RETURN WITH BID

Illinois Department of Transportation

Local Public Agency
Formal Contract Proposal

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

STATE OF ILLINOIS

COUNTY OF DEKALB

SOMONAUK ROAD DISTRICT
(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. SUYDAM RD FAS 172 – CH 11

SECTION NO. 05-00211-00-BR

TYPES OF FUNDS TOWNSHIP BRIDGE PROGRAM

☒ SPECIFICATIONS (required) ☒ PLANS (required)

For Municipal Projects
~~Submitted/Approved/Passed~~

☐ Mayor ☐ President of Board of Trustees ☐ Municipal Official

Date

Department of Transportation
☒ Released for bid based on limited review

Paul A Loetscher
Regional Engineer

3/3/15
Date

For County and Road District Projects
Submitted/Approved

Highway Commissioner

Date

~~Submitted/Approved~~

County Engineer/Superintendent of Highways

3/10/2015
Date

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

RETURN WITH BID

NOTICE TO BIDDERS

County DEKALB
Local Public Agency DEKALB COUNTY
Section Number 05-00211-00-BR
Route FAS 172 – CH 11

Sealed proposals for the improvement described below will be received at the office of the County Engineer, 1826 Barber Green Road, DeKalb, IL 60115 (Address) until 10:00 (Time) on April 2, 2015 (Date)

Sealed proposals will be opened and read publicly at the office of the County Engineer 1826 Barber Green Road, DeKalb, IL 60115 (Address) at 10:00 (Time) on April 2, 2015 (Date)

DESCRIPTION OF WORK

Name Suydam Road Length: 575 feet ( ) miles)

Location SE1/4 of Section 20 & the NE1/4 of Section 29-37N-5E, 3rd P.M.

Proposed Improvement Removal of an existing single span bridge and construction of a single span bridge on closed pile bent abutments. Also included is necessary roadway approach work.

1. Plans and proposal forms will be available in the office of the County Engineer
   1826 Barber Greene Road, DeKalb, IL 60115
   Address

2. ☒ 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 DEKALB
Local Public Agency DEKALB COUNTY
Section Number 05-00211-00-BR
Route FAS 172 – CH 11

1. Proposal of _____

for the improvement of the above section by the construction of a single span bridge with concrete deck on composite steel beams supported on closed pile bent abutments. Also included is necessary roadway approach work for _____

a total distance of 575 feet, of which a distance of 575 feet, (miles) are to be improved.

2. The plans for the proposed work are those prepared by Wendler Engineering Services, 698 Timber Creek Rd, Dixon, IL and approved by the Department of Transportation on _____

3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.

4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.

5. The undersigned agrees to complete the work within 50 working days or by _____ unless additional time is granted in accordance with the specifications.

6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to:

_____ Treasurer of DeKalb County

The amount of the check is _____ (_____).

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 will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond 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.

Illinois Department of Transportation

SCHEDULE OF PRICES

County DEKALB
Local Public Agency DEKALB COUNTY
Section 05-00211-00-BR
Route FAS 172 - CH 11

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

Item No.	Items	Unit	Quantity	Unit Price	Total
	FURNISHED EXCAVATION	CU YD	100		
	SEEDING, CLASS 2 (SPECIAL)	ACRE	0.25		
	TEMPORARY EROSION	POUND	200		
	CONTROL SEEDING				
	TEMPORARY DITCH CHECKS	EACH	4		
	PERIMETER EROSION	FOOT	1007		
	BARRIER				
	AGGREGATE BASE COURSE	TON	591		
	TYPE B				
	BITUMINOUS MATERIALS	TON	2		
	(PRIME COAT)				
	HOT MIX ASPHALT BINDER	TON	342		
	COURSE IL-19.0, N50				
	HOT MIX ASPHALT SURFACE	TON	333		
	COURSE, MIX "C", N50				
	AGGREGATE SHOULDERS,	TON	85		
	TYPE B				
	REMOVAL OF EXISTING	EACH	1		
	STRUCTURES				
	CONCRETE STRUCTURES	CU YD	18.7		
	CONCRETE SUPER-	CU YD	46.8		
	STRUCTURE				
	BRIDGE DECK GROOVING	SQ YD	144		
	PROTECTIVE COAT	SQ YD	157		
	FURNISHING AND ERECTING	L SUM	1		

RETURN WITH BID

Bidder's Proposal for making Entire Improvements

Item No.	Items	Unit	Quantity	Unit Price	Total
	STRUCTURAL STEEL				
	STUD SHEAR CONNECTORS	EACH	480		
	REINFORCEMENT BARS,	POUND	11825		
	EPOXY COATED				
	STEEL RAILING, TYPE SM	FOOT	82		
	FURNISHING METAL SHELL	FOOT	297		
	PILES 12" X 0.250"				
	DRIVING PILES	FOOT	297		
	TEST PILE METAL SHELLS	EACH	1		
	NAME PLATES	EACH	1		
	ELASTOMERIC BEARING	EACH	5		
	ASSEMBLY, TYPE I				
	CONTROLLED LOW-	CU YD	35		
	STRENGTH MATERIAL				
	STEEL PLATE BEAM GUARD	FOOT	275		
	RAIL, TYPE A, 6.75 FOOT				
	POSTS				
	TRAFFIC BARRIER TERMINAL,	EACH	4		
	TYPE 5A				
	TRAFFIC BARRIER TERMINAL,	EACH	3		
	SPECIAL (TANGENT)				
	STEEL PLATE BEAM GUARD	FOOT	802		
	RAIL REMOVAL				
	MOBILIZATION	L SUM	1		
	BIDIRECTIONAL GUARDRAIL	EACH	8		
	REFLECTORS				
	TERMINAL MARKER- DIRECT	EACH	4		
	APPLIED				
	TRAFFIC BARRIER TERMINAL,	EACH	1		
	TYPE 1				
	EARTH EXCAVATION	CU YD	550		
	(SPECIAL)				
	PERMANENT STEEL SHEET	SQ FT	2120		
	PILING				
	TRAFFIC CONTROL AND PRO-	L SUM	1		
	TECTION (SPECIAL)				

CONTRACTOR CERTIFICATIONS

County	DEKALB
Local Public Agency	DEKALB COUNTY
Section Number	05-00211-00-BR
Route	FAS 172 – CH 11

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 Deliquency.** 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 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.

   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

County DEKALB
Local Public Agency DEKALB COUNTY
Section Number 05-00211-00-BR
Route FAS 172 – CH 11

SIGNATURES

(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 _____
President

Business Address _____

Insert Names of Officers

President _____

Secretary _____

Treasurer _____

Attest: _____
Secretary

Illinois Department of Transportation

Local Agency Proposal Bid Bond

Route FAS 172 - CH 11
County DEKALB
Local Agency DEKALB COUNTY
Section 05-0211-00-BR

RETURN WITH BID

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: _____ (Signature and Title) By: _____ (Signature and Title)

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

Surety

_____ (Name of Surety) By: _____ (Signature of Attorney-in-Fact)

STATE OF ILLINOIS,
COUNTY OF _____
I. _____, a Notary Public in and for said county,
do hereby certify that _____
(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

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

Given under my hand and notarial seal this _____ day of _____

My commission expires _____ _____ (Notary Public)

ELECTRONIC BID BOND

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

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

Electronic Bid Bond ID Code

_____ (Company/Bidder Name)

_____ (Signature and Title) _____ Date

BLR 12230 (Rev. 7/05

Illinois Department of Transportation

Apprenticeship or Training Program Certification

Return with Bid

Route	FAS 172 - CH 11
County	DEKALB
Local Agency	DEKALB COUNTY
Section	05-00211-00-BR

All contractors are required to complete the following certification:

☒ 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: _____

Illinois Department of Transportation

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

Affidavit of Availability
For the Letting of _____

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 Title

_____ Signed _____

Notary Public

My commission expires _____

Company _____

(Notary Seal)

Address _____

_____

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2014

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 1-1-12) (Revised 1-1-14)

SUPPLEMENTAL SPECIFICATIONS

CHECK SHEET
FOR
RECURRING SPECIAL PROVISIONS

Adopted January 1, 2015

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

RECURRING SPECIAL PROVISIONS

CHECK SHEET #			PAGE NO.
1	☐	Additional State Requirements for Federal-Aid Construction Contracts	163
2	☐	Subletting of Contracts (Federal-Aid Contracts)	166
3	☒	EEO	167
4	☐	Specific EEO Responsibilities Non Federal-Aid Contracts	177
5	☐	Required Provisions - State Contracts	182
6	☐	Asbestos Bearing Pad Removal	188
7	☐	Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal	189
8	☒	Temporary Stream Crossings and In-Stream Work Pads	190
9	☐	Construction Layout Stakes Except for Bridges	191
10	☐	Construction Layout Stakes	194
11	☐	Use of Geotextile Fabric for Railroad Crossing	197
12	☐	Subsealing of Concrete Pavements	199
13	☐	Hot-Mix Asphalt Surface Correction	203
14	☐	Pavement and Shoulder Resurfacing	205
15		Reserved	206
16	☐	Patching with Hot-Mix Asphalt Overlay Removal	207
17	☐	Polymer Concrete	208
18	☐	PVC Pipeliner	210
19	☐	Pipe Underdrains	211
20	☒	Guardrail and Barrier Wall Delineation	212
21	☐	Bicycle Racks	216
22		Reserved	218
23	☐	Temporary Portable Bridge Traffic Signals	219
24	☐	Work Zone Public Information Signs	221
25	☐	Nighttime Inspection of Roadway Lighting	222
26	☐	English Substitution of Metric Bolts	223
27	☐	English Substitution of Metric Reinforcement Bars	224
28	☐	Calcium Chloride Accelerator for Portland Cement Concrete	225
29		Reserved	226
30	☐	Quality Control of Concrete Mixtures at the Plant	227
31	☒	Quality Control/Quality Assurance of Concrete Mixtures	235
32	☐	Digital Terrain Modeling for Earthwork Calculations	251
33	☐	Pavement Marking Removal	253
34	☐	Preventive Maintenance – Bituminous Surface Treatment	254
35	☐	Preventive Maintenance – Cape Seal	260
36	☐	Preventive Maintenance – Micro-Surfacing	275
37	☐	Preventive Maintenance – Slurry Seal	286
38	☐	Temporary Raised Pavement Markers	296
39	☐	Restoring Bridge Approach Pavements Using High-Density Foam	297

CHECK SHEET
FOR
LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

Adopted January 1, 2015

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

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2012, 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 for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of ROUTE: SUYDAM ROAD, SECTION: 05-00211-00-BR, COUNTY: DEKALB, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

The project is located on Suydam Road over the Buck Branch of Somonauk Creek in Dekalb County. Section 29 T 37N, R5E.

DESCRIPTION OF WORK

The work included in this project shall consist of the removal of an existing single span reinforced concrete slab bridge on closed concrete abutments and replacement with a single span steel beam bridge with a concrete deck supported on closed steel sheet pile bent abutments and sheet pile wingwalls. Also included is the necessary roadway approach reconstruction.

PROSECUTION OF THE WORK / COMPLETION DATE

The contractor shall give the Deklab County Highway Department written notice two (2) weeks prior to the start of construction. Work shall be completed in 50 working days and the roadway shall be open to traffic by August 31st, 2015 unless additional time is granted by the Standard Specifications.

PAYMENTS ON CONTRACTS

Payments on contracts shall not exceed 90% of the value of the work completed. Final payment for this section shall not be made until all materials are inspected and proof of payment to all suppliers and subcontractors has been submitted to and approved by the Engineer.

PREDETERMINED MINIMUM WAGE

The Contractor will be required to pay all laborers, workmen and mechanics performing work under this contract, a rate of pay which is not less than the prevailing wage rate as found by Dekalb County or the Department of Labor or as determined by the Court on review.

PRECAUTIONS FOR UTILITIES

The Contractor shall take whatever precautions which may be necessary to protect the property of the various public utilities which may be located underground or above ground, at or adjacent to the site of this improvement. Needed adjustments of these facilities will be made by the respective utility companies if so required. These facilities shall be saved harmless and care shall be exercised so as not to disrupt or destroy the services provided by these utilities. The Contractor will be required to repair or replace any public utility property which has been damaged through his/her efforts. The procedure and specifications of repair will be in accordance with the regulations and/or policy of the utility.

THE CONTRACTOR SHALL CONTACT AND COORDINATE HIS ACTIVITIES WITH THE UTILITIES BY CONTACTING: JULIE - 800/892-0123.

TRAFFIC CONTROL PLAN

Traffic control shall be in accordance with the applicable section of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, Illinois Supplement to the National Manual on Uniform Traffic Control Devices, these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09 of the Standard Specifications for Road and Bridge Construction and the following:

1. Standards 701901 and BLR 21-9.

2. The road shall be closed to thru traffic until substantial completion of this section. Local residents shall be allowed access to their properties at all times under the standard specifications except under approved closures with prior approval of property owners and the engineer. (Estimated ADT during construction less than 25).

3. Each Type III Barricade shall have two (2) Type A, Low Intensity lights mounted on top.

4. Work completed after the roadway is opened to traffic shall be completed using Standards 701006, 701201, 701301 or 701306 as applicable.

The cost of all traffic control required by these Special Provisions and the Standards included in the plans shall be considered included in the unit price bid for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

SEEDING, CLASS 2 (SPECIAL)

The final top four inches of soil in all disturbed areas within the construction limits, excluding the roadway surface, must be a cohesive soil capable of supporting vegetation.

Class 2 Seeding shall be used in accordance with the applicable portions of Section 250 of the Standard Specifications and as specified herein.

Included in this work shall be the application of 270 pounds of fertilizer nutrients, per acre applied at a 1:1:1 ratio as follows:

Nitrogen Fertilizer Nutrients	90 lbs/acre
Phosphorus Fertilizer Nutrients	90 lbs/acre
Potassium Fertilizer Nutrients	90 lbs/acre

This work shall be paid for at the contract unit price per Acre for SEEDING, CLASS 2 (SPECIAL) and shall include those items specified herein.

CONSTRUCTION STAKING

Construction staking will be provided by the Dekalb County Highway Department or their designated representative.

SALVAGEABLE MATERIALS / REMOVAL OF EXISTING STRUCTURE

All materials deemed salvageable by the Engineer shall remain the property of the County and shall be stored on the job site as directed by the Engineer. The existing nameplate shall be carefully removed and delivered to the Dekalb County Highway Department by the contractor.

RESTORATION OF FENCES

All fences disturbed by construction activities shall be temporarily restored by the contractor. Construction fence shall be provided along all temporary easements on the northeast corner and around the wetland areas. The contractor shall carefully remove all existing posts and fence sections as directed by the Engineer.

The Contractor shall notify the Engineer and property owners two weeks prior to disturbing any existing fences.

All of this work including all labor, materials and equipment shall not be measured for payment and considered incidental to the contract.

The final restoration of fences shall be provided by others.

HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50
HOT MIX ASPHALT BINDER COURSE, IL19.0, N50

The work under this section shall consist of constructing the bituminous concrete pavements in accordance with the applicable sections of Section 406 of the Standard Specifications, the plans, and as specified herein.

HMA materials and testing shall be in general accordance with Section 1030 of the Standard Specs including that plant and field tests on mix shall be QC/QA. However, the density tests called for in 1030.05(d)(3) shall be performed using non-correlated nuclear gauge testing.

This work shall be paid for at the contract unit price per "Ton" for "HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50" or "HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50"

EARTH EXCAVATION (SPECIAL)

This work shall consist of excavating for proposed roadways and removal and disposal of existing roadway items in accordance with Section 202 of the Standard Specifications, as shown on the plans, and hereinafter provided.

The removal of the existing roadway pavements are included in the Earth Excavation volumes.

The areas of guardrail removal shall be restored to adjacent grades and any holes or depressions resulting from guard rail removal operations shall be backfilled with topsoil.

Earthwork shall be paid for only once regardless of staging or stockpiling of materials for later use.

All labor, equipment and materials necessary for completion of this work shall be paid for at the contract unit price per Cubic Yard for EARTH EXCAVATION (SPECIAL) and shall include those items specified herein.

SHOP DRAWINGS

The Contractor shall submit two (2) copies of the required shop drawings for review to:

Nathan Schwartz, P.E.
County Engineer
1826 Barber Greene Road
DeKalb, IL 60115

Shop drawings will be reviewed solely for their conformance with the plans and information given in the construction documents. Wendler Engineering Services, Inc. or Dekalb County shall not be responsible for any aspects of a shop drawing submission that affect or are affected by the means, methods, techniques, sequences and operations of construction, safety precautions and programs incidental thereto, all of which are the Contractor's responsibility. The Contractor shall therefore review shop drawings in these respects before submitting them for review.

After final review of all submittals the contractor shall distribute nine (9) sets of signed, approved prints as follows:

Prints to:	Number of Prints
Fabricator	2
Contractor	2
County Engineer	2
Illinois Department of Transportation ATTN: Shop Plans and Fabrication Unit 2300 South Dirksen Parkway Springfield, Illinois 62764	2
Total Prints	8

CORPS OF ENGINEERS SECTION 404 PERMIT EXEMPTION AND CONSTRACTORS RESPONIBILITIES:

The project as designed will affect less than 0.1 acre of waters of the U.S. and as such is exempt from formal coordination with the Corps of Engineers under the terms set forth by Nationwide Permit 14 for “linear Transportation Projects” as issued under Section 404 of the Federal Clean Water Act.

See:

http://www.mvr.usace.army.mil/Portals/48/docs/regulatory/Permits/NW-IL/FactSheet7ILmap.pdf

- The Contractor shall comply with all condition and management practices of the permit, as well as regional conditions of the IEPE 401 Water Quality Certification, included follow with NWP Summary of IEPA Conditions (10 pp) herein.
- Should the Contractor plan to undertake construction activities which are not covered by the Nationwide Permit, the Contractor shall be responsible for obtaining the necessary permit at no additional cost to the Department.
- The Contractor will be responsible for denying public access to any temporary crossing s/he may construct.

This project complies with the Nationwide Permit Number 14 and meets the following criteria:

- The project affects less than 0.1 acres of water regulated under Section 404.
- The affected area of the stream channel does not exceed 100 linear feet.
- There will be no discharge into special aquatic sites, including wetlands.
- There is no record of threatened or endangered species near the project location.
- The project does not involve a historic property or structure.
- The channel is not a navigable waterway.
- Construction activities will occur during a period of low flow.
- Appropriate erosion control measures will insure that sediments are not introduced into waters of the United States during construction.
- Any debris that falls into the water during the structure removal will be temporary and will be removed accordingly. Any debris will be properly disposed of in an upland non-wetland location.
- Bank and shoreline protection will consist of suitable clean materials.

GUIDE BRIDGE SPECIAL PROVISION INDEX/CHECK SHEET

Effective as of the: March 6, 2015 Letting

√	File Name	Title	Effective	Revised
	GBSP4	Polymer Modified Portland Cement Mortar	June 7, 1994	July 26, 2013
	GBSP12	Drainage System	June 10, 1994	Jan 1, 2007
	GBSP13	High-Load Multi-Rotational Bearings	Oct 13, 1988	Oct 30, 2012
	GBSP14	Jack and Remove Existing Bearings	April 20, 1994	Jan 1, 2007
	GBSP15	Three Sided Precast Concrete Structure	July 12, 1994	Dec 29, 2014
	GBSP16	Jacking Existing Superstructure	Jan 11, 1993	Jan 1, 2007
	GBSP17	Bonded Preformed Joint Seal	July 12, 1994	Jan 1, 2007
	GBSP18	Modular Expansion Joint	May 19, 1994	Dec 29, 2014
	GBSP21	Cleaning and Painting Contact Surface Areas of Existing Steel Structures	June 30, 2003	May 18, 2011
	GBSP25	Cleaning and Painting Existing Steel Structures	Oct 2, 2001	April 19, 2012
	GBSP26	Containment and Disposal of Lead Paint Cleaning Residues	Oct 2, 2001	April 30, 2010
	GBSP28	Deck Slab Repair	May 15, 1995	Oct 15, 2011
	GBSP29	Bridge Deck Microsilica Concrete Overlay	May 15, 1995	Dec 29, 2014
	GBSP30	Bridge Deck Latex Concrete Overlay	May 15, 1995	Dec 29, 2014
	GBSP31	Bridge Deck High-Reactivity Metakaolin (HRM) Conc Overlay	Jan 21, 2000	Dec 29, 2014
	GBSP32	Temporary Sheet Piling	Sept 2, 1994	Jan 31, 2012
	GBSP33	Pedestrian Truss Superstructure	Jan 13, 1998	Dec 29, 2014
	GBSP34	Concrete Wearing Surface	June 23, 1994	Feb 6, 2013
	GBSP35	Silicone Bridge Joint Sealer	Aug 1, 1995	Oct 15, 2011
	GBSP38	Mechanically Stabilized Earth Retaining Walls	Feb 3, 1999	Dec 29, 2014
	GBSP42	Drilled Soldier Pile Retaining Wall	Sept 20, 2001	Jan 3, 2014
	GBSP43	Driven Soldier Pile Retaining Wall	Nov 13, 2002	Jan 3, 2014
	GBSP44	Temporary Soil Retention system	Dec 30, 2002	May 11, 2009
	GBSP45	Bridge Deck Thin Polymer Overlay	May 7, 1997	Feb 6, 2013
	GBSP46	Geotextile Retaining walls	Sept 19, 2003	July 26, 2013
	GBSP51	Pipe Underdrain for Structures	May 17, 2000	Jan 22, 2010
	GBSP53	Structural Repair of Concrete	Mar 15, 2006	Aug 29, 2014
	GBSP55	Erection of Curved Steel Structures	June 1, 2007	
	GBSP56	Setting Piles in Rock	Nov 14, 1996	April 19, 2012
	GBSP57	Temporary Mechanically Stabilized Earth Retaining Walls	Jan 6, 2003	Dec 29, 2014
	GBSP59	Diamond Grinding and Surface Testing Bridge Sections	Dec 6, 2004	Jan 3, 2014
	GBSP60	Containment and Disposal of Non-Lead Paint Cleaning Residues	Nov 25, 2004	Mar 6, 2009
	GBSP61	Slipform Parapet	June 1, 2007	Dec 29, 2014
✔	GBSP62	Concrete Deck Beams	June 13, 2008	Oct 9, 2009
	GBSP64	Segmental Concrete Block Wall	Jan 7, 1999	Oct 30, 2012
	GBSP65	Precast Modular Retaining Wall	Mar 19, 2001	Dec 29, 2014
	GBSP67	Structural Assessment Reports for Contractor's Means and Methods	Mar 6, 2009	
	GBSP70	Braced Excavation	Aug 9, 1995	May 18, 2011
	GBSP71	Aggregate Column Ground Improvement	Jan 15, 2009	Oct 15, 2011

	GBSP 72	Bridge Deck Fly Ash or GGBF Slag Concrete Overlay	Jan 18, 2011	Dec 29, 2014
	GBSP 73	Cofferdams	Oct 15, 2011	
✔	GBSP 74	Permanent Steel Sheet Piling (LRFD)	Jan 31, 2012	Aug 17, 2012
	GBSP 75	Bond Breaker for Prestressed Concrete Bulb-T Beams	April 19, 2012	
	GBSP 76	Granular Backfill for Structures	April 19, 2012	Oct 30, 2012
	GBSP 77	Weep Hole Drains for Abutments, Wingwalls, Retaining Walls and Culverts	April 19, 2012	Oct 22, 2013
	GBSP 78	Bridge Deck Construction	Oct 22, 2013	April 18, 2014
	GBSP 79	Bridge Deck Grooving (Longitudinal)	Dec 29, 2014	
	GBSP 80	Fabric Reinforced Elastomeric	Aug 29, 2014	

LIST ADDITIONAL SPECIAL PROVISIONS BELOW

The following Guide Bridge Special Provisions have been incorporated into the 2012 Standard Specifications:

File Name	Title	Std Spec Location
GBSP22	Cleaning and Painting New Metal Structures	506
GBSP36	Surface Preparation and Painting Req. for Weathering Steel	506
GBSP50	Removal of Existing Non-composite Bridge Decks	501
GBSP58	Mechanical Splicers	508
GBSP63	Demolition Plans for Removal of Existing Structures	501
GBSP68	Piling	512
GBSP69	Freeze-Thaw Aggregates for Concrete Superstructures Poured on Grade	1004

The following Guide Bridge Special Provisions have been discontinued or have been superseded:

File Name	Title	Disposition:
GBSP37	Underwater Structure Excavation Protection	Replaced by GBSP73
GBSP11	Permanent Steel Sheet Piling	Replaced by GBSP74
GBSP47	High Performance Concrete Structures	Discontinued
GBSP 52	Porous Granular Embankment (Special)	Replaced by GBSP76
GBSP66	Wave equation Analysis of Piles	Discontinued

CONCRETE DECK BEAMS

Effective: June 13, 2008
Revised: October 9, 2009

Add the following equipment to Article 504.03.

(c) Mechanical Mixer (Note 1) 1101.19

Note 1: A drill with paddle may be used for mixing small quantities of nonshrink grout. Hand mixing will not be allowed.

Replace the second sentence of the fifth paragraph of Article 504.06(d) with the following.

Dowels at the fixed ends of the deck beams shall be installed, nonshrink grout placed and cured for a minimum of 24 hours. If the bearing area is specified to be grouted it shall be done at the time of dowel placement.

Replace the fourth paragraph of Article 504.06(e) with the following.

A mechanical mixer shall be used to mix the nonshrink grout and the type of mixer and mixing procedures shall be per the manufacturer's recommendations. During placement, the grout shall be worked into the area with a pencil vibrator. The surface shall be troweled to a smooth finish. The nonshrink grout shall be immediately cured with cotton mats according to Article 1020.13 for a minimum of seven days, and field testing will not be required. However, the cure time may be reduced provided the Contractor molds specimens, covers them, and performs cube tests according to ASTM C 1107. The tests shall verify the 6000 psi grout strength has been obtained, but in no case shall the cure time be less than three days.

For Contractor cube tests, each sample shall consist of three test specimens and a minimum of two samples will be required for each day of grouting. Additional samples may be requested by the Engineer. Specimens shall be cured underneath the cotton mats with the beams for a minimum of 48 hours before transport to the laboratory for testing. The laboratory shall be inspected for Hydraulic Cement – Physical Tests by the Cement and Concrete Reference Laboratory (CCRL).

Add the following paragraph to the end of Article 504.06

(f) Construction Inserts. All inserts, including those necessary for the fabrication and construction of the structure or portions thereof shall be cast into the member according to Article 3.5.2 of the Manual for Fabrication of Precast Prestressed Concrete Products.

Replace 1006.06(a) and (b) with the following.

(a) Transverse Tie Rod Assemblies. Steel for transverse tie rod assemblies (i.e. rods, nuts, washers and coupling nuts) shall be according to ASTM F 1554 Grade 55 (Grade 380). After fabrication, the transverse tie assemblies shall be hot-dipped galvanized according to AASHTO M 232. The small articles may be zinc-coated by the mechanically deposited process according to AASHTO M 298, Class 50. The thickness of the mechanical galvanizing shall not exceed 6 mils (150 μm).

(b) Dowel Rods. Steel for dowel rods shall be according to ASTM F 1554 Grade 55 (Grade 380) or A706 Grade 60. Dowel rods shall be either epoxy coated according to AASHTO M 284 or galvanized according to AASHTO M 111.

Add the following Article to Section 1101.

1101.19 Mechanical Mixer. The mechanical mixer shall have paddles or blades that are suitable for uniformly mixing the material, and shall have sufficient capacity to allow for a continuous work operation.

PERMANENT STEEL SHEET PILING (LRFD)
Effective: January 31, 2012
Revised: August 17, 2012

Description. This work shall consist of furnishing and installing the permanent sheet piling to the limits and tolerances shown on the plans according to Section 512 of the Standard Specifications.

Material. The sheet piling shall be made of steel and shall be new material. Unless otherwise specified the sheeting shall have a minimum yield strength of 50 ksi (345 MPa) according to ASTM A 572. The sheeting shall be identifiable and free of bends and other structural defects. The Contractor shall furnish a copy of the published sheet pile section properties to the Engineer for verification purposes. The Engineer's approval will be required prior to driving any sheeting. All driven sheeting not approved by the Engineer shall be removed at the Contractor's expense.

The Contractor shall furnish a sheet pile section, to be used for each wall section, with a published section modulus equal to or larger than that specified on the plans.

The selection of the sheet pile section shall not relieve the Contractor of the responsibility to satisfy all details including minimum clearances, cover, reinforcement, shear stud locations, interlocking, and field cutting. Any modifications of the plans to accommodate the Contractor's selection shall be paid for by the Contractor and subject to the approval of the Engineer.

Construction. The Contractor shall verify locations of all underground utilities before driving any sheet piling. Any disturbance or damage to existing structures, utilities or other property, caused by the Contractor's operation, shall be repaired by the Contractor in a manner satisfactory to the Engineer at no additional cost to the Department. The Contractor shall be responsible for determining the appropriate equipment necessary to drive the sheeting to the tip elevation(s) specified on the plans or according to the Contractor's approved design. The sheet piling shall be driven, as a minimum, to the tip elevation(s) specified, prior to commencing any related construction. If unable to reach the minimum tip elevation, the adequacy of the sheet piling design will require re-evaluation by the Department prior to allowing construction adjacent to the sheet piling in question.

Obstructions. Obstructions shall be defined as any object (such as but not limited to, boulders, logs, old foundations, etc.) that cannot be driven through with normal driving procedures, but requires special equipment to remove the obstruction. When obstructions are encountered, the Contractor shall notify the Engineer and upon concurrence of the Engineer, the Contractor shall begin working to break up, push aside, or remove the obstruction.

Method of Measurement. This work will be measured in place in square feet (square meters). Sheet piling associated with other work in this contract or for permanent sheet piling that is cut off or driven beyond those dimensions shown on the plans will not be measured for payment.

Obstruction mitigation shall be paid for according to Article 109.04.

