwin Williams 'Shercryl' 6403-31922, B66R300 or approved equal.
- c. <u>Bolts Placed Underground:</u> All below grade factory installed bolts and fasteners shall be 304-grade stainless steel.

The contractors shall familiarize themselves with the City of St. Charles Details for additional information.

Construction Requirements

All fire hydrants shall be equipped with an auxiliary valve and cast iron valve box. The auxiliary valve shall be six-inch (6") ductile iron water pipe conforming to AWWA Standard C151, C111, and C104. The valve boxes shall be of the adjustable type, shall be set at finished grade, and shall have the valve box covers stamped "Water".

Contractor shall verify height of existing fire hydrants prior to ordering material. Any extensions that are required due to failure to verify existing heights will be installed at the contractor's cost.

Existing materials shall be delivered to the Department of Public Works.

Basis of Payment

This item shall be paid at the contract unit price per each for FIRE HYDRANT ASSEMBLY or FIRE HYDRANT ASSEMBLY – REMOVE & REPLACE, which price shall include the cost of all labor,

materials, and equipment necessary, including excavation and backfill, to install the fire hydrant, auxiliary valve, auxiliary valve box with stabilizer, and line extension as detailed in the Sewer and Water Specifications and restoration, all to the satisfaction of the Engineer.

RAISE FIRE HYDRANT 6" or FIRE HYDRANT ASSEMBLY BOLT REPLACEMENT W/ NEW AUX. BOX or VALVE IN VAULT BOLT REPLACEMENT

When called out on the plans, bolt replacement shall consist of excavation of the existing fire hydrant and auxiliary valve, exposing all bolts around the pipe and fittings. Existing bolts shall be removed and replaced with 304 Grade Stainless Steel bolts.

Construction Requirements

When called out on the plans, bolts to be replaced include all pipe flange or mechanical joint bolts on the hydrant and auxiliary valve. Valve bolts shall include the valve bonnet, stuffing box and the valve hex cap bolt. Hydrant bolts shall include all standpipe, extensions, hydrant head and stuffing box bolts. The bolts at the tee on the main are not included in the proposed work, except where practical and easily accessible, without excessive additional excavation, as determined by the Engineer.

When called out on the plans, raising the fire hydrant 6" shall consist of excavation of the existing fire hydrant standpipe and installing a 6" extension pipe to the hydrant standpipe. All new bolts shall be 304 Grade Stainless Steel. See Fire Hydrant Detail and manufacturer's specifications for hydrant extensions.

When called out on the plans, auxiliary valve box replacements shall follow the Fire Hydrant Detail and shall be installed with a stabilizer (Valve box adaptor #2 type A, as made by Adaptor, Inc. or approved equal). Valve boxes shall be of the adjustable type, shall be set at finished grade, and shall have the valve box covers stamped "Water".

Backfill and restoration shall be considered included in the cost of the associated pay item.

REMOVE & REPLACE B-BOX

This work shall consist of the removal and replacement of B-Boxes at locations as indicated on the plans or as directed by the Engineer.

Materials

Boxes shall be Mueller H-10300 with 1-1/4" interior diameter upper section and a 2" Minneapolis tapped base, A.Y. McDonald 5615 1-1/4", or approved equal. See Copper Water Service Connection Detail for further information.

Construction Requirements

B-boxes located in driveways and sidewalks shall be adjusted below grade 2" and protected with a valve box. The valve box shall be set to finished grade with "Water" stamped on the cover. The cost of the valve box shall be included in the cost of REMOVE & REPLACE B-BOX.

Basis of Payment

This work shall be paid for at the contract unit price each for REMOVE & REPLACE B-BOX, which price shall include all labor, material, removal and disposal of excavated materials, backfill or granular trench backfill, restoration and equipment necessary to complete the work specified to comply with the City of St. Charles requirements.

SANITARY MANHOLE CHIMNEY SEAL

Construction Requirements

For all sanitary sewer manhole adjustments and rebuilds that do not receive a concrete collar, external chimney seals shall be provided. Chimney seal installation work shall include furnishing and installing an external chimney seal as manufactured by "Infishield," or approved equal, and any necessary materials to provide a complete and functional chimney seal.

Basis of Payment

This work shall be paid for at the contract unit price for SANITARY MANHOLE CHIMNEY SEAL. See Sanitary Manhole Chimney Seal Detail for additional information.

REMOVE & REPLACE CATCH BASIN or REMOVE & REPLACE INLET or REMOVE & REPLACE MANHOLE or MANHOLE, TYPE A

This work shall be in accordance with Section 602 and Section 605 of the Standard Specifications, except as modified herein:

Materials

New structures shall be constructed of precast concrete. Other materials will not be accepted.

Construction Requirements

The Contractor shall be responsible for verifying in the field the proposed structure's rim and invert elevations, and pipe diameters. Structures shall be delivered with all required holes precast in place. No sawcutting of new structures will be allowed without approval of the Engineer.

The type of lid or grate (open, closed, etc.) shall be as indicated on the drawings or as directed by Engineer. Type 3 frames shall be Neenah R-3277-A, combination frame, grate and curb box. All structures with open lids or grates shall be provided with temporary silt filter baskets. Catch basin installation shall comply with ASTM C891.

The Engineer will work with the Contractor to stake proposed structure locations as necessary. Approval shall be obtained before commencing with structure installation.

Contractor shall use non-shear couplings to connect to existing pipes.

Basis of Payment

All pipe material and connections, including the non-shear couplings, shall be included in the cost of the structure replacement.

Removal and disposal of existing structures, excavation, stone bedding and backfill required for removal or installation of structures shall be included in the cost of the structure to be installed.

Supply and installation of frame and grate/lid, final structure adjustments and restoration shall be included in the cost of the structure to be installed.

STORM SEWER REMOVAL AND REPLACEMENT or STORM SEWER PIPE, VARIOUS SIZES & MATERIAL or SANITARY SEWER PIPE, VARIOUS SIZES & MATERIAL or PRECAST REINFORCED CONCRETE FLARED END SECTIONS, VARIOUS SIZES

This work shall consist of the removal and replacement of existing and/or construction of new storm or sanitary sewer systems in accordance with Sections 542, 550 and 551 of the Standard Specifications, except as herein modified:

Materials

One of the following pipe materials shall be used for this project:

- A. Storm Sewer System:
 - 1. Plastic Polyvinyl Chloride (PVC) Pressure-Rated pipe, conforming to ASTM D 2241, SDR 21 or 26. Plastic Pressure pipe joints shall be in conformance with ASTM D3139, using Flexible Elastomeric Seals.
 - 2. Reinforced Concrete Low-Head Pressure Pipe (RCP), conforming to ASTM C 361, Class C-25, with bell-and-spigot joints and rubber gasket.

B. Sanitary Sewer System:

 Plastic Polyvinyl Chloride (PVC) Pressure-Rated pipe, conforming to ASTM D2241, SDR 21 or 26. Plastic Pressure pipe joints shall be in conformance with ASTM D3139, using Flexible Elastomeric Seals.

Construction Requirements

Pipe installation shall conform to the requirements of the latest edition of the Standard Specifications for Water & Sewer Main Construction in Illinois, Section 31-1.02 to 31-1.10 inclusive, ASTM D 2321 and City of St. Charles' requirements.

It is the Contractor's responsibility to field verify the exact locations and elevations of existing utilities and existing sewer service connections and coordinate with Engineer any changes to the proposed utility layout and/or elevation.

Non-shear couplings shall be used for connections to existing storm sewer pipes. The Contractor shall refer to the City of St. Charles Specifications and Details for all pipe connections, trench backfill and bedding requirements, service installation requirements and temporary patches. Unnecessary joints in the replaced section of pipe will not be allowed.

All newly installed sewer lines will be televised by the City and must be approved by the Public Works Engineering Division before pavement placement. Any defects, poor workmanship, etc. found during televising shall be removed and replaced at the Contractor's expense. Any spoils, stone or construction material found in the pipes shall be jetted and cleaned prior to City approval.

Basis of Payment

Pay items shall include pavement removal, excavation, removal and disposal of the excavated material, removal of existing pipe, bedding preparation, fittings, gaskets, connection to existing service connections and manholes/structures, supply and compaction of granular trench backfill, testing, all for a complete installation. When work is in the parkway, RESTORATION shall be included in the cost of the storm or sanitary sewer.

REMOVING MANHOLES

This work shall be in accordance with Section 605 of the Standard Specifications, except as modified herein:

Materials

Trench backfill shall be CA-7 when structures to be removed are within the pavement.

Construction Requirements

This work shall include temporary patches as necessary.

Basis of Payment

When work is in the parkway, backfill, RESTORATION shall be included. When work is within the pavement, pavement removal and trench backfill shall be included.

REMOVE & REPLACE SANITARY SEWER SERVICE, 6"

This work shall consist of the replacement of existing sanitary sewer service pipe sections as indicated on drawings and/or as directed by the Engineer.

Material

A: Plastic Polyvinyl Chloride (PVC) Pressure-rated pipe, conforming to ASTM D 2241, SDR 26. Plastic Pressure pipe joints shall be in conformance with ASTM D3139, using Flexible Elastomeric Seals.

Construction Requirements

Pipe installation shall conform to the requirements of the latest version of the Standard Specification for Water and Sewer Main Construction in Illinois, Section 31-1.02 to 31-1.10 inclusive, ASTM D 2321 and City of St Charles requirements.

It is the Contractor's responsibility to field-verify the exact locations and elevations of existing utilities and existing sewer service and coordinate with the Engineer, any changes to the proposed utility layout and/or elevations.

Non-shear couplings shall be used for connections to existing sanitary sewer pipe. Pipe "wye" shall be installed at the main, where necessary, and shall be included in the cost of the associated sanitary sewer pipes to be replaced. The Contractor shall refer to the City of St. Charles Standard Engineering details for all pipe connections, trench backfill and bedding requirements, and service installation requirements.

Basis of Payment

This item shall be paid for at the contract unit price per linear foot of REMOVE & REPLACE SANITARY SEWER SERVICE, 6" which price shall be payment in full for all labor, material, and equipment necessary for the pavement removal, excavation, removal and disposal and replacement of existing pipe, fittings, gaskets, connection to existing service, trench backfill, temporary asphalt patches and any incidentals necessary for a complete installation.

