Illinois Department of Transportation

Local Public Agency
Formal Contract Proposal

COVER SHEET

Proposal Submitted By:

Contractor's Name

Contractor's Address | City | State | Zip Code

STATE OF ILLINOIS

Local Public Agency: County of DuPage | County: DuPage | Section Number: 23-PVMTC-20-GM

Route(s) (Street/Road Name): 2023 Pavement Maintenance - South Region | Type of Funds

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

Submitted/Approved
For Local Public Agency:

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature | Date

Submitted/Approved

County Engineer/Superintendent of Highways | Date

County Engineer
on behalf of IDOT pursuant to
Agreement of Understanding
Dated August 7, 2012

For a Municipal Project

Submitted/Approved/Passed

Signature | Date

Official Title

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature | Date

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
County of DuPage	DuPage	23-PVMTC-20-GM	2023 Pavement Maintenance - South Region

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of the DuPage County Division of Transportation (Name of Office)

421 N. County Farm Road, 2nd Floor, Wheaton, IL 60187 (Address) until 2:00 PM (Time) on 04-11-23 (Date).

Sealed proposals will be opened and read publicly at the office of the DuPage County Division of Transportation (Name of Office)

421 N. County Farm Road, 2nd Floor, Wheaton, IL 60187 (Address) at 2:00 PM (Time) on 04-11-23 (Date).

DESCRIPTION OF WORK

Location	Project Length
Wehrli Rd/College Ave, Maple Ave, Summit Ave/Midwest Rd, Maple at Springside	5.3 Miles

Proposed Improvement

HMA removal and replacement, pavement patching, curb and gutter removal and replacement, sidewalk removal and replacement, pavement markings, and all necessary appurtenances needed to complete the work.

1. Plans and proposal forms will be available in the office of

   on line at http://www.dupageco.org/dot/doingbusiness
   or by contacting the Division of Transportation at (630) 407-6900.

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
County of DuPage	DuPage	23-PVMTC-20-GM	2023 Pavement Maintenance - South Region

PROPOSAL

1. Proposal of _____
Contractor's Name

_____.
Contractor's Address

2. The plans for the proposed work are those prepared by County of DuPage
and approved by the Department of Transportation on ---------- .

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

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

5. The undersigned agrees to complete the work within ---------- working days or by 9/29/2023 unless additional time is granted in accordance with the specifications.

6. The successful bidder at the time of execution of the contract **will** be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond of check shall be forfeited to the Awarding Authority.

7. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the products of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price. A bid may be declared unacceptable if neither a unit price nor a total price is shown.

8. The undersigned submits herewith the schedule of prices on BLR 12201 covering the work to be performed under this contract.

9. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12201, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

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

Attach Cashier's Check or Certified Check Here

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

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

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
County of DuPage	DuPage	23-PVMTC-20-GM	2023 Pavement Maintenance - South Region

CONTRACTOR CERTIFICATIONS

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

1. **Debt Delinquency.** The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedure established by the appropriate Revenue Act, its liability for the tax or the amount of the tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.

2. **Bid-Rigging or Bid Rotating**. The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

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

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

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that, it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter or record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.

4. **Interim Suspension or Suspension.** The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be canceled.

Local Public Agency	County	Section Number	Route(s) (Street/Road Name)
County of DuPage	DuPage	23-PVMTC-20-GM	2023 Pavement Maintenance - South Region

SIGNATURES

(If an individual)

Signature of Bidder | Date

Business Address

City | State | Zip Code

(If a partnership)

Firm Name

Signature | Date

Title

Business Address

City | State | Zip Code

Insert the Names and Addresses of all Partners

(If a corporation)

Corporate Name

Signature | Date

Title

Business Address

City | State | Zip Code

Insert Names of Officers

President

Secretary

Attest:

Secretary

Treasurer

RETURN WITH BID

Illinois Department of Transportation

SCHEDULE OF PRICES

Contractor's Name

Contractor's Address | City | State | Zip Code

Local Public Agency | County | Section Number

County of DuPage | DuPage | **23-PVMTC-20-GM**

Route(s) (Street/Road Name)

Various

Schedule for Multiple Bids

Combination Letter	Sections included in Combinations	Total

Schedule for Single Bid

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

Item No.	Items	Unit	Quantity	Unit Price	Total
1	SEED BED PREPARATION	SQ YD	2208		
2	SEEDING, CLASS 2A	ACRE	0.46		
3	EROSION CONTROL BLANKET	SQYD	2208		
4	EARTH EXCAVATION	CU YD	1813		
5	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	60		
6	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	3487		
7	AGGREGATE WEDGE SHOULDER, TYPE B	TON	400		
8	BITUMINOUS MATERIALS (TACK COAT)	POUND	104321		
9	LONGITUDINAL JOINT SEALANT	FOOT	63645		
10	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	153		
11	HMA BASE COURSE WIDENING, 11"	SQ YD	4540		
12	POLYMERIZED HOT-MIX ASPHALT BINDER, IL- 4.75, N50	TON	6845		
13	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	8655		

RETURN WITH BID

Item No.	Items	Unit	Quantity	Unit Price	Total
14	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	5872		
15	PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL	SQ FT	2462		
16	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2414		
17	DETECTABLE WARNINGS	SQ FT	268		
18	PAVEMENT REMOVAL, FULL DEPTH	SQ YD	1135		
19	HMA SURFACE REMOVAL 2.25"	SQ YD	94759		
20	HMA SURFACE REMOVAL 2.5"	SQ YD	58356		
21	HMA SURFACE REMOVAL - BUTT JOINT	SQ YD	753		
22	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	6870		
23	COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12	FOOT	420		
24	CLASS SI CONCRETE (OUTLET)	CU YD	3		
25	TEMPORARY STONE	TON	140		
26	CLASS D PATCHES, TYPE I , 10"	SQ YD	78		
27	CLASS D PATCHES, TYPE II, 10"	SQ YD	235		
28	CLASS D PATCHES, TYPE III, 10"	SQ YD	235		
29	CLASS D PATCHES, TYPE IV, 10"	SQ YD	78		
30	CLASS D PATCHES, TYPE I , 12"	SQ YD	113		
31	CLASS D PATCHES, TYPE II, 12"	SQ YD	340		
32	CLASS D PATCHES, TYPE III, 12"	SQ YD	340		
33	CLASS D PATCHES, TYPE IV, 12"	SQ YD	113		
34	DRAINAGE STRUCTURE TO BE REMOVED	EACH	1		
35	INLET TY. A	EACH	1		
36	FRAME AND LIDS, TYPE 1	EACH	39		
37	FRAMES AND GRATES, TYPE 23	EACH	1		
38	FRAMES AND GRATES, TYPE 11	EACH	1		

RETURN WITH BID

Item No.	Items	Unit	Quantity	Unit Price	Total
39	DRAINAGE STRUCTURE TO BE RECONSTRUCTED	EACH	3		
40	DRAINAGE STRUCTURE TO BE ADJUSTED	EACH	68		
41	DRAINAGE STRUCTURE CLEAN AND PATCH	EACH	22		
42	FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	EACH	88		
43	SHORT TERM PAVEMENT MARKING	FOOT	23806		
44	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2513		
45	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	94793		
46	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	7462		
47	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	54		
48	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3822		
49	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	900		
50	MODIFIED URETHANE PAVEMENT MARKING - RAISED MEDIAN	SQ FT	80		
51	TEMPORARY PAINT PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	1257		
52	TEMPORARY PAINT PAVEMENT MARKING - LINE 4"	FOOT	371308		
53	TEMPORARY PAINT PAVEMENT MARKING - LINE 24"	FOOT	1800		
54	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	2233		
55	DETECTOR LOOP REPLACEMENT	FOOT	3285		
56	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3		
57	RELOCATE EXISITNG PEDESTRIAN PUSH BUTTON	EACH	8		
58	ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	120		
59	ELECTRICAL CABLE IN CONDUIT, EQUIP GROUNDING CONDUCTOR, NO. 6 1C	FOOT	191		
60	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	100		
61	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	30		
62	CONCRETE FOUNDATION, TYPE A, 12 INCH DIA.	FOOT	8		
63	PEDESTRIAN SIGNAL POST, 5 FT	EACH	2		

RETURN WITH BID

Item No.	Items	Unit	Quantity	Unit Price	Total
64	REMOVE EXISITNG PEDESTRIAN PUSH BUTTON	EACH	1		
65	REMOVE EXISITNG PEDESTRIAN SIGNAL HEAD	EACH	2		
66	DRILL EXISTING HANDHOLE	EACH	2		
67	MODIFY EXISITNG CONTROLLER AND CABINET	EACH	1		
68	TRAFFIC CONTROL & PROTECTION	L SUM	1		
69	CHANGEABLE MESSAGE SIGN	CAL DAY	210		
70	EMERGENCY POTHOLE PATCHING	DOLLAR	20000	1.00	20,000.00
	Bidder's Total Proposal				

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

Illinois Department of Transportation

Local Public Agency Proposal Bid Bond

Local Public Agency	County	Section Number
County of DuPage	DuPage	23-PVMTC-20-GM

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

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

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

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

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

Principal

Company Name	Company Name
Signature & Date	Signature & Date
By:	By:
Title	Title

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

Surety

Name of Surety	Signature of Attorney-in-Fact Signature & Date
	By:

STATE OF IL

COUNTY OF

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

_____

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

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

Given under my hand and notarial seal this _____ (Day) day of _____ (Month and Year) .

Notary Public Signature & Date

(SEAL, if required by the LPA)

Date commission expires _____

Local Public Agency	County	Section Number
County of DuPage	DuPage	23-PVMTC-20-GM

ELECTRONIC BID BOND

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

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

Electronic Bid Bond ID Code

Company/Bidder Name

Signature & Date

Title

Apprenticeship and Training Program Certification

RETURN WITH BID

Local Public Agency	County	Street Name/Road Name	Section Number
County of DuPage	DuPage	Various	23-PVMTC-20-GM

All contractors are required to complete the following certification

☒ For this contract proposal or for all bidding groups in this deliver and install proposal.

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

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

1. Except as provided in paragraph 4 below, the undersigned bidder certifies that it is a participant, either as an individual or as part of a group program, in an approved apprenticeship or training program applicable to each type of work or craft that the bidder will perform with its own employees.

2. The undersigned bidder further certifies, for work to be performed by subcontract, that each of its subcontractors either (A) is, at the time of such bid, participating in an approved, applicable apprenticeship or training program; or (B) will, prior to commencement of performance of work pursuant to this contract, establish participation in an approved apprenticeship or training program applicable to the work of the subcontract.

3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work.

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

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

Bidder

Signature

Date

Title

Address

City

State

Zip Code

DuPage County form in lieu of BLR 12325 (Rev. 01/21/21)

Illinois Department of Transportation

Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
County of DuPage	DuPage	Various	23-PVMTC-20-GM

I, _____ of _____, Illinois,
Name of Affiant | City of Affiant | State of Affiant

being first duly sworn upon oath, state as follows:

1. That I am the _____ of _____.
Officer or Position | Bidder

2. That I have personal knowledge of the facts herein stated.

3. That, if selected under the proposal described above, _____, will maintain a business office in the
Bidder

State of Illinois, which will be located in _____ County, Illinois.
County

4. That this business office will serve as the primary place of employment for any persons employed in the construction contemplated by this proposal.

5. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of the Illinois Procurement Code.

Signature | Date

Print Name of Affiant

Notary Public

State of IL

County _____

Signed (or subscribed or attested) before me on _____ by
(date)

_____, authorized agent(s) of
(name/s of person/s)

_____.
Bidder

Signature of Notary Public

(SEAL)

My commission expires _____

Illinois Department of Transportation

Affidavit of Availability

For the Letting of 04/11/23

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

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

Part I. Work Under Contract

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	Accumulated Totals
Contract Number						
Contract With						
Estimated Completion Date						
Total Contract Price						
Uncompleted Dollar Value if Firm is the Prime Contractor						
Uncompleted Dollar Value if Firm is the Subcontractor						
					Total Value of All Work	

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.

Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases, Surfaces						
Highway, R.R., Waterway Struc.						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning, Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
Totals						

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

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					

Notary

I, being duly sworn, do hereby declare 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.

Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

this _____ day of _____ , _____

_____

(Signature of Notary Public)

My commission expires _____

(Notary Seal)

☐ Add pages for additional contracts

Required Vendor Ethics Disclosure Statement

Failure to complete and return this form may result in delay or cancellation of the County's Contractural Obligation.

Date: _____

Bid/Contract/PO #: 23-PVMTC-20-GM

Company Name:	Company Contact:
Contact Phone:	Contact Email:

The DuPage County Procurement Ordinance requires the following written disclosures prior to award:

1. Every contractor, union, or vendor that is seeking or has previously obtained a contract, change orders to one (1) or more contracts, or two (2) or more individual contracts with the county resulting in an aggregate amount at or in excess of $25,000, shall provide to Procurement Services Division a written disclosure of all political campaign contributions made by such contractor, union, or vendor within the current and previous calendar year to any incumbent county board member, county board chairman, or countywide elected official whose office the contract to be awarded will benefit. The contractor, union or vendor shall update such disclosure annually during the term of a multi-year contract and prior to any change order or renewal requiring approval by the county board. For purposes of this disclosure requirement, "contractor or vendor" includes owners, officers, managers, lobbyists, agents, consultants, bond counsel and underwriters counsel, subcontractors and corporate entities under the control of the contracting person, and political action committees to which the contracting person has made contributions.

☐ **NONE (check here) - If no contributions have been made**

Recipient	Donor	Description (e.g. cash, type of item, in-kind services, etc.)	Amount/Value	Date Made

2. All contractors and vendors who have obtained or are seeking contracts with the county shall disclose the names and contact information of their lobbyists, agents and representatives and all individuals who are or will be having contact with county officers or employees in relation to the contractor bid and shall update such disclosure with any changes that may occur.

☐ **NONE (check here) - If no contacts have been made**

Lobbyists, Agents and Representatives and all individuals who are or will be having contact with county officers or employees in relation to the contract or bid	Telephone	Email

A contractor or vendor that knowingly violates these disclosure requirements is subject to penalties which may include, but are not limited to, the immediate cancellation of the contract and possible disbarment from future county contracts.

Continuing disclosure is required, and I agree to update this disclosure form as follows:

- If information changes, within five (5) days of change, or prior to county action, whichever is sooner
- 30 days prior to the optional renewal of any contract
- Annual disclosure for multi-year contracts on the anniversary of said contract
- With any request for change order except those issued by the county for administrative adjustments

The full text for the county's ethics and procurement policies and ordinances are available at:
http://www.dupageco.org/CountyBoard/Policies/

I hereby acknowledge that I have received, have read, and understand these requirements.

Authorized Signature _____

Printed Name _____

Title _____

Date _____

Attach additional sheets if necessary. Sign each sheet and number each page. Page _____ of _____ (total number of pages)

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

Request for Taxpayer Identification Number and Certification

► **Go to *www.irs.gov/FormW9* for instructions and the latest information.**

Give Form to the requester. Do not send to the IRS.

Print or type. See **Specific Instructions** on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only **one** of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ► _____

Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is **not** disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ►

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) _____

Exemption from FATCA reporting code (if any) _____

(Applies to accounts maintained outside the U.S.)

5 Address (number, street, and apt. or suite no.) See instructions.

Requester's name and address (optional)

6 City, state, and ZIP code

7 List account number(s) here (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN,* later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number

			–			–				

or

Employer identification number

		–							

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	**Signature of U.S. person** ►	**Date** ►

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, *later.*

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),

2. Certify that you are not subject to backup withholding, or

3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and

4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting,* later, for further information.

Note: If you are a U.S. person and a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States.

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (see Pub. 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the payee has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items.

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.

2. The treaty article addressing the income.

3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.

4. The type and amount of income that qualifies for the exemption from tax.

5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 24% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester,

2. You do not certify your TIN when required (see the instructions for Part II for details),

3. The IRS tells the requester that you furnished an incorrect TIN,

4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or

5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See *Exempt payee code,* later, and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships,* earlier.

What is FATCA Reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code,* later, and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of $50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a $500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account (other than an account maintained by a foreign financial institution (FFI)), list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9. If you are providing Form W-9 to an FFI to document a joint account, each holder of the account that is a U.S. person must provide a Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note: ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C corporation, or S corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box on line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box on line 3.

IF the entity/person on line 1 is a(n) . . .	THEN check the box for . . .
• Corporation	Corporation
• Individual • Sole proprietorship, or • Single-member limited liability company (LLC) owned by an individual and disregarded for U.S. federal tax purposes.	Individual/sole proprietor or single-member LLC
• LLC treated as a partnership for U.S. federal tax purposes, • LLC that has filed Form 8832 or 2553 to be taxed as a corporation, or • LLC that is disregarded as an entity separate from its owner but the owner is another LLC that is not disregarded for U.S. federal tax purposes.	Limited liability company and enter the appropriate tax classification. (P= Partnership; C= C corporation; or S= S corporation)
• Partnership	Partnership
• Trust/estate	Trust/estate

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space on line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

1—An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2)

2—The United States or any of its agencies or instrumentalities

3—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

4—A foreign government or any of its political subdivisions, agencies, or instrumentalities

5—A corporation

6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession

7—A futures commission merchant registered with the Commodity Futures Trading Commission

8—A real estate investment trust

9—An entity registered at all times during the tax year under the Investment Company Act of 1940

10—A common trust fund operated by a bank under section 584(a)

11—A financial institution

12—A middleman known in the investment community as a nominee or custodian

13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over $600 required to be reported and direct sales over $5,000[1]	Generally, exempt payees 1 through 5[2]
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

[1] See Form 1099-MISC, Miscellaneous Income, and its instructions.

[2] However, the following payments made to a corporation and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees, gross proceeds paid to an attorney reportable under section 6045(f), and payments for services paid by a federal executive agency.

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note: You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns. If this address differs from the one the requester already has on file, write NEW at the top. If a new address is provided, there is still a chance the old address will be used until the payor changes your address in their records.

Line 6

Enter your city, state, and ZIP code.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN.

If you are a single-member LLC that is disregarded as an entity separate from its owner, enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, enter the entity's EIN.

Note: See *What Name and Number To Give the Requester,* later, for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local SSA office or get this form online at *www.SSA.gov*. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at *www.irs.gov/Businesses* and clicking on Employer Identification Number (EIN) under Starting a Business. Go to *www.irs.gov/Forms* to view, download, or print Form W-7 and/or Form SS-4. Or, you can go to *www.irs.gov/OrderForms* to place an order and have Form W-7 and/or SS-4 mailed to you within 10 business days.

If you are asked to complete Form W-9 but do not have a TIN, apply for a TIN and write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note: Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if item 1, 4, or 5 below indicates otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code,* earlier.

Signature requirements. Complete the certification as indicated in items 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), ABLE accounts (under section 529A), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account) other than an account maintained by an FFI	The actual owner of the account or, if combined funds, the first individual on the account[1]
3. Two or more U.S. persons (joint account maintained by an FFI)	Each holder of the account
4. Custodial account of a minor (Uniform Gift to Minors Act)	The minor[2]
5. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee[1]
b. So-called trust account that is not a legal or valid trust under state law	The actual owner[1]
6. Sole proprietorship or disregarded entity owned by an individual	The owner[3]
7. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor*
For this type of account:	**Give name and EIN of:**
8. Disregarded entity not owned by an individual	The owner
9. A valid trust, estate, or pension trust	Legal entity[4]
10. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
11. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
12. Partnership or multi-member LLC	The partnership
13. A broker or registered nominee	The broker or nominee
14. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity
15. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

[1] List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

[2] Circle the minor's name and furnish the minor's SSN.

[3] You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

[4] List first and circle the name of the trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.) Also see *Special rules for partnerships,* earlier.

***Note:** The grantor also must provide a Form W-9 to trustee of trust.

Note: If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Secure Your Tax Records From Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Pub. 5027, Identity Theft Information for Taxpayers.

Victims of identity theft who are experiencing economic harm or a systemic problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes. Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to *phishing@irs.gov.* You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at *spam@uce.gov* or report them at *www.ftc.gov/complaint.* You can contact the FTC at *www.ftc.gov/idtheft* or 877-IDTHEFT (877-438-4338). If you have been the victim of identity theft, see *www.IdentityTheft.gov* and Pub. 5027.

Visit *www.irs.gov/IdentityTheft* to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism. You must provide your TIN whether or not you are required to file a tax return. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

REFERENCES

All bidders must provide three (3) projects of a similar nature as being performed in the immediate past five (5) years with the name, address and telephone number of the contact person having knowledge of the project or three (3) references (name, address, and telephone number) with knowledge of the integrity and business practices of the contractor.

PROJECT	
FIRM	
ADDRESS	
CONTACT	
TELEPHONE	

PROJECT	
FIRM	
ADDRESS	
CONTACT	
TELEPHONE	

PROJECT	
FIRM	
ADDRESS	
CONTACT	
TELEPHONE	

TABLE OF CONTENTS

Table of Contents

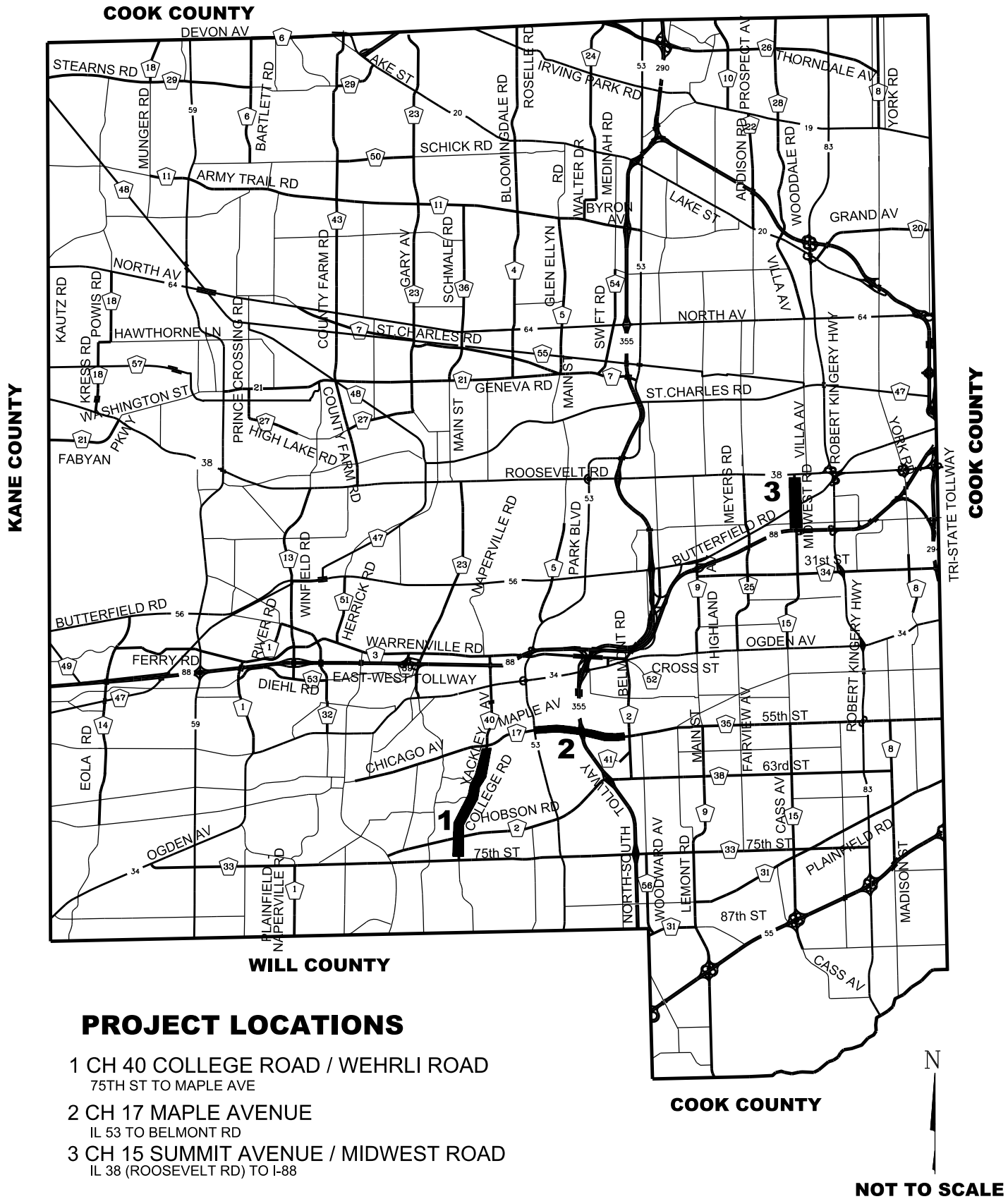
886001 Detector Loop Installations
886006 Typical layouts for Detection loops
E1-07 Construction Signs (Illinois Tollway Standard)
E2-08 Lane Closure Details (Illinois Tollway Standard)

DuPage County Details
Butt Joint
Commercial Driveway
Pavement Markings and Pavement Markers
Private Entrance
Recessed Reflective Pavement Marker
SAG Frame and Lid
Traffic Signal Handhole Adjustment
Typical Turn Bays

IDOT District One Details
BD-08 Frame and Lids Adjustment when Milling
TC 10 Traffic Control and Protection for Side Roads, Intersections, and Driveways
TC 14 Traffic Control and Protection at Turn Bays (To Remain Open)
TC 16 Pavement Markings Letters and Symbols for Traffic Staging
TS 05 Pedestrian Signal Post
TS 07 Detector Loop Installation Details for Roadway Resurfacing

PLANS

2023 PAVEMENT MAINTENANCE
SOUTH REGION



PROJECT LOCATIONS

1 CH 40 COLLEGE ROAD / WEHRLI ROAD
75TH ST TO MAPLE AVE

2 CH 17 MAPLE AVENUE
IL 53 TO BELMONT RD

3 CH 15 SUMMIT AVENUE / MIDWEST ROAD
IL 38 (ROOSEVELT RD) TO I-88

NOT TO SCALE

GENERAL NOTES
SUMMARY OF QUANTITIES

[redacted]

GENERAL NOTES

NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.

MAIL BOXES SHALL BE RELOCATED BY THE CONTRACTOR AS DIRECTED BY THE LOCAL POSTAL AUTHORITY. UNLESS INCLUDED AS A CONTRACT PAY ITEM, THIS WORK SHALL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.

ALL UTILITIES, SCHOOL DISTRICTS, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION.

UNLESS AUTHORIZED BY THE ENGINEER, ALL EXISTING ACCESS POINTS SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR.

TREE REMOVAL CLEARING HEDGE REMOVAL

TREES NOT MARKED FOR REMOVAL SHALL BE CONSIDERED AS DESIGNATED TO BE SAVED AND SHALL BE PROTECTED UNDER THE PROVISIONS OF ARTICLE 201.05 OF THE STANDARD SPECIFICATIONS.

TREES THREE (3) INCHES OR GREATER IN DIAMETER SHALL NOT BE REMOVED BETWEEN APRIL 1ST AND SEPTEMBER 30TH.

OVERHANGING LIMBS

OVERHANGING LIMBS ARE TO BE TRIMMED OR CUT OFF TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF TWENTY (20) FEET FROM THE FINISHED SURFACE OF THE ROAD. CLEARANCE TO SIDEWALKS OR PATHS SHALL BE AS DIRECTED BY THE ENGINEER.

LIMB PRUNING SHALL BE UNDERTAKEN IN A TIMELY FASHION SO AS NOT TO INTERFERE WITH CONSTRUCTION.

ALL LIMBS, BRANCHES, AND OTHER DEBRIS RESULTING FROM THIS WORK SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY.

TOPSOIL

TOPSOIL SHALL BE PLACED TO A DEPTH OF SIX (6) INCHES AND BE MEASURED IN SQUARE YARDS.

TOPSOIL SHALL NOT BE STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION; THE LOCATIONS OF TOPSOIL STOCKPILES WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY THE ENGINEER.

ROADWAY EXCAVATION

ALL EXISTING CULVERTS, STORM SEWERS, OR DRAINAGE STRUCTURES MARKED FOR REMOVAL ON THE PLANS OR DESIGNATED IN THE FIELD BY THE ENGINEER TO BE

REMOVED SHALL BE REMOVED AND ANY EXCAVATION SHALL BE BACKFILLED WITH A GRANULAR MATERIAL MEETING THE SPECIFICATIONS FOR FA-1 OR FA-2.

THE CONTRACTOR WILL HAVE THE OPTION OF REMOVING EXISTING HOT-MIX ASPHALT PAVEMENT BY GRINDING OR EXCAVATING. IF THE HOT-MIX ASPHALT PAVEMENT IS REMOVED BY EXCAVATION, IT MAY NOT BE USED IN EMBANKMENT AREAS UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER. HOT-MIX ASPHALT PAVEMENT REMOVED BY GRINDING MAY BE USED AS EMBANKMENT MATERIAL. NO HOT-MIX ASPHALT PAVEMENT SHALL BE REMOVED IN AREAS TO BE USED FOR TEMPORARY ROADWAY.

THE CONTRACTOR SHALL NOT CROSS COMPLETED BASE COURSE OR EXISTING PAVEMENT, NOT SCHEDULED TO BE REMOVED, WITH TRACK EQUIPMENT OR LOADED SCRAPERS.

ALL EMBANKMENTS AND SUB-GRADE SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER PRIOR TO PLACING AGGREGATE SUBGRADE OR SUB-BASE GRANULAR MATERIAL.

STORM SEWERS STRUCTURES UTILITIES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING LOCAL AGENCIES MAINTAINING SANITARY SEWERS, WATERMAINS, AND STREET LIGHTS TO VERIFY THE MATERIALS AND METHODS ALLOWED FOR THE ADJUSTMENT, RELOCATION, OR EXTENSION OF THE UTILITY INVOLVED.

THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNERS OF THE UTILITIES.

EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER.

MANHOLES AND CATCH BASINS SHALL BE CONSTRUCTED WITH FLAT TOPS WHERE THE DIFFERENCE BETWEEN THE RIM ELEVATION AND INVERT ELEVATION IS LESS THAN SIX (6) FEET.

ADJUSTMENT OF STRUCTURES MAINTAINED BY OTHER AGENCIES SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY MAINTAINING THE STRUCTURE INVOLVED.

ALL MANHOLES AND INLETS SHALL HAVE POURED INVERTS.

ALL FIELD TILES ENCOUNTERED SHALL BE CAREFULLY PRESERVED AND CONNECTED TO PROPOSED DRAINAGE STRUCTURES, SEWERS, OR DITCHES, AS DIRECTED BY THE ENGINEER.

TRENCHES CROSSING TRAFFIC LANES MAY BE TEMPORARILY PATCHED WITH NOT LESS THAN FOUR (4) INCHES HMA. THE TEMPORARY PATCH SHALL BE MAINTAINED TO THE SATISFACTION OF THE ENGINEER UNTIL THE PERMANENT PATCH IS COMPLETED.

TRENCH BACKFILL

WHERE TRENCH BACKFILL IS REQUIRED, THE MATERIAL USED SHALL BE COMPACTED AS SPECIFIED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS USING METHOD ONE.

HOT-MIX ASPHALT SURFACE AND HOT-MIX ASPHALT BASE COURSE

HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION, TOPSOIL PLACEMENT, BASE COURSE, AND HOT-MIX ASPHALT BINDER COURSE HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.

HMA SURFACE REMOVAL SHALL BE "ZEROED" OUT AT ALL BUTT JOINTS TO PROVIDE A RAMP TO THE SATISAFCTION OF THE ENGINEER FOR TRAFFIC TO SAFELY TRAVEL FROM MILLED TO EXISITNG PAVEMENT. THE REMAINING HMA TO REMOVED SHALL BE REMOVED THE SAME DAY AS NEW HMA IS TO BE PLACED.

SAWCUT CONSTRUCTION JOINTS SHALL BE PROVIDED AT PAVED COMMERCIAL OR PRIVATE ENTRANCES AND AT ALL SIDE ROADS.

THE MAXIMUM COMPACTED THICKNESS OF ANY LIFT OF HOT-MIX ASPHALT BINDER OR SURFACE COURSE SHALL BE 2.5 INCHES.

THE MAXIMUM COMPACTED THICKNESS OF A LIFT OF HOT-MIX ASPHALT BASE COURSE SHALL BE FOUR (4) INCHES UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.

HOT-MIX ASPHALT BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN BACKFILLED TO THE SATISFACTION OF THE ENGINEER.

TRAFFIC CONTROL AND PROTECTION

TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN, TRAFFIC SIGNAL PLANS, THESE NOTES, APPLICABLE SPECIAL PROVISIONS, AND SECTION 701 OF THE STANDARD SPECIFICATIONS AS AMENDED BY THE SPECIAL PROVISION FOR WORK ZONE TRAFFIC CONTROL (CHECK SHEET LRS 3).

THE TYPE III BARRICADES ARE TO BE PLACED IN ACCORDANCE WITH STANDARD 701901 UNLESS AUTHORIZED BY THE ENGINEER TO USE AN ALTERNATE ARRANGEMENT.

SIGNS ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.

TYPE I OR TYPE II BARRICADES, DRUMS, OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS SHALL BE REQUIRED ALONG TEMPORARY ROADS, DETOURS, AND SIDE STREETS TO DELINEATE THE TRAVELED WAY WITHIN THE CONSTRUCTION ZONE. THE MAXIMUM SPACING FOR THESE DEVICES SHALL BE 100 FEET CENTER TO CENTER.

ANY DROP OFF GREATER THAN THREE (3) INCHES WITHIN SIXTEEN (16) FEET OF A TRAVEL LANE SHALL BE PROTECTED BY TYPE I OR TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER

TO CENTER SPACING. IF THE DROP OFF IS GREATER THAN TWENTY-FOUR (24) INCHES AND EXISTS FOR LONGER THAN 24 HOURS, IT SHALL BE PROTECTED BY TEMPORARY CONCRETE BARRIER. TEMPORARY CONCRETE BARRIER SHALL HAVE MONODIRECTIONAL STEADY-BURN LIGHTS AT 50 FOOT (MAXIMUM) CENTER TO CENTER SPACING. THE CONTRACTOR SHALL SCHEDULE HIS WORK AND OPERATIONS SUCH THAT A DROP OFF OF GREATER THAN 24 INCHES DOES NOT REMAIN WITHIN SIXTEEN FEET OF A TRAVEL LANE FOR MORE THAN 24 HOURS. THE CONTRACTOR MAY PLACE COMPACTED EXCAVATED MATERIAL, AGGREGATE, OR OTHER MATERIAL IN THE DROP OFF TO SATISFY THIS REQUIREMENT. THE PLANS INDICATE AREAS (IF ANY) IN WHICH THE DEPARTMENT EXPECTS THAT TEMPORARY CONCRETE BARRIER WILL BE REQUIRED FOR A DROP OFF OF GREATER THAN 24 INCHES TO REMAIN FOR MORE THAN 24 HOURS.

BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOP OF THE BARRICADE IS IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901.

TYPE I OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS SHALL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, TRANSVERSE PAVEMENT JOINTS, MATERIALS OR EQUIPMENT WITHIN THE RIGHT-OF-WAY (NUMBER AND SPACING DEPENDS ON THE CONDITIONS); AND AT LOCATIONS DESIGNATED BY THE ENGINEER OR LOCAL LAW ENFORCEMENT AGENCIES.

TYPE I, II AND / OR III BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

WHERE REQUIRED, TRAFFIC SIGNS SHALL BE RELOCATED FOR EACH STAGE OF CONSTRUCTION.

ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES.

CHANGEABLE MESSAGE SIGNS SHALL BE ERECTED AT EACH PROJECT LOCATION ONE WEEK PRIOR TO ANY WORK BEGINNING AND AS DIRECTED BY THE ENGINEER. ALL MESSAGES MUST BE APPROVED BY THE ENGINEER.

THE FOLLOWING TRAFFIC CONTROL STANDARDS ARE THE MINIMUM REQUIREMENTS FOR THE TRAFFIC CONTROL FOR THIS PROJECT:

701101 Off-Road Operations, Multilane, 15’ to 24” From Pavement Edge
701301 Lane Closure, 2L, 2W, Short Time Operations
701421 Lane Closure, Multilane, Day Operations Only, For Speeds ≥45 mph to 55 mph
701427 Lane Closure, Multilane, Intermittent or Moving Operations, for speeds ≤40 MPH
701501 Urban Lane Closure 2L, 2W, Undivided
701502 Urban Lane Closure, 2L, 2W, with Bidirectional Left Turn Lane
701601 Urban Lane Closure, Multilane, 1W or 2W with NonTraversable Median
701602 Urban Lane Closure Multilane, 2W with Bidirectional Left Turn Lane
701606 Urban Lane Closure, 2W with Mountable Median
701611 Urban Half Road Closure, Multilane, 2W, with Mountable Median
701701 Urban Lane Closure, Multilane Intersection
701801 Sidewalk, Corner or Crosswalk Closure
701901 Traffic Control Devices

SUMMARY OF QUANTITIES

	ITEM #	PAY ITEM	UNIT	MIDWEST ROAD / SUMMIT AVE	MAPLE AVENUE	COLLEGE / WEHRLI ROAD	MAPLE AVE AT SPRINGSIDE	TOTAL QUANTITY
	1	SEED BED PREPARATION	SQ YD	368	829	991	20	2208
	2	SEEDING, CLASS 2A	ACRE	0.08	0.17	0.20	0.01	0.46
	3	EROSION CONTROL BLANKET	SQYD	368	829	991	20	2208
	4	EARTH EXCAVATION	CU YD	0	0	1809	4	1813
	5	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5	25	25	5	60
	6	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	7	0	3446	34	3487
	7	AGGREGATE WEDGE SHOULDER, TYPE B	TON	0	0	400	0	400
	8	BITUMINOUS MATERIALS (TACK COAT)	POUND	21714	39390	43217	0	104321
	9	LONGITUDINAL JOINT SEALANT	FOOT	16310	22880	24455	0	63645
	10	MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS	TON	32	58	63	0	153
	11	HMA BASE COURSE WIDENING, 11"	SQ YD	0	0	4540	0	4540
	12	POLYMERIZED HOT-MIX ASPHALT BINDER, IL- 4.75, N50	TON	1387	2517	2941	0	6845
	13	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2774	0	5881	0	8655
	14	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	0	5872	0	0	5872
	15	PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL	SQ FT	315	1832	55	260	2462
	16	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	315	1744	55	300	2414
	17	DETECTABLE WARNINGS	SQ FT	52	156	10	50	268
	18	PAVEMENT REMOVAL, FULL DEPTH	SQ YD	0	0	1135	0	1135
	19	HMA SURFACE REMOVAL 2.25"	SQ YD	32168	0	62591	0	94759
	20	HMA SURFACE REMOVAL 2.5"	SQ YD	0	58356	0	0	58356
	21	HMA SURFACE REMOVAL - BUTT JOINT	SQ YD	311	295	147	0	753
	22	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1750	3660	1400	60	6870
	23	COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12	FOOT	0	0	420	0	420
	24	CLASS SI CONCRETE (OUTLET)	CU YD	0	0	3	0	3
	25	TEMPORARY STONE	TON	60	60	20	0	140
	26	CLASS D PATCHES, TYPE I , 10"	SQ YD	0	0	78	0	78
	27	CLASS D PATCHES, TYPE II, 10"	SQ YD	0	0	235	0	235
	28	CLASS D PATCHES, TYPE III, 10"	SQ YD	0	0	235	0	235
	29	CLASS D PATCHES, TYPE IV, 10"	SQ YD	0	0	78	0	78
	30	CLASS D PATCHES, TYPE I , 12"	SQ YD	40	73	0	0	113
	31	CLASS D PATCHES, TYPE II, 12"	SQ YD	121	219	0	0	340
	32	CLASS D PATCHES, TYPE III, 12"	SQ YD	121	219	0	0	340
	33	CLASS D PATCHES, TYPE IV, 12"	SQ YD	40	73	0	0	113
	34	DRAINAGE STRUCTURE TO BE REMOVED	EACH	1	0	0	0	1
	35	INLET TY. A	EACH	1	0	0	0	1
	36	FRAME AND LIDS, TYPE 1	EACH	23	15	1	0	39
	37	FRAMES AND GRATES, TYPE 23	EACH	1	0	0	0	1
	38	FRAMES AND GRATES, TYPE 11	EACH	0	1	0	0	1
	39	DRAINAGE STRUCTURE TO BE RECONSTRUCTED	EACH	1	2	0	0	3
	40	DRAINAGE STRUCTURE TO BE ADJUSTED	EACH	14	47	6	1	68
	41	DRAINAGE STRUCTURE CLEAN AND PATCH	EACH	16	6	0	0	22
	42	FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	EACH	55	25	8	0	88
	43	SHORT TERM PAVEMENT MARKING	FOOT	3309	6368	14129	0	23806
*	44	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	598	1109	806	0	2513
*	45	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13133	25336	56324	0	94793
*	46	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1914	2482	3066	0	7462
	47	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	0	54	0	0	54
*	48	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	997	667	1972	186	3822
*	49	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	168	261	471	0	900
*	50	MODIFIED URETHANE PAVEMENT MARKING - RAISED MEDIAN	SQ FT	40	40	0	0	80
	51	TEMPORARY PAINT PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	299	555	403	0	1257

* Denotes Specialty Item

	ITEM #	PAY ITEM	UNIT	MIDWEST ROAD / SUMMIT AVE	MAPLE AVENUE	COLLEGE / WEHRLI ROAD	MAPLE AVE AT SPRINGSIDE	TOTAL QUANTITY
	52	TEMPORARY PAINT PAVEMENT MARKING - LINE 4"	FOOT	57648	109104	204556	0	371308
	53	TEMPORARY PAINT PAVEMENT MARKING - LINE 24"	FOOT	336	522	942	0	1800
*	54	RECESSED REFLECTIVE PAVEMENT MARKER	EACH	528	888	817	0	2233
*	55	DETECTOR LOOP REPLACEMENT	FOOT	843	1012	1430	0	3285
*	56	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1	1	0	3
*	57	RELOCATE EXISITNG PEDESTRIAN PUSH BUTTON	EACH	3	4	1	0	8
*	58	ELECTRICAL CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	120	0	0	0	120
*	59	ELECTRICAL CABLE IN CONDUIT, EQUIP GROUNDING CONDUCTOR, NO. 6 1C	FOOT	191	0	0	0	191
*	60	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	100	0	0	0	100
*	61	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	30	0	0	0	30
*	62	CONCRETE FOUNDATION, TYPE A, 12 INCH DIA.	FOOT	8	0	0	0	8
*	63	PEDESTRIAN SIGNAL POST, 5 FT	EACH	2	0	0	0	2
*	64	REMOVE EXISITNG PEDESTRIAN PUSH BUTTON	EACH	1	0	0	0	1
*	65	REMOVE EXISITNG PEDESTRIAN SIGNAL HEAD	EACH	2	0	0	0	2
*	66	DRILL EXISTING HANDHOLE	EACH	2	0	0	0	2
*	67	MODIFY EXISITNG CONTROLLER AND CABINET	EACH	1	0	0	0	1
	68	TRAFFIC CONTROL & PROTECTION	L SUM	-	-	-	-	1
	69	CHANGEABLE MESSAGE SIGN	CAL DAY	84	56	70	0	210
	70	EMERGENCY POTHOLE PATCHING	DOLLAR	-	-	-	-	20000

* Denotes Specialty Item

COLLEGE ROAD / WEHRLI ROAD (C.H. 40)

CONSTRUCTION NOTES

1. The project will begin 225 ft north of 75th Street and terminate 225 ft south of Maple Avenue, and will include all side streets up to the county right of way or resurfacing limit as shown on the pavement marking plans and as determined by the engineer.

2. The proposed improvements include milling – 2 ¼ " of the existing HMA surface course, pavement removal, full depth (1'adjacent to existing aggregate shoulders), Class D pavement patching, curb and gutter removal and replacement and sidewalk removal and replacement as determined by the Engineer, HMA base course widening, 11", ¾" polymerized HMA, IL – 4.75, N50, longitudinal joint sealant, 1 ½ " HMA surface course Mix D N70, pavement markings, recessed pavement markers, and storm sewer.

3. Longitudinal joint sealant shall be placed prior to the placement of the HMA surface course. It shall be placed at the center line, lane line, turn bay line, and at the edge of pavement across side streets.

4. Adjacent to all existing aggregate shoulders one (1) foot of existing pavement shall be saw cut and removed full depth. The pavement shall be replaced and widened with four (4) feet of HMA base course widening on top of Subbase Granular Material, Type B, 6" to provide a three (3) foot HMA shoulder.

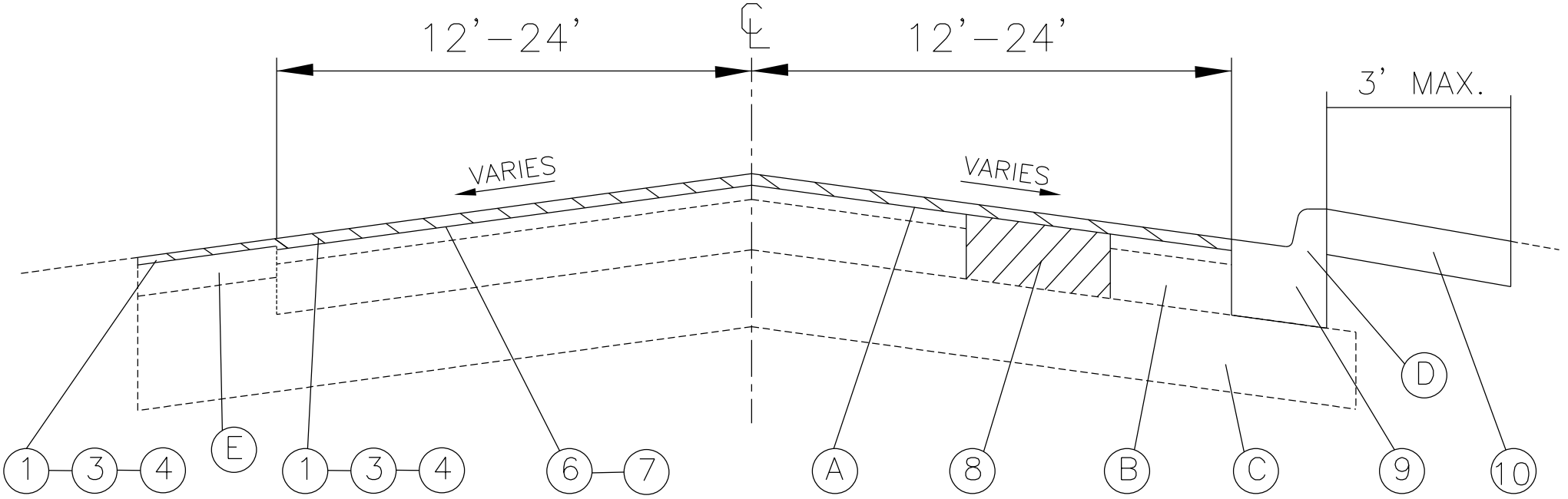
   Daily pavement removal area shall be limited to what can be replaced with Base Course Widening the same day. All areas removed and excavated shall be paved at the end of each workday prior to opening the adjacent lane to traffic.

5. Combination Concrete Curb and Gutter Type B-6.12 and Class SI Concrete Outlet shall be placed along the southbound right turn lane at Abbeywood Drive as directed by the engineer.

5. The traffic signals located at the following intersections are maintained by the DuPage DOT:

   Wehrli Road / 75th Street
   College Road / Hobson Road
   College Road / Green Trails Drive
   College Road / Abbeywood Drive
   College Road / Benedictine University Entrance
   College Road / Maple Avenue

   The Contractor shall notify the DuPage County Division of Transportation 7 days prior to the removal of any loop detection.