Basis of Payment. This work will be paid for at the contract unit price per square foot (square meter) for PERMANENT STEEL SHEET PILING at the location shown on the plans.

BDE SPECIAL PROVISIONS
For the January 16 and March 6, 2015 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 Name	#		Special Provision Title	Effective	Revised
	80240	1		Above Grade Inlet Protection	July 1, 2009	Jan. 1, 2012
	80099	2		Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
	80274	3		Aggregate Subgrade Improvement	April 1, 2012	Jan. 1, 2013
	80192	4		Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	5		Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2013
	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
*	80310	11		Coated Galvanized Steel Conduit	Jan. 1, 2013	Jan. 1, 2015
*	80341	12		Coilable Nonmetallic Conduit	Aug. 1, 2014	Jan. 1, 2015
	80198	13		Completion Date (via calendar days)	April 1, 2008	
	80199	14		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293	15		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	April 1, 2014
	80294	16		Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet	April 1, 2012	April 1, 2014
	80311	17		Concrete End Sections for Pipe Culverts	Jan. 1, 2013	
	80334	18		Concrete Gutter, Curb, Median, and Paved Ditch	April 1, 2014	Aug. 1, 2014
	80277	19		Concrete Mix Design – Department Provided	Jan. 1, 2012	Jan. 1, 2014
	80261	20		Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80335	21		Contract Claims	April 1, 2014	
	80029	22		Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Aug. 2, 2011
	80265	23		Friction Aggregate	Jan. 1, 2011	Nov. 1, 2014
	80229	24		Fuel Cost Adjustment	April 1, 2009	July 1, 2009
	80329	25		Glare Screen	Jan. 1, 2014	
	80304	26		Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
	80246	27	X	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2012
	80322	28	X	Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements	Nov. 1, 2013	Nov. 1, 2014
	80323	29	X	Hot-Mix Asphalt – Mixture Design Verification and Production	Nov. 1, 2013	Nov. 1, 2014
	80347	30		Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	
	80348	31	X	Hot-Mix Asphalt – Prime Coat	Nov. 1, 2014	
	80315	32		Insertion Lining of Culverts	Jan. 1, 2013	Nov. 1, 2013
*	80351	33		Light Tower	Jan. 1, 2015	
	80336	34		Longitudinal Joint and Crack Patching	April 1, 2014	
	80324	35		LRFD Pipe Culvert Burial Tables	Nov. 1, 2013	Nov. 1, 2014
	80325	36		LRFD Storm Sewer Burial Tables	Nov. 1, 2013	Nov. 1, 2014
	80045	37		Material Transfer Device	June 15, 1999	Aug. 1, 2014
*	80342	38		Mechanical Side Tie Bar Inserter	Aug. 1, 2014	Jan. 1, 2015
	80165	39		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
	80337	40		Paved Shoulder Removal	April 1, 2014	
	80349	41		Pavement Marking Blackout Tape	Nov. 1, 2014	
	80298	42		Pavement Marking Tape Type IV	April 1, 2012	
	80254	43		Pavement Patching	Jan. 1, 2010	

	File Name	#		Special Provision Title	Effective	Revised
*	80352	44		Pavement Striping - Symbols	Jan. 1, 2015	
*	80353	45		Portland Cement Concrete Inlay or Overlay	Jan. 1, 2015	
	80338	46		Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	
	80343	47		Precast Concrete Handhole	Aug. 1, 2014	
	80300	48		Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	
	80328	49		Progress Payments	Nov. 2, 2013	
	3426I	50		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
	80157	51		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
	80306	52		Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	April 1, 2014
	80350	53		Retroreflective Sheeting for Highway Signs	Nov. 1, 2014	
	80327	54	X	Reinforcement Bars	Nov. 1, 2013	
	80344	55		Rigid Metal Conduit	Aug. 1, 2014	
*	80354	56		Sidewalk, Corner, or Crosswalk Closure	Jan. 1, 2015	
	80340	57		Speed Display Trailer	April 2, 2014	
	80127	58		Steel Cost Adjustment	April 2, 2004	April 1, 2009
	80317	59		Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	
*	80355	60		Temporary Concrete Barrier	Jan. 1, 2015	
	80301	61		Tracking the Use of Pesticides	Aug. 1, 2012	
*	80356	62		Traffic Barrier Terminals Type 6 or 6B	Jan. 1, 2015	
	20338	63		Training Special Provisions	Oct. 15, 1975	
	80318	64		Traversable Pipe Grate	Jan. 1, 2013	April 1, 2014
	80345	65		Underpass Luminaire	Aug. 1, 2014	
*	80357	66		Urban Half Road Closure with Mountable Median	Jan. 1, 2015	
	80346	67		Waterway Obstruction Warning Luminaire	Aug. 1, 2014	
	80288	68		Warm Mix Asphalt	Jan. 1, 2012	Nov. 1, 2014
	80302	69		Weekly DBE Trucking Reports	June 2, 2012	
	80289	70		Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
	80071	71	X	Working Days	Jan. 1, 2002	

The following special provisions are in the 2015 Supplemental Specifications and Recurring Special Provisions:

File Name	Special Provision Title	New Location	Effective	Revised
80292	Coarse Aggregate in Bridge Approach Slabs/Footings	Articles 1004.01(b) and 1004.02(f)	April 1, 2012	April 1, 2013
80303	Granular Materials	Articles 1003.04, 1003.04(c), and 1004.05(c)	Nov. 1, 2012	
80330	Pavement Marking for Bike Symbol	Article 780.14	Jan. 1, 2014	
80331	Payrolls and Payroll Records	Recurring CS #1 and #5	Jan. 1, 2014	
80332	Portland Cement Concrete – Curing of Abutments and Piers	Article 1020.13	Jan. 1, 2014	
80326	Portland Cement Concrete Equipment	Article 1103.03(a)(5)	Nov. 1, 2013	
80281	Quality Control/Quality Assurance of Concrete Mixtures	Recurring CS #31	Jan. 1, 2012	Jan. 1, 2014
80283	Removal and Disposal of Regulated Substances	Articles 669.01, 669.08, 669.09, 669.14, and 669.16	Jan. 1, 2012	Nov. 2, 2012
80319	Removal and Disposal of Surplus Materials	Article 202.03	Nov. 2, 2012	
80307	Seeding	Article 250.07	Nov. 1, 2012	
80339	Stabilized Subbase	Article 312.06	April 1, 2014	
80333	Traffic Control Setup and Removal Freeway/Expressway	Articles 701.18(l) and 701.19(a)	Jan. 1, 2014	

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. 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

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

Effective: January 1, 2010
Revised: April 1, 2012

Description. 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.

Quality Control/Quality Assurance (QC/QA). 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 one-minute 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 ten feet 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 edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4%	91.0%
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0%”

80246

HOT-MIX ASPHALT – MIXTURE DESIGN COMPOSITION AND VOLUMETRIC REQUIREMENTS (BDE)

Effective: November 1, 2013
Revised: November 1, 2014

Revise the last sentence of the first paragraph of Article 312.05 of the Standard Specifications to read:

"The minimum compacted thickness of each lift shall be according to Article 406.06(d)."

Delete the minimum compacted lift thickness table in Article 312.05 of the Standard Specifications.

Revise the second paragraph of Article 355.02 of the Standard Specifications to read:

"The mixture composition used shall be IL-19.0."

Revise Article 355.05(a) of the Standard Specifications to read:

"(a) The top lift thickness shall be 2 1/4 in. (60 mm) for mixture composition IL-19.0."

Revise the Leveling Binder table and second paragraph of Article 406.05(c) of the Standard Specifications to read:

"Leveling Binder	
Nominal, Compacted, Leveling Binder Thickness, in. (mm)	Mixture Composition
≤ 1 1/4 (32)	IL-4.75, IL-9.5, or IL-9.5L
> 1 1/4 to 2 (32 to 50)	IL-9.5 or IL-9.5L

The density requirements of Article 406.07(c) shall apply for leveling binder, machine method, when the nominal compacted thickness is: 3/4 in. (19 mm) or greater for IL-4.75 mixtures; and 1 1/4 in. (32 mm) or greater for IL-9.5 and IL-9.5L mixtures."

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)
IL-9.5, IL-9.5L	1 1/4 (32)
SMA-12.5	1 1/2 (38)
IL-19.0, IL-19.0L	2 1/4 (57)"

Revise the ninth paragraph of Article 406.14 of the Standard Specifications to read:

"Test strip mixture will be evaluated at the contract unit price according to the following."

Revise Article 406.14(a) of the Standard Specifications to read:

"(a) If the HMA placed during the initial test strip is determined to be acceptable the mixture will be paid for at the contract unit price."

Revise Article 406.14(b) of the Standard Specifications to read:

"(b) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was not produced within 2.0 to 6.0 percent air voids or within the individual control limits of the JMF according to the Department's test results, the mixture will not be paid for and shall be removed at the Contractor's expense. An additional test strip shall be constructed and the mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF."

Revise Article 406.14(c) of the Standard Specifications to read:

"(c) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF according to the Department's test results, the mixture shall be removed. Removal will be paid according to Article 109.04. This initial mixture will be paid for at the contract unit price. An additional test strip shall be constructed and the mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF."

Delete Article 406.14(d) of the Standard Specifications.

Delete Article 406.14(e) of the Standard Specifications.

Delete the last sentence of Article 407.06(c) of the Standard Specifications.

Revise Note 2. of Article 442.02 of the Standard Specifications to read:

"Note 2. The mixture composition of the HMA used shall be IL-19.0 binder, designed with the same Ndesign as that specified for the mainline pavement."

Delete the second paragraph of Article 482.02 of the Standard Specifications.

Revise the first sentence of the sixth paragraph of Article 482.05 of the Standard Specifications to read:

"When the mainline HMA binder and surface course mixture option is used on resurfacing projects, shoulder resurfacing widths of 6 ft (1.8 m) or less may be placed simultaneously with the adjacent traffic lane for both the binder and surface courses."

Revise the second sentence of the fourth paragraph of Article 601.04 of the Standard Specifications to read:

"The top 5 in. (125 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density."

Revise the second sentence of the fifth paragraph of Article 601.04 of the Standard Specifications to read:

"The top 8 in. (200 mm) of the trench shall be backfilled with an IL-19.0L Low ESAL mixture meeting the requirements of Section 1030 and compacted to a density of not less than 90 percent of the theoretical density."

Revise Article 1003.03(c) of the Standard Specifications to read:

"(c) Gradation. The fine aggregate gradation for all HMA shall be FA 1, FA 2, FA 20, FA 21, or FA 22. The fine aggregate gradation for SMA shall be FA/FM 20.

For mixture IL-4.75 and surface mixtures with an Ndesign = 90, at least 50 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, or steel slag meeting the FA 20 gradation.

For mixture IL-19.0, Ndesign = 90 the fine aggregate fraction shall consist of at least 67 percent manufactured sand meeting FA 20 or FA 22 gradation. For mixture IL-19.0, Ndesign = 50 or 70 the fine aggregate fraction shall consist of at least 50 percent manufactured sand meeting FA 20 or FA 22 gradation. The manufactured sand shall be stone sand, slag sand, steel slag sand, or combinations thereof.

Gradation FA 1, FA 2, or FA 3 shall be used when required for prime coat aggregate application for HMA."

Remove footnote 3/ from the tables and at the end of the tables in Article 1004.01(c) of the Standard Specifications.

Delete the last sentence of the first paragraph of Article 1004.03(b) of the Standard Specifications.

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 IL-9.5	CA 11 [1/] CA 16 and/or CA 13 CA 16
HMA Low ESAL	IL-19.0L IL-9.5L Stabilized Subbase or Shoulders	CA 11 [1/] CA 16

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

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

"High ESAL	IL-19.0 binder; IL-9.5 surface
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	1004.03
(b) Fine Aggregate	1003.03
(c) RAP Material	1031
(d) Mineral Filler	1011
(e) Hydrated Lime	1012.01
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	1032
(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.

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.

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:

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

High ESAL, MIXTURE COMPOSITION (% PASSING) [1/]								
Sieve Size	IL-19.0 mm		SMA 12.5 [4/]		IL-9.5 mm		IL-4.75 mm	
	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	90	99		100		100
3/8 in. (9.5 mm)			50	85	90	100		100
#4 (4.75 mm)	40	60	20	40	32	69	90	100
#8 (2.36 mm)	26	42	16	24 [5/]	32	52 [2/]	70	90
#16 (1.18 mm)	15	30			10	32	50	65
#50 (300 µm)	6	15			4	15	15	30
#100 (150 µm)	4	9			3	10	10	18
#200 (75 µm)	3	6	8.0	11.0 [3/]	4	6	7	9
Ratio Dust/Asphalt Binder		1.0				1.0		1.0 [3/]

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 µm) sieve shall be ≤ 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 24 percent."

Delete Article 1030.04(a)(3) of the Standard Specifications.

Delete Article 1030.04(a)(4) of the Standard Specifications.

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

<table>
<tr><td colspan="5">"VOLUMETRIC REQUIREMENTS
High ESAL</td></tr>
<tr><td rowspan="2"></td><td colspan="3" rowspan="2">Voids in the Mineral Aggregate (VMA),
% minimum</td><td rowspan="2">Voids Filled with Asphalt Binder (VFA),
%</td></tr>
<tr></tr>
<tr><td>Ndesign</td><td>IL-19.0</td><td>IL-9.5</td><td>IL-4.75[1/]</td></tr>
<tr><td>50</td><td rowspan="3">13.5</td><td rowspan="3">15.0</td><td>18.5</td><td>65 – 78 [2/]</td></tr>
<tr><td>70</td><td rowspan="2"></td><td rowspan="2">65 - 75</td></tr>
<tr><td>90</td></tr>
</table>

1/ Maximum Draindown for IL-4.75 shall be 0.3 percent

2/ VFA for IL-4.75 shall be 76-83 percent"

Revise the table in Article 1030.04(b)(2) of the Standard Specifications to read:

"VOLUMETRIC REQUIREMENTS Low ESAL				
Mixture Composition	Design Compactive Effort	Design Air Voids Target %	VMA (Voids in the Mineral Aggregate), % min.	VFA (Voids Filled with Asphalt Binder), %
IL-9.5L	N_{DES} =30	4.0	15.0	65-78
IL-19.0L	N_{DES} =30	4.0	13.5	N/A"

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

"(3) SMA Mixtures.

ESALs (million)	Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
≤ 10	50	4.0	16.0	75 – 80
> 10	80	4.0	17.0	75 – 80"

Delete Article 1030.04(b)(4) of the Standard Specifications.

Delete Article 1030.04(b)(5) from the Supplemental Specifications.

Revise the table in Article 1030.05(d)(2)a. of the Standard Specifications to read:

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Test Method See Manual of Test Procedures for Materials
Aggregate Gradation % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 µm) No. 200 (75 µm)	1 washed ignition oven test on the mix per half day of production Note 3.	Illinois Procedure
Asphalt Binder Content by Ignition Oven Note 1.	1 per half day of production	Illinois-Modified AASHTO T 308
VMA Note 2.	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO R 35
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Test Method See Manual of Test Procedures for Materials
Air Voids Bulk Specific Gravity of Gyratory Sample Note 4.	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO T 312
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons: 1 per half day of production	Illinois-Modified AASHTO T 209
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	

Note 1. The Engineer may waive the ignition oven requirement for asphalt binder content if the aggregates to be used are known to have ignition asphalt binder content calibration factors which exceed 1.5 percent. If the ignition oven requirement is waived, other Department approved methods shall be used to determine the asphalt binder content.

Note 2. The G_{sb} used in the voids in the mineral aggregate (VMA) calculation shall be the same average G_{sb} value listed in the mix design.

Note 3. The Engineer reserves the right to require additional hot bin gradations for batch plants if control problems are evident.

Note 4. The WMA compaction temperature for mixture volumetric testing shall be 270 ± 5 °F (132 ± 3 °C) for quality control testing. The WMA compaction temperature for quality assurance testing will be 270 ± 5 °F (132 ± 3 °C) if the mixture is not allowed to cool to room temperature. If the mixture is allowed to cool to room temperature, it shall be reheated to standard HMA compaction temperatures."

Revise the table in Article 1030.05(d)(2)b. of the Standard Specifications to read:

"Parameter	High ESAL Mixture Low ESAL Mixture
Ratio Dust/Asphalt Binder	0.6 to 1.2
Moisture	0.3 %"

Revise the Article 1030.05(d)(4) of the Supplemental Specifications to read:

"(4) Control Limits. Target values shall be determined by applying adjustment factors to the AJMF where applicable. The target values shall be plotted on the control charts within the following control limits.

CONTROL LIMITS						
Parameter	High ESAL Low ESAL		SMA		IL-4.75	
	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4	Individual Test	Moving Avg. of 4
% Passing: 1/						
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 6 %	± 4 %		
3/8 in. (9.5mm)			± 4 %	± 3 %		
No. 4 (4.75 mm)	± 5 %	± 4 %	± 5 %	± 4 %		
No. 8 (2.36 mm)	± 5 %	± 3 %	± 4 %	± 2 %		
No. 16 (1.18 mm)			± 4 %	± 2 %	± 4 %	± 3 %
No. 30 (600 µm)	± 4 %	± 2.5 %	± 4 %	± 2.5 %		
Total Dust Content No. 200 (75 µm)	± 1.5 %	± 1.0 %			± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.2 %	± 0.1 %	± 0.3 %	± 0.2 %
Voids	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %	± 1.2 %	± 1.0 %
VMA	-0.7 % 2/	-0.5 % 2/	-0.7 % 2/	-0.5 % 2/	-0.7 % 2/	-0.5 % 2/

1/ Based on washed ignition oven

2/ Allowable limit below minimum design VMA requirement

DENSITY CONTROL LIMITS		
Mixture Composition	Parameter	Individual Test
IL-4.75	Ndesign = 50	93.0 - 97.4 % [1/]
IL-9.5	Ndesign = 90	92.0 - 96.0 %
IL-9.5,IL-9.5L	Ndesign < 90	92.5 - 97.4 %
IL-19.0	Ndesign = 90	93.0 - 96.0 %
IL-19.0, IL-19.0L	Ndesign < 90	93.0 [2/]- 97.4 %
SMA	Ndesign = 50 & 80	93.5 - 97.4 %

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.

2/ 92.0 % when placed as first lift on an unimproved subgrade."

Revise the table in Article 1030.05(d)(5) of the Supplemental Specifications to read:

"CONTROL CHART REQUIREMENTS	High ESAL, Low ESAL, SMA & IL-4.75
Gradation [1/ 3/]	% Passing Sieves: 1/2 in. (12.5 mm) [2/] No. 4 (4.75 mm) No. 8 (2.36 mm) No. 30 (600 µm)
Total Dust Content [1/]	No. 200 (75 µm)
	Asphalt Binder Content
	Bulk Specific Gravity
	Maximum Specific Gravity of Mixture
	Voids
	Density
	VMA

1/ Based on washed ignition oven.

2/ Does not apply to IL-4.75.

3/ SMA also requires the 3/8 in. (9.5 mm) sieve."

Delete Article 1030.05(d)(6)a.1.(b.) of the Standard Specifications.

Delete Article 1030.06(b) of the Standard Specifications.

Delete Article 1102.01(e) of the Standard Specifications.

80322

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (BDE)

Effective: November 1, 2013
Revised: November 1, 2014

Description. This special provision provides the requirements for Hamburg Wheel and tensile strength testing for High ESAL, IL-4.75, and Stone Matrix Asphalt (SMA) hot-mix asphalt (HMA) mixes during mix design verification and production. This special provision also provides the plant requirements for hydrated lime addition systems used in the production of High ESAL, IL-4.75, and SMA mixes.

Mix Design Testing. Add the following below the referenced AASHTO standards in Article 1030.04 of the Standard Specifications:

AASHTO T 324 Hamburg Wheel Test

AASHTO T 283 Tensile Strength Test

Add the following to Article 1030.04 of the Standard Specifications:

"(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 (Illinois Modified AASHTO T 324) and the Tensile Strength Test (Illinois Modified 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 necessary changes to the mix and provide passing Hamburg Wheel and tensile strength test results from a private lab. The Department will verify the passing results.

All new and renewal mix designs shall meet the following requirements for verification testing.

(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/]

PG Grade	Number of Passes
PG 58-xx (or lower)	5,000
PG 64-xx	7,500
PG 70-xx	15,000
PG 76-xx (or higher)	20,000

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.

(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 550 kPa (80 psi) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

Production Testing. Revise 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 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".

Before start-up, target values shall be determined by applying gradation correction factors to the JMF when applicable. These correction factors shall be determined from previous experience. The target values, when approved by the Engineer, shall be used to control HMA production. Plant settings and control charts shall be set according to target values.

Before constructing the test strip, target values shall be determined by applying gradation correction factors to the JMF when applicable. After any JMF adjustment, the JMF shall become the Adjusted Job Mix Formula (AJMF). Upon completion of the first acceptable test strip, the JMF shall become the AJMF regardless of whether or not the JMF has been adjusted. If an adjustment/plant change is made, the Engineer may require a new test strip to be constructed. If the HMA placed during the initial test strip is determined to be unacceptable to remain in place by the Engineer, it shall be removed and replaced.

The limitations between the JMF and AJMF are as follows.

Parameter	Adjustment
1/2 in. (12.5 mm)	± 5.0 %
No. 4 (4.75 mm)	± 4.0 %
No. 8 (2.36 mm)	± 3.0 %
No. 30 (600 µm)	*
No. 200 (75 µm)	*
Asphalt Binder Content	± 0.3 %

* In no case shall the target for the amount passing be greater than the JMF.

Any adjustments outside the above limitations will require a new mix design.

Mixture sampled to represent the test strip shall include additional material sufficient for the Department to conduct Hamburg Wheel testing according to Illinois Modified AASHTO T324 (approximately 60 lb (27 kg) total).

The Contractor shall immediately cease production upon notification by the Engineer of failing Hamburg Wheel test. All prior produced material may be paved out provided all other mixture criteria is being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

The Department may conduct additional Hamburg Wheel tests on production material as determined by the Engineer."

Revise the title of Article 1030.06(b) of the Standard Specifications to read:

"(b) Low ESAL Mixtures."

System for Hydrated Lime Addition. Revise the fourth sentence of the third paragraph of Article 1030.04(c) of the Standard Specifications to read:

"The method of application shall be according to Article 1102.01(a)(10)."

Replace the first three sentences of the second paragraph of Article 1102.01(a)(10) of the Standard Specifications to read:

"When hydrated lime is used as the anti-strip additive, a separate bin or tank and feeder system shall be provided to store and accurately proportion the lime onto the aggregate either as a slurry, as dry lime applied to damp aggregates, or as dry lime injected onto the hot aggregates prior to adding the liquid asphalt cement. If the hydrated lime is added either as a slurry or as dry lime on damp aggregates, the lime and aggregates shall be mixed by a power driven pugmill to provide a uniform coating of the lime prior to entering the dryer. If dry hydrated lime is added to the hot dry aggregates in a dryer-drum plant, the lime shall be added in such a manner that the lime will not become entrained into the air stream of the dryer-drum and that thorough dry mixing shall occur prior to the injection point of the liquid asphalt. When a batch plant is used, the hydrated lime shall be added to the mixture in the weigh hopper or as approved by the Engineer."

Basis of Payment. Replace the seventh paragraph of Article 406.14 of the Standard Specifications with the following:

"For mixes designed and verified under the Hamburg Wheel criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

If an anti-stripping additive is required for any other HMA mix, the cost of the additive will be paid for according to Article 109.04. The cost incurred in introducing the additive into the

HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive."

80323

HOT MIX ASPHALT – PRIME COAT (BDE)

Effective: November 1, 2014

Revise Note 1 of Article 406.02 of the Standard Specifications to read:

"Note 1. The bituminous material used for prime coat shall be one of the types listed in the following table.

When emulsified asphalts are used, any dilution with water shall be performed by the emulsion producer. The emulsified asphalt shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion.

Application	Bituminous Material Types
Prime Coat on Brick, Concrete, or HMA Bases	SS-1, SS-1h, SS-1hP, SS-1vh, RS-1, RS-2, CSS-1, CSS-1h, CSS-1hp, CRS-1, CRS-2, HFE-90, RC-70
Prime Coat on Aggregate Bases	MC-30, PEP"

Add the following to Article 406.03 of the Standard Specifications.

"(i) Vacuum Sweeper 1101.19
(j) Spray Paver .....1102.06"

Revise Article 406.05(b) of the Standard Specifications to read:

"(b) Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60 °F (15 °C).

(1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the prime coat from adhering to the base. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternative to air blasting, a vacuum sweeper may be used to accomplish the dust removal. The base shall be free of standing water at the time of application. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table.

Type of Surface to be Primed	Residual Asphalt Rate lb/sq ft (kg/sq m)
Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete	0.05 (0.244)
Fog Coat between HMA Lifts, IL-4.75 & Brick	0.025 (0.122)

The bituminous material for the prime coat shall be placed one lane at a time. If a spray paver is not used, the primed lane shall remain closed until the prime coat is

fully cured and does not pickup under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

(2) Aggregate Bases. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft ± 0.01 (1.21 kg/sq m ±0.05).

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but at no time shall the curing period be less than 24 hours for MC-30 or four hours for PEP. Pools of prime occurring in the depressions shall be broomed or squeegeed over the surrounding surface the same day the prime coat is applied.

The base shall be primed 1/2 width at a time. The prime coat on the second half/width shall not be applied until the prime coat on the first half/width has cured so that it will not pickup under traffic.

The residual asphalt rate will be verified a minimum of once per type of surface to be primed as specified herein for which at least 2000 tons (1800 metric tons) of HMA will be placed. The test will be according to the "Determination of Residual Asphalt in Prime and Tack Coat Materials" test procedure.

Prime coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time, and all areas where the pickup occurred shall be repaired.

If after five days, loss of prime coat is evident prior to covering with HMA, additional prime coat shall be placed as determined by the Engineer at no additional cost to the Department."

Revise the last sentence of the first paragraph of Article 406.13(b) of the Standard Specifications to read:

"Water added to emulsified asphalt, as allowed in Article 406.02, will not be included in the quantities measured for payment."

Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

"Aggregate for covering prime coat will not be measured for payment."

Revise the first paragraph of Article 406.14 of the Standard Specifications to read:

"**406.14 Basis of Payment.** Prime Coat will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT), or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)."

Revise Article 407.02 of the Standard Specifications to read:

"**407.02 Materials.** Materials shall be according to Article 406.02, except as follows.

Item	Article/Section
(a) Packaged Rapid Hardening Mortar or Concrete	1018"

Revise Article 407.06(b) of the Standard Specifications to read:

"(b) A bituminous prime coat shall be applied between each lift of HMA according to Article 406.05(b)."

Delete the second paragraph of Article 407.12 of the Standard Specifications.

Revise the first paragraph of Article 408.04 of the Standard Specifications to read:

"**408.04 Method of Measurement.** Bituminous priming material will be measured for payment according to Article 406.13."

Revise the first paragraph of Article 408.05 of the Standard Specifications to read:

"**408.05 Basis of Payment.** This work will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT) or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) and at the contract unit price per ton (metric ton) for INCIDENTAL HOT-MIX ASPHALT SURFACING."

Revise Article 1032.02 of the Standard Specifications to read:

"**1032.02 Measurement.** Asphalt binders, emulsified asphalts, rapid curing liquid asphalt, medium curing liquid asphalts, slow curing liquid asphalts, asphalt fillers, and road oils will be measured by weight.

A weight ticket for each truck load shall be furnished to the inspector. The truck shall be weighed at a location approved by the Engineer. The ticket shall show the weight of the empty truck (the truck being weighed each time before it is loaded), the weight of the loaded truck, and the net weight of the bituminous material.

When an emulsion or cutback is used for prime coat, the percentage of asphalt residue of the actual certified product shall be shown on the producer's bill of lading or attached certificate of analysis. If the producer adds extra water to an emulsion at the request of the purchaser, the amount of water shall also be shown on the bill of lading.

Payment will not be made for bituminous materials in excess of 105 percent of the amount specified by the Engineer."

Add the following to the table in Article 1032.04 of the Standard Specifications.

"SS-1vh	160-180	70-80
RS-1, CRS-1	75-130	25-55"

Add the following to Article 1032.06 of the Standard Specifications.

"(g) Non Tracking Emulsified Asphalt SS-1vh shall be according to the following.

Requirements for SS-1vh			
Test		SPEC	AASHTO Test Method
Saybolt Viscosity @ 25C,	SFS	20-200	T 72
Storage Stability, 24hr.,	%	1 max.	T 59
Residue by Evaporation,	%	50 min.	T 59
Sieve Test,	%	0.3 max.	T 59
Tests on Residue from Evaporation			
Penetration @25°C, 100g., 5 sec., dmm		20 max.	T 49
Softening Point,	°C	65 min.	T 53
Solubility,	%	97.5 min.	T 44
Orig. DSR @ 82°C,	kPa	1.00 min.	T 315"

Revise the last table in Article 1032.06(f)(2)d. of the Standard Specifications to read:

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

Add the following to Article 1101 of the Standard Specifications.

"**1101.19 Vacuum Sweeper.** The vacuum sweeper shall have a minimum sweeping path of 52 in. (1.3 m) and a minimum blower rating of 20,000 cu ft per minute (566 cu m per minute)."

Add the following to Article 1102 of the Standard Specifications:

"**1102.06 Spray Paver.** The spreading and finishing machine shall be capable of spraying a rapid setting emulsion tack coat, paving a layer of HMA, and providing a smooth HMA mat in one pass. The HMA shall be spread over the tack coat in less than five seconds after the

application of the tack coat during normal paving speeds. No wheel or other part of the paving machine shall come into contact with the tack coat before the HMA is applied. In addition to meeting the requirements of Article 1102.03, the spray paver shall also meet the requirements of Article 1102.05 for the tank, heating system, pump, thermometer, tachometer or synchronizer, and calibration. The spray bar shall be equipped with properly sized and spaced nozzles to apply a uniform application of tack coat at the specified rate for the full width of the mat being placed."