DUCTILE IRON WATER MAIN, CLASS 52, REMOVE & REPLACE

This work shall consist of the furnishing and installation of a ductile iron water main and fittings, with interior diameter as indicated on plans or as directed by the Engineer. The work shall be constructed in accordance with the applicable sections of the Section 40 and 41 of the "Standard Specifications for Water and Sewer Construction in Illinois", the latest edition, and the City of St. Charles standards.

Materials

- A. Watermain Pipe:
 - d. Ductile Iron Class 52, conforming to AWWA Standard C-151.
 - i. Cement Lining, conforming to AWWA Standard C-104.
 - ii. Mechanical or push-on joints shall conform to AWWA Standard C-111.
 - iii. At minimum, Type 3 laying conditions shall be provided, conforming to AWWA Standard C-600.
 - e. All watermains shall be encased in a High Density Polyethylene Encasement with its material specifications and installation method in accordance with ANSI.AWWA C105/A21.5, ASTM A674, using "Method A" installation.
- B. Joint Restraint:

All mechanical joint fittings shall have restraining glands installed. Restraint device shall be Uni-flange by Ford Company or Mega-lug by EBAA Iron. Push joint pipe restraint shall be Field Lock Gaskets by US Pipe or Series 1700 Mega-lug or Series 1390 Pipe Restraint by Ford. Lengths of pipe restraint shall be determined from manufacturers installation specifications (refer to watermain restraint detail). Mechanical joints and fittings shall be considered included in the cost of the water main replacement.

C. Thrust Blocking:

Concrete thrust blocks, as shown on the plans and/or directed by the Engineer, shall be constructed at plugs, tees, and bends of 3000 psi. concrete in accordance with section 41-2.09 of the "Standard Specifications for Water and Sewer Main Construction in Illinois", latest edition, and City of St. Charles standards. The concrete thrust blocks shall completely fill the space between the bends or fittings and the walls of the trench from 6 inches below the fittings to 12 inches above the fitting with no possible interference with the making or remaking of the joints. In addition to the concrete thrust blocking all mechanical joints, bends of 22 degrees and larger, and fire hydrants shall be a "Megalug" restraint or approved equal. Bolts shall be 304 Grade Stainless Steel. This work shall be considered included in the cost of the water main.

Construction Requirements

Watermain Installation

Water in the trench shall be removed during pipe laying and jointing operations. Provisions shall be made to prevent floating of the pipe. Trench water shall not be allowed to enter the pipe at any time.

Adequate provisions shall be made for safely storing and protecting all water pipe prior to the actual installation in the trench. Care shall be taken to prevent damage to the pipe castings, both inside and out. Provisions shall be made to keep the inside of the pipe clean throughout its storage period and to keep mud and/or debris from being deposited therein.

All pipe and fittings must be cleaned and swabbed with a chlorine solution of at least 50 mg/L. A City of St. Charles representative must test this solution. Backfill work shall be performed in accordance of with applicable portions of Section 208 of the "Standard Specifications for Road and Bridge Construction" latest addition, and City of St. Charles trench backfill specifications.

Proper equipment shall be used for the safe handling, conveying, and laying of the pipe. All pipes shall be carefully lowered into the trench, piece by piece, by means of suitable tools or equipment, in such a manner as to prevent damage to water main materials and protective coatings and linings. Under no circumstances shall water main material be dropped or dumped into the trench.

The pipe shall be inspected for defects. All lumps, blisters, and excess coal tar coating shall be removed from the ends of each pipe and the inside of the bell.

When connecting joints, all portions of the joining materials and the socket and spigot ends of the joining pipe shall be wiped clean of all foreign materials. The actual assembly of the joint shall be in accordance with the manufacturer's installation instructions. During the construction and until joining operations are complete, the open ends of all pipes shall be at all times protected and sealed with temporary water tight plugs. Unless otherwise specified or as shown separately on the plans, all water main shall be laid with a minimum depth of five feet as measured from the established grade shown on the drawings to the top of the pipe. No additional compensation will be provided for sections of pipe that have a depth of bury greater than five feet.

The entire section of the pipe shall be pushed forward to seat the spigot end into the bell. After the section of pipe is inserted into the bell (when joining pipe to mechanical joint fittings) the gasket shall then be pressed into place within the bell, being careful to have the gasket evenly located around the entire joint.

Watermain trench shall be backfilled with CA-7. Backfill shall be to the existing grade and provide for a safe and drivable surface at the end of each working day.

Measurement and Payment

This work as described above, shall be paid for at the Contract Unit price per lineal foot for DUCTILE IRON WATER MAIN, CLASS 52, REMOVE & REPLACE, of the size indicated on the plans, which price shall be payment in full for all materials, including removal of existing watermain where appropriate, all fittings (bends, wyes, tees, reducers, plugs, sleeves), pipe, polyethylene encasement,

thrust blocks, Mega-lugs, sawcutting, removal and disposal off-site of excavated material (including pavement), trench and stockpile protection (fencing), bedding, trench backfill, including labor, equipment and incidentals as shown on the plans and as required herein for a complete and operational watermain.

GRADING AND SHAPING DITCHES

This work shall consist of the grading and shaping of the parkway of Campton Hills Road where specified on the plans, and shall be done in accordance with the applicable portions of Section 202 of the Standard Specifications, except as modified herein:

Construction Requirements

RESTORATION shall be included as part of this pay item.

<u>Basis of Payment</u> The cost of RESTORATION shall be included in this pay item.

SHOULDER REMOVAL AND REPLACEMENT

This work shall consist of the removal and replacement of the existing aggregate shoulder at locations as shown on the plans or as directed by the Engineer. The work shall be done in accordance with the applicable portions of Sections 202 and 481 of the Standard Specifications except as modified herein:

Construction Requirements

Shoulder removal shall be to a depth of 5" below finished grade of the pavement, and shall include removal and disposal of spoils in areas where an aggregate shoulder may not exist.

The Contractor shall remove all excess excavated material off site on a daily basis, which shall be included in the cost of this work.

The thickness of the removal and replacement shall be five (5) inches. Shoulder width shall be as noted on the plans.

Method of Measurement

This work shall be paid for at the contract unit price per square yard.

Basis of Payment

This work shall be paid for at the contract unit price per square yard for SHOULDER REMOVAL AND REPLACEMENT, which price shall include all labor, material, equipment and incidentals necessary to complete the work as described above.

DETOUR SIGNING

This work shall consist of supplying, installing, maintaining and removing all required detour signage for road closures on Campton Hills Road.

Construction Requirements

Any additional signage required not shown on plan, shall not be paid for separately, but included in the lump sum payment of DETOUR SIGNING.

All detour signage shall be installed, and approved by the Engineer, prior to any road closures.

All road closures must be planned a minimum of 72 hours in advance and approved by the Engineer.

Method of Measurement

This work shall be paid for at the contract unit price per lump sum.

Basis of Payment

This work shall be paid for at the contract unit price per lump sum for DETOUR SIGNING, which price shall include all labor, material, equipment and incidentals necessary to complete the work as described above.

DETECTOR LOOP, TYPE I

Description

This item shall consist of furnishing, installing and testing 6' X 8' rectangular detector loops at the locations shown on the plans. The detector loops shall be installed in accordance with all details shown on the plans and applicable portions of Section 886 of the Standard Specifications. All sawcutting, detector loop installation, joint sealing, lead-ins, and testing necessary to complete the installation shall conform to the following requirements:

Materials

The cable used for detector loop shall be #14-7 strand XHHW XLP-600V, encased in orange Detectaduct tubing as manufactured by Kris-Tech Wire Company, Inc or equivalent. All loop wire shall be UL listed. Lead-ins shall be Conoga-30003 cable or equivalent from the handhole to the cabinet. The jacket shall be made of high-density polyethylene.

At ambient air temperatures above 50 degrees F, joint sealer having a minimum tensile strength of 100 P.I.E. when tested by ASTM Method D638-58T shall be used. The sealer shall have sufficient strength and resiliency to withstand stresses caused by vibrations, and pavement expansion and contraction due to temperature changes. Adhesion of the sealer to Portland cement concrete shall be at least equal to the tensile strength of the concrete. The joint sealer shall have a maximum cure time of 30 minutes. Curing shall be defined as the capability of withstanding normal traffic loads without degradation. The sealer shall meet or exceed the specifications of OZ GEDNEY DOZSeal 230 filling compound.

If the ambient air temperature is below 50 degrees F, a hard asphalt-base filling and insulating compound having a high softening point and a high pouring temperature shall be used. The filling compound shall have a softening point of not less than 235 degrees F, a summer pouring temperature of 375 degrees F, and a winter pouring temperature of 425 degrees F. Installation Details

The Engineer shall be contacted regarding proposed changes in loop locations necessitated by badly deteriorated pavement. The Engineer may relocate such loops. Detector loops may not be installed before permanent striping is completed on a newly resurfaced section of road.

Slots in the pavement shall be cut with a concrete sawing machine in accordance with the applicable portions of Section 420.05 of the Standard Specifications. The slot must be clean, dry, and oil-free. Wire shall be inserted in the pavement slot with a blunt tool which will not damage the insulation. Loops shall not be dry cut. Loops shall not be installed at an outside temperature below 50° F unless directed by Engineer.

All excess joint sealer shall be removed so that the level of the sealer in the sawcut is at the same level as the adjoining pavement.

Plastic sleeving shall be used to insulate the wire where loop wire crosses cracks and joints in the pavement. The sleeving shall be properly sealed with electrical tape to prevent joint sealer from entering sleeves. Sleeving shall extend a minimum of 8 inches each side of joint. Detector loops shall be centered in all traffic lanes unless designated otherwise on the plans or by the Engineer. Traffic lanes shall be referred to by number, and loop wire shall be color-coded and labeled accordingly. Lane #1 shall be the southbound (westernmost) or westbound (northernmost) outside lane. Subsequent lanes are to be coded sequentially towards the opposite outside shoulder. A chart which shows the coding for each installation shall be included in each cabinet. Core holes will not be allowed at corners of loops. Sawcuts for all detector loops and lead-ins shall not be greater than 2 3/4 inches in depth.

All detector loops shall contain four (4) turns of #14 wire. Detector loops shall not be connected in series with other loops. Each detector loop shall have its own lead-in cable to the cabinet when said detector loop is over 150 feet from the cabinet. The loop lead-in shall be a Canoga 30003 cable or equivalent. Loop and lead-in wires shall be free from kinks or any insulation abrasions. Lead-ins shall be twisted in such a manner so as to prevent mechanical movement between the individual cables. Lead-in cable shall be brought into a cabinet or handhole at the time the detector loop is placed in the pavement.