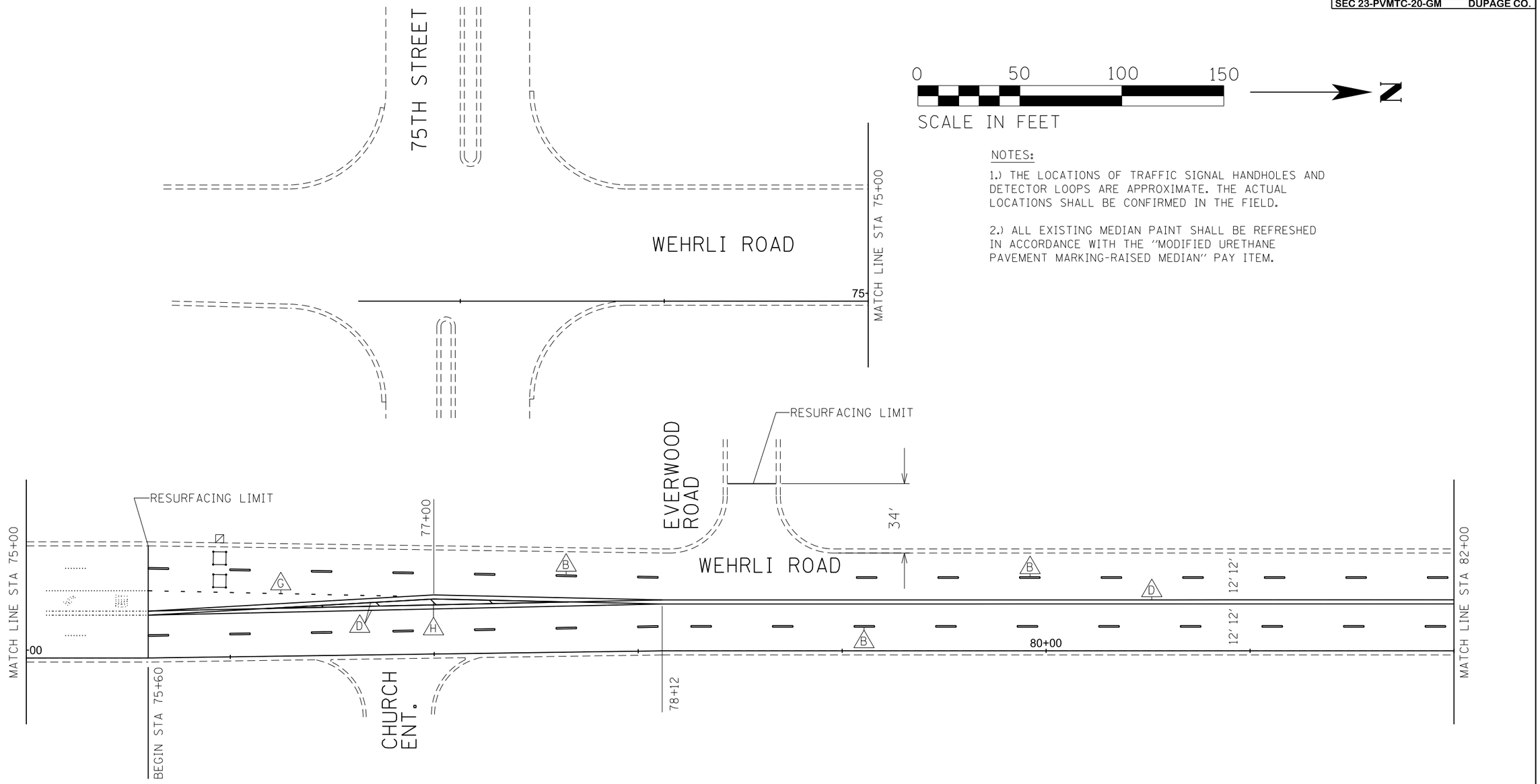
CH 40 / WEHRLI & COLLEGE ROAD
75TH ST TO MAPLE AVE
TYPICAL SECTION

① HMA SURFACE REMOVAL, 2¼"
② HMA SURFACE REMOVAL, 2½"
③ POLY LEVEL BINDER, HMA, IL 4.75 N50 ¾",
④ HMA SURFACE COURSE MIX D, N70, 1½"
⑤ POLY HMA SURFACE COURSE MIX E, N70, 1¾"
⑥ BITUMINOUS MATERIALS (TACK COAT)
⑦ AGGREGATE FOR COVERING TACK COAT (AS NEEDED)
⑧ CLASS D PATCH, 10" (AS DIRECTED BY THE ENGINEER)
⑨ COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
⑩ CLASS 2A SEED AND BLANKET MIN. 6" TOPSOIL

Ⓐ EXISTING BITUMINOUS BINDER & SURFACE 3"
Ⓑ EXISTING BITUMINOUS BASE COURSE – 9"
Ⓒ EXISTING AGGREGATE SUBGRADE
Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
Ⓔ EXISTING AGGREGATE SHOULDER OR BITUMINOUS SHOULDER – 8"
* CURB AND GUTTER/SHOULDER LOCATIONS VARY

DRAINAGE SCHEDULE - COLLEGE ROAD		
STATION	**LOCATION**	**TYPE**
100+96	R	ADJUST
136+50	R	ADJUST
142+05	R	ADJUST
103+35	L	ADJUST
104+05	L	ADJUST
150+71	L	ADJUST

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	1
SEC 23-PVMTC-20-GM			DUPAGE CO.



A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

COLLEGE / WEHRLI ROAD

PAVEMENT MARKING PLAN

DATE: 12/22/22

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	2
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

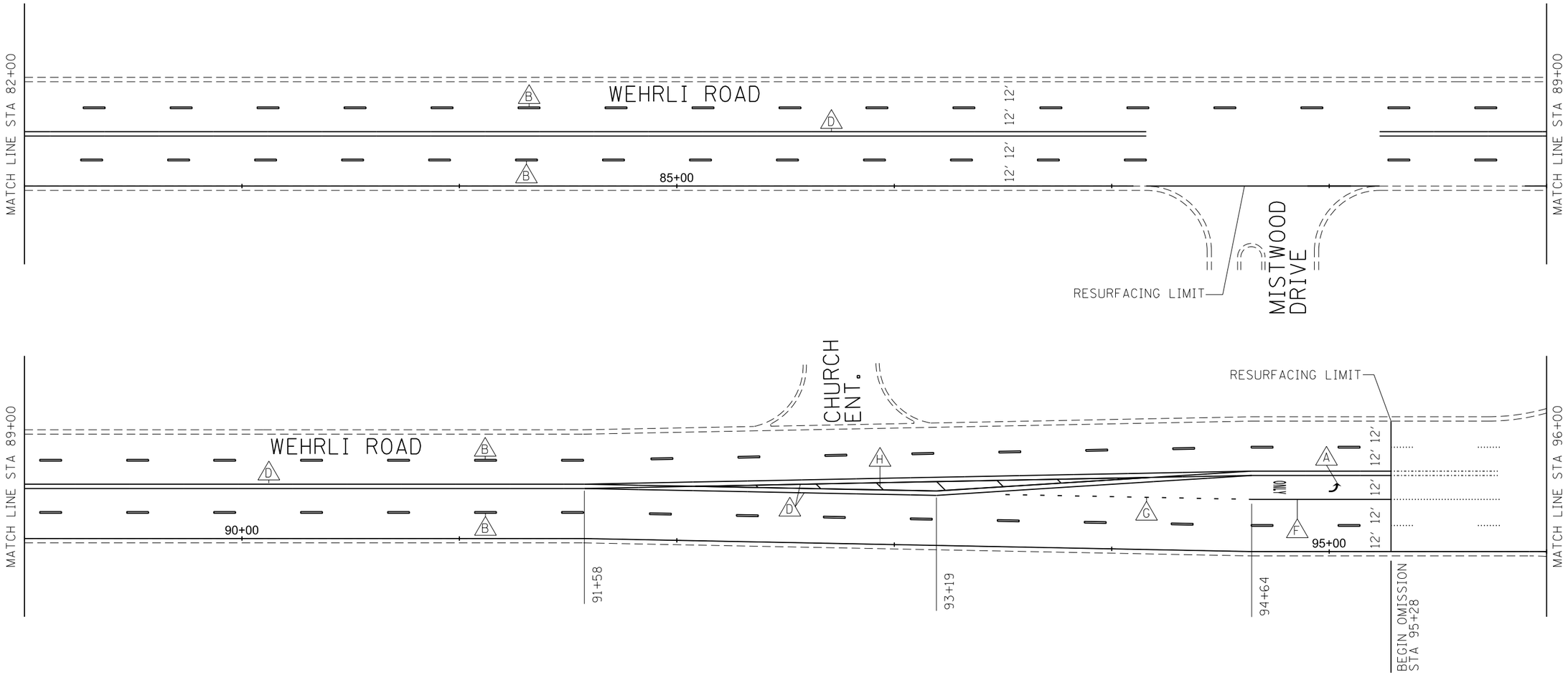
1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET

N



A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

COLLEGE / WEHRLI ROAD

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

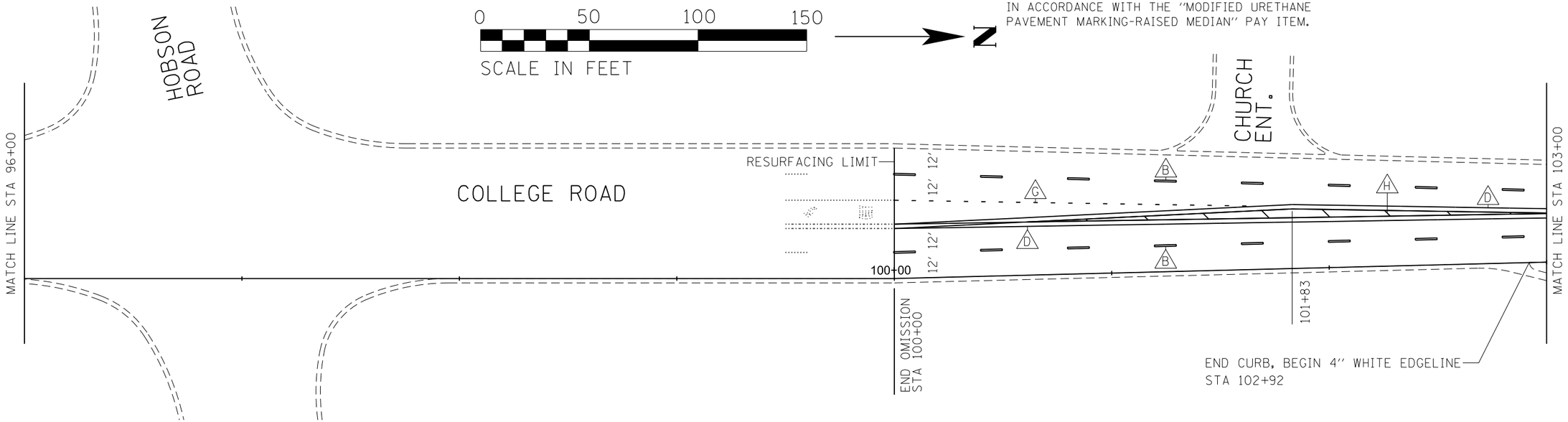
DATE: 12/22/22

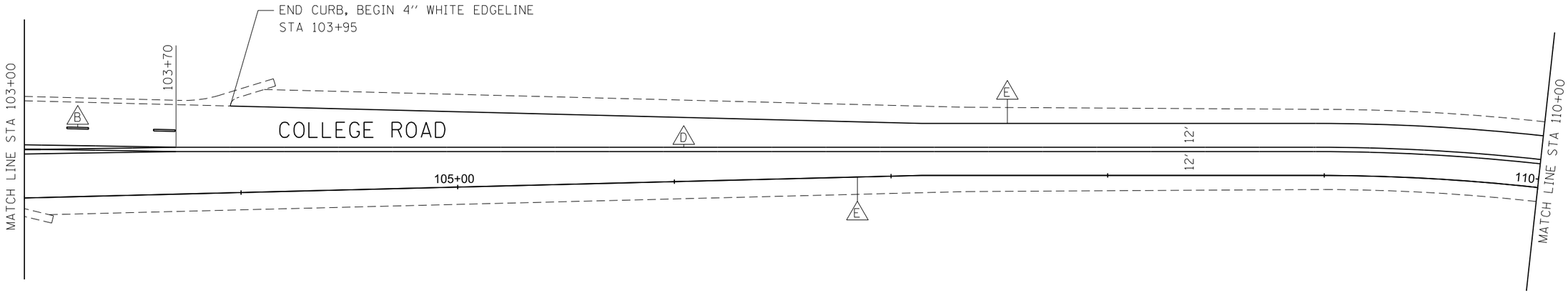
COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	3
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.





A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

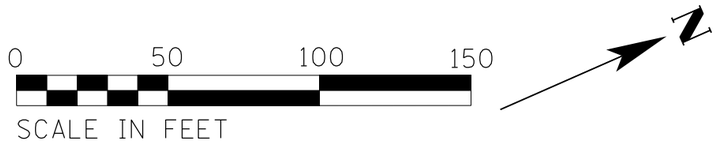
DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE
SOUTH REGION
COLLEGE / WEHRLI ROAD
PAVEMENT MARKING PLAN

DATE: 12/22/22

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

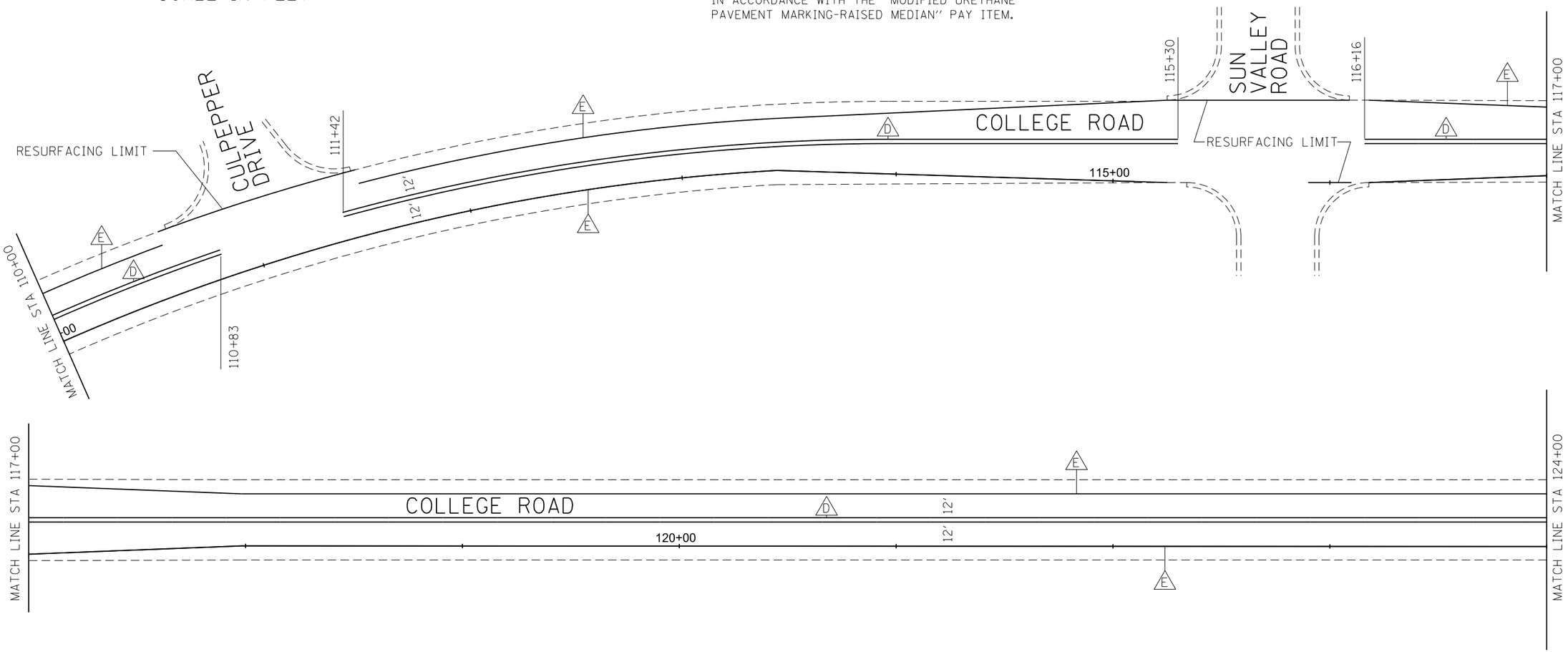
COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	4
SEC 23-PVMTC-20-GM			DUPAGE CO.



NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.



- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE
SOUTH REGION
COLLEGE / WEHRLI ROAD
PAVEMENT MARKING PLAN

DATE: 12/22/22

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	5
SEC 23-PVMTC-20-GM			DUPAGE CO.

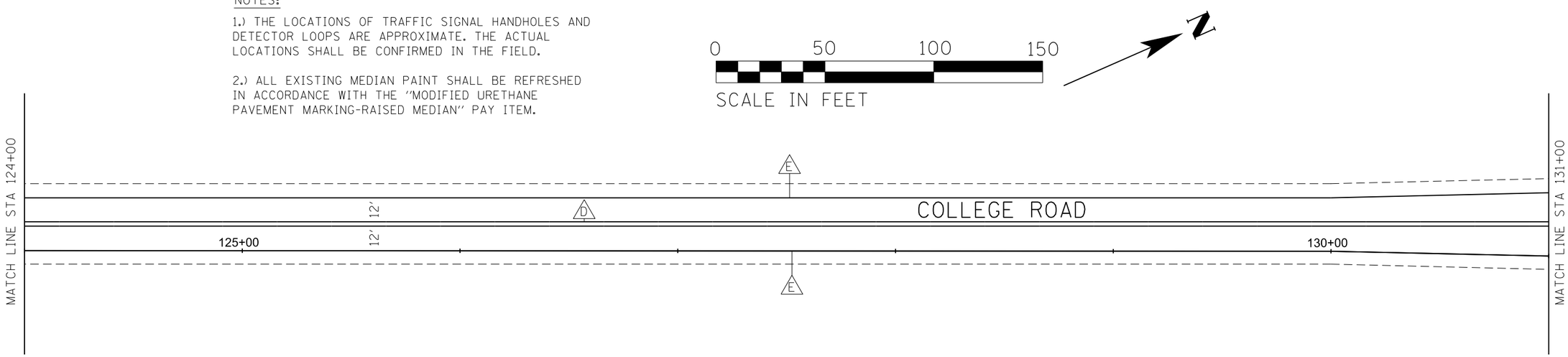
NOTES:

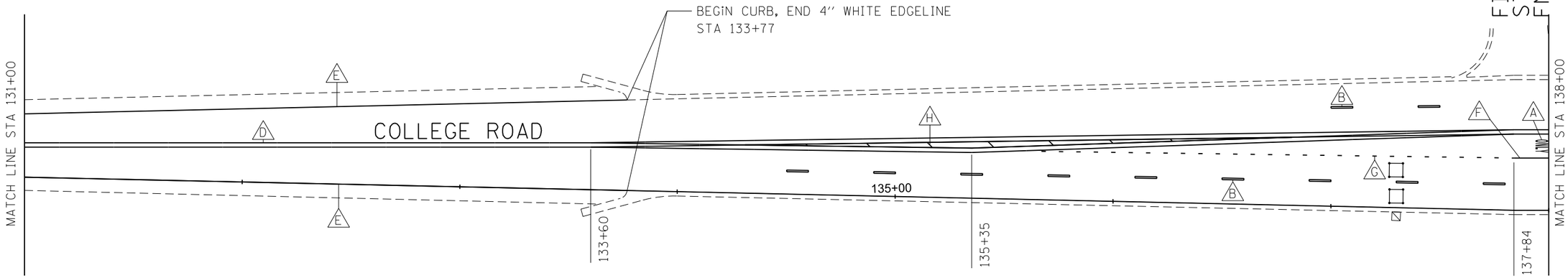
1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET





A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

COLLEGE / WEHRLI ROAD

PAVEMENT MARKING PLAN

DATE: 12/22/22

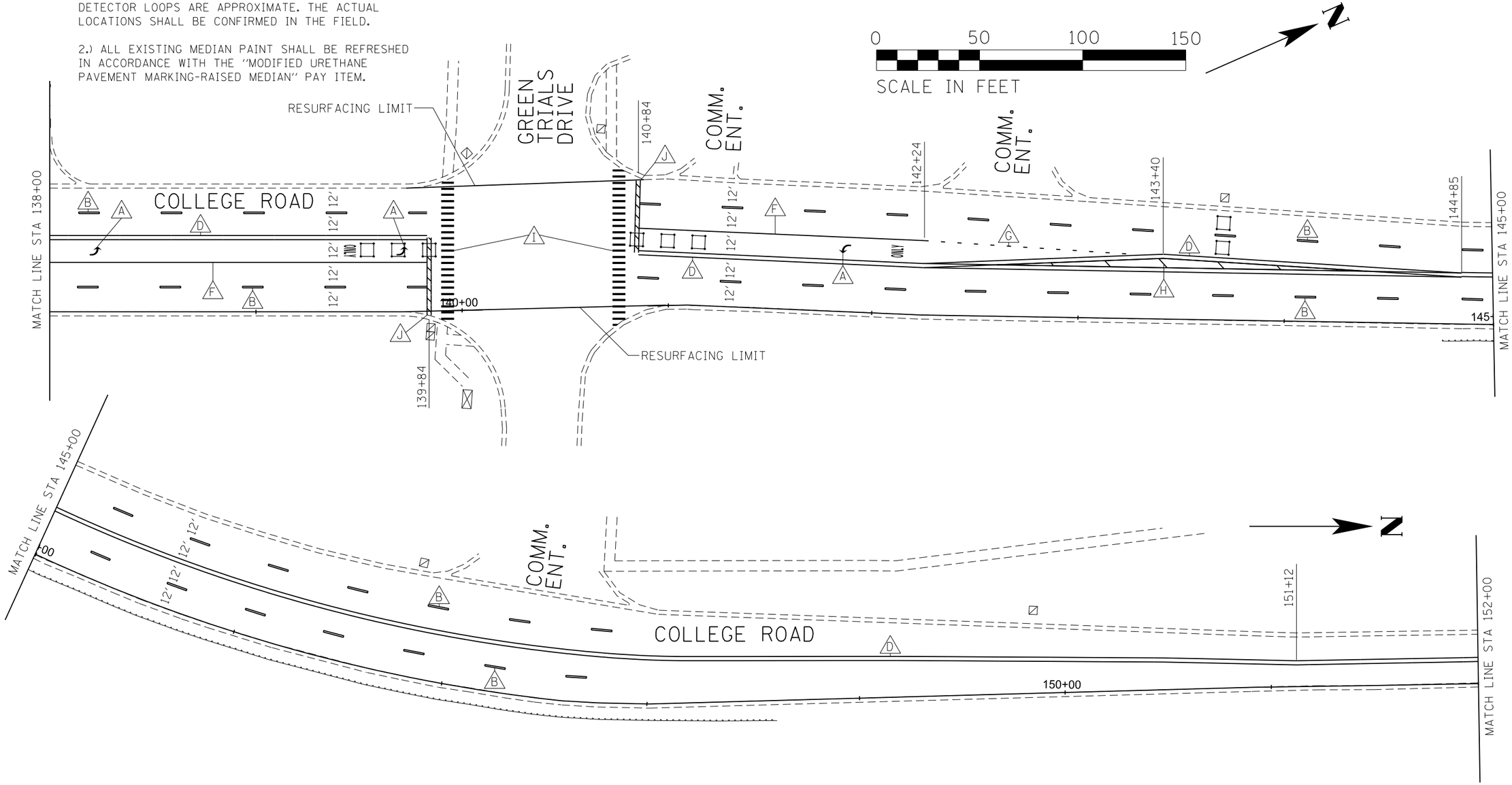
DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	6
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.



- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

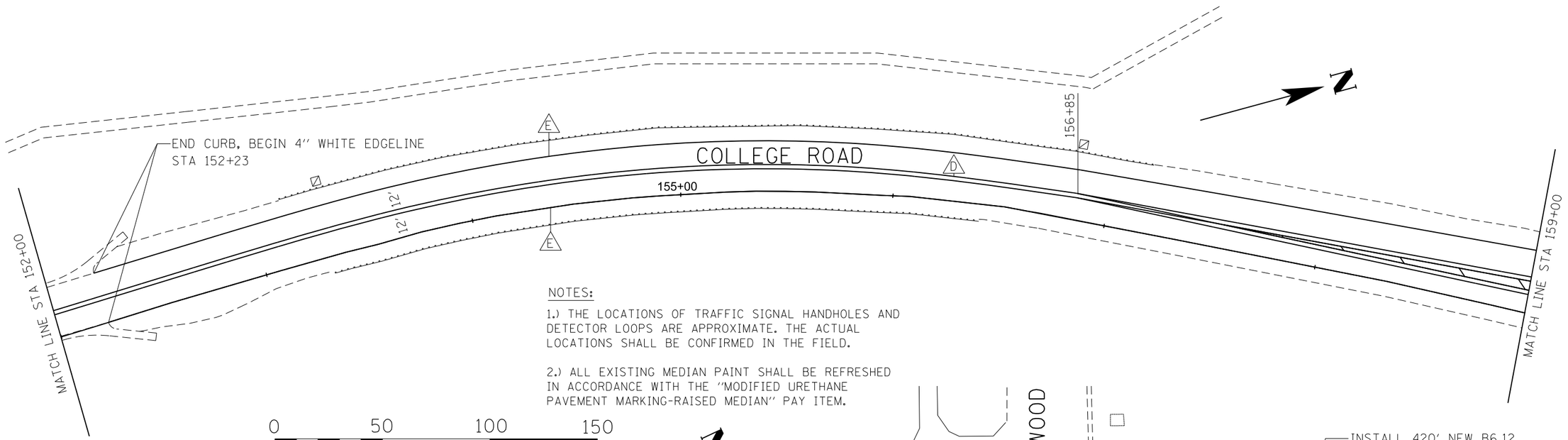
DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE
SOUTH REGION
COLLEGE / WEHRLI ROAD
PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	7
SEC 23-PVMTC-20-GM			DUPAGE CO.



NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE ''MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN'' PAY ITEM.

- (A) THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4'', WHITE SKIP DASH
- (C) THERMOPLASTIC PAVEMENT MARKING - LINE 4'', SOLID YELLOW
- (D) THERMOPLASTIC PAVEMENT MARKING - LINE 4'', DOUBLE YELLOW
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 4'', SOLID WHITE
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 6'', SOLID WHITE
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 6'', WHITE, 6' SKIP, 2' DASH
- (H) THERMOPLASTIC PAVEMENT MARKING - LINE 12'', SOLID YELLOW
- (I) THERMOPLASTIC PAVEMENT MARKING - LINE 12'', SOLID WHITE
- (J) THERMOPLASTIC PAVEMENT MARKING - LINE 24'', SOLID WHITE
- (K) THERMOPLASTIC PAVEMENT MARKING - LINE 8'', SOLID WHITE
- (L) THERMOPLASTIC PAVEMENT MARKING - LINE 4'', YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE
SOUTH REGION
COLLEGE / WEHRLI ROAD
PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	8
SEC 23-PVMTC-20-GM			DUPAGE CO.

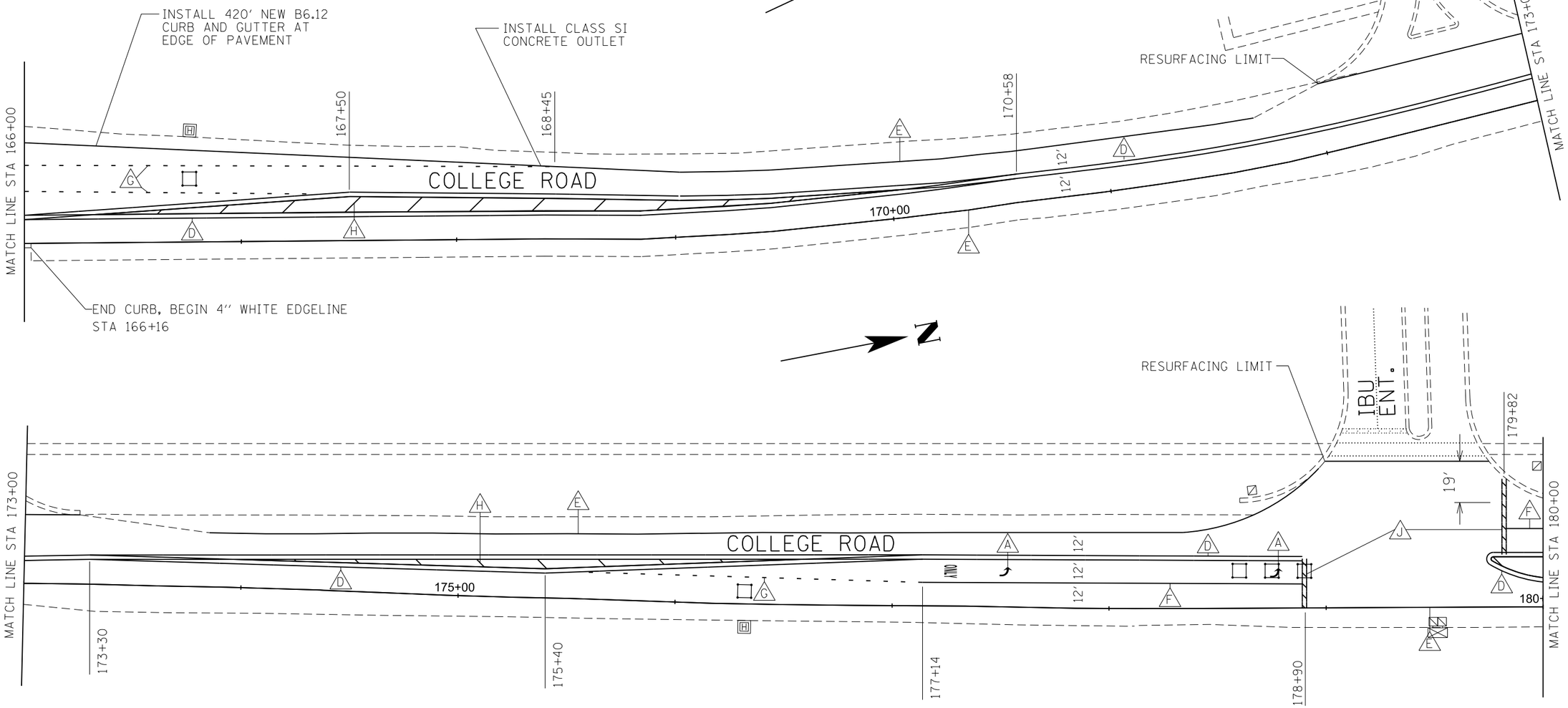
NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET



- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

COLLEGE / WEHRLI ROAD

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	9
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

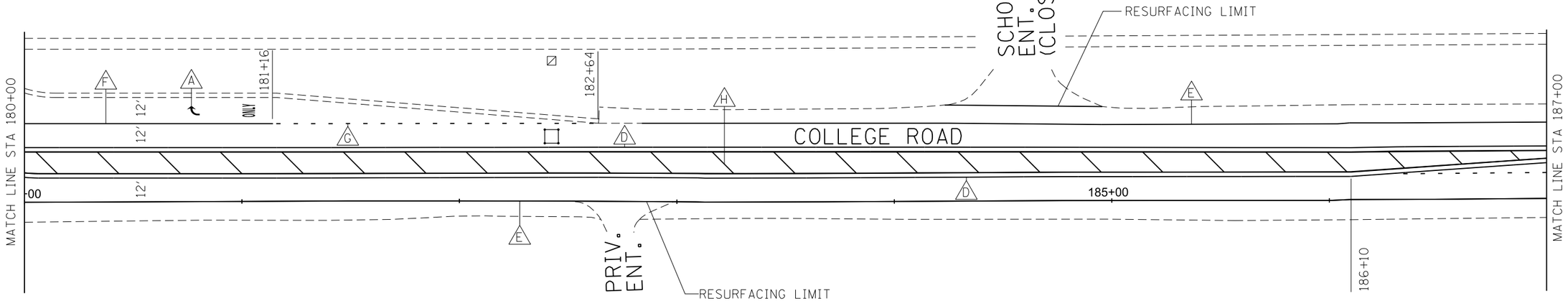
1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

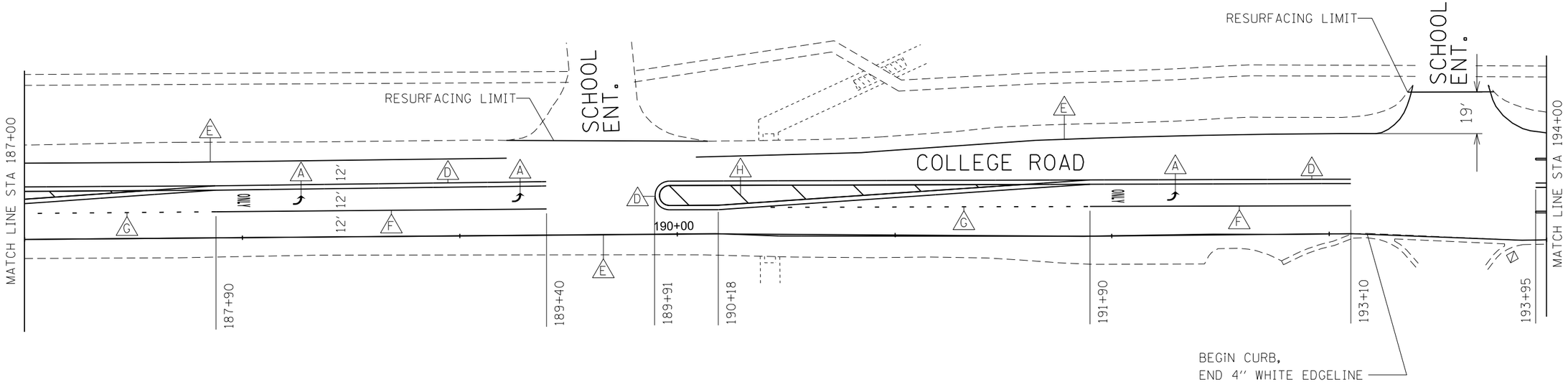
2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET

N





A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

COLLEGE / WEHRLI ROAD

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
40	2023	10	10
SEC 23-PVMTC-20-GM			DUPAGE CO.

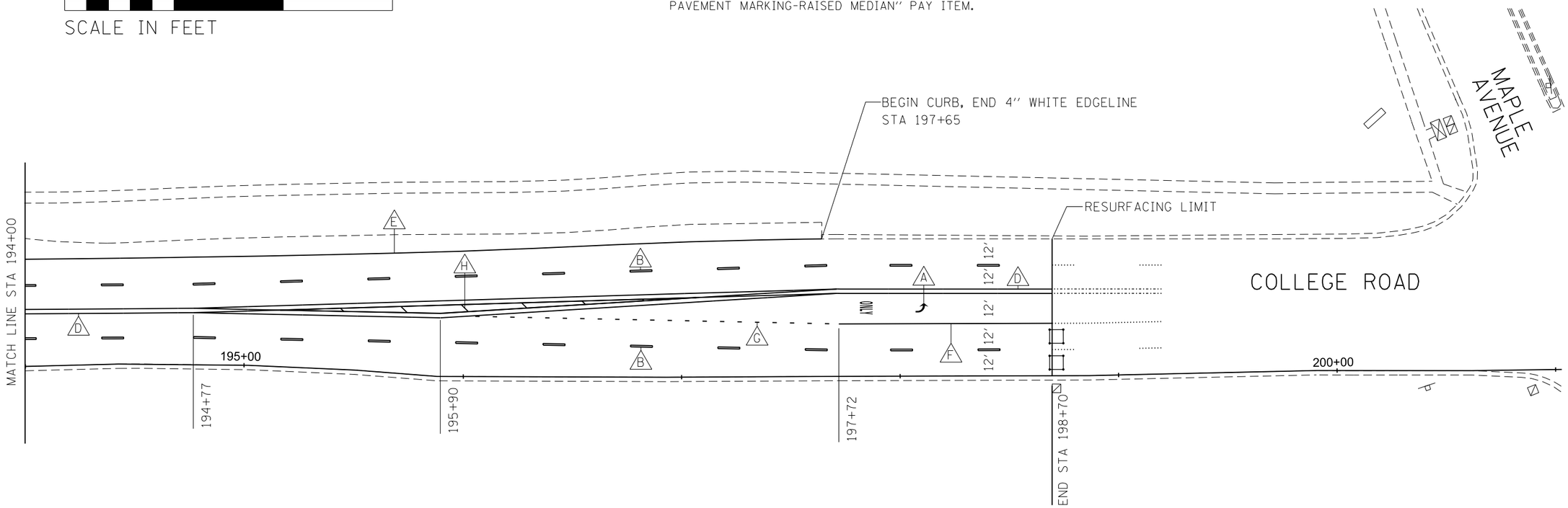
NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET



A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

COLLEGE / WEHRLI ROAD

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

MAPLE AVENUE (C.H. 17)

CONSTRUCTION NOTES

1. The project will begin 55 ft east of IL Route 53 and terminate 310 ft west of Belmont Road, and will include all side streets up to the county right of way as shown on the pavement marking plans and as determined by the engineer.

2. The proposed improvements include milling – 2 ½ " of the existing HMA surface course, Class D pavement patching, curb and gutter removal and replacement and sidewalk removal and replacement as determined by the Engineer, ¾" polymerized HMA, IL – 4.75, N50, longitudinal joint sealant, 1 ¾" polymerized HMA surface course mix E N70, pavement markings, recessed pavement markers, and storm sewer.

3. Longitudinal joint sealant shall be placed prior to the placement of the HMA surface course. It shall be placed at the lane line, center line, and turn lane paving joints. It shall also be placed at the edge of pavement across side streets.

4. The echelon paving special provision shall apply at this location.

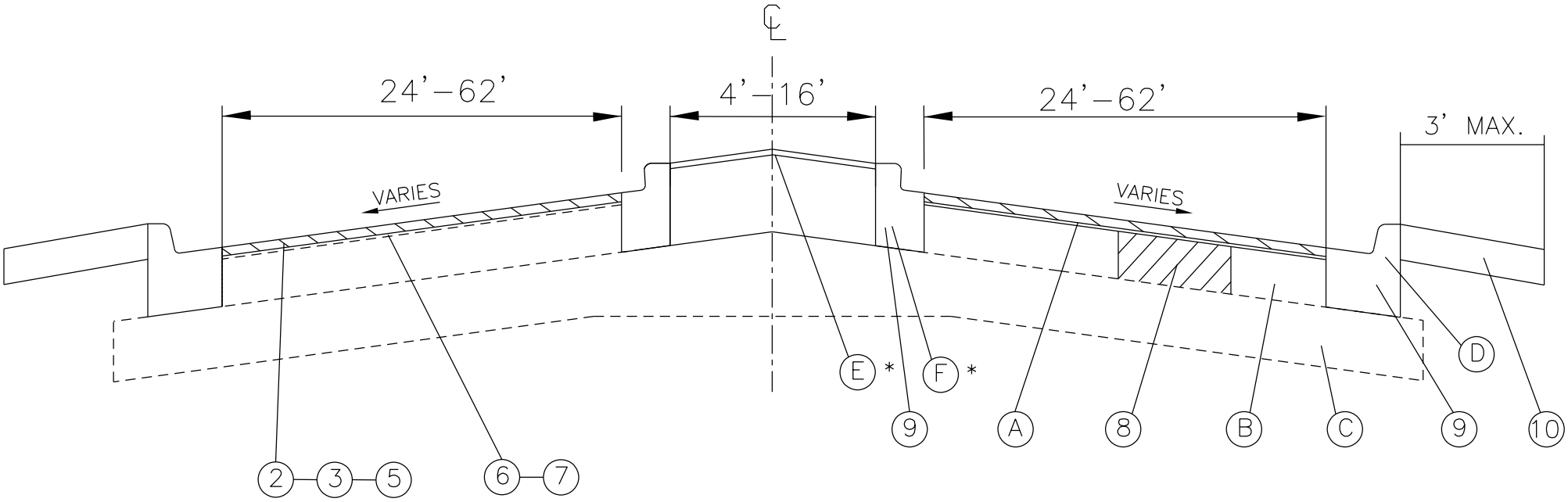
5. The traffic signals located at the following intersections are maintained by the DuPage DOT:

   Maple Avenue / Primrose Avenue
   Maple Avenue / Walnut Avenue
   Maple Avenue / Belmont Road

   The traffic signals located at the following intersections are maintained by the Illinois Department of Transportation (IDOT):

   Maple Avenue / IL 53

   The Contractor shall notify the DuPage County Division of Transportation and IDOT 7 days prior to the removal of any loop detection.

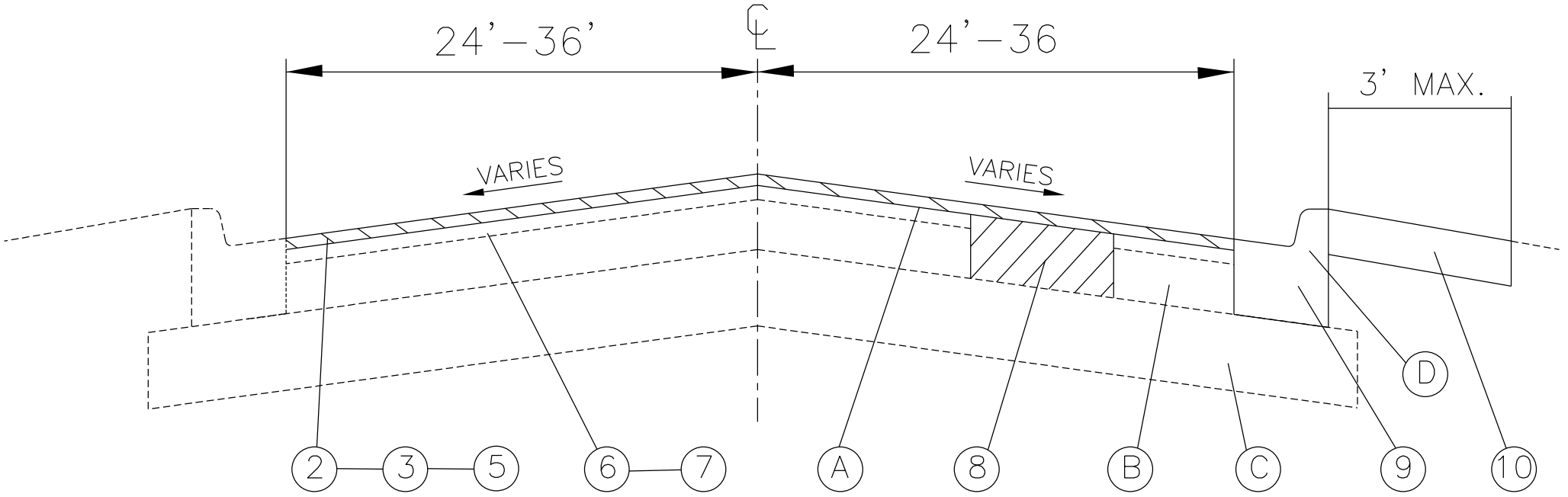


CH 17 / MAPLE AVENUE
IL–53 TO WALNUT AVE
TYPICAL SECTION

① HMA SURFACE REMOVAL, 2¼"
② HMA SURFACE REMOVAL, 2½"
③ POLY LEVEL BINDER, HMA, IL 4.75 N50 ¾"
④ HMA SURFACE COURSE MIX D, N70, 1½"
⑤ POLY HMA SURFACE COURSE MIX E, N70, 1¾"
⑥ BITUMINOUS MATERIALS (TACK COAT)
⑦ AGGREGATE FOR COVERING TACK COAT (AS NEEDED)
⑧ CLASS D PATCH, 13" (AS DIRECTED BY THE ENGINEER)
⑨ COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
⑩ CLASS 2A SEED AND BLANKET MIN. 6" TOPSOIL

Ⓐ EXISTING BITUMINOUS BINDER & SURFACE 2.5"
Ⓑ EXISTING PCC BASE COURSE 9"
Ⓒ EXISTING AGGREGATE SUBGRADE
Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.18
Ⓔ EXISTING HMA OR GRASS MEDIAN
Ⓕ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B–6.12 OR TYPE M–2.12

* EXISTING MEDIAN FROM WESTVIEW TO WALNUT



CH 17 / MAPLE AVENUE
WALNUT AVE TO BELMONT RD
TYPICAL SECTION

① HMA SURFACE REMOVAL, 2¼"
② HMA SURFACE REMOVAL, 2½"
③ POLY LEVEL BINDER, HMA, IL 4.75 N50 ¾"
④ HMA SURFACE COURSE MIX D, N70, 1½"
⑤ POLY HMA SURFACE COURSE MIX E, N70, 1¾"
⑥ BITUMINOUS MATERIALS (TACK COAT)
⑦ AGGREGATE FOR COVERING TACK COAT (AS NEEDED)
⑧ CLASS D PATCH, 11" (AS DIRECTED BY THE ENGINEER)
⑨ COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
⑩ CLASS 2A SEED AND BLANKET MIN. 6" TOPSOIL

Ⓐ EXISTING BITUMINOUS BINDER & SURFACE (3.5"-4.5")
Ⓑ EXISTING BITUMINOUS BASE COURSE (10"-11")
Ⓒ EXISTING AGGREGATE SUBGRADE
Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18

DRAINAGE SCHEDULE - MAPLE AVE

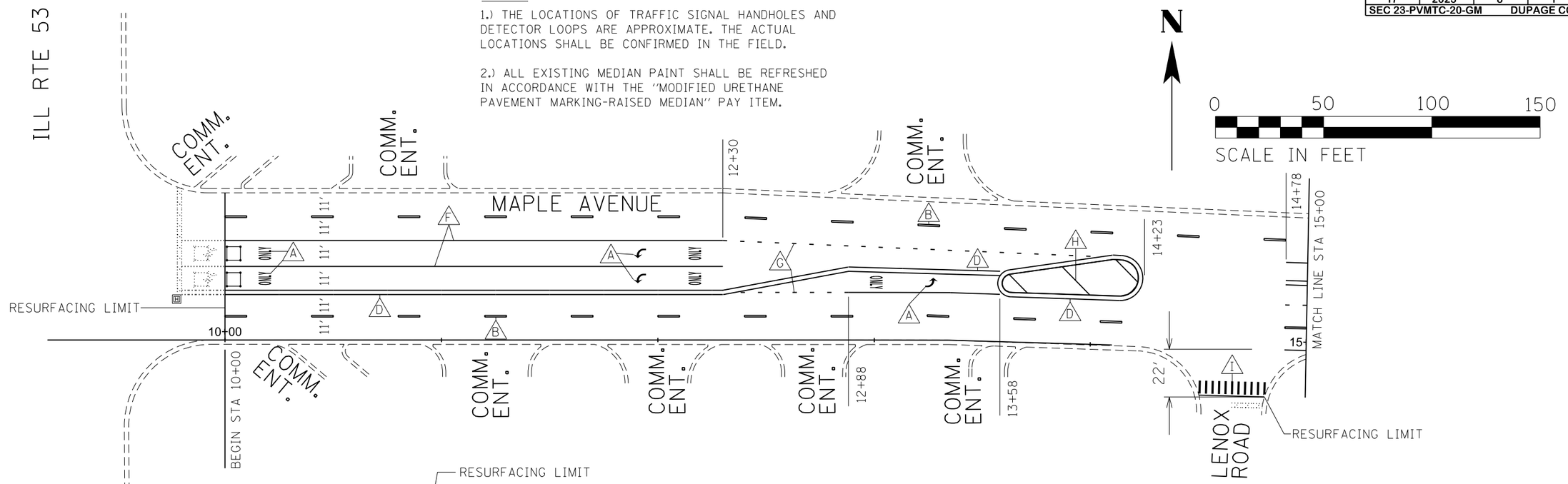
STATION	LOCATION	TYPE	STATION	LOCATION	TYPE
13+90	R	ADJUST	12+67	L	ADJUST
15+05	R	ADJUST	14+16	L	ADJUST
17+20	R	ADJUST	15+69	L	ADJUST
22+97	R	ADJUST	22+97	L	ADJUST
27+00	R	RECONSTRUCT	22+98	L	ADJUST
30+93	R	PATCH	33+43	L	ADJUST
36+86	R	ADJUST	41+41	L	ADJUST
41+41	R	ADJUST	49+75	L	ADJUST
46+36	R	ADJUST	51+60	L	ADJUST
49+75	R	ADJUST	52+74	L	ADJUST
51+25	R	ADJUST	63+33	L	ADJUST
54+13	R	ADJUST	64+80	L	PATCH
56+92	R	ADJUST	64+97	L	PATCH
64+80	R	ADJUST	66+42	L	ADJUST
64+97	R	ADJUST	67+90	L	ADJUST
66+42	R	RECONSTRUCT	75+00	L	ADJUST
67+93	R	ADJUST	77+33	L	ADJUST
69+45	R	ADJUST	78+80	L	ADJUST
78+79	R	ADJUST	83+00	L	PATCH
81+35	R	ADJUST	84+23	L	PATCH
87+70	R	ADJUST	90+74	L	ADJUST
90+73	R	ADJUST	93+54	L	ADJUST
91+35	R	ADJUST	95+96	L	ADJUST
91+44	R	ADJUST	97+43	L	ADJUST
93+67	R	ADJUST W/ NEW TY. 11	102+97	L	ADJUST
95+96	R	ADJUST	107+25	L	ADJUST
102+97	R	PATCH	69+93	WB MEDIAN	ADJUST
107+25	R	ADJUST			

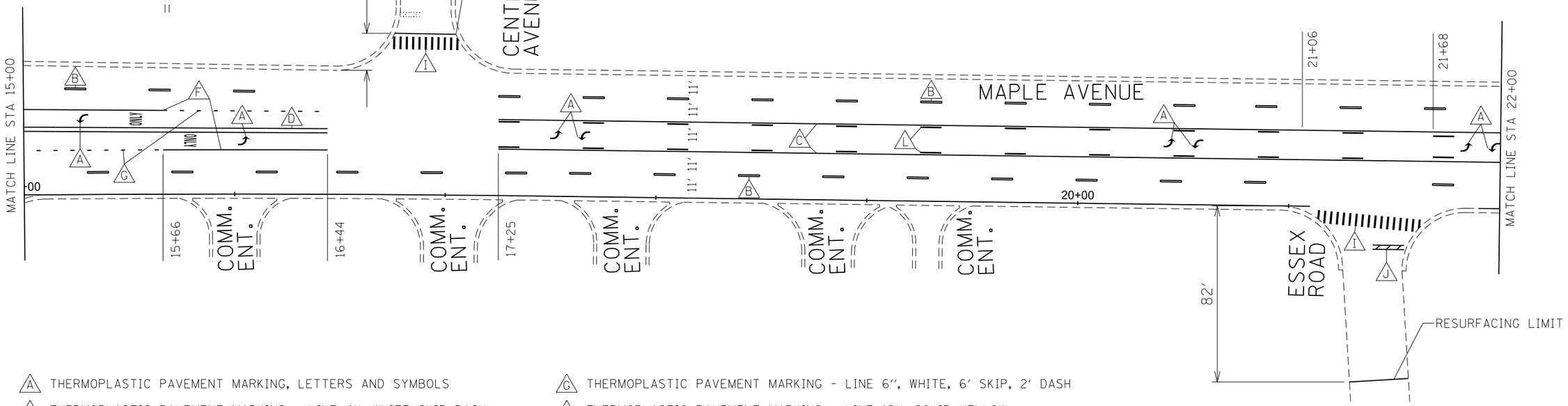
COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	1
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.





- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

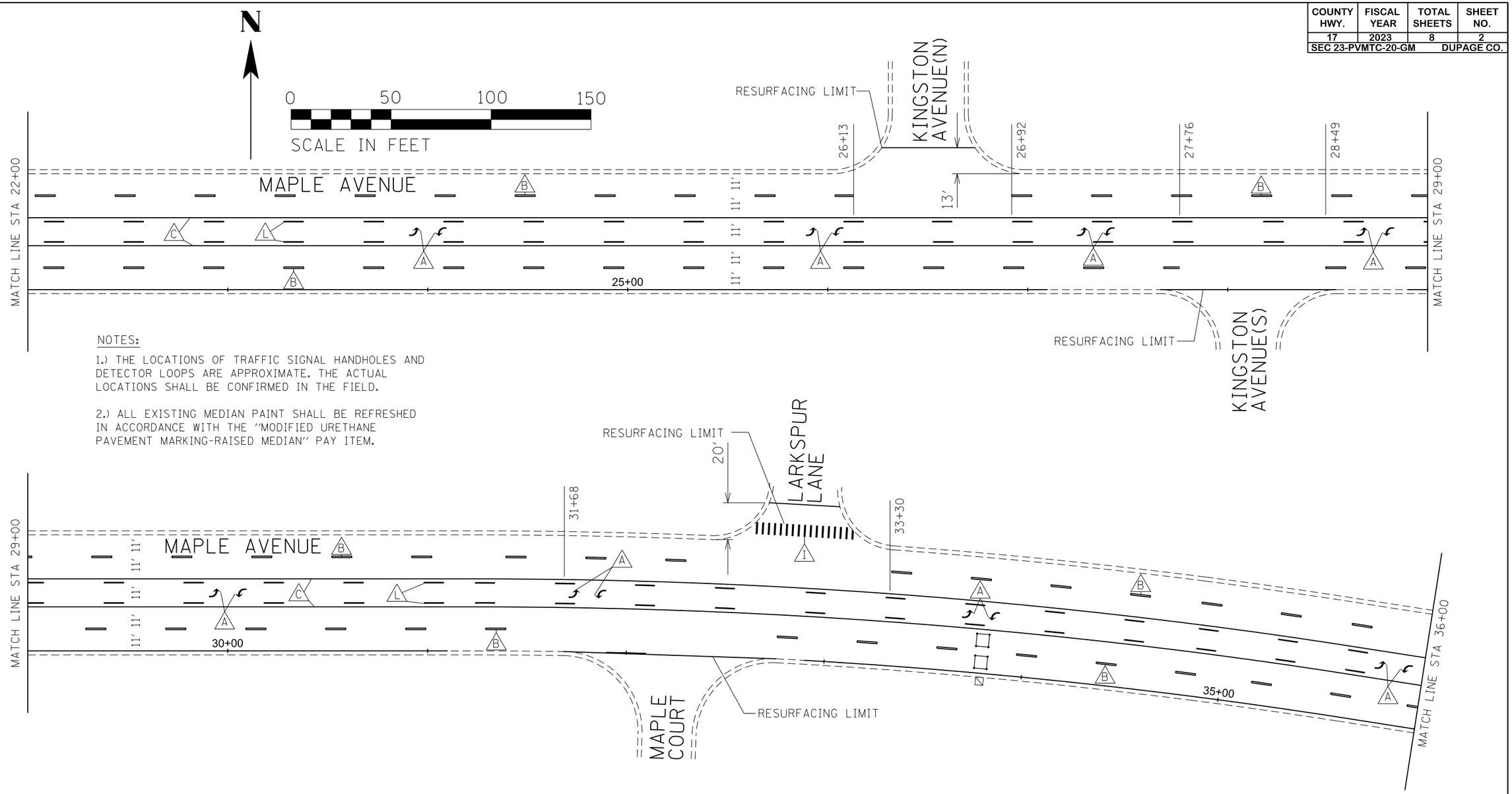
MAPLE AVENUE

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	2
SEC 23-PVMTC-20-GM			DUPAGE CO.



NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

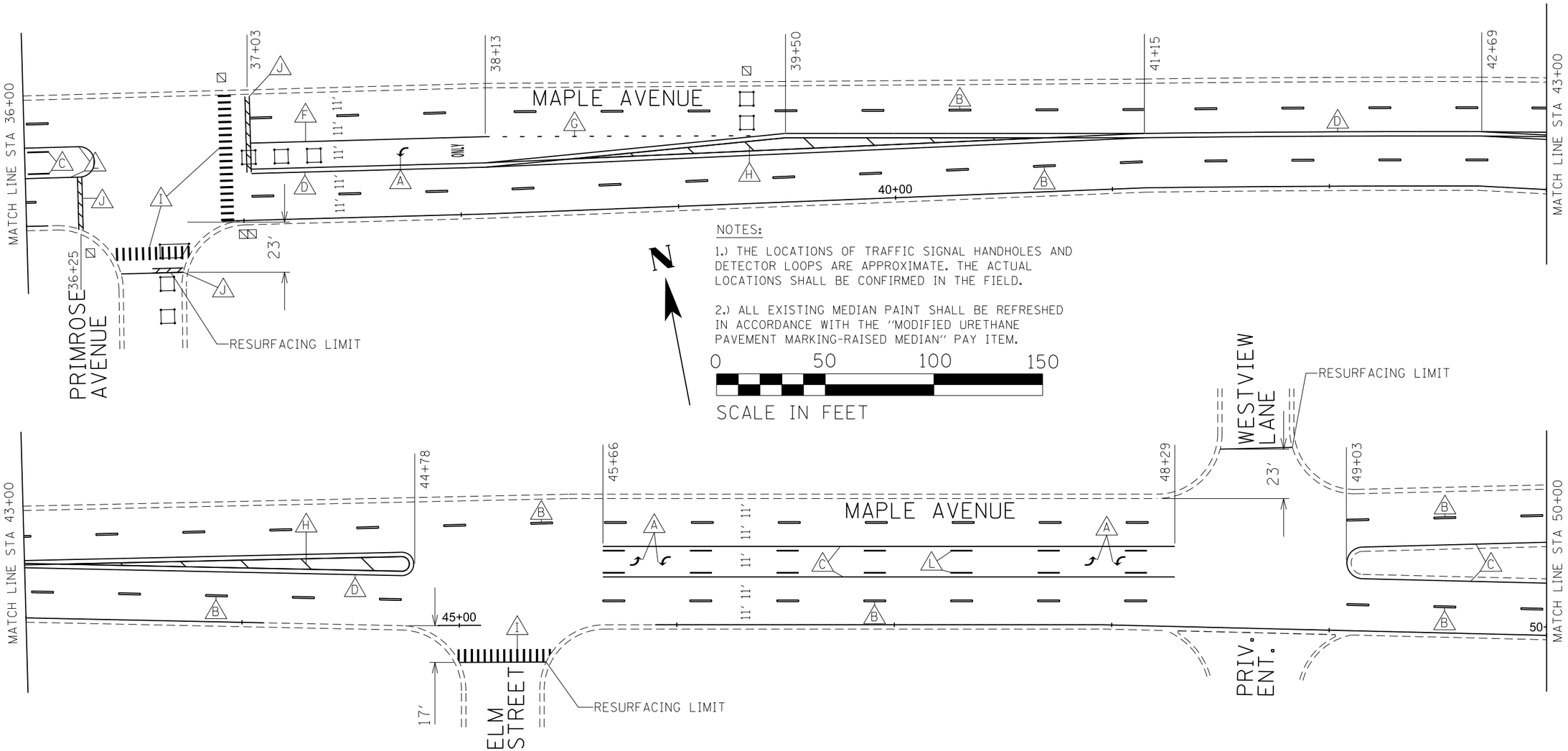
MAPLE AVENUE

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	3
SEC 23-PVMTC-20-GM			DUPAGE CO.



NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

- (A) THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- (B) THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- (C) THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- (D) THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- (E) THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- (F) THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- (G) THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- (H) THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- (I) THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- (J) THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- (K) THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- (L) THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

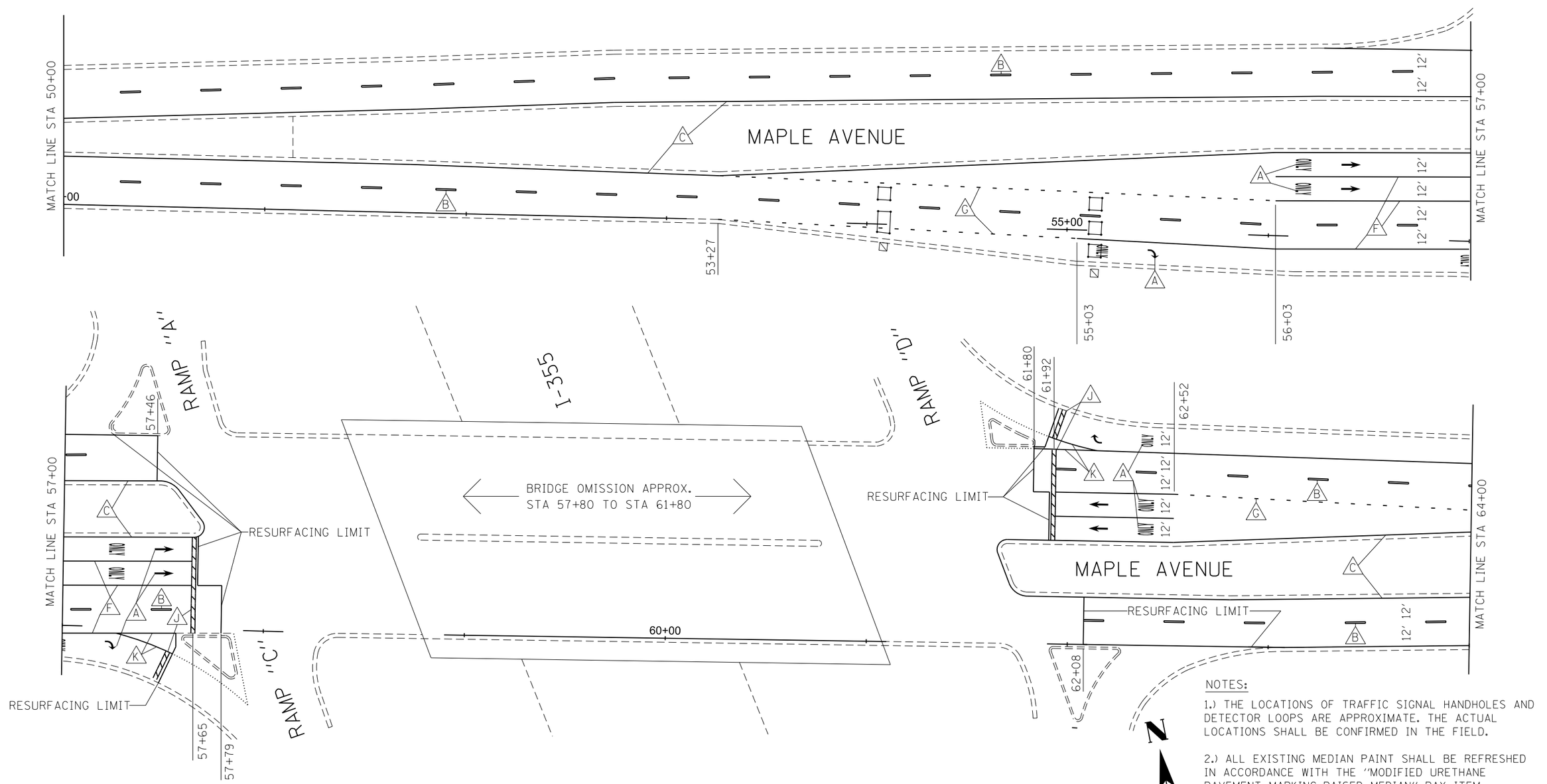
DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE
SOUTH REGION
MAPLE AVENUE
PAVEMENT MARKING PLAN

DATE: 12/22/22

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	4
SEC 23-PVMTC-20-GM			DUPAGE CO.



- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

N

0 50 100 150

SCALE IN FEET

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

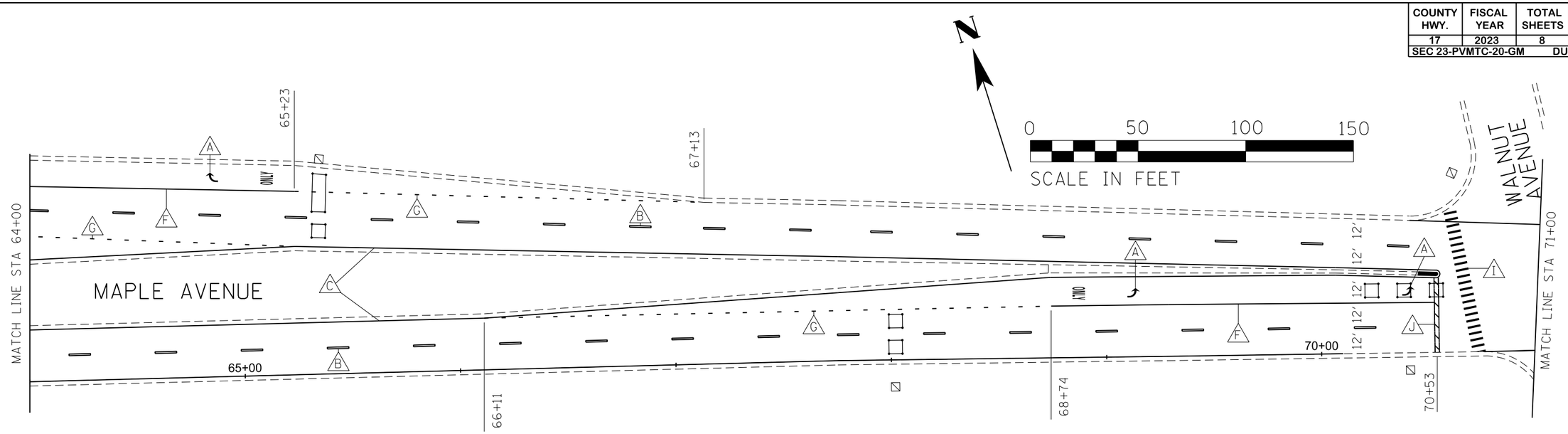
MAPLE AVENUE

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	5
SEC 23-PVMTC-20-GM			DUPAGE CO.



NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MAPLE AVENUE

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

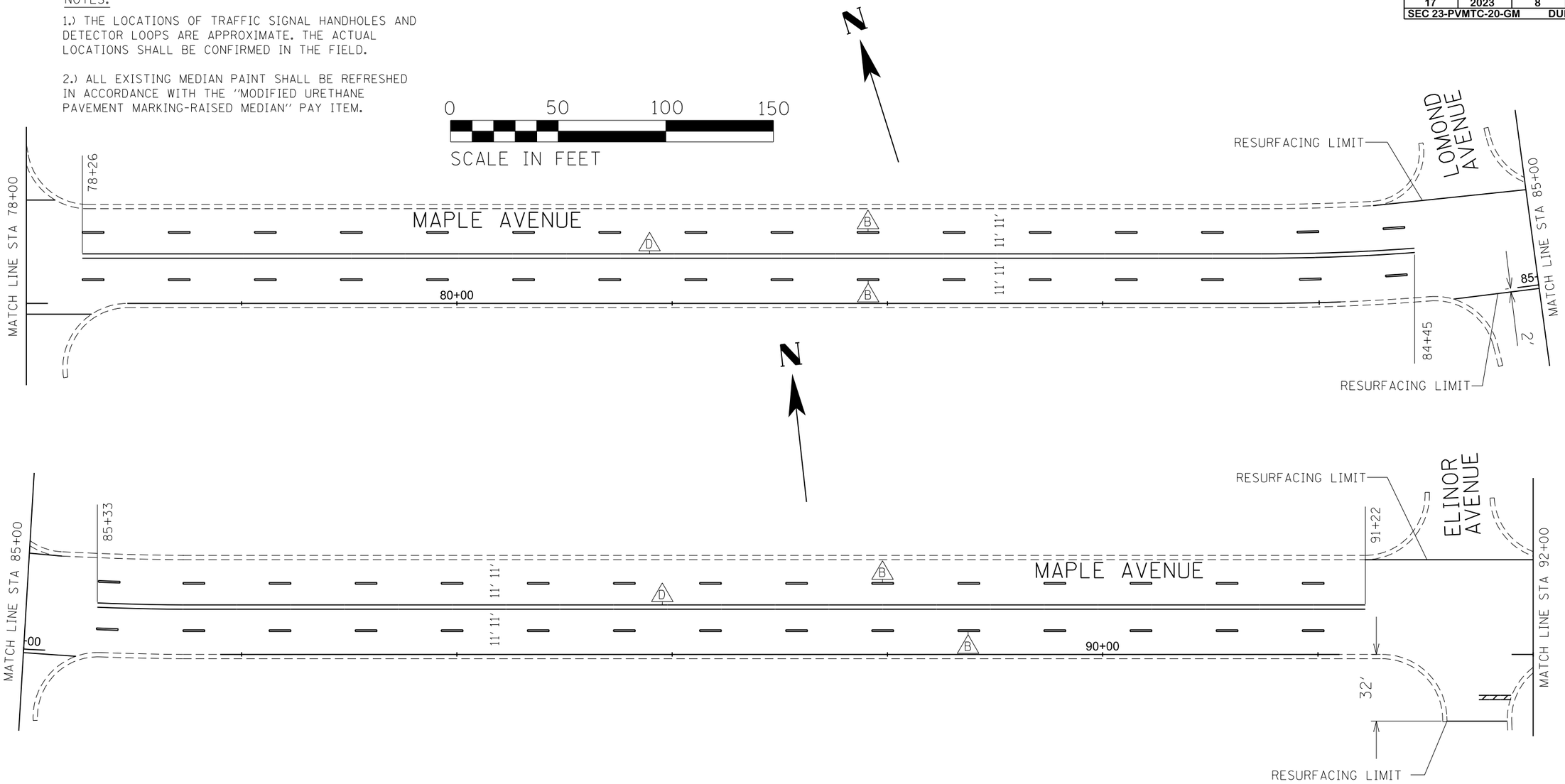
DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	6
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.



- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MAPLE AVENUE

PAVEMENT MARKING PLAN

DATE: 12/22/22

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	7
SEC 23-PVMTC-20-GM			DUPAGE CO.

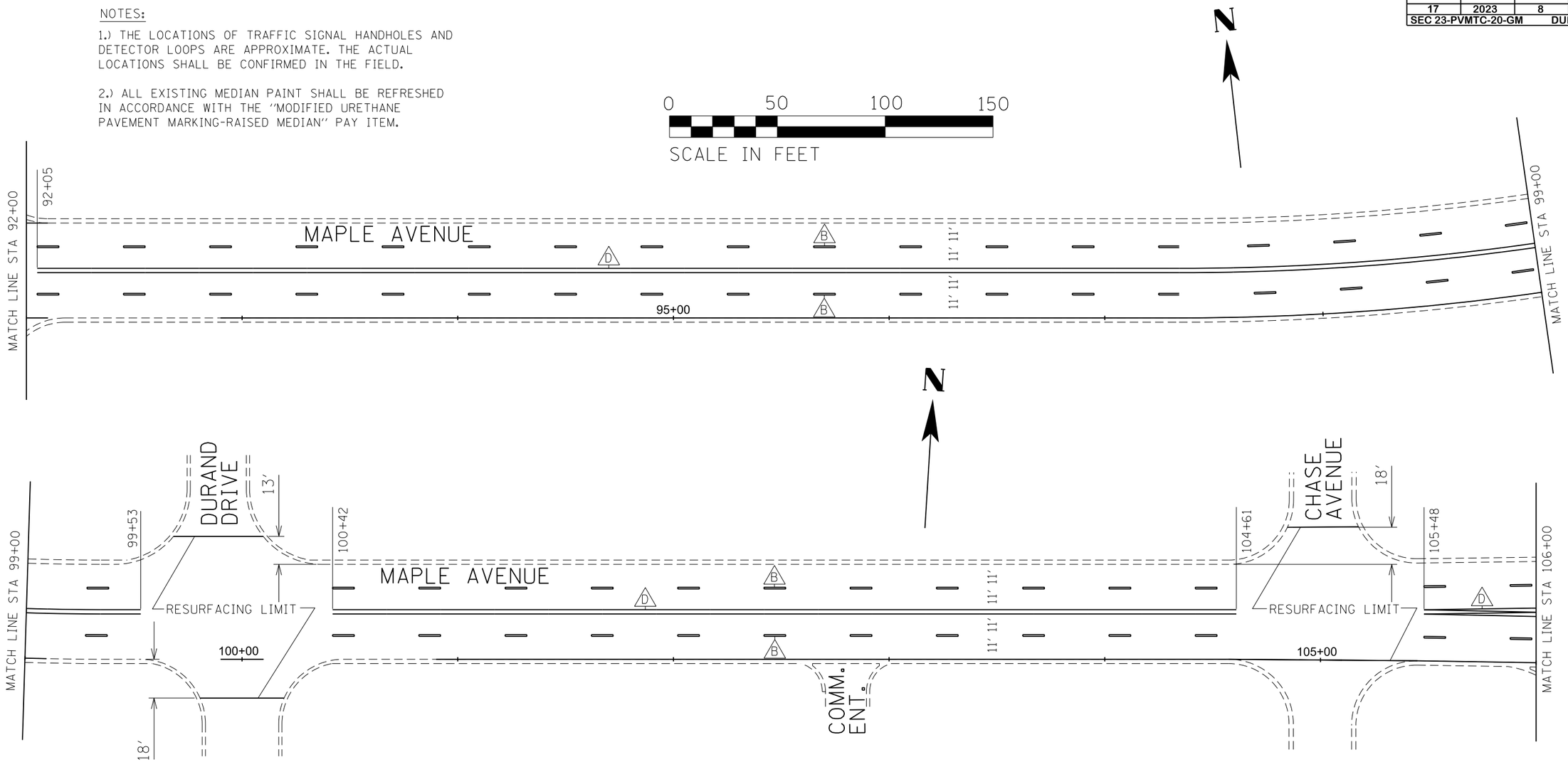
NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET



A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MAPLE AVENUE

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 12/22/22

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
17	2023	8	8
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

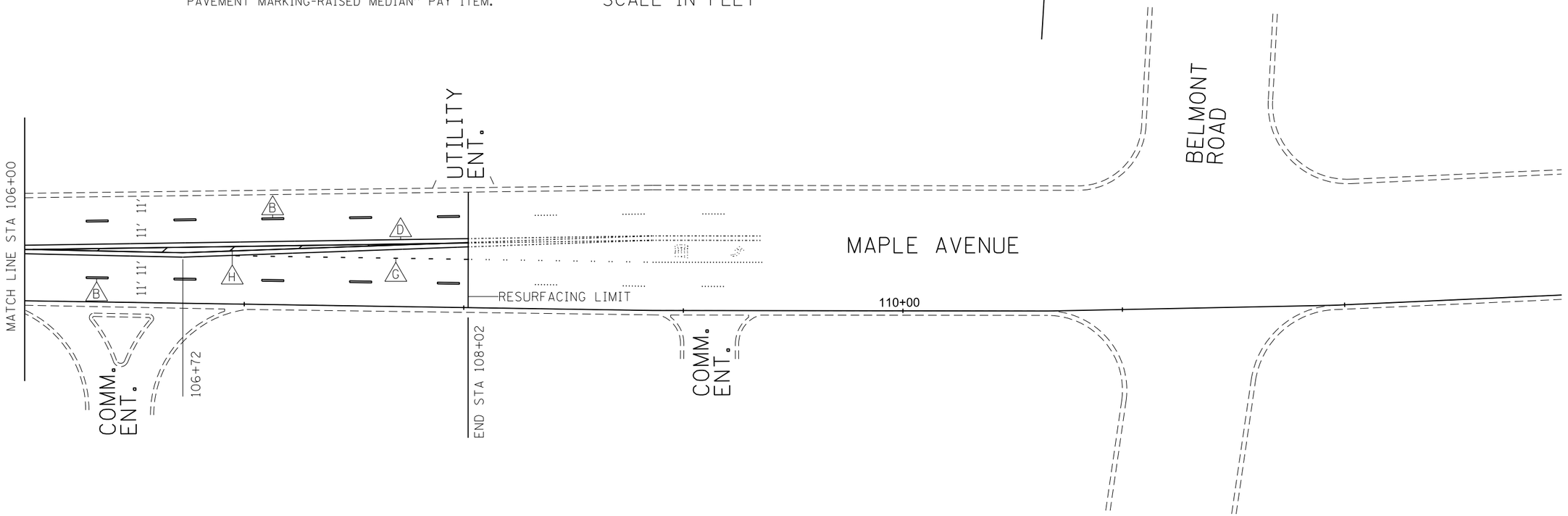
1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET

N



A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MAPLE AVENUE

PAVEMENT MARKING PLAN

DATE: 12/22/22

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

SUMMIT AVENUE / MIDWEST ROAD (C.H. 15)

CONSTRUCTION NOTES

1. The project will begin 110 ft north of I-88 and terminate 55 ft south of IL Route 38 (Roosevelt Rd). Including all side streets up to the county right of way as shown on the pavement marking plans and as determined by the engineer.

2. The proposed improvements include milling – 2 ¼ " of the existing HMA surface course, Class D pavement patching, curb and gutter removal and replacement and sidewalk removal and replacement as determined by the Engineer, ¾" polymerized HMA, IL – 4.75, N50, longitudinal joint sealant, 1 ½ " HMA surface course Mix D N70, detector loop replacement, pavement markings, recessed pavement markers, and storm sewer.

3. Longitudinal joint sealant shall be placed prior to the placement of the HMA surface course. It shall be placed at center line, lane line, and turn lane paving joints. It shall also be placed at the edge of pavement across side streets.

4. The echelon paving special provision shall apply at this location.

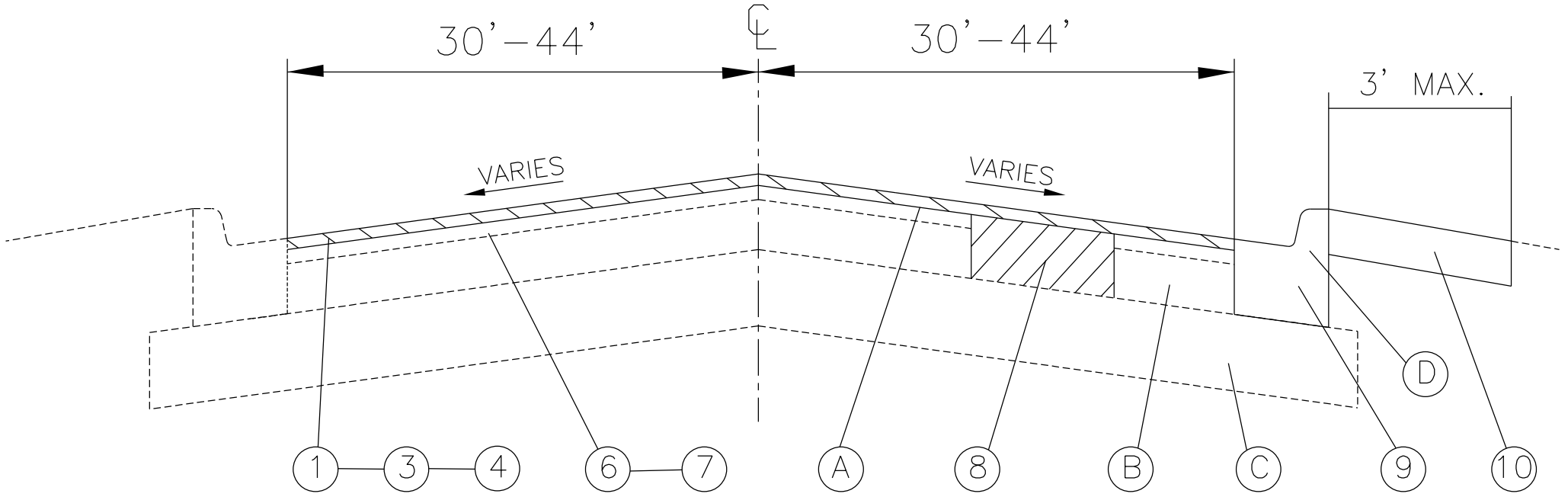
5. The traffic signals located at the following intersections are maintained by the DuPage DOT:

   Summit Avenue / 14th Street

   The traffic signals located at the following intersections are maintained by the Illinois Department of Transportation (IDOT):

   Summit Avenue / IL 56 (Butterfield Rd)
   Midwest Road / 22nd Street

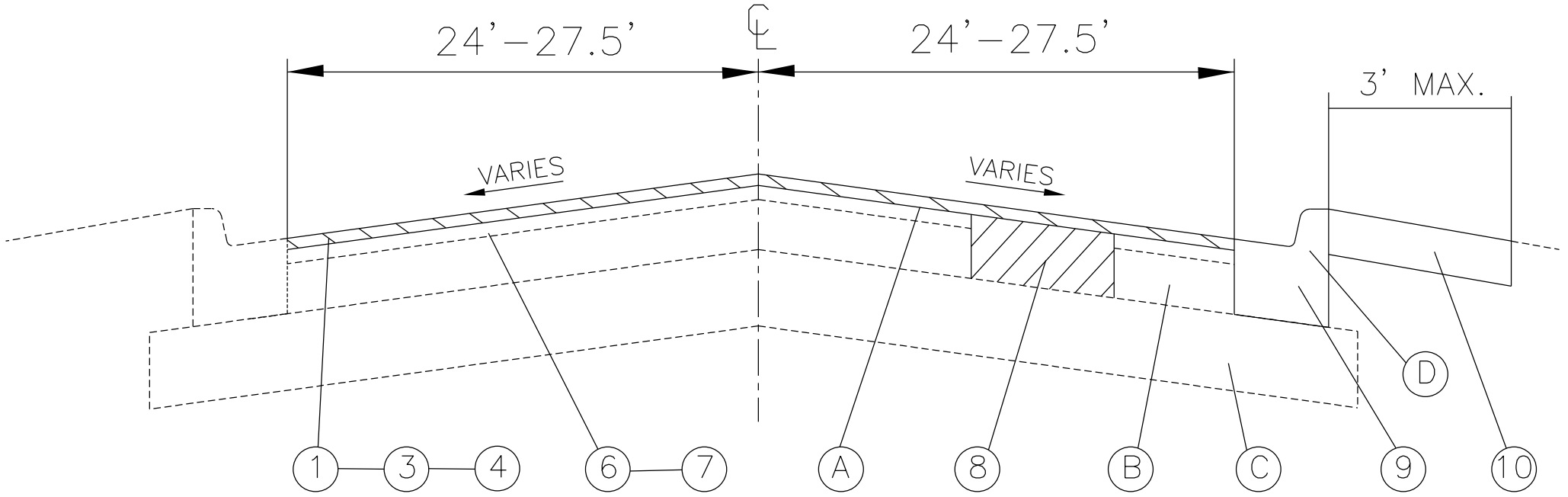
   The Contractor shall notify the DuPage County Division of Transportation and IDOT 7 days prior to the removal of any loop detection.



CH 15 / MIDWEST ROAD & SUMMIT AVENUE
I-88 TO COMAR RD
TYPICAL SECTION

① HMA SURFACE REMOVAL, 2¼"
② HMA SURFACE REMOVAL, 2½"
③ POLY LEVEL BINDER, HMA, IL 4.75 N50 ¾"
④ HMA SURFACE COURSE MIX D, N70, 1½"
⑤ POLY HMA SURFACE COURSE MIX E, N70, 1¾"
⑥ BITUMINOUS MATERIALS (TACK COAT)
⑦ AGGREGATE FOR COVERING TACK COAT (AS NEEDED)
⑧ CLASS D PATCH, 11" (AS DIRECTED BY THE ENGINEER)
⑨ COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
⑩ CLASS 2A SEED AND BLANKET MIN. 6" TOPSOIL

Ⓐ EXISTING BITUMINOUS BINDER & SURFACE 4"
Ⓑ EXISTING PCC BASE COURSE 9"
Ⓒ EXISTING AGGREGATE SUBGRADE
Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18



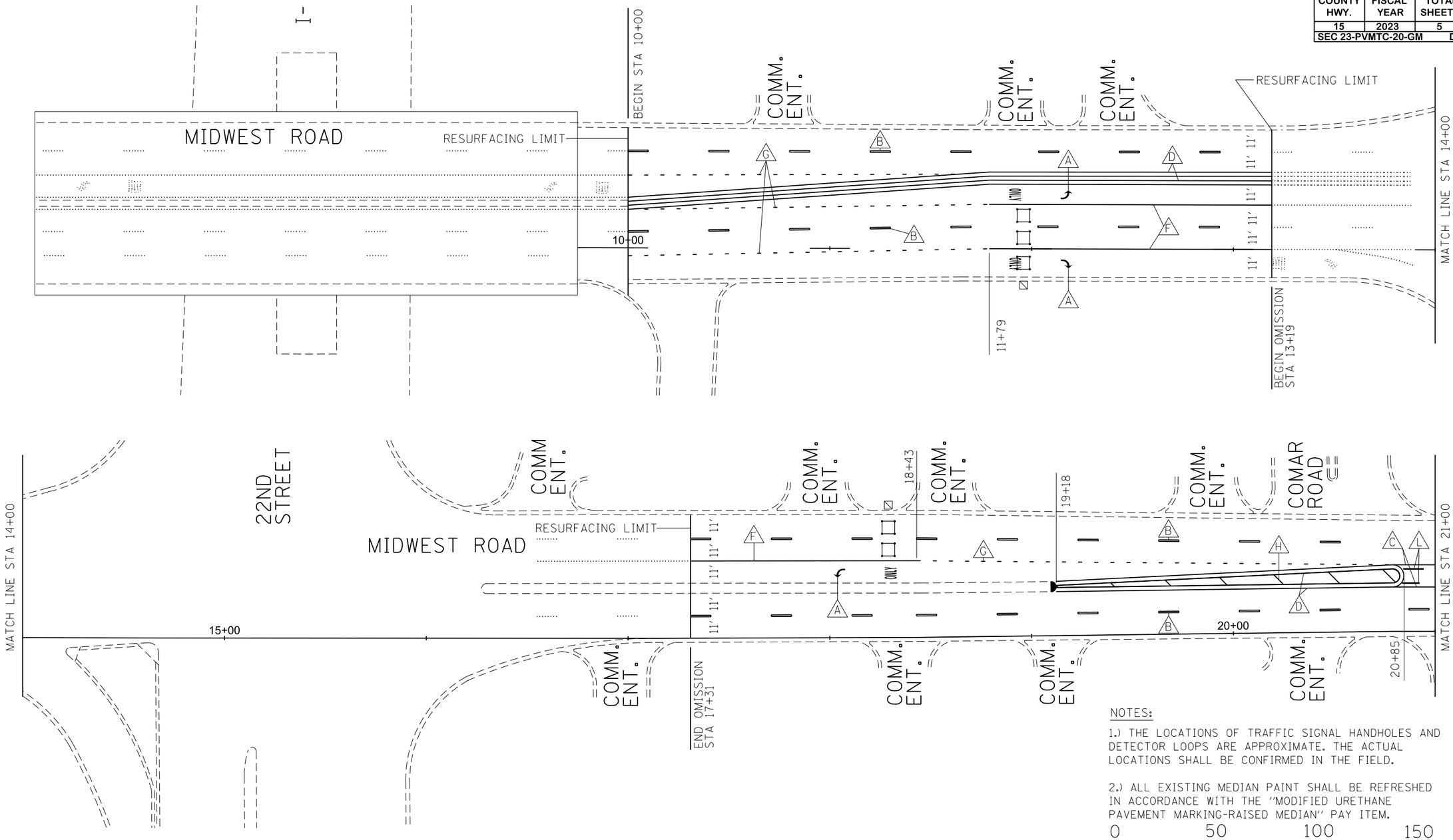
CH 15 / MIDWEST ROAD & SUMMIT AVENUE
COMAR RD TO IL 38 (ROOSEVELT RD.)
TYPICAL SECTION

① HMA SURFACE REMOVAL, 2¼"
② HMA SURFACE REMOVAL, 2½"
③ POLY LEVEL BINDER, HMA, IL 4.75 N50 ¾"
④ HMA SURFACE COURSE MIX D, N70, 1½"
⑤ POLY HMA SURFACE COURSE MIX E, N70, 1¾"
⑥ BITUMINOUS MATERIALS (TACK COAT)
⑦ AGGREGATE FOR COVERING TACK COAT (AS NEEDED)
⑧ CLASS D PATCH, 12" (AS DIRECTED BY THE ENGINEER)
⑨ COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT (AS DIRECTED BY THE ENGINEER)
⑩ CLASS 2A SEED AND BLANKET MIN. 6" TOPSOIL

Ⓐ EXISTING BITUMINOUS BINDER & SURFACE 4"
Ⓑ EXISTING BITUMINOUS BASE COURSE 10"
Ⓒ EXISTING AGGREGATE SUBGRADE
Ⓓ EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18

DRAINAGE SCHEDULE - SUMMIT AVE/MIDWEST RD		
STATION	**LOCATION**	**TYPE**
20+16	R	PATCH
21+50	R	ADJUST W/ NEW TY. 23
24+85	R	ADJUST
28+51	R	PATCH
31+36	R	ADJUST
37+15	R	PATCH
38+25	R	ADJUST
44+26	R	RECONSTRUCT
50+08	R	PATCH
53+60	R	PATCH
59+70	R	ADJUST
61+92	R	NEW INLET
63+92	R	ADJUST
66+47	R	ADJUST
10+57	L	PATCH
11+70	L	PATCH
11+75	L	ADJUST
20+00	L	PATCH
21+24	L	PATCH
23+80	L	PATCH
24+86	L	ADJUST
26+53	L	PATCH
28+55	L	PATCH
29+66	L	PATCH
30+28	L	ADJUST
31+55	L	PATCH
37+04	L	ADJUST
44+27	L	PATCH
50+09	L	PATCH
59+72	L	ADJUST
63+90	L	ADJUST
66+44	L	ADJUST

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
15	2023	5	1
SEC 23-PVMTC-20-GM			DUPAGE CO.



NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET

N

(A) THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

(B) THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

(C) THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

(D) THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

(E) THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

(F) THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

(G) THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

(H) THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

(I) THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

(J) THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

(K) THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

(L) THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MIDWEST/SUMMIT ROAD

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

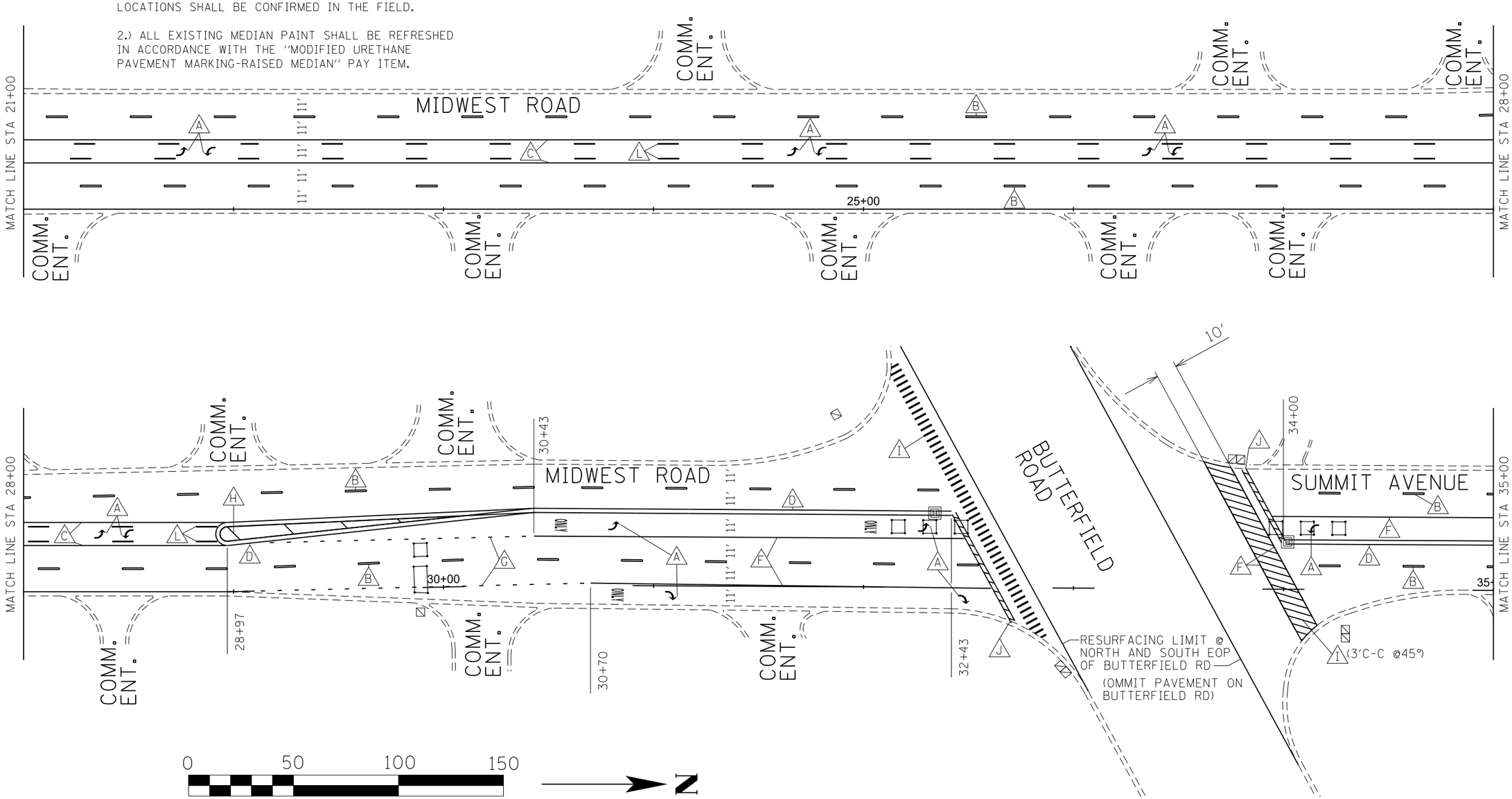
DATE:1/17/23

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
15	2023	5	2
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE ''MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN'' PAY ITEM.



- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4'', WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4'', SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4'', DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4'', SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6'', SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6'', WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12'', SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12'', SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24'', SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8'', SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4'', YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MIDWEST/SUMMIT ROAD

PAVEMENT MARKING PLAN

DATE: 1/17/23

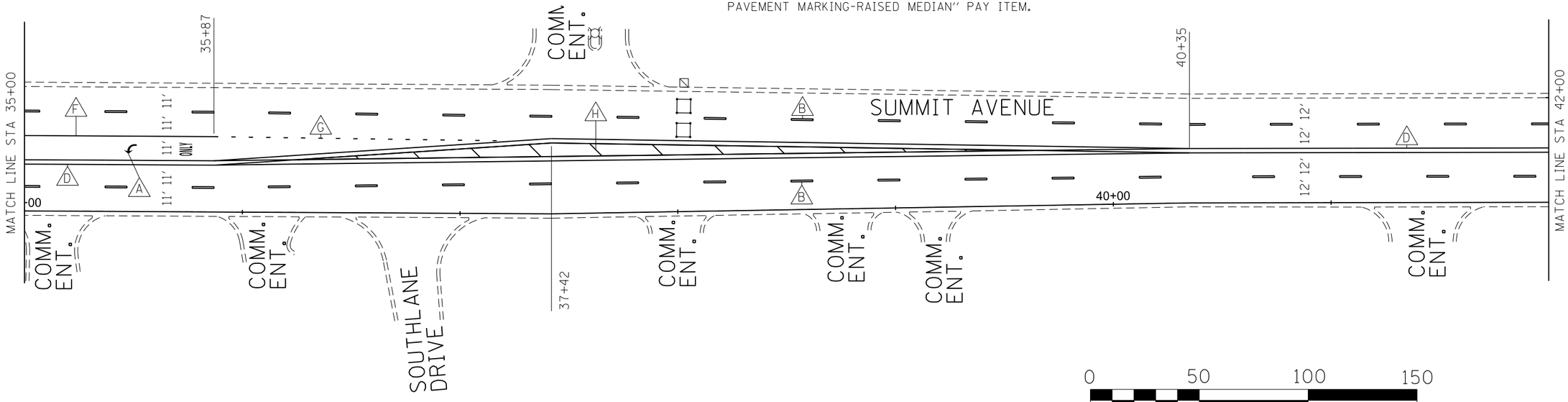
DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
15	2023	5	3
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

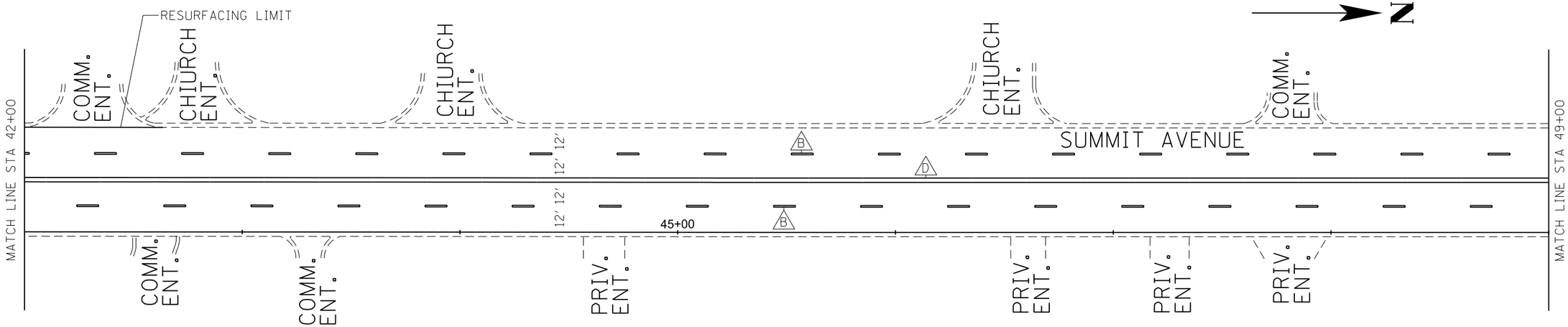
2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.