80348

REINFORCEMENT BARS (BDE)

Effective: November 1, 2013

Revise the first and second paragraphs of Article 508.05 of the Standard Specifications to read:

"**508.05 Placing and Securing.** All reinforcement bars shall be placed and tied securely at the locations and in the configuration shown on the plans prior to the placement of concrete. Manual welding of reinforcement may only be permitted or precast concrete products as indicated in the current Bureau of Materials and Physical Research Policy Memorandum "Quality Control / Quality Assurance Program for Precast Concrete Products", and for precast prestressed concrete products as indicated in the Department's current "Manual for Fabrication of Precast Prestressed Concrete Products". Reinforcement bars shall not be placed by sticking or floating into place or immediately after placement of the concrete.

Bars shall be tied at all intersections, except where the center to center dimension is less than 1 ft (300 mm) in each direction, in which case alternate intersections shall be tied. Molded plastic clips may be used in lieu of wire to secure bar intersections, but shall not be permitted in horizontal bar mats subject to construction foot traffic or to secure longitudinal bar laps. Plastic clips shall adequately secure the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. Plastic clips may be recycled plastic, and shall meet the approval of the Engineer. The number of ties as specified shall be doubled for lap splices at the stage construction line of concrete bridge decks when traffic is allowed on the first completed stage during the pouring of the second stage."

Revise the fifth paragraph of Article 508.05 of the Standard Specifications to read:

"Supports for reinforcement in bridge decks shall be metal. For all other concrete construction the supports shall be metal or plastic. Metal bar supports shall be made of cold-drawn wire, or other approved material and shall be either epoxy coated, galvanized or plastic tipped. When the reinforcement bars are epoxy coated, the metal supports shall be epoxy coated. Plastic supports may be recycled plastic. Supports shall be provided in sufficient number and spaced to provide the required clearances. Supports shall adequately support the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. The legs of supports shall be spaced to allow an opening that is a minimum 1.33 times the nominal maximum aggregate size used in the concrete. Nominal maximum aggregate size is defined as the largest sieve which retains any of the aggregate sample particles. All supports shall meet the approval of the Engineer."

Revise the first sentence of the eighth paragraph of Article 508.05 of the Standard Specifications to read:

"Epoxy coated reinforcement bars shall be tied with plastic coated wire, epoxy coated wire, or molded plastic clips where allowed."

Add the following sentence to the end of the first paragraph of Article 508.06(c) of the Standard Specifications:

"In addition, the total slip of the bars within the splice sleeve of the connector after loading in tension to 30 ksi (207 MPa) and relaxing to 3 ksi (20.7 MPa) shall not exceed 0.01 in. (254 microns)."

Revise Article 1042.03(d) of the Standard Specifications to read:

"(d) Reinforcement and Accessories: The concrete cover over all reinforcement shall be within ±1/4 in. (±6 mm) of the specified cover.

Welded wire fabric shall be accurately bent and tied in place.

Miscellaneous accessories to be cast into the concrete or for forming holes and recesses shall be carefully located and rigidly held in place by bolts, clamps, or other effective means. If paper tubes are used for vertical dowel holes, or other vertical holes which require grouting, they shall be removed before transportation to the construction site."

80327

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 50 working days.

80071

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:

DeKalb County

Somonauk Road District

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 EQUIPMENT RENTAL RATES

Effective: January 1, 2012

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.

Replace Article 109.04(b)(4) with the following:

"(4) Equipment. For any machinery or special equipment (other than small tools) the use of which has been authorized by the Engineer, the Contractor will be paid according to the latest revision of “SCHEDULE OF AVERAGE ANNUAL EQUIPMENT OWNERSHIP EXPENSE” and latest index factor as issued by the Illinois Department of Transportation. The equipment should be of a type and size reasonably required to complete the extra work.”

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. Signs. 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.

De Kalb County Prevailing Wage for February 2015

(See explanation of column headings at bottom of wages)

Trade Name	RG	TYP	C	Base	FRMAN	M-F>8	DSA	DSB	H/W	Pens/n	Vac	Trng
ASBESTOS ABT-GEN		BLD		31.130	32.130	1.5	1.5	2.0	8.240	14.14	0.000	0.800
ASBESTOS ABT-MEC		BLD		35.100	37.600	1.5	1.5	2.0	11.17	10.76	0.000	0.720
BOILERMAKER		BLD		48.240	48.220	2.0	2.0	2.0	6.970	17.54	0.000	0.350
BRICK MASON		BLD		42.580	46.840	1.5	1.5	2.0	9.850	13.60	0.000	1.030
CARPENTER		BLD		38.240	42.450	1.5	1.5	2.0	9.440	14.95	0.000	0.600
CARPENTER		HWY		37.230	38.980	1.5	1.5	2.0	11.00	14.00	0.000	0.490
CEMENT MASON		ALL		42.900	44.900	2.0	1.5	2.0	9.900	16.32	0.000	0.500
CERAMIC TILE FNSHER		BLD		35.810	0.000	1.5	1.5	2.0	10.55	8.440	0.000	0.710
COMMUNICATION TECH		BLD		36.440	40.080	1.5	1.5	2.0	10.39	12.09	0.000	0.760
ELECTRIC PWR EQMT OP		ALL		37.890	51.480	1.5	1.5	2.0	5.000	13.75	0.000	0.380
ELECTRIC PWR GRNDMAN		ALL		29.300	51.480	1.5	1.5	2.0	5.000	9.090	0.000	0.290
ELECTRIC PWR LINEMAN		ALL		45.360	51.480	1.5	1.5	2.0	5.000	14.06	0.000	0.450
ELECTRIC PWR TRK DRV		ALL		30.340	51.480	1.5	1.5	2.0	5.000	9.400	0.000	0.300
ELECTRICIAN		BLD		42.960	47.260	1.5	1.5	2.0	10.39	17.47	0.000	0.960
ELEVATOR CONSTRUCTOR		BLD		46.830	52.680	2.0	2.0	2.0	13.57	14.21	3.750	0.600
FENCE ERECTOR	SE	ALL		45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400
GLAZIER		BLD		35.980	37.980	1.5	1.5	1.5	10.30	8.200	0.000	1.250
HT/FROST INSULATOR		BLD		48.450	50.950	1.5	1.5	2.0	11.47	12.16	0.000	0.720
IRON WORKER	NW	ALL		36.290	38.100	2.0	2.0	2.0	8.640	22.69	0.000	0.300
IRON WORKER	SE	ALL		45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400
LABORER		BLD		31.130	32.130	1.5	1.5	2.0	8.240	14.14	0.000	0.800
LABORER		HWY		33.560	34.310	1.5	1.5	2.0	8.240	16.39	0.000	0.800
LABORER, SKILLED		HWY		36.160	36.910	1.5	1.5	2.0	8.240	16.39	0.000	0.800
LATHER		BLD		38.240	42.450	1.5	1.5	2.0	9.440	14.95	0.000	0.600
MACHINIST		BLD		44.350	46.850	1.5	1.5	2.0	6.760	8.950	1.850	0.000
MARBLE MASON		BLD		41.780	45.960	1.5	1.5	2.0	9.850	13.42	0.000	0.760
MATERIAL TESTER I		ALL		33.560	0.000	1.5	1.5	2.0	8.240	16.39	0.000	0.800
MATERIALS TESTER II		ALL		33.560	0.000	1.5	1.5	2.0	8.240	16.39	0.000	0.800
MILLWRIGHT		BLD		36.120	39.730	1.5	1.5	2.0	9.420	14.30	0.000	0.800
OPERATING ENGINEER		BLD	1	42.800	46.800	2.0	2.0	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		BLD	2	42.100	46.600	2.0	2.0	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		BLD	3	39.650	46.800	2.0	2.0	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		BLD	4	37.650	46.600	2.0	2.0	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		BLD	5	46.550	46.800	2.0	2.0	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		BLD	6	45.800	46.800	2.0	2.0	2.0	17.10	11.05	0.000	1.300
OPERATING ENGINEER		BLD	7	42.800	46.800	2.0	2.0	2.0	17.10	11.05	0.000	1.300
OPERATING ENGINEER		HWY	1	42.650	46.650	1.5	1.5	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		HWY	2	42.100	46.650	1.5	1.5	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		HWY	3	40.800	46.650	1.5	1.5	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		HWY	4	39.350	46.650	1.5	1.5	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		HWY	5	37.900	46.650	1.5	1.5	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		HWY	6	45.650	46.650	1.5	1.5	2.0	17.10	11.05	2.350	1.300
OPERATING ENGINEER		HWY	7	45.650	46.650	1.5	1.5	2.0	17.10	11.05	2.350	1.300
ORNAMNTL IRON WORKER	SE	ALL		45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400
PAINTER		ALL		41.730	43.730	1.5	1.5	1.5	10.30	8.200	0.000	1.350
PAINTER SIGNS		BLD		33.920	38.090	1.5	1.5	1.5	2.600	2.710	0.000	0.000
PILEDRIVER		BLD		38.240	42.450	1.5	1.5	2.0	9.440	14.95	0.000	0.600
PILEDRIVER		HWY		37.230	38.980	1.5	1.5	2.0	11.00	14.00	0.000	0.490
PIPEFITTER		BLD		46.000	49.000	1.5	1.5	2.0	9.000	15.85	0.000	1.780
PLASTERER		BLD		42.250	44.790	1.5	1.5	2.0	11.40	12.19	0.000	0.650
PLUMBER		BLD		46.650	48.650	1.5	1.5	2.0	13.18	11.46	0.000	0.860
ROOFER		BLD		40.100	43.100	1.5	1.5	2.0	8.280	10.54	0.000	0.530
SHEETMETAL WORKER		BLD		37.930	40.210	1.5	1.5	2.0	6.000	16.92	0.520	0.290
SPRINKLER FITTER		BLD		37.120	39.870	1.5	1.5	2.0	8.420	8.500	0.000	0.350
STEEL ERECTOR	SE	ALL		45.060	48.660	2.0	2.0	2.0	10.52	18.81	0.000	0.400
STONE MASON		BLD		42.580	46.840	1.5	1.5	2.0	9.850	13.60	0.000	1.030
~~SURVEY WORKER~~ -----> NOT IN EFFECT					ALL		35.650	36.400	1.5	1.5	2.0	8.240	13.95	0.000	0.800
TERRAZZO FINTSHER		BLD		37.040	0.000	1.5	1.5	2.0	10.55	10.32	0.000	0.620
TERRAZZO MASON		BLD		40.880	43.880	1.5	1.5	2.0	10.55	11.63	0.000	0.820
TILE LAYER		BLD		38.240	42.450	1.5	1.5	2.0	9.440	14.95	0.000	0.600
TILE MASON		BLD		42.840	46.840	1.5	1.5	2.0	10.55	10.42	0.000	0.920
TRUCK DRIVER		ALL	1	32.550	33.300	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER		ALL	2	32.700	33.300	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER		ALL	3	32.900	33.300	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER		ALL	4	33.100	33.300	1.5	1.5	2.0	6.500	4.350	0.000	0.000

TUCKPOINTER SAT 42.000 43.000 1.5 1.5 2.0 8.100 12.66 0.000 0.650

Legend:
RG (Region)
TY# (Trade Type - All,Highway,Building,Floating/Oil & Chi,Rivers)
C (Class)
Base (Base Wage Rate)
FRMAN (Foreman Rate)
H-P&B (OT required for any hour greater than 8 worked each day, Mon through Fri)
OSA (Overtime (OT) is required for every hour worked on Saturday)
OSH (Overtime is required for every hour worked on Sunday and Holidays)
H/W (Health & Welfare Insurance)
Pensn (Pension)
Vac (Vacation)
Trng (Training)

Explanations

DEKALB COUNTY

IRONWORKERS (NORTHWEST) - That portion of the county from a point where the western county line intersects with Rt. 30, continuing eastward to Shabbona, north between Shabbona and Clare, and northeast between Clare and New Lebanon

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

Installing, manufacturing, assembling and maintaining sound and intercom, protection alarm (security), fire alarm, master antenna television, closed circuit television, low voltage control for computers and/or door monitoring, school communications systems, telephones and servicing of nurse and emergency calls, and the installation and maintenance of transmit and receive antennas, transmitters, receivers, and associated apparatus which operates in conjunction with above systems. All work associated with these system installations will be included EXCEPT the installation of protective metallic conduit in new construction projects (excluding less than ten-foot runs strictly for protection of cable) and 120 volt AC (or higher) power wiring and associated hardware.

LABORER, SKILLED - HIGHWAY

Individuals engaged in the following types of work, irrespective of the site of the work: asbestos abatement worker, handling of any materials with any foreign matter harmful to skin or clothing, track laborer, cement handlers, chloride handlers, the unloading and loading with steel workers and re-bars, concrete workers wet, tunnel helpers in free air, batch dumpers, mason tenders, kettle and tar men, tank cleaners, plastic installers, scaffold workers, motorized buggies or motorized unit used for wet concrete or handling of building materials, laborers with de-watering systems, sewer workers plus depth, rod and chainmen with technical engineers, rod and chainmen with land surveyors, rod and chainmen with surveyors, vibrator operators, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers plus depth, on concrete paving, placing, cutting and tying of reinforcing, deck hand, dredge hand, and shore laborers, bankmen on floating plant, grade checker, power tools, front end man on chip spreaders, caission workers plus depth, gunnite nozzle men, lead man on sewer work, welders, cutters, burners and torchmen, chainsaw operators, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setter - street and highway, air tamping hammermen, signal man on crane, concrete saw operator, screedman on asphalt pavers, laborers tending masons with hot material or where foreign materials are used, mortar mixer operators, multiple concrete duct - leadsman, lumen, asphalt raker, curb asphalt machine operator, ready mix scalemen (permanent, portable or temporary plant), laborers handling masterplate or similar materials, laser beam operator, concrete burning machine operator, coring machine operator, plaster tender, underpinning and shoring of buildings, pump men, manhole and catch basin, dirt and stone tamper, hose men on concrete pumps, hazardous waste worker, lead base paint abatement worker, lining of pipe, refusing machine, assisting on direct boring machine, the work of laying watermain, fire hydrants, all mechanical joints to watermain work, sewer worker, and tapping water service and forced life station mechanical worker.

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 ENGINEERS - 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

Paver (over 27E cu. ft.); Concrete Paver (27 cu. ft. and under); Concrete Placer; Concrete Pump (Truck Mounted); Concrete Conveyor (Truck Mounted); Concrete Tower; Cranes, All, GCI and similar types (required two operators only); Cranes, Hammerhead; Crater Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; 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 - excluding hose work and any sewer work); Locomotives, All; Lubrication Technician; Manipulators; Motor Patrol; 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; Rock Drill (self-propelled); Rock Drill - Truck Mounted; Roto Mill Grinder; Scoops - Tractor Drawn; Slipform Paver; Scrapers Prime Movers; Straddle Buggies; Tie Back Machine; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Bobcat (over 3/4 cu. yd.); Boilers; Brick Forklift; 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, Sewer Dragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Asphalt Spreader; Combination - Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators - (Rheostat Manual Controlled); Hydraulic Power Units (Pile Driving, Extracting, or Drilling - with a seat); Lowboys; Pumps, Over 3" (1 to 3 not to exceed total of 300 ft.); Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches; Bobcat (up to and including 3/4 cu. yd.).

Class 4. Elevator push button with automatic doors; Hoists, Inside-Oilers, Brick Forklift.

Class 5. Assistant Craft Foremen

Class 6. Mechanics; Welders.

Class 7. Gradall

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarifier; Asphalt Silo Tender; Asphalt Spreader; Autograder; ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Backhoe w/shear attachments; 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 of all types; Crater Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Hydro Vac, Self Propelled, Truck Mounted (excluding hose work and any sewer work); Lubrication Technician; Manipulators; 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; GCI Crane; Hydraulic Telescoping Form (Tunnel); Tie Back Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader with attached pusher; Tractor with Boom; Tractaire with Attachments; Traffic Barrier Conveyor Machine; Raised or Blind Hole Drills; Trenching Machine (over 12"); Truck Mounted Concrete Pump with Boom; Truck Mounted Concrete Conveyor; Work Boat (no license required

- 90 h.p. or above); Underground Boring and/or Mining Machines; 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 (large self-propelled - excluding walk-behinds and hand-held); 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; All Locomotives, Dinky; Off-Road Hauling Units; Non-Self Loading Dump; Ejection Dump; Pump Cretes; Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem (Regardless of Size); Tank Car Heater; Tractors, Push, Pulling 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.; Firemen on Boilers; 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 - Small and Large; Asphalt Spreader, Backend Man; Bobcat (Skid Steer) all; Brick Forklift; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster; Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tractaire; Trencher 12" and under; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.

Class 6. Field Mechanics and Field Welders

Class 7. Gradall and machines of like nature.

SURVEY WORKER - Operated survey equipment including data collectors, G.P.S. and robotic instruments, as well as conventional levels and transits.

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.

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 Trailers, 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; Teamster; Unskilled dumpman; and Truck Drivers hauling warning lights.

barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crete and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Rug 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 Crete and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Rug 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; Self-loading equipment like P.B. and trucks with scoops on the front.

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.

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

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
Scott Reith
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Updated abbreviations
	and symbols.
1-1-08	Updated abbreviations
	and symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

ADJUSTMENT ITEMS

	EX	PR
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Main Structure To Be Filled		FM
Structure To Be Filled		F
Structure To Be Filled Special		FSP
Structure To Be Removed		R
Structure To Be Reconstructed		REC
Structure To Be Reconstructed Special		RSP
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		A
Domestic Service Box To Be Adjusted		A
Valve Vault To Be Adjusted		A
Special Adjustment		SP
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Pavement Removal and Replacement		

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

ALIGNMENT ITEMS

	EX	PR
Baseline		
Centerline		
Centerline Break Circle		
Baseline Symbol		
Centerline Symbol		
PI Indicator		
Point Indicator		
Horizontal Curve Data (Half Size)	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=

BOUNDARIES ITEMS

	EX	PR
Dashed Property Line		
Solid Property/Lot Line		
Section/Grant Line		
Quarter Section Line		
Quarter/Quarter Section Line		
County/Township Line		
State Line		
Iron Pipe Found		
Iron Pipe Set		
Survey Marker		
Property Line Symbol		
Same Ownership Symbol (Half Size)		
Northwest Quarter Corner (Half Size)		
Section Corner (Half Size)		
Southeast Quarter Corner (Half Size)		

CONTOUR ITEMS

	EX	PR
Approx. Index Line		
Approx. Intermediate Line		
Index Contour		
Intermediate Contour		

DRAINAGE ITEMS

	EX	PR
Channel or Stream Line		
Culvert Line		
Grading & Shaping Ditches		
Drainage Boundary Line		
Paved Ditch		
Aggregate Ditch		
Pipe Underdrain		
Storm Sewer		
Flowline		
Ditch Check		
Headwall		
Inlet		
Manhole		
Summit		
Roadway Ditch Flow		
Swale		
Catch Basin		
Culvert End Section		
Water Surface Indicator		
Riprap		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 2 of 8)

STANDARD 000001–06

EROSION & SEDIMENT CONTROL ITEMS

	EX	PR
Cleaning & Grading Limits		
Dike		
Erosion Control Fence		
Perimeter Erosion Barrier		
Temporary Fence		
Ditch Check Temporary		
Ditch Check Permanent		
Inlet & Pipe Protection		
Sediment Basin		
Erosion Control Blanket		
Fabric Formed Concrete Revetment Mat		
Turf Reinforcement Mat		
Mulch Temporary		
Mulch Method 1		
Mulch Method 2 Stabilized		
Mulch Method 3 Hydraulic		

NON-HIGHWAY IMPROVEMENT ITEMS

	EX	PR
Noise Attn./Levee		
Field Line		
Fence		
Base of Levee		
Mailbox		
Multiple Mailboxes		
Pay Telephone		
Advertising Sign		

LANDSCAPING ITEMS

	EX	PR
Contour Mounding Line		
Fence		
Fence Post		
Shrubs		
Mowline		
Perennial Plants		
Seeding Class 2		
Seeding Class 2A		
Seeding Class 4		
Seeding Class 4 & 5 Combined		

EXISTING LANDSCAPING ITEMS (contd.)

	EX	PR
Seeding Class 5		
Seeding Class 7		
Seedlings Type 1		
Seedlings Type 2		
Sodding		
Mowstake w/Sign		
Tree Trunk Protection		
Evergreen Tree	E	
Shade Tree	E	+

LIGHTING

	EX	PR
Duct		
Conduit		
Electrical Aerial Cable	A	A
Electrical Buried Cable	L	L
Controller		
Underpass Luminaire		
Power Pole		

Illinois Department of Transportation

PASSED January 1, 2011
Michael Briand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
Scott Bush
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-17

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001-06

LIGHTING (contd.)

	EX	PR
Pull Point		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Unit Comb.		
Electrical Ground		
Traffic Flow Arrow		
High Mast Pole (Half Size)		
Light Unit-1		

PAVEMENT (MISC.)

	EX	PR
Keyed Long. Joint		
Keyed Long. Joint w/Tie Bars		
Sawed Long. Joint w/Tie Bars		
Bituminous Shoulder		
Bituminous Taper		
Stabilized Driveway		
Widening		

PAVEMENT MARKINGS

	EX	PR
Bike Lane Symbol		
Bike Lane Text		
Handicap Symbol		
RR Crossing		
Raised Marker Amber 1 Way		
Raised Marker Amber 2 Way		
Raised Marker Crystal 1 Way		
Two Way Turn Left		
Shoulder Diag. Pattern		
Skip-Dash White		
Skip-Dash Yellow		
Stop Line		
Solid Line		
Double Centerline		
Dotted Lines		
CL 2Ln 2Way RRPM 12.2 m (40') o.c.		
CL 2Ln 2Way RRPM 80' (24.4 m) o.c.		
CL Multilane Div. RRPM 40' (12.2 m) o.c.		
CL Multilane Div. RRPM 80' (24.4 m) o.c.		
CL Multilane Div. Dbl. RRPM 80' (24.4 m) o.c.		
CL Multilane Undiv.		
Two Way Turn Left Line		

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

PAVEMENT MARKINGS (contd.)

	EX	PR
Urban Combination Left		
Urban Combination Right		
Urban Left Turn Arrow		
Urban Right Turn Arrow		
Urban Left Turn Only		
Urban Right Turn Only		
Urban Thru Only		
Urban U-Turn		
Urban Combined U-Turn		
Rural Combination Left		
Rural Combination Right		
Rural Left Turn Arrow		
Rural Right Turn Arrow		
Rural Left Turn Only		
Rural Right Turn Only		
Rural Thru Only		

RAILROAD ITEMS

	EX	PR
Abandoned Railroad		
Railroad		
Railroad Point		
Control Box		
Crossing Gate		
Flashing Signal		
Railroad Cant. Mast Arm		
Crossbuck		

REMOVAL ITEMS

	EX	PR
Removal Tic		
Bituminous Removal		
Hatch Pattern		
Tree Removal Single		

RIGHT OF WAY ITEMS

	EX	PR
Future ROW Corner Monument		
ROW Marker		
ROW Line		
Easement		
Temporary Easement		

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
Scott E. Stitt
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001–06

RIGHT OF WAY ITEMS (contd.)

	EX	PR
Access Control Line	AC	AC
Access Control Line & ROW	AC	AC
Access Control Line & ROW with Fence	AR	AC
Excess ROW Line		XS

ROADWAY PLAN ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement		
Bit Shoulders, Medians and C&G Line		
Aggregate Shoulder		
Sidewalks, Driveways		
Guardrail		
Guardrail Post		
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)	N	
Match Line		STA. 45+00
Slope Limit Line		
Typical Cross-Section Line		

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

ROADWAY PROFILES

	EX	PR
P.I. Indicator		
Point Indicator		
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV= L = E =	VPI = ELEV= L = E =
Ditch Profile Left Side		
Ditch Profile Right Side		
Roadway Profile Line		
Storm Sewer Profile Left Side		
Storm Sewer Profile Right Side		

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS (contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(0) (Half Size)		DETOUR AHEAD
Left Lane Closed Ahead W20-5L(0) (Half Size)		LEFT LANE CLOSED AHEAD
Right Lane Closed Ahead W20-5R(0) (Half Size)		RIGHT LANE CLOSED AHEAD
Road Closed Ahead W20-3(0) (Half Size)		ROAD CLOSED AHEAD
Road Construction Ahead W20-1-(0) (Half Size)		ROAD CONSTRUCTION AHEAD
Single Lane Ahead (Half Size)		SINGLE LANE AHEAD
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001-06

SIGNING ITEMS (contd.)

	EX	PR
One Way Arrow Lrg. W1-6-(0) (Half Size)		
Two Way Arrow Large W1-7-(0) (Half Size)		
Detour M4-10L-(0) (Half Size)		DETOUR
Detour M4-10R-(0) (Half Size)		DETOUR
One Way Left R6-1L (Half Size)		ONE WAY
One Way Right R6-1R (Half Size)		ONE WAY
Left Turn Lane R3-1100L (Half Size)		LEFT TURN LANE
Keep Left R4-7AL (Half Size)		KEEP LEFT
Keep Left R4-7BL (Half Size)		KEEP LEFT
Keep Right R4-7AR (Half Size)		KEEP RIGHT
Keep Right R4-7BR (Half Size)		KEEP RIGHT
Stop Here On Red R10-6-AL (Half Size)		STOP HERE ON RED
Stop Here On Red R10-6-AR (Half Size)		STOP HERE ON RED
No Left Turn R3-2 (Half Size)		
No Right Turn R3-1 (Half Size)		
Road Closed R11-2 (Half Size)		ROAD CLOSED
Road Closed Thru Traffic R11-2 (Half Size)		ROAD CLOSED TO THRU TRAFFIC

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STRUCTURES ITEMS

	EX	PR
Box Culvert Barrel		
Box Culvert Headwall		
Bridge Pier		
Bridge		
Retaining Wall		
Temporary Sheet Piling		

TRAFFIC SHEET ITEMS

	EX	PR
Cable Number		
Left Turn Green	G	G
Left Turn Yellow	Y	Y
Signal Backplate		
Signal Section 8" (200 mm)		
Signal Section 12" (300 mm)		
Walk/Don't Walk Letters	DW W	DW W
Walk/Don't Walk Symbols		

TRAFFIC SIGNAL ITEMS

	EX	PR
Galv. Steel Conduit		
Underground Cable		
Detector Loop Line		
Detector Loop Large		
Detector Loop Small		
Detector Loop Quadrapole		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 7 of 8)

STANDARD 000001-06

TRAFFIC SIGNAL ITEMS (contd.)

	EX	PR
Detector Raceway	"E"	
Aluminum Mast Arm		
Steel Mast Arm		
Veh. Detector Magnetic		
Conduit Splice		
Controller		
Gulfbox Junction		
Wood Pole		
Temp. Signal Head		
Handhole		
Double Handhole		
Heavy Duty Handhole		
Junction Box		
Ped. Pushbutton Detector		
Ped. Signal Head		
Power Pole Service		
Priority Veh. Detector		
Signal Head		
Signal Head w/Backplate		
Signal Post		
Closed Circuit TV	C	C
Video Detector System	V	V

Illinois Department of Transportation

PASSED January 1, 2011
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

UNDERGROUND UTILITY ITEMS

	EX	PR	ABANDONED
Cable TV	CTV	CTV	CTV
Electric Cable	E	E	E
Fiber Optic	FO	FO	FO
Gas Pipe	G	G	G
Oil Pipe	O	O	O
Sanitary Sewer			
Telephone Cable	T	T	T
Water Pipe	W	W	W

UTILITIES ITEMS

	EX	PR
Controller		
Double Handhole		
Fire Hydrant		
GuyWire or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Pipeline Warning Sign		
Power Pole		
Power Pole with Light		
Sanitary Sewer Cleanout		
Splice Box Above Ground		
Telephone Splice Box Above Ground		
Telephone Pole		

UTILITY ITEMS (contd.)

	EX	PR
Traffic Signal		
Traffic Signal Control Box		
Water Meter		
Water Meter Valve Box		
Profile Line		
Aerial Power Line	A A	A A

VEGETATION ITEMS

	EX	PR
Deciduous Tree		
Bush or Shrub		
Evergreen Tree		
Stump		
Orchard/Nursery Line		
Vegetation Line		
Woods & Bush Line		

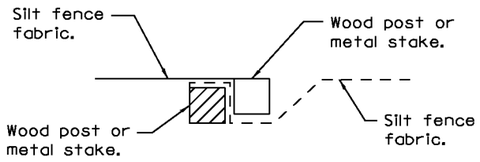
WATER FEATURE ITEMS

	EX	PR
Stream or Drainage Ditch		
Waters Edge		
Water Surface Indicator		
Water Point		
Disappearing Ditch		
Marsh		
Marsh/Swamp Boundary		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

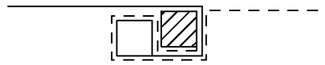
(Sheet 8 of 8)

STANDARD 000001–06



Place end-post (stake) of first silt fence adjacent to end-post (stake) of second silt fence with fabric positioned as swown.

STEP 1

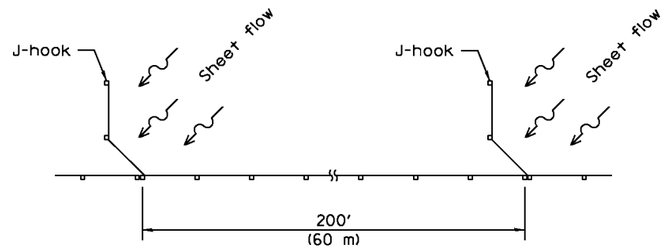


Rotate posts (stakes) together 180° clockwise and drive both posts (stakes) 18 (450) into ground.