Where lead-in runs are less than 150 feet, the loop wire shall be utilized as lead-in to the point of termination without splices, being twisted 5 turns per foot. The loop wire will be paid for as lead-in from the handhole to the point of termination in the cabinet.

Loop lead-ins placed in handholes shall be coiled, taped and secured to the upper portion of the handhole to protect against water damage. The excess coiled wire should not exceed 6' in length. Any other method of installation will require prior written approval of the Engineer. Each loop lead-in shall be color coded and tagged at each angled drilled hole, handhole, and junction box through which it passes and at the termination point in the cabinet.

An angled hole shall be drilled at least 12 inches in from the edge of pavement through which the 1 1/4 inch PVC conduit containing the loop lead-in cable shall be installed (see plan detail).

The loop shall be spliced to the lead-in wire with a barrel sleeve, crimped and soldered. Adhesive-lined heat shrink tubing shall be used to provide waterproof protection for the splice. The soldered connection shall be made with a soldering iron or soldering gun. No other method will be acceptable, i.e. the use of a torch to solder will not be acceptable. The heat shrink tubing shall be shrunk with a heat gun. No other method will be acceptable, i.e. the use of a torch will not be acceptable, i.e. the use of a torch will not be acceptable. No burrs shall be left on the wire when soldering is finished. Cold solder joints will not be acceptable.

The Traffic Count Detector Loop color code shall be as follows:

LOOP #1	GRAY
LOOP #2	ORANGE
LOOP #3	PURPLE
LOOP #4	BLUE
LOOP #5	GREEN
LOOP #6	YELLOW
LOOP #7	BROWN
LOOP #8	WHITE

At locations where there are more than eight loops, loops number nine through number sixteen shall repeat the same color code, but all loops shall additionally be marked to identify the lane.

In addition to color codes each loop shall be identified with a written label attached to the loop wire, or lead-in wire. The tags shall be Panduit #MP250W175-C or equivalent. All wires and cables shall be identified in each handhole or cabinet the cable passes through, or terminates in. The labels shall be attached to the cable by use of two cable ties.

Protection Of Work

Electrical work, equipment and appurtenances shall be protected from damage during construction until final acceptance. Electrical duct openings shall be capped or sealed to prevent the entrance of water and dirt. Wiring shall be protected from mechanical injury.

Standards Of Installation

Electrical work shall be completed in a neat and workmanlike manner in accordance with the best practices of the trade. Unless otherwise indicated, materials and equipment shall be new and installed in accordance with the manufacturer's recommendations.

Except as specified elsewhere herein, materials and equipment shall be in conformance with the requirements of Section 106 of the Standard Specifications.

Testing

Detector loops shall be tested immediately upon installation at each automated traffic recording station and again at the time of Final Acceptance Inspection in the presence of the Engineer. Items which fail to test satisfactorily shall be repaired or replaced before final acceptance. An electronic test instrument capable of measuring large values of electrical resistance, such as a megger, shall be used to measure the resistance of the detector loop and its lead-in. The resistance of the loop and its lead-in shall be a minimum of 100 megohms above ground under any conditions of weather or moisture. The resistance tests and all electronic tests shall be performed in the presence of the Engineer any number of times as specified by the Engineer. The loop and loop lead-in shall have an inductance between 100 microhenries and 350 microhenries. The continuity test of the loop and loop lead-in shall not indicate a resistance greater than two (2) ohms. The Contractor shall conduct all testing in the presence of the Engineer and all readings will be recorded by the Engineer. Testing shall be done with an approved loop tester.

Method Of Measurement

The detector loop measurement shall be the length of sawcut in the pavement which contains loop wire. The actual length of wire used in the sawcut shall not be considered in any measurement.

Basis For Payment

This item will be paid at the contract unit price per lineal foot for DETECTOR LOOP, TYPE I.

ADJUSTMENTS AND RECONSTRUCTIONS

Effective: March 15, 2011

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-1 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-1 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-1 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-1 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."

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D-1)

Effective: June 26, 2006 Revised: April 1, 2016

Add the following to the end of article 1032.05 of the Standard Specifications:

"(c) Ground Tire Rubber (GTR) Modified Asphalt Binder. A quantity of 10.0 to 14.0 percent GTR (Note 1) shall be blended by dry unit weight with a PG 64-28 to make a GTR 70-28 or a PG 58-28 to make a GTR 64-28. The base PG 64-28 and PG 58-28 asphalt binders shall meet the requirements of Article 1032.05(a). Compatible polymers may be added during production. The GTR modified asphalt binder shall meet the requirements of the following table.

Test	Asphalt Grade GTR 70-28	Asphalt Grade GTR 64-28
Flash Point (C.O.C.), AASHTO T 48, ℉ (℃), min.	450 (232)	450 (232)
Rotational Viscosity, AASHTO T 316 @ 275 ºF (135 ℃), Poises, Pa·s, max.	30 (3)	30 (3)
Softening Point, AASHTO T 53, ℉ (℃), min.	135 (57)	130 (54)
Elastic Recovery, ASTM D 6084, Procedure A (sieve waived) @ 77 ℃, (25 ℃), aged, ss, 100 mm elongation, 5 cm/min., cut immediately, %, min.	65	65

Note 1. GTR shall be produced from processing automobile and/or light truck tires by the ambient grinding method. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall contain no free metal particles or other 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, *a* 50 g sample of the GTR shall conform to the following gradation requirements:

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

Add the following to the end of Note 1. 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 must be capable of providing continuous mechanical mixing throughout by continuous agitation and 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."

Revise 1030.02(c) of the Standard Specifications to read:

"(c) RAP Materials (Note 5)1031"

Add the following note to 1030.02 of the Standard Specifications:

Note 5. When using reclaimed asphalt pavement and/or reclaimed asphalt shingles, the maximum asphalt binder replacement percentage shall be according to the most recent special provision for recycled materials.

HEAT OF HYDRATION CONTROL FOR CONCRETE STRUCTURES (D-1)

Effective: November 1, 2013

Article 1020.15 shall not apply.

HMA MIXTURE DESIGN REQUIREMENTS (D-1)

Effective: January 1, 2013 Revised: April 1, 2016

1) Design Composition and Volumetric Requirements

Revise the table in Article 406.06(d) of the Standard Specifications to read:

"MINIMUM COMPACTED LIFT THICKNESS				
Mixture Composition	Thickness, in. (mm)			
IL-4.75	3/4 (19)			
SMA-9.5, IL-9.5, IL-9.5L	1 1/2 (38)			
SMA-12.5	2 (50)			
IL-19.0, IL-19.0L	2 1/4 (57)"			

Revise the table in Article 1004.03(c) of the Standard Specifications to read:

"Use	Size/Application	Gradation No.
Class A-1, 2, & 3	3/8 in. (10 mm) Seal	CA 16
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & 3	Cover	CA 14
HMA High ESAL	IL-19.0	CA 11 ^{1/}
•	IL-9.5	CA 16, CA 13 ^{3/}
HMA Low ESAL	IL-19.0L	CA 11 ^{1/}
	IL-9.5L	CA 16
	Stabilized Subbase	
	or Shoulders	
SMA ^{2/}	1/2 in. (12.5mm)	CA13 ^{3/} , CA14 or CA16
	Binder & Surface	
	IL 9.5	CA16, CA 13 ^{3/}
	Surface	

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

- 2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.
- 3/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.

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

"(e) Absorption. For SMA the coarse aggregate shall also have water absorption ≤ 2.0 percent." 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 steal slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours."

Revise the nomenclature table in Article 1030.01 of the Standard Specifications to read:

"High ESAL	IL-19.0 binder;	
	IL-9.5 surface; IL-4.75; SMA-12.5	
	SMA-9.5	
Low ESAL	IL-19.0L binder; IL-9.5L surface;	
	Stabilized Subbase (HMA) ^{1/} ;	
	HMA Shoulders ^{2/}	

- 1/ Uses 19.0L binder mix.
- 2/ Uses 19.0L for lower lifts and 9.5L for surface lift."

Revise Article 1030.02 of the Standard Specifications and Supplemental Specifications to read:

"1030.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	
(b) Fine Aggregate	
(c) RAP Material	
(d) Mineral Filler	
(e) Hydrated Lime	
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	
(h) Fibers (Note 3)	
(i) Warm Mix Asphalt (WMA) Technologies (Note 4)	

Note 1. Slaked quicklime shall be according to ASTM C 5.

Note 2. 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 an Elvaloy or SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. 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 4. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, "Warm Mix Asphalt Technologies"."

Revise Article 1030.04(a)(1) of the Standard Specifications and the Supplemental Specifications to read:

High ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}										
Sieve	IL-19.0 mm SMA		1A 4/	4/ SMA 4/		IL-9.5 mm		IL-4.75 mm		
Size			IL-12.	.5 mm	IL-9.	5 mm				
	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
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 ^{5/}	16	32 ^{5/}	34 ^{6/}	52 ^{2/}	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 μm)			12	16	12	18				
#50 (300 μm)	6	15					4	15	15	30
#100 (150 μm)	4	9					3	10	10	18
#200 (75 μm)	3	6	7.0	9.0 ^{3/}	7.5	9.5 ^{3/}	4	6	7	9 ^{3/}
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

"(1) High ESAL Mixtures. The Job Mix Formula (JMF) shall fall within the following limits.

- 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/ The maximum percent passing the #635 (20 μ m) sieve shall be \leq 3 percent.

- 5/ 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.
- 6/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.

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

"(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent and for IL-4.75 it shall be 3.5 percent at the design number of gyrations. The VMA and 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.

VOLUMETRIC REQUIREMENTS					
		High ESAL			
	Voids ir	n the Mineral Age	gregate	Voids Filled	
	(VMA),				
	% minimum				
Ndesign	IL-4.75 ^{1/}			(VFA),	
_	IL-19.0	IL-9.5		%	
50			18.5	65-78 ^{2/}	
70	13.5	65 75			
90	10.0	00 - 75			

- 1/ Maximum Draindown for IL-4.75 shall be 0.3 percent
- 2/ VFA for IL-4.75 shall be 72-85 percent"

Replace Article 1030.04(b)(3) of the Standard Specifications with the following:

"(3) SMA Mixtures.