0 50 100 150

SCALE IN FEET

N



- A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS
- B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH
- C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW
- D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE
- F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE
- G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH
- H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW
- I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE
- J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE
- K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE
- L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH
- PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MIDWEST/SUMMIT ROAD

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

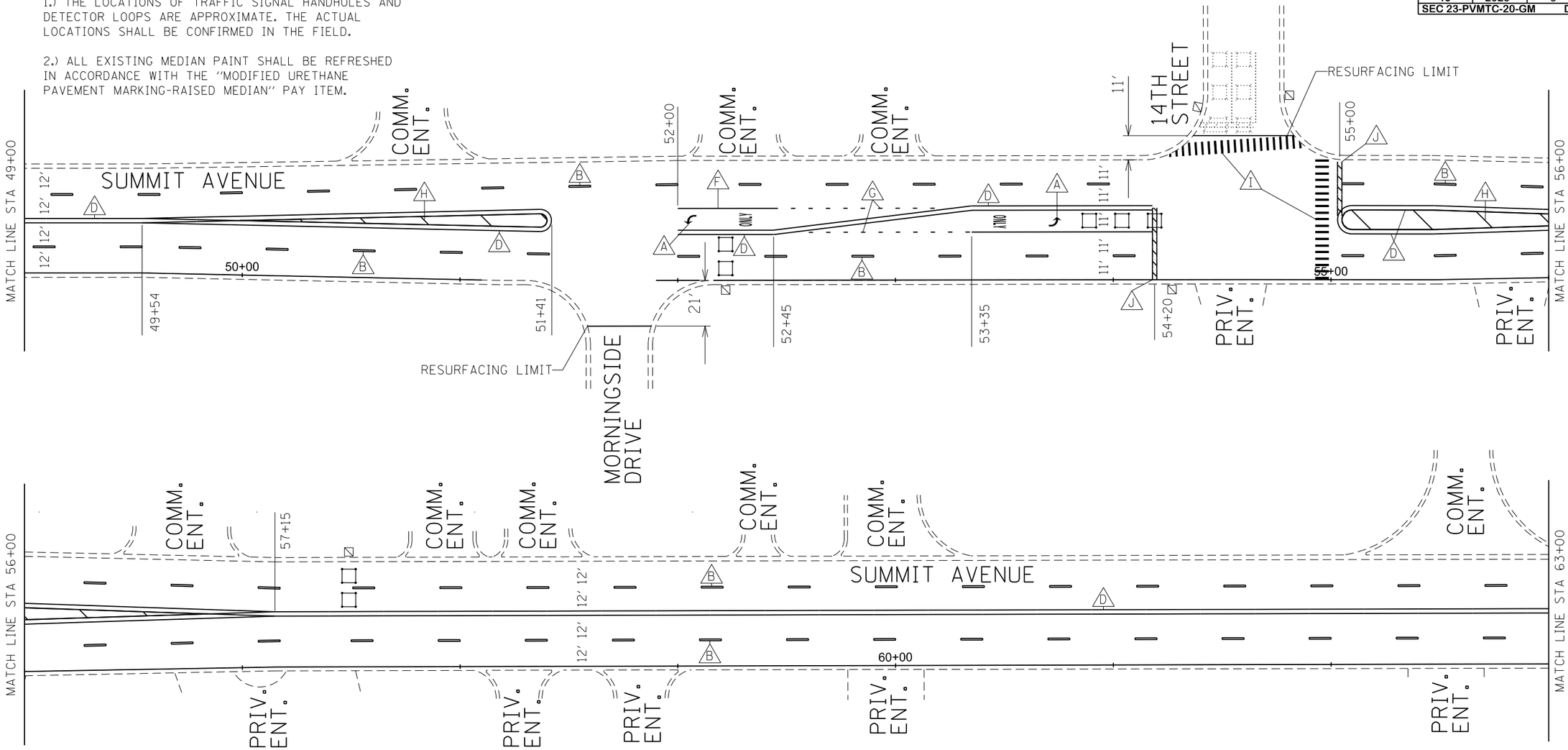
DATE: 1/17/23

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
15	2023	5	4
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.



0 50 100 150

SCALE IN FEET

N

A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MIDWEST/SUMMIT ROAD

PAVEMENT MARKING PLAN

DATE: 1/17/23

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

COUNTY HWY.	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
15	2023	5	5
SEC 23-PVMTC-20-GM			DUPAGE CO.

NOTES:

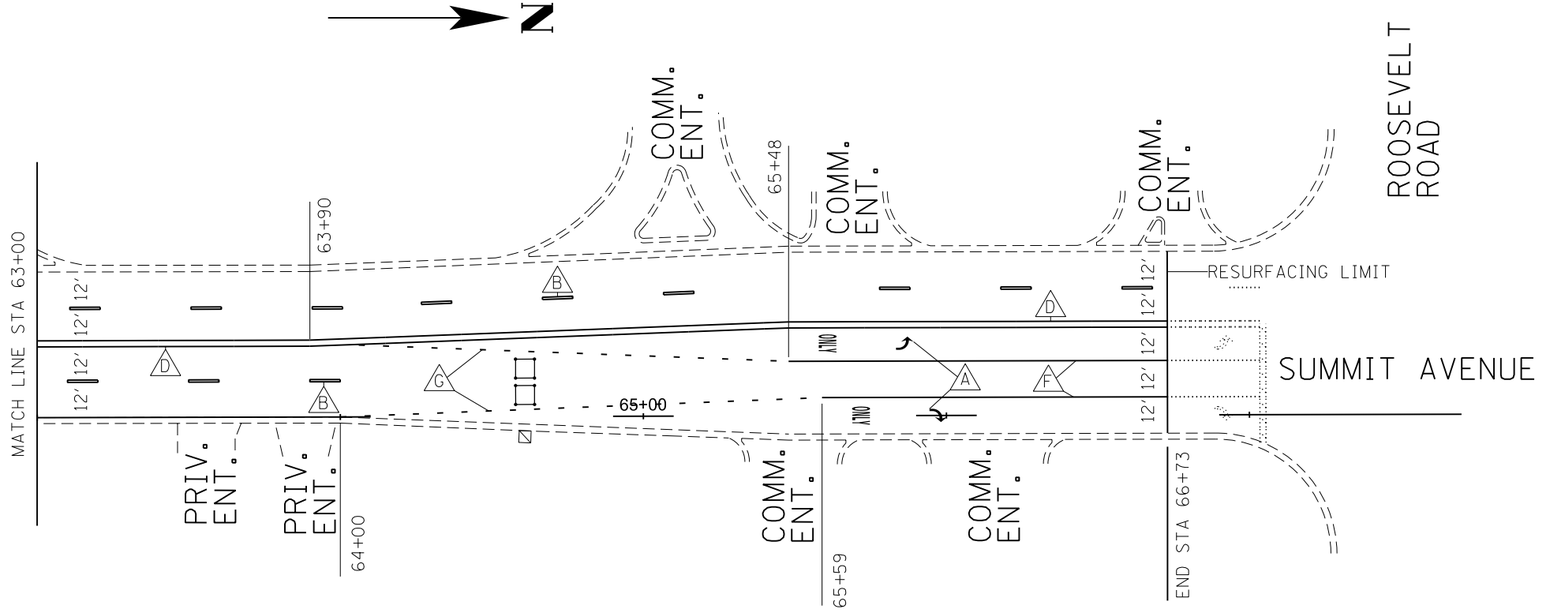
1.) THE LOCATIONS OF TRAFFIC SIGNAL HANDHOLES AND DETECTOR LOOPS ARE APPROXIMATE. THE ACTUAL LOCATIONS SHALL BE CONFIRMED IN THE FIELD.

2.) ALL EXISTING MEDIAN PAINT SHALL BE REFRESHED IN ACCORDANCE WITH THE "MODIFIED URETHANE PAVEMENT MARKING-RAISED MEDIAN" PAY ITEM.

0 50 100 150

SCALE IN FEET

N



A THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS

B THERMOPLASTIC PAVEMENT MARKING - LINE 4", WHITE SKIP DASH

C THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID YELLOW

D THERMOPLASTIC PAVEMENT MARKING - LINE 4", DOUBLE YELLOW

E THERMOPLASTIC PAVEMENT MARKING - LINE 4", SOLID WHITE

F THERMOPLASTIC PAVEMENT MARKING - LINE 6", SOLID WHITE

G THERMOPLASTIC PAVEMENT MARKING - LINE 6", WHITE, 6' SKIP, 2' DASH

H THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID YELLOW

I THERMOPLASTIC PAVEMENT MARKING - LINE 12", SOLID WHITE

J THERMOPLASTIC PAVEMENT MARKING - LINE 24", SOLID WHITE

K THERMOPLASTIC PAVEMENT MARKING - LINE 8", SOLID WHITE

L THERMOPLASTIC PAVEMENT MARKING - LINE 4", YELLOW SKIP DASH

PROPOSED TRAFFIC SIGNAL DETECTOR LOOP

REVISIONS	
NAME	DATE

DUPAGE COUNTY DIVISION OF TRANSPORTATION

2023 PAVEMENT MAINTENANCE

SOUTH REGION

MIDWEST/SUMMIT ROAD

PAVEMENT MARKING PLAN

DRAWN BY: TH
DESIGNED BY:
CHECKED BY:

DATE: 1/17/23

CONSTRUCTION NOTES

1. RELOCATE PEDESTRIAN PUSHBUTTON TO NEW PEDESTRIAN POST IN NORTHWEST QUADRANT. REMOVE PEDESTRIAN TRAFFIC SIGNAL HEAD AND RETURN TO DUPAGE COUNTY. REMOVE 2/C AND 3/C CABLES. PLUG ANY REMAINING HOLES IN TRAFFIC SIGNAL POST.

2. INSTALL NEW PEDESTRIAN POST. RELOCATE PEDESTRIAN PUSHBUTTON FROM SOUTHBOUND MAST ARM TO NEW PEDESTRIAN POST. IF EXISTING 2/C CABLE IS SHORT, REUSE EXISTING 2/C CABLE FROM RELOCATED PUSHBUTTON IN SOUTHEAST QUADRANT. REMOVE PEDESTRIAN TRAFFIC SIGNAL HEAD FOR CROSSING THE SOUTH LEG OF SUMMIT AVENUE AND RETURN TO DUPAGE COUNTY. REMOVE 3/C CABLE. PLUG ANY REMAINING HOLES IN MAST ARM.

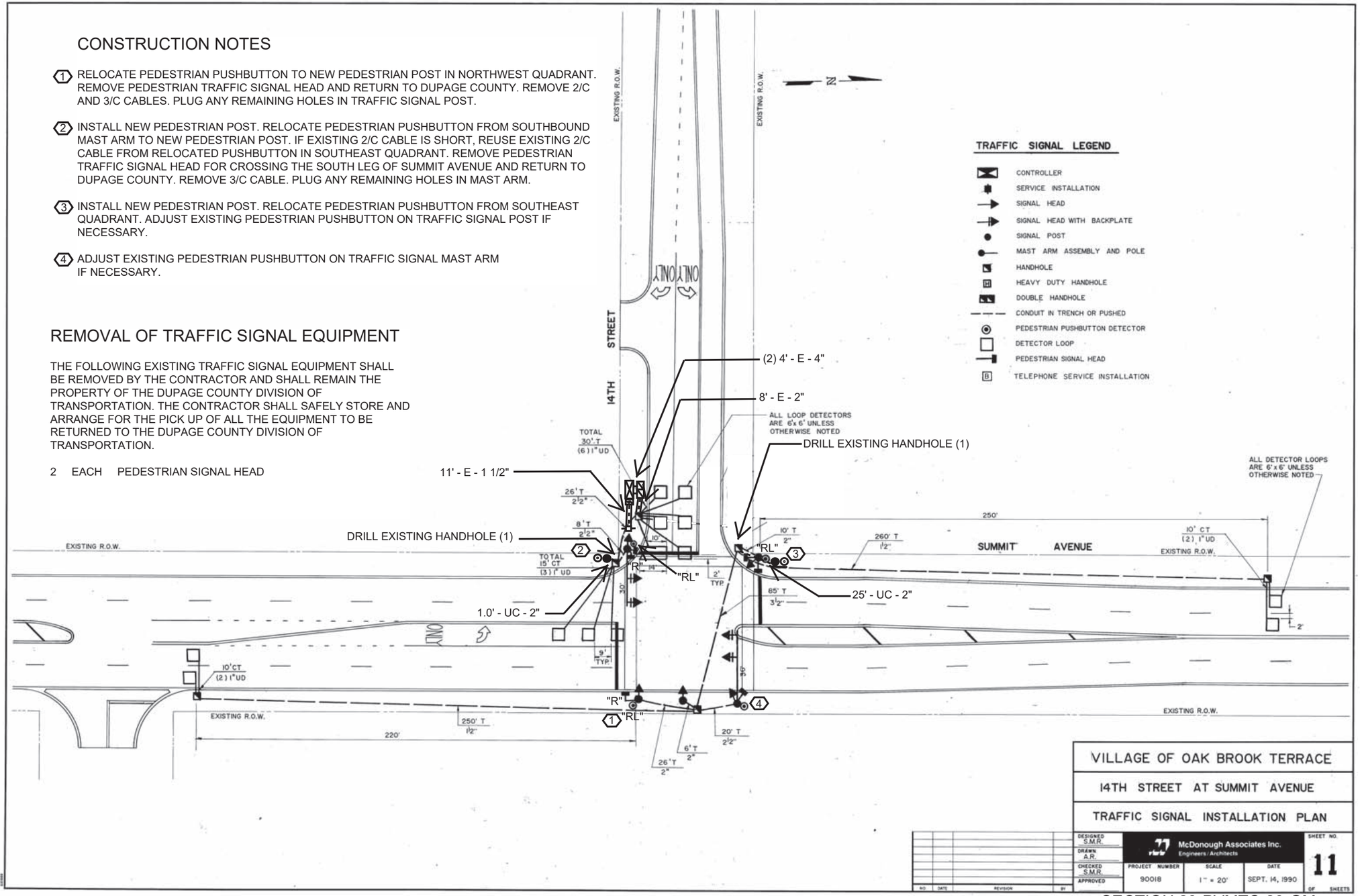
3. INSTALL NEW PEDESTRIAN POST. RELOCATE PEDESTRIAN PUSHBUTTON FROM SOUTHEAST QUADRANT. ADJUST EXISTING PEDESTRIAN PUSHBUTTON ON TRAFFIC SIGNAL POST IF NECESSARY.

4. ADJUST EXISTING PEDESTRIAN PUSHBUTTON ON TRAFFIC SIGNAL MAST ARM IF NECESSARY.

REMOVAL OF TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE DUPAGE COUNTY DIVISION OF TRANSPORTATION. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR THE PICK UP OF ALL THE EQUIPMENT TO BE RETURNED TO THE DUPAGE COUNTY DIVISION OF TRANSPORTATION.

2 EACH PEDESTRIAN SIGNAL HEAD



VILLAGE OF OAK BROOK TERRACE

14TH STREET AT SUMMIT AVENUE

TRAFFIC SIGNAL INSTALLATION PLAN

DESIGNED S.M.R.	McDonough Associates Inc. Engineers / Architects			SHEET NO. 11
DRAWN A.R.				
CHECKED S.M.R.	PROJECT NUMBER 90018	SCALE 1" = 20'	DATE SEPT. 14, 1990	OF SHEETS
APPROVED				

NO.	DATE	REVISION	BY

SCHEDULE OF QUANTITIES		
ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	30
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2/C	EACH	120
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	191
DRILL EXISTING HANDHOLE	EACH	2
RELOCATE EXISTING PEDESTRIAN PUSHBUTTON	EACH	3
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	EACH	100
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
MODIFY EXISTING CONTROLLER AND CABINET	EACH	1

CONSTRUCTION NOTES

SOUTHEAST QUADRANT:
RELOCATE PEDESTRIAN PUSHBUTTON TO NEW PEDESTRIAN POST IN NORTHWEST QUADRANT. REMOVE PEDESTRIAN TRAFFIC SIGNAL HEAD AND RETURN TO DUPAGE COUNTY. REMOVE 2/C AND 3/C CABLES. PLUG ANY REMAINING HOLES IN TRAFFIC SIGNAL POST.

SOUTHWEST QUADRANT:
INSTALL NEW PEDESTRIAN POST. RELOCATE PEDESTRIAN PUSHBUTTON FROM SOUTHBOUND MAST ARM TO NEW PEDESTRIAN POST. IF EXISTING 2/C CABLE IS SHORT, REUSE EXISTING 2/C CABLE FROM RELOCATED PUSHBUTTON IN SOUTHEAST QUADRANT. REMOVE PEDESTRIAN TRAFFIC SIGNAL HEAD FOR CROSSING THE SOUTH LEG OF SUMMIT AVENUE AND RETURNE TO DUPAGE COUNTY. REMOVE 3/C CABLE. PLUG ANY REMAINING HOLES IN MAST ARM.

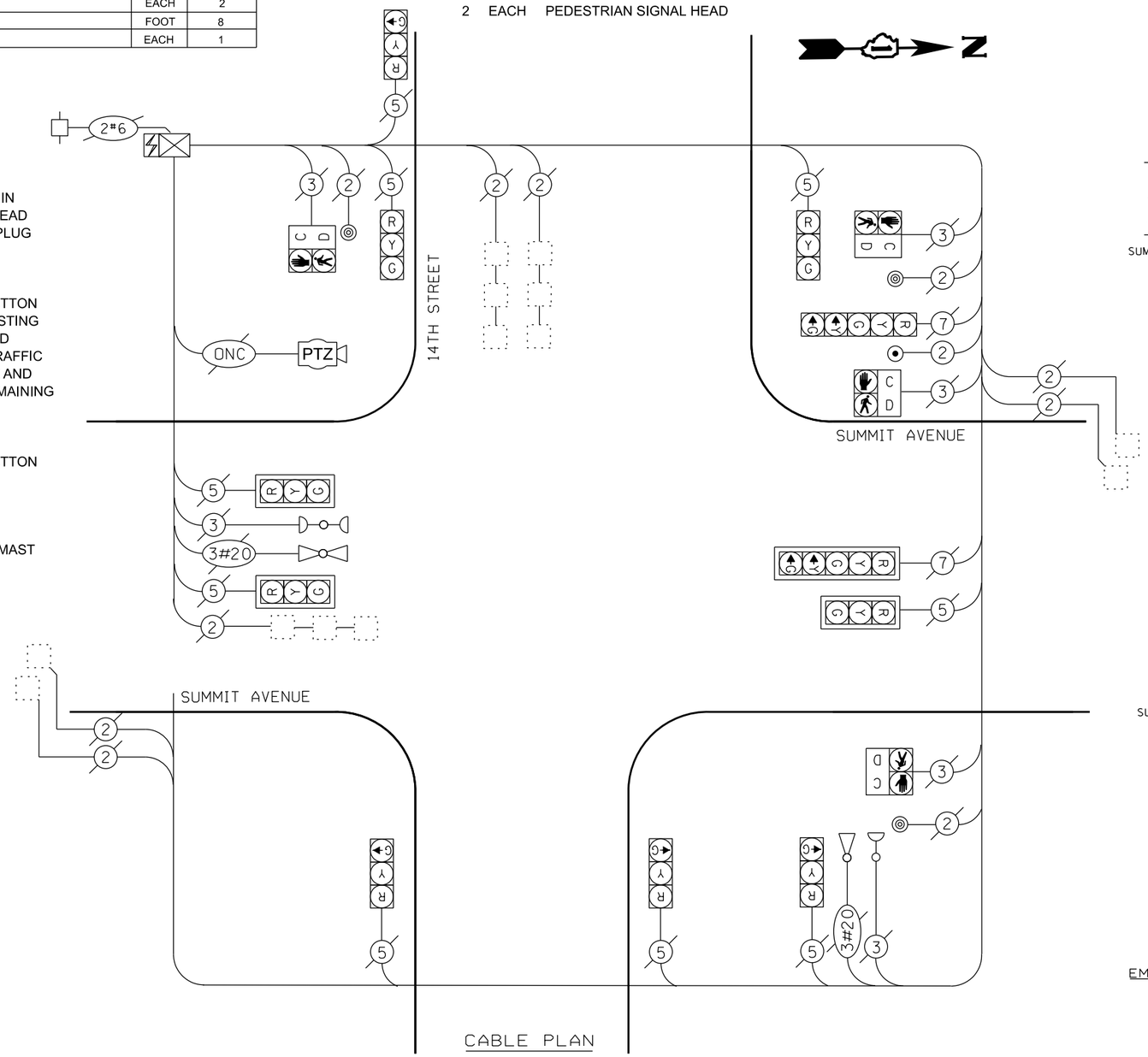
NORTHWEST QUADRANT:
INSTALL NEW PEDESTRIAN POST. RELOCATE PEDESTRIAN PUSHBUTTON FROM SOUTHEAST QUADRANT. ADJUST EXISTING PEDESTRIAN PUSHBUTTON ON TRAFFIC SIGNAL POST IF NECESSARY.

NORTHEAST QUADRANT:
ADJUST EXISTING PEDESTRIAN PUSHBUTTON ON TRAFFIC SIGNAL MAST ARM IF NECESSARY.

REMOVAL OF TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE DUPAGE COUNTY DIVISION OF TRANSPORTATION. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR THE PICK UP OF ALL THE EQUIPMENT TO BE RETURNED TO THE DUPAGE COUNTY DIVISION OF TRANSPORTATION.

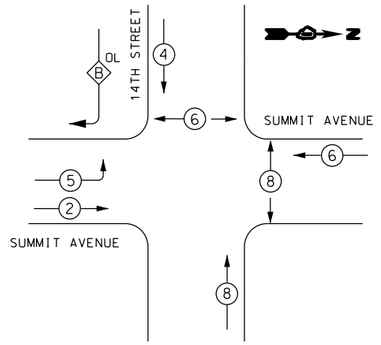
2 EACH PEDESTRIAN SIGNAL HEAD



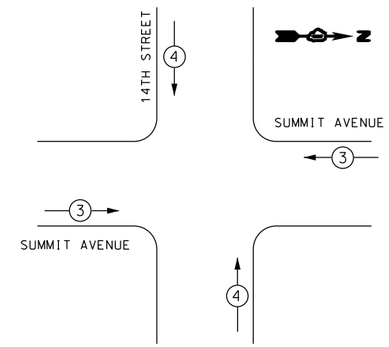
CABLE PLAN

LEGEND

DUAL ENTRY PHASE
OL OVERLAP
PEDESTRIAN PHASE
NUMBER REFERS TO ASSOCIATED PHASE



PHASE DESIGNATION DIAGRAM



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTORS	3	4
MOVEMENT	← →	↓ ↑

EMERGENCY VEHICLE PREEMPTION SEQUENCE

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	11	11	50	60.5
(YELLOW)	11	20	5	11.0
(GREEN)	11	12	45	59.4
PERMISSIVE ARROW	4	10	10	4.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	250	50	-
			TOTAL =	489.9

ENERGY COSTS TO:

CITY OF OAKBROOK TERRACE
17W275 BUTTERFIELD ROAD
OAKBROOK TERRACE, IL 60181

ENERGY SUPPLY: CONTACT: NEW BUSINESS
PHONE: 866-NEW-ELEC (866-639-3532)
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

USER NAME =	DESIGNED -	REVISED -
	DRAWN - MCS	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE =	DATE - 03/21/2023	REVISED -

DuPAGE COUNTY DIVISION OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
SUMMIT AVENUE AND 14TH STREET

SCALE: 1" = 40' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	23-PVMTC-20-GM	DUPAGE		
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MAPLE AVE AT SPRINGSIDE AVE (C.H. 17)

CONSTRUCTION NOTES

1. The work at this location shall consist of installing a new ADA compliant sidewalk ramp and pedestrian crossing at the intersection of Maple Avenue and Springside Avenue.

2. The proposed improvements include earth excavation, curb and gutter removal and replacement, sidewalk removal and replacement, and pavement markings.

BAXTER & WOODMAN Consulting Engineers

USER NAME = jmiller	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/16/2023	DATE - 02-24-2023	FILE - 211233_SHT-Plan1_Maple.dgn

DuPAGE COUNTY
DIVISION OF TRANSPORTATION
2023 SIDEWALK IMPROVEMENTS

PLAN
MAPLE AVENUE & SPRINGSIDE AVENUE

SCALE: 1" = 10' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DuPAGE	22	20
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SPECIAL PROVISIONS

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", the "Manual of Test Procedures for 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 proposed improvement designated as Section _23-PVMTC-20-GM__, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS

(Illinois Department of Transportation Bureau of Local Roads and Streets Special Provision for BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS LRS Check Sheet #6)

Add the following to the section **Prequalification of Bidders**: "Prequalification is required. The Certificate of Eligibility shall be accompanied by a Request for Authorization to Bid form completed by the prospective bidder. The Certificate of Eligibility and Request for Authorization to Bid shall be submitted at least one business day prior to the public opening of proposals. Authorization to bid will be issued by the DuPage County Division of Transportation to prospective bidders who are qualified to perform the work, as evidenced by the Certificate of Eligibility."

Revise the first sentence of the section **Preparation of the Proposal** to read: "Bidders shall submit their proposals on the form furnished by the Awarding Authority or on a form approved by the Awarding Authority prior to submittal of the Proposal."

Add the following to the section **Preparation of the Proposal**: "Unit prices shall only be accepted rounded to the nearest one-hundredth (0.01) of a dollar."

Add the following to the section **Preparation of the Proposal**: "The low bidder shall complete and submit the IRS W-9 form included in this proposal within 48 hours of being notified as the low bidder. The form shall be emailed to Department at DOTBidInfo@dupageco.org. All bidders may either submit the W-9 form with their bid proposal or wait to be notified that they are the low bidder.

Add the following to the section **Public Opening of Proposals**: "Proposals will only be accepted by bidders who have been issued an authorization to bid by the DuPage County Division of Transportation. Proposals submitted without authorization to bid will be returned unopened."

Add the following to after the first sentence of the section **Consideration of Proposals**: "If the Proposal includes quantities and unit prices for multiple agencies, then the summation to be compared shall include all items and not just the items for a single agency."

SECTION 105 CONTROL OF WORK

Add the following to Article 105.03(B):
The driveway notification included in this proposal shall be utilized for all driveways each and every time driveway access is impacted as part of this project. The contractor shall fill out the notification and hand

deliver it to all property owners within the project limits a minimum of 72 hours before work begins that will impact the property owner's driveway access. A copy of each notification shall be provided to the Engineer. Failure to provide driveway notification to any property owner per the timeframe noted above will result in a monetary deduction of $1,000.00 per incident of non-notification. The cost of this work shall be included in the contract unit price for the applicable traffic control item.

SECTION 107 LEGAL REGULATIONS AND RESPONSIBILITY TO PUBLIC

Add the following to Article 107.01: The Department will provide forms or a website for the Contractor and Subcontractors to enter and submit vendor information to comply with Public Act 102-0265.

Article 107.20 Protection and Restoration of Property. Add the following after the first paragraph of this Article:
"The Contractor shall maintain conveyance of all flows during construction of this project. When existing drainage facilities are disturbed, the Contractor shall provide and maintain temporary inlets, outlets, and connections for all private and public drains, sewers, culverts, and other drainage facilities. The Contractor shall provide facilities to take in all storm water which will be received by these drains and sewers, and discharge the same. The Contractor shall provide and maintain a pumping plant, if necessary, and a temporary outlet and be prepared at all time to dispose of water received from these temporary connections until such time that the permanent drainage facilities are in service."

Revise the last paragraph of this Article to read:
"The cost of all materials and equipment required and all labor necessary to comply with the above Provisions will not be paid for separately, but shall be considered as included in the unit bid prices of the contract, and no additional compensation will be allowed. "

Article 107.26 Indemnification. In addition to the requirements of this Article, for any activity occurring on an easement or any other property not owned by the Department, the indemnification shall also be extended to the property owners and any tenants thereon.

Article 107.27 Insurance. In addition to the requirements of this Article, the policies of insurance for Commercial (Comprehensive) General Liability and Commercial (Comprehensive) Automobile Liability shall include an additional insured endorsement naming the County of DuPage, its officers and employees as additional insureds. The endorsements shall be on forms acceptable to the County of DuPage. This additional insured is to be on a primary and non-contributory basis and include a Waiver of Subrogation endorsement.

Employer's Liability insurance shall be in an amount not less than one million ($1,000,000.00) dollars each accident/injury and one million ($1,000,000.00) dollars each employee/disease.

Limits of Umbrella Excess Liability (over primary) shall not be less than an amount that in combination with Commercial General Liability totals $6,000,000 of liability insurance per occurrence. The Umbrella Excess Liability Policy shall include in the "Who is Insured" pages of the policy wording such as "Any other person or organization you have agreed in a written contract to provide additional insurance" or wording to that affect. The contractor shall provide a copy of said section of the excess/umbrella liability policy upon request by the County of DuPage.

The Contractor shall require all subcontractors to maintain the same insurance coverage required of the contractor. The County of DuPage retains the right to obtain evidence of subcontractor insurance coverage at any time.

Replace the second sentence of the second paragraph (third to last paragraph) of this article with the following: "It is the duty of the Contractor to immediately notify the County of DuPage if any insurance required under this contract has been cancelled, materially changed, or renewal has been refused, and the Contractor shall immediately suspend all work in progress and take the necessary steps to purchase, maintain and provide the required insurance coverage. If a suspension of work should occur due to insurance requirements, upon verification by the County of DuPage of the required insurance coverage, the County of DuPage shall notify the Contractor that the Contractor can proceed with the work that is a part of this contract. Failure to provide and maintain the required insurance coverage could result in the immediate cancellation of this contract, and the Contractor shall accept and bear all costs that may result from the cancellation of this contact due to Contractor's failure to provide and maintain the required insurance."

Article 107.36 Dust Control. Add the following to the second paragraph of this article:
"The Contractor will be required to have available a water truck or similar equipment to control dust. If necessary, the Contractor shall be required to control dust during non-working hours."

SECTION 108 PROSECUTION AND PROGRESS

Article 108.03 Prosecution of the Work. Revise the first sentence of this Article to read, "The Contractor shall not begin the work to be performed under the contract without written authorization from the DuPage County Division of Transportation to proceed with the work, and shall commence work not later than 10 days after receiving the authorization to proceed."

SECTION 109 MEASUREMENT AND PAYMENT

Article 109.08 Acceptance and Final Payment. Add the following to this Article: "Prior to final payment, an affidavit from the Contractor will be required."

SECTION 202 EARTH AND ROCK EXCAVATION

Add the following to Article 202.03:
"Excess material (broken concrete, culvert pipe, surplus material from sewer trenches, etc..) shall not be disposed of within the limits of the Right-Of-Way. It shall be the Contractor's responsibility to select dump sites and obtain permission and all necessary permits to use such dump sites."

SECTION 208 TRENCH BACKFILL

Revise Article 208.01 to read:
"208.01 Description. This work shall consist of furnishing aggregate for backfilling all trenches made in the subgrade of the proposed improvement, and all trenches where the inner edge of trench is within a zone extending at a 1H:1V slope from the proposed or existing edge of pavement, curb, gutter, curb and gutter, stabilized shoulder, sidewalk, or path."

Article 208.02 Materials. The use of stone screenings will not be permitted.

SECTION 250 SEEDING

Add the following to Article 250.05:
"The Contractor shall furnish and place additional topsoil to provide a minimum 6" depth of topsoil to the area to be seeded as needed and as directed by the Engineer."

Add the following to Article 250.06:
"Seeding, except for Seeding, Class 7, shall be performed between April 1 and June 1 or between August 1 and September 30."

Add the following to Article 250.09(b):
"Seed bed preparation will be measured in square yards of area prepared. Placement of additional top soil as necessary will not be measured for payment, but included in the price for Seed Bed Preparation."

Add the following to Article 250.10:
"Seed bed preparation will be paid for at the contract unit price per square yard for SEED BED PREPARATION.

SECTION 311 GRANULAR SUBBASE

Article 311.02 Materials. The materials for Subbase Granular Material shall be restricted to crushed stone CA-6.

SECTION 358 REPAIR AND PREPARATION OF BASE COURSE

Article 358.05 Old Bituminous, Brick and Concrete. Revise (a) Repair. to read: "All loose and defective material shall be removed. Defective material to be removed is to include but not be limited to existing "cold patch" material placed at cracks, joints, holes or other locations on the existing pavement. This material shall be routed out of all cracks and joints, and at other locations within the limits of the project as directed by the Engineer, and filled with Mixture For Cracks, Joints and Flangeways."

Delete Article 358.06.

Article 358.07 Basis of Payment. Revise the Basis of Payment to read: "The work in connection with the repair and preparation of bases, except materials, will not be paid for separately, but shall be included in the contract unit price for MIXTURE FOR CRACKS, JOINTS AND FLANGEWAYS."

SECTION 406 HOT-MIX ASPHALT BINDER AND SURFACE COURSE

Article 406.05 Preparation, Tacking or Priming and Leveling of Brick, Concrete, HMA or Aggregate Bases. The placement of bituminous materials for prime or tack coat shall be in accordance with Section 406 of the Standard Specifications with the following revisions and additions:

1. No tack or prime coat material shall be placed between 6:00 A.M. and 9:00 A.M. or between 2:00 P.M. and 6:00 P.M.
2. Prime or tack coat shall not be applied to more than one lane in each direction at a time. Sufficient time shall be allowed for the material to cure before tack or prime material is placed in the adjacent lane.

3. Lanes closed for the placement of prime or tack coat are to be closed using applicable standards for lane closures. The Engineer may allow cone spacing to be increased to a maximum of 150 foot (50 meter) center-to-center spacing to delineate the lane closure.
4. Prime or tack coat shall not be placed more than 72 hours prior to the start of paving.
5. If traffic cannot be kept off fresh prime or tack coat with the above procedures, the Engineer may require the material be placed in conjunction with the paving operation.

Add the following to the end of the first paragraph of Article 406.06(f):
"Paving of the mainline surface course shall be continuous, the paver shall not stop and raise the screed in order to pave side street returns or turn lanes."

Article 406.06(h)(2) Revise the last sentence of the first paragraph to read,

"The longitudinal joint in all lifts shall be at the centerline of the pavement if the roadway comprises two or three lanes in width or if the roadway is more than three lanes in width and echelon paving is specified or at lane width if the roadway is more than three lanes in width and echelon paving is not specified."

Add the following after the first paragraph of Article 406.08:
"Sawcut construction joints shall be provided at the paving limits, paved commercial or private entrances, and at all side roads. The cost shall be included in the contract unit price for the HMA Surface Course."

HOT-MIX-ASPHALT – ECHELON PAVING

Description. This work shall consist of placing hot-mix-asphalt (HMA) surface course by means of an echelon paving operation (also known as the "Concurrent Double-Lane Paving Method"), in which the HMA surface course is placed from the outside edge of pavement to the centerline of pavement (or to the inside edge of pavement where raised median is present). Work shall be according to Section 406 of the Standard Specifications and relevant project Special Provisions, except as modified herein.

Echelon paving shall be utilized at the following project locations: Maple Avenue, Summit Ave/Midwest Rd.

Equipment. The Contractor shall supply two (2) spreading and finishing machines, and two (2) complete sets of rollers. The Contractor shall utilize a sufficient quantity of trucks to deliver HMA material so that the echelon paving operation is not impeded.

Placing. The HMA shall be placed with two (2) spreading and finishing machines, operating concurrently in echelon (side-by-side with one paver slightly leading the other), to the typical section and grade shown on the plans or as established by the engineer.

In no case shall the distance between the two (2) spreading and finishing machines exceed one hundred fifty feet (150') as measured from the rear of the lead paver to the rear of the trailing paver, so as not to permit cooling of the longitudinal joint between the two lanes.

The HMA shall be placed first in the lane nearest the outside curb or shoulder by the lead paver. HMA shall then be placed by the trailing paver between the unconfined edge of the first mat to the centerline of pavement or inside edge of pavement.

Construction Joints. The trailing paver shall use a joint matching shoe to match the undisturbed mat laid by the lead paver, when placing the mixture in the adjacent lane. The distance that the screed and end gate of

the trailing paver shall extend over the adjacent uncompacted mixture shall be one to two inches (1"-2"). The inside end gate of the trailing paver shall be set at the same level as the bottom of the screed plate on the lead paver. No raking of the joint shall occur. The paving width shall be such that the final pavement markings will be offset from the paving joint at the lane line and/or centerline by a minimum of six inches (6").

Traffic Control. Traffic control for this work shall be according to the project special provision, TRAFFIC CONTROL PLAN and also meet the following requirements. Flaggers shall be placed at all signalized intersections at which traffic is crossed over to the opposite side of the road. The Contractor shall submit a traffic control plan for each project location for echelon paving. The traffic control plan shall be submitted for review and approval by the Engineer a minimum of one week prior to the echelon paving operation. Changeable Message Signs shall be erected one week prior to echelon paving operations.

Basis of Payment. This work will not be paid for separately but shall be included in the contract unit price for HMA SURFACE COURSE, of the type and thickness specified.

SECTION 440 REMOVAL OF EXISTING PAVEMENT AND APPURTENANCES

Add the following to Article 440.04:
"HMA surface removal shall be tapered from the depth specified in the plans to the existing pavement surface over a distance of four (4) feet across the entire width of the roadway at all paving limits. The remaining four (4) foot ramp shall not be removed until the day of final surface placement. The removal of the remaining ramp will be paid for as HMA SURFACE REMOVAL – BUTT JOINT."

Add the following to the first paragraph of Article 440.07(B):
"When not provided as specific pay items, removal of existing aggregate or HMA pavements, including driveways and paths, shall not be measured for payment under Section 440, but shall be considered Removal and Disposal of Unsuitable Material and measured according to Article 202.07."

SECTION 602 CATCH BASIN, MANHOLE, INLET, DRAINAGE STRUCTURE, VALVE VAULT CONSTRUCTION, ADJUSTMENT AND RECONSTRUCTION

Article 602.08 Steps. Omit steps in all structures.

Article 602.09 Wooden Baffles. Baffles are required where shown in the standard drawings. Non-wooden baffles may be substituted with the approval of the Engineer.

Article 602.10 Flat Slab Tops. Flat slab tops shall be provided when the depth, measured between the rim elevation and any invert elevation, is less than six feet.

Article 602.11 Furnishing and Placing Castings. Add the following: "Structures adjusted within the pavement where the pavement is removed to allow for adjustment shall be backfilled with Class SI Concrete or as directed by the Engineer. Structures to be adjusted shall be completed in the outside travel lane and this lane opened to traffic prior to breaking out structures in the adjacent travel lane."

Article 602.16 Basis of Payment. The contract unit price each for Catch Basins, Manholes, Inlets, Drainage Structures or Valve Vaults will not include the cost of furnishing and installing the specified frames and grates, or lids. The cost of furnishing and installing the frames and grates or lids will be paid for at the contract unit price each in accordance with Section 604 of the Standard Specifications. The contract unit price each for Catch Basins to be Reconstructed, Manholes to be Reconstructed, Inlets to be Reconstructed,

Drainage Structures to be Reconstructed or Valve Vaults to be Reconstructed shall include the removal and disposal and/or addition of full-diameter structure sections, flat-slab tops, or "cone" sections.

Adjustment or Reconstruction shall include the removal and replacement of all unsuitable two foot diameter adjusting rings.

Adjustment of domestic water valve boxes (Buffalo Boxes) shall not be paid for separately.

The cost of poured inverts in Manholes and Inlets shall be included in the cost of said structures.

SECTION 604 FRAMES, GRATES, AND MEDIAN INLETS

Add the following to Article 604.01 Description. Where closed lids are provided, they shall be furnished with 2-inch raised letters cast into the lid reading "RESTRICTOR", "SANITARY", "STORM", or "WATER" as appropriate.

SECTION 669 REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Change the first paragraph of Article 669.10 to read:

"669.10 Method of Measurement. Non-special waste will not be measured for payment. Special waste and hazardous waste soil will be measured for payment according to Article 202.07(b) when performing earth excavation, (Article 502.12(b)) when excavating for structures, or by computing the volume of the trench using the maximum trench width permitted and the actual depth of the trench."

Change the second paragraph of Article 669.11 to read:

"669.11 Basis of Payment. The transportation and disposal of soil and other materials from an excavation determined to be contaminated, except for materials classified as Non-Special Waste, will be paid for under Article 109.04

Add the following after the third paragraph of Article 669.11:

"Payment for the following described Special Waste Plans and Reports and various analyses shall be made only if the material is a Special Waste and cannot be certified as a Non-Special Waste:"

SECTION 671 MOBILIZATION

Article 671.02 Basis of Payment. Revise this article to read: "Basis of Payment. This work will not be paid for separately, but shall be included in the various items of work."

SECTION 703 WORK ZONE PAVEMENT MARKING

Temporary paint pavement markings shall be used on all milled surfaces and level binder lifts. Temporary paint shall not be placed on the final surface; short term tape shall be used.

Temporary turn lane markings shall be provided at all locations as shown on the plans including the placement of left or right turn arrows, except as directed by the Engineer.

Article 703.07 Basis of Payment. The cost of removing short-term pavement marking shall be included in the contract unit price per FOOT for SHORT TERM PAVEMENT MARKING

SECTION 1105 PAVEMENT MARKING EQUIPMENT

Delete the last sentence of Article 1105.01(b)

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

Description. This work shall consist of the removal of existing combination concrete curb and gutter and replacing of it in kind.

Construction Requirements. All work shall be according to the applicable portions of Section 440 and Section 606 of the Standard Specifications and as stated herein.

Curb and gutter replacement shall match the shape and dimensions of the existing curb and gutter unless otherwise specified. The gutter thickness shall match the pavement thickness with a minimum thickness of 12". The repair or replacement of any sidewalk, driveway pavement, HMA median surface, PCC median surface (including stamped, textured, or colored concrete) damaged or disturbed in order to complete the work will not be paid for separately, but included in the cost of the item. The repair of any landscaping damaged beyond three feet (3 ft) from the back of curb will not be paid for separately, but included in the cost of the item. Any saw cuts necessary to complete the work will not be paid separately, but included in the cost of the item. The contractor shall saw cut longitudinally along the joint between the curb and gutter and existing pavement prior to removal. Any adjacent pavement damaged during removal shall be replaced with concrete poured monolithically with the curb and gutter, this work will not be paid for separately, but included in the cost of the item.

Framing and base preparation shall be complete a minimum of four (4) working hours prior to the scheduled arrival of concrete to allow time for inspection.

If there is concrete base course, 24" #6 epoxy coated bars shall be placed at 24" centers to tie the curb and gutter to the base course. The bars shall be placed at the midpoint of the base course and a minimum of 3" from the bottom of the curb and gutter. This work will not be paid for separately, but included in the cost of the item.

Unsuitable sub-base material shall be removed as directed by the Engineer and replaced either with Sub-Base Granular Material Type B or additional thickness of concrete.

The locations of curb and gutter removal and replacement will be determined by the Engineer in the field.

Basis of payment. This work will be paid for at the contract unit price per FOOT for COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

DRAINAGE STRUCTURE CLEAN AND PATCH

Description. This work shall consist of the removal of all debris and loose mortar from catch basins, inlets, and manholes and patching with Portland cement mortar.

Construction Requirements. All work shall be completed as required by this special provision and Section 602 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price EACH for DRAINAGE STRUCTURE CLEAN AND PATCH.

DRAINAGE STRUCTURE TO BE ADJUSTED
DRAINAGE STRUCTURE TO BE RECONSTRUCTED

Description. This work shall consist of the adjustment or reconstruction of manholes, inlets, and catch basins in accordance with Section 602 of the Standard Specifications.

Construction Requirements. In addition to Section 602 of the Standard Specifications, the following shall apply:

Work completed under these items shall include the removal and disposal of unsuitable adjusting rings, brick, or block down to the top of the original structure and rebuilding the structure using adjusting rings, masonry brick or inlet block and setting the frame with grate or lid to finish grade.

Reconstruction shall also include the removal and disposal and/or addition of full-diameter structure sections, flat-slab tops, or “cone” sections.

Only Portland cement mortar shall be used.

The existing frames and grates not used in construction shall become the property of the Contractor and shall be disposed of outside the limits of the right-of-way.

The cost of pavement removal and replacement adjacent to drainage structures adjusted or reconstructed shall be included in the contract unit price for DRAINAGE STRUCTURE TO BE ADJUSTED or DRAINAGE STRUCTURE TO BE RECONSTRUCTED. The material used to replace the pavement shall be Class SI Concrete unless otherwise directed by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price EACH for DRAINAGE STRUCTURE TO BE ADJUSTED or DRAINAGE STRUCTURE TO BE RECONSTRUCTED.

DRAINAGE STRUCTURE TO BE REMOVED

Description. This work shall consist of the removal and disposal of existing manholes, catch basins and inlets.

Construction Requirements. The drainage structures shall be removed and disposed of as specified in Section 605 of the Standard Specifications and the GENERAL NOTES.

The excavated area shall be backfilled as specified in the plans and specifications.

Basis of Payment. This work will be paid for at the contract unit price per EACH for DRAINAGE STRUCTURE TO BE REMOVED.

DUPAGECOUNTY Driveway Work

DuPage County Division of Transportation 421 N. County Farm Road, Wheaton, IL 60187 630-407-6900 dupageco.org/DOT

Notification Date: _____

Address: _____

Project:

Section:

Work that will impact your driveway access is scheduled for _____

☐ Driveway access will be limited to half of your driveway during the work that will impact your driveway. (Work other than driveway work)

☐ The work will be staged such that one half of your driveway will be removed and constructed at a time. Driveway access will be limited to half of your driveway during the construction.

☐ Due to limited width, the work cannot be completed by constructing your driveway one half at a time. In this case, you will be allowed to temporarily park your vehicle(s) on the nearest side street until the construction of your driveway is completed. It is anticipated your driveway will be completed on or before

_____

NOTE: contractor shall coordinate with municipality/township with regard to parking on side roads.

Contractor Information

Name:

Phone #:

EMERGENCY POTHOLE PATCHING

The pay item EMERGENCY POTHOLE PATCHING has been established for the payment of costs associated with work needed in order to keep roadways in a safe and passable condition as directed by the Engineer. This is not a bid item, but is included in the proposal as part of the project costs. The Schedule of Prices includes an amount to be included in the bid.

Construction Requirements. The Contractor shall promptly respond to requests from the Engineer to perform emergency patching. Hot mix asphalt shall be used whenever possible, if hot mix is not available cold mix asphalt shall be used. Patching material shall be shoveled into potholes identified by the Engineer and "wheel rolled" with a pickup or dump truck.

Basis of Payment. This work will be paid for according to Article 109.04.

FRAMES AND LIDS TO BE ADJUSTED, SPECIAL

This work shall be according to detail BD-08, Details for Frames and Lids Adjustment with Milling.

Revise "Stage 1" (D) of Detail BD-08 to read:
"Backfill with crushed stone and a minimum 5 Inches HMA surface mix approved by the Engineer"

Revise "Stage 2" of Detail BD-08 to read:
"(AFTER BINDER OR LEVEL BINDER PLACEMENT)"

Revise "Stage 2" (A) of Detail BD-08 to read:
"Remove the HMA surface mix and crushed stone, the existing pavement shall be sawcut square and full depth a minimum of 1 ft from the rim of the frame to provide vertical faces at the edge of the patch"

Basis of Payment. This work will be paid for at the contract unit price per EACH for FRAMES AND LIDS TO BE ADJUSTED, SPECIAL.

Frames and lids to be replaced with new Type 1 Frame and Lid will be as directed by the Engineer and will be paid PER each for FRAME AND LIDS, TYPE 1. The existing frame and lid shall become the property of the Contractor and shall be properly disposed of outside of the ROW.

MODIFIED URETHANE PAVEMENT MARKING – RAISED MEDIAN

Description. This work shall consist of removing existing median pavement marking and applying modified urethane pavement markings in accordance with Sections 780 and 783 of the Standard Specifications, except as modified herein, to the median ramped noses as shown in the plans or as directed by the Engineer.

Construction Requirements. The shotblast method of cleaning shall not be permitted.

Method of Measurement. This work will be measured for payment in place and the area computed in square feet based on the area of installed material. The area measured will include applications to concrete curb and gutter monolithic to the median ramped noses.

Basis of Payment. This work will be paid for at the contract unit price per square foot for MODIFIED URETHANE PAVEMENT MARKING – RAISED MEDIAN, which price shall include all necessary

equipment, labor and materials required to remove the existing median pavement markings, prepare the surface, and install the pavement markings.

PATH REMOVAL

Description. This work shall consist of removing HMA or Aggregate path pavement and excavating existing subbase or subgrade to the proper depth in order for PCC Sidewalk, 5" to be placed. All work shall be according to the applicable portions of Section 440 of the Standard Specifications and as stated herein.

Construction Requirements. The existing subbase or subgrade shall be excavated to a depth sufficient enough to allow for the placement of Subbase Granular Material, Type B 2" and PCC Sidewalk, 5".

Basis of Payment. This work will be paid for at the contract unit price per SQ FT for PATH REMOVAL, which price shall be payment in full for all labor, equipment, and materials necessary to complete the work as specified.

RECESSED REFLECTIVE PAVEMENT MARKERS

Description. This work shall consist of setting reflective pavement markers in a recessed groove in the pavement. The recessed pavement markers shall be used to supplement other pavement markings, similar to the use of Raised Reflective Pavement Markers.