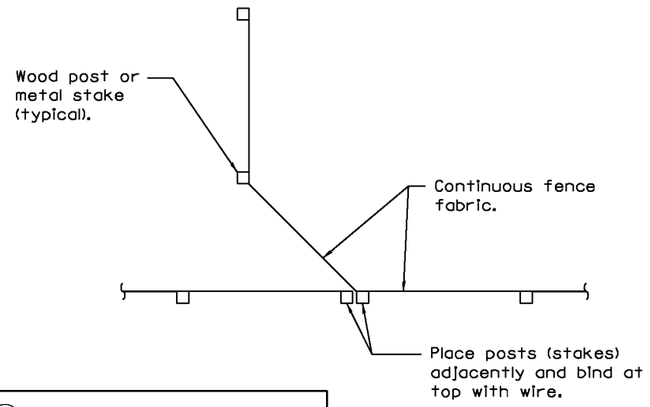
STEP 2

ATTACHING TWO SILT FILTER FENCES

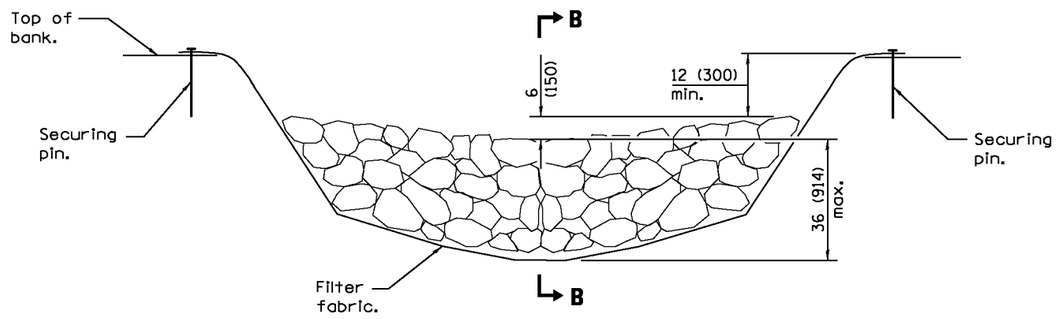
(Not applicable for J-hooks)



SILT FILTER J-HOOK PLACEMENT

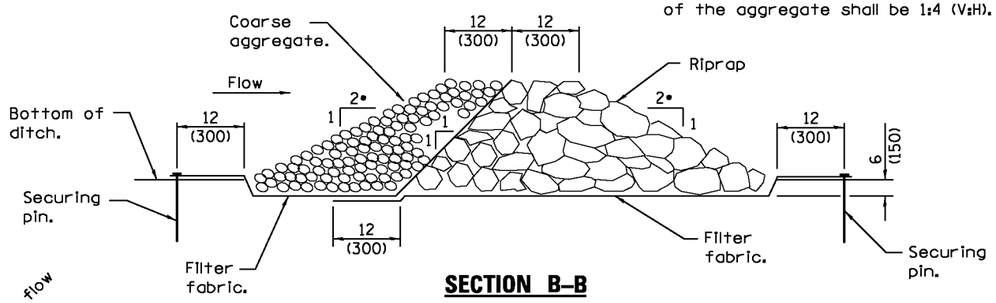


J-HOOK



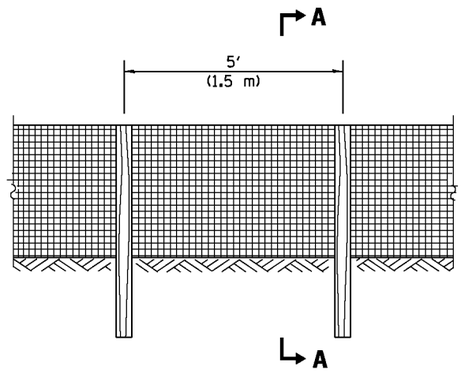
ELEVATION

- When the ditch check is within the clear zone and the road is open to traffic, the traffic approach slope of the aggregate shall be 1:4 (V:H).



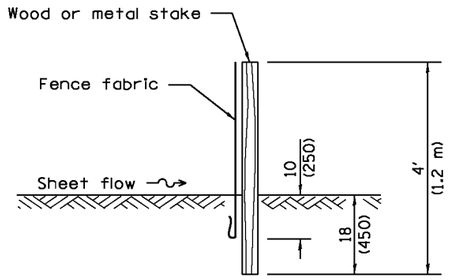
SECTION B–B

AGGREGATE DITCH CHECK

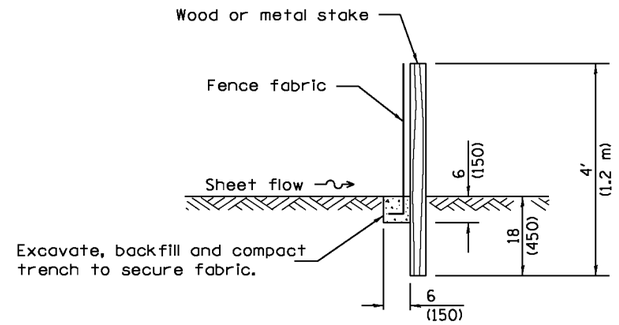


ELEVATION

SILT FILTER FENCE AS A PERIMETER EROSION BARRIER



SLICE METHOD



TRENCH METHOD

SECTION A–A

GENERAL NOTES

The installation details and dimensions shown for perimeter erosion barriers shall also apply for inlet and pipe protection.

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

Illinois Department of Transportation

PASSED January 1, 2013
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2013
ENGINEER OF DESIGN AND ENVIRONMENT

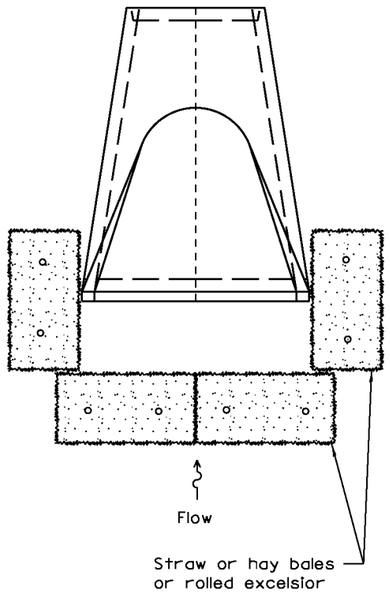
ISSUED 1-1-97

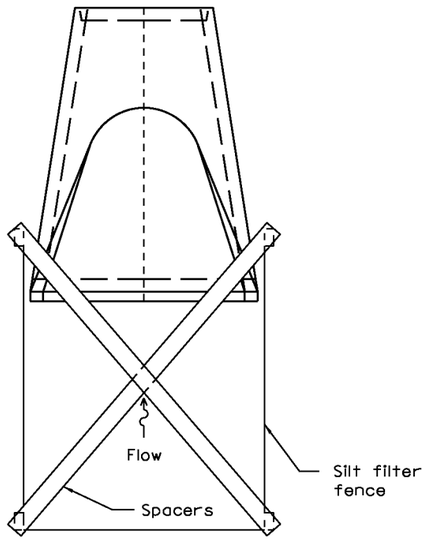
DATE	REVISIONS
1-1-13	Corrected notation for
	flowline (℄) on SEDIMENT
	BASIN ELEVATION.
1-1-12	Omitted hay/straw perimeter
	barrier. Added SLICE METHOD
	to SECTION A-A.

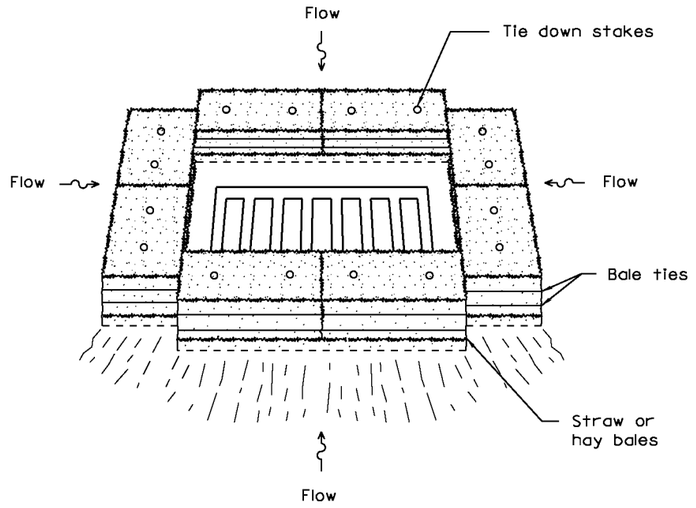
TEMPORARY EROSION CONTROL SYSTEMS

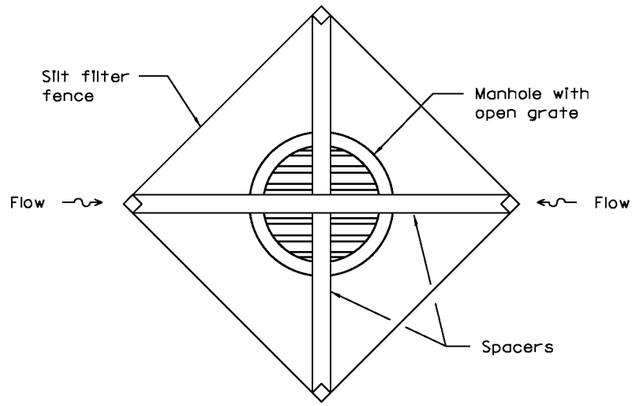
(Sheet 1 of 2)

STANDARD 280001–07

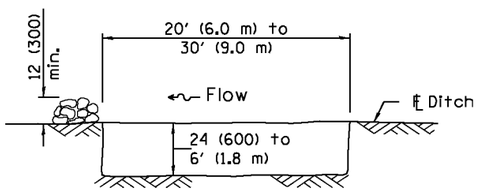






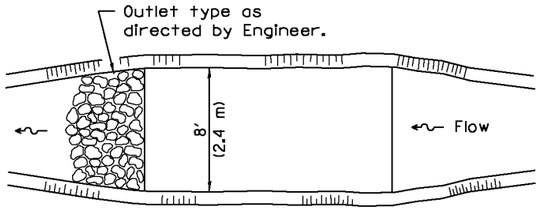


INLET AND PIPE PROTECTION



The performance of the basin will improve if put into a series.

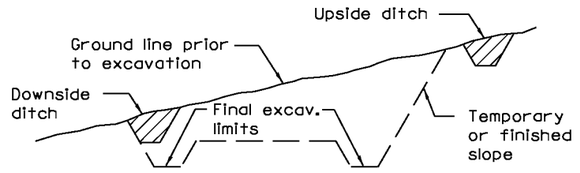
ELEVATION



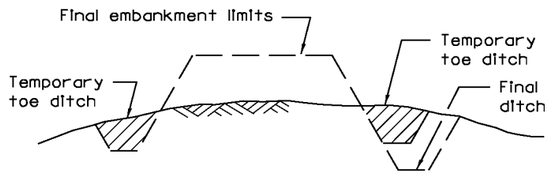
The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

PLAN

SEDIMENT BASIN



TYPICAL CUT CROSS-SECTION



TYPICAL FILL CROSS-SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

Illinois Department of Transportation

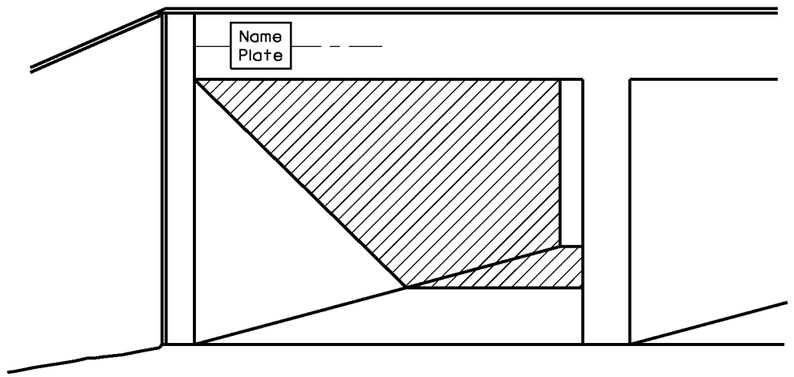
PASSED January 1, 2013
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2013
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TEMPORARY EROSION CONTROL SYSTEMS

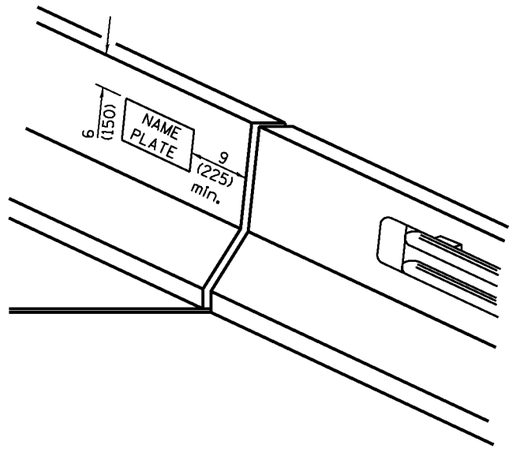
(Sheet 2 of 2)

STANDARD 280001-07

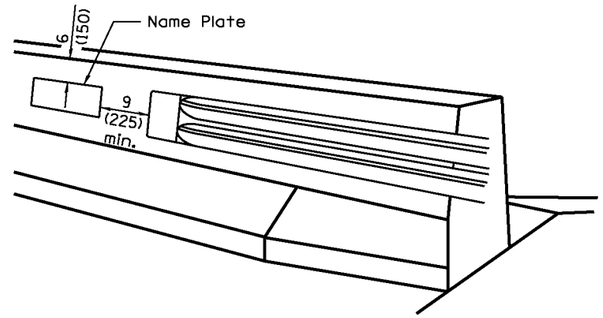


FOR MULTI–SPAN CULVERTS

(Unless otherwise noted on the plans, name plates are not required for stuctures less than 20' (6.1 m) in length)

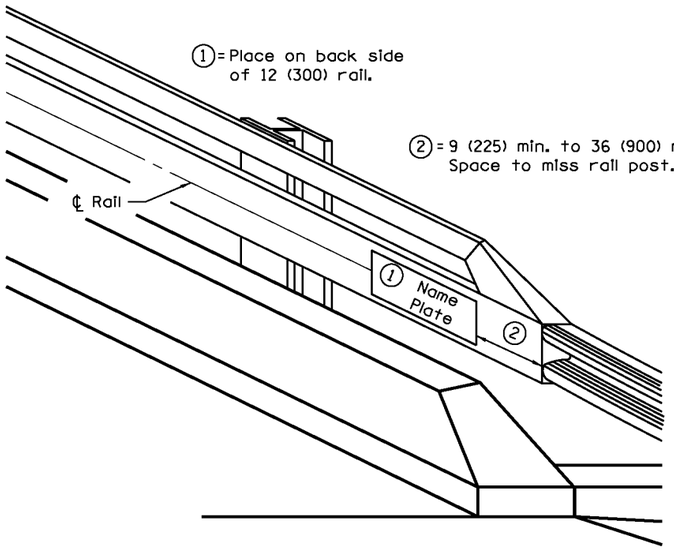


FOR PARAPET AND END POST MOUNTED

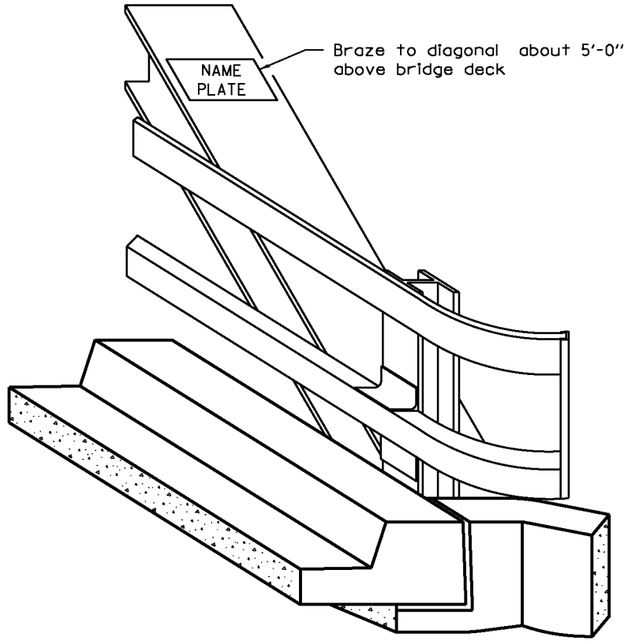


FOR PARAPET

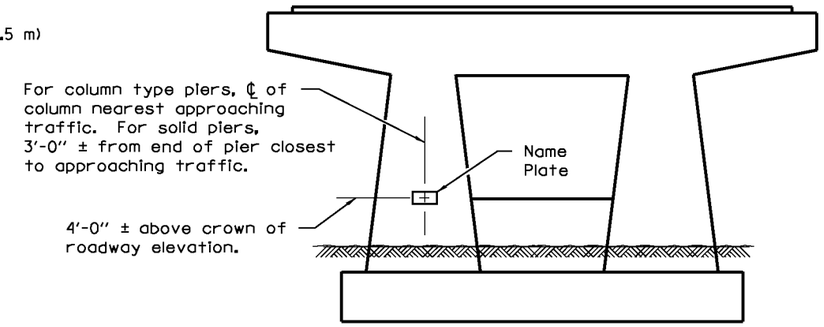
(When Dog Ear Wing is used)



FOR STEEL RAILS



FOR TRUSSES



FOR PIERS ON FAI ROUTES

GENERAL NOTES

On one-way traffic structures, place name plate on right side of approach end. On two-way traffic structures, place name plate on right side of approach end while looking in the direction of increasing stationing.

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

Illinois Department of Transportation

APPROVED January 1, 2009
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2009
Eric E Harm
ENGINEER OF DESIGN AND ENVIRONMENT

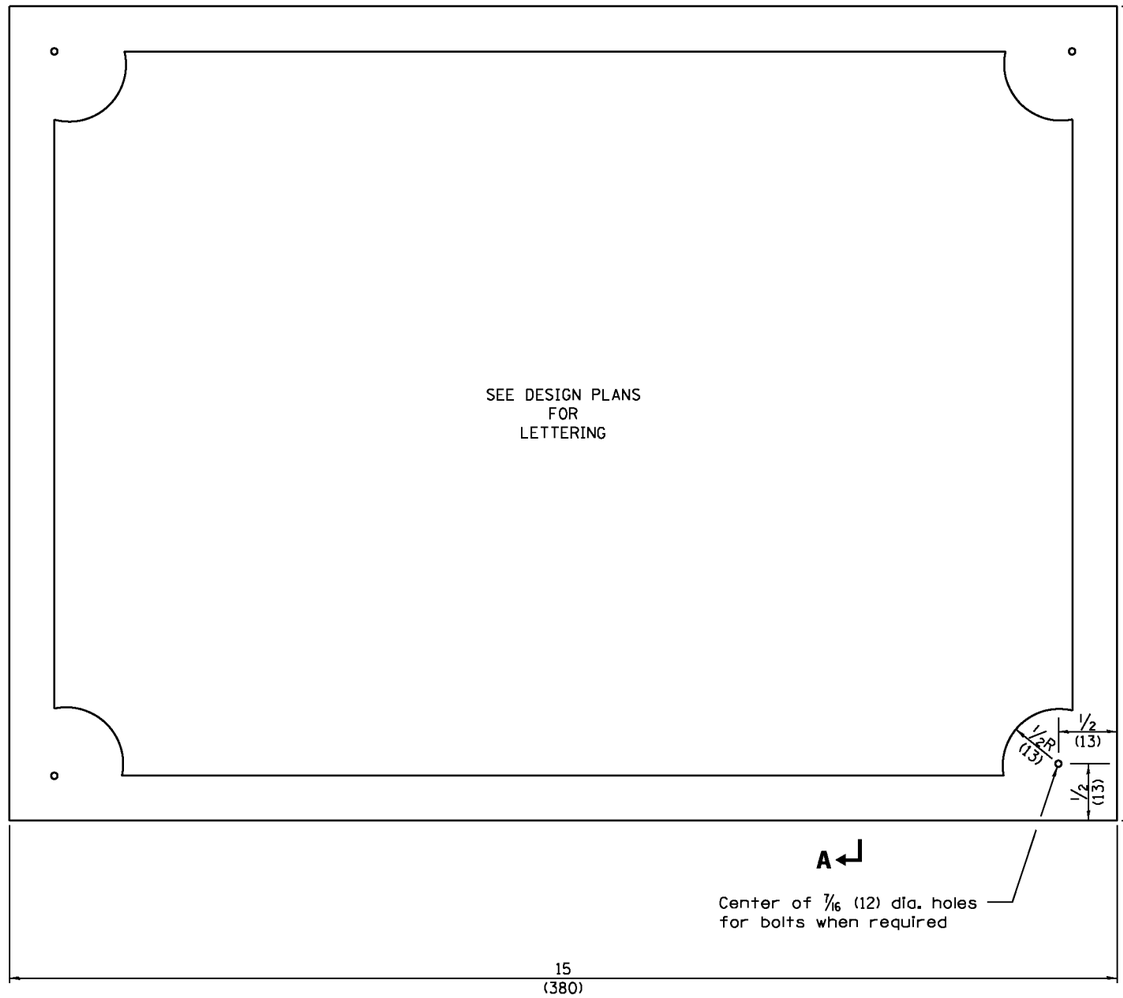
ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to
	English (metric). Added
	pier detail.
1-1-02	Remove Placing: note on
	sht. 2. Added Braze to
	diag. note on sht. 1.

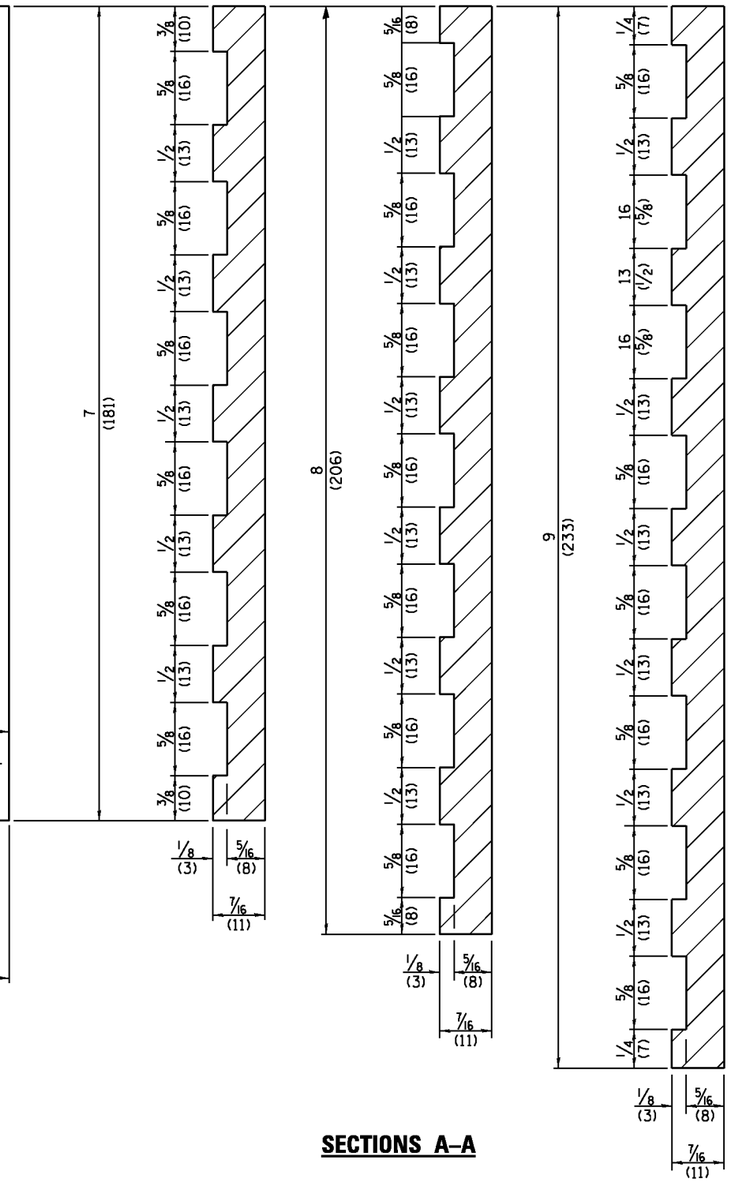
NAME PLATE FOR BRIDGES

(Sheet 1 of 2)

STANDARD 515001–03



Lettering for



SECTIONS A–A

NOTE
Border and lettering:
Raised 1/8 (3), square cut and not tapered.

Illinois Department of Transportation

APPROVED January 1, 2009
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

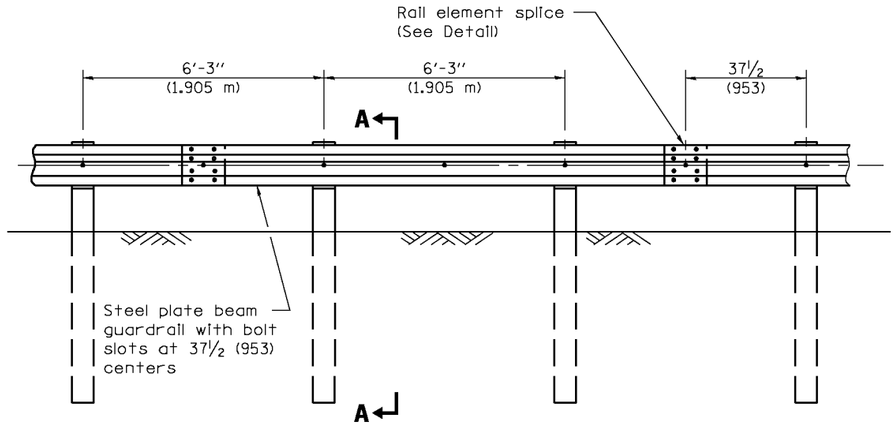
APPROVED January 1, 2009
Eric E Harm
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

NAME PLATE FOR BRIDGES

(Sheet 2 of 2)

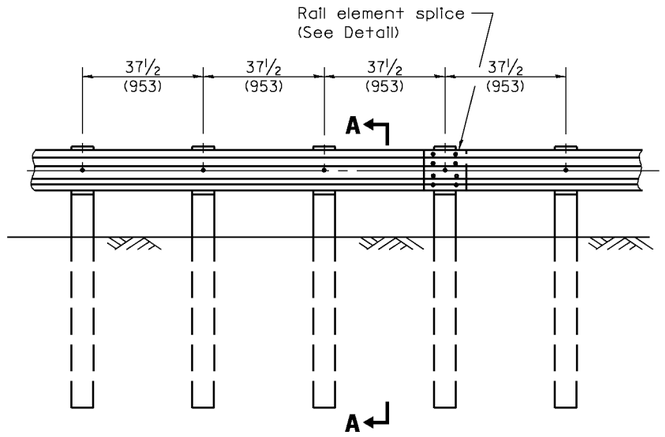
STANDARD 515001–03



ELEVATION

TYPE A

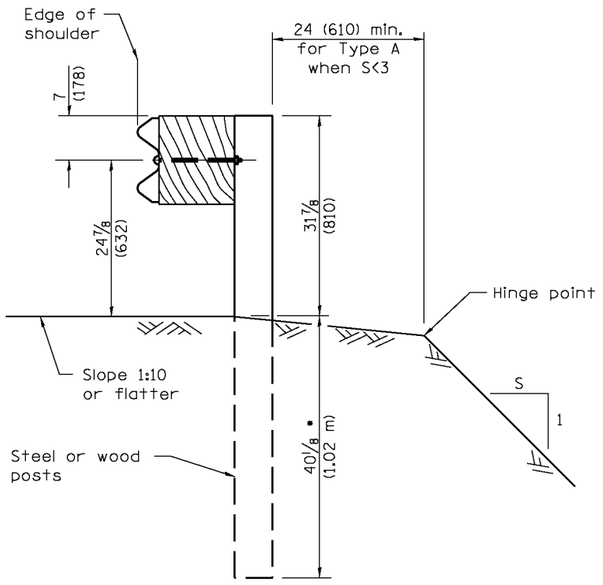
6'-3" (1.905 m) Typical post spacing



ELEVATION

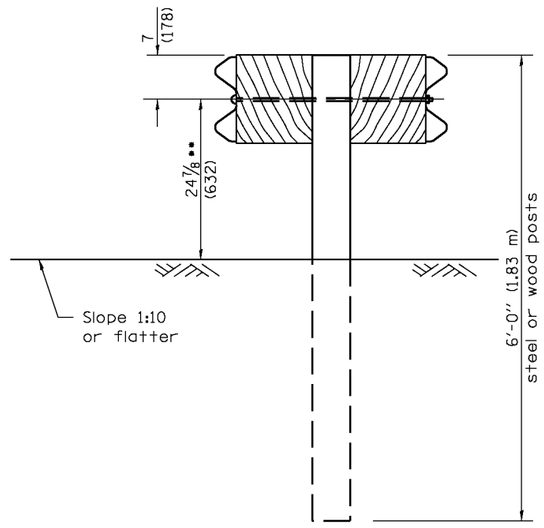
TYPE B

37½ (953) Closed post spacing



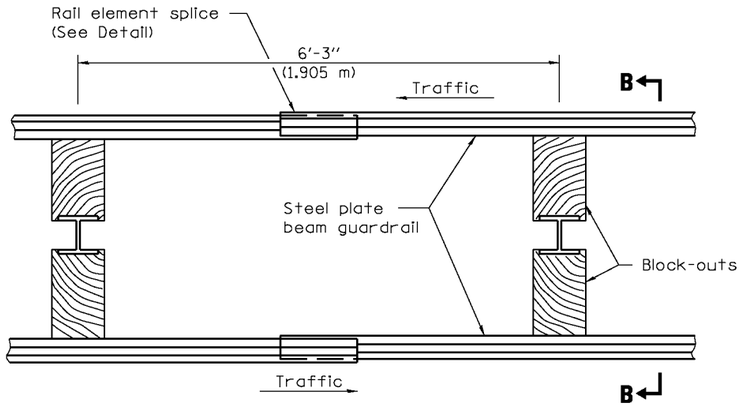
SECTION A–A

* When "S" is less than 3 and the distance from the back of post is less than 24 (610), the post shall be steel and the embedment shall be 76⅛ (1934).



SECTION B–B

** When connecting Type D guardrail to an impact attenuator, adjust this dimension to 21⅞ (556) over a distance of 25'-0" (7.62 m) from point of connection.