Volumetric Requirements SMA ^{1/}				
Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %	
80 ^{4/}	3.5	17.0 ^{2/} 16.0 ^{3/}	75 - 83	

- 1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.
- 2/ Applies when specific gravity of coarse aggregate is ≥ 2.760 .

- 3/ Applies when specific gravity of coarse aggregate is < 2.760.
- 4/ Blending of different types of aggregate will not be permitted. 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.

Add to the end of Article 1030.05 (d) (2) a. of the Standard Specifications:

"During production, the Contractor shall test SMA mixtures for draindown according to AASHTO T305 at a frequency of 1 per day of production."

Delete last sentence of the second paragraph of Article 1102.01(a) (4) b. 2.

Add to the end of Article 1102.01 (a) (4) b. 2.:

"As an option, collected dust (baghouse) may be used in lieu of manufactured mineral filler according to the following:

- (a.) Sufficient collected dust (baghouse) is available for production of the SMA mix for the entire project.
- (b.) A mix design was prepared based on collected dust (baghouse).

2) Design Verification and Production

Revise Article 1030.04 (d) of the Standard Specifications to read:

"(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (IL mod AASHTO T-324) and the Tensile Strength Test (IL mod AASHTO T-283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department's verification test, the Contractor shall make the necessary changes to the mix and resubmit compacted specimens to the Department for verification. If the mix fails again, the mix design will be rejected.

All new and renewal mix designs will be required to be tested, prior to submittal for Department verification and shall meet the following requirements:

(1)Hamburg Wheel Test criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements ^{1/}

Asphalt Binder Grade	# Repetitions	Max Rut Depth (mm)
PG 70 -XX (or higher)	20,000	12.5
PG 64 -XX (or lower)	10,000	12.5

- 1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.
- Note: For SMA Designs (N-80) the maximum rut depth is 6.0 mm at 20,000 repetitions. For IL 4.75mm Designs (N-50) the maximum rut depth is 9.0mm at 15,000 repetitions.
- (2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

<u>Production Testing</u>. Revise first paragraph of Article 1030.06(a) of the Standard Specifications to read:

"(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture with a quantity of 3000 tons (2750 metric tons) or more according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures".

Add the following after the sixth paragraph in Article 1030.06 (a) of the Standard Specifications:

"The Hamburg Wheel test shall also be conducted on all HMA mixtures from a sample taken within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.

If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria"

Method of Measurement:

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_{mb}."

Basis of Payment.

Replace the fourth paragraph of Article 406.14 of the Standard Specifications with the following:

"Stone matrix asphalt will be paid for at the contract unit price per ton (metric ton) for POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; and POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified."

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)

Effective: November 1, 2012 Revise: April 2, 2016

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Bureau of Materials and Physical Research approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.
 - (1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.
 - (2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

(a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. Additional processed RAP (FRAP) shall be stockpiled in a separate working pile, as designated in the QC Plan, and only added to the sealed stockpile when test results for the working pile are complete and are found to meet tolerances specified herein for the original sealed FRAP stockpile. Stockpiles shall be sufficiently separated to prevent intermingling at the base. All stockpiles (including unprocessed RAP and FRAP) shall be identified by signs indicating the type as listed below (i.e. "Non- Quality, FRAP -#4 or Type 2 RAS", etc...).

- (1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mix the FRAP will be used in.
- (2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, Superpave (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 in. (75 mm) single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.
- (3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, Superpave HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP or FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, plant cleanout etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

(b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall be sufficiently separated to prevent intermingling at the base. Each stockpile shall be signed indicating what type of RAS is present. However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of Type 1 RAS with Type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type, and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. FRAP and RAS testing shall be according to the following.

- (a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.
 - (1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).
 - (2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.
 - (3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Before extraction, each field sample of FRAP, shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

(b) RAS Testing. RAS shall be sampled and tested during stockpiling according to Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources". The Contractor shall also sample as incoming material at the HMA plant.

- (1) During Stockpiling. Washed extraction and testing for unacceptable materials shall be run at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 1000 tons (900 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS shall be in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.
- (2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

The Contractor shall obtain and make available all test results from start of the initial stockpile sampled and tested at the shingle processing facility in accordance with the facility's QC Plan.

Before extraction, each field sample shall be split to obtain two samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

1031.04 Evaluation of Tests. Evaluation of test results shall be according to the following.

(a) Evaluation of FRAP Test Results. All test results shall be compiled to include asphalt binder content, gradation and, when applicable (for slag), G_{mm}. A five test average of results from the original pile will be used in the mix designs. Individual extraction test results run thereafter, shall be compared to the average used for the mix design, and will be accepted if within the tolerances listed below.

Parameter	FRAP
No. 4 (4.75 mm)	± 6 %
No. 8 (2.36 mm)	± 5 %
No. 30 (600 μm)	± 5 %
No. 200 (75 μm)	± 2.0 %
Asphalt Binder	± 0.3 %
G _{mm}	\pm 0.03 ^{1/}

1/ For stockpile with slag or steel slag present as determined in the current Manual of Test Procedures Appendix B 21, "Determination of Reclaimed Asphalt Pavement Aggregate Bulk Specific Gravity".

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the FRAP stockpile shall not be used in Hot-Mix Asphalt unless the FRAP representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

The Contractor shall maintain a representative moving average of five tests to be used for Hot-Mix Asphalt production.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the ITP, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)" or Illinois Modified AASHTO T-164-11, Test Method A.

(b) Evaluation of RAS Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. A five test average of results from the original pile will be used in the mix designs. Individual test results run thereafter, when compared to the average used for the mix design, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	±5%
No. 16 (1.18 mm)	± 5 %
No. 30 (600 μm)	±4%
No. 200 (75 μm)	± 2.5 %
Asphalt Binder Content	± 2.0 %

If any individual sieve and/or asphalt binder content tests are out of the above tolerances when compared to the average used for the mix design, the RAS shall not be used in Hot-Mix Asphalt unless the RAS representing those tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

(c) Quality Assurance by the Engineer. The Engineer may witness the sampling and splitting conduct assurance tests on split samples taken by the Contractor for quality control testing a minimum of once a month.

The overall testing frequency will be performed over the entire range of Contractor samples for asphalt binder content and gradation. The Engineer may select any or all split samples for assurance testing. The test results will be made available to the Contractor as soon as they become available.

The Engineer will notify the Contractor of observed deficiencies.

Differences between the Contractor's and the Engineer's split sample test results will be considered acceptable if within the following limits.

Test Parameter	Acceptable Lim	its of Precision
% Passing:1/	FRAP	RAS
1/2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	3.0%
No. 200	2.2%	2.5%
Asphalt Binder Content	0.3%	1.0%
G _{mm}	0.030	

1/ Based on washed extraction.

In the event comparisons are outside the above acceptable limits of precision, the Engineer will immediately investigate.

(d) Acceptance by the Engineer. Acceptable of the material will be based on the validation of the Contractor's quality control by the assurance process.

1031.05 Quality Designation of Aggregate in RAP and FRAP.

- (a) RAP. The aggregate quality of the RAP for homogeneous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.
 - (1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
 - (2) RAP from Superpave/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
 - (3) RAP from Class I, Superpave/HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
 - (4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.
- (b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Fractionated RAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5,000 tons (4,500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant laboratory prequalified by the Department for the specified testing. The consultant laboratory shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the Bureau of Materials and Physical Research Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications. The fine aggregate portion of the fractionated RAP shall not be used in any HMA mixtures that require a minimum of "B" quality aggregate or better, until the coarse aggregate fraction has been determined to be acceptable thru a MicroDeval Testing.

1031.06 Use of FRAP and/or RAS in HMA. The use of FRAP and/or RAS shall be the Contractor's option when constructing HMA in all contracts.

- (a) FRAP. The use of FRAP in HMA shall be as follows.
 - (1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
 - (2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.
 - (3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.
 - (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.
 - (5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.
- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.

(c) FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with FRAP in HMA mixtures up to a maximum of 5.0 percent by weight of the total mix.

When FRAP is used alone or FRAP is used in conjunction with RAS, the percent of virgin asphalt binder replacement (ABR) shall not exceed the amounts indicated in the table below for a given N Design.

HMA Mixtures ^{1/2/4/}	Maximum % ABR		
Ndesign	Binder/Leveling	Surface	Polymer
	Binder		Modified ^{3/}
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
4.75 mm N-50			40
SMA N-80			30

Max Asphalt Binder Replacement for FRAP with RAS Combination

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the percent asphalt binder replacement shall not exceed 50 % of the total asphalt binder in the mixture.
- 2/ When the binder replacement exceeds 15 % for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 % binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 %, the required virgin asphalt binder grade shall be PG64-28.
- 3/ When the ABR for SMA or IL-4.75 is 15 % or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.
- 4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 %.

1031.07 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing RAP/FRAP and/or RAS material meeting the detailed requirements specified herein.

(a) FRAP and/or RAS. FRAP and /or RAS mix designs shall be submitted for verification. If additional FRAP or RAS stockpiles are tested and found to be within tolerance, as defined under "Evaluation of Tests" herein, and meet all requirements herein, the

additional FRAP or RAS stockpiles may be used in the original design at the percent previously verified.

(b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design. A RAS stone bulk specific gravity (Gsb) of 2.300 shall be used for mix design purposes.

1031.08 HMA Production. HMA production utilizing FRAP and/or RAS shall be as follows.

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

If during mix production, corrective actions fail to maintain FRAP, RAS or QC/QA test results within control tolerances or the requirements listed herein the Contractor shall cease production of the mixture containing FRAP or RAS and conduct an investigation that may require a new mix design.

- (a) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.
- (b) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.
 - (1) Dryer Drum Plants.
 - a. Date, month, year, and time to the nearest minute for each print.
 - b. HMA mix number assigned by the Department.
 - c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
 - d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
 - e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.

- f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
- g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.
- h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)
- i. When producing mixtures with FRAP and/or RAS, a positive dust control system shall be utilized.
- j. Accumulated mixture tonnage.
- k. Dust Removed (accumulated to the nearest 0.1 ton (0.1 metric ton))
- (2) Batch Plants.
 - a. Date, month, year, and time to the nearest minute for each print.
 - b. HMA mix number assigned by the Department.
 - c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
 - d. Mineral filler weight to the nearest pound (kilogram).
 - f. RAS and FRAP weight to the nearest pound (kilogram).
 - g. Virgin asphalt binder weight to the nearest pound (kilogram).
 - h. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Wedge Shoulders, Type B. The use of RAP or FRAP in aggregate surface course and aggregate shoulders shall be as follows.