Materials. The reflective pavement marker shall be listed on the Illinois Department of Transportation approved list of snowplowable raised pavement markers, or Engineer approved equivalent, and be compatible with the reflector holder. The reflector holder shall be a MarkerOne Series R100 reflector holder or Engineer approved equivalent. The epoxy used shall be as recommended by the pavement marker manufacturer.

Installation. Spacing and orientation of the pavement markers shall be as detailed in the plans or as directed by the Engineer. The recessed groove shall be a maximum of 2" from the adjacent pavement marking, or straight in line with lane lines. The recessed groove shall be straight, with lateral deviation of any individual groove 1" or less.

A recessed groove shall be cut in the pavement 5.25" wide, 0.9" deep on a 15.5" diameter. An additional 3.5' long groove shall taper from 0" (normal pavement) to 0.3" depth (full-recessed).

The recessed area shall be cleaned free of all loose material, and dry before the placement of the pavement marker. All excess material resulting from the construction of the recessed area shall be completely removed from the surface of the roadway by means of vacuum sweeper truck. The pavement marker shall be cemented with epoxy in the center of the 0.9" deep recessed groove.

Inspection. A straight edge shall be placed across the recess to check that the top of the marker is below the pavement. Inspection and acceptance shall be according to Article 781.04 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per EACH for RECESSED REFLECTIVE PAVEMENT MARKER.

SIDEWALK REMOVAL AND REPLACEMENT

Description. This work shall consist of the removal of existing sidewalk and replacing it in kind. All work shall be according to the applicable portions of Section 440 and Section 424 of the Standard Specifications and as stated herein.

Construction Requirements. The new sidewalk shall have a minimum thickness of 5". Removal of additional material to provide 5" thickness will not be paid separately but included in the cost of the item. Unsuitable sub-base material shall be removed as directed by the Engineer and replaced either with Sub-Base Granular Material Type B or additional thickness of concrete.

The repair or replacement of any curb and gutter, driveway pavement, or landscaping damaged, disturbed or requiring re-grading within 2 feet of the edge of the sidewalk in order to complete the work will not be paid for separately, but included in the cost of the work. Any required grading and restoration beyond 2 feet shall be paid for at the contract unit price for Removal and Disposal of Unsuitable Material, Seed Bed Preparation, Seeding Class 2A, and Erosion Control Blanket. Any saw cuts necessary to complete the work will not be paid separately, but included in the cost of the item.

Framing and base preparation shall be complete a minimum of four (4) working hours prior to the scheduled arrival of concrete to allow time for inspection.
The locations of sidewalk removal and replacement will be determined by the Engineer in the field.

Basis of payment. This work will be paid for at the contract unit price per SQUARE FOOT for PORTLAND CEMENT CONCRETE SIDEWALK REMOVAL and the contract unit price per SQUARE FOOT for PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH.

TEMPORARY STONE

Description. This work shall consist of furnishing, placing, salvaging, and maintaining aggregate for temporary roads and approaches as shown on the plans or as directed by the Engineer. The Engineer may require Temporary Stone to be relocated for use at more than one location.

Materials. The material for this item shall be restricted to CA-1, CA-5, or CA-6.

Maintenance. The Contractor shall be required to maintain the Temporary Stone to the satisfaction of the Engineer during the construction period.

Salvage. The Contractor shall, when required by the Engineer or the sequence of operations, salvage for re-use at the same or other locations within the limits of construction, previously placed Temporary Stone.
Basis of Payment. This work will be paid for at the contract unit price per TON (metric ton) for TEMPORARY STONE. The contract unit price shall include all equipment, labor and materials necessary to complete this work as specified including the cost of removing and disposing of the material used for Temporary Stone.

TRAFFIC CONTROL AND PROTECTION

Description. The traffic control and protection for this project shall be performed in accordance with the project Traffic Control Plan and Section 701 of the Standard Specifications as amended by the Special Provision for Work Zone Traffic Control (Illinois Department of Transportation Check Sheet #LRS 3).

The furnishing, placing, and removal of material, or any temporary concrete barrier and impact attenuators, not shown on the plans but required in order to meet the drop off requirements, shall be included in the contract unit price for Traffic Control and Protection.

The cost of supplying, erecting, and maintaining barricades, warning lights, and signs will be included in the contract unit price for Traffic Control and Protection.

Method of Measurement. Traffic control will not be measured by location or per Standard.

Basis of Payment. The cost of Traffic Control and Protection provided under the Traffic Control Plan and Section 701 WORK ZONE TRAFFIC CONTROL will be paid for at the contract LUMP SUM price for TRAFFIC CONTROL AND PROTECTION.

TRAFFIC CONTROL PLAN

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

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

The Contractor shall notify the Engineer at least 72 hours in advance of beginning work.

STANDARDS:

701101 Off-Road Operations, Multilane, 15’ to 24” From Pavement Edge
701301 Lane Closure, 2L, 2W, Short Time Operations
701421 Lane Closure, Multilane, Day Operations Only, For Speeds ≥45 mph to 55 mph
701427 Lane Closure, Multilane, Intermittent or Moving Operations, for speeds ≤40 MPH
701456 Partial Exit Ramp Closure, Freeway/Expressway
701501 Urban Lane Closure 2L, 2W, Undivided
701502 Urban Lane Closure, 2L, 2W, with Bidirectional Left Turn Lane
701601 Urban Lane Closure, Multilane, 1W or 2W with NonTraversable Median
701602 Urban Lane Closure Multilane, 2W with Bidirectional Left Turn Lane
701606 Urban Lane Closure, 2W with Mountable Median
701611 Urban Half Road Closure, Multilane, 2W, with Mountable Median
701701 Urban Lane Closure, Multilane Intersection
701801 Sidewalk, Corner or Crosswalk Closure
701901 Traffic Control Devices
E1-07 Construction Signs (Illinois Tollway Standard)
E2-08 Lane Closure Details (Illinois Tollway Standard)

DETAILS:

TC 10 Traffic Control and Protection for side Roads, Intersections, and Driveways
TC 14 Traffic Control and Protection at Turn Bays (To Remain Open)
TC 16 Pavement Markings Letters and Symbols for Traffic Staging

SPECIAL PROVISIONS:

SECTION 703 WORK ZONE PAVEMENT MARKING
TRAFFIC CONTROL AND PROTECTION
PUBLIC CONVIENIENCE AND SAFETY (D-1)
VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)
WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

FRICTION AGGREGATE (D-1)

Effective: January 1, 2011
Revised: December 1, 2021

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

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

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

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[1/] Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	Allowed Alone or in Combination [5/ 6/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete[3/]

<table>
<tr><th>Use</th><th>Mixture</th><th colspan="2">Aggregates Allowed</th></tr>
<tr><td>HMA
High ESAL
Low ESAL</td><td>C Surface and Binder
IL-9.5
IL-9.5FG
or IL-9.5L</td><td colspan="2"><u>Allowed Alone or in Combination</u> [5/]:

Crushed Gravel
Carbonate Crushed Stone[2/]
Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag[4/]
Crushed Concrete[3/]</td></tr>
<tr><td rowspan="5">HMA
High ESAL</td><td rowspan="5">D Surface and Binder
IL-9.5
or IL-9.5FG</td><td colspan="2"><u>Allowed Alone or in Combination</u> [5/]:

Crushed Gravel
Carbonate Crushed Stone (other than Limestone)[2/]
Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag[4/]</td></tr>
<tr><td colspan="2"><u>Other Combinations Allowed:</u></td></tr>
<tr><td>Up to...</td><td>With...</td></tr>
<tr><td>25% Limestone</td><td>Dolomite</td></tr>
<tr><td>50% Limestone</td><td>Any Mixture D aggregate other than Dolomite</td></tr>
<tr><td>75% Limestone</td><td>Crushed Slag (ACBF) or Crushed Sandstone</td></tr>
<tr><td rowspan="5">HMA
High ESAL</td><td rowspan="5">E Surface
IL-9.5

SMA
Ndesign 80
Surface</td><td colspan="2"><u>Allowed Alone or in Combination</u> [5/ 6/]:

Crushed Gravel
Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag

No Limestone.</td></tr>
<tr><td colspan="2"><u>Other Combinations Allowed:</u></td></tr>
<tr><td>Up to...</td><td>With...</td></tr>
<tr><td>50% Dolomite[2/]</td><td>Any Mixture E aggregate</td></tr>
</table>

<table>
<tr><td>Use</td><td>Mixture</td><td colspan="2">Aggregates Allowed</td></tr>
<tr><td rowspan="2"></td><td rowspan="2"></td><td>75% Dolomite[2/]</td><td>Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone</td></tr>
<tr><td>75% Crushed Gravel[2/]</td><td>Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag</td></tr>
<tr><td rowspan="4">HMA
High ESAL</td><td rowspan="4">F Surface
IL-9.5

SMA
Ndesign 80
Surface</td><td colspan="2"><u>Allowed Alone or in Combination</u> [5/ 6/]:

Crystalline Crushed Stone
Crushed Sandstone
Crushed Slag (ACBF)
Crushed Steel Slag
No Limestone.</td></tr>
<tr><td colspan="2"><u>Other Combinations Allowed</u>:</td></tr>
<tr><td>Up to...</td><td>With...</td></tr>
<tr><td>50% Crushed Gravel[2/] or Dolomite[2/]</td><td>Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone</td></tr>
</table>

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

HAMBURG WHEEL AND TENSILE STRENGTH RATIO TESTING (D1 LR)

Effective: December 1, 2020
Revised: December 1, 2021

Revise the second and third paragraph of Article 1030.05 (d) of the Standard Specifications to read:

"High ESAL mixture designs shall meet the following requirements for tensile strength, TSR and Hamburg wheel criteria.

If a mix design fails the Department's verification testing, the Contractor shall make necessary changes to the mix and provide passing volumetric, tensile strength, TSR and Hamburg wheel procedure results before resubmittal. The Department will verify the passing results."

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

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

High ESAL – Required Samples for Verification Testing	
Mixture	Hamburg Wheel Testing [1/ 2/]
Binder	total of 3 - 160 mm tall bricks
Surface	total of 4 - 160 mm tall bricks

1/ The compacted gyratory bricks for Hamburg wheel testing shall be 7.5 ± 0.5 percent air voids.

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

Delete Article 1030.05(d)(4) of the Standard Specifications.

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

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

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

"Upon notification by the Engineer of a failing Hamburg wheel test, the Contractor shall immediately resample and the Department will test. Paving may continue as long as all other mixture criteria is being met.

If the second set of Hamburg wheel test fail, no additional mixture shall be produced until the Engineer receives passing Hamburg wheel tests."

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

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

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D-1)

Effective: November 1, 2019
Revised: December 1, 2021

Revise Article 1004.03(c) to read:

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

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

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

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

3/ The specified coarse aggregate gradations may be blended.

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

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

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

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

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

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

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

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

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

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

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

1/ Based on percent of total aggregate weight.

2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.

3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.

4/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.

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

6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing."

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

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

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

1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.

2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.

3/ Applies when specific gravity of coarse aggregate is ≥ 2.760.

4/ Applies when specific gravity of coarse aggregate is < 2.760.

5/ For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone”

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

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

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

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

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

	Breakdown/Intermediate Roller (one of the following)	Final Roller (one or more of the following)	Density Requirement
IL-9.5, IL-9.5FG, IL-19.0 1/	V_D, P , T_B, 3W, O_T, O_B	V_S, T_B, T_F, O_T	As specified in Section 1030
IL-4.75 and SMA 3/ 4/	T_B, 3W, O_T	T_F, 3W	As specified in Section 1030
Mixtures on Bridge Decks 2/	T_B	T_F	As specified in Articles 582.05 and 582.06.

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

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

"The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design's G_{mb}."

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

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

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

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

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D-1)

Effective: January 1, 2019
Revised: December 1, 2021

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

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

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

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

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

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

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

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

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

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

PUBLIC CONVIENIENCE AND SAFETY (D-1)

Effective: May 1, 2012
Revised: July 15, 2012

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

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

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

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

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

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

REQUIRED PERMITS

The Contractor will be required to obtain the following permits prior to performing any work on the relevant project locations:

- Illinois Tollway Construction Permit (Maple Avenue)

The cost of the permits are incidental to the project and will not be paid for separately.

TOLLWAY PERMIT AND BOND
Effective: January 13, 1989

Contractor will be required to obtain a permit from the Illinois State Toll Highway Authority (ISTHA), according to Article 107.04 of the Standard Specification, prior to initiating any lane closures on the Tollway or doing any work in the ISTHA right-of-way. As part of the permit, Contractor will be required to post a surety bond with the ISTHA.

Contractor shall furnish a copy of the authorized permit to the Engineer,

The cost of the permit and bond are incidental to the project and will not be paid for separately.

TRAFFIC SIGNAL SPECIAL PROVISIONS

DUPAGE COUNTY TRAFFIC SIGNAL SPECIAL PROVISIONS

TRAFFIC SIGNAL GENERAL REQUIREMENTS

All work and equipment performed and installed under this Contract shall be governed by and shall comply with:

SPECIFICATION	ADOPTED/DATED
The State of Illinois **"Standard Specifications for Road and Bridge Construction"** referred to as **"Standard Specifications"**	**April 1, 2016**
The State of Illinois **"Manual on Uniform Traffic Control Devices for Streets and Highways,"** referred to as **"MUTCD"**	**June 2014**
The National Electrical Code referred to as **"NEC"**	**2011 Edition**
The National Electrical Manufacturers Association **(All publications for traffic control items)** referred to as **"NEMA"**	**All applicable current documents published prior to Contract Letting Date**
The International Municipal Signal Association **("Official Wire & Cable Specifications Manual,")** referred to as **"IMSA"**	**All applicable current documents published prior to Contract Letting Date**
The Institute of Transportation Engineers **ATC 5.2b Standard**	**September 25, 2006**
AASHTO "Standard Specifications" **LRFD Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals**	**2015 Edition & 2017 Interim Revisions**
Supplemental Specifications and Recurring Special Provisions	**January 1, 2019**

The project Special Provisions supplement the above specifications, manuals, and codes. In case of conflict with any part or parts of said documents, the project Special Provisions shall take precedence and shall govern.

The following terms and acronyms are used in the DUDOT traffic signal special provisions:

IDOT	Illinois Department of Transportation
District 1	IDOT District 1
DUDOT	The DuPage County Division of Transportation
Traffic Engineer	The DUDOT Traffic Engineer or designee
Central Signal System	DuPage County's ITS System
Network Integration Consultant	Currently Parsons Transportation Group

The intent of these Special Provisions is to prescribe the materials and construction methods commonly used in traffic signal installations. The locations and the details of all installations shall be indicated on the plans or as directed by the Engineer.

All traffic signal work related to the traffic signal cabinet shall be performed with at least one electrician holding a current IMSA Traffic Signal Technician Level 2 certification present on site and actively overseeing and directing the work, unless approved in advance by the Traffic Engineer.

The work performed under this Contract shall consist of furnishing and installing all traffic signal work as shown on the plans and as specified herein in a manner acceptable and approved by the Resident Engineer. All materials furnished shall be new unless otherwise noted herein.

The phone number to contact DUDOT for all contract electrical questions or request is (630) 407-6900, which includes requests for detector location approval, transfer of maintenance, Traffic Signal Maintenance Contractor locates, equipment inspections, and traffic signal turn-ons.

Definitions of Terms.
Add the following to Section 101 of the Standard Specifications:

101.56 Vendor. Company that sells a particular type of product directly to the Contractor or the Equipment Supplier.

101.57 Equipment Supplier. Company that supplies, represents, and provides technical support for District 1 approved traffic signal controllers and other related equipment. The Equipment Supplier shall be located within District 1 and shall:

a. Be full service with on-site facilities to assemble, test, and trouble-shoot traffic signal controllers and cabinet assemblies.

b. Maintain an inventory of District 1 approved controllers and cabinets.

c. Be staffed with permanent sales and technical personnel able to provide traffic signal controller and cabinet expertise and support.

d. Technical staff shall attend traffic signal “turn-on” and inspection with a minimum 14 calendar day notice.

SUBMITTALS
Revise Article 801.05 of the Standard Specifications to read:

All material approval requests shall be submitted electronically unless otherwise directed by the Traffic Engineer. The submittal shall be by email, and shall include a cover letter and one PDF file with all pay items for the project.

General requirements include:

a. All material approval requests shall be submitted within 7 calendar days after the preconstruction meeting. Traffic signal materials and equipment shall bear the U.L. label whenever such labeling is available.

b. Original manufacturer published product data and shop drawing sheets with legible dimensions and details shall be submitted for review.

c. Product data and shop drawings shall be arranged by pay item. Pages of the submittal should be numbered. If the literature contains more than one item, the Contractor shall indicate which item or items will be furnished.

d. When hard copy submittals are necessary for another agency, four complete copies of the manufacturer's descriptive literatures and technical data for the traffic signal materials will be submitted, in addition to the electronic copy required above.

e. When hard copy submittals are necessary for structural elements, four complete copies of the shop drawings for the mast arm assemblies and poles, and the combination mast arm assemblies and poles showing, in detail, the fabrication thereof and the certified mill analyses of the materials used in the fabrication, anchor rods, and reinforcing materials, shall be submitted, in addition to the electronic copy required above.

f. Partial or incomplete submittals will be returned without review.

g. Certain non-standard mast arm poles and structures will require additional review from IDOT's Bureau of Bridges and Structures. Examples include special mast arms and non-standard length mast arm pole assemblies. The Contractor shall account for the additional review time in their schedule.

h. The County Section Number, permit number, or IDOT contract number, project location/limits and corresponding pay code number shall be on each sheet of correspondence, catalog cuts, and mast arm pole and assembly drawings.

i. Where certifications and/or warranties are specified, the information submitted for approval shall include certifications and warranties. Certifications involving inspections, and/or tests of material shall include all test data, dates, and times.

j. The Contractor shall secure approved materials in a timely manner to assure construction schedules are not delayed.

k. After the Traffic Engineer reviews the submittals for conformance with the design concept of the project, the drawings will be stamped indicating their status as 'APPROVED', 'APPROVED AS CORRECTED', 'NOT APPROVED', or 'RESUBMIT'. Review schedule will be according to Article 801.05(b). Since the Traffic Engineer's review is for conformance with the design concept only, it is the Contractor's responsibility to coordinate the various items into a working system as specified. The Contractor shall not be relieved from responsibility for errors or omissions in the shop, working, layout drawings, or other documents by the Traffic Engineer's approval thereof.

l. All submitted items reviewed and marked 'APPROVED AS CORRECTED', 'NOT APPROVED', or 'RESUBMIT' shall be resubmitted in their entirety, unless otherwise indicated within the submittal comments, with a disposition of previous comments to verify Contract compliance at no additional cost to the contract.

m. It is the Contractor's responsibility to note any deviations from Contract requirements at the time of submittal and to make any requests for deviations in writing to the Resident Engineer. In general, substitutions will not be acceptable. Requests for substitutions shall demonstrate that the proposed substitution is superior to the material or equipment required by the Contract Documents. No

exceptions, deviations or substitutions will be permitted without the approval of the Resident Engineer and the Traffic Engineer.

n. The Contractor shall not order major equipment (i.e., mast arm assemblies) prior to Resident Engineer approval of the Contractor marked proposed traffic signal equipment locations to assure proper placement of Contract required traffic signal displays, push buttons and other facilities. Field adjustments may require changes in proposed mast arm length and other coordination.

MARKING PROPOSED LOCATIONS

Revise "Marking Proposed Locations for Highway Lighting System" of Article 801.09 to read "Marking Proposed Locations for Highway Lighting System and Traffic Signals."

Add the following to Article 801.09 of the Standard Specifications:

It shall be the Contractor's responsibility to verify all dimensions and conditions existing in the field prior to ordering materials and beginning construction. This shall include locating the mast arm foundations and verifying the mast arms lengths.

INSPECTION OF ELECTRICAL SYSTEMS

Add the following to Article 801.10 of the "Standard Specifications":

(c) All cabinets, including temporary traffic signal cabinets, shall be assembled by an approved Equipment Supplier in District 1. DUDOT reserves the right to request that any controller and cabinet be tested at a District 1 approved Equipment Supplier's facility prior to field installation. Such testing will be at no extra cost to the contract. All permanent or temporary "railroad interconnected" controllers and cabinets, shall be new, built, tested and approved by the controller Equipment Supplier, in the Equipment Supplier's District 1 approved facility, prior to field installation. The test shall be conducted in the presence of DUDOT and Illinois Commerce Commission personnel, or as directed by the Traffic Engineer. The Equipment Supplier shall provide the technical equipment and assistance as required by the Traffic Engineer to fully test this equipment.

LIQUIDATED DAMAGES FOR UNTIMELY WORK

A primary concern is to maintain a safe and efficient roadway for the public. Therefore, the Contractor shall proceed with the traffic signal work as soon as conditions and project staging permit. If in the opinion of the Traffic Engineer construction conditions are suitable for traffic signal work, and the Contractor has not yet begun the traffic signal work, the Resident Engineer shall notify the Contractor to proceed. The Contractor shall begin the traffic signal work within seven calendar days after notification to proceed. The Contractor shall continue to prosecute the traffic signal work until completion, or until they can no longer proceed due to conditions beyond their control. The Contractor shall notify the Resident Engineer of any conditions impeding and/or delaying their prosecution of the work. Failure by the Contractor to proceed with the traffic signal work as specified herein shall result in liquidated damages of **$500.00** per calendar day per occurrence.

For projects involving detector loop installations or replacement, the following additional conditions apply. If, in the opinion, of the Traffic Engineer construction conditions are suitable for loop installation(s), the Resident Engineer shall notify the Contractor to proceed. The detector loops shall be installed and fully operational within 14 calendar days following notification to proceed by the Resident Engineer. This 14-day period shall be in effect throughout the entire year, including the off season, regardless of the Contractor's working day status. Failure by the Contractor to complete the loop installation(s) within the specified timeframe shall result in liquidated damages in the amount of $500.00 per calendar day, per intersection.

For projects involving pavement resurfacing where radar, microwave, video, or other above-ground detection systems are included in the plans, the Contractor shall install the proposed detection system and make it operational prior to the grinding of the pavement loops, unless directed otherwise by the Engineer. In this case, the above-ground detection system will function as a temporary detector system, as well as the permanent system. The Contractor shall maintain the system according to these specifications, including adjusting detector orientation and detection zones, as necessary, to maintain proper detection throughout all stages of construction. Failure by the Contractor to install and operate the detector system within the specified timeframe shall result in liquidated damages in the amount of **$500.00** per calendar day, per intersection.

MAINTENANCE AND RESPONSIBILITY

Revise Article 801.11 of the "Standard Specifications" to read:

a. Existing traffic signal installations and/or any electrical facilities at locations included in this Contract may be altered or reconstructed totally or partially as part of the work on this contract. The Contractor is hereby advised that all traffic control equipment presently installed at these locations may be the property of the County of DuPage, State of Illinois, Department of Transportation, Division of Highways, County, Transit Agency, Private Developer, or a local governmental entity. Once the Contractor has begun any work on any portion of the project, all traffic signals within the limits of this Contract that have the pay item MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, TEMPORARY TRAFFIC SIGNAL INSTALLATION, and/or MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION, shall become the full responsibility of the Contractor, unless otherwise approved in advance by the Traffic Engineer. The Contractor shall supply the Resident Engineer and the County's Traffic Signal Maintenance Contractor one 24-hour emergency contact name and telephone number. The Contractor shall provide sufficient qualified personnel to respond to all notifications of malfunctions on a round-the-clock basis (24 hours a day, 7 days a week). The Contractor is required to keep a time and date log of all maintenance items, including the time of the initial report, the response time, and the time of final permanent repair. The Contractor shall provide this information to the Resident Engineer, upon request.

b. When the project has a pay item for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, TEMPORARY TRAFFIC SIGNAL INSTALLATION, and/or MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION, the Contractor shall notify the Traffic Engineer at **(630) 407-6900** and the County's Traffic Signal Maintenance Contractor of their intent to begin any physical construction work on the project. This notification shall be a minimum of ten calendar days prior to the start of construction to allow sufficient time for an inspection of the existing traffic signal installation(s) and the transfer of maintenance to the Contractor. If work is started prior to the inspection, maintenance of the traffic signal installation(s) will be immediately transferred to the Contractor without an inspection. The Contractor shall then become responsible for repairing or replacing all equipment that is not operating properly or is damaged at no cost to the owner of the traffic signal. Final repairs to or the replacement of damaged equipment shall meet the approval of the Traffic Engineer at the time of final inspection or the traffic signal installation will not be accepted.

c. DUDOT, regional transit, IDOT, and other agencies may also have equipment connected to existing traffic signal or peripheral equipment including PTZ cameras, switches, transit signal priority (TSP and BRT) servers, modems, traffic counters, and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.

d. For contracts that include pay items for milling or pavement patching that may result in destruction of loop detectors, but do not include installation or modification of the traffic signals, maintenance

transfers are not required. These contracts do require a notification of intent to work and an inspection. A minimum of ten calendar days prior to the loop removal, the Contractor shall notify the Traffic Engineer at **(630) 407-6900**, at which time arrangements will be made to adjust the traffic controller timing to compensate for the absence of detection.

e. The Contractor is advised that the existing and/or temporary traffic signal installation shall remain in operation during all construction stages, except for the most unavoidable down time. Any plan to shut down the traffic signal installation for a period exceeding 15 minutes shall require prior approval from the Traffic Engineer. Except in extraordinary circumstances, approval to shut down the traffic signal installation will only be granted during the hours of 9:00 A.M. to 3:00 P.M. on weekdays, exclusive of holiday periods. Requests for shutdowns outside of these hours, or during holiday periods, will not be granted unless the Traffic Engineer determines that the alternate schedule is beneficial to DuPage County highway operations. Shutdowns will not be allowed during inclement weather.

f. The Contractor shall be fully responsible for the safe and efficient operation of the traffic signals. Any inquiry, complaint or request by DUDOT, the County's Traffic Signal Maintenance Contractor or the public, shall be investigated and repairs started. The Contractor shall restore service and complete permanent repairs according to the following Repair Timetable. Failure to provide this service will result in liquidated damages of **$500** per calendar day per occurrence. The Traffic Engineer reserves the right to assign any work not completed within this timeframe to the County's Traffic Signal Maintenance Contractor. All costs associated with the completion of the uncompleted repair shall be the responsibility of the Contractor. Failure to pay these costs to the Traffic Signal Maintenance Contractor within one month after the incident will result in additional liquidated damages of **$500** per month per occurrence. Unpaid bills will be deducted from the cost of the Contract. County personnel, the County's Traffic Signal Maintenance Contractor, and the County's Network Integration Consultant may inspect any signalizing device on DUDOT's highway system at any time without notification.

g. At signals where the Contractor is responsible for maintenance, including temporary traffic signals and newly constructed traffic signals that are operational but not yet accepted by the County, the Contractor shall be responsible for clearing snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment in compliance with the REPAIR TIMETABLE. Two clearly visible signal indications of all colors and arrows are required to be maintained at all time.

h. In the event of power loss at locations where the Contractor is responsible for maintenance, including temporary traffic signals and newly constructed traffic signals that are not yet accepted by the County, the Contractor shall be responsible for working with DuPage County personnel to make connections of portable County-supplied generators at the maintained location, as directed by the Traffic Engineer or Resident Engineer.

All items shall be repaired within the period described in the Repair Timetable. The times listed are noncumulative. Any repairs not specifically covered in the Repair Timetable, or described elsewhere, shall be completed within a period matching the most similar line item in the Repair Timetable.

REPAIR TIMETABLE
(non cumulative)

ITEM	RESPONSE TIME	SERVICE RESTORATION	PERMANENT REPAIRS
KNOCKDOWNS/FAILURE/DAMAGE:			
Cabinet	1 hr	24 hrs	2 wks
Controller (Local or Master)	1 hr	24 hrs	2 wks
Detector Loop/Magnetometer	1 hr	n.a.	2 wks
Loop Detector Amplifier	1 hr	4 hrs	2 wks
Video Detection Camera/Processing Hardware	1 hr	4 hrs	2 wks
PTZ Camera	2 hrs	48 hrs	2 wks
Modem	2 hrs	NWD	2 wks
Load Switch/BIU	1 hr	2 hrs	2 hrs
Signal Head/Lenses	1 hr	2 hrs	NWD
Pole/Mast Arm	1 hr	2 hrs	ENG
Cabling/Conduit	1 hr	4 hrs	ENG
Interconnect/Communication	NWD	NWD	ENG
Graffiti/Advertising	NWD	NWD	NWD
Telemetry, Electrical	1 hr	2 hrs	NWD
Ethernet Switches/Video Encoders	NWD	48 hrs	2 wks
Indicators/switches/LEDs/displays	NWD	n.a.	2 wks
Snow/Ice/Debris/Other Obstructions	1 hr	2 hrs	NWD
Outages not covered elsewhere	1 hr	2 hrs	NWD
Filter/Cleanliness/fans/thermostat	NWD	NWD	n.a.
Misalignment (conflicting)	1 hr	2 hrs	NWD
Misalignment (non-conflicting)	4 hrs	6 hrs	NWD
COMPLAINTS/CALLS/ALARMS:			
Timing/Phasing/Programming	1 hr	2 hrs	ENG
Coordination Alarm/Cycle Fail	NWD	ENG	ENG
Controller Alarm/Status Change	1 hr	NWD	1 wk
Detector Alarm/Status change	NWD	NWD	ENG
UPS	1 hr	2 hrs	2 wks
CMU Flash/Local Flash	1 hr	2 hrs	1 wk
Door Open	1 hr	n.a.	NWD

LEGEND: hr=hour, hrs=hours, NWD=next week day, days=calendar days, ENG=acceptable to Traffic Engineer, wk=week, wks=weeks, n.a.=not applicable

WORK NEAR HIGHWAY-RAIL GRADE CROSSINGS

Any proposed activity in the vicinity of a highway-rail grade crossing shall adhere to the guidelines set forth in the MUTCD regarding work in temporary traffic control zones in the vicinity of highway-rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.

MODIFICATION OF IDOT SPECIAL PROVISION REQUIREMENTS

When IDOT Special Provisions for traffic signal items are included in a DUDOT Contract or Permit project, the following modifications shall apply to the noted Special Provisions.

Contact Information: The Contractor shall utilize the DUDOT contact information for DUDOT projects in place of the personnel, phone numbers, and directives provided in the following District 1 Special Provisions when they are included in the Contract:

800.02TS Optimize Signal System
800.03TS Re-Optimize Signal System
805.01TS Electric Service Installation
886.01TS Detector Loop
886.02TS Detector Loop Replacement and/or Installation
890.01TS Temporary Traffic Signal Installation
890.02TS Temporary Traffic Signal Timing

All references in the above special provisions to Traffic Signal Engineer, Area Traffic Signal Engineer, Area Traffic Signal Maintenance and Operations Engineer, Bureau of Traffic Operations, Traffic Operations Engineer, State, State's Traffic Signal Maintenance Contractor, and State's Electrical Maintenance Contractor shall be replaced with the DUDOT Traffic Engineer and the phone number shall be **630-407-6900**. Submittals, requests for reviews, scheduling of appointments, and requests for materials and information shall be directed to the DUDOT Traffic Engineer instead of IDOT, District 1, or the State's Maintenance Contractor.

Traffic Signal Timing Consultant Requirements: Add the following paragraph to the following District 1 Special Provisions:

800.02TS Optimize Signal System
800.03TS Re-Optimize Signal System
890.02TS Temporary Traffic Signal Timing

Graphics displays for DUDOT signal systems are not required if the signalized intersection is already connected to the county's Centracs software or if it is being added to Centracs under this contract.

Handhole Requirements: Add the following paragraph to the following District 1 Special Provision:

814.01 TS Handholes

The "Traffic Signals" label for the handhole lid shall also be applicable to DUDOT handholes.

DAMAGE TO TRAFFIC SIGNAL SYSTEM
Revise Article 801.12(b) of the "Standard Specifications" to read:

Any traffic control equipment damaged or not operating properly from any cause whatsoever shall be repaired and/or replaced. All inoperable components shall be replaced with new equipment meeting the special provisions, or in the absence of applicable special provisions, meeting the requirements of the Traffic Engineer. The Contractor shall provide replacement components at no additional cost to the Contract and/or owner of the traffic signal system. Final repairs or replacement of damaged equipment shall meet the approval of the Traffic Engineer prior to or at the time of final inspection; otherwise the traffic signal installation will not be accepted. Cable splices outside the controller cabinet shall not be allowed, unless approved by the Traffic Engineer.

When present, Automatic Traffic Enforcement equipment, including Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause whatsoever, shall be

the responsibility of the municipality or the Automatic Traffic Enforcement company according to the Permit or governing agreement.

VIDEO AND NETWORK SYSTEM REQUIREMENTS

For all projects including installation or relocation of video and/or network equipment, the Contractor shall contact the Traffic Engineer at 630-407-6900 after installation to confirm proper operation of the equipment within the Ethernet-based field communications system. This includes confirming that the camera horizon is properly adjusted, camera lens is clear, network settings are correct and all devices are communicating correctly with the Central Signal System. For equipment requiring an IP address or other DUDOT assigned parameters, the Traffic Engineer will provide all available IP and programming details upon request, but no earlier than at the pre-construction meeting. The Contractor should request the information from the Traffic Engineer a minimum of one week in advance of the traffic signal "turn-on." The Contractor shall be responsible for making any changes necessary to the camera mounting, aiming, and/or equipment programming to meet the DUDOT requirements and/or to operate the equipment to the satisfaction of the Traffic Engineer. Contacting the Traffic Engineer for confirmation of equipment operation does not constitute an installation review and does not relieve the Contractor of the responsibility to correct deficiencies identified at the "turn-on." The cost of meeting these requirements shall be included in the associated pay item and no additional compensation shall be made. Calls to the Traffic Engineer shall be made according to the Central Signal System Support section of this special provision.

TRAFFIC SIGNAL INSPECTION ("TURN-ON")

Revise Article 801.15(b) of the "Standard Specifications" to read:

When the road is open to traffic, except as otherwise provided in Section 850 of the Standard Specifications, the Contractor may request a "turn-on" and inspection of the completed traffic signal installation at each separate location. This request shall be made to the Traffic Engineer at (630) 407-6900 a minimum of ten calendar days prior to the time of the requested inspection. Prior to the date of the "turn-on," the Contractor must provide written notification (by letter or email) that the equipment has been field tested and the intersection is capable of operating according to Contract requirements.

When the Contract includes the pay item RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM, OPTIMIZE TRAFFIC SIGNAL SYSTEM, or TEMPORARY TRAFFIC SIGNAL TIMINGS, the Contractor shall notify the Signal Coordination and Timing (SCAT) Consultant of the "turn-on"/detour implementation schedule, as well as stage changes and signal phase changes during construction. The SCAT Consultant shall be in attendance at each temporary and permanent traffic signal "turn-on." When Emergency Vehicle Preemption (EVP) equipment is included in the project, the Contractor must invite local fire department personnel to each temporary and permanent traffic signal "turn-on."

It is DUDOT's intent to have all electric work completed and the equipment field-tested by the Equipment Supplier prior to DUDOT's "turn-on" field inspection. The Contractor shall have all traffic signal work completed and the electrical service installation connected by the utility company prior to requesting an inspection and "turn-on" of the traffic signal installation. In the event the Traffic Engineer determines that the work is not complete and that the inspection will require more than two hours to complete, the inspection may be cancelled and the Contractor will be required to reschedule at another date.

The Contractor shall provide a representative from the Equipment Supplier's office to attend the traffic signal inspection for both permanent and temporary traffic signal "turn-ons." Signal indications being tested shall match the lane configurations and markings at the intersection. If any conflicting signal indications are visible to motorist or pedestrians while testing, the Contractor shall be responsible to provide police officer(s) to assist with traffic control at the time of testing.

Upon demonstration that the signals are operating properly according to the Contract and to the satisfaction of the Traffic Engineer, the Traffic Engineer will allow the signals to be placed in continuous operation. The Traffic Engineer will inspect the traffic signal installation, with the assistance of the Contractor, and provide a written "punch-list" of deficient items requiring completion. The traffic signals will not be transferred to DUDOT maintenance until all "punch-list" work is corrected and re-inspected. The Contractor shall complete all "punch-list" work within 30 calendar days of notification. If this work is not completed within 30 days, DUDOT reserves the right to have the work completed by others at the Contractor's expense. This cost will be in addition to Liquidated Damages for Untimely Work.

The Contractor shall furnish all equipment and/or parts to keep the traffic signal installation operating. No spare traffic signal equipment is available from DUDOT. The Contractor shall be responsible for all traffic signal equipment and associated maintenance thereof until DUDOT acceptance is granted.

When the Contractor has completed the "punch-list" work, he shall contact the Traffic Engineer to schedule a follow-up inspection of the traffic signal installation. If the Traffic Engineer determines that any "punch-list" items have not been completed, he may cancel the inspection, and the Contractor will need to reschedule.

It is possible that during any follow-up inspections of the traffic signal installation, deficient items may be identified that were not identified at the "turn-on" inspection, or included in the initial "punch-list." The Traffic Engineer shall advise the Contractor of any such items, and it shall be the Contractor's responsibility to complete these items prior to acceptance of the traffic signal.

Acceptance of the traffic signal by DUDOT shall be based on the inspection results and successful operation during a minimum 72-hour "burn-in" period following activation of the traffic signal and related equipment. Therefore, due to the required "burn-in" period, acceptance of the traffic signal shall not occur at the time of the "turn-on." Upon notification by the Contractor that all noted deficiencies have been corrected, and after the "burn-in" period, the Traffic Engineer shall perform an acceptance inspection of the traffic signal installation. If approved, the traffic signal acceptance shall be given verbally at the inspection, followed by written correspondence from the Traffic Engineer. When DUDOT is acting as a representative of other agencies, the agency that is responsible for the maintenance of each traffic signal installation will assume the traffic signal maintenance upon acceptance by the Traffic Engineer.

DUDOT requires the following Final Project Documentation from the Contractor prior to acceptance of the traffic signal. The documentation shall be provided in hard copy and electronic format as indicated below.

1. One (1) copy (11"x17") and one electronic PDF file of as-built signal plans with field revisions marked in red, including the location and labeling of detection equipment that differs from that shown in the plans.

2. One (1) copy of the operation and service manuals for the signal controller and the associated control equipment.

3. Five (5) copies (11"x17") and one electronic PDF file of the cabinet wiring diagrams.

4. Five (5) copies of the traffic signal installation cable log, along with electronic PDF and DGN files.

5. Original certificates for all manufacturer and Contractor warranties and guarantees required by Article 801.14 of the Standard Specifications.

6. GPS coordinates of traffic signal equipment as detailed in the Record Drawings section herein.

7. For new cabinet installations, two (2) cabinet keys and one (1) police door key.

All cost of work and materials required to comply with the above requirements shall be included in the pay item bid prices, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the above requirements will be subject to removal and disposal at the Contractor's expense.

LOCATING UNDERGROUND FACILITIES
Revise Section 803 of the "Standard Specifications" to read:

Once the Contractor has taken maintenance of an existing County facility or has constructed underground facilities, they are responsible for locating the facilities according the J.U.L.I.E. requirements at no additional cost to the Contract.

Contractor requests for equipment locates will be granted only once prior to the start of construction. Additional requests shall be at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any item(s) damaged during the construction, at his/her own expense.

Locate requests shall be directed to DUDOT's Traffic Signal Maintenance Contractor or to the DUDOT Traffic Engineering Department at (630) 407-6900.

The exact location of all utilities shall be field verified by the Contractor before the installation of any components of the traffic signal system. For locations of utilities call J.U.L.I.E. at 1-800-892-0123. The location of some utilities may require contacting other Agencies or Municipalities.

The Contractor should note that IDOT does not participate in J.U.L.I.E. Underground work that is proposed to take place within IDOT right-of-way requires the Contractor to contact IDOT for the procedures involved in locating their facilities.

RESTORATION OF WORK AREA
Add to Section 801 of the "Standard Specifications":

Restoration of the traffic signal work area shall be included in the related pay item including foundation, conduit, handhole, trench and backfill, etc. and no extra compensation shall be allowed. All roadway surfaces including shoulders, medians, sidewalks, pavement, etc. shall be restored to match the previously existing conditions. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded, according to Section 250 and Section 252 of the Standard Specifications respectively. All brick pavers disturbed in the work area shall be restored to their original configuration as directed by the Resident Engineer. All damaged brick pavers shall be replaced with a comparable material approved by the Resident Engineer. Areas in front of residences are to be restored within two weeks of the completion of work causing the disturbance regardless of the duration of the project remaining. The traffic signal work area includes any area where the Contractor or their subcontractors perform work to install, repair, or maintain County owned traffic, lighting, or ITS equipment or facilities, regardless of the presence of an actual traffic signal.

LOCATION AND ORIENTATION OF ITS EQUIPMENT
The Contractor shall confirm the viability of the proposed mounting location for ITS equipment prior to installing cable, affixing mounting hardware to supporting posts or mast arms, and drilling holes in supporting posts or mast arms. When line-of-sight is required for proper equipment operations, including but not limited to antennas and detection cameras, the Contractor shall review the proposed installation with the Engineer, in consultation with the vendor's representative, to confirm that the location shown in the plans is still viable.

When a PTZ camera or other comparable device is proposed, the Contractor shall review the proposed location with the Engineer prior to installation to ensure that the Agency's preference for visibility can be met within the built environment. In any case, if the Contractor installs cable or hardware, or drills holes, prior to receiving the Engineer's approval, the cost to relocate the equipment to provide proper operation or preferred visibility, including the cost of removing and installing new electrical or communications cable, will be borne by the Contractor. The Contractor will be paid for the actual quantity of cable and equipment based on the final accepted installation location regardless of the quantities shown in the plan, and no additional compensation shall be made under the Contract for excess materials installed prior to approval.

CABINET NEATNESS AND WIRING

The Contractor shall ensure that all wiring and peripheral equipment in any new traffic signal cabinet is in a neat and orderly fashion that is acceptable to the Traffic Engineer. This applies to controller cabinets, master cabinets, railroad cabinets, communication/ITS cabinets, lighting cabinets, electrical service cabinets, or any other new cabinet called for in the project plans.

All conduit entrances into the cabinet shall be sealed with a pliable waterproof material. Electrical cables inside the cabinet shall be neatly trained along the base and back of the cabinet. Each conductor shall be connected individually to the proper terminal. The spare conductors shall be bound into a neat bundle. All cables, including those for signals, vehicle detection, pushbuttons, emergency vehicle preemption, video transmission, and communication shall be neatly arranged and bundled within the cabinet to the satisfaction of the Traffic Engineer. Each cable shall be marked with an identification number which corresponds to the number and description on the cabinet cable log.

When modernizing or modifying an existing cabinet, the new cables being installed shall be trained, bundled, and labeled to the satisfaction of the Traffic Engineer. When working inside an existing cabinet, the Contractor shall minimize disturbance to existing cables and cabinet wiring. Any existing cables and cabinet wiring disturbed by the Contractor shall be re-trained, bundled, and/or labeled to the satisfaction of the Traffic Engineer.

Unless indicated elsewhere in the plans and specs, all equipment in the cabinet shall be wired through the UPS except lighted street name signs and luminaires.

Components with Ethernet capabilities shall be connected to the Switch or other communications equipment in the cabinet as directed by the Traffic Engineer. All equipment, materials, labor and hardware, including Ethernet patch cables, required to provide cabinet neatness and wiring to the satisfaction of the Traffic Engineer shall be included in the applicable pay item for FULL ACTUATED CONTROLLER AND TYPE IV CABINET SPECIAL, FULL-ACTUATED CONTROLLER IN EXISTING CABINET, and/or MODIFY EXISTING CONTROLLER.

The County will not accept maintenance of the traffic signal installations until the above requirements are satisfied.

EQUIPMENT SUPPLIER AND VENDOR REPRESENTATION

The Traffic Engineer reserves the right to request a representative of the Equipment Supplier and/or Vendor be present at the activation of new traffic equipment. The traffic equipment may include signal heads, cabinets, controllers, amplifiers, preemption, detection, monitoring, communication/transmission, fiber-optic/telemetry, radio, microwave, infrared, illuminated signs, streetlights, push buttons, lighted crosswalks, uninterruptable power supplies, adaptive, counters, and any other new equipment being installed and activated. The representative shall be a qualified technician trained in the proper installation and operation of the equipment being installed under the Contract or permit.

The Traffic Engineer reserves the right to cancel the "turn-on," transfer, or other scheduled activity if, in their opinion, knowledgeable personnel from the Equipment Supplier or Vendor are not present. Rescheduling, and any associated costs, shall be the responsibility of the Contractor, and shall be subject to availability of DUDOT Traffic staff.

This provision is in addition to the requirement contained herein that the Contractor provide a representative from the Equipment Supplier to attend the traffic signal inspection for both permanent and temporary traffic signal "turn-on".

Any costs associated with Equipment Supplier and/or Vendor representation shall be included in the unit price of the associated traffic equipment being activated. Any unforeseen costs incurred by the Contractor to provide this representation shall not be the responsibility of the County.

INTERRUPTION OF COMMUNICATION

The interruption of communication with County equipment shall be kept to an absolute minimum. Communication includes controller telemetry, video transmission, camera control signals, Highway Advisory Radio, wireless interconnect, telephone (POTS/ISDN/DSL), high speed Internet, cellular modem, or any other County communication equipment. This provision applies to cable types including copper, multimode fiber optic, singlemode fiber optic, telephone cables, Ethernet cables, or any other cable used by the County to monitor and maintain its various signal and ITS equipment.

The Contractor shall plan ahead, and shall stage their construction work accordingly, so that they can interrupt communication, and then restore communication, with as little down time as possible. For example, when a section of existing interconnect is being relocated, the new handholes and conduits should be installed prior to disconnecting the interconnect cable. The interconnect cable can then be disconnected, pulled out of the existing conduit, pulled through the new conduit, and re-connected. In addition, when an existing fiber optic cable is to be re-used, the Contractor shall be prepared to immediately replace any fiber splices and/or terminations that become damaged.

Prior to disconnecting any DUDOT communication link, the Contractor shall contact the Traffic Engineer for approval of their planned construction method.

CENTRAL SIGNAL SYSTEM SUPPORT

DUDOT Traffic staff are available to provide a limited amount of technical support to the Contractor between the hours of 8:00 AM and 4:30 PM. The Contractor may request the DUDOT staff provide configuration information, settings, and testing support, and other items approved by the Traffic Engineer. Requests that require DUDOT support after 4:30 PM may not be honored until the next business day. Extensions to the Contract working days or completion date will not be authorized solely due to requests for support that do not meet these requirements.

CONSTRUCTION WORK UNDER COUNTY HIGHWAY PERMIT

For projects being completed under DuPage County Highway Access Permits, including resurfacing projects that require replacement of detector loops, the Contractor shall have a copy of the approved County Highway Permit on-site at all times work is underway, including when working on loops or other signal related equipment at county-owned intersections even if all work is located outside of DuPage County right-of-way. Penalties for non-compliance will be assessed according to the terms detailed in the Highway Permit.

DETECTOR LOOP REPLACEMENT

Description. This work consists of the complete replacement and testing of traffic signal detector loops damaged during pavement milling and patching operations, in accordance with the applicable portions of Sections, 810, 816, and 886 of the Standard Specifications, Details, and as specified herein.

Construction Requirements. The Contractor shall notify the maintaining agency seven days prior to beginning any operation which may damage existing detector loops at signalized intersections. If damage to the loops is unavoidable, replacement of the existing detection system will be necessary. The work shall be done by an IDOT pre-qualified Electrical Contractor as directed by the Engineer.

Replacement of the loops shall be completed prior to the final surfacing, and shall be accomplished in the following manner. The Contractor shall mark the location of the replacement loops. The County Traffic Signal Coordinator shall be called to approve loop locations prior to the cutting of the pavement. The Contractor may reuse the existing conduit (duct between the existing handhole and the pavement) if it has not been damaged. All burrs shall be removed from the edges of the existing conduit which may cause damage to the new detector loop during installation. If the existing conduit is damaged beyond repair, or if it cannot be located, or if additional conduits are required to provide one lead-in duct for each proposed loop, the Contractor will be required to drill through the existing pavement and into the appropriate handhole, and install 1 inch unit duct conduit. Upon establishment of the duct, the loop may be cut, installed, sealed and spliced to the twisted-shielded cable in the handhole.

The detector loops shall be in operation within 10 calendar days after the placement of level binder is completed.

Method of Measurement. This work will be measured for payment in feet along the sawed slot in the pavement containing the loop and lead-in, rather than the actual length of wire in the slot.

Basis of Payment. This work will be paid for at the contract unit price per FOOT of DETECTOR LOOP REPLACEMENT.