PLAN

TYPE D

Double steel plate beam guardrail
6'-3" (1.905 m) typical post spacing

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.

Illinois Department of Transportation

PASSED January 1, 2012
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

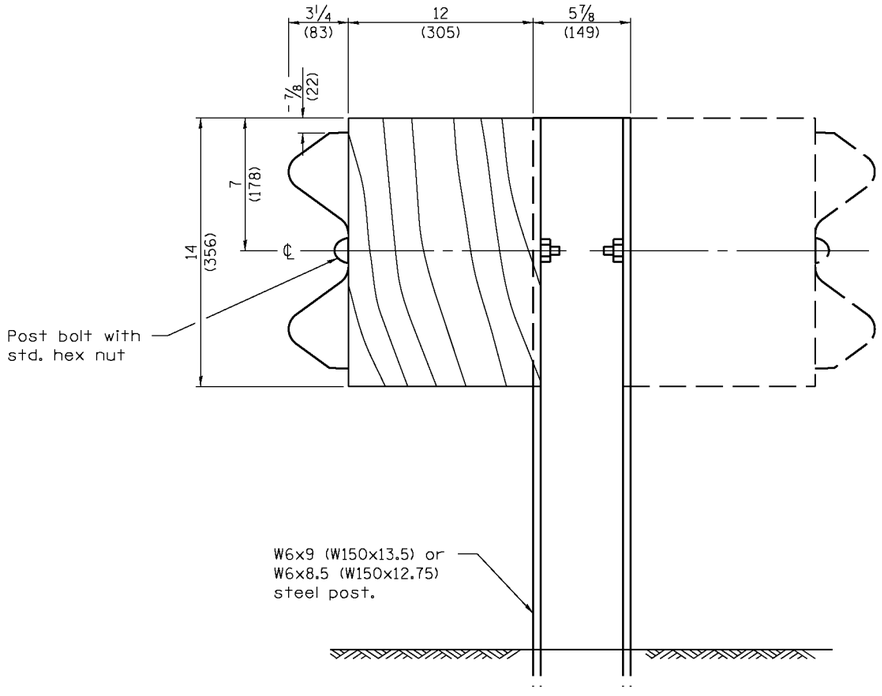
APPROVED January 1, 2012
Scott Essex
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

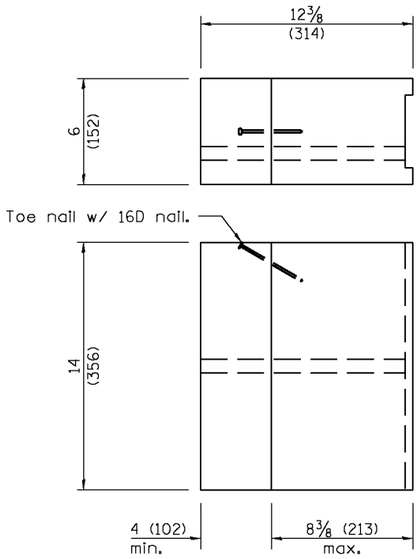
DATE	REVISIONS
1-1-12	Added req. for 9 ft. posts
	to be steel. Modified set
	back of g'rail behind curb.
1-1-11	Added note to Section B-B
	for conn. to impact att.
	Revised table on Sheet 4.

STEEL PLATE BEAM GUARDRAIL

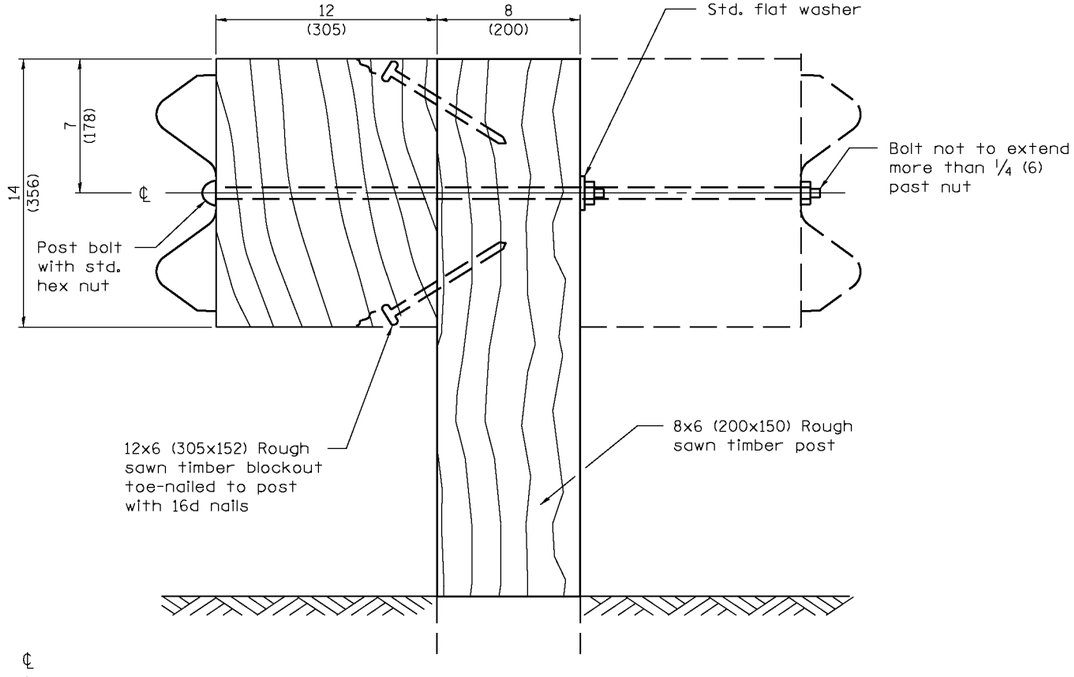
STANDARD 630001–10



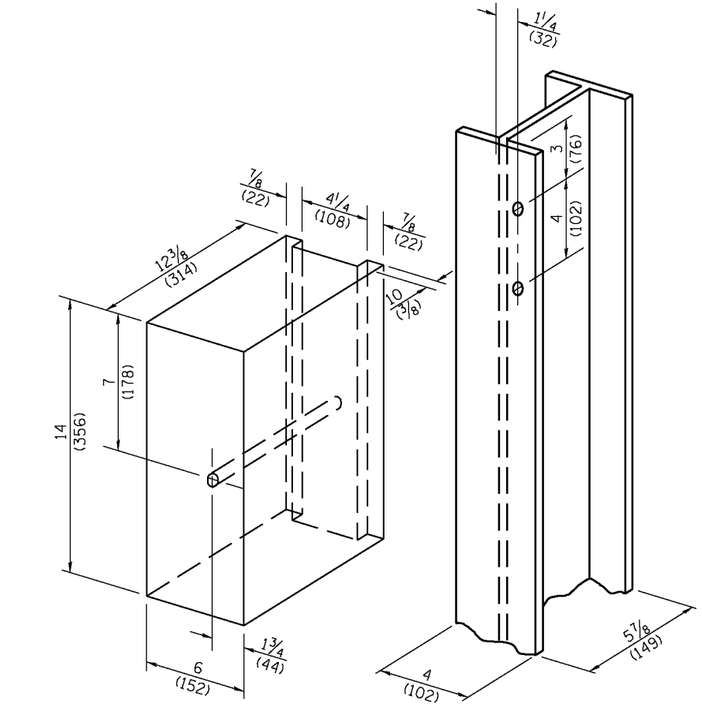
STEEL POST CONSTRUCTION



TWO–PIECE WOOD BLOCKOUT OPTION

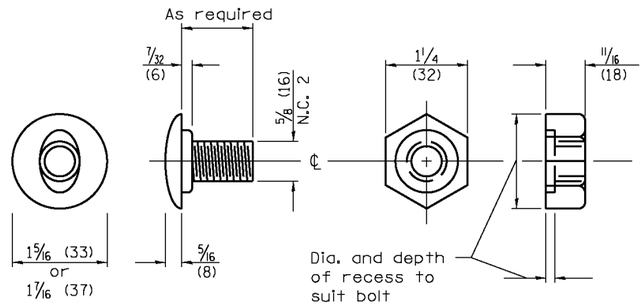


WOOD POST CONSTRUCTION



Note:
All holes ¾ (20) dia.

WOOD BLOCK–OUT AND STEEL POST DETAILS



POST OR SPLICE BOLT & NUT

Illinois Department of Transportation

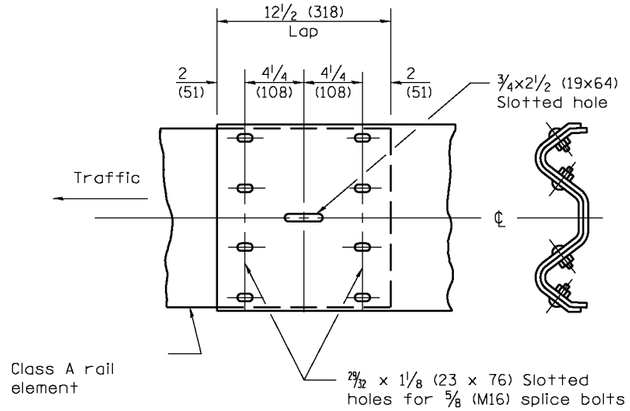
PASSED January 1, 2012
Michael Briand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2012
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

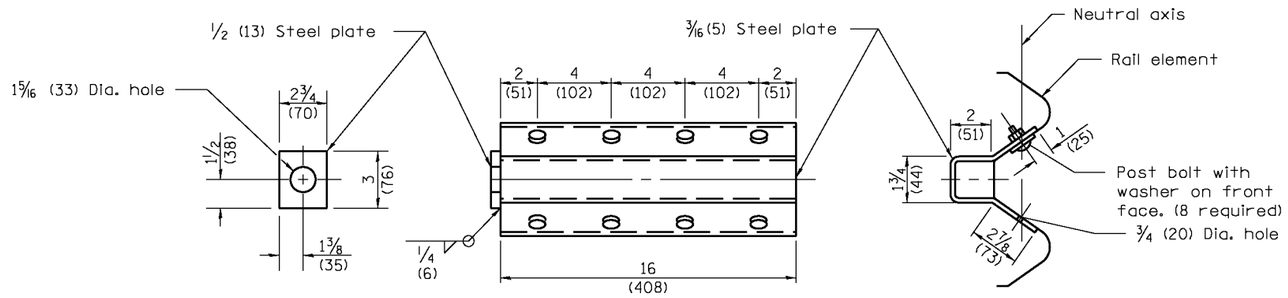
STEEL PLATE BEAM GUARDRAIL

(Sheet 2 of 4)

STANDARD 630001–10

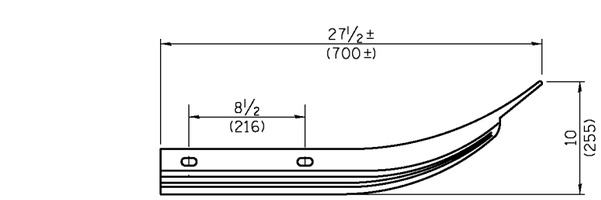


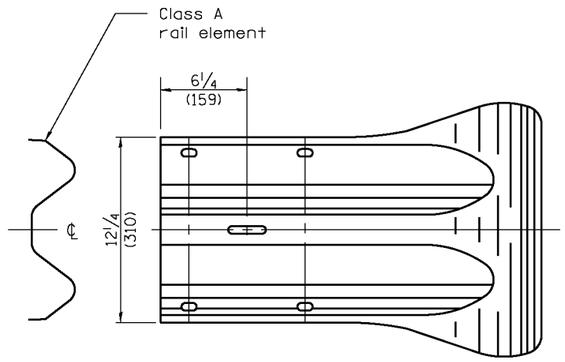
RAIL ELEMENT SPsplice



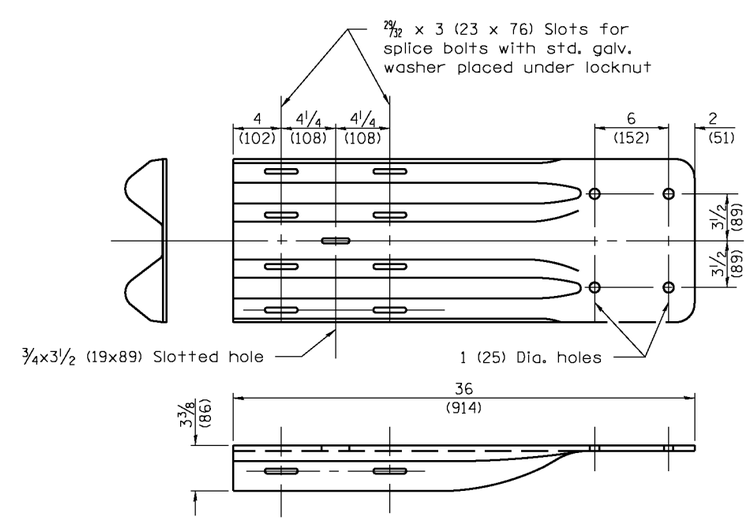
NOTE
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS





END SECTION

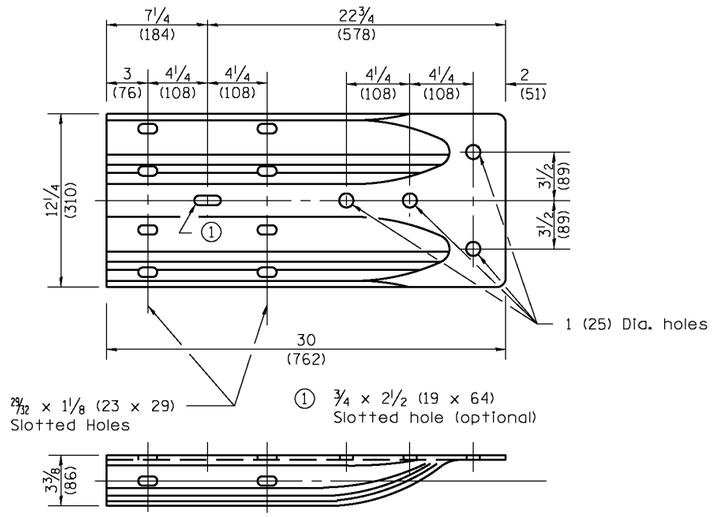


NOTE
When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE



ALTERNATE END SHOE

Illinois Department of Transportation

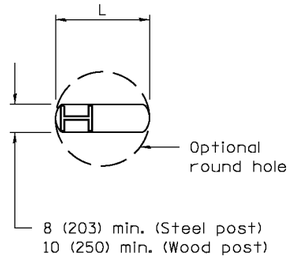
PASSED January 1, 2012
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2012
Scott Essex
ENGINEER OF DESIGN AND ENVIRONMENT

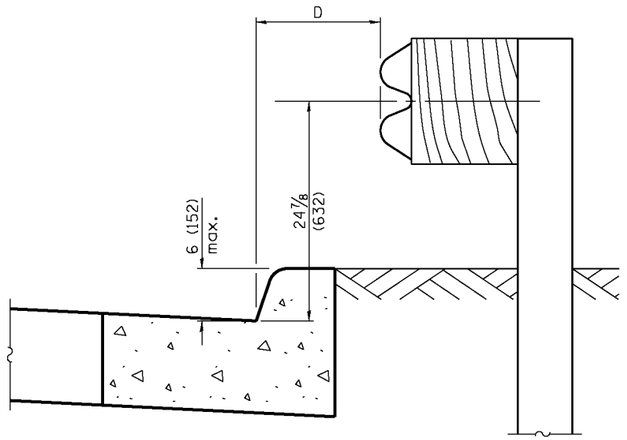
ISSUED 1-1-97

STEEL PLATE BEAM GUARDRAIL

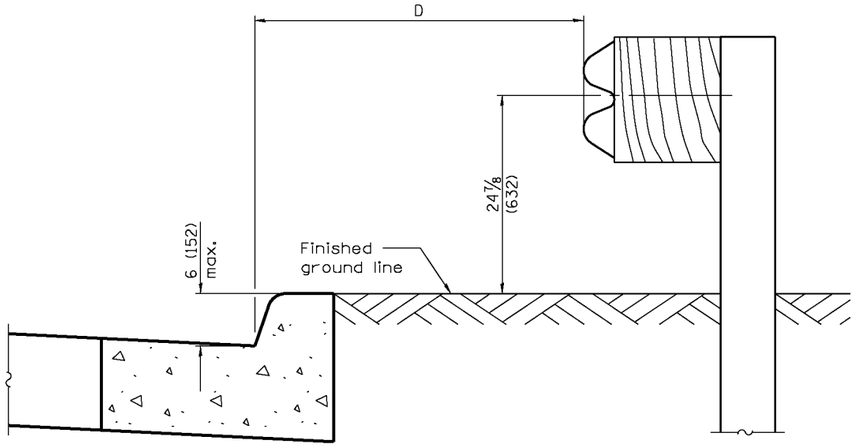
STANDARD 630001–10



PLAN



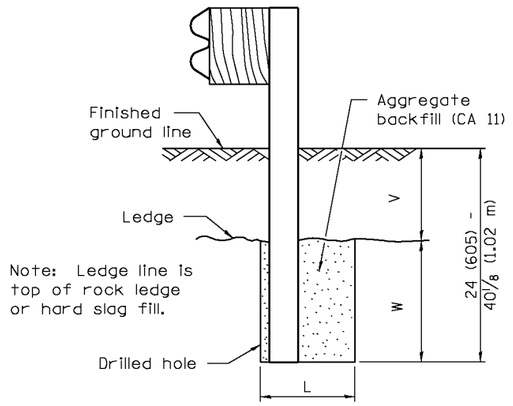
0 ≤ D < 4'–0" (1.2 m)



4'–0" (1.2 m) ≤ D ≤ 12'–0" (3.7 m)

GUARDRAIL PLACED BEHIND CURB

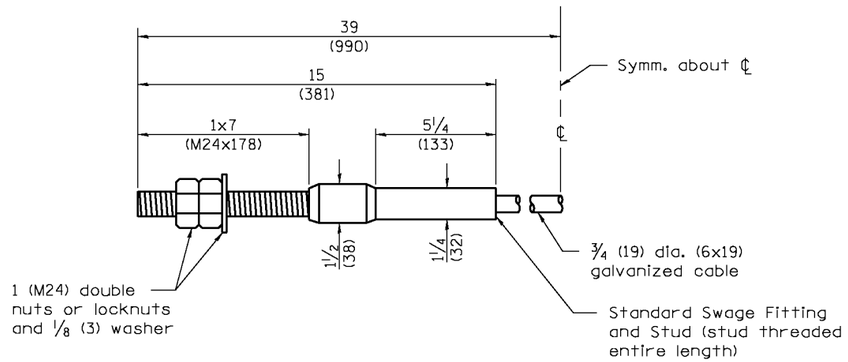
Note: 'D' shall not exceed 6 (152) for design speeds greater than 45 mph.



ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

V	W	L	
		Steel Post	Wood Post
0 - 6 (0 - 152)	24 (610)	21 (530)	23 (580)
> 6 - 18 (> 152 - 458)	18 (458)	14½ (368)	16½ (419)
> 18 - 31 (> 458 - 787)	12 (305)	8 (203)	10 (250)
> 31 - 40⅛ (> 787 - 1.02 m)	12 - 0 (305 - 0)	8 (203)	10 (250)



CABLE ASSEMBLY

(40,000 lbs. (18,100 kg) min. breaking strength)
Tighten to taut tension.

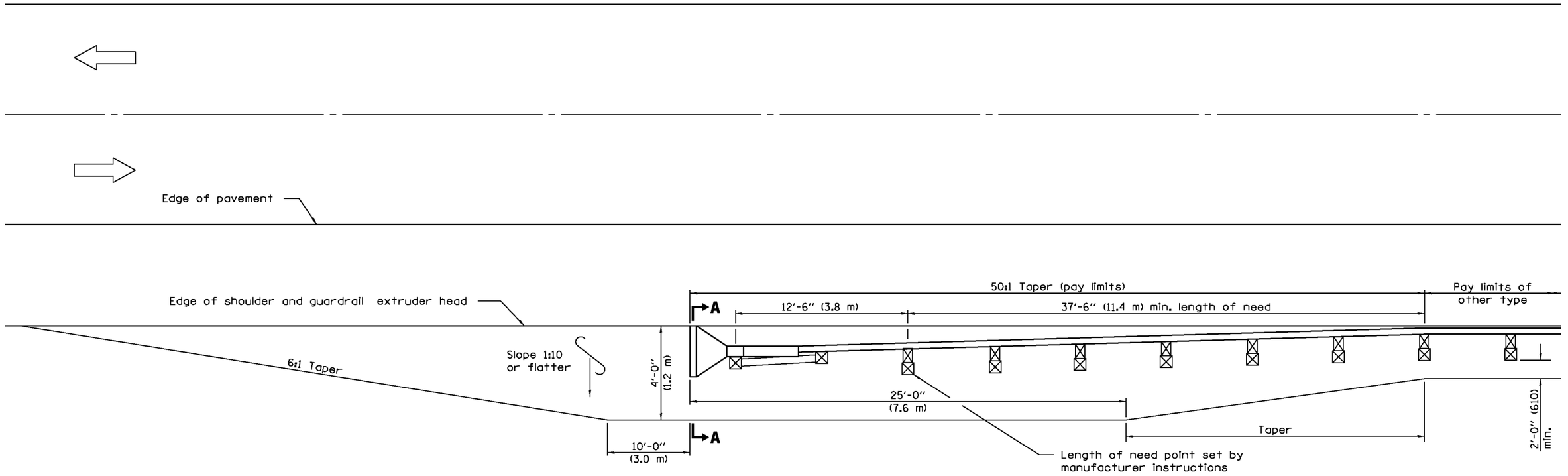
Illinois Department of Transportation

PASSED January 1, 2012
Michael Briand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2012
ENGINEER OF DESIGN AND ENVIRONMENT

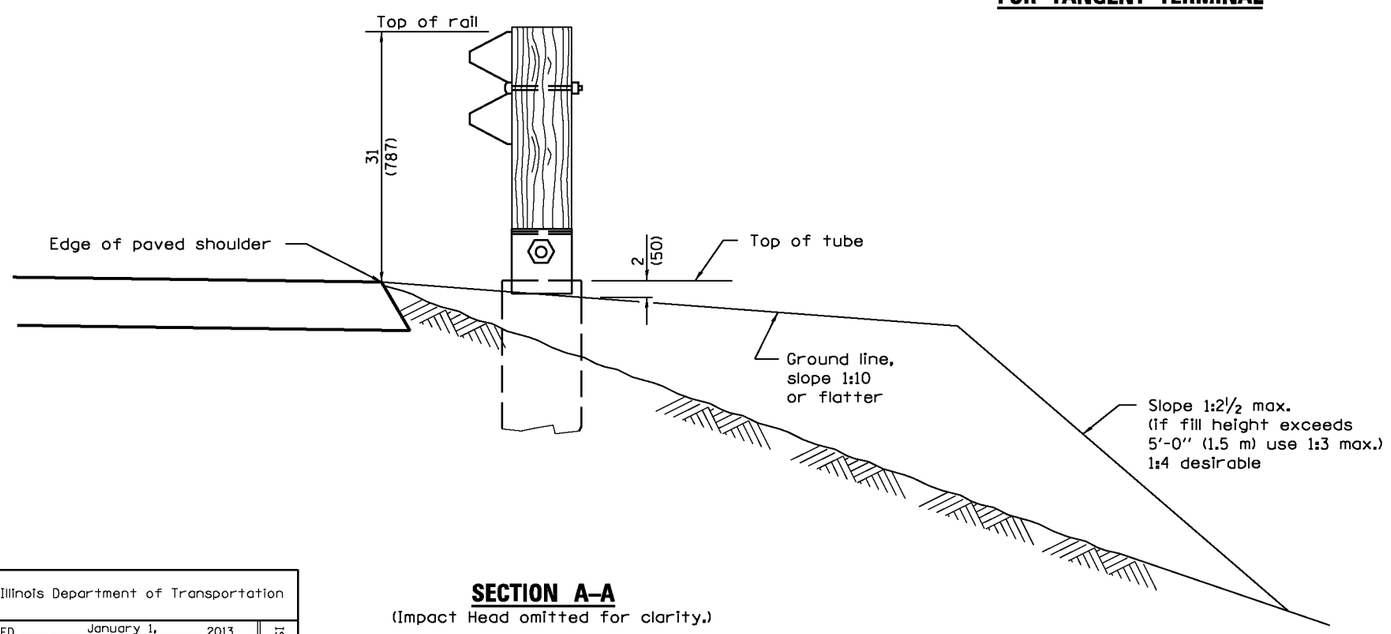
ISSUED 1-1-97

STEEL PLATE BEAM GUARDRAIL

STANDARD 630001–10



SHOULDER WIDENING TRANSITION FOR TANGENT TERMINAL



SECTION A–A

(Impact Head omitted for clarity.)

GENERAL NOTES

50:1 Taper required so the guardrail head will not encroach on the shoulder.

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.

Illinois Department of Transportation

PASSED January 1, 2013
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2013
ENGINEER OF DESIGN AND ENVIRONMENT

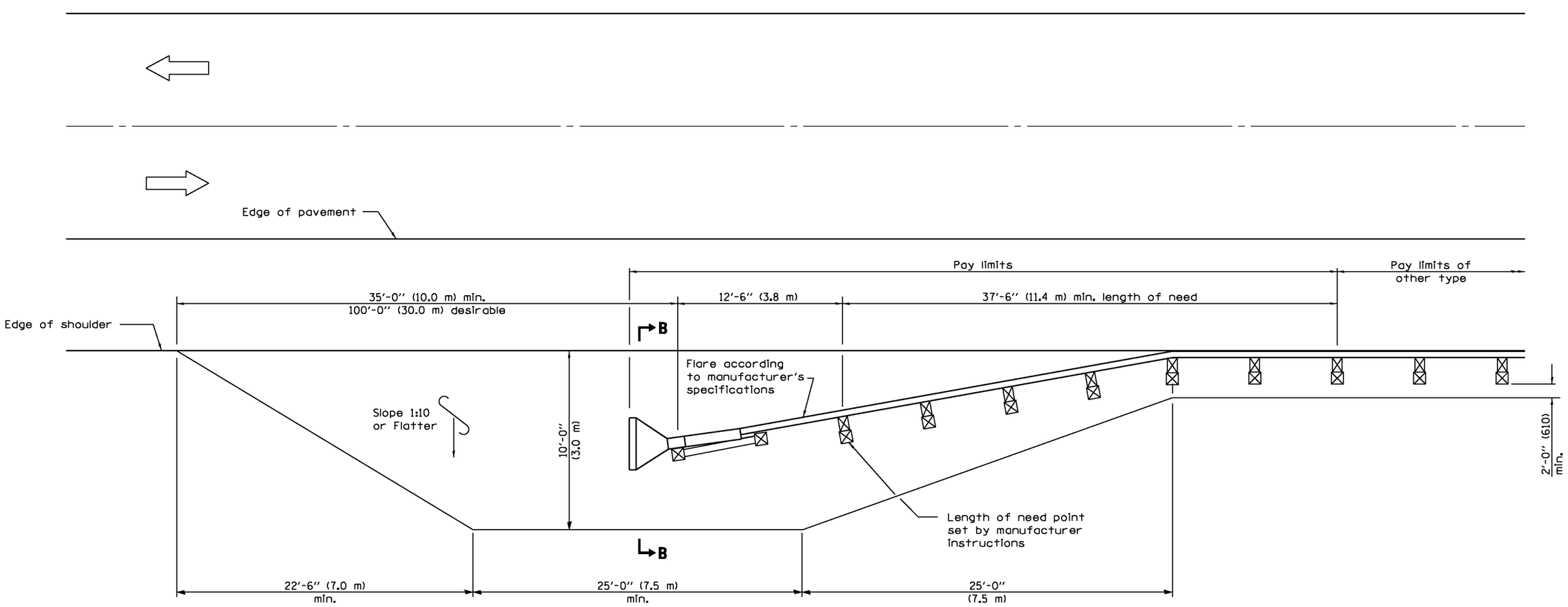
ISSUED 1-1-00

DATE	REVISIONS
1-1-13	Modified dimensioning of terminal.
1-1-09	Switched units to English (metric).

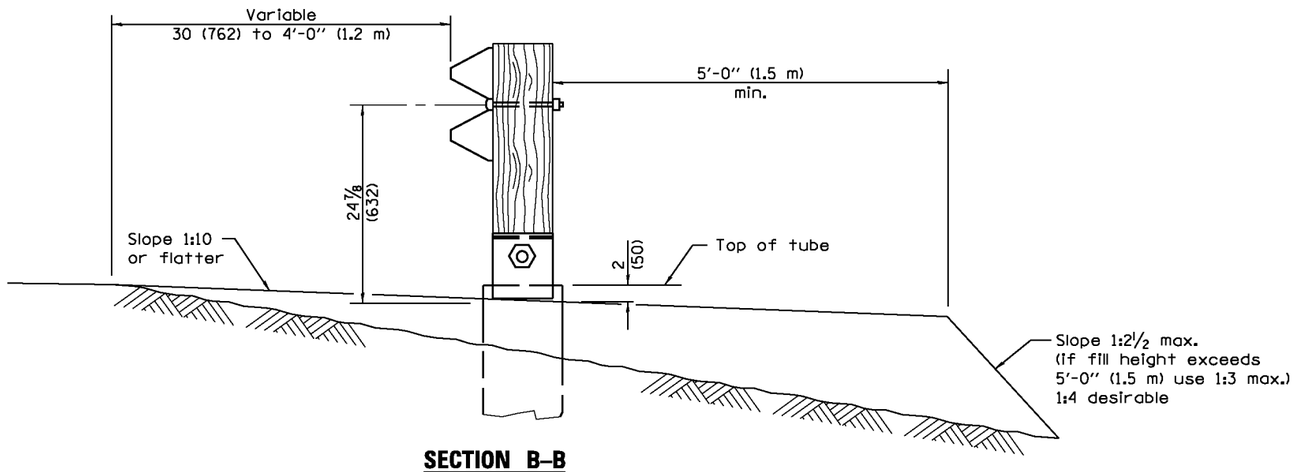
SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS

(Sheet 1 of 2)

STANDARD 630301–06



SHOULDER WIDENING TRANSITION FOR FLARED TERMINAL



SECTION B–B

(Impact Head omitted for clarity.)