(a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".

(b) Gradation. The RAP material shall meet the gradation requirements for CA 6 according to Article 1004.01(c), except the requirements for the minus No. 200 (75 μ m) sieve shall not apply. The sample for the RAP material shall be air dried to constant weight prior to being tested for gradation."

BDE SPECIAL PROVISIONS For the January 19 and March 9, 2018 Lettings

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

File	e Name	<u>#</u>	Special Provision Title	Effective	Revised
	80099	1	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
	80382	2	Adjusting Frames and Grates	April 1, 2017	
	80274	3	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
	80192	4	Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	5	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80241	6	Bridge Demolition Debris	July 1, 2009	
	5026I	7	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5048I	8	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5049I	9	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5053I	10	 Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
	80366	11	Butt Joints	July 1, 2016	
	80386	12	Calcium Aluminate Cement for Class PP-5 Concrete Patching	Nov. 1, 2017	
*	80396	13	Class A and B Patching	Jan. 1, 2018	
	80384	14	 Compensable Delay Costs	June 2, 2017	
	80198	15	 Completion Date (via calendar days)	April 1, 2008	
	80199	16	 Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293	17	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
	80311	18	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
	80277	19	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
	80261	20	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80387	21	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
	80029	22	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	July 2, 2016
*	80378	23	Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
	80388	24	Equipment Parking and Storage	Nov. 1, 2017	
	80229	25	 Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80304	26	 Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
	80246	27	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2016
*	80347	28	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	Jan. 1, 2018
	80383	29	 Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	Nov. 1, 2017
	80376	30	Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
*	80392	31	Lights on Barricades	Jan. 1, 2018	
	80336	32	Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
*	80393	33	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	
	80045	34	Material Transfer Device	June 15, 1999	Aug. 1, 2014
*	80394	35	Metal Flared End Section for Pipe Culverts	Jan. 1, 2018	
	80165	36	 Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
	80349	37	 Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
	80371	38	Pavement Marking Removal	July 1, 2016	
*	80390	39	Payments to Subcontractors	Nov. 2, 2017	
	80377	40	 Portable Changeable Message Signs	Nov. 1, 2016	April 1, 2017
	80389	41	 Portland Cement Concrete	Nov. 1, 2017	
	80359	42	 Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2017
	80385	43	 Portland Cement Concrete Sidewalk	Aug. 1, 2017	
	80300	44	 Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
	80328	45	 Progress Payments	Nov. 2, 2013	
	34261	46	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006

File	Name	<u>#</u>	Special Provision Title	Effective	Revised
8	30157	47	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
* 8	30306	48	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2018
* 8	30395	49	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
8	30340	50	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
	30127	51	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
* 8	30391	52	Subcontractor Mobilization Payments	Nov. 2, 2017	
8	30317	53	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
8	80298	54	Temporary Pavement Marking (NOTE: This special provision was previously named <i>"Pavement Marking Tape Type IV"</i> .)	April 1, 2012	April 1, 2017
2	20338	55	Training Special Provisions	Oct. 15, 1975	
* 8	30318	56	Traversable Pipe Grate for Concrete End Sections (NOTE: This special provision was previously named " <i>Traversable Pipe Grate</i> ".)	Jan. 1, 2013	Jan. 1, 2018
8	30288	57	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
8	30302	58	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
8	80071	59	Working Days	Jan. 1, 2002	-

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

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

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

- Bridge Demolition Debris
- Building Removal Case I
- Building Removal Case II
- Building Removal Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation

- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

BUTT JOINTS (BDE)

Effective: July 1, 2016

Add the following to Article 406.08 of the Standard Specifications.

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

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

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

1/ Crosshead speed -2 in./minute

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

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: November 1, 2014

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

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

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

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

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

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

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

EQUIPMENT PARKING AND STORAGE (BDE)

Effective: November 1, 2017

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

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

- (a) When the project has adequate right-of-way, vehicles, materials, and equipment shall be located a minimum of 30 ft (9 m) from the pavement.
- (b) When adequate right-of-way does not exist, vehicles, materials, and equipment shall be located a minimum of 15 ft (4.5 m) from the edge of any pavement open to traffic.
- (c) Behind temporary concrete barrier, vehicles, materials, and equipment shall be located a minimum of 24 in. (600 mm) behind free standing barrier or a minimum of 6 in. (150 mm) behind barrier that is either pinned or restrained according to Article 704.04. The 24 in. or 6 in. measurement shall be from the base of the non-traffic side of the barrier.
- (d) Behind other man-made or natural barriers meeting the approval of the Engineer."

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

Effective: January 1, 2010 Revised: April 1, 2016

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

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

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

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

- a. Confined Edge. Each confined edge density shall be represented by a oneminute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location."

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

"Mixture Composition	Parameter	Individual Test (includes confined	Unconfined Edge Joint Density
		edges)	Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4% ^{1/}	91.0%
IL-9.5	Ndesign = 90	92.0 - 96.0%	90.0%
IL-9.5,IL-9.5L	Ndesign < 90	92.5 - 97.4%	90.0%
IL-19.0	Ndesign = 90	93.0 - 96.0%	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} – 97.4%	90.0%
SMA	Ndesign = 50 & 80	93.5 - 97.4%	91.0%"

HOT-MIX ASPHALT – TACK COAT (BDE)

Effective: November 1, 2016

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

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

LIGHTS ON BARRICADES (BDE)

Effective: January 1, 2018

Revise Article 701.16 of the Standard Specifications to read:

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

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

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

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

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

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

SUBCONTRACTOR MOBILILATION PAYMENTS (BDE)

Effective: November 2, 2017

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

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

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

WARM MIX ASPHALT (BDE)

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

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

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

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

Equipment.

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

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

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

- "(11) Equipment for Warm Mix Technologies.
 - a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

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

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

- (1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.
- (2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

Construction Requirements.

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

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

Basis of Payment.

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

Prevailing Wage rates for Kane County effective Sept. 1, 2017												
Trade Title	Region	Туре	Class	Base Wage	Fore- man Wage	M-F OT	OSA	OSH	H/W	Pension	Vacation	Training
ASBESTOS ABT-GEN	ALL	ALL		41.20	42.20	1.5	1.5	2	13.77	13.20	0.00	0.50
ASBESTOS ABT-MEC	ALL	BLD		37.46	39.96	1.5	1.5	2	11.62	11.06	0.00	0.72
BOILERMAKER	ALL	BLD		48.49	52.86	2	2	2	6.97	19.61	0.00	0.90
BRICK MASON	ALL	BLD		45.38	49.92	1.5	1.5	2	10.45	16.68	0.00	0.90
CARPENTER	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.88	0.00	0.63
CEMENT MASON	ALL	ALL		44.84	46.84	2	1.5	2	10.00	21.01	0.00	0.50
CERAMIC TILE FNSHER	ALL	BLD		<mark>38.56</mark>	<mark>38.56</mark>	1.5	1.5	2	10.65	<mark>11.18</mark>	0.00	<mark>0.68</mark>
COMMUNICATION TECH	Ν	BLD		38.15	40.55	1.5	1.5	2	12.18	12.77	0.00	0.67
COMMUNICATION TECH	S	BLD		40.15	42.55	1.5	1.5	2	11.51	11.24	0.00	1.41
ELECTRIC PWR EQMT OP	ALL	ALL		37.89	51.48	1.5	1.5	2	5.00	11.75	0.00	0.38
ELECTRIC PWR EQMT OP	ALL	HWY		41.45	56.38	1.5	1.5	2	5.50	12.87	0.00	0.73
ELECTRIC PWR GRNDMAN	ALL	ALL		29.30	51.48	1.5	1.5	2	5.00	9.09	0.00	0.29
ELECTRIC PWR GRNDMAN	ALL	HWY		32.00	56.38	1.5	1.5	2	5.50	9.92	0.00	0.66
ELECTRIC PWR LINEMAN	ALL	ALL		45.36	51.48	1.5	1.5	2	5.00	14.06	0.00	0.45
ELECTRIC PWR LINEMAN	ALL	HWY		49.67	56.38	1.5	1.5	2	5.50	15.40	0.00	0.88
ELECTRIC PWR TRK DRV	ALL	ALL		30.34	51.48	1.5	1.5	2	5.00	9.40	0.00	0.30
ELECTRIC PWR TRK DRV	ALL	HWY		33.14	56.38	1.5	1.5	2	5.50	10.29	0.00	0.59
ELECTRICIAN	Ν	ALL		47.29	51.69	1.5	1.5	2	14.58	15.87	0.00	0.95
ELECTRICIAN	S	BLD		47.72	51.97	1.5	1.5	2	14.81	13.36	0.00	1.67
ELEVATOR CONSTRUCTOR	ALL	BLD		51.94	58.43	2	2	2	14.43	14.96	4.16	0.90
FENCE ERECTOR	ALL	ALL		45.56	49.20	2	2	2	11.02	21.51	0.00	0.70
GLAZIER	ALL	BLD		42.45	43.95	1.5	1.5	2	14.04	20.14	0.00	0.94
HT/FROST INSULATOR	ALL	BLD		50.50	53.00	1.5	1.5	2	12.12	12.96	0.00	0.72
IRON WORKER	ALL	ALL		45.61	49.25	2	2	2	11.52	22.65	0.00	0.81
LABORER	ALL	ALL		41.20	41.95	1.5	1.5	2	13.77	13.20	0.00	0.50