ELECTRICAL CABLE

Description. This work shall consist of furnishing and installing an electric cable of the type, size and number of conductors specified.

Materials. The electric cable shall meet the requirements of Article 1076.04 of the “Standard Specifications” and the following:

- Signal Cable: The conductors for signal cable shall be limited to No. 14 AWG solid copper.
- Service Cable: The service cable may be either single or multiple conductor cable.
- The electric service cable and grounding cable shall have an XLP jacket.
- All other cable jackets shall be polyvinyl chloride, meeting the requirements of IMSA 19-1 or IMSA 20-1.
- The jacket color for signal cable shall be black.
- The jacket color for lead-in and communications cable shall be gray.
- All cabling between the signal cabinet and the signal heads shall signal cable.
- Heat shrink splices shall be used according to the District 1 “Standard Traffic Signal Design Details” as shown on the plans.

General. This work shall be performed according to Section 873 of the "Standard Specifications".

Method of Measurement. Electric Cable will be measured for payment in feet according to Article 873.05 of the "Standard Specifications".

Basis of Payment. This work will be paid for at the contract unit price per foot for ELECTRIC CABLE, of the method of installation (IN TRENCH, IN CONDUIT, or AERIAL SUSPENDED), of the type, size and number of conductors or pairs specified.

MAINTENANCE OF EXISITNG TRAFFIC SIGNAL INSTALLATION

Description. This work shall consist of maintaining an existing traffic signal installation that has been designated to remain in operation during construction.

General. This work will be performed according to Section 850 of the "Standard Specifications," the DuPage County DOT Traffic Signal General Requirements DC800.01 Special Provision, and the following:

The Contractor shall provide the Engineer with a 24-hour telephone number for traffic signal maintenance, in accordance with the requirements of the DC800.01 Special Provision. The Contractor, or his representative, shall be available on a 24-hour basis to respond to emergency calls by the Engineer, Traffic Engineer or other parties.

The Contractor shall have electricians on staff with IMSA Level II certification to provide signal maintenance.

Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the contract or any portion thereof.

This item shall include maintenance of all traffic signal equipment at the intersection, including cameras, emergency vehicle pre-emption equipment, traffic counters, detection equipment, traffic signal control equipment, terminal servers, media converters, transit signal priority equipment, flashing beacons, uninterruptable power supply (UPS) and batteries, handholes, lighted signs, radios, modems, master controllers, telephone service installations, communication equipment, communication cables, conduits to adjacent intersections, and other traffic signal equipment. The Contractor shall at all times maintain in stock a sufficient amount of materials and equipment to provide effective temporary and permanent repairs.

The Contractor shall check all controllers every month, which will include opening the cabinet door and visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to ensure that they are functioning properly. This item includes all portions of the emergency vehicle pre-emption system. The Contractor shall not clear equipment log buffers. The Contractor shall not remove any existing documentation from the cabinet; it shall remain in the cabinet and remain property of the County or the agency that owns the cabinet.

The Contractor shall respond to all emergency calls from the County or others according to the Repair Timetable and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the County. The Contractor may initiate action to recover damages from a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition or if the Engineer or Traffic Engineer cannot contact the Contractor's designated personnel, the Traffic Engineer shall have the County's Traffic Signal Maintenance Contractor perform the required maintenance

work. The County's Traffic Signal Maintenance Contractor shall bill the Contractor for the total cost of the work. The Contractor shall pay this bill within 30 days of the date of receipt of the invoice or the cost of such work will be deducted from the amount due the Contractor. At any time requested, the Contractor shall allow the County's Traffic Signal Maintenance Contractor to open the cabinet and review the operation of the existing traffic signal installation that has been transferred to the Contractor for maintenance.

The Contractor shall provide immediate corrective action when any part of the system fails to function properly. Two far side signal heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. When repairs at a signalized intersection require that the controller be disconnected, and power is available, the Contractor shall place the traffic signal installation on flashing operation. The signals shall flash **RED** for all directions unless a different indication has been specified by the Traffic Engineer. When the signal is flashing **RED** or when the power is out, the Contractor shall be required to place at least 1 STOP sign (R1-1-36) meeting MUTCD requirements at each approach of the intersection as a temporary means of regulating traffic according to the Repair Timetable in the project special provisions. At approaches where a yellow flashing indication is directed by the Traffic Engineer, STOP signs will not be required. The Contractor shall maintain a sufficient number of STOP signs for all the signals under the Contractor's maintenance and have enough spare STOP signs in stock at all times to replace those which may be damaged or stolen.

Traffic signal equipment which is lost or not returned to the County for any reason shall be replaced with new equipment meeting the requirements of the project special provisions. or in the absence of applicable special provisions, meeting the requirements of the Traffic Engineer.

The Contractor shall be responsible for maintaining the hardware and cables related to the County's Ethernet-based signal and ITS communications system, including any Layer II or Layer III switches, video encoders, power supplies, cables, and peripherals, located in the cabinet maintained under this pay item. Routine programming of Video encoders, Layer II and Layer III switches will be maintained by the County's Network Integrator under separate County contract, except as noted in the plans. The Contractor shall provide cabinet access to the Network Integrator as necessary to maintain communications on the County's Ethernet communications network. Any electrical work required to maintain the communications equipment shall be the responsibility of the Contractor.

The Contractor will not be required to pay the energy charges for the operation of the existing traffic signal installation.

The Traffic Engineer may require the Contractor to transfer maintenance of a signal back to the County's Traffic Signal Maintenance Contractor (or other electrical contractor) for a short time. This may become necessary due to other signal projects in the area, or if the County needs to perform work at the signal. Any costs incurred by the Contractor for maintenance transfer inspections of this type shall be included in cost of pay item MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION.

Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Traffic Engineer.

Maintenance will not include Automatic Traffic Enforcement equipment, e.g. red light enforcement cameras, detectors, or peripheral equipment. If present, this equipment is operated and maintained by the local municipality and should be de-activated while the traffic signal is on Contractor maintenance.

Basis of Payment. This work shall be paid for at the Contract unit price each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION. Each intersection will be paid for separately. If two

intersections are operated by one traffic signal controller, it shall be considered as one intersection for the purposes of this pay item.

MODIFY EXISTING CONTROLLER AND CABINET

Description. This work shall be in accordance with Section 895 of the Standard Specifications and shall include the modification of existing control cabinet for the existing traffic signal equipment to be operate the proposed signal equipment and, if shown in the plans, to make the cabinet compatible and functioning within the DuPage County Central Signal System.

Construction Requirements. Installation of all proposed equipment within the existing traffic signal cabinet indicated in the plans, including but not limited to traffic signal detection hardware and wiring, communication equipment, and UPS and power distribution equipment, shall be completed in a workmanlike manner. The Contractor shall move any existing equipment in conflict with the proposed work to another suitable location in the cabinet in a workmanlike manner, including training cables so they do not interfere with routine access to cabinet components. Any required relocation of equipment within the cabinet shall be included in the cost of MODIFY EXISTING CONTROLLER AND CABINET. All necessary materials, parts and labor required for modifying the controller cabinet to accommodate the proposed equipment to be installed in the existing cabinet at the intersection shall be considered included in the cost of the pay item.

Existing Controllers shall be reprogrammed as needed to configure detectors, alarms, and other hardware, and to place the existing controller in the County's IP scheme. Necessary connections and modifications of existing connections shall be made to establish proper controller and cabinet operations. When the controller is to be configured for Ethernet-based operations, this work includes implementing NTCIP addresses and settings, and furnishing and installing the necessary Ethernet patch cable.

Basis of Payment. This work will be paid for at the contract unit price EACH for MODIFY EXISTING CONTROLLER AND CABINET, which price shall be payment in full for furnishing all materials, parts and labor to modify the existing controller, cabinet, and associated equipment necessary for proper operation to the satisfaction of the Engineer.

REMOVE EXISITNG TRAFFIC SIGNAL EQUIPMENT

Add the following to Article 895.05(a) of the Standard Specifications:

The traffic signal equipment which is to be removed and is to become the property of the Contractor shall be disposed of outside the right-of-way at the Contractor's expense.

All equipment to be returned to the DuPage County Division of Transportation (DUDOT) shall be delivered by the Contractor to DUDOT. The Contractor shall contact the Traffic Engineer at 630-407-6900 to schedule an appointment to deliver the equipment. No equipment will be accepted without a prior appointment. All equipment shall be delivered within 30 days of removing it from the traffic signal installation. The Contractor shall provide one hard copy and one electronic file of a list of equipment that is to remain the property of DUDOT, including model and serial numbers, where applicable. The Contractor shall also provide a copy of the plan sheet or Contract documents showing the quantities and type of equipment. Controllers and peripheral equipment from the same location shall be boxed together (equipment from different locations may not be mixed) and all boxes and controller cabinets shall be clearly marked or labeled with the location from which they were removed. DUDOT reserves the right to reject equipment that is not returned according

to these requirements. The Contractor shall be responsible for the condition of the traffic signal equipment from the time Contractor takes maintenance of the signal installation until the acceptance of a receipt drawn by the Traffic Engineer indicating the items have been returned in good condition.

The Contractor shall safely store and arrange for pick up or delivery of all equipment to be returned to agencies other than DUDOT. The Contractor shall package the equipment and provide all necessary documentation as stated above.

Traffic signal equipment which is lost or not returned to DUDOT for any reason shall be replaced by the Contractor with new equipment meeting the requirements of these Specifications at no cost to the contract.

For all traffic signal posts or mast arms to remain, all vacated holes remaining in existing posts or mast arms shall be plugged with a kneadable, two-part epoxy putty. The putty shall cure in two hours or less and, when dried, the putty shall be sandable and paintable. It shall be capable of withstanding up to 500 degree Fahrenheit temperatures, with minimum tensile strength of 6000 psi and compressive strength of 18 psi. Products that include asbestos are prohibited.

The epoxy putty shall be applied to each vacated hole according to manufacturer’s recommendations. The putty shall be shaped and smoothed, and excess putty shall be removed before it hardens. After the putty is fully hardened, it shall be sanded, cleaned, and painted to match the traffic signal post or mast arm.

CHECK SHEET FOR RECURRING SPECIAL PROVISIONS
CHECKSHEET FOR LOCAL ROADS AND STREETS SPECIAL PROVISIONS
BDE SPECIAL PROVISIONS

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2023

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 1-1-22) (Revised 1-1-23)

SUPPLEMENTAL SPECIFICATIONS

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
County of DuPage	DuPage	23-PVMTC-20-GM

☐ **Check this box for lettings prior to 01/01/2023.**

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	53
2	☐	Subletting of Contracts (Federal-Aid Contracts)	56
3	☐	EEO	57
4	☐	Specific EEO Responsibilities Non Federal-Aid Contracts	67
5	☐	Required Provisions - State Contracts	72
6	☐	Asbestos Bearing Pad Removal	78
7	☐	Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	79
8	☐	Temporary Stream Crossings and In-Stream Work Pads	80
9	☐	Construction Layout Stakes	81
10	☐	Use of Geotextile Fabric for Railroad Crossing	84
11	☐	Subsealing of Concrete Pavements	86
12	☐	Hot-Mix Asphalt Surface Correction	90
13	☐	Pavement and Shoulder Resurfacing	92
14	☐	Patching with Hot-Mix Asphalt Overlay Removal	93
15	☐	Polymer Concrete	95
16	☐	Reserved	97
17	☐	Bicycle Racks	98
18	☐	Temporary Portable Bridge Traffic Signals	100
19	☐	Nighttime Inspection of Roadway Lighting	102
20	☐	English Substitution of Metric Bolts	103
21	☐	Calcium Chloride Accelerator for Portland Cement Concrete	104
22	☐	Quality Control of Concrete Mixtures at the Plant	105
23	☒	Quality Control/Quality Assurance of Concrete Mixtures	113
24	☐	Reserved	129
25	☐	Reserved	130
26	☐	Temporary Raised Pavement Markers	131
27	☐	Restoring Bridge Approach Pavements Using High-Density Foam	132
28	☐	Portland Cement Concrete Inlay or Overlay	135
29	☐	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	139
30	☐	Longitudinal Joint and Crack Patching	142
31	☐	Concrete Mix Design - Department Provided	144
32	☐	Station Numbers in Pavements or Overlays	145

Local Public Agency	County	Section Number
County of DuPage	DuPage	23-PVMTC-20-GM

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

Local Roads And Streets Recurring Special Provisions

Check Sheet #			Page No.
LRS 1		**Reserved**	147
LRS 2	☐	Furnished Excavation	148
LRS 3	☒	Work Zone Traffic Control Surveillance	149
LRS 4	☒	Flaggers in Work Zones	150
LRS 5	☒	Contract Claims	151
LRS 6	☒	Bidding Requirements and Conditions for Contract Proposals	152
LRS 7	☐	Bidding Requirements and Conditions for Material Proposals	158
LRS 8		**Reserved**	164
LRS 9	☐	Bituminous Surface Treatments	165
LRS 10		**Reserved**	169
LRS 11	☒	Employment Practices	170
LRS 12	☒	Wages of Employees on Public Works	172
LRS 13	☒	Selection of Labor	174
LRS 14	☐	Paving Brick and Concrete Paver Pavements and Sidewalks	175
LRS 15	☒	Partial Payments	178
LRS 16	☒	Protests on Local Lettings	179
LRS 17	☒	Substance Abuse Prevention Program	180
LRS 18	☐	Multigrade Cold Mix Asphalt	181
LRS 19	☐	Reflective Crack Control Treatment	182

DuPage County Prevailing Wage Rates posted on 3/1/2023

						Overtime								
Trade Title	**Rg**	**Type**	**C**	**Base**	**Foreman**	**M-F**	**Sa**	**Su**	**Hol**	**H/W**	**Pension**	**Vac**	**Trng**	**Other Ins**
ASBESTOS ABT-GEN	All	ALL		47.40	48.40	1.5	1.5	2.0	2.0	17.05	15.21	0.00	0.90	
ASBESTOS ABT-MEC	All	BLD		39.60	42.77	1.5	1.5	2.0	2.0	14.77	13.59	0.00	0.86	
BOILERMAKER	All	BLD		53.66	58.48	2.0	2.0	2.0	2.0	6.97	23.69	0.00	2.67	
BRICK MASON	All	BLD		49.81	54.79	1.5	1.5	2.0	2.0	12.10	21.56	0.00	1.10	
CARPENTER	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	24.76	1.50	0.80	
CEMENT MASON	All	ALL		49.75	51.75	2.0	1.5	2.0	2.0	17.08	20.74	0.00	1.00	
CERAMIC TILE FINISHER	All	BLD		44.18	44.18	1.5	1.5	2.0	2.0	12.25	14.77	0.00	1.00	
CERAMIC TILE LAYER	All	BLD		51.44	55.44	1.5	1.5	2.0	2.0	12.25	18.48	0.00	1.08	
COMMUNICATION TECHNICIAN	All	BLD		35.92	38.72	1.5	1.5	2.0	2.0	13.60	24.04	3.20	0.83	
ELECTRIC PWR EQMT OP	All	ALL		47.56	64.89	1.5	1.5	2.0	2.0	7.00	13.32	0.00	1.19	1.43
ELECTRIC PWR GRNDMAN	All	ALL		36.53	64.89	1.5	1.5	2.0	2.0	7.00	10.23	0.00	0.92	1.10
ELECTRIC PWR LINEMAN	All	ALL		57.17	64.89	1.5	1.5	2.0	2.0	7.00	16.01	0.00	1.43	1.72
ELECTRIC PWR TRK DRV	All	ALL		37.86	64.89	1.5	1.5	2.0	2.0	7.00	10.61	0.00	0.95	1.14
ELECTRICIAN	All	BLD		43.08	47.33	1.5	1.5	2.0	2.0	13.60	27.57	7.13	1.20	
ELEVATOR CONSTRUCTOR	All	BLD		62.47	70.28	2.0	2.0	2.0	2.0	16.03	20.21	5.00	0.65	
FENCE ERECTOR	NE	ALL		46.89	48.89	1.5	1.5	2.0	2.0	13.68	17.42	0.00	0.75	
FENCE ERECTOR	W	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
GLAZIER	All	BLD		48.75	50.25	1.5	2.0	2.0	2.0	15.19	24.43	0.00	1.70	
HEAT/FROST INSULATOR	All	BLD		52.80	55.97	1.5	1.5	2.0	2.0	14.77	16.76	0.00	0.86	
IRON WORKER	E	ALL		55.81	57.81	2.0	2.0	2.0	2.0	16.05	25.31	0.00	0.49	
IRON WORKER	W	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
LABORER	All	ALL		47.40	48.15	1.5	1.5	2.0	2.0	17.05	15.21	0.00	0.90	
LATHER	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	24.76	1.50	0.80	
MACHINIST	All	BLD		53.18	57.18	1.5	1.5	2.0	2.0	9.93	8.95	1.85	1.47	
MARBLE FINISHER	All	ALL		38.00	51.41	1.5	1.5	2.0	2.0	12.10	19.60	0.00	0.60	
MARBLE SETTER	All	BLD		48.96	53.86	1.5	1.5	2.0	2.0	12.10	21.03	0.00	0.78	
MATERIAL TESTER I	All	ALL		37.40		1.5	1.5	2.0	2.0	17.05	15.21	0.00	0.90	
MATERIALS TESTER II	All	ALL		42.40		1.5	1.5	2.0	2.0	17.05	15.21	0.00	0.90	
MILLWRIGHT	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	24.76	1.50	0.80	
OPERATING ENGINEER	All	BLD	1	55.10	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	2	53.80	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	

OPERATING ENGINEER	All	BLD	3	51.25	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	4	49.50	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	5	58.85	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	6	56.10	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	BLD	7	58.10	59.10	2.0	2.0	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	FLT		41.00	41.00	1.5	1.5	2.0	2.0	20.90	17.85	2.00	2.15	
OPERATING ENGINEER	All	HWY	1	53.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	2	52.75	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	3	50.70	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	4	49.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	5	48.10	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	6	56.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
OPERATING ENGINEER	All	HWY	7	54.30	57.30	1.5	1.5	2.0	2.0	22.15	19.30	2.00	2.55	
ORNAMENTAL IRON WORKER	E	ALL		53.32	55.82	2.0	2.0	2.0	2.0	14.23	25.00	0.00	1.75	
ORNAMENTAL IRON WORKER	W	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
PAINTER	All	ALL		50.30	52.30	1.5	1.5	1.5	2.0	19.73	4.15	0.00	1.55	
PAINTER - SIGNS	All	BLD		41.55	46.67	1.5	1.5	2.0	2.0	3.04	3.90	0.00	0.00	
PILEDRIVER	All	ALL		52.01	54.01	1.5	1.5	2.0	2.0	11.79	24.76	1.50	0.80	
PIPEFITTER	All	BLD		53.00	56.00	1.5	1.5	2.0	2.0	11.85	22.85	0.00	2.92	
PLASTERER	All	BLD		49.85	52.84	1.5	1.5	2.0	2.0	12.10	21.48	0.00	1.09	
PLUMBER	All	BLD		54.80	58.10	1.5	1.5	2.0	2.0	16.70	17.04	0.00	1.58	
ROOFER	All	BLD		48.00	53.00	1.5	1.5	2.0	2.0	11.83	15.26	0.00	0.99	
SHEETMETAL WORKER	All	BLD		53.33	56.00	1.5	1.5	2.0	2.0	11.85	19.43	0.00	1.59	2.54
SPRINKLER FITTER	All	BLD		54.55	57.30	1.5	1.5	2.0	2.0	14.20	18.70	0.00	0.75	
STEEL ERECTOR	E	ALL		55.81	57.81	2.0	2.0	2.0	2.0	16.05	25.31	0.00	0.49	
STEEL ERECTOR	W	ALL		48.83	52.74	2.0	2.0	2.0	2.0	13.31	25.25	0.00	1.28	
STONE MASON	All	BLD		49.81	54.79	1.5	1.5	2.0	2.0	12.10	21.56	0.00	1.10	
TERRAZZO FINISHER	All	BLD		45.57	45.57	1.5	1.5	2.0	2.0	12.25	17.14	0.00	1.03	
TERRAZZO MECHANIC	All	BLD		49.41	52.91	1.5	1.5	2.0	2.0	12.25	18.60	0.00	1.07	
TRAFFIC SAFETY WORKER I	All	HWY		39.30	40.90	1.5	1.5	2.0	2.0	9.65	9.10	0.00	0.10	
TRAFFIC SAFETY WORKER II	ALL	HWY		40.30	41.90	1.5	1.5	2.0	2.0	9.65	9.10	0.00	0.10	
TRUCK DRIVER	All	ALL	1	41.06	41.61	1.5	1.5	2.0	2.0	10.83	14.15	0.00	0.15	
TRUCK DRIVER	All	ALL	2	41.21	41.61	1.5	1.5	2.0	2.0	10.83	14.15	0.00	0.15	
TRUCK DRIVER	All	ALL	3	41.41	41.61	1.5	1.5	2.0	2.0	10.83	14.15	0.00	0.15	
TRUCK DRIVER	All	ALL	4	41.61	41.61	1.5	1.5	2.0	2.0	10.83	14.15	0.00	0.15	
TUCKPOINTER	All	BLD		49.53	50.53	1.5	1.5	2.0	2.0	9.04	21.06	0.00	1.07	

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

Explanations DUPAGE COUNTY

IRON WORKERS AND FENCE ERECTOR (WEST) - West of Route 53.

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.

TRAFFIC SAFETY Worker I

Traffic Safety Worker I - work associated with the delivery, installation, pick-up and servicing of safety devices during periods of roadway construction, including such work as set-up and maintenance of barricades, barrier wall reflectors, drums, cones, delineators, signs, crash attenuators, glare screen and other such items, and the layout and application or removal of conflicting and/or temporary roadway markings utilized to control traffic in construction zones, as well as flagging for these operations.

TRAFFIC SAFETY WORKER II

Work associated with the installation and removal of permanent pavement markings and/or pavement markers including both installations performed by hand and installations performed by truck.

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

Low voltage installation, maintenance and removal of telecommunication facilities (voice, sound, data and video) including telephone and data inside wire, interconnect, terminal equipment, central offices, PABX, fiber optic cable and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area networks), LAN (local area networks), and ISDN (integrated system digital network), pulling of wire in raceways, but not the installation of raceways.

MARBLE FINISHER

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

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

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

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under: Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines;

Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

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

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

Class 5. Assistant Craft Foreman.

Class 6. Gradall.

Class 7. Mechanics; Welders.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

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

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro

Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

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

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

Class 6. Field Mechanics and Field Welders

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

OPERATING ENGINEER - FLOATING

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

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

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

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

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

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the

mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

Other Classifications of Work:

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

LANDSCAPING

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

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

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

BLENDED FINELY DIVIDED MINERALS (BDE)

Effective: April 1, 2021

Revise the second paragraph of Article 1010.01 of the Standard Specifications to read:

"Different sources or types of finely divided minerals shall not be mixed or used alternately in the same item of construction, except as a blended finely divided mineral product according to Article 1010.06."

Add the following article to Section 1010 of the Standard Specifications:

"**1010.06 Blended Finely Divided Minerals.** Blended finely divided minerals shall be the product resulting from the blending or intergrinding of two or three finely divided minerals. Blended finely divided minerals shall be according to ASTM C 1697, except as follows.

(a) Blending shall be accomplished by mechanically or pneumatically intermixing the constituent finely divided minerals into a uniform mixture that is then discharged into a silo for storage or tanker for transportation.

(b) The blended finely divided mineral product will be classified according to its predominant constituent or the manufacturer's designation and shall meet the chemical requirements of its classification. The other finely divided mineral constituent(s) will not be required to conform to their individual standards."

80436

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017
Revised: April 1, 2019

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

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

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

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

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

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

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

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

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

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

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

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

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

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

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

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

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

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

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

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

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

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

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

80384

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

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

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

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

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

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

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

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

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

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

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

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

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

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

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

Diesel Retrofit Deficiency Deduction

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

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

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: November 1, 2022

Add the following after the second sentence in the eighth paragraph of Article 406.06(h)(2) of the Standard Specifications:

"If rain is forecasted and traffic is to be on the LJS or if pickup/tracking of the LJS material is likely, the LJS shall be covered immediately following its application with FA 20 fine aggregate mechanically spread uniformly at a rate of 1.5 ± 0.5 lb/sq yd (0.75 ± 0.25 kg/sq m). Fine aggregate landing outside of the LJS shall be removed prior to application of tack coat."

Add the following after the first sentence in the ninth paragraph of Article 406.06(h)(2) of the Standard Specifications:

"LJS half-width shall be applied at a width of 9 ± 1 in. (225 ± 25 mm) in the immediate lane to be placed with the outside edge flush with the joint of the next HMA lift. The vertical face of any longitudinal joint remaining in place shall also be coated."

Add the following after the eleventh paragraph of Article 406.06(h)(2):

"LJS Half-Width Application Rate, lb/ft (kg/m) [1/]			
Lift Thickness, in. (mm)	Coarse Graded Mixture (IL-19.0, IL-19.0L, IL-9.5, IL-9.5L, IL-4.75)	Fine Graded Mixture (IL-9.5FG)	SMA Mixture (SMA-9.5, SMA-12.5)
3/4 (19)	0.44 (0.66)		
1 (25)	0.58 (0.86)		
1 1/4 (32)	0.66 (0.98)	0.44 (0.66)	
1 1/2 (38)	0.74 (1.10)	0.48 (0.71)	0.63 (0.94)
1 3/4 (44)	0.82 (1.22)	0.52 (0.77)	0.69 (1.03)
2 (50)	0.90 (1.34)	0.56 (0.83)	0.76 (1.13)
≥ 2 1/4 (60)	0.98 (1.46)		

1/ The application rate includes a surface demand for liquid. The thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application, provided the correct width and application rate are maintained."

Add the following to the end of the second paragraph of Article 406.14 of the Standard Specifications:

"Longitudinal joint sealant (LJS) half-width will be paid for at the contract unit price per foot (meter) for LONGITUDINAL JOINT SEALANT, HALF-WIDTH."

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The following grades may be specified as tack coats.

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

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

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

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

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

2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.

(2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

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

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

2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes."

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

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

SEEDING (BDE)

Effective: November 1, 2022

Revise Article 250.07 of the Standard Specifications to read:

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

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

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

Class – Type		Seeds	lb/acre (kg/hectare)
4	Native Grass 2/ 6/	*Andropogon gerardi* (Big Blue Stem) 5/	4 (4)
		Schizachyrium scoparium (Little Blue Stem) 5/	5 (5)
		Bouteloua curtipendula (Side-Oats Grama) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	1 (1)
		Panicum virgatum (Switch Grass) 5/	1 (1)
		Sorghastrum nutans (Indian Grass) 5/	2 (2)
		Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Perennial Ryegrass	15 (15)
4A	Low Profile Native Grass 2/ 6/	*Schizachyrium scoparium* (Little Blue Stem) 5/	5 (5)
		Bouteloua curtipendula (Side-Oats Grama) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	1 (1)
		Sporobolus heterolepis (Prairie Dropseed) 5/	0.5 (0.5)
		Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Perennial Ryegrass	15 (15)
4B	Wetland Grass and Sedge Mixture 2/ 6/	Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Wetland Grasses (species below) 5/	6 (6)

Species:	% By Weight
Calamagrostis canadensis (Blue Joint Grass)	12
Carex lacustris (Lake-Bank Sedge)	6
Carex slipata (Awl-Fruited Sedge)	6
Carex stricta (Tussock Sedge)	6
Carex vulpinoidea (Fox Sedge)	6
Eleocharis acicularis (Needle Spike Rush)	3
Eleocharis obtusa (Blunt Spike Rush)	3
Glyceria striata (Fowl Manna Grass)	14
Juncus effusus (Common Rush)	6
Juncus tenuis (Slender Rush)	6
Juncus torreyi (Torrey's Rush)	6
Leersia oryzoides (Rice Cut Grass)	10
Scirpus acutus (Hard-Stemmed Bulrush)	3
Scirpus atrovirens (Dark Green Rush)	3
Bolboschoenus fluviatilis (River Bulrush)	3
Schoenoplectus tabernaemontani (Softstem Bulrush)	3
Spartina pectinata (Cord Grass)	4

Class – Type		Seeds	lb/acre (kg/hectare)
5	Forb with Annuals Mixture 2/ 5/ 6/	Annuals Mixture (Below) Forb Mixture (Below)	1 (1) 10 (10)

Annuals Mixture - Mixture not exceeding 25 % by weight of any one species, of the following:

Coreopsis lanceolata (Sand Coreopsis)
Leucanthemum maximum (Shasta Daisy)
Gaillardia pulchella (Blanket Flower)
Ratibida columnifera (Prairie Coneflower)
Rudbeckia hirta (Black-Eyed Susan)

Forb Mixture - Mixture not exceeding 5 % by weight PLS of any one species, of the following:

Amorpha canescens (Lead Plant) 4/
Anemone cylindrica (Thimble Weed)
Asclepias tuberosa (Butterfly Weed)
Aster azureus (Sky Blue Aster)
Symphyotrichum leave (Smooth Aster)
Aster novae-angliae (New England Aster)
Baptisia leucantha (White Wild Indigo) 4/
Coreopsis palmata (Prairie Coreopsis)
Echinacea pallida (Pale Purple Coneflower)
Eryngium yuccifolium (Rattlesnake Master)
Helianthus mollis (Downy Sunflower)
Heliopsis helianthoides (Ox-Eye)
Liatris aspera (Rough Blazing Star)
Liatris pycnostachya (Prairie Blazing Star)
Monarda fistulosa (Prairie Bergamot)
Parthenium integrifolium (Wild Quinine)
Dalea candida (White Prairie Clover) 4/
Dalea purpurea (Purple Prairie Clover) 4/
Physostegia virginiana (False Dragonhead)
Potentilla arguta (Prairie Cinquefoil)
Ratibida pinnata (Yellow Coneflower)
Rudbeckia subtomentosa (Fragrant Coneflower)
Silphium laciniatum (Compass Plant)
Silphium terebinthinaceum (Prairie Dock)
Oligoneuron rigidum (Rigid Goldenrod)
Tradescantia ohiensis (Spiderwort)
Veronicastrum virginicum (Culver's Root)

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

Notes:

1/ Seeding shall be performed when the ambient temperature has been between 45 ºF (7 ºC) and 80 ºF (27 ºC) for a minimum of seven (7) consecutive days and is forecasted to be the same for the next five (5) days according to the National Weather Service.
2/ Seeding shall be performed in late fall through spring beginning when the ambient temperature has been below 45 ºF (7 ºC) for a minimum of seven (7) consecutive days and ending when the ambient temperature exceeds 80 ºF (27 ºC) according to the National Weather Service.
3/ Specific variety as shown in the plans or approved by the Engineer.
4/ Inoculation required.
5/ Pure Live Seed (PLS) shall be used.
6/ Fertilizer shall not be used.
7/ Seed shall be primed with KNO_3 to break dormancy and dyed to indicate such.

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

80445

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017
Revised: April 1, 2019

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

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

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

80391

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

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

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

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

80439

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

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

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

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

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

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

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

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

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

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

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019."

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

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

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

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

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

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

80427

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

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

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

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

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

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

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

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

Density Verification Method	
☐	Cores
☒	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

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

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

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

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

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

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

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

Illinois State Toll Highway Authority

SUPPLEMENTAL SPECIFICATION FOR SECTION 701. WORK ZONE TRAFFIC CONTROL AND PROTECTION

Issued April 1, 2016
Revised March 30, 2018

This Supplemental Specification amends and supersedes the provisions of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, adopted April 1, 2016 and shall be construed to be a part thereof, superseding any conflicting provisions thereof applicable to the work under the contract.

Delete Section 701 in its entirety and replace with the following.

701.01 Description and Special Conditions

(a) General. This work shall consist of the furnishing, installation, maintenance, relocation and removal of all standard signs, barricades, cones, warning lights, flaggers and other devices which are used for the purpose of warning, regulating, directing or otherwise controlling the flow of traffic where a public trafficway must be established and maintained through construction on the Illinois Tollway and Local and State Roads included in the work. Standard signs are those signs which appear in the MUTCD and the Illinois Supplement except those in Section 2E through 2J.

The Contractor shall furnish, install, maintain, and remove all specified traffic control devices as well as any additional devices determined necessary by the Engineer in accordance with the Contract Plans, Special Provisions, and the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways" with Illinois Supplement (MUTCD), which manual shall be understood to be a contract document. The Contractor shall also follow the procedures set forth in the Illinois Illinois Tollway Roadway Traffic Control and Communications Manual, the Illinois Illinois Tollway Quality Standard for Work Zone Traffic Control Devices, the Illinois Illinois Tollway Roadway Signage and Pavement Marking Guidelines, the Illinois Illinois Tollway AADT Lane Closure Guide, and the Illinois Illinois Tollway Lane Closure Reference Guide. This work shall also include the furnishing of flaggers for the installation and removal of temporary pavement markings, as required by the Engineer, unless otherwise provided.

In the event of severe weather conditions, the Contractor shall provide additional personnel and equipment to maintain all traffic control devices. In such conditions and in addition to general maintenance requirements, Contractor personnel shall maintain continuous surveillance and shall continuously realign and relocate all traffic control devices displaced by wind, traffic, Contractor operations, or any other cause.

The existence of general roadway illumination shall not relieve the Contractor of his responsibility for furnishing and maintaining any of the protective facilities hereinafter specified.

Whenever workmen are working within 30 feet of the traffic flow, the Contractor shall use a radar emulator to affect reduced traffic speed.

(b) Penalties

(1) Non Compliance with Specifications. The Contractor will be subject to a penalty of $2,500.00, per incident per day, to be deducted from the next pay estimate due the Contractor, for each occurrence when the Engineer determines that the Contractor or his Subcontractor is not in full compliance with the Maintenance of Traffic Specifications.

(2) Failure to Respond. The Contractor shall be required to respond within 1/2 hour to any request from the Engineer for re-aligning, replacing or moving traffic control devices or Temporary concrete barrier, or otherwise re-establishing compliance with the Maintenance of Traffic Specifications. “Respond” is interpreted to mean on the job preparing to make repairs. Failure by the Contractor to so respond shall be grounds for a penalty of $2,500.00, for each and every occurrence, to be deducted from the next pay estimate due the Contractor. In addition, if the Contractor fails to respond, the Engineer may correct the deficiencies and the cost thereof will be deducted from monies due or which may become due the Contractor. This corrective action will in no way relieve the Contractor of his/her contractual requirements or responsibilities.

(3) Failure to Repair Impact Attenuators, Temporary. If during the term of the Contract, any Impact Attenuators, Temporary furnished and installed by the Contractor is damaged or displaced by any cause or event, the Contractor shall be responsible for repairing, replacing and/or realigning the component modules and restoring the system to the intended configuration.

The Contractor shall complete all such necessary system restoration within 24 hours of notification by the Engineer. Failure to comply with this requirement shall be grounds for a daily penalty of $2,500.00 for each day or portion thereof (after the initial 24 hour period) that the directed restoration remains incomplete, to be deducted from the next pay estimate due the Contractor.

(4) Loss or Damage to Illinois Tollway-Owned Devices. The Contractor will be required to remove all traffic control devices furnished by the Illinois Tollway which are installed and maintained by him under the contract and deliver them to the Illinois Tollway’s Sign Shop in Naperville, IL. All such traffic control devices shall remain in place until specific authorization to relocate the traffic control devices is received from the Engineer for stage changes or modifications of lane closures.

The cost of any Illinois Tollway-owned signs damaged beyond re-use or lost due to the Contractor’s negligence will be deducted from the monies due the Contractor under the item Maintenance of Traffic pay item at the rate of $100.00 per square foot of sign so lost or damaged or the sign shall be replaced in - kind.

(5) Non-Compliance with IDOT Maintenance of Traffic. To ensure a prompt response to incidents involving the integrity of the work zone traffic control devices, the Contractor shall provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis. When the Engineer is notified or determines a deficiency exists, he/she shall be the sole judge as to whether the deficiency is an immediate safety hazard. The Contractor shall dispatch sufficient resources within 2 hours of notification to make needed corrections of deficiencies that constitute an immediate safety hazard. Other deficiencies shall be corrected within 12 hours. If the Contractor fails to restore the required traffic control and protection within the time limits specified above, the Engineer will impose a daily monetary deduction for each 24-hour period (or portion thereof) the deficiency exists. This time period will begin with the time of notification to the Contractor and end with the Engineer’s acceptance of the corrections. The daily deduction will be $2,500.00. In addition, if the Contractor fails to respond, the Engineer may correct the deficiencies and the cost thereof will be deducted from monies due or which may become due the Contractor. This corrective action will in no way relieve the Contractor of his/her contractual requirements or responsibilities.

701.02 Materials. All materials used for the various traffic control devices shall conform to the applicable requirements of Materials, Division 1000, Section 1106 of the Standard Specifications.

701.03 Devices

(a) Barricades. Barricade sheeting shall meet the initial minimum brightness values of Article 1106.02 of the Standard Specifications.

Type II barricades shall be constructed of non-metallic materials and shall have no rigid stay bracing for the “A” frames. Details of barricade fabrication are to be submitted and approved by the Illinois Tollway. Type I barricades shall be constructed of lightweight materials and shall not utilize rigid stay bracing for the “A” frames.

Barricades shall be weighted as required to resist knock-down from wind-blast generated by passing vehicles. Under no circumstances shall weights be placed on top of the barricades.

Unless otherwise specifically provided in these Specifications, the Plans, or the Special Provisions, barricades shall be equipped with steady burning lights meeting the requirements of Article 701.03 (e).

(b) Cones. Cones used to channelize traffic on the Illinois Tollway shall have a nominal height of 28 inches. All cones shall have a broadened, weighted base and shall be made of material that is able to withstand impact without damage to the cones or to vehicles. The Contractor shall certify that they are NCHRP 350 compliant.

The dominant color of cones shall be fluorescent orange. All cones shall be kept clean and bright for maximum visibility. The use of cones for lane closures or traffic control during hours of darkness will not be permitted, except in extreme emergency conditions.

(c) Plastic Drums. Drums shall be 18" minimum diameter, 36" high in accordance with Highway Standard 701901. Drums shall be non-metallic and have alternating reflectorized orange and reflectorized white horizontal, circumferential stripes 4 inches to 8 inches in width. There shall be at least three orange and at least two white stripes on each drum. If nonreflective spaces are left between the orange and white stripes, they shall be no more than 2 inches in width. All nonreflectorized portions of the drums shall be orange or white. Drums may be slightly conical in shape and may have one or more flat surfaces to minimize rolling when hit.

Drum sheeting shall meet the initial minimum brightness values as shown in Article 1106.02 of the Standard Specifications.

Where plastic drums are specified, Type II barricades may be used in lieu of drums. If flashing or steady burning lights are required for drums, this requirement shall be extended to the Type II barricades. Drums and Type II barricades shall not be intermixed within an individual taper or string of devices. This does not prohibit drums from being used in a taper section with Type II barricades being used in the tangent section, or vice versa. If flashing or steady burning lights are not required, the Contractor shall certify the plastic drums are NCHRP 350 compliant.

(d) Signs. All signs must meet the approval of the Engineer. Such signs shall be either plywood or aluminum for signs under 24 square feet and plywood only for signs over 24 square feet. Signs utilizing a base of fabric, fiberboard or other flexible or frangible material will not be permitted.

Plywood shall be exterior type B-B high density overlay plywood or better conforming to NIST specification PS-1 for construction and industrial plywood. Use 0.50 inch thick plywood for all sign panels.

Abrade, clean, and degrease the face of the plywood panel according to methods recommended by the manufacturer of the retroreflective sheeting. Treat the edges of the plywood panel with an approved edge sealant.

Aluminum shall be flat aluminum sheet conforming to ASTM B209, alloy 6061-T6 or 5052-H38. Thickness shall be 0.080 inch for panels having no dimension greater than 48 inches and 0.125 inch for panels having any dimension more than 48 inches.

Sign faces shall be reflective sheeting meeting the requirements of Section 1106, with appropriate legend and/or symbols. The design features of the signs including such items as shape, color, corner radius, border width, letter size, legend placement and symbol dimensions shall be in accordance with the Plan details and with the publications entitled “Standard Highway Signs” and “Standard Alphabets for Highway Signs” published by the Federal Highway Administration. All sign sheeting shall meet the initial minimum brightness values as shown in Article 1091.03 of the Standard Specifications. All diamond-shaped construction warning signs used on mainline, crossroads and ramps shall be fluorescent orange in color.

All temporary sign supports shall be furnished by the Contractor. Portable supports shall be designed and constructed to yield upon impact to minimize hazard to motorists, but shall be sturdy enough to resist knock-down from wind-blast generated by passing vehicles. Sandbags shall be used as needed to provide stability.

Temporary post-mounted signs shall be mounted on wood posts no larger than 4 x 4 inches or on steel or aluminum supports of a size that will not constitute a hazard to motorists and shall be approved by the Engineer.

Construction traffic signs necessary only during working hours shall be removed or covered during non-working hours.

(e) Warning Lights. There are three types of warning lights which may be specified for use in connection with barricades and signs: Type A, Low Intensity; Type B, High Intensity and Type C, Steady Burn. All are defined as portable, lens directed, enclosed lights emitting a yellow color. Lights shall be in accordance with the current requirements of the ITE Standard for Flashing and Steady Burn Warning Lights.

Unless otherwise shown in the Plans or directed by the Engineer, Type A and Type C lights shall be uni-directional, visible from one side only.

Warning lights shall consist of a metal or plastic case, transistorized electrical circuit, and head. Lights shall be maintained so as to be capable of being visible on a clear night from a distance of 3,000 feet and capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1,000 feet. All lights shall meet the approval of the Engineer.

Warning lights utilizing an internal power source (batteries) shall be so constructed that when batteries are installed, the terminals are on top of the battery. Batteries shall be confined within the case. Terminals on the batteries may be either plug or spring type. All electrical connections shall be of noncorrosive material.

The case for the battery shall be constructed of aluminum, galvanized steel or high impact-resistant plastic. The case shall have vandal-proof fastenings for mounting on barricades or signs. The case shall be weatherproof.

Batteries shall be provided by the Contractor but shall not be installed until the light is ready to be used. The Contractor shall replace all batteries at such times as may be directed by the Engineer.

Each light shall utilize a removable transistor circuit which shall be in a weatherproof, hermetically sealed container. Each light shall have a separate, concealed manual switch that can be

activated externally by a special key.

The head for each light shall consist of a housing, reflector, light bulb, and lens(es). The head shall be capable of rotation up to 180 degrees about its vertical axis. The head shall be sealed against outside atmospheric conditions and attached to the case by an acceptable and approved means. The lens shall be 7 inches in diameter and shall be amber in color, in accordance with the requirements of the MUTCD.

Type A and Type C lights shall be equipped with a 0.35 to 0.55 watt bulb or L.E.D. equivalent. Bulbs for high intensity Type B units shall be at least 4 watts or L.E.D. equivalent.

Where warning lights on barricades are required, they shall be installed at a minimum mounting height of 36 inches to the bottom of the lens.

Any lights reported out of order by the Engineer shall be replaced or repaired by the Contractor within 12 hours after notification.

(f) Arrow Boards. Arrow boards shall be used where shown in the plans.

Flashing “pass right” or “left” patterns, other than simultaneous shaft, shall not be used.

It shall be capable of displaying a simultaneously flashing shaft to the right and to the left, as well as a flashing shaft with simultaneous right and left. In addition, each board shall be capable of operating in a caution mode with four or more flashing lamps arranged in a pattern which will not indicate direction.

The boards shall be rectangular in shape and finished in nonreflective flat back with the lamps recess-mounted or with hoods surrounding at least the upper half of the lamps.

The lamps shall be amber 12-volt, sealed beam units, hooded and spaced so as to substantially fill the board. The board shall have a flat black background. All arrow boards shall be composed of at least 5 lighted lamps at an angle of 35 to 60 degrees measured from the horizontal. Shafts for Patterns 2 and 3 shall be composed of at least 4 lighted lamps (3rd pulse) and shall be composed of at least 3 lighted lamps for Pattern 4. Shafts in the bidirectional mode shall be composed of 3 lighted lamps for Types B and C units. A dimmer control shall be provided and shall be capable of varying the lamp voltage from 6.0 volts to 12 volts. Trailer-mounted units shall be equipped with a photoelectrically operated switch capable of varying the lamp voltage from 6 Volts for nighttime use to 12 Volts for daylight use. Roof-mounted units may be equipped with a manually operated voltage control switch.

The power to operate the arrow board shall be supplied from self-contained batteries, (with or without a solar panel generator), a vehicle’s electrical system, a gasoline or diesel fueled generator, or an external power source. Trailer mounted units may be equipped with permanently-mounted fuel tanks no greater than 25 gallons (U.S.) in capacity. Additional fuel shall not be stored near the trailer.

Where external power is used, the cable placement shall meet the approval of the Engineer and all electrical codes applicable to the area shall be observed. When greater than 24 volts is supplied externally, the service cable shall be fused at a location sufficiently removed from the unit so as to leave no live wires exposed at or near the unit in the event of a vehicular collision.

Where batteries are used as the primary power source, they shall be of sufficient capacity to provide, between charging, 11 volts or greater to each of the lamps in any mode for a period of at least 72 continuous hours of operation at full daylight intensity. Units that operate on battery power shall have a permanently-mounted voltmeter which shall be wired so as to measure the

voltage available to the lamps.

Trailer-mounted units, utilizing gasoline or diesel fueled generators or external power source, shall be equipped with storage batteries wired so that the unit will automatically switch to battery power in the event of failure of the primary power source. The batteries shall be capable of providing sufficient capacity to operate the units for a minimum of three continuous hours in any mode at 11 volts or greater.

Operations and components of the boards shall be as follows:

Flash Rate: 25 to 40 Flashes/Minute (no lamps shall remain illuminated during “off” time).

Percent on Time: 1st Pulse - 75%
2nd Pulse - 50% Sequencing
3rd Pulse - 25% Patterns
Bidirectional - 50%
Simultaneous - 50%

Board Type:	B	C
Mounting	Truck or Trailer	Trailer
Minimum Bd. Size:	2.5’ X 5'	4' X 8'
Minimum Lamp Size:	PAR 36,	PAR 46,
Minimum Candle Power at Design Voltage:	7,000	8,800
Minimum Mounting Height: (Pavement to bottom of board)	6' Truck 7' Trailer	7'

(g) Portable Changeable Message Signs (PCMS). PCMS used to provide advance warning and information on the Illinois Tollway should have the front face of the sign covered with a protective material. The color of the elements should be yellow or orange on a black background.

The PCMS should be visible from 3000 feet under both day and night conditions. Each sign character shall be clearly legible from a minimum distance of 600 feet for nighttime conditions and 800 feet for normal daylight conditions. The message should have adjustable display rates, so that the entire message can be read at least twice at the posted speed or the anticipated speed.

The control system should include a display screen for reviewing messages and be capable of maintaining memory when power is interrupted.

The message sign operating software shall be National Transportation Communication Infrastructure Protocol (NTCIP) compliant and must be compatible and functional with Illinois Tollway Traffic Operation Center (TOC) Sign Control Software.

The PCMS should be equipped with a power source and battery back-up to provide continuous operations.

The bottom of the PCMS shall be a minimum of 7 feet above the roadway when operating. This height may be reduced to a minimum of 5 feet during high wind conditions to assure stability of the PCMS.

(h) Personal Protective Equipment. All personnel on foot, excluding flaggers, within the Contract limits shall wear a fluorescent orange, fluorescent yellow/green, or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of ANSI/ISEA 107-2004 or ANSI/ISEA 107-2010 for Conspicuity Class 2 garments. Other types of garments may be substituted for the

vest as long as the garments have a manufacturer's tag identifying them as meeting the ANSI Class 2 requirements.

Hard hats shall be worn by all persons in a construction or maintenance area.

(i) Flagging Equipment. Whenever a flagger is required to be assigned to traffic control for daytime operations, the flagger(s) shall be equipped with a fluorescent orange, fluorescent yellow/green, or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of ANSI/ISEA 107-2004 or ANSI/ISEA 107-2010 for Conspicuity Class 2 garments and flagger traffic control paddles. If the flagger is required during nighttime operations, the flagger shall be equipped with a full-body garment of fluorescent orange or fluorescent orange and fluorescent yellow-green meeting the requirements of ANSI/ISEA 107-2004 or ANSI/ISEA 107-2010 for Conspicuity Class 3 garments. All maintenance workers are required to wear ANSI Class 3 apparel during nighttime operations.

Truck Mounted Attenuators. Truck mounted attenuators, equivalent to Model ALPHA 60 MD manufactured by Energy Absorption Systems, Incorporated of Chicago, Illinois shall be mounted on a vehicle meeting the recommendations of the attenuator manufacturer. These vehicles shall not be used to haul liquid marking materials, solvents or fuels.