Illinois Department of Transportation

PASSED January 1, 2013
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

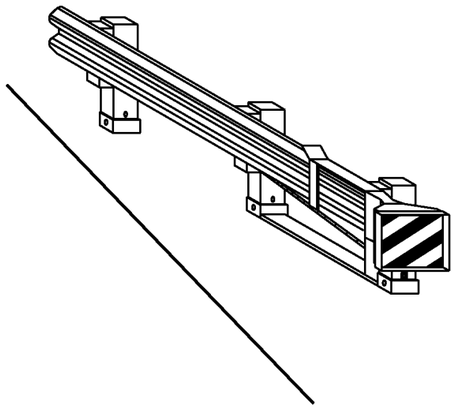
APPROVED January 1, 2013
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-00

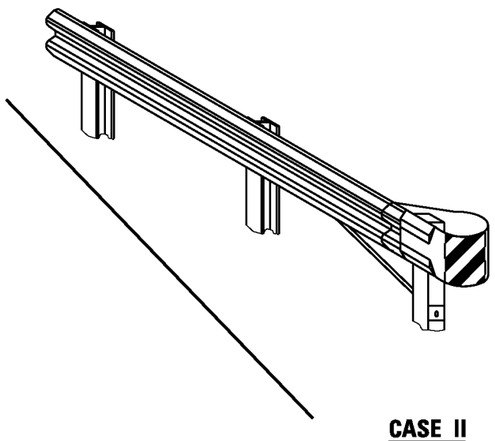
SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS

(Sheet 2 of 2)

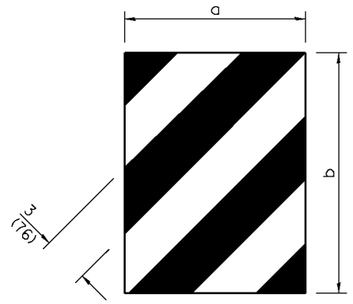
STANDARD 630301–06

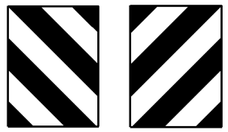


CASE I



CASE II





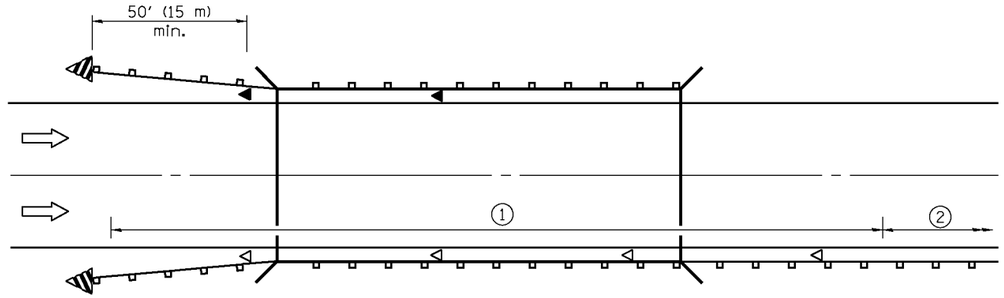
LEFT RIGHT

DIMENSION	CASE I	CASE II
a	•	18 (450)
b	•	16 (406)

• The width and height (a, b) of the terminal marker shall be within approximately 1 (25) of the outer edge of the terminal end, with a minimum reflective area of 288 sq. in. (0.18 m²).

TERMINAL MARKER DETAILS

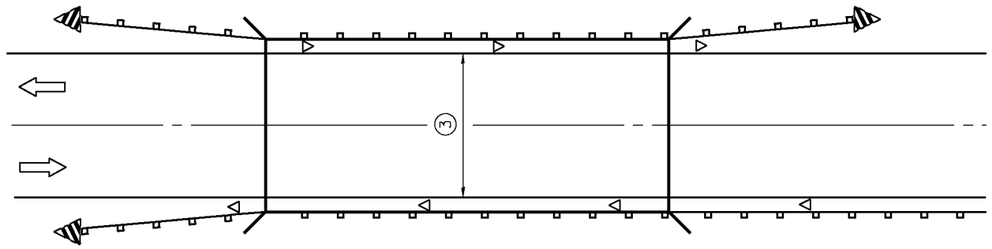
Color: Black / Yellow reflectorized



① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).

② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the pavement is less than 24 (610) wider than the pavement approaching the bridge.

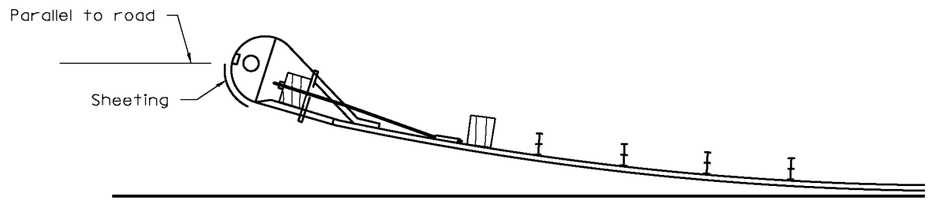
◁ Monodirectional crystal

◀ Monodirectional amber

Terminal Marker - Black/Yellow
Left or Right as appropriate

TWO-WAY TRAFFIC

GUARDRAIL /BARRIER WALL / BRIDGE RAIL REFLECTIORS



SHEETING POSITION: CASE II

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

DATE	REVISIONS
1-1-09	Switched units to
	English (metric). Changed
	'white' to 'crystal' ref.
1-1-02	Revise Case I Dimension
	and removed alternate
	detail.

Illinois Department of Transportation

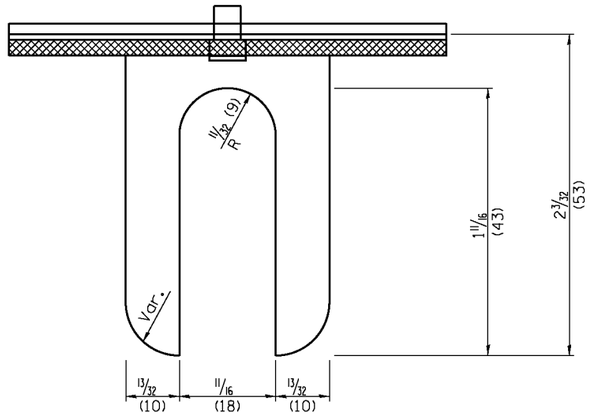
APPROVED January 1, 2009
ENGINEER OF OPERATIONS

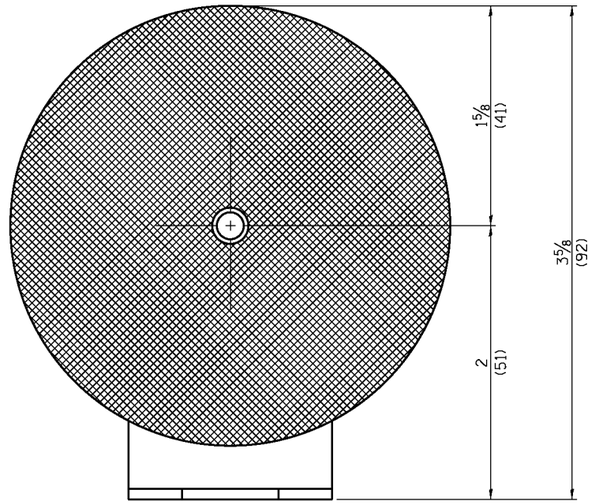
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

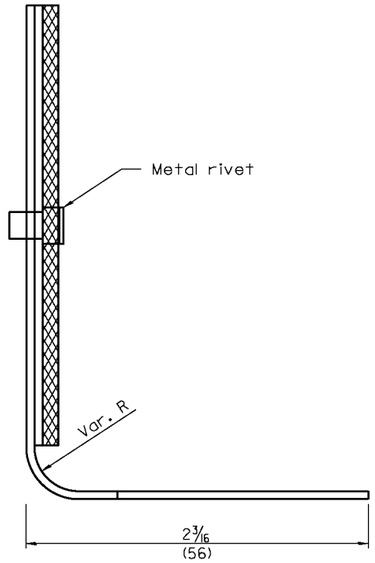
ISSUED 1-1-2000

REFLECTOR AND TERMINAL MARKER PLACEMENT

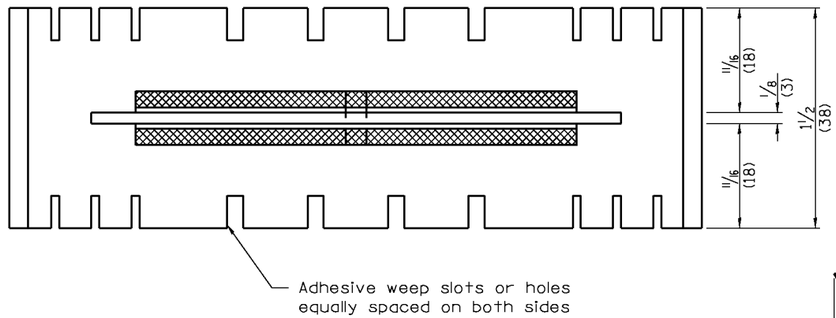
STANDARD 635006–03

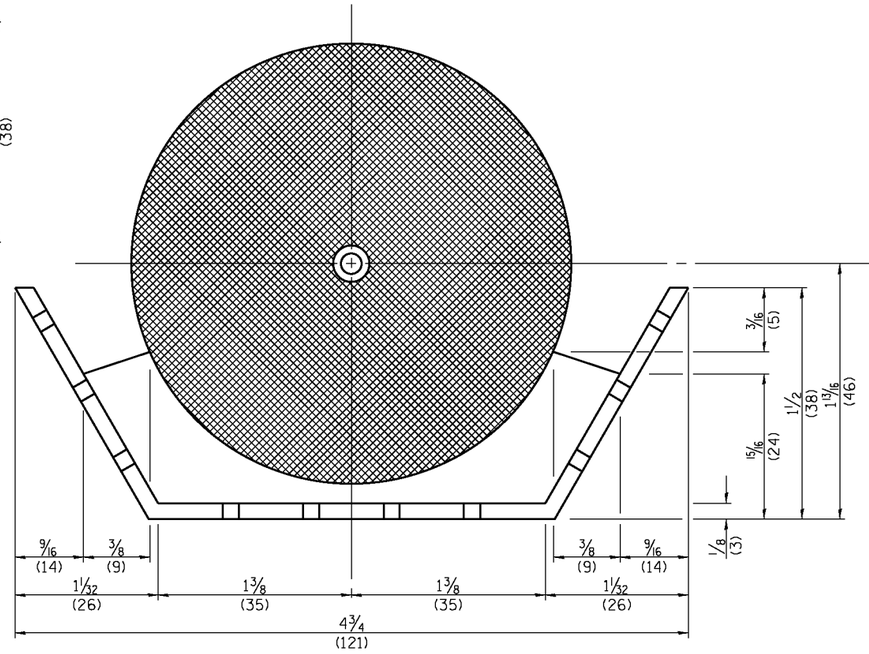


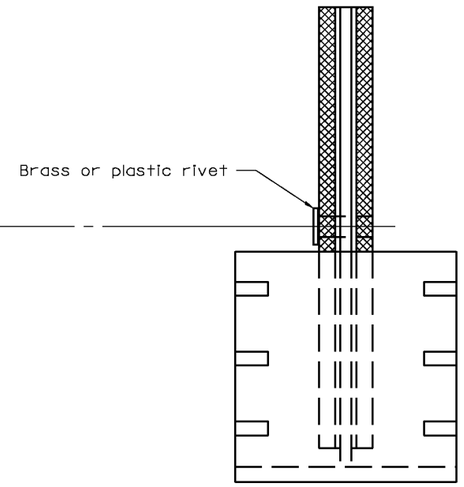




REFLECTOR MARKER TYPE A







REFLECTOR MARKER TYPE B

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

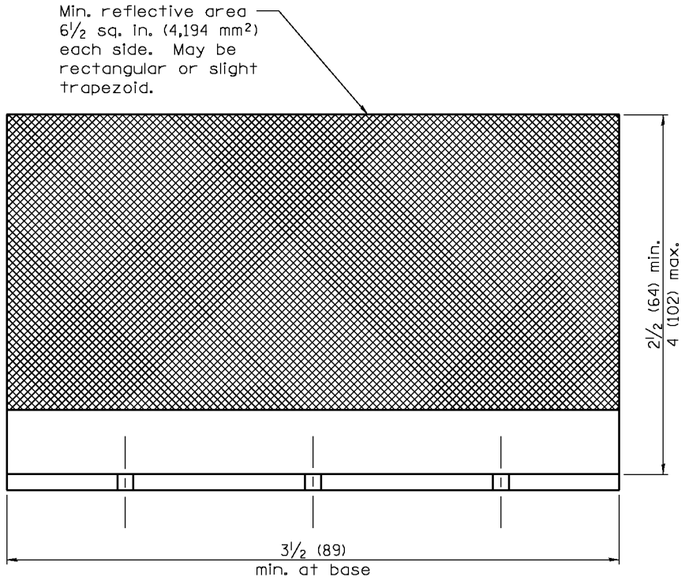
ISSUED 1-1-2000

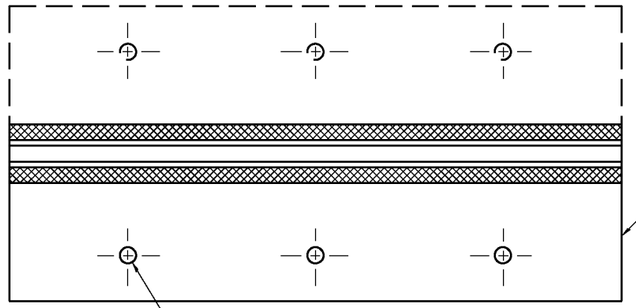
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-01	Revised signature block.

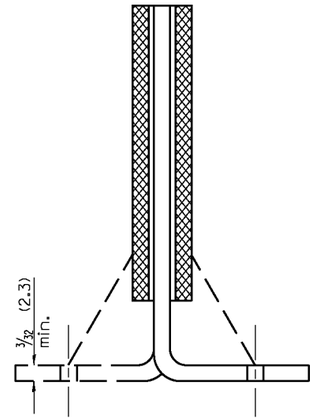
REFLECTOR MARKER AND MOUNTING DETAILS

(Sheet 1 of 3)

STANDARD 635011-02

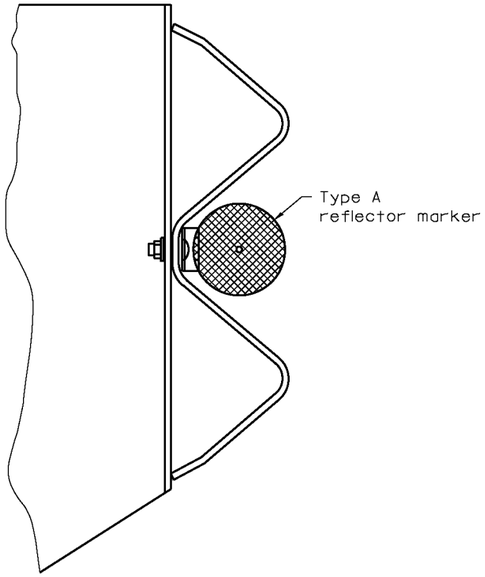




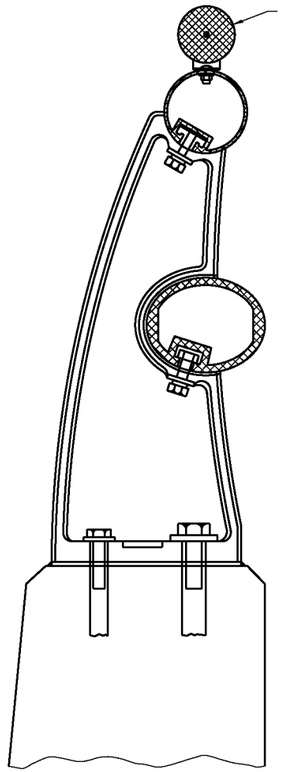


Cross section may be "T"
or "L" shaped and may have
side supports at ends.

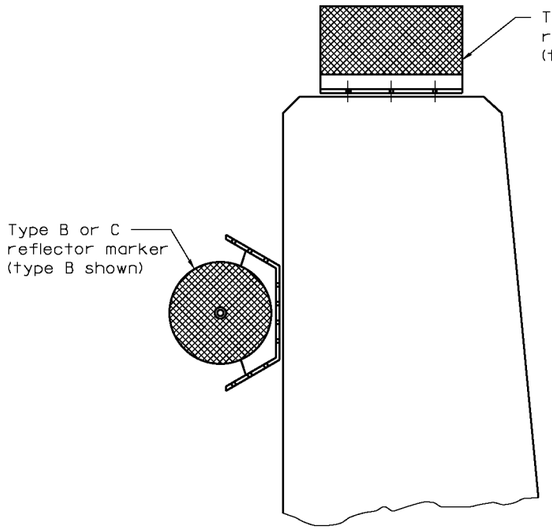
REFLECTOR MARKER TYPE C



TYPICAL MOUNTING WITH REFLECTOR



**TYPICAL MOUNTING DETAIL
FOR BRIDGE RAIL REFLECTOR**



**TYPICAL MOUNTING DETAIL
FOR BARRIER WALL REFLECTOR**

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

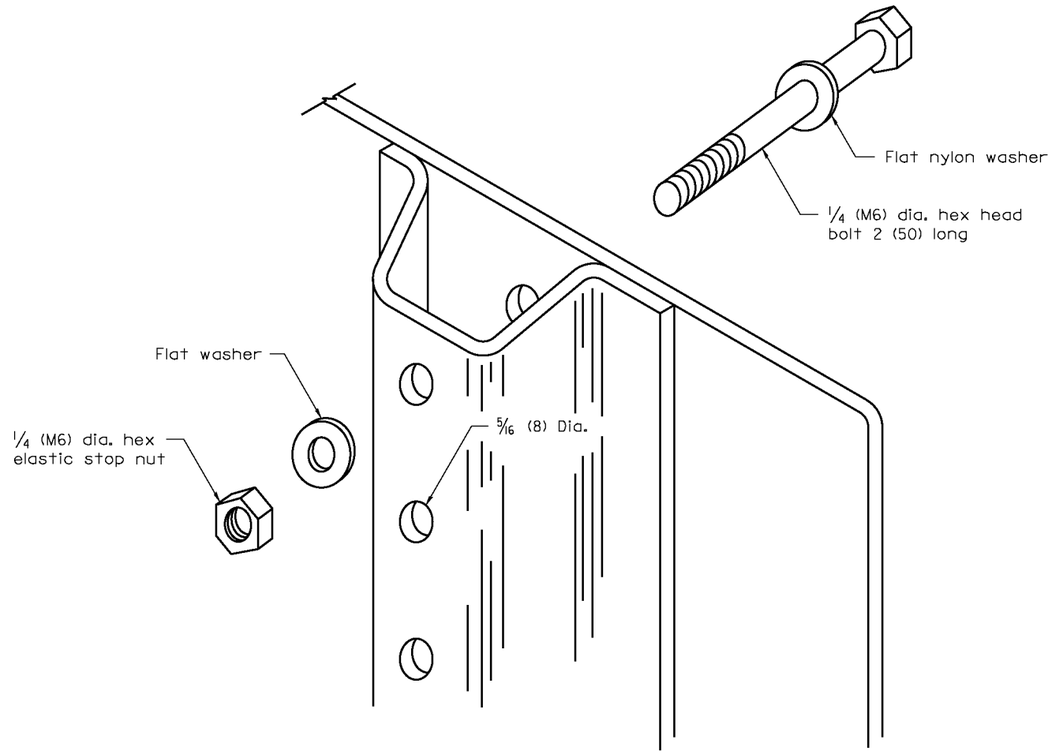
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2000

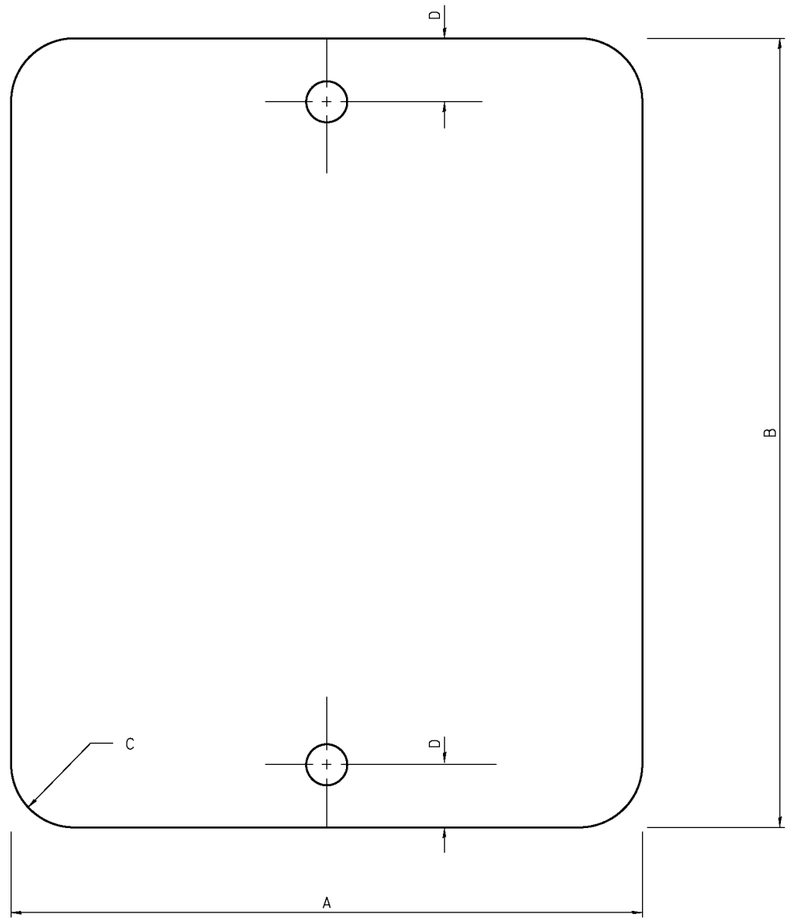
REFLECTOR MARKER AND MOUNTING DETAILS

(Sheet 2 of 3)

STANDARD 635011–02



DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER

SIGN SIZE	DIMENSIONS			
	A	B	C	D
12x16 (305x406)	12.0 (305)	16.0 (406)	1.5 (38)	2.0 (50)

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

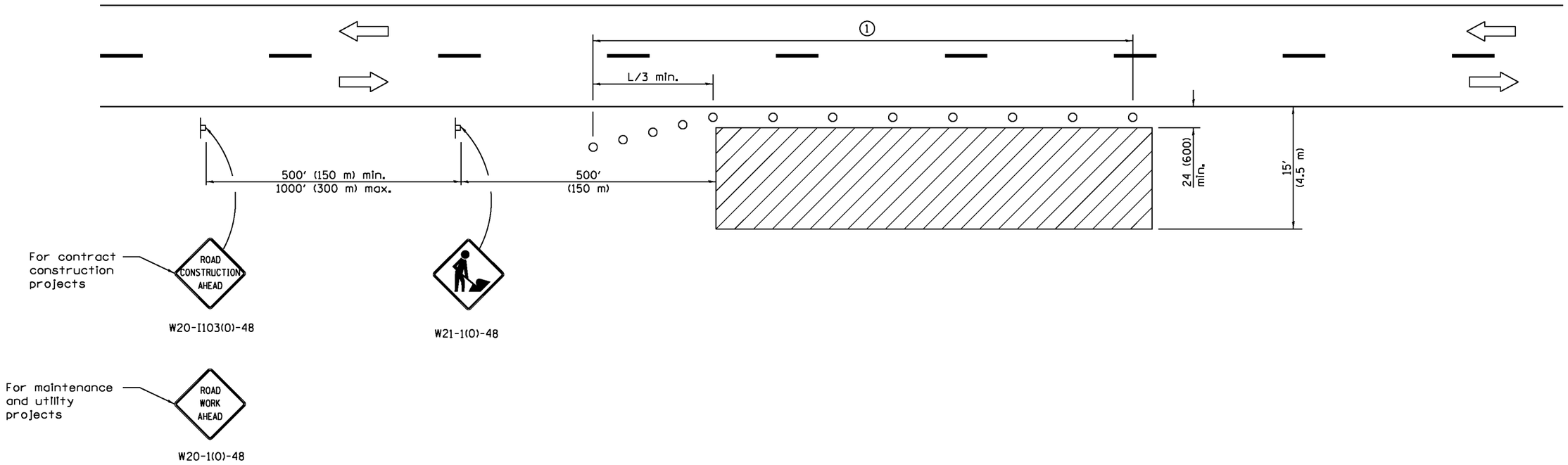
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2000

REFLECTOR MARKER AND MOUNTING DETAILS

(Sheet 3 of 3)

STANDARD 635011–02



TYPICAL APPLICATIONS

Utility operations
Culvert extensions
Side slope changes
Guardrail installation and maintenance
Delineator installation
Landscaping operations
Shoulder repair
Sign installation and maintenance

SYMBOLS

Work area

Sign

Cone, drum or barricade

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25′ (8 m) centers for L/3 distance, and at 50′ (15 m) centers through the remainder of the work area.

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15′ (4.5 m) to 24 (600) from the edge of pavement.

Calculate L as follows:

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

W = Width of offset in feet (meters).

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

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

Illinois Department of Transportation

APPROVED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

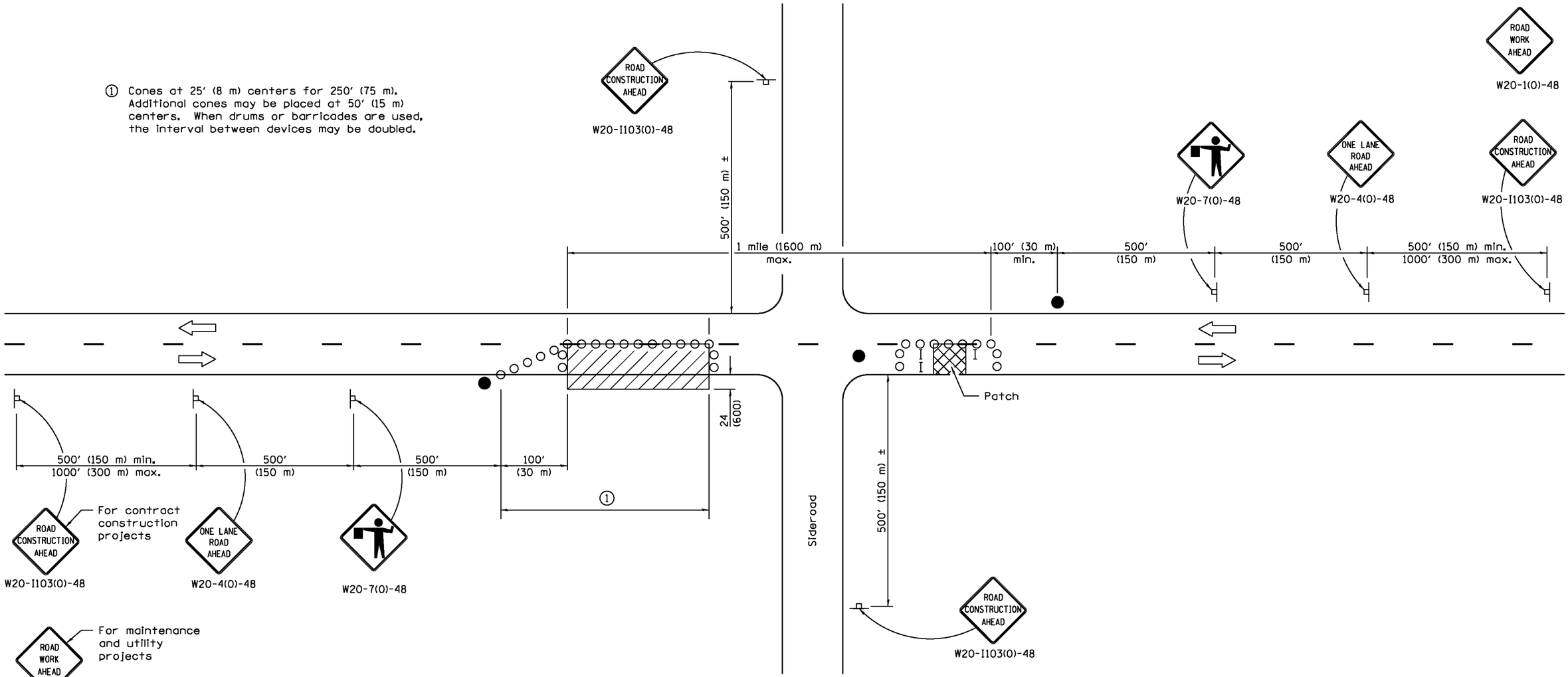
ISSUED 1-1-97

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

OFF–RD OPERATIONS, 2L, 2W, 15′ (4.5 m) TO 24″ (600 mm) FROM PAVEMENT EDGE

STANDARD 701006–05

① Cones at 25′ (8 m) centers for 250′ (75 m). Additional cones may be placed at 50′ (15 m) centers. When drums or barricades are used, the interval between devices may be doubled.