LATHER	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.88	0.00	0.63
MACHINIST	ALL	BLD		45.35	47.85	1.5	1.5	2	7.26	8.95	1.85	0.00
MARBLE FINISHERS	ALL	ALL		33.95	33.95	1.5	1.5	2	10.45	15.52	0.00	0.47
MARBLE MASON	ALL	BLD		44.63	49.09	1.5	1.5	2	10.45	16.28	0.00	0.59
MATERIAL TESTER I	ALL	ALL		31.20	31.20	1.5	1.5	2	13.77	13.20	0.00	0.50
MATERIALS TESTER II	ALL	ALL		36.20	36.20	1.5	1.5	2	13.77	13.20	0.00	0.50
MILLWRIGHT	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.88	0.00	0.63
OPERATING ENGINEER	ALL	BLD	1	50.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	2	48.80	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	3	46.25	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	4	44.50	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	5	53.85	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	6	51.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	BLD	7	53.10	54.10	2	2	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	FLT		38.00	38.00	1.5	1.5	2	18.05	13.60	1.90	1.30
OPERATING ENGINEER	ALL	HWY	1	48.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	2	47.75	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	3	45.70	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	4	44.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	5	43.10	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	6	51.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
OPERATING ENGINEER	ALL	HWY	7	49.30	52.30	1.5	1.5	2	18.80	14.35	2.00	1.30
ORNAMNTL IRON WORKER	ALL	ALL		45.06	48.66	2	2	2	10.52	20.76	0.00	0.70
PAINTER	ALL	ALL		44.18	46.18	1.5	1.5	1.5	10.30	8.20	0.00	1.35
PAINTER SIGNS	ALL	BLD		37.45	42.05	1.5	1.5	2	2.60	3.18	0.00	0.00
PILEDRIVER	ALL	ALL		46.35	48.35	1.5	1.5	2	11.79	18.88	0.00	0.63
PIPEFITTER	ALL	BLD		47.50	50.50	1.5	1.5	2	<mark>10.05</mark>	17.85	0.00	<mark>2.12</mark>
PLASTERER	ALL	BLD		42.75	45.31	1.5	1.5	2	14.00	15.71	0.00	0.89
PLUMBER	ALL	BLD		49.25	52.20	1.5	1.5	2	14.34	13.35	0.00	1.28
ROOFER	ALL	BLD		42.30	45.30	1.5	1.5	2	9.08	12.14	0.00	0.58

SHEETMETAL WORKER	ALL	BLD		45.77	47.77	1.5	1.5	2	10.65	14.10	0.00	0.82
SIGN HANGER	ALL	BLD		26.07	27.57	1.5	1.5	2	3.80	3.55	0.00	0.00
SPRINKLER FITTER	ALL	BLD		47.20	49.20	1.5	1.5	2	12.25	11.55	0.00	0.55
STEEL ERECTOR	ALL	ALL		45.56	49.20	2	2	2	11.02	21.51	0.00	0.70
STONE MASON	ALL	BLD		45.38	49.92	1.5	1.5	2	10.45	16.68	0.00	0.90
TERRAZZO FINISHER	ALL	BLD		40.54	40.54	1.5	1.5	2	10.65	12.76	0.00	0.73
TERRAZZO MASON	ALL	BLD		44.38	47.88	1.5	1.5	2	10.65	14.15	0.00	0.82
TILE MASON	ALL	BLD		<mark>45.49</mark>	<mark>49.49</mark>	1.5	1.5	2	<mark>10.65</mark>	<mark>13.88</mark>	0.00	<mark>0.86</mark>
TRAFFIC SAFETY WRKR	ALL	HWY		33.50	35.10	1.5	1.5	2	8.10	7.62	0.00	0.25
TRUCK DRIVER	ALL	ALL	1	36.30	36.85	1.5	1.5	2	8.10	9.76	0.00	0.15
TRUCK DRIVER	ALL	ALL	2	36.45	36.85	1.5	1.5	2	8.10	9.76	0.00	0.15
TRUCK DRIVER	ALL	ALL	3	36.65	36.85	1.5	1.5	2	8.10	9.76	0.00	0.15
TRUCK DRIVER	ALL	ALL	4	36.85	36.85	1.5	1.5	2	8.10	9.76	0.00	0.15
TUCKPOINTER	ALL	BLD		45.42	46.42	1.5	1.5	2	8.32	15.42	0.00	0.80

Legend

M-F OT Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.

OSA Overtime pay required for every hour worked on Saturdays

OSH Overtime pay required for every hour worked on Sundays and Holidays

H/W Health/Welfare benefit

Explanations KANE COUNTY

ELECTRICIANS AND COMMUNICATIONS TECHNICIAN (NORTH) - Townships of Burlington, Campton, Dundee, Elgin, Hampshire, Plato, Rutland, St. Charles (except the West half of Sec. 26, all of Secs. 27, 33, and 34, South half of Sec. 28, West half of Sec. 35), Virgil and Valley View CCC and Elgin Mental Health Center.

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.

COMMUNICATIONS TECHNICIAN

Construction, installation, maintenance and removal of telecommunication facilities (voice, sound, data and video), telephone, security systems, fire alarm systems that are a component of a multiplex system and share a common cable, and data inside wire, interconnect, terminal equipment, central offices, PABX and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area network), LAN (local area networks), and ISDN (integrated system digital network), pulling of wire in raceways, but not the installation of raceways.

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

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

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

OPERATING ENGINEER - BUILDING

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

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum;

Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators (remodeling or renovation work); Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/GOMACO or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types: Creter Crane: Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter; and over tunnel, etc; Underground Boring and/or Mining Machines 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

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

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

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEERS - FLOATING

Diver. Diver Wet Tender, Diver Tender, ROV Pilot, ROV Tender

TRAFFIC SAFETY - work associated with barricades, horses and drums used to reduce lane usage on highway work, the installation and removal of temporary lane markings, and the installation and removal of temporary road signs.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman;

Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Selfloading equipment like P.B. and trucks with scoops on the front.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".

MIDLAND STANDARD ENGINEERING TESTING, INC. 558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

	ASTM D 49	pH of Soil 972 / AASHTO T28	9	
Pr Project Lc	oject # <u>17379</u> Name: <u>2018 Streets</u> Client: <u>City of St.</u> St. Char	s Program Charles les	Date Received: Date Tested: Tested by:	9/7/17 9/8/17 JDS
Sample #	P-1 Dark Brown CLAY LOAM and Gravel	8.64	pH in distill	ed water
Sample #	P-2 Dark Brown CLAY	8.16	pH in distill	ed water
Sample #	P-3 Brown CLAY	8.38	pH in distill	ed water
Sample #	P-4 Dark Brown CLAY LOAM	7.95	pH in distill	ed water
Sample #	P-5 Dark Brown and Black CLAY LOAM	8.20	pH in distill	ed water
Sample #	P-6 Dark Brown CLAY LOAM	8.12	pH in distill	ed water
558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875



MIDLAND STANDARD ENGINEERING TESTING, INC. 558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

	ASTM D	pH of Soll 9 4972 / AASHTO T	289	
Project # <u>17379</u> Project Name: <u>2018 Streets Pro</u> Client: <u>City of St. Cha</u> Location: <u>St. Charles</u>		s Program Charles les	Date Received:9/7/1 Date Tested:9/8/1 Tested by:JDS	
Sample #	P-13 Dark Brown CLAY LOAM	7.70	pH in distil	led water
Sample #	P-14 Dark Brown CLAY LOAM	7.80	pH in distil	led water
Sample #	P-15 Dark Brown CLAY LOAM	8.05	pH in distil	ed water
Sample #	P-16 Dark Brown CLAY LOAM	7.67	pH in distil	ed water
Sample #	P-17 Dark Brown CLAY LOAM	7.76	pH in distill	ed water
Sample #	P-18 Dark Brown CLAY LOAM	7.64	pH in distill	ed water













Page 1 of 2 **Illinois Environmental Protection Agency**

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

Source Site Certification by Owner or Operator for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation LPC-662 Revised in accordance with 35 III. Adm. Code 1100, as amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by source site owners and operators to certify, pursuant to 35 III. Adm. Code 1100.205(a)(1) (A), that soil (i) was removed from a site that is not potentially impacted property and is presumed to be uncontaminated soil and (ii) is within a pH range of 6.25 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris fill operations or uncontaminated soil fill operations.

Source Location Information

(Describe the location of the source of the uncontaminated soil)

	. <u></u>	Office Phone Number, if available: N/A		
Physical Site	e Location (Street, Road): Various Alignments			
City: St. Ch	arles State: IL	Zip Code: 60174		
County: Kar	ie	Township: St. Charles		
Lat/Long of	approximate center of site in decimal degrees (DD.ddddd) to five decimal p	laces (e.g., 40.67890, -90.12345):	
Latitude:	41.91323 Longitude: -88.308480			
	(Decimal Degrees) (-Decimal De	grees)		
Identify ho	ow the lat/long data were determined:			
🔲 GPS	🔀 Map Interpolation 🔲 Photo Interpola	tion 🔲 Survey 🔲 Ot	her	
IEPA Site N	umber(s), if assigned: BOL:	BOW:	BOA:	
IEPA Site N	umber(s), if assigned: BOL:	BOW:	BOA:	
IEPA Site N	umber(s), if assigned: BOL: /Operator Information for Source Site	BOW:	BOA:	
IEPA Site N II. Owner Name:	umber(s), if assigned: BOL: /Operator Information for Source Site Site Owner City of St. Charles	BOW:	BOA: Site Operator	
IEPA Site N II. Owner Name: Street Addre	umber(s), if assigned: BOL: /Operator Information for Source Site Site Owner City of St. Charles 2 East Main Street	BOW: P _ Name: _ Street Address:	BOA:Site Operator	
IEPA Site N II. Owner Name: Street Addre PO Box:	umber(s), if assigned: BOL: /Operator Information for Source Site Site Owner City of St. Charles ess: 2 East Main Street	BOW: PO Box:	BOA: Site Operator	
IEPA Site N II. Owner Name: Street Addre PO Box: City:	umber(s), if assigned: BOL: /Operator Information for Source Site Site Owner City of St. Charles 2 East Main Street St. Charles State: IL	BOW: Name: Street Address: PO Box: City:	BOA: Site Operator	
IEPA Site N II. Owner Name: Street Addre PO Box: City: Zip Code:	umber(s), if assigned: BOL: /Operator Information for Source Site Site Owner City of St. Charles 2 East Main Street St. Charles St. Charles St. Charles 60174 Phone: 630-377-4418	BOW: BOW: Street Address: PO Box: City: Zip Code:	BOA:	
IEPA Site N II. Owner Name: Street Addre PO Box: City: Zip Code: Contact:	umber(s), if assigned: BOL: /Operator Information for Source Site Site Owner City of St. Charles 2 East Main Street St. Charles St. Charles St. Charles 60174 Ken Jay	BOW: BOW: Street Address: PO Box: City: Zip Code: Contact:	BOA:	

IL 532-1855

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42). This form has been approved by LPC 348 Rev. 10/2013 the Forms Management Center.