(j) Radar Emulator. This device will alert drivers with radar detectors. Devices originally designed or intended for applications in the measurement of speed, security systems, ingress/egress controls, traffic counting or traffic signal activations shall not be used. The device's configuration shall accommodate an efficient combined forward and rear facing coupled application, resulting in a single, horizontally mounted two-way operational unit.

Devices and mounting brackets considered under this specification shall be constructed of DOW-555 ABS or equivalent material and shall not possess painted or unpainted exposed metallic parts or surfaces. All internal components shall be encapsulated in Thermoset Type EP-281 epoxy potting material or equivalent, and shall comply with the UL Standard Flame Retardant Test. Shore hardness shall be rated at a minimum of 60 by the ASTM-D-2240 method. The device shall meet or exceed the horizontal burning test of 94HB at a 1/8" test section. The device shall possess rigidity characteristics and impact resistance commensurate with the Military Drop Test, Mil/Std - 331, Test 111.1. The device shall not exceed outside dimensions of 6 inches by 3 inches.

The device shall be capable of uninterrupted performance in diverse and extreme climatic conditions. The unit shall operate efficiently from -40 degrees Fahrenheit to +185 degrees Fahrenheit, and shall not exceed a maximum frequency of 5 MHZ throughout these temperature ranges. All devices considered under this specification shall be waterproof, and upon the application of power, immediately operate per specification.

The maximum field strength of the primary beam shall not cause it to exceed 2,600 linear feet as measured from the front of the device. The device shall have provision for an optional accessory remote intrusion alarm signal. The primary beam width shall not exceed 160 degrees, or be less than 80 degrees on the horizontal plane, and shall be at least 40 degrees on the vertical plane. The device shall employ BeamVaricatorTM or equivalent circuitry, enabling continuous verification of the device's operational status. Confirmation of status shall be evidenced via a bi-polar light emitting diode located to the front of the device, confirming a primary beam transmission, field disturbance and self-evaluation. All devices considered shall possess a 'self-testing capability' - enabling visual confirmation of a positive indication of a system failure.

This specification specifically excludes devices employing oscillating GUNN diode sources' as the signal source. The device shall not create interference for operating police radar. All devices considered must operate per specification from power sources ranging from 6 Volts DC to 28 Volts DC and shall not exceed a current consumption of 65 mA maximum - 50 mA typical..

(k) Barrier Reflectors. Barrier reflectors shall be in accordance with Section 782 of the Standard Specifications. All barrier delineators, new and existing, shall be kept clean for optimal visibility.

701.04 General Requirements

(a) Coordination. Prior to beginning construction and periodically thereafter, the Contractor may be required to attend meetings arranged by the Illinois Tollway and the Engineer with representatives of adjoining Contracts. The purpose of such meetings is to coordinate construction staging to provide consistent roadway conditions. It is mandatory that any intermediate traffic phase changes, staging changes or other disruptions of traffic flow will be coordinated at these meetings. No changes or disruptions will be allowed unless prior approval in writing is given by the Illinois Tollway.

Traffic staging, lane closures, the placement and removal of signs, pavement striping, or the placement and removal of other traffic control devices within the limits of the Contract may require coordination with other Contracts in adjacent sections. The provisions of Article 105.08 of the Illinois Tollway Supplemental Specifications will apply at those locations. Should a conflict arise between Contracts with respect to sequence of construction or maintenance of traffic requirements, said conflicts shall be resolved by, or at the direction of the Engineer.

During initial traffic staging and all intermediate traffic phase changes, the Contractor shall provide direct radio contact between the Engineer and all of his traffic control vehicles and personnel.

(b) Lanes and Ramps. The Contractor shall schedule his construction operations so as to maintain the minimum number of lanes as shown in the Maintenance of Traffic Plans exclusive of acceleration lanes, deceleration lanes, or weaving lanes, in both mainline directions, subject to the conditions specified for each construction stage. Construction scheduling shall also be such as to maintain a single lane of traffic on all ramps.

The Contractor shall be required to maintain the ramp acceleration and deceleration taper lengths shown in the Plans as a minimum. The Contractor shall be permitted to use shorter lengths for a maximum of three 3 continuous hours with prior written approval of the Engineer.

(c) Construction Delays. The Contractor will be expected to prosecute the work without undue delays or extended time intervals between activities, whenever lane closures are in effect. If, in the judgment of the Engineer, the lack of Contractor's activities is, or is expected to be of an unacceptably lengthy duration, the Contractor, when so instructed by the Engineer, shall remove all lane closures until such time as the Contractor is ready to resume his activities.

(d) Responsibility for Traffic Movement. The Contractor shall be solely responsible for maintenance of traffic on the Illinois Tollway within the limits of the Contract during the term of the Contract. The Contractor may submit his own maintenance of traffic plan, but will not be permitted to change or alter the construction staging and barricade system detailed in the Plans without prior written approval of the Engineer. Ramps may not be closed to traffic without the Engineer's prior approval.

No work which will require movement of vehicles to and from work sites, or which will otherwise interfere with Illinois Tollway traffic will be permitted during the holiday periods specified in Article 701.12.

(e) Traffic Lanes, Shoulders and Gores. The Contractors must, during the term of the contract, inspect on a daily basis, repair and maintain all traffic lanes. This includes, but is not limited to, pothole & pavement de-lamination, repair & maintenance and repair of any other pavement defects. Contractors shall coordinate the scheduling of such repairs with the Engineer. This work requires traffic control and will be treated as emergency repairs for the purpose of obtaining any necessary lane closures. The repair and maintenance operations shall be performed within 12 hours of the defect being identified. The contractor shall follow the procedure described in the Illinois Tollway Lane Closure Guide for Emergency Lane Closure/or After Business Hours Request. In addition, during construction, a portion of the existing Illinois Tollway shoulders and gore areas may be used for traffic lanes. When this is necessary, shoulder repairs shall be made as required in order to bring the shoulder to a useable condition. The shoulders shall be repaired at locations noted in the Plans and/or as directed by the Engineer. This work will be measured and paid for in accordance with the provisions of Section 442 of the Standard Specifications. Where shown in the Plans or as directed by Engineer, gore areas shall be temporarily filled to provide a smooth riding surface for use as a traffic lane. Slotted drains shall be securely covered with 0.024" aluminum flashing, 12" wide to prevent intrusion of bituminous material into the pipe. A paper bond breaker shall be used, except at edges, to facilitate removal of such temporary fill when no longer required. This installation and the subsequent removal of such temporary fill shall be considered as included in the Contract lump sum price for Maintenance of Traffic. The Contractor shall be responsible for the continuous maintenance of the lanes, shoulders and gore areas while they are utilized for traffic and make all necessary repairs as requested and directed by the Engineer. This work will be paid for according to Article 109.04. After the shoulders are no longer required for traffic lanes, the Contractor will repair shoulder areas as directed by the Engineer. This work shall be measured and paid for in accordance with the provisions of Section 442 of the Standard Specifications.

(f) Altered Conditions and Temporary Lane Closures. It is the intention of the Illinois Tollway to provide consistent stage changing throughout all contracts. In the event of construction changes and with the approval of the Chief Engineering Officer, the Contractor may be allowed to proceed into subsequent stages or continue in a particular stage that may be inconsistent with the traffic flow through adjoining contracts. The implementation of any such deviations and inconsistencies shall be understood to be for the convenience of the Contractor and, unless otherwise specifically agreed in writing between the parties to the Contract, shall be undertaken without additional cost to the Illinois Tollway and without cause for the Contractor claiming delay.

The Contractor shall notify the Engineer two (2) weeks in advance of beginning his work, and shall obtain written approval of the Engineer of his intended work; however, the Engineer may require alteration of the intended work procedure as dictated by prevailing traffic conditions. Temporary, daytime, off-peak hour, one-lane closures must be requested in writing by the Contractor.

The Contractor shall notify the Engineer at least 72 hours prior to establishing any two-lane closure. Two-lane closures on a three-lane directional roadway for any purpose will only be permitted during off-peak night-time hours and only with the specific approval of the Engineer. The Contractor shall be required to schedule the implementation of any traffic stage or subsequent stage change which requires two-lane closures on a three-lane directional roadway to ensure that such lane closures are limited to a single night-time period per direction of traffic.

Temporary two-lane closures will be permitted on three-lane directional roadways during the off-peak hours stipulated in the Special Provisions or directed by the Engineer for cutting temporary pavement pressure relief joints, when such cutting is included in the Contract or directed by the Engineer.

(g) Intermediate Phase Changes. The Contractor will be allowed one intermediate phase change per direction per stage, subject to the requirements herein specified. An intermediate phase change shall be defined as an interim traffic transition or jog within a stage and shall be implemented with 65:1 taper rates, transition edge lines and transition barricades on 50 foot centers. The location of the shift and the installation of proper signing shall be approved by the Engineer. If a conflict with adjoining Contracts should arise, construction staging as shown in the Plan Typical Sections shall take precedence over any intermediate phase change.

(h) Work Zone Speed Limit Signing. Whenever workers are present and so close (12' or less) to moving traffic that an undue hazard exists, Sign Assemblies (Construction Speed Limit Sign), as detailed in the Plans, shall be placed adjacent to the open traffic lane(s) in advance of the workers throughout the work area. Moving operations will require continuous adjustment of the Sign Assembly location in order to maintain the above interval.

An additional Sign Assembly shall be placed 500 feet beyond the last entrance ramp for each interchange that falls within the 2500 foot interval.

The Sign Assembly shall be placed no closer than 500 feet from any other sign.

The Sign Assembly shall not be utilized when workers are behind a temporary (movable barrier) wall.

The Sign Assembly shall be promptly removed or covered when workers are not present so close to moving traffic. All conflicting speed limit signs shall be covered or removed.

Signs R2-5a, R 2-1 with G20-I102 and G20 - I103 shall be in place when the Sign Assembly (Construction Speed Limit Sign) is up. These signs shall also be removed or covered when the Sign Assembly is removed or covered, unless otherwise required by the maintenance of traffic plan.

All permanent “SPEED LIMIT” signs located from within 500 feet in advance of the first work zone speed limit sign to the end of the work zone shall be removed or covered.

701.05 Construction Sequences and Traffic Staging

The governing factor in the execution and staging of construction is to provide the motoring public with safe possible travel conditions on both the Illinois Tollway and interchange ramps. In case of conflict in sequence of construction between Contractors, work items and/or Plans, this will be the governing consideration. The Engineer shall have sole authority in resolving such conflicts.

All construction sequences and traffic staging shall be as shown in the Maintenance of Traffic Plans and described in detail in the Special Provisions. No deviation therefrom will be permitted, except as provided in Article 701.04.

Simultaneous work activities on both side of the same direction of Illinois Tollway traffic shall not be allowed. The Contractor shall be subject to a penalty under Article 701.01 (b)(1) whenever the Contractor or his/her Sub-Contractor is found to be in non-compliance.

701.06 Construction Traffic Management

(a) General Requirements. All signs, markings, barricades, warning lights, flaggers, or other devices that are used for the purpose of regulating, warning and guiding Illinois Tollway traffic shall be in accordance with the Contract Plans, Special Provisions, and the MUTCD.

All flaggers engaged in work zone traffic control operations are required to be certified by IDOT or by an agency approved by the IDOT. While on the job site, each flagger shall have in his/her possession a current driver's license and a current flagger certification I.D. meeting IDOT requirements. For non-drivers, the Illinois Identification Card issued by the Secretary of State will meet the requirement for a current driver's license. This flagger certification requirement may be waived by the Engineer for emergency situations that arise due to actions beyond the Contractor's control where flagging is needed to maintain safe traffic control on a temporary basis.

For nighttime flagging, flaggers shall be illuminated by an overhead light source providing a minimum vertical illuminance of 10 fc measured 1 ft. out from the flagger's chest. The bottom of any luminaire shall be a minimum of 10 ft. above the pavement. Luminaire(s) shall be shielded to minimize glare to approaching traffic and trespass light to adjoining properties.

Whenever the operation of the Contractor endangers or interferes with vehicular traffic on the Illinois Tollway as determined by the Engineer, the Contractor shall place and subsequently remove all traffic control devices necessary to guide vehicular traffic and protect the motoring public at no additional cost to the Illinois Tollway. Sandbags which are used to secure barricades and sign stands shall be included. The Engineer shall have the right to inspect all traffic control equipment furnished by the Contractor before the start of general construction. In addition, the Contractor shall furnish additional flaggers on a continuous basis whenever any construction operations encroach on traveled lanes.

A flagger will be required 200' in advance of any work area where construction vehicles and trucks are entering or leaving the work site and at all times during which workers are present where traffic is restricted to less than the normal number of lanes on a multi-lane pavement and the workers are not separated from the traffic by physical barriers, flaggers shall be furnished at the Contractor's expense to protect the workers and to warn and direct traffic. The flagger shall be stationed to the satisfaction of the Engineer and equipped as specified in 701.03(i). Except as otherwise shown on the plans, one flagger will be required for each separate activity of an operation that requires frequent encroachment in a lane open to traffic. "FLAGGER AHEAD" signs will be required in advance of a flagger station (500' on mainline; 200' on ramps) at all times that a flagger is used to control traffic. Such signs shall be removed or covered when the flagger is not present. The longitudinal placement of the flagger may be increased up to 100 ft. from that shown on the plans to improve the visibility of the flagger. Flaggers shall not encroach on the open lane of traffic unless traffic has been stopped.

All temporary signing and marking shall be in place and approved by the Engineer prior to beginning any other work on the Contract. The Contractor shall be responsible for the proper location, installation and arrangement for all traffic control devices used for the project. The Engineer will inspect the placement of traffic control devices before work begins on each construction stage. Any deficiencies shall be corrected by the Contractor before starting work in any stage.

Whenever particular work or procedures dictate a relocation of proposed or existing traffic control devices, including barricades, signs, signals, markings, and flaggers, as determined by the Engineer, the Contractor shall remove, relocate and re-erect the identified devices. After such work or procedure has been completed, the Contractor, at the Engineer's direction, shall return and re-erect such devices in their original locations. All advance warning signs for lane closures, detour guide signs, intermediate information signs, and standard signs shall be erected at a height of 7 feet measured to the bottom of the sign, unless otherwise specified in the Plans. Signs shall be installed in a manner to resist damage or knock down in severe wind conditions and also to allow ease of relocation during stage changes.

The Contractor shall be responsible for the proper maintenance of all traffic control devices installed by him including proper location, installation, arrangement, and conditions as designated

in the Contract Plans and Special Provisions, or required by the Engineer, for the duration of the Contract. The Contractor shall provide the necessary manpower, vehicles, equipment, and supplies of extra traffic control devices to adequately fulfill this responsibility. As a minimum, the Contractor shall have a Worksite Traffic Supervisor who will be responsible for initiating, installing and maintaining all traffic control devices including pavement markings as described in this Section and in the plans. The Worksite Traffic Supervisor or his designee shall have at least one year of experience directly related to worksite traffic control in a supervisory or responsible capacity and shall be certified by the American Traffic Safety Services Association Worksite Traffic Supervisor Certification Program or an equal approved by the Illinois Tollway. Approved alternate Worksite Traffic Supervisors may be used when necessary.

The Worksite Traffic Supervisor shall be available on a 24-hour per day, seven days per week basis and shall review the project on a day to day basis as well as being involved in all changes to traffic control. The Worksite Traffic Supervisor shall have access to all equipment and materials needed to maintain traffic control and manage traffic related situations. The Worksite Traffic Supervisor or his/her designee shall ensure that routine deficiencies are corrected within the time limit specified in Article 701.01(b)(2). The Worksite Traffic Supervisor or his/her designee shall be accessible at all times to the Engineer. Acceptable methods are dedicated answering/paging service, or personal cell/after hour phone information. The Contractor shall supply a telephone staffed on a 24-hour a day, seven days per week basis to receive any notification of any deficiencies regarding traffic control and receive any request for improving, correcting or modifying traffic control, installations or devices, including pavement markings. The Contractor shall dispatch additional personnel, material and equipment as necessary to begin to correct, improve or modify the traffic control as directed, within one-half (1/2) hour of notification by the Worksite Traffic Supervisor, his/her designee or the Engineer. In addition, the Contractor shall provide the Engineer the names and telephone numbers of two individuals who will be available 24-hours per day, 7 days per week to respond to calls from the Engineer to correct traffic control deficiencies during those periods of time when the Worksite Traffic Supervisor cannot be reached.

All barrier delineators including those mounted on guardrail, whether existing or installed under this Contract, shall be kept clean for optimal visibility. Barrier delineators shall be oriented so as to be visible to motorists in the traffic lanes.

(b) Placement of Barricades. All barricades shall conform to the requirements of Article 701.03 (a) and shall be placed in accordance with the Maintenance of Traffic Plans and the MUTCD.

The Contractor will not be permitted to erect, change or remove any barricades or barricade systems without prior approval of the Engineer. The Contractor will be required to leave and maintain all traffic control devices in place until all construction operations have been completed in each stage shown in the Contract Plans. The Contractor shall schedule and conduct his operations so that full access is provided at all interchanges, unless otherwise directed by the Engineer. The Contractor shall arrange and manipulate barricade placement and schedule construction operations to permit continuous operation of all lanes designated as open to traffic, unless otherwise directed by the Engineer.

Minor modifications of barricade placement at entrance and exit ramps and at runarounds will be allowed; however, such modifications shall be approved by the Engineer. Barricade placement in connection with such modifications must be consistent with all advance guide or detour signs.

Placement of all barricades shall proceed in the direction of traffic flow. Removal shall proceed toward oncoming traffic. A shadow vehicle equipped with a Truck Mounted Attenuator in accordance with Article 701.03(j) will be required whenever markings are being applied or a moving lane closure is being used.

The height of the barricades shall not be less than 3 feet above pavement or shoulder elevation. Barricades that must be placed in excavated or “below-grade” areas shall be equipped with leg extensions to raise the top bar to this minimum height. The cost for furnishing leg extensions where necessary shall be considered as included in the Contract lump sum price for Maintenance of Traffic and no additional compensation will be allowed.

All barricades shall be kept clean for maximum visibility. Barricades shall be cleaned at least weekly. The Engineer shall be notified of the barricade cleaning schedule.

(c) Placement of Cones. All traffic cones shall conform to the requirements of Article 701.03 (b). When and where allowed, the traffic cones shall be placed in accordance with the Maintenance of Traffic Plans.

Paragraphs 2, 3, and 4 of Article 701.06(b) shall also govern the placement of cones.

When dictated by wind or traffic conditions, cones shall be “doubled” or otherwise satisfactorily weighted at their bases to prevent their being blown into the path of vehicles in adjacent open lanes. Placing tires over cones for added stability will not be permitted. If the Contractor is unable to successfully prevent the migration of cones into live traffic lanes, and when so directed by the Engineer, their use shall be discontinued and weighted barricades used in their place.

(d) Construction Traffic Signs. All signs shall conform to the requirements of Article 701.03(d) and shall be placed in accordance with the Maintenance of Traffic Plans and the MUTCD.

The Contractor shall be required to cover traffic sign legends which are inconsistent with intended traffic flow patterns. Each cover shall be a blank 1/4" plywood panel bolted to the sign face in such a manner so as to cover the inconsistent message.

All signs shall be kept clean for maximum visibility. Signs shall be cleaned at least weekly. The Engineer shall be notified of the sign cleaning schedule.

All diamond-shaped construction warning signs used on mainline, crossroads and ramps shall be fluorescent orange in color.

(e) Warning Lights. All warning lights shall conform to the requirements of Article 701.03 (e). Barricades and signs will be equipped with warning lights as required by the Maintenance of Traffic Plans and the MUTCD.

All lights shall be kept clean for maximum visibility. Lights shall be cleaned at least weekly. The Engineer shall be notified of the light cleaning schedule.

701.07 Maintenance of Traffic on Crossroads. Maintenance of traffic and lane closures on crossroads shall be in accordance with the latest edition of the MUTCD.

Prior to commencing any work on, adjacent to, or over any crossing roadway, the Contractor shall contact the appropriate agency and shall secure all required permits, as determined by such agency. The Contractor shall supply the Illinois Tollway and the Engineer with copies of all permits. Costs incurred in connection therewith will not be paid for separately, but will be considered as included in the Contract lump sum price for Maintenance of Traffic.

When a lane closure is necessary, the Contractor shall notify the agency having jurisdiction at least 48 hours in advance. The Contractor shall furnish, erect and maintain all barricades, cones, temporary pavement markings, traffic control signs and all other fixtures and devices which may be required for the safe movement of traffic on the crossroads.

701.08 Contractor Vehicular and Pedestrian Movements. Except as provided in Article 701.06 (b), the Contractor's vehicles shall move with and not across or against the flow of traffic. These vehicles will not be permitted to make U-turns or cross the median at any location and all vehicles will be required to use local exits and local streets to reverse direction except when both median lanes are closed to traffic. U-turns will be permitted at the existing crossovers shown in the Contract Plans only with the prior approval of the Illinois Tollway and subject to the conditions or constraints concomitant to such approval.

Vehicles shall enter or leave work areas in a manner which will not be hazardous to, or interfere with, normal Illinois Tollway traffic. Vehicles shall not park or stop except within designated work areas.

All vehicles including passenger cars, shall be equipped with a yellow high-intensity rotating, flashing, oscillating, or strobe warning light visible on a sunny day from a distance of 1000 feet to the rear of the vehicle.. In addition, a sign must be displayed on each side of the vehicle and with letters at least 3 inches in height and with a suitable font, showing the company identification. Magnetic or temporary signs are acceptable.

Parking of personal vehicles within the right-of-way will not be permitted except when specific areas are designated by the Engineer. The Contractor's personnel will be prohibited from crossing operational lanes on foot. All pedestrian movement on the Illinois Tollway will be limited to within barricaded work areas. Failure by the Contractor's personnel to comply with these requirements will be considered non-compliance with the Maintenance of Traffic Specifications and shall render the Contractor subject to the applicable penalty cited in Article 701.01 (b).

701.09 Temporary Concrete Barrier. When the Contractor is required to pick-up or deliver precast concrete barrier sections from or to the Illinois Tollway's storage facilities, the Contractor will be required to install and maintain lane and/or shoulder closures and advance warning signs, and to furnish flaggers for the safe ingress and egress of vehicles transporting the barrier sections at both the storage site and the construction site. Furnishing such traffic control devices together with their removal, and furnishing flaggers in connection therewith shall be considered as included in the Contract unit price for Temporary Concrete Barrier.

The Contractor shall have and maintain appropriate equipment to be able to adjust and/or relocate temporary barrier sections in an emergency.

In the event any temporary concrete barrier sections are damaged, dislodged, and/or misaligned by traffic or by the Contractor's operations, the Contractor's forces shall begin the necessary operations for replacement and/or realignment of such sections within 30 minutes after notification by the Engineer, at no additional cost to the Illinois Tollway. Failure by the Contractor to comply with this requirement will be grounds for assessment of maintenance of traffic fine in accordance with the provisions of Article 701.01 (b)(2).

701.10 Bridge Repair Operations. During bridge repair operations, any work to be done over operational traffic lanes shall be done over only one lane at a time, with that lane being closed to traffic.

The Contractor will be required to coordinate such repair operations with the construction staging shown in the Maintenance of Traffic Plans.

Impact Attenuators, Temporary shall be in place prior to placing Temporary Concrete Barrier sections for bridge construction as shown in the Plans. Temporary Concrete Barrier sections must be in place prior to parapet removal and may not be removed until all bridge widening and other repair work is complete. When removal is permitted, the Temporary Concrete Barrier sections shall be completely removed prior to removal of the Impact Attenuators, Temporary.

When any bridge repair or construction operation or feature is likely to cause the vertical clearance over any operational traffic lane(s) to be reduced, the Contractor shall contact both the Illinois Tollway and

the agency of jurisdiction over such operational lanes not less than 10 working days prior to the start of such construction for permission and instructions with respect to signing and Maintenance of Traffic requirements. The cost therefore shall be considered as included in the Contract lump sum price for Maintenance of Traffic.

701.11 Bridge Painting Operations. Any bridge painting to be done over operational traffic lanes shall be done one lane at a time, with that lane being closed to traffic in accordance with the procedures specified herein as may be modified by the Special Provisions.

The Contractor will be required to coordinate such painting operations with the construction staging shown in the Maintenance of Traffic Plans.

701.12 Holiday Periods. No work which will require movement of vehicles to and from the work site or which will otherwise interfere with Illinois Tollway traffic will be allowed during the following holiday periods without specific written authorization from the Illinois Tollway:

Easter Weekend - 12:00 Noon Thursday through 9:00 A.M. Monday

Memorial Day Weekend - 12:00 Noon Friday through 9:00 A.M. Tuesday

Independence Day - as specified in the Special Provisions

Labor Day Weekend - 12:00 Noon Friday through 9:00 A.M. Tuesday

Thanksgiving Weekend -12:00 Noon Wednesday through 9:00 A.M. Monday

Christmas-New Year's Day period - as specified in the Special Provisions

701.13 Storage of Equipment and Materials. During working hours, all vehicles and/or non-operating equipment and material stockpiles which are parked or stored for 2 hours or less shall be located at least 8 feet from the edge of the nearest moving traffic lane.

During non-working hours, or during working hours for periods of more than 2 hours, all vehicles and/or non-operating equipment and material stockpiles shall be parked or stored outside the "clear zone" or shall be located at least four feet behind man-made or natural barriers which in the opinion of the Engineer serve to fully shield the storage area and not constitute a hazard to motorists. Temporary concrete barrier sections which are installed in conjunction with lane closures or as shielding for work areas will be considered an acceptable means of shielding of storage areas, subject to approval of the Engineer.

When adequate right-of-way does not exist to accommodate this requirement, and when in the opinion of the Engineer no practical alternative exists, the storage area may be located a minimum of 15 feet from the edge of the nearest traffic lane and shall be delineated with barricades and flashing lights at no additional cost to the Illinois Tollway. The Contractor shall protect the stored materials from errant vehicles with an approved means of protection also at no additional cost to the Illinois Tollway.

With the exception of the special condition with respect to 2 hour periods, no parked Contractor vehicles, non-operating equipment, or material stockpiles will be allowed to remain closer than 15 feet to any operational traffic lane under any circumstances. Failure by the Contractor to comply with these requirements will be considered non-compliance with the Maintenance of Traffic Specifications and shall render the Contractor subject to the applicable penalty cited in Article 701.01 (b)

701.14 Work Above Active Roadways. Procedures to enable erection of any items of work above roadways with vehicular and/or pedestrian traffic shall be subject to the provisions of Articles 733.05

(b) and 733.05 (c) of these Supplemental Specifications. The Contractor shall submit to the Engineer the erection and maintenance of traffic methods he proposes to use.

Along with erection drawings, the Contractor shall submit for the Illinois Tollway's approval a detailed traffic control plan for the erection period. Although specific requirements are dependent upon the Agency(s) whose facility the beams/girders or trusses are to be erected over, the number of lanes, the type of erection equipment used, etc., the following minimum requirements shall be complied with by the Contractor.

(a) Any erection of beams/girders over a Illinois Tollway road shall require a complete closure to traffic, regardless of location or time of day.

(b) The Contractor shall erect beams/girders only between the hours of 12:01 A.M. and 5:00 A.M. Monday through Sunday. Forty-eight (48) hours advance written notice to the Illinois Tollway, together with the Engineer's written approval, will be required prior to erection of any beam/girder.

(c) The maximum allowable time limit for a full closure on a Illinois Tollway road shall be fifteen (15) minutes, ten (10) minutes for sign truss erection.

(d) For any Beam/Girder and truss erection over a non-Illinois Tollway road or facility, written approval from the appropriate Agency shall accompany the submission to the Illinois Tollway for its approval.

(e) The Contractor shall not reopen lanes below newly erected members until the members are securely in place. In the event the full-width Illinois Tollway closure exceeds the allowable time period, the Contractor will be subject to a penalty cited in Article 701.01(b)(1) per minute for any part of a minute exceeding the allowable time.

701.15 Method of Measurement and Basis of Payment. WORK ZONE TRAFFIC CONTROL AND PROTECTION will be measured and paid for as ~~MAINTENANCE OF TRAFFIC~~ TRAFFIC CONTROL AND PROTECTION, SPECIAL. ~~MAINTENANCE OF TRAFFIC~~ TRAFFIC CONTROL AND PROTECTION, SPECIAL will be measured on a lump sum basis and paid for at the Contract lump sum price, which payment shall constitute full compensation for all labor, equipment, materials and incidentals necessary to furnish, install, maintain, clean, relocate, and remove all traffic control devices, including but not limited to barricades, cones, standard signs, warning lights, arrow boards, truck mounted attenuators, all traffic canalization required for temporary and permanent pavement marking, for furnishing and equipping flaggers, and for complying in all respects with the requirements of the Contract for the safe and expeditious movement of vehicular traffic through the zones of construction.

Payment for this work will be made in the following manner:

(a) Upon furnishing and installing equipment and materials for the first major stage of construction, 25% of this pay item will be paid.

(b) The remaining 75% will be pro-rated over the remaining contract period and paid in monthly installments.

Non-standard signs shall be paid for as TEMPORARY INFORMATIONAL SIGNING. Temporary shifting of existing guide signs will be paid for as RELOCATE SIGN PANEL of the type specified.

HIGHWAY STANDARD DRAWINGS
DuPAGE COUNTY DETAILS
IDOT DISTRICT ONE DETAILS

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
BL	BASELINE
BGN	BEGIN
BM	BENCHMARK
BIND	BINDER
BIT	BITUMINOUS
BTM	BOTTOM
BLVD	BOULEVARD
BRK	BRICK
BBOX	BUFFALO BOX
BLDG	BUILDING
CATV	CABLE
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
ELEC	ELECRICAL
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
OPT	FIBER OPTIC
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
GIS	GEOGRAPHICAL INFORMATION SYSTEM
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
LIDAR	LIGHT DETECTION AND RANGING
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
NC	NORMAL CROWN
NB	NORTHBOUND
NE	NORTHEAST
NW	NORTHWEST
O/S	OFFSET
O&C	OIL AND CHIP
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 or RESIDENTUAL
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, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001-08

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, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

ALIGNMENT ITEMS

	EX	PR
Baseline		
Centerline		
Centerline Break Circle		
Baseline Symbol		
Centerline Symbol		
PI Indicator		
Point Indicator		
Horizontal Curve Data (Half Size)	EX. 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		
Chiseled Square Found		
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)		

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		

HYDRAULICS ITEMS

	EX	PR
Overflow		
Sheet Flow		
Hydrant Outlet		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001-08

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		

CONTOUR ITEMS

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

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

NON-HIGHWAY IMPROVEMENT ITEMS

	EX	PR
Noise Attn./Levee		
Field Line		
Fence		
Base of Levee		
Mailbox		
Multiple Mailboxes		
Pay Telephone		
Advertising Sign		
ITS* Camera		
Wind Turbine		
Cellular Tower		

*Intelligent Transportation Systems

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		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

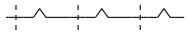
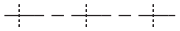
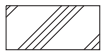
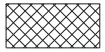
(Sheet 3 of 9)

STANDARD 000001-08

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		

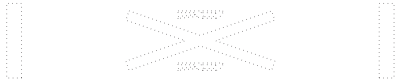
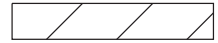
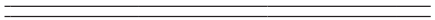
Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

PAVEMENT MARKINGS

	EX	PR
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		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 4 of 9)

STANDARD 000001-08

PAVEMENT MARKINGS (contd.)

	EX	PR
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		
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 LT & RT Turn Arrow		
Urban Thru Arrow		

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 Tlc		
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, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

STANDARD 000001-08

PAVEMENT MARKINGS
(contd.)

	EX	PR
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		ONLY
Rural Right Turn Only		ONLY
Rural Thru Only		ONLY
Rural Thru Arrow		
Rural Lt & Rt Turn Arrow		
Bike Lane Symbol		
Bike Lane Text		LANE BIKE
Bike Path Shared		
Bike Shared Roadway		
Lane Drop Symbol		
Wrong Way Arrow		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 6 of 9)

STANDARD 000001-08

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

RIGHT OF WAY ITEMS (contd.)

	EX	PR
Access Control Line		AC
Access Control Line & ROW	AC	AC
Access Control Line & ROW with Fence	AC	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, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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(O) (Half Size)		DETOUR AHEAD
Left Lane Closed Ahead W20-5L(O) (Half Size)		LEFT LANE CLOSED AHEAD
Right Lane Closed Ahead W20-5R(O) (Half Size)		RIGHT LANE CLOSED AHEAD
Road Closed Ahead W20-3(O) (Half Size)		ROAD CLOSED AHEAD
Road Construction Ahead W20-1-(O) (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

(Sheet 7 of 9)

STANDARD 000001-08

SIGNING ITEMS (contd.)

	EX	PR
One Way Arrow Lrg. W1-6-(O) (Half Size)		
Two Way Arrow Large W1-7-(O) (Half Size)		
Detour M4-10L-(O) (Half Size)		DETOUR
Detour M4-10R-(O) (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-I100L (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, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

STANDARD 000001-08

TRAFFIC SIGNAL ITEMS (contd.)

	EX	PR
Detector Raceway		
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		
Video Detector System		

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

UNDERGROUND UTILITY ITEMS

	EX	PR	ABANDONED
Cable TV			
Electric Cable			
Fiber Optic			
Gas Pipe			
Oil Pipe			
Sanitary Sewer			
Telephone Cable			
Water Pipe			

UTILITIES ITEMS

	EX	PR
Controller		
Double Handhole		
Fire Hydrant		
GuyWire or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Monitoring Well (Gasoline)		
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		

VEGETATION ITEMS

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

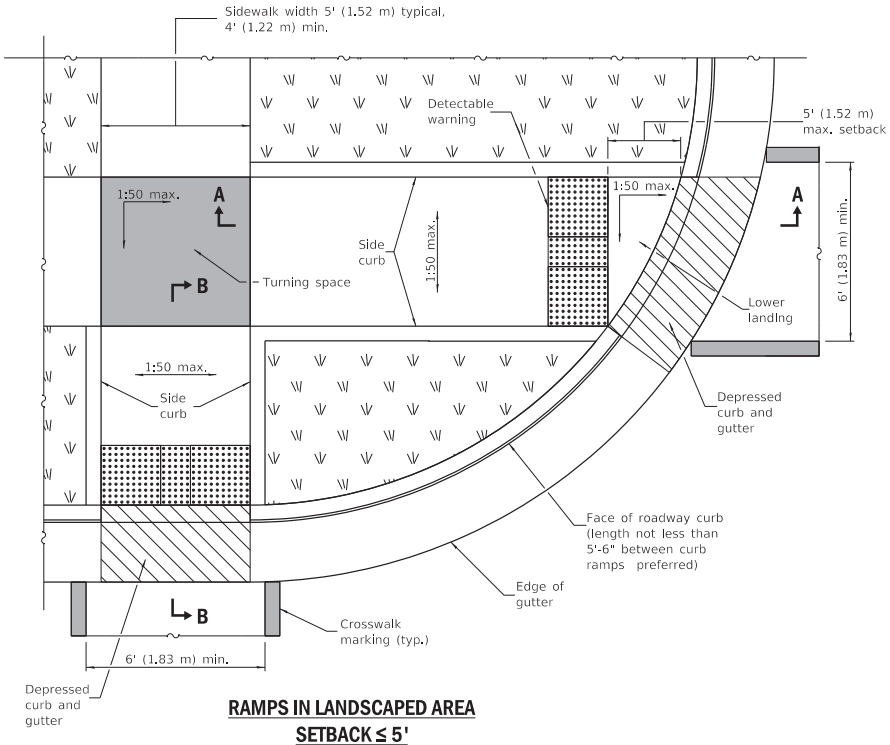
WATER FEATURE ITEMS

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

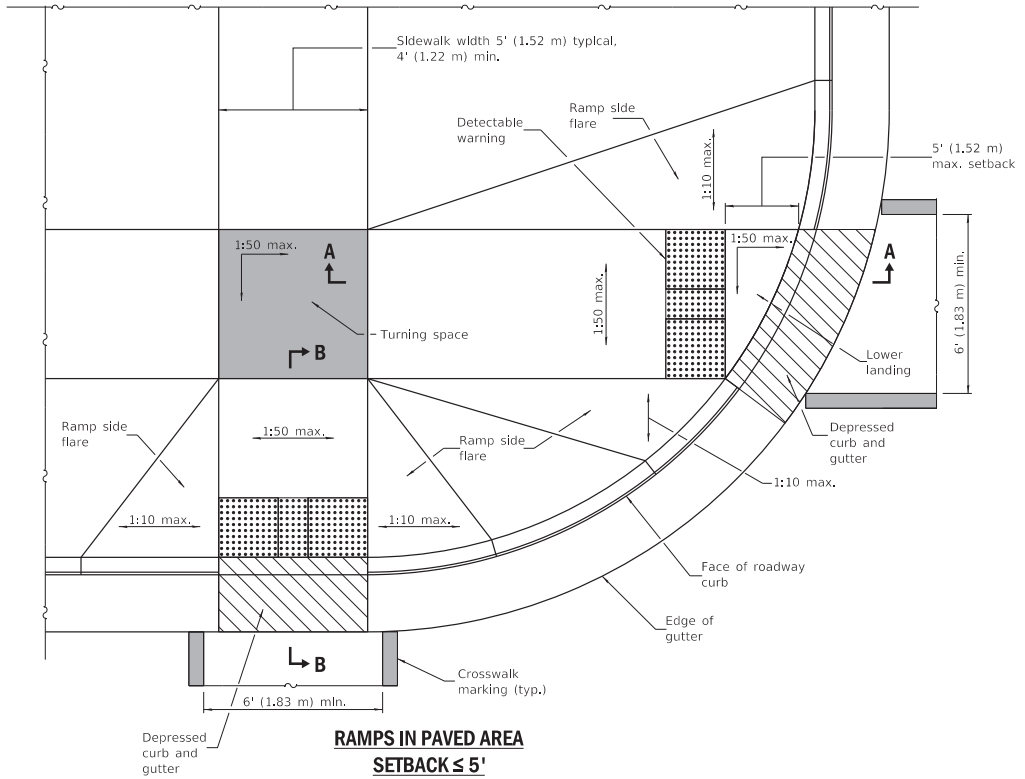
STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 9 of 9)

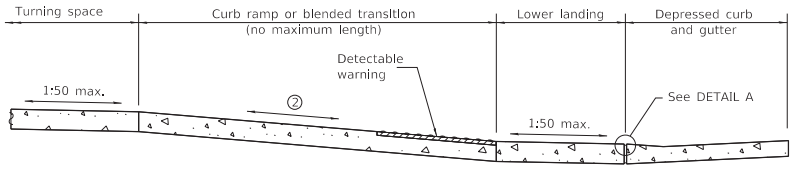
STANDARD 000001-08



RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'

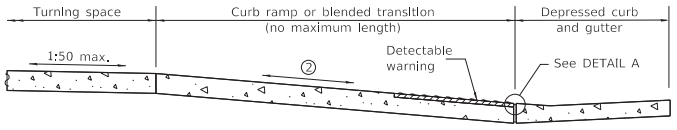


RAMPS IN PAVED AREA
SETBACK ≤ 5'



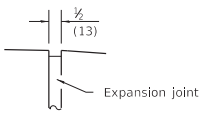
SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

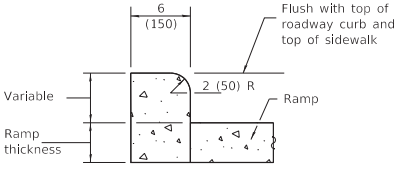


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added
	"Blended transitions" and placement
	tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at
	turning spaces and lower
	landings.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

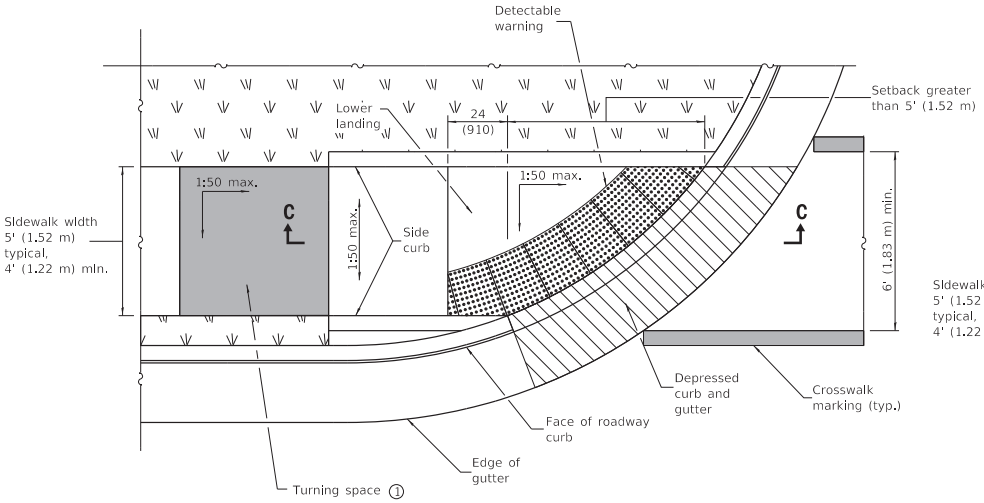
STANDARD 424001-11

Illinois Department of Transportation

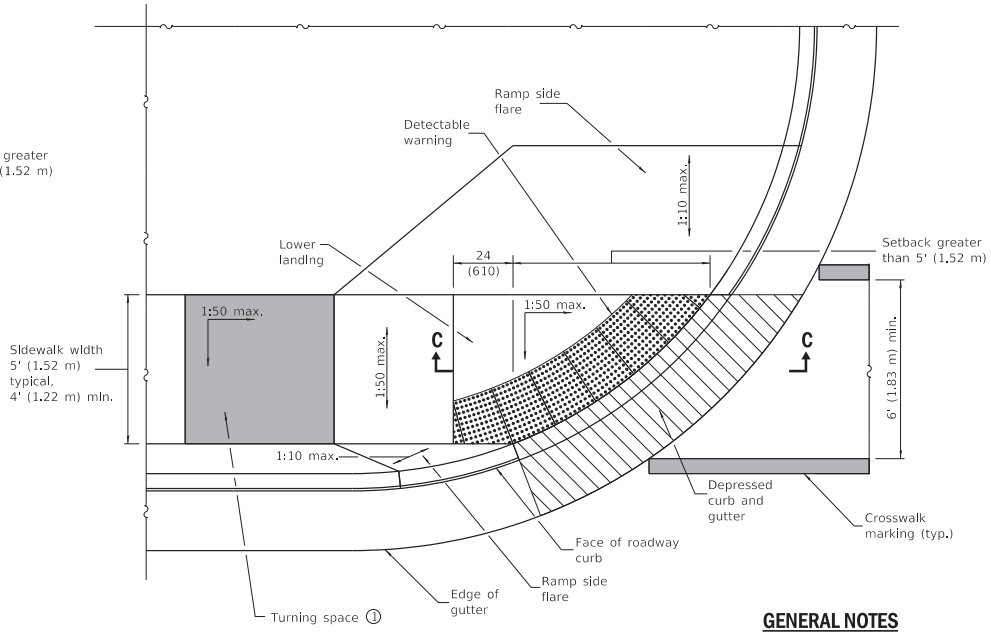
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

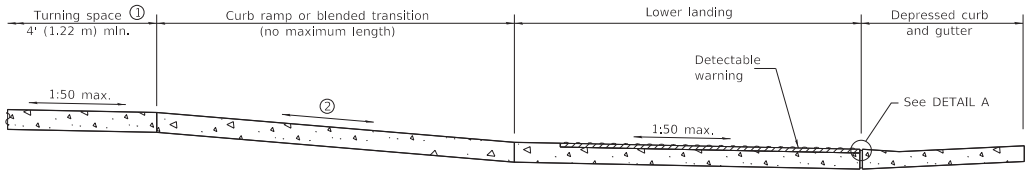
ISSUED 1-1-07



RAMP IN LANDSCAPED AREA
SETBACK > 5'



RAMP IN PAVED AREA
SETBACK > 5'



SECTION C-C

① This turning space not required for blended transitions.

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

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

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

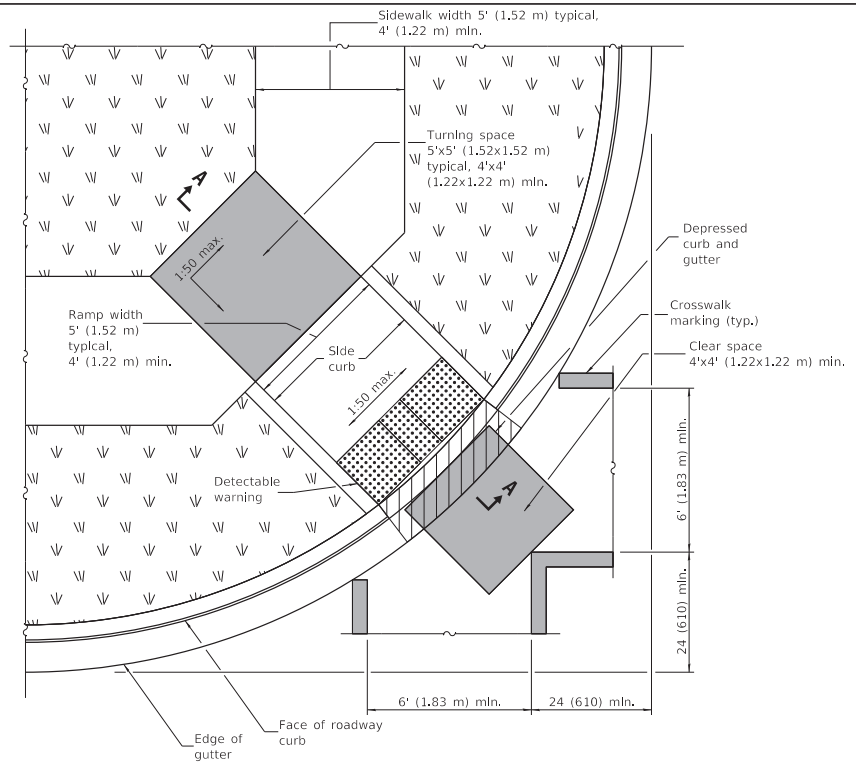
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

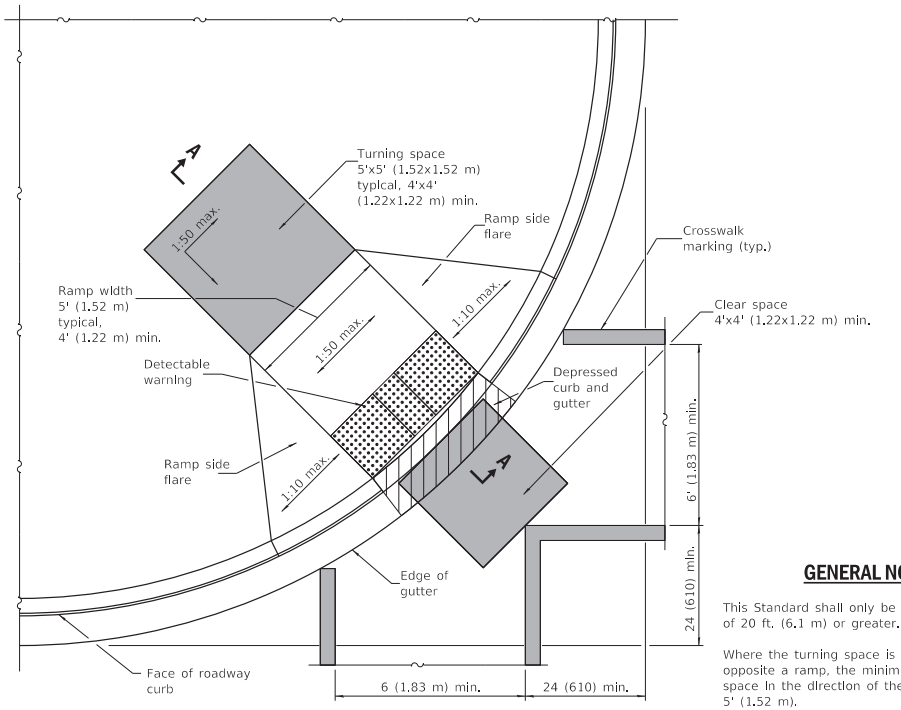
PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

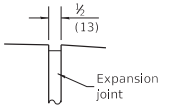
STANDARD 424001-11



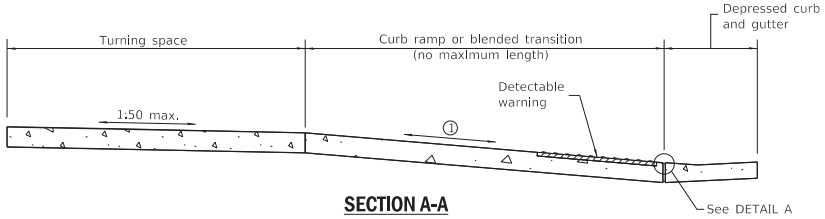
RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

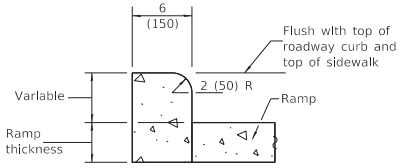


DETAIL A



SECTION A-A

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



SIDE CURB DETAIL

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

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

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

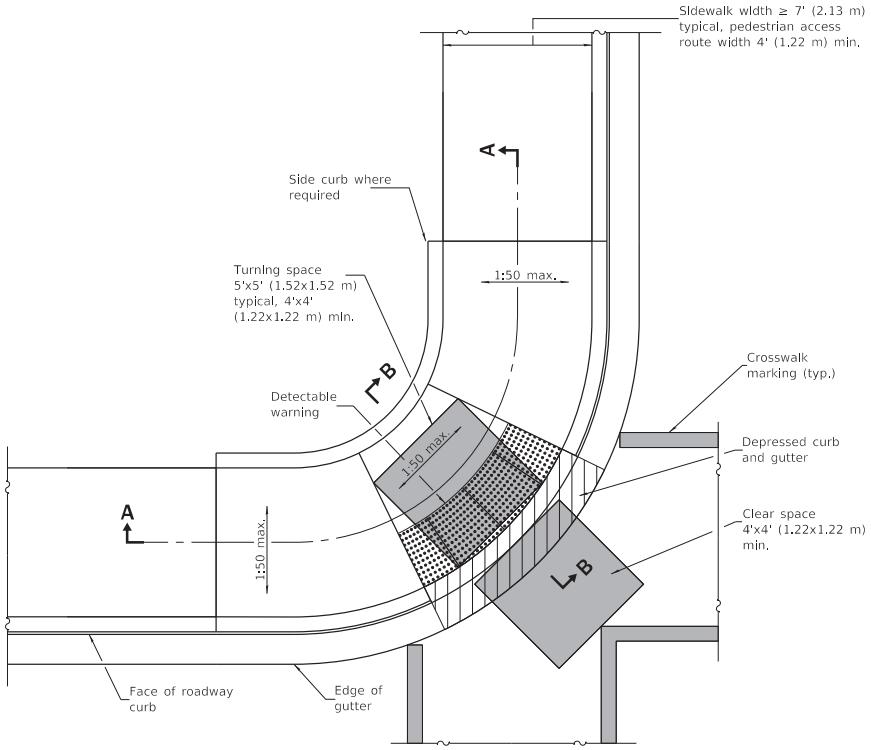
APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

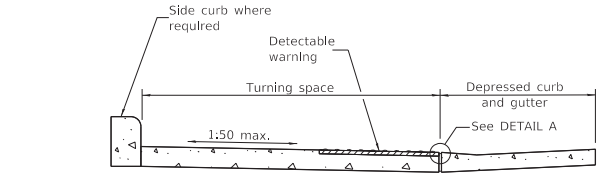
DATE	REVISIONS
1-1-21	Clarified minimum crosswalk width
	and locations.
1-1-19	Removed "15-foot rule", added
	"blended transitions" and placement
	tolerances for detectable warnings.