TYPICAL APPLICATIONS

Isolated patching
Utility operations
Storm sewer
Culverts
Cable placement

SYMBOLS

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

GENERAL NOTES

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

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

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

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

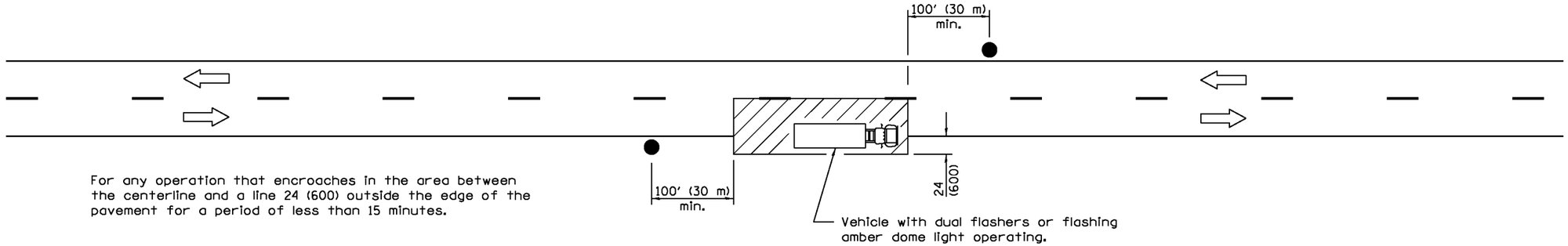
ISSUED 1-1-97

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

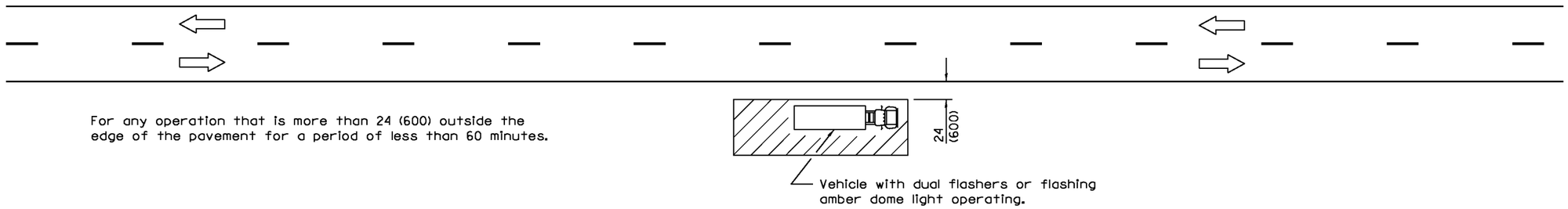
LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH

STANDARD 701201-04

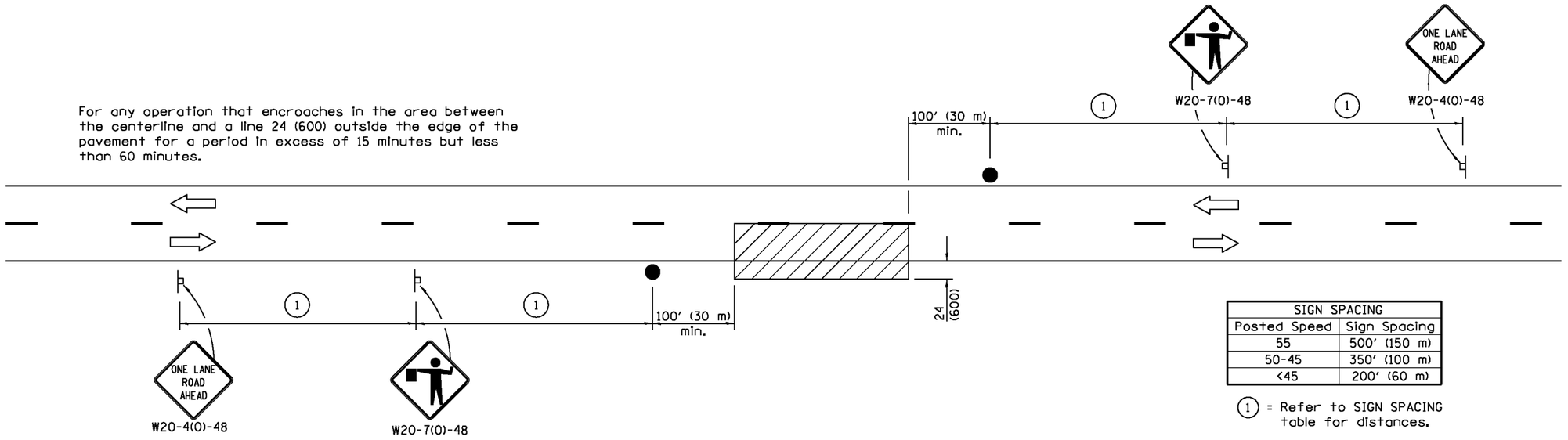
For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period of less than 15 minutes.



For any operation that is more than 24 (600) outside the edge of the pavement for a period of less than 60 minutes.



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period in excess of 15 minutes but less than 60 minutes.



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

(1) = Refer to SIGN SPACING table for distances.

TYPICAL APPLICATIONS

Marking patches
Field survey
String line
Utility operations
Cleaning up debris on pavement

SYMBOLS

Work area

Sign on portable or permanent support

Flagger with traffic control sign

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

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

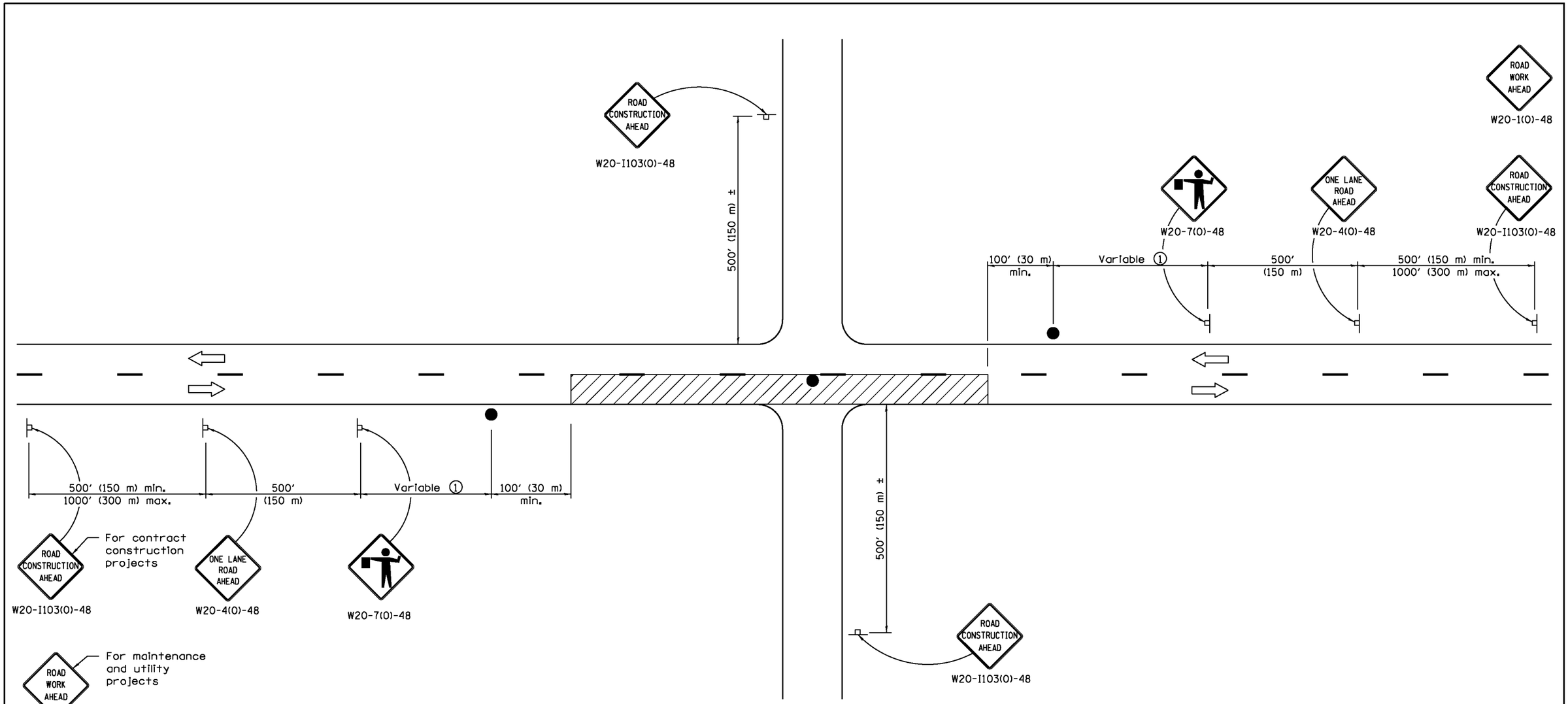
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

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

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

STANDARD 701301-04



TYPICAL APPLICATIONS

Bituminous resurfacing
Milling operations
Utility operations
Shoulder operations

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

SYMBOLS

Work area

Sign on portable or permanent support

Flagger with traffic control sign

GENERAL NOTES

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

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

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

Illinois Department of Transportation

APPROVED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

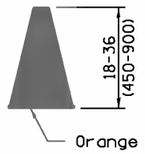
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

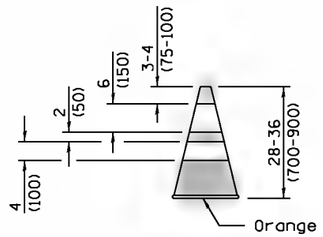
DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to
	English (metric).
	Corrected sign No.'s.

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

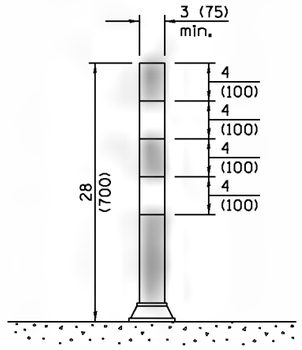
STANDARD 701306-03



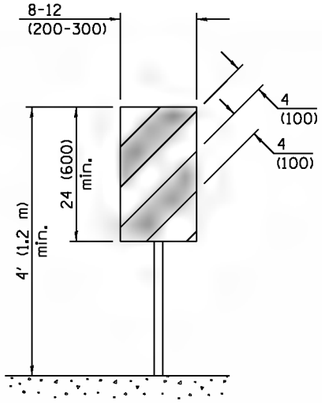
CONE



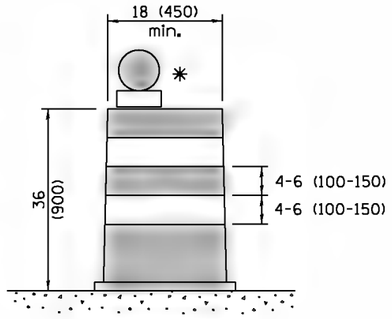
REFLECTORIZED CONE



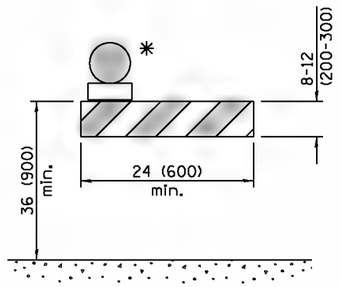
FLEXIBLE DELINEATOR



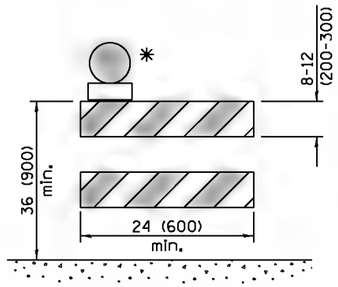
VERTICAL PANEL
POST MOUNTED



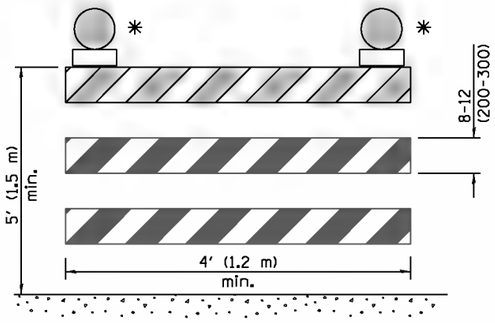
DRUM



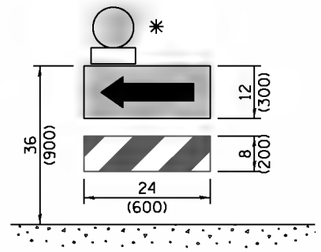
TYPE I BARRICADE



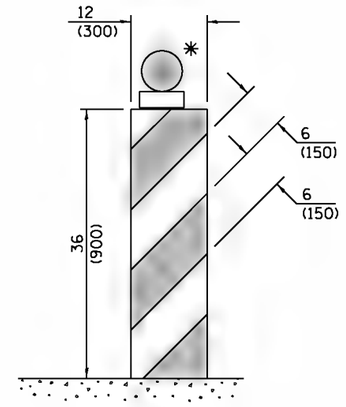
TYPE II BARRICADE



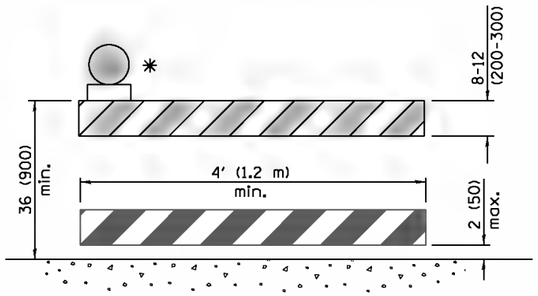
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

✱ Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

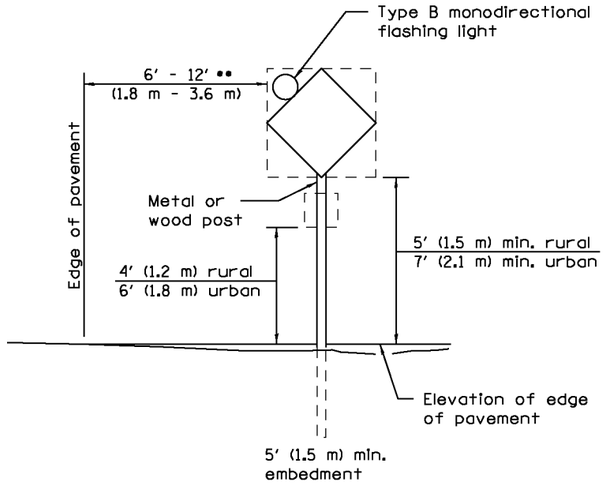
ISSUED 1-1-15

DATE	REVISIONS
1-1-15	Revised two sign numbers on
	sheet 2. Added note reg.
	PHOTO ENFORCED plaque.
1-1-14	Modified flagger sign height.
	Added highway construction
	speed zone signs.

TRAFFIC CONTROL DEVICES

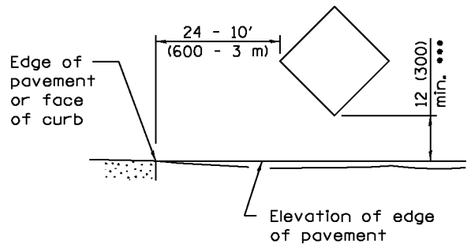
(Sheet 1 of 3)

STANDARD 701901-04



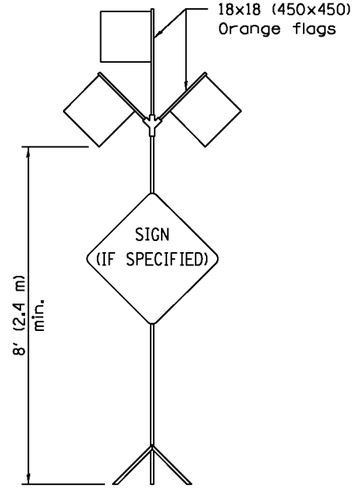
POST MOUNTED SIGNS

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



SIGNS ON TEMPORARY SUPPORTS

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



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-I104(0)-6036	G20-I105(0)-6024

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

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

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

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

WORK LIMIT SIGNING

WORK ZONE	W21-I115(0)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-I108p-3618 ••••
$XXX FINE MINIMUM	R2-I106p-3618

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

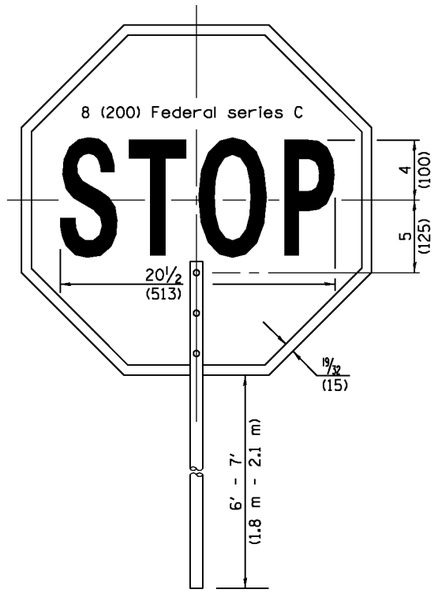
END WORK ZONE SPEED LIMIT

G20-I103(0)-6036

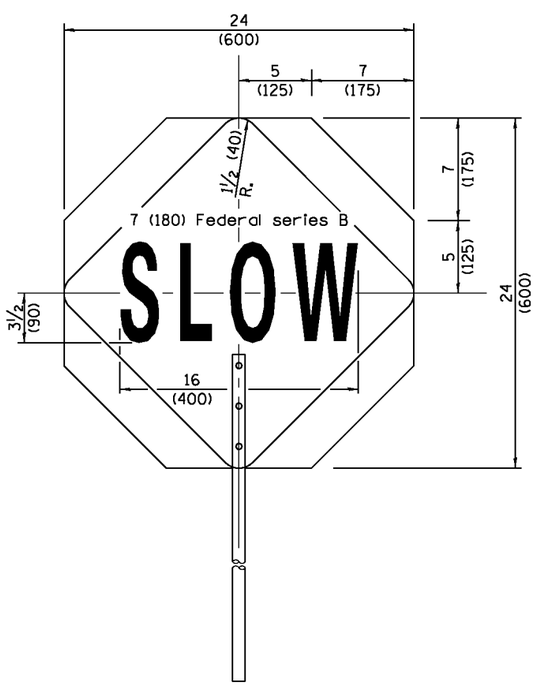
This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

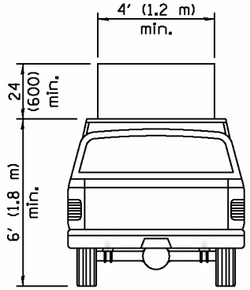
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

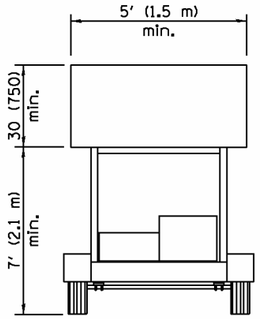
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

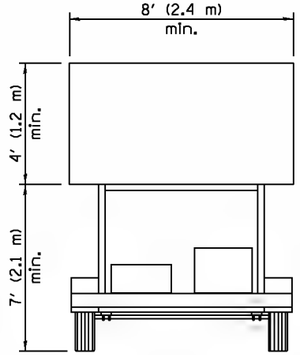
STANDARD 701901-04



TYPE A ROOF MOUNTED

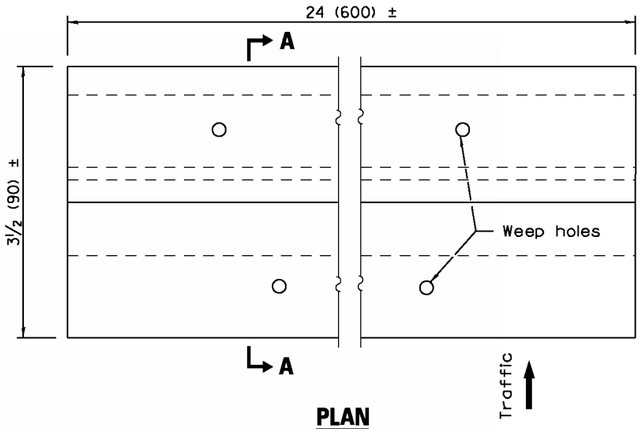


TYPE B ROOF OR TRAILER MOUNTED

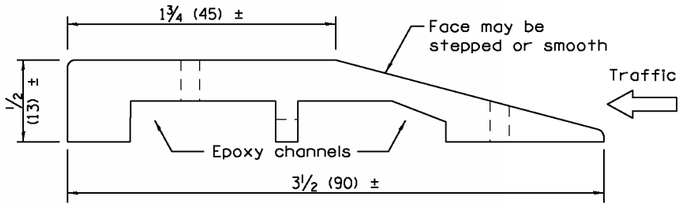


TYPE C TRAILER MOUNTED

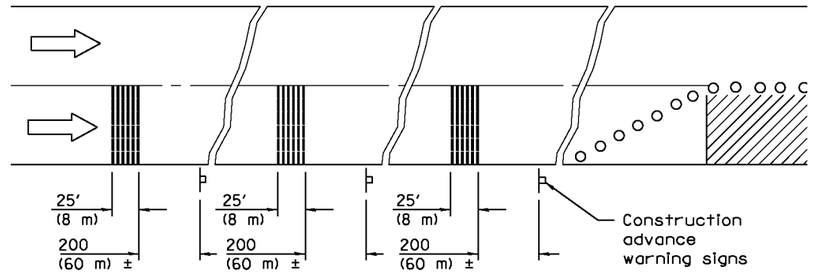
ARROW BOARDS

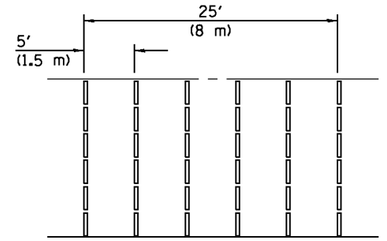


PLAN



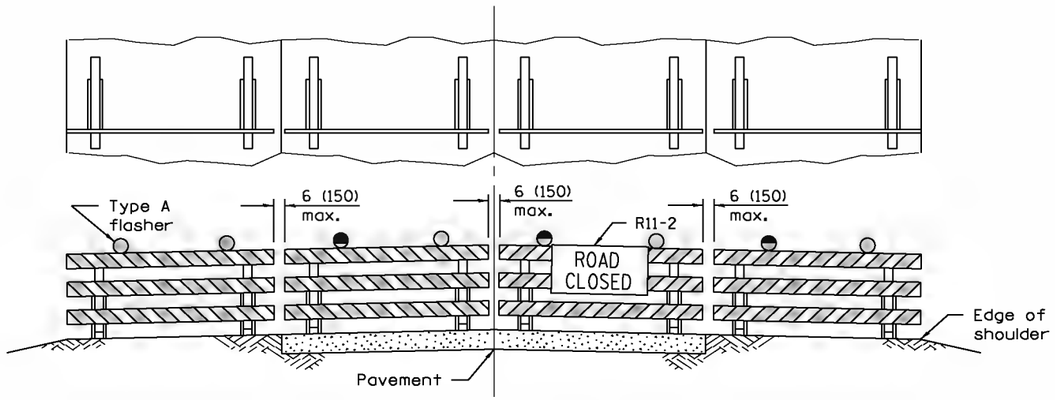
SECTION A–A





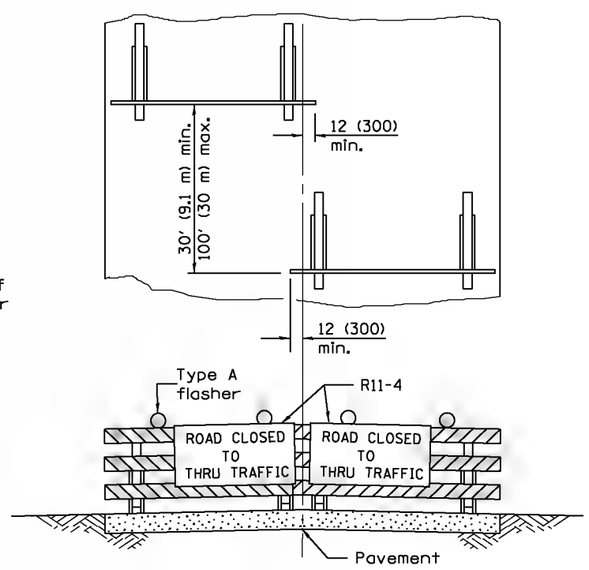
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF OPERATIONS

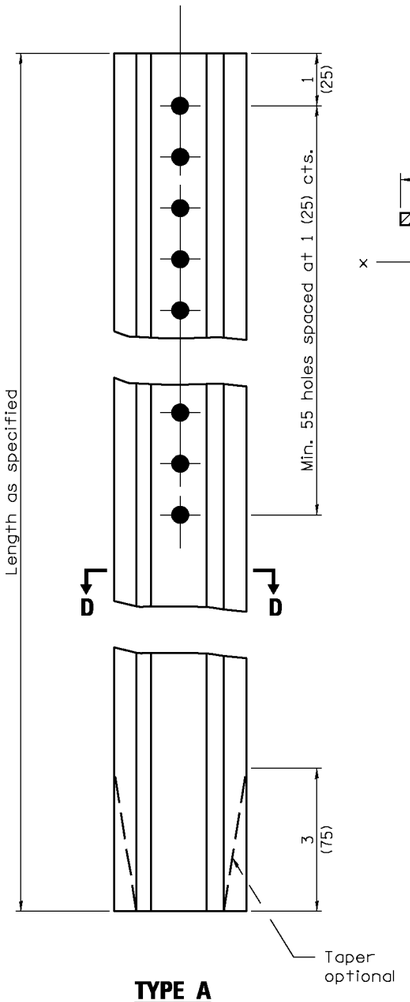
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

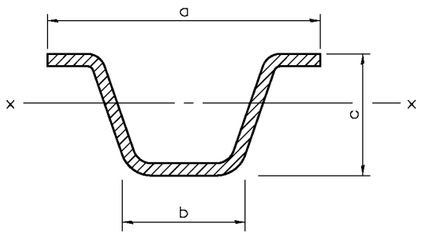
TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

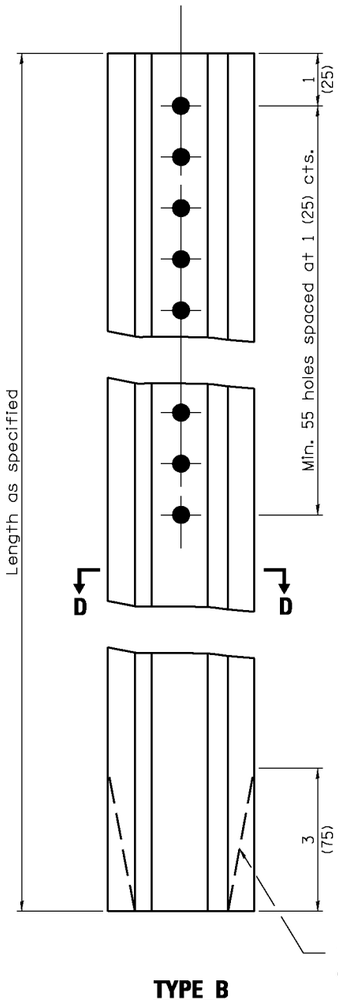
STANDARD 701901–04



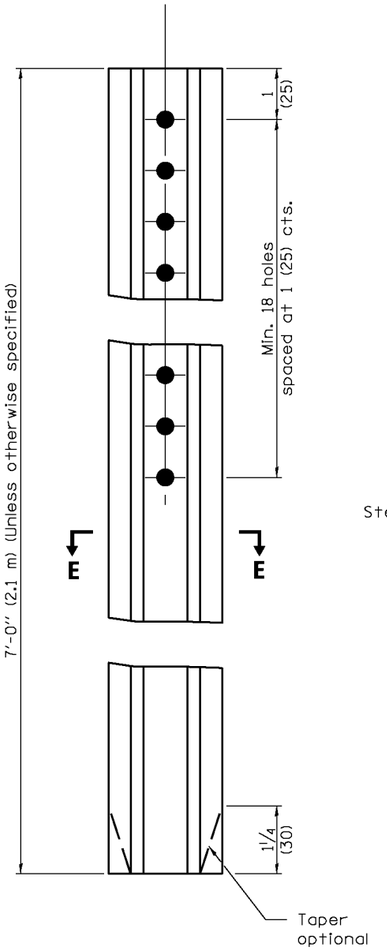
TYPE A



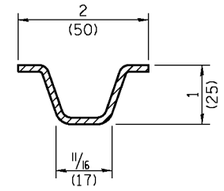
SECTION D–D



TYPE B



TYPE C



SECTION E–E

Steel - 1.12 lbs./ft. (1.67 kg/m)

		a	b	c	Sx-x in.^{3} (mm^3)	lbs./ft. (kg/m)
TYPE A	Steel	3/16 (78)	1¼ (32)	1 7/16 (37)	0.223 (3,654)	2.00 (2.98)
	Aluminum	3½ (89)	1⅝ (41)	1⅞ (48)	0.435 (7,128)	0.90 (1.34)
TYPE B	Steel	3 3/16 (81)	1¼ (32)	1½ (38)	0.341 (5,588)	3.00 (4.46)
	Aluminum	4⅝ (118)	2¼ (57)	2⅜ (60)	0.888 (14,552)	1.30 (1.93)

GENERAL NOTES

Dimensions shown for cross sections are minimum.

All holes are ⅜ (10).

Sx-x is the minimum section modulus about the x-x axis of the post as shown. For posts in which holes are punched or drilled for more than half their length, Sx-x shall be computed for the net section.