Project Name: 2018 Streets Program

Latitude: 41.91323

Longitude: +88.308480 (-Decimal Degrees)

(Decimal Degrees)

Source Site Certification

III. Descriptions of Current and Past Uses of Source Site

Describe the current and past uses of the site and nearby properties.* Attach additional information as needed. The description must take into account, at a minimum, the following for the source site and for nearby property: (1) use of the properties for commercial or industrial purposes; (2) the use, storage or disposal of chemical or petroleum products in individual containers greater than 5 gallons or collectively more than 50 gallons; (3) the current or past presence of any storage tanks (above ground or underground); (4) any waste storage, treatment or disposal at the properties; (5) any reported releases or any environmental cleanup or removal of contaminants; (6) any environmental liens or governmental notification of environmental violations; (7) any contamination in a well that exceeds the Board's groundwater quality standards; (8) the use, storage, or disposal of transformers or capacitors manufactured before 1979; and (9) any fill dirt brought to the properties from an unknown source or site.

Number of pages attached: 7

The project site is located across various alignments within the city limits. Reference the attached Probe Location Maps. The alignments are generally comprised of 2 lane residential roadways. No contaminants were encountered during the design phase from soil borings. Should any contaminants be encountered during construction, the City should be notified immediately.

*The description must be sufficient to demonstrate that the source site is not potentially impacted property, thereby allowing the source site owner or operator to provide this certification.

IV. Soil pH Testing Results

Describe the results of soil pH testing showing that the soil pH is within the range of 6.25 to 9.0 and attach any supporting documentation.

Number of pages attached: 3

See attached pH laboratory data sheets.

V. Source Site Owner, Operator or Authorized Representative's Certification Statement and Signature

In accordance with the Illinois Environmental Protection Act [415 ILCS 5/22.51 or 22.51a] and 35 III. Adm. Code 1100.205(a), I <u>Michael H. Prigge</u> (owner, operator or authorized representataive of source site) certify that this site is not a potentially impacted property and the soil is presumed to be uncontaminated soil. I also certify that the soil pH is within the range of 6.25 to 9.0. I further certify that the soil has not been removed from the site as part of a cleanup or removal of contaminants. Additionally, I certify that I am either the site owner or operator or a duly authorized representative of the site owner or site operator and am authorized to sign this form. Furthermore, I certify that all information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete.

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

C Owner

Coperator

Owner's Duly Authorized Representative

C Operator's Duly Authorized Representative

Michael H. Prigge

MQ HTPM

ignature



Illinois Environmental Protection Agency

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

Source Site Certification by Owner or Operator for Use of Uncontaminated Soil as Fill in a **CCDD or Uncontaminated Soil Fill Operation** LPC-662 Revised in accordance with 35 III. Adm. Code 1100, as amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by source site owners and operators to certify, pursuant to 35 III. Adm. Code 1100.205(a)(1) (A), that soil (i) was removed from a site that is not potentially impacted property and is presumed to be uncontaminated soil and (ii) is within a pH range of 6.25 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris fill operations or uncontaminated soil fill operations.

I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: Campton Hills Road	Office Phone Number, if available: <u>N/A</u>
Physical Site Location (Street, Road): Campton Hills Road be	ween Happy Hills Road and Peck Road
City: <u>St. Charles</u> State: <u>IL</u>	Zip Code: <u>60175</u>
County: Kane	Township: <u>St. Charles</u>
Lat/Long of approximate center of site in decimal degrees (DD	.ddddd) to five decimal places (e.g., 40.67890, -90.12345):
Latitude: <u>41.91398</u> Longitude: <u>-88.36989</u>	
(Decimal Degrees) (-Decimal Degre	es)
Identify how the lat/long data were determined:	
🔲 GPS 🛛 🖾 Map Interpolation 🔲 Photo Interpolatior	Survey 🗌 Other
IEPA Site Number(s), if assigned: BOL:	BOW: BOA:
II Owner/Operator Information for Source Site	
Site Owner	Site Operator
Name: City of St. Charles	Name:
Street Address: 2 East Main Street	Street Address:
PO Box:	PO Box:
City: St. Charles State: IL	City: State:
Zip Code: <u>60174</u> Phone: <u>630-377-4418</u>	Zip Code: Phone:
Contact: Ken Jay	Contact:
Email, if available: kjay@stcharlesil.gov	Email, if available:

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4. 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42). This form has been approved by LPC 348 Rev. 10/2013 the Forms Management Center.

Project Name: Campton Hills Road

Page 2 of 2

Latitude: 41.91398 Longitude: -88.36989

(Decimal Degrees)

(-Decimal Degrees)

Source Site Certification

III. Descriptions of Current and Past Uses of Source Site

Describe the current and past uses of the site and nearby properties.* Attach additional information as needed. The description must take into account, at a minimum, the following for the source site and for nearby property: (1) use of the properties for commercial or industrial purposes; (2) the use, storage or disposal of chemical or petroleum products in individual containers greater than 5 gallons or collectively more than 50 gallons; (3) the current or past presence of any storage tanks (above ground or underground); (4) any waste storage, treatment or disposal at the properties; (5) any reported releases or any environmental cleanup or removal of contaminants; (6) any environmental liens or governmental notification of environmental violations; (7) any contamination in a well that exceeds the Board's groundwater quality standards; (8) the use, storage, or disposal of transformers or capacitors manufactured before 1979; and (9) any fill dirt brought to the properties from an unknown source or site.

Number of pages attached: 0

The project site is a two lane roadway that primarily provides access to residential neighborhoods in the area. No contaminants were encountered during the design phase from soil borings. Should any contaminants be encountered during construction, the City should be notified immediately.

*The description must be sufficient to demonstrate that the source site is not potentially impacted property, thereby allowing the source site owner or operator to provide this certification.

IV. Soil pH Testing Results

Describe the results of soil pH testing showing that the soil pH is within the range of 6.25 to 9.0 and attach any supporting documentation.

Number of pages attached: 4

See attached pH soil report. pH levels at core locations C-2 and C-3 exceed the 9.0 threshold and are excluded from this documentation.

V. Source Site Owner, Operator or Authorized Representative's Certification Statement and Signature

In accordance with the Illinois Environmental Protection Act [415 ILCS 5/22.51 or 22.51a] and 35 Ill. Adm. Code 1100.205(a), I (owner, operator or authorized representataive of source site) City of St. Charles, Public Works Engineering certify that this site is not a potentially impacted property and the soil is presumed to be uncontaminated soil. I also certify that the soil pH is within the range of 6.25 to 9.0. I further certify that the soil has not been removed from the site as part of a cleanup or removal of contaminants. Additionally, I certify that I am either the site owner or operator or a duly authorized representative of the site owner or site operator and am authorized to sign this form. Furthermore, I certify that all information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete.

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

○ Owner

COperator

C Operator's Duly Authorized Representative

Michael H. Prigge

Printed Name

Signature

Owner's Duly Authorized Representative

1/3/2018 Date



MIDLAND STANDARD ENGINEERING TESTING, INC. 558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

pH of Soil ASTM D 4972 / AASHTO TZ	289	
Project # <u>17616</u> Project Name: <u>Campton Hills Road</u> Client: <u>City of St. Charles</u> Location: <u>St. Charles, IL</u>	Date Received: 12/21/17 Date Tested: 12/21/17 Tested by: JDS	-

Sample # C-1: Brown Sandy LOAM, A-2-4

8.70

558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

pH of Soil ASTM D 4972 / AASHTO T23	89	
Project # <u>17616</u> Project Name: <u>Campton Hills Road</u> Client: <u>City of St. Charles</u> Location: <u>St. Charles, IL</u>	Date Received: <u>12/21/17</u> Date Tested: <u>12/21/17</u> Tested by: <u>JDS</u>	

Sample # C-2

C-2: Brown SAND: TRENCH BACKFILL

,

9.73

558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

	pH of Soil ASTM D 4972 / AASHTO	T289	
Project # _ Project Name: _ Client: _ Location: _	17616 Campton Hills Road City of St. Charles St. Charles, IL	Date Received: Date Tested: Tested by:	12/21/17 12/21/17 JDS

Sample # C-3: Brown and Grey Sandy LOAM, A-2-4 9.41

558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

pH of Soil ASTM D 4972 / AASHTO T2	289	
Project # <u>17616</u> Project Name: <u>Campton Hills Road</u> Client: <u>City of St. Charles</u> Location: <u>St. Charles, IL</u>	Date Received: _ Date Tested: _ Tested by: _	12/21/17 12/21/17 JDS

Sample #

C-4: Black CLAY LOAM, A-7-6

8.43

558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

	pH of Soil ASTM D 4972 / AASHTO	T289	
	AST D 43727 AAST 0	1205	
Project #	17616	Date Received:	12/21/17
Project Name:	Campton Hills Road	Date Tested:	12/21/17
Client:	City of St. Charles	Tested by:	JDS
Location:	St. Charles, IL		

Sample #

C-5: Black Clay LOAM, A-7-6 7.80

558 PLATE DRIVE, UNIT 6, EAST DUNDEE, IL 60118 (847) 844-1895 F(847) 844-3875

	pH of Soil		
	ASTM D 4972 / AASHTO	T289	
Project #	17616	Date Received:	12/21/17
Project Name:	Campton Hills Road	Date Tested:	12/21/17
Client:	City of St. Charles	Tested by:	JDS
Location:	St. Charles, IL		

Sample #

C-6: Black Clay LOAM, A-7-6

8.39

CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) Please attach to LPC-662

SOURCE LOCATION INFORMATION

Project Name: 2018 MFT Program, Se	ection: 1	8-00110-00-R		
Physical Site Location (Street, Road):	Various	Locations		
City: St. Charles	State:	IL	Zip Code: 601	.74
OWNER INFORMATION FOR SO	URCE S	ITE		
Name: City of St. Charles				
Address: 2 East Main Street				
City: St. Charles	State:	IL	Zip Code: 601	.74
Contact Name: Ken Jay			Phone #: 630-37	77-4418
CONTRACTOR INFORMATION F	OR SO	URCE SITE		
Name:				
Address:				
City:	Sta	te: IL	Zip Code:	
Contact Name:			Title:	
Signature:			Date:	
COMPANY INFORMATION FOR	RECEIV	/ING SITE		
Name:				
Address:				
City:	State: _		Zip Code:	
Contact Name:			Title:	

A copy of this form signed and dated by representatives of both the Contractor and Receiving Site needs to be provided to the City of St. Charles before work commences on the project.