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

Illinois Department of Transportation

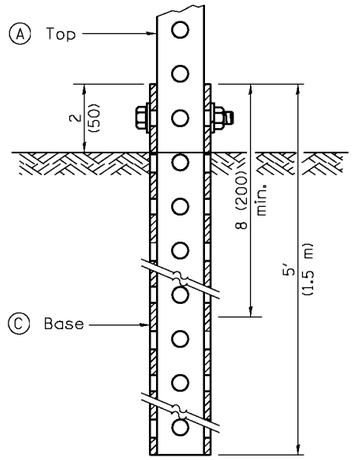
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

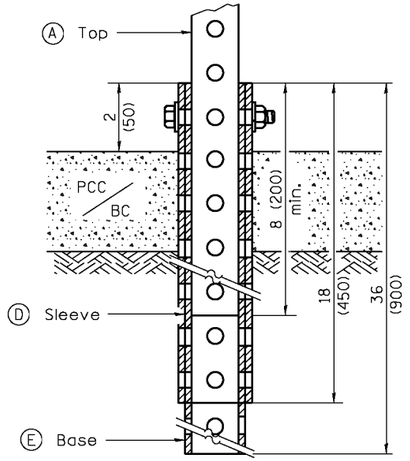
ISSUED 1-1-97

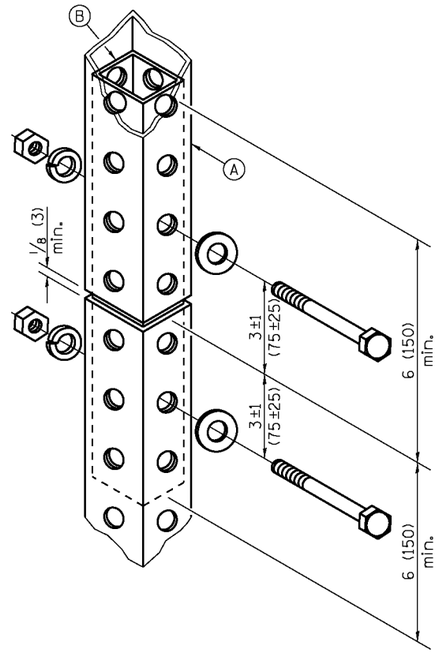
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-97	Renum. Standard 2350-4.

METAL POSTS FOR SIGNS, MARKERS & DELINEATORS

STANDARD 720011–01







GROUND MOUNT DETAIL

PAVEMENT MOUNT DETAIL

SPLICE DETAIL

Ⓐ	2 x 2 x var. (51 x 51 var.)
Ⓑ	1¾ x 1¾ x 12 (44 x 44 x 300)
Ⓒ	2¼ x 2¼ x 60 (57 x 57 x 1500)
Ⓓ	2½ x 2½ x 18 (64 x 64 x 450)
Ⓔ	2¼ x 2¼ x 36) (57 x 57 x 900)

GENERAL NOTES

All bolts ⅜ (M10) hex head zinc or cadmium plated.

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF OPERATIONS

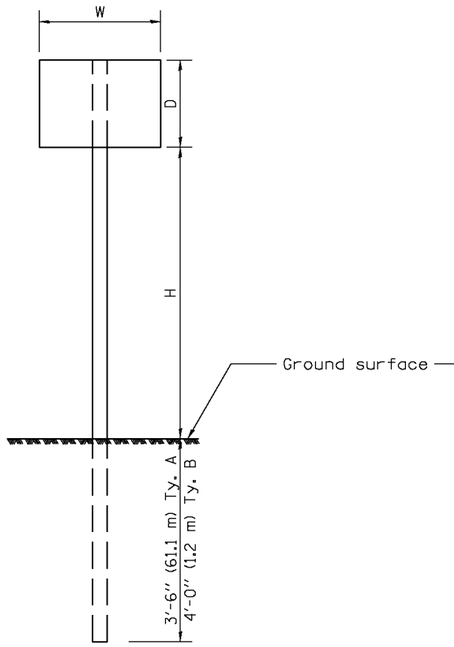
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

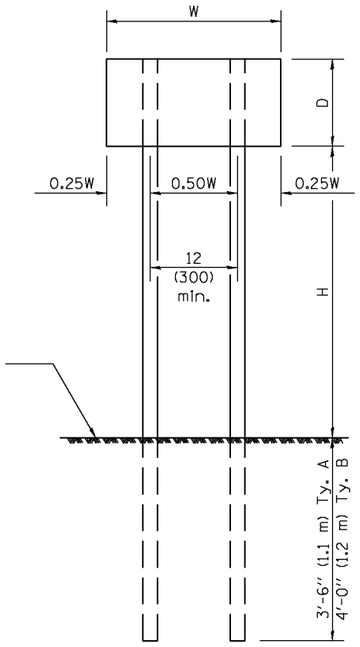
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-07	New Standard. Used to
	be part of Standard
	720006.

TELESCOPING STEEL SIGN SUPPORT

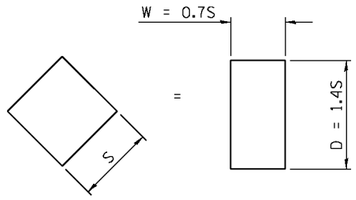
STANDARD 728001-01



ONE POST INSTALLATION

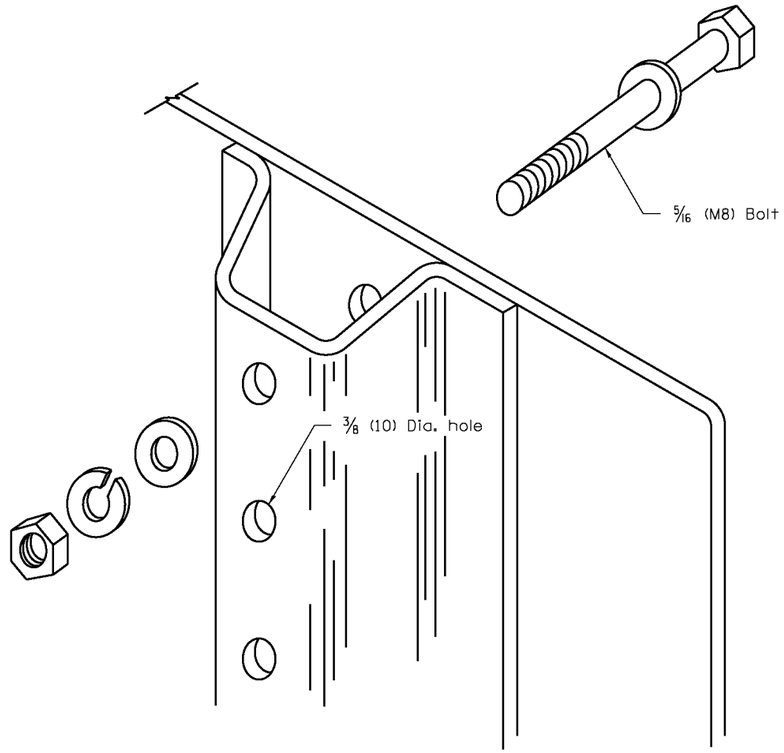


TWO POST INSTALLATION



For diamond shaped sign with side S as shown, use required post size for a sign with W = 0.7S and D = 1.4S.

SIGN DEPTH (D)	H	NO. AND TYPE OF POST FOR SIGN WIDTH (W)				
		12 (300)	18 (450)	24 (600)	30 (750)	36 (900)
18 (450)	5'-0" (1.5 m)	A	A	A	A	A
	5'-6" (1.7 m)	A	A	A	A	A
	6'-0" (1.8 m)	A	A	A	A	B
	6'-6" (2.0 m)	A	A	A	A	B
	7'-0" (2.1 m)	A	A	A	A	B
	7'-6" (2.3 m)	A	A	A	A	B
	8'-0" (2.4 m)	A	A	A	A	B
	8'-6" (2.6 m)	A	A	A	B	B
	9'-0" (2.7 m)	A	A	A	B	B
24 (600)	5'-0" (1.5 m)	A	A	A	A	B
	5'-6" (1.7 m)	A	A	A	A	B
	6'-0" (1.8 m)	A	A	A	B	B
	6'-6" (2.0 m)	A	A	A	B	B
	7'-0" (2.1 m)	A	A	A	B	B
	7'-6" (2.3 m)	A	A	A	B	B
	8'-0" (2.4 m)	A	A	A	B	2A
	8'-6" (2.6 m)	A	A	B	B	2A
	9'-0" (2.7 m)	A	A	B	B	2A
30 (750)	5'-0" (1.5 m)	A	A	A	B	B
	5'-6" (1.7 m)	A	A	A	B	2A
	6'-0" (1.8 m)	A	A	A	B	2A
	6'-6" (2.0 m)	A	A	A	B	2A
	7'-0" (2.1 m)	A	A	B	B	2A
	7'-6" (2.3 m)	A	A	B	B	2A
	8'-0" (2.4 m)	A	A	B	B	2A
	8'-6" (2.6 m)	A	A	B	2A	2A
	9'-0" (2.7 m)	A	A	B	2A	2A
36 (900)	5'-0" (1.5 m)	A	A	B	B	2A
	5'-6" (1.7 m)	A	A	B	B	2A
	6'-0" (1.8 m)	A	A	B	B	2A
	6'-6" (2.0 m)	A	A	B	2A	2A
	7'-0" (2.1 m)	A	A	B	2A	2A
	7'-6" (2.3 m)	A	A	B	2A	2A
	8'-0" (2.4 m)	A	B	B	2A	2A
	8'-6" (2.6 m)	A	B	B	2A	2B
	9'-0" (2.7 m)	A	B	2A	2A	2B
4'-0" (1.2 m)	5'-0" (1.5 m)	A	A	B	2A	2A
	5'-6" (1.7 m)	A	B	B	2A	2A
	6'-0" (1.8 m)	A	B	B	2A	2A
	6'-6" (2.0 m)	A	B	2A	2A	2B
	7'-0" (2.1 m)	A	B	2A	2A	2B
	7'-6" (2.3 m)	A	B	2A	2B	2B
	8'-0" (2.4 m)	A	B	2A	2B	2B
	8'-6" (2.6 m)	B	B	2B	2B	2B
	9'-0" (2.7 m)	B	2A	2B	2B	2B



DETAIL OF MOUNTING SIGN TO POST

NOTE: Minimum of 2 bolts per post required.

GENERAL NOTES

DESIGN: Current AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

LOADING: for 60 mph (95 km/h) wind velocity with 30% gust factor, normal to sign.

SOIL PRESSURE: Minimum allowable soil pressure 1.25 tsf (120 kPa).

See Standard 720011 for details of Types A and B posts.

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

Illinois Department of Transportation

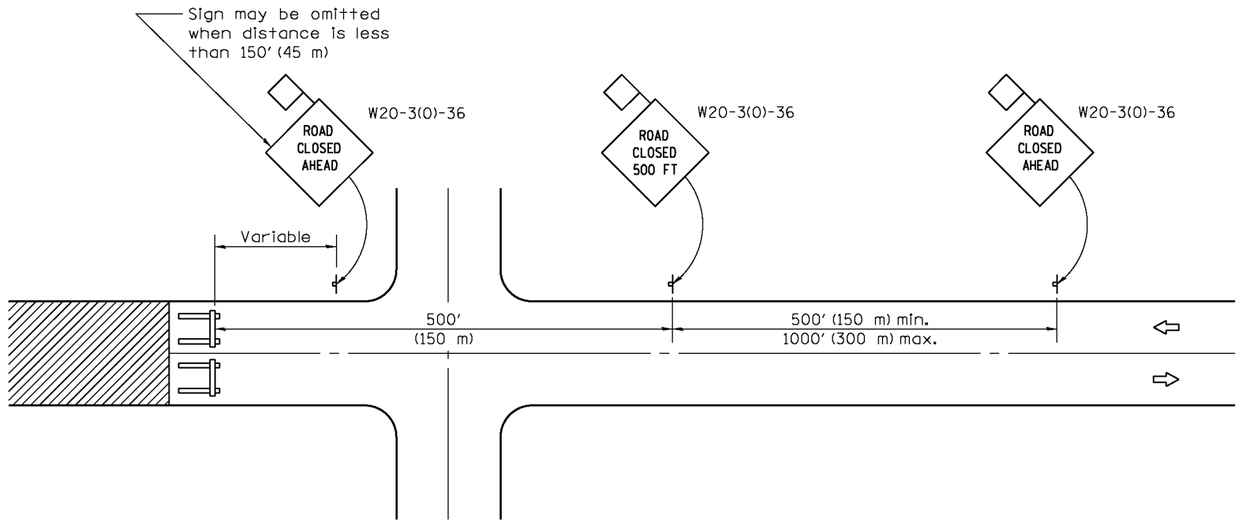
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-97	Renum. Standard 2363-2.

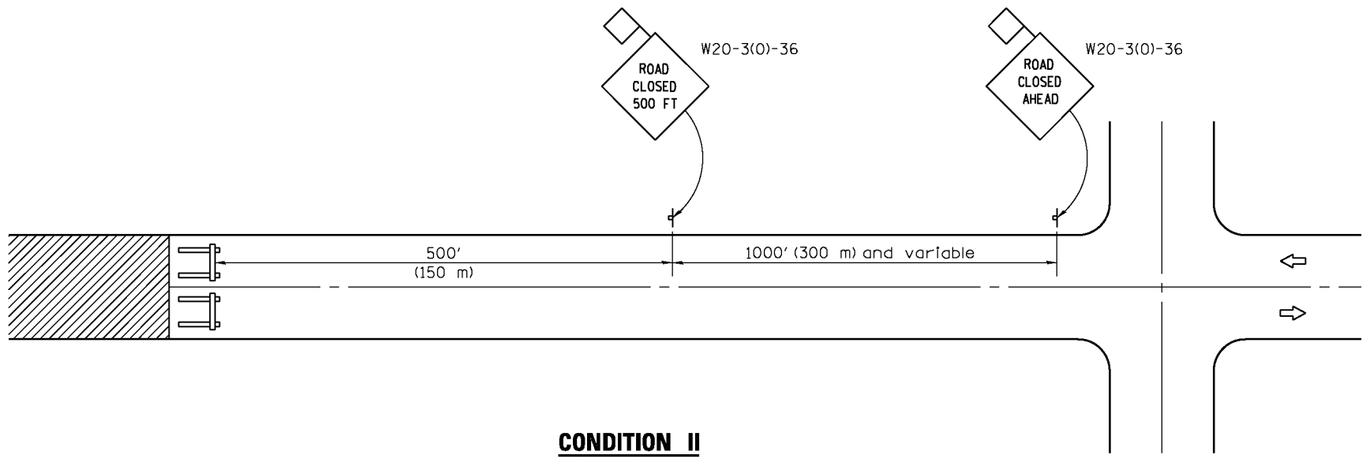
APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

STANDARD 729001-01



CONDITION I

When distance from closure to crossroad is less than 1500' (450 m)



CONDITION II

When distance from closure to crossroad is greater than 1500' (450 m)

SYMBOLS

Work area

Type III Barricade

Sign with 18x18 (450x450) min. orange flag attached

GENERAL NOTES

Type III Barricades and R11-2-4830 signs shall be positioned as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

Two Type A Low Intensity Flashing Lights shall be used on each approach in advance of the work area during hours of darkness. One light shall be installed above the barricades and the other above the first advance warning sign.

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

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

Longitudinal dimensions may be adjusted to fit field conditions.

When the distance between the barricade and the intersection is between 1500' (450 m) and 2000' (600 m), the advance sign shall be placed at the intersection. When the distance between the barricade and the intersection is over 2000' (600 m), an additional sign shall be placed at the intersection. The additional sign shall give the distance to the barricade in miles or fractions of a mile.

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

Illinois Department of Transportation

APPROVED January 1, 2012
Darrell Lewis
ENGINEER OF LOCAL ROADS AND STREETS

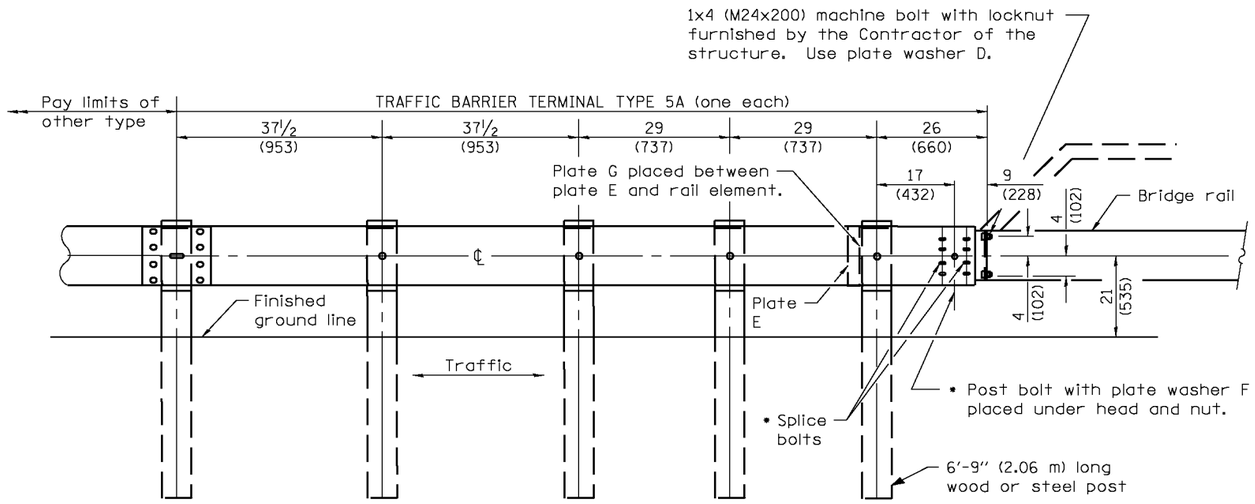
APPROVED January 1, 2012
Scott Essex
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-12	Omitted two notes from
	GENERAL NOTES.
1-1-09	Switched units to
	English (metric).

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

STANDARD B.L.R. 21–9



TYPE 5A – STEEL BRIDGE RAIL

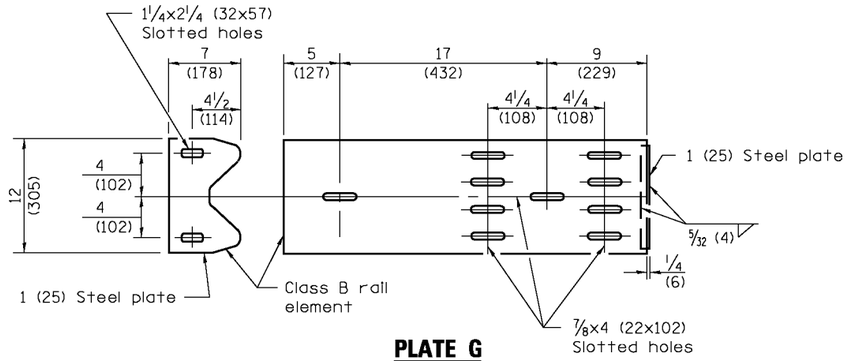
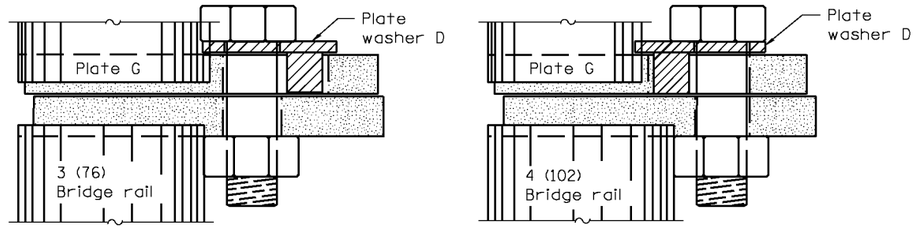


PLATE G

PLATE WASHER D



PLACEMENT OF PLATE WASHER D

(PLAN)

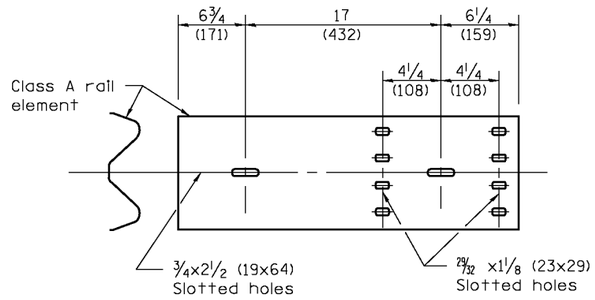


PLATE E

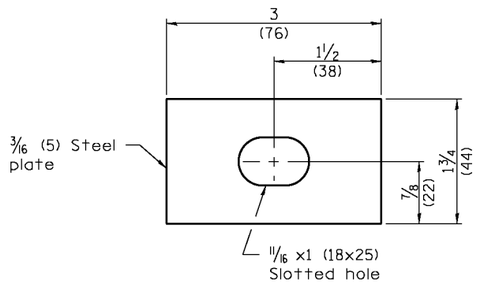


PLATE WASHER F

GENERAL NOTES

See Standard B.L.R. 26 for details of guardrail not shown.

Install plate washer D so the 1 (25) projection fills the remainder of the slotted holes in the 1 (25) end plate on plate G after the 1 (M24) dia. bolts are in place.

When an expansion joint exists below the connector, bolts shall be provided with a locknut or double nuts and shall be tightened only to a point that will allow plate G to be free to move.

The face of the guardrail shall be installed flush with the face of the bridge rail.

When this terminal is used with Standard 630001, the guardrail shall transition down to the height of the terminal.

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

Illinois Department of Transportation

APPROVED January 1, 2009
ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-08

DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-08	New Standard. Was part
	of Std. 631026 prior to
	January 1, 2007.

TRAFFIC BARRIER TERMINAL TYPE 5A

STANDARD B.L.R. 27-1

Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

Phone: 815-223-6696
Fax: 815-223-6659
e-mail: mts37@comcast.net

BORING LOG

Sheet 1 of 3

Client: Wendler Engineering Services, Inc.
Project Name: Somonauk Twp. Suydam Road Section 05-00211-00-BR
Project Site: DeKalb County, Illinois

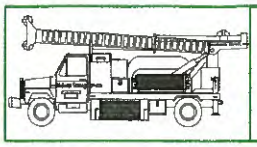
Boring No. B-1
Surface Elev. ***99.80***
Auger Depth 51' Rotary Depth NA
Start Date 06/26/10 Finish Date 06/26/10

Location: East abutment 8' north of centerline of road
24' east of center of bridge

DRILLED BY: Randy Safranski
Diedrich D-120

(DEPTH) *ELEV. 99.80	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES: Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
98.80	Bituminous Over Gravel		1								
97.80			2								
96.80			3	1	SS	---	---	---	---		
95.80			4								
94.80	Low Strength Concrete Possibly Fill From Old Washout Repair		5	2	SS	---	---	---	---		
93.80			6								
92.80			7								
91.80			8	3	SS	---	---	---	---		
90.80			9								
89.80	Stiff Black Clay		10	4	SS	1.0	6	B	22		
88.80			11								
87.80			12								
86.80	Stiff Brownish Gray Clay Till		13	5	SS	1.8	10	B	22		
85.80			14								
84.80			15	6	SS	2.3	14	B	18		
83.80			16								
82.80	Very Stiff To Hard Brownish Gray Clay Till		17								
81.80			18	7	SS	3.2	20	S	16		
80.80			19								
79.80			20	8	SS	4.3	28	S	14		

Groundwater Data: Static water level after auger removal - elevation 92.0
Comments: ***Assumed center of existing bridge deck as 100.0.***



Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

Phone: 815-223-6696
Fax: 815-223-6659
e-mail: mts37@comcast.net

BORING LOG

Sheet 2 of 3

Client: Wendler Engineering Services, Inc.
Project Name: Somonauk Twp. Suydam Road Section 05-00211-00-BR
Project Site: DeKalb County, Illinois

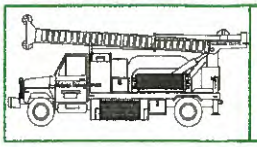
Boring No. B-1
Surface Elev. ***99.80***
Auger Depth 51' Rotary Depth NA
Start Date 06/26/10 Finish Date 06/26/10

Location: East abutment 8' north of centerline of road
24' east of center of bridge

DRILLED BY: Randy Safranski
Diedrich D-120

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES: Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
78.80											
77.80	Very Stiff Brownish Gray Clay Till		22								
76.80			23	9	SS	3.0	19	B	16		
75.80			24								
74.80			25								
				10	SS	---	20	---	---		
73.80			26								
72.80			27								
71.80			28	11	SS	---	22	---	---		
70.80	Medium Gray Fine Sand To Coarse Gravel		29								
69.80			30								
				12	SS	---	22	---	---		
68.80			31								
67.80			32								
66.80			33								
65.80			34								
64.80			35								
				13	SS	4.1	34	S	13		
63.80			36								
62.80			37								
61.80	Hard Gray Silty Loam Till		38								
60.80			39								
59.80			40								
				14	SS	4.6	51	S	11		
58.80			41								

Groundwater Data: Static water level after auger removal - elevation 92.0
Comments: ***Assumed center of existing bridge deck as 100.0.***



Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

BORING LOG

Sheet 3 of 3

Phone: 815-223-6696
Fax: 815-223-6659
e-mail: mts37@comcast.net

Client: Wendler Engineering Services, Inc.
Project Name: Somonauk Twp. Suydam Road Section 05-00211-00-BR
Project Site: DeKalb County, Illinois

Boring No. B-1
Surface Elev. ***99.80***
Auger Depth 51' Rotary Depth NA
Start Date 06/26/10 Finish Date 06/26/10

Location: East abutment 8' north of centerline of road
24' east of center of bridge

DRILLED BY: Randy Safranski
Diedrich D-120

(DEPTH) ELEV. 57.80	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	SAMPLES: Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
56.80			43								
55.80			44								
54.80			45	15	SS	5.1	74	S	10		
53.80	Hard Gray Silty Loam Till		46								
52.80			47								
51.80			48								
50.80			49								
49.80			50	16	SS	5.4	100/10"	S	9		
48.80	Bottom of Boring		51								
47.80			52								
46.80			53								
45.80			54								
44.80			55								
43.80			56								
42.80			57								
41.80			58								
40.80			59								
39.80			60								
38.80			61								
37.80			62								

Groundwater Data: Static water level after auger removal - elevation 92.0
Comments: ***Assumed center of existing bridge deck as 100.0.***

Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

Phone: 815-223-6696
Fax: 815-223-6659
e-mail: mts37@comcast.net

BORING LOG

Sheet 1 of 3

Client: Wendler Engineering Services, Inc.
Project Name: Somonauk Twp. Suydam Road Section 05-00211-00-BR
Project Site: DeKalb County, Illinois

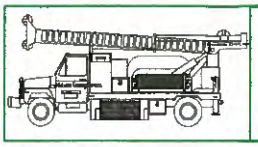
Boring No. B-2
Surface Elev. ***99.90***
Auger Depth 51' Rotary Depth NA
Start Date 06/26/10 Finish Date 06/26/10

Location: 8' south of centerline of road
22' west of center of bridge

DRILLED BY: Randy Safranski
Diedrich D-120

(DEPTH) *ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
99.90											
98.90			1								
97.90			2								
96.90	Stiff Brown Clay And Gravely Clay (Fill)		3	1	SS	1.8	13	S	16		
95.90			4								
94.90			5	2	SS	1.6	9	B	22		
93.90			6								
92.90	Stiff Black Clay		7								
91.90			8	3	SS	1.3	8	B	24		
90.90			9								
89.90	Medium Brown Gravely Loam		10								
88.90			11	4	SS	---	11	---	---		
87.90			12								
86.90			13	5	SS	2.1	13	B	20		
85.90			14								
84.90	Very Stiff Brownish Gray Clay Till		15								
83.90			16	6	SS	2.0	13	B	18		
82.90			17								
81.90			18	7	SS	2.5	16	B	18		
80.90			19								
79.90			20								
				8	SS	2.7	17	B	18		

Groundwater Data: Static water level after auger removal - elevation 92.0
Comments: ***Assumed center of existing bridge deck as 100.0.***



Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

Phone: 815-223-6696
Fax: 815-223-6659
e-mail: mts37@comcast.net

BORING LOG

Sheet 2 of 3

Client: Wendler Engineering Services, Inc.
Project Name: Somonauk Twp. Suydam Road Section 05-00211-00-BR
Project Site: DeKalb County, Illinois

Boring No. B-2
Surface Elev. ***99.90***
Auger Depth 51' Rotary Depth NA
Start Date 06/26/10 Finish Date 06/26/10

Location: 8' south of centerline of road
22' west of center of bridge

DRILLED BY: Randy Safranski
Diedrich D-120

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
78.90											
77.90			22								
76.90			23	9	SS	---	19	---	---		
75.90			24								
74.90			25	10	SS	---	18	---	---		
73.90			26								
72.90			27								
71.90			28	11	SS	---	20	---	---		
70.90	Medium Gray Fine Sand To Coarse Gravel		29								
69.90			30	12	SS	---	26	---	---		
68.90			31								
67.90			32								
66.90			33								
65.90			34								
64.90			35	13	SS	4.5	32	S	14		
63.90			36								
62.90			37								
61.90	Hard Gray Silty Loam Till (Fine Gravel Seam @ 35' Depth)		38								
60.90			39								
59.90			40	14	SS	5.2	46	S	12		
58.90			41								

Groundwater Data: Static water level after auger removal - elevation 92.0
Comments: ***Assumed center of existing bridge deck as 100.0.***

Midwest Testing Services, Inc.
3705 Progress Blvd.
Peru, IL 61354

Phone: 815-223-6696
Fax: 815-223-6659
e-mail: mts37@comcast.net

BORING LOG

Sheet 3 of 3

Client: Wendler Engineering Services, Inc.
Project Name: Somonauk Twp. Suydam Road Section 05-00211-00-BR
Project Site: DeKalb County, Illinois

Boring No. B-2
Surface Elev. *99.90*
Auger Depth 51' Rotary Depth NA
Start Date 06/26/10 Finish Date 06/26/10

Location: 8' south of centerline of road
22' west of center of bridge

DRILLED BY: Randy Safranski
Diedrich D-120

(DEPTH) ELEV.	DESCRIPTION OF MATERIALS	Graphic Log	Depth in feet	Sample No.	Sample Type	Qu (TSF)	N Value (Blows)	Bulge / Shear	Moisture (%)	Dry Density (PCF)	REMARKS
57.90											
56.90			43								
55.90			44								
54.90			45								
	Hard Gray Silty Loam Till			15	SS	4.9	60	S	10		
53.90			46								
52.90			47								
51.90			48								
50.90			49								
49.90			50								
				16	SS	5.7	81	S	10		
48.90	Bottom of Boring		51								
47.90			52								
46.90			53								
45.90			54								
44.90			55								
43.90			56								
42.90			57								
41.90			58								
40.90			59								
39.90			60								
38.90			61								
37.90			62								

Groundwater Data: Static water level after auger removal - elevation 92.0
Comments: ***Assumed center of existing bridge deck as 100.0.***