Signature: _____ Date: _____







require the ramp length to exceed 15' (4.5 m).

PERPENDICULAR CURB RAMPS **FOR SIDEWALKS**

Date: February 8, 2016





A	В	С	D	E	G	R	APPROX. SLOPE
4	24	4'-0%"	6'-0%"	24	2	9	1:2.4
(102)	(610)	(1.241 m)	(1.851 m)	(610)	(51)	(229)	
6	27	3'-10"	6'-1"	30	2¼	11	1:2.4
(152)	(686)	(1.168 m)	(1.854 m)	(762)	(57)	(280)	
9	27	3'-10"	6'-1"	36	2½	12	1:2.4
(229)	(686)	(1.168 m)	(1.854 m)	(914)	(64)	(305)	
9	35	38	6'-1"	3'-6"	2¾	13	1:2.4
(229)	(889)	(965)	(1.854 m)	(1.067 m)	(70)	(330)	
9½	3'-7½''	30	6'-1½"	4'-0"	3	14	1:2.5
(241)	(1.105 m)	(762)	(1.867 m)	(1.219 m)	(76)	(356)	
10½	4'-0"	25½	6'-1½"	4'-6"	3¼	14½	1:2.4
(267)	(1.219 m)	(648)	(1.867 m)	(1.372 m)	(83)	(368)	
12	4'-6"	19¾	6'-1¾''	5'-0"	3½	15	1:2.5
(305)	(1.375 m)	(502)	(1.874 m)	(1.524 m)	(89)	(381)	
13½	4'-10½''	39¼	8'-1¾"	5'-6"	3¾	17½	1:2.5
(343)	(1.486 m)	(997)	(2.483 m)	(1.676 m)	(95)	(445)	
15	5'-3"	34¾	8'-1¾"	6'-0"	4	20	1:2.5
(381)	(1.6 m)	(883)	(2.483 m)	(1.829 m)	(102)	(508)	
21	5'-3"	35	8'-2"	6'-6"	4½	22	1:2.5
(533)	(1.6 m)	(889)	(2.489 m)	(1.981 m)	(114)	(559)	
24	6'-0 "	26	8'-2"	7'-0"	5	22	1:2.5
(610)	(1.829 m)	(660)	(2.489 m)	(2.134 m)	(127)	(559)	
27	5'-5"	35	8'-4"	7'-6"	5½	24	1:2.0
(686)	(1.651 m)	(889)	(2.54 m)	(2.286 m)	(140)	(610)	
35 (889)	5'-0 " (1.524 m)	39 (991)	8'-3" (2.515 m)	8'-0" (2.438 m)	5 (127)	*	1:1.9
30 (762)	6'-0 " (1.829 m)	27 (686)	8'-3" (2.515 m)	8'-6" (2.591 m)	5½ (140)	*	1:1.7
36 (914)	6'-6" (1.981 m)	21 (533)	8'-3" (2.514 m)	9'-0" (2.743 m)	6 (152	*	1:1.8
36 (914)	7'-6" (2.286 m)	21 (533)	9'-3" (2.819 m)	9'-6" (2.896 m)	6½ (165)	*	1:1.8
36 (914)	7'-6½'' (2.299 m)	21 (533)	9'-3½" (2.832 m)	10'-0" (3.048 m)	6½ (165)	*	1:1.6

* Radius as furnished by manufacturer

GENERAL NOTES

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

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

10	NS	
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PRECAST REINFORCED **CONCRETE FLARED END SECTION**

STANDARD 542301-03



SPAN	RISE	EQUIV. DIA.	WALL T	А	В	С	D	E	Н	R	R_1	R ₂	APPROX. SLOPE
23	14	18	2¾	8	27	3'-9"	6'-0"	36	5¾	6	6	20	1:3.1
(584)	(356)	(450)	(70)	(203)	(686)	(1.143 m	(1.829 m)	(914)	(137)	(152)	(152)	(508)	
30 (762)	19 (483)	24 (600)	3¼ (83)	8½ (216)	39 (991)	33 (838)	6'-0" (1.829 m)	4'-0" (1.219 m)	6% (175)	7 (178)	8¼ (210)	26¼ (667)	1:2.8
34	22	27	3½	9	4'-0"	24	6'-0"	4'-6"	7¾	8	9¼	29¼	1:2.9
(864)	(559)	(675)	(89)	(229)	(1.219 m)	(610)	(1.829 m)	(1.372 m)	(197)	(203)	(235)	(743)	
38	24	30	3½	9½	4'-6"	18	6'-0"	5-0"	8⅓	9	10¼	32¾	1:2.9
(965)	(610)	(750)	(95)	(241)	(1.372 m)	(475)	(1.829 m)	(1.524 m)	(219)	(229)	(260)	(832)	
45	29	36	4½	11¼	5'-0"	36	8'-0"	6'-0"	10½	12	12¼	39¼	1:2.7
(1143)	(737)	(900)	(114)	(286)	(1.524 m)	(914)	(2.438 m)	(1.829 m)	(267)	(305)	(311)	(997)	
53	34	42	5	15¾	5'-0"	36	8'-0"	6'-6"	12½	13	14½	3'-10"	1:2.6
(1346)	(864)	(1050)	(127)	(400)	(1.524 m)	(914)	(2.438 m)	(1.981 m)	(308)	(330)	(368)	(1.168 m)	
60	38	48	5½	21	5'-0"	36	8'-0"	7'-0 "	13½	14	16½	4'-3½"	1:2.7
(1524)	(965)	(1200)	(140)	(533)	(1.524 m)	(914)	(2.438 m)	(2.134 m)	(343)	(356)	(419)	(1.308 m)	
68	43	54	6	26	5'-0"	36	8'-0"	7'-6"	15¼	16	18¾	4 -10½	1:2.6
(1727)	(1092)	(1350)	(152)	(660)	(1.524 m)	(914)	(2.438 m)	(2.286 m)	(387)	(406)	(476)	(1.486 m)	
76	48	60	6½	31	5'-0"	36	8'-0"	8'-0"	17	18	20¾	5'-5"	1:2.6
(1930)	(1219)	(1500)	(165)	(787)	(1.524 m)	(914)	(2.438 m)	(2.439 m)	(432)	(457)	(527)	(1.651 m)	



DATE	REVIS
4-1-16	Changed terminol
	welded wire reinf
	Corrected min. lap
1-1-09	Switched units to
	English (metric).



2 (50) ■ min.

GENERAL NOTES

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

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

ogy to forcement'. p dimension.

PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION

STANDARD 542306-03





6' (1.83 m) DIAMETER (Sheet 2 of 3)

STANDARD 602406-08

PRECAST MANHOLE TYPE A

**** #6 (#19) bars at 3 (75) cts. 4'-9" (1.45 m) long top and bottom. Bundle first bar with closest WWR bar to the opening.

** #6 (#19) bars at 3 (75) cts. top and bottom.

*** #6 (#19) bars at 3 (75) cts. 36 (910) long top and bottom. Bundle first bar with closest WWR bar to the opening.





AND COMBINATION **CONCRETE CURB AND GUTTER** (Sheet 2 of 2)



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 Omit whenever duplicated by road work traffic control.

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

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SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



W20-I103(0)-48 for contract construction projects

W20-1(0)-48 for maintenance and utility projects

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06









VERTICAL BARRICADE

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

ONS	TRAFFIC CON
rricades. Rev.	
mnt. signs.	DEVICES
Add W12-I103.	
n numbers on	
note reg.	STANDARD 70190
plaque	

(Sheet 1 of 3)

D 701901-05

CONTROL







G20-I104(0)-6036

G20-I105(0)-6024

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

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

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

Dual sign displays shall be utilized on multilane highways.

WORK LIMIT SIGNING



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



G20-I103(0)-6036

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

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901–05











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.

STANDARD 780001–05

(Sheet 2 of 3)

TYPICAL PAVEMENT MARKINGS

LETTER AND ARROW GRID SCALE

Legend Height	Arrow Size	a
6′ (1 . 8 m)	Small	2.9 (74)
8′ (2 . 4 m)	Large	3.8 (96)



APPROVED	January I,	2015
Am	7 Eller	
ENGINEER OF O	PERATIONS	
APPROVED	January 1,	2015
(LR _	
ENGINEER OF D	ĒŠUGN AND ENVIRON	MENT



TYPICAL PAVEMENT MARKINGS

(Sheet 3 of 3)

STANDARD 780001–05


GENERAL NOTES

Type III barricades to be width of pavement only.

Reflectorized striping shall appear on both sides of barricades. Barricades shall be positioned so that stripes slope downward toward the side on which traffic is to pass.

Although not shown, advance warning signs with minimum dimensions of 36x36 (900x900) and black legends on orange reflectorized backgrounds shall be utilized where needed.

This case is for use on rural local roads where the local authority considers this protection to be appropriate for the specific job conditions.

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

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TRAFFIC CONTROL DEVICES – DAY LABOR CONSTRUCTION

STANDARD B.L.R. 17–4



GENERAL NOTES

Maintenance operations shall be confined to one traffic lane, leaving the opposite lane open to traffic. At least 500' (150 m) of both traffic lanes shall be available for traffic movement between work areas at intervals not greater than 1000' (300 m).

When operations are on the pavement and stationary or moving at a speed less than 4 mph (6 kph), a ONE LANE AHEAD, or other appropriate sign, shall be installed in each direction between the ROAD WORK AHEAD sign and the work area. The distance between this sign and the work area shall be a minimum of 400' (120 m) but in no case to exceed the length of one-half day's operation or 4 miles (6 km), whichever is less. The distance between the two signs shall be approximately 400' (120 m).

All signs are to be removed at completion of the day's operation.

Any unattended obstacle, excavation, or pavement drop off greater than 3 (75) in the work area shall be protected by Type I or Type II barricades with flashing lights.

Longitudinal dimensions may be adjusted slightly to fit field conditions.

All vehicles, equipment, men, and their acitvities are restricted at all times to one side of the payment.

Flashing lights or rotating beacons are required for all maintenance vehicles while in operation.

Applicable operations illustrated in Standard 701301 may be used when operations do not exceed 15 minutes on the pavement or 60 minutes on the shoulder respectively.

All warning signs shall have minimum dimensions of 36x36 (900x900) and have black legend on an orange reflectorized background.

When fluorescent signs are used, orange flags are not required.

This case is for use on rural local roads where the local authority considers this protection to be appropriate for the specific job conditions.

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

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