DIAGONAL CURB RAMPS FOR SIDEWALKS

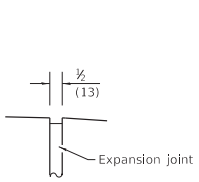
STANDARD 424006-05



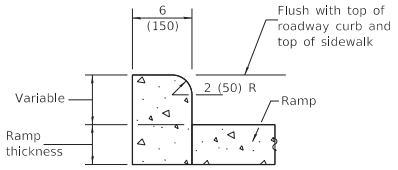
CORNER PARALLEL CURB RAMP



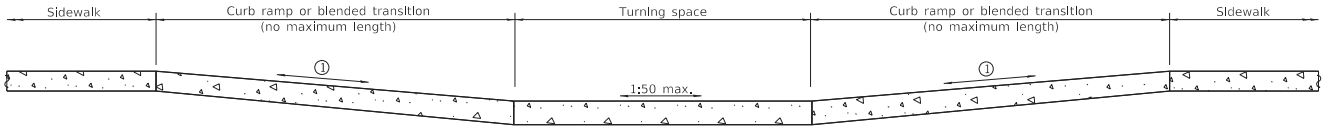
SECTION B-B



DETAIL A



SIDE CURB DETAIL



SECTION A-A

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

GENERAL NOTES

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

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

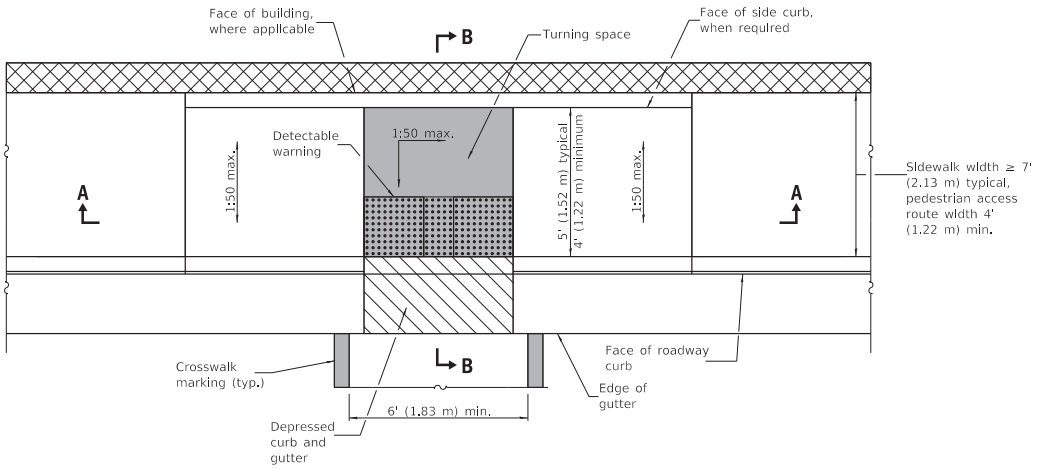
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

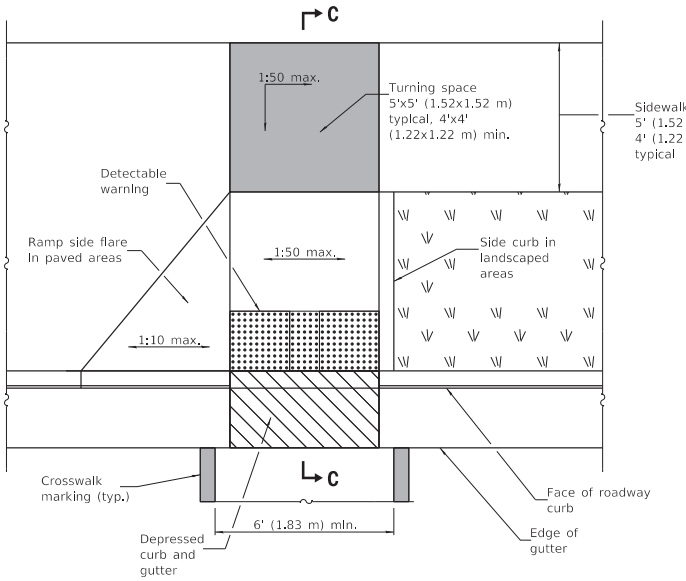
DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transition and detectable
	warning tolerances.
1-1-17	Revised sidewalk width to
	include 24 (610) buffer
	behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

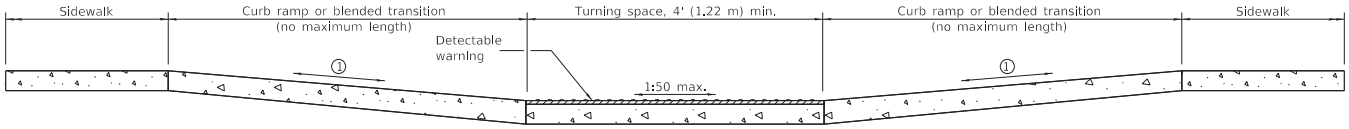
STANDARD 424011-04



PARALLEL MID-BLOCK CURB RAMP

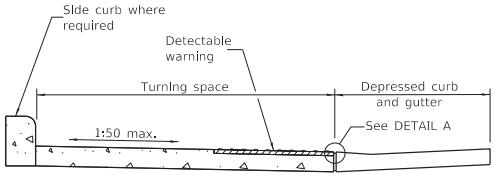


PERPENDICULAR MID-BLOCK CURB RAMP

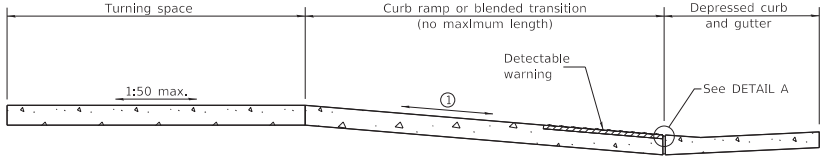


SECTION A-A

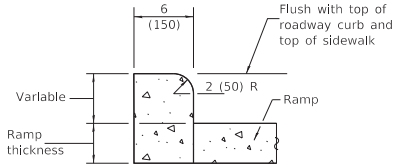
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



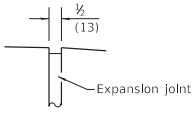
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

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

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

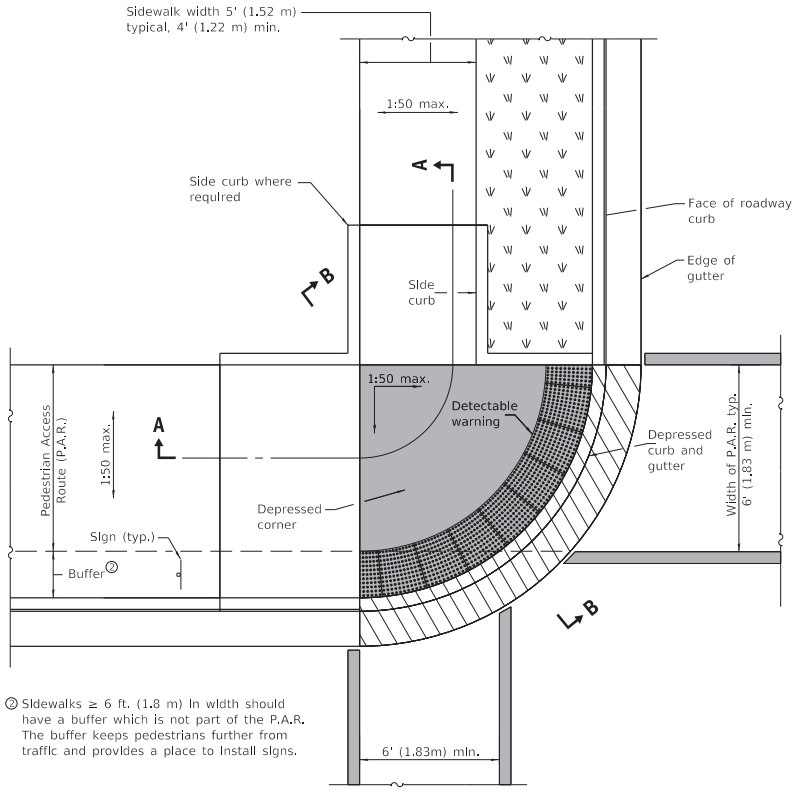
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

DATE	REVISIONS
1-1-19	Removed upper landing, added
	blended transitions and detectable
	warning tolerances.
1-1-18	Omitted diagonal slope at
	turning spaces and upper
	landings.

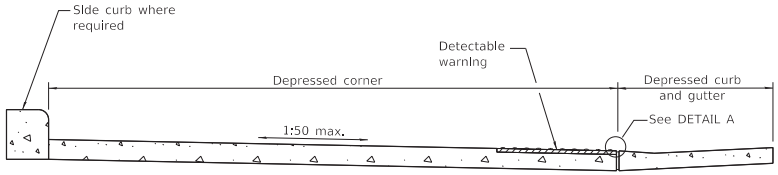
MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

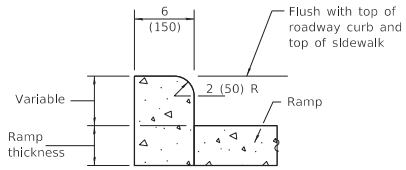


② Sidewalks ≥ 6 ft. (1.8 m) in width should have a buffer which is not part of the P.A.R. The buffer keeps pedestrians further from traffic and provides a place to install signs.

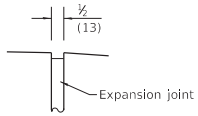
DEPRESSED CORNER



SECTION B-B



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

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

Where 1:50 maximum slope is shown, 1:64 is preferred.

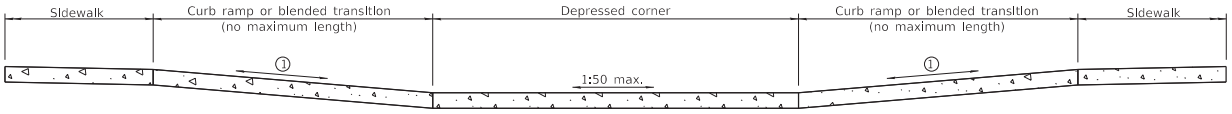
Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

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

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

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

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



SECTION A-A

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

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

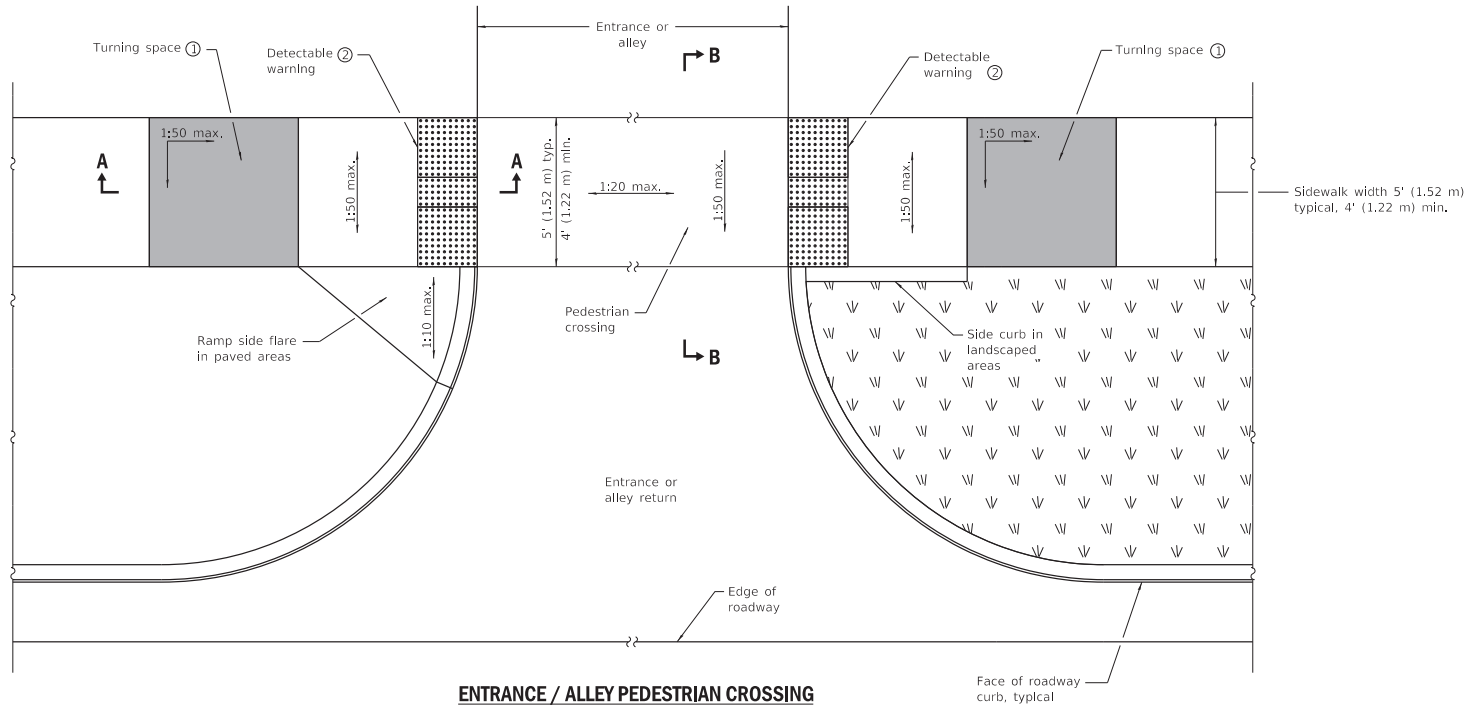
DATE	REVISIONS
1-1-21	Added crosswalk striping and
	a "buffer" for wide sidewalks.
1-1-19	Removed upper landings, added
	blended transition and detectable
	warning tolerances.

DEPRESSED CORNER FOR SIDEWALKS

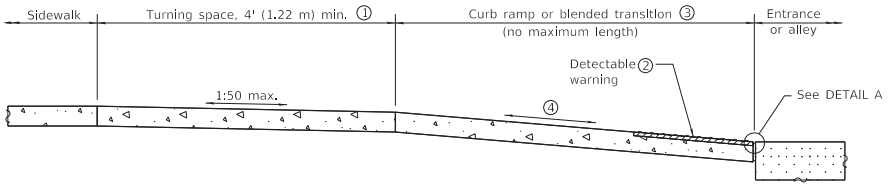
STANDARD 424021-06

② Detectable warning shall only be installed at entrances/alleys with permanent traffic control devices (i.e. stop signs, signals).

③ Where possible, maintain the grade of the sidewalk across the entrance/alley to avoid the need for ramps and turning spaces.



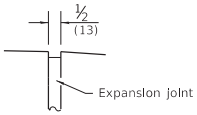
ENTRANCE / ALLEY PEDESTRIAN CROSSING



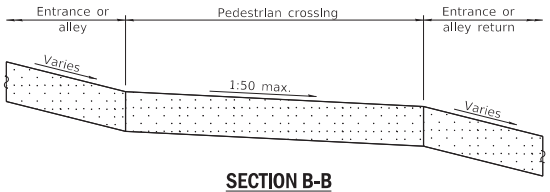
SECTION A-A

① Turning space not required for blended transitions.

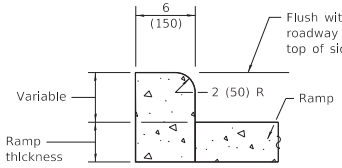
④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SECTION B-B



SIDE CURB DETAIL

GENERAL NOTES

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

Where 1:50 maximum slope is shown, 1:64 is preferred.

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

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

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

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

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

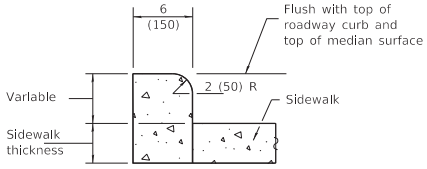
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

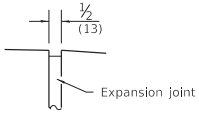
DATE	REVISIONS
1-1-19	Added blended transitions and
	placement tolerances for
	detectable warnings.
1-1-18	Omitted diagonal slope at
	upper landings.

ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

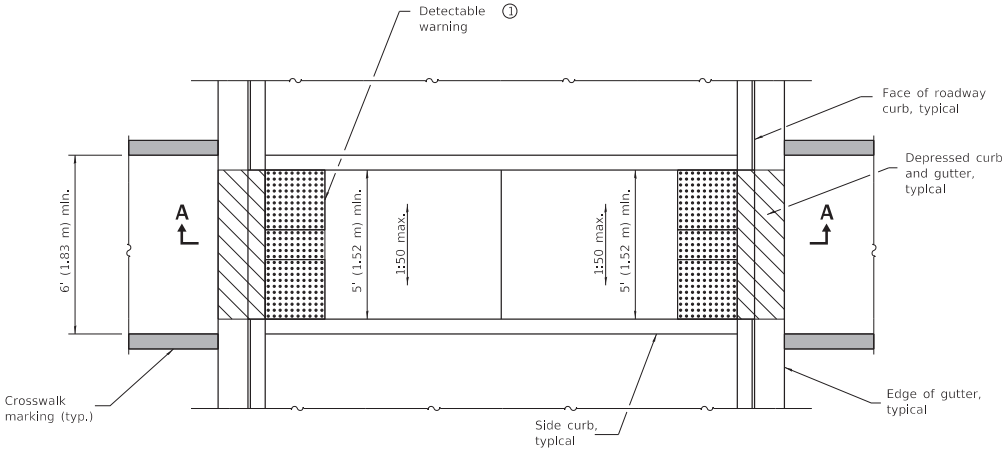
STANDARD 424026-03



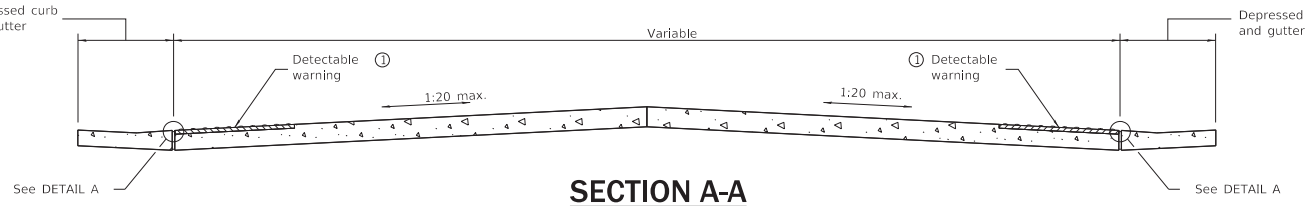
SIDE CURB DETAIL



DETAIL A



MEDIAN PEDESTRIAN CROSSING



SECTION A-A

① Omit detectable wornings when distance between back of curbs is less than 6' (1.83 m).

GENERAL NOTES

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

Where 1:50 maximum slope is shown, 1:64 is preferred.

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

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

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

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

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

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

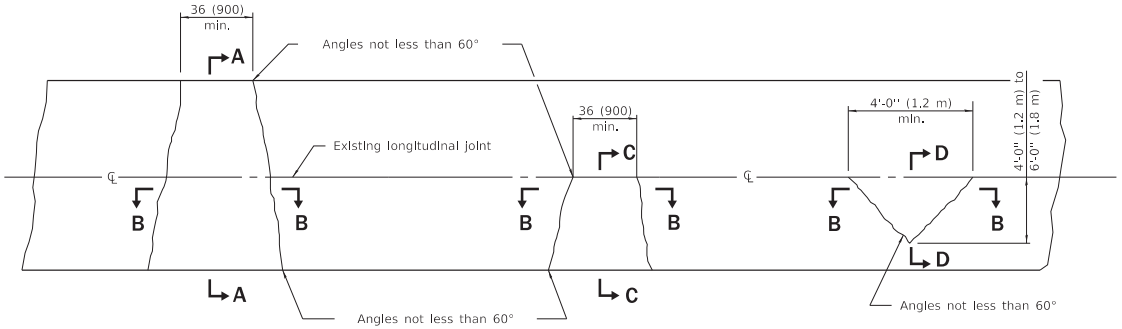
ISSUED 1-1-12

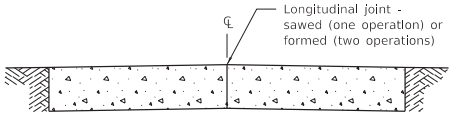
DATE	REVISIONS
1-1-19	Added placement tolerances for
	detectable warnings.
1-1-12	Widened crosswalk to 6'
	(1.83 m) min. Inside dimension.
	Revised General Notes.

MEDIAN PEDESTRIAN CROSSINGS

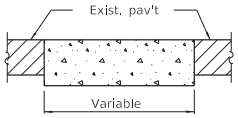
STANDARD 424031-02

CLASS C

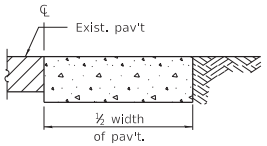




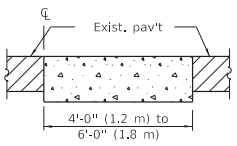
SECTION A-A



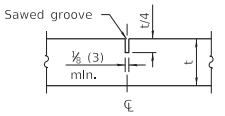
SECTION B-B



SECTION C-C



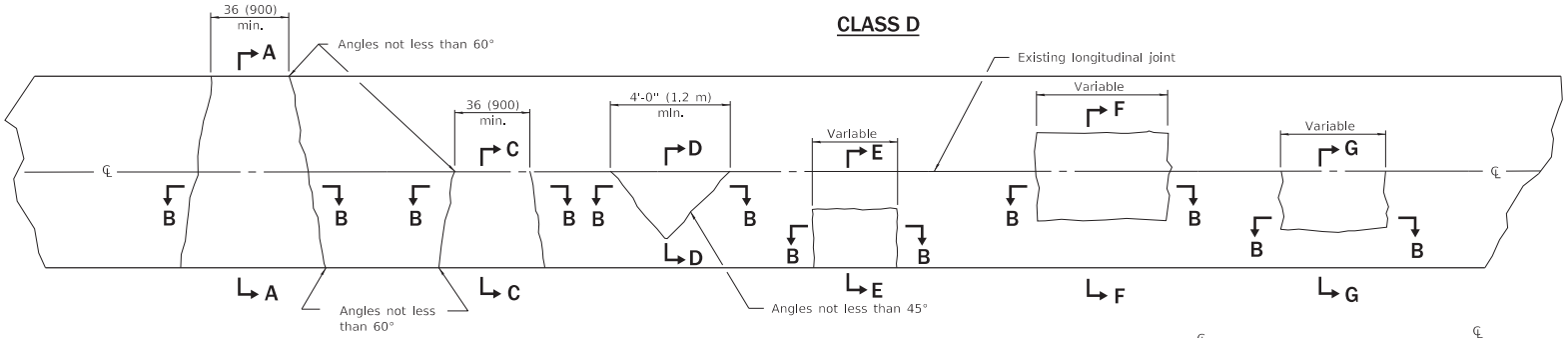
SECTION D-D

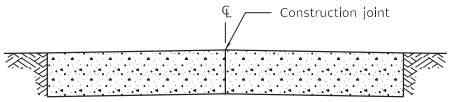


DETAIL OF SAWED CONTRACTION JOINT

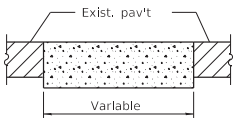
Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.

CLASS D

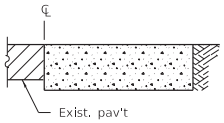




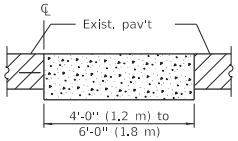
SECTION A-A
(Built in two operations)



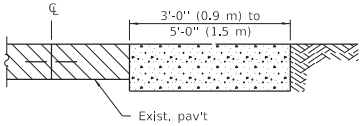
SECTION B-B



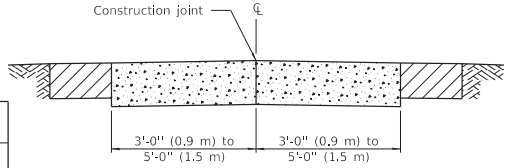
SECTION C-C



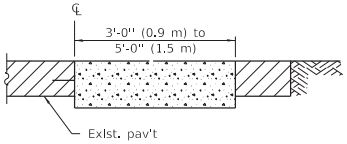
SECTION D-D



SECTION E-E



SECTION F-F
(Built in two operations)



SECTION G-G

GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

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

Illinois Department of Transportation

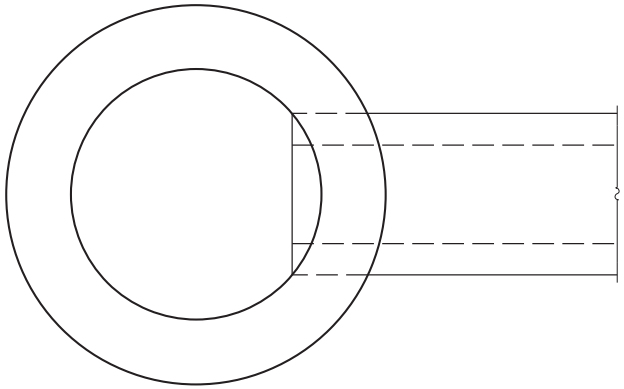
PASSED January 1, 2008
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

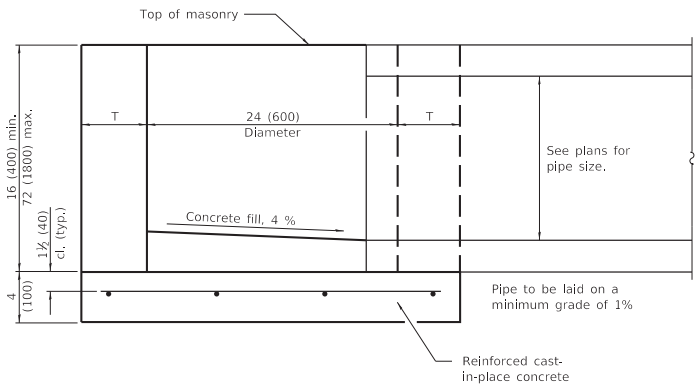
DATE	REVISIONS
1-1-08	Switched units to
	English (metric).
1-1-07	Revised Note for
	Class C patches.

CLASS C and D PATCHES

STANDARD 442201-03

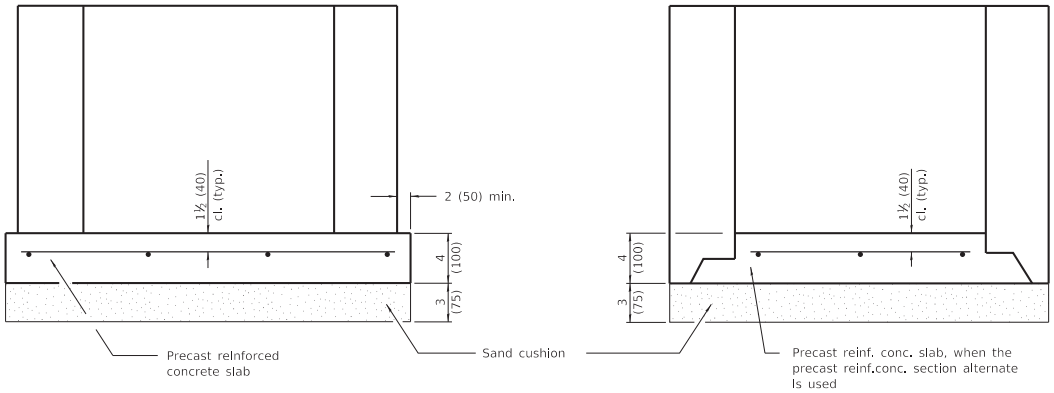


PLAN



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

Illinois Department of Transportation

PASSED January 1, 2014
Michael Briand
ENGINEER OF POLICY AND PROCEDURES

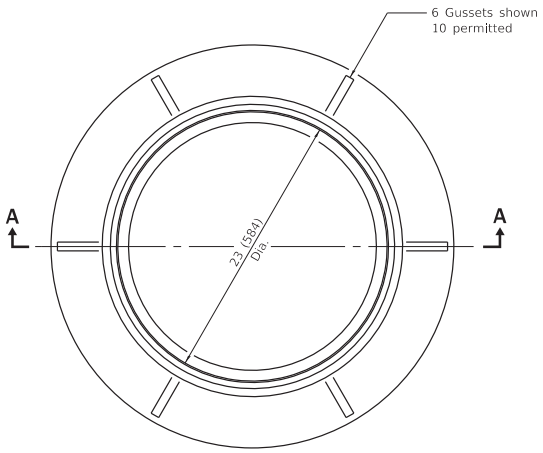
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

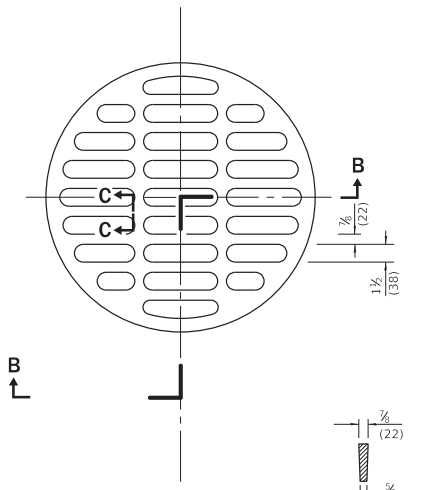
DATE	REVISIONS
1-1-14	Increased height to
	72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

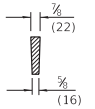
INLET - TYPE A

STANDARD 602301-04

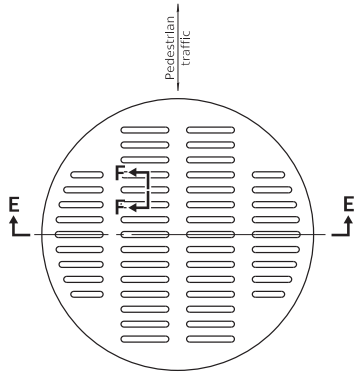


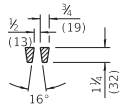
CAST FRAME



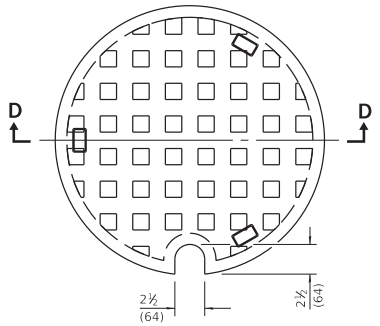


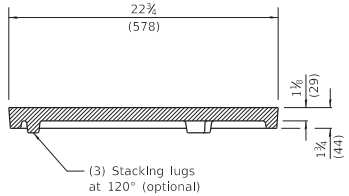
SECTION C-C





SECTION F-F

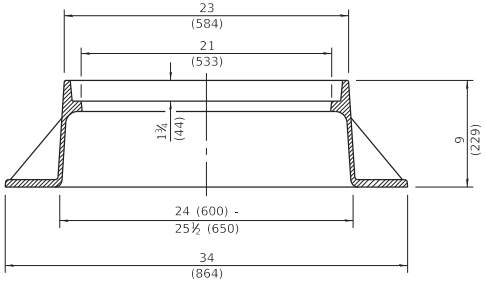




SECTION D-D

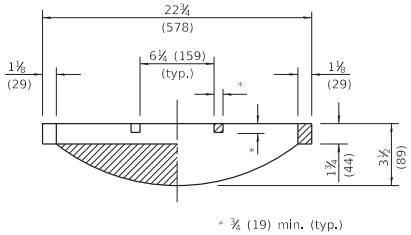
CAST CLOSED LID

Gray Iron Lid



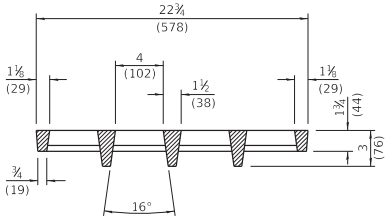
SECTION A-A

Gray Iron



SECTION B-B

CAST OPEN LID



SECTION E-E

ADA COMPLIANT CAST OPEN LID

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

DATE	REVISIONS
1-1-20	Revised dimension in Section B-B
	of cast open lid.
1-1-15	Revised dimensioning of
	frame. Added ADA compliant
	open lid.
1-1-09	Switched units to English (metric).

FRAME AND LIDS TYPE 1

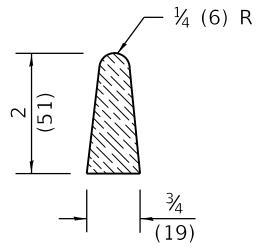
STANDARD 604001-05

Illinois Department of Transportation

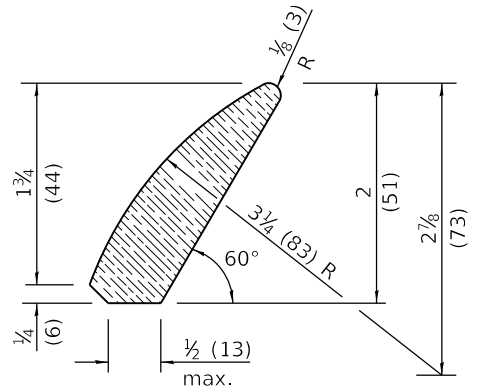
PASSED January 1, 2020
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2020
ENGINEER OF DESIGN AND ENVIRONMENT

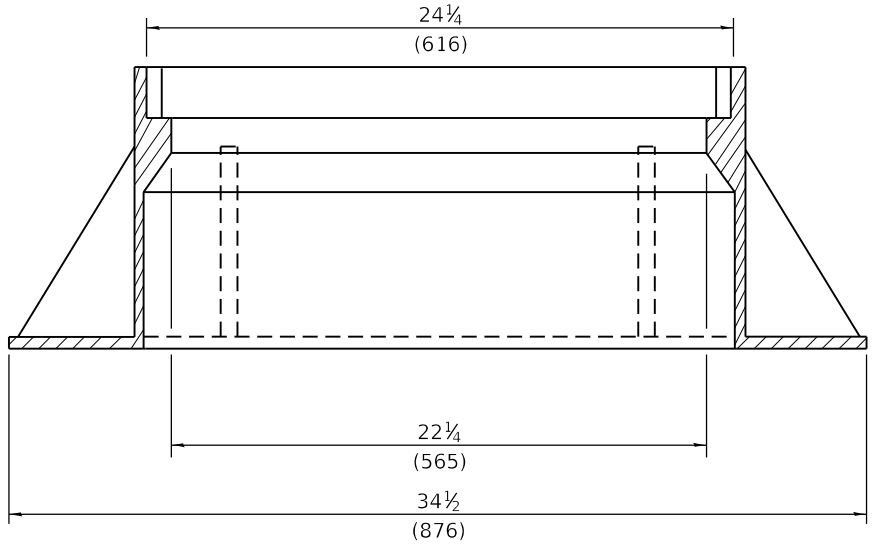
ISSUED 1-1-97



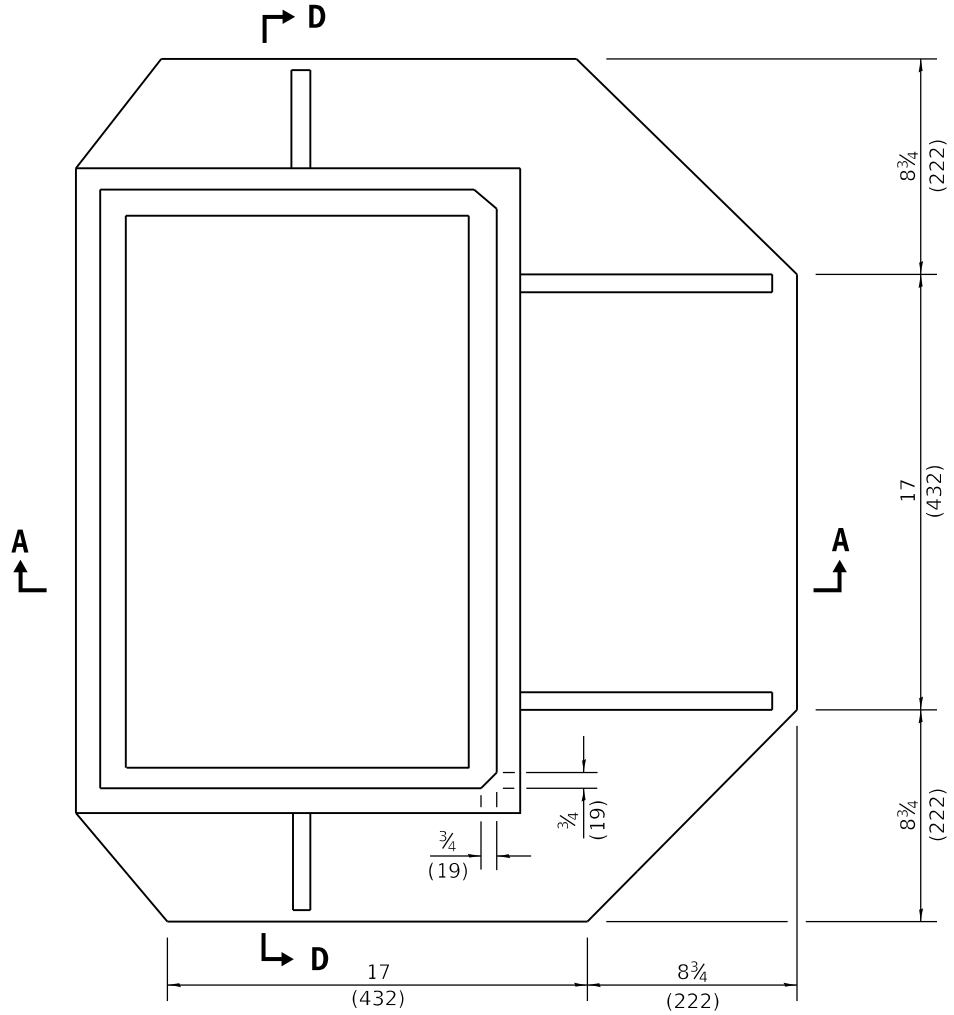
DETAIL A



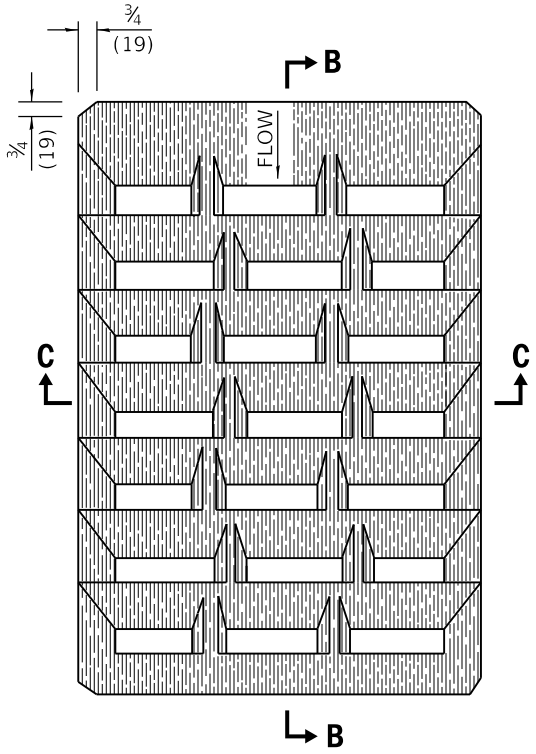
DETAIL B



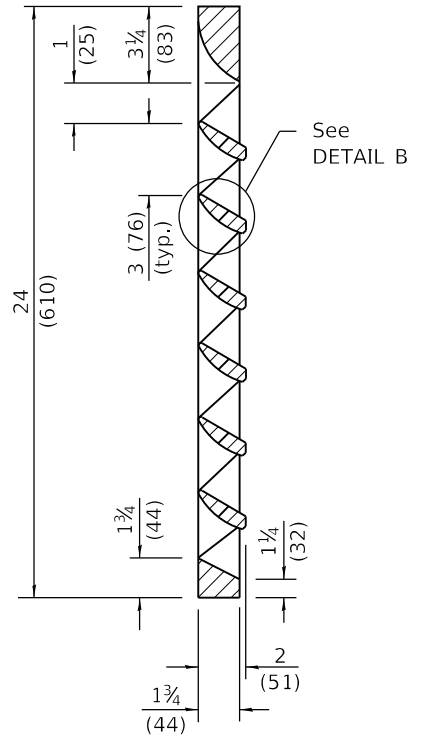
SECTION D-D



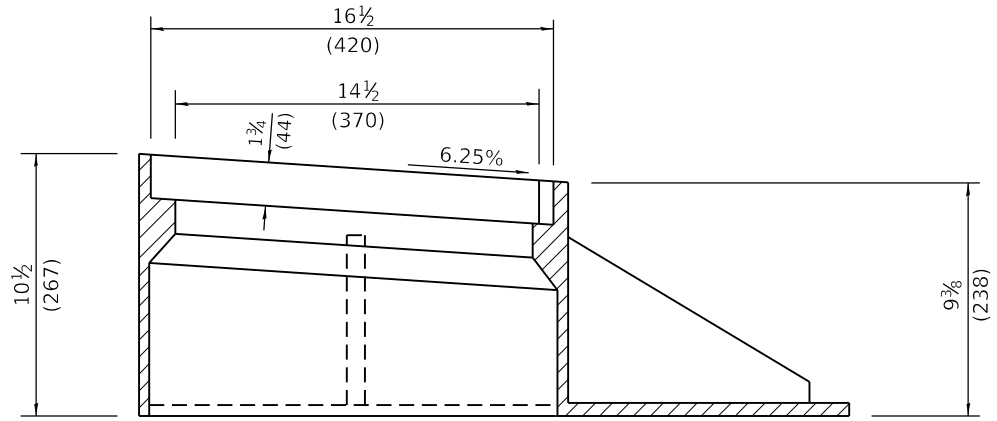
PLAN - FRAME



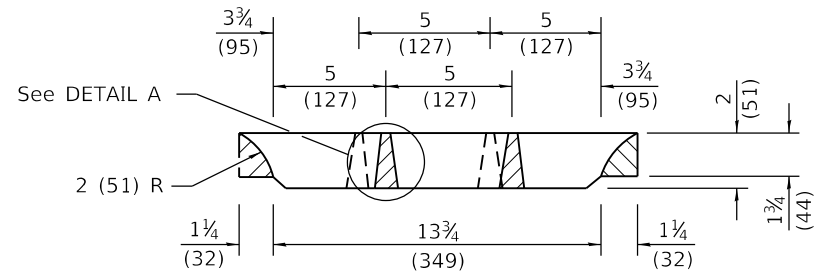
GRATE



SECTION B-B



SECTION A-A



SECTION C-C

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

Illinois Department of Transportation

PASSED January 1, 2022

Michael Brand

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2022

Todd Hahn

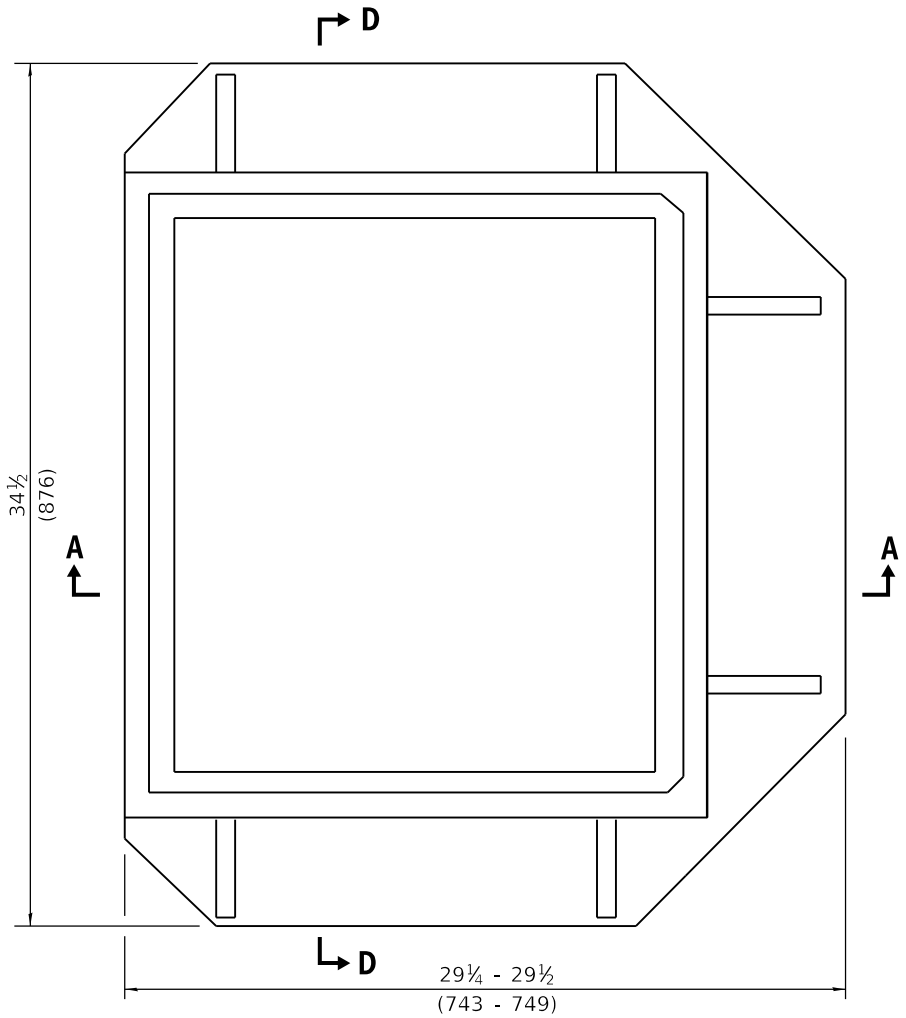
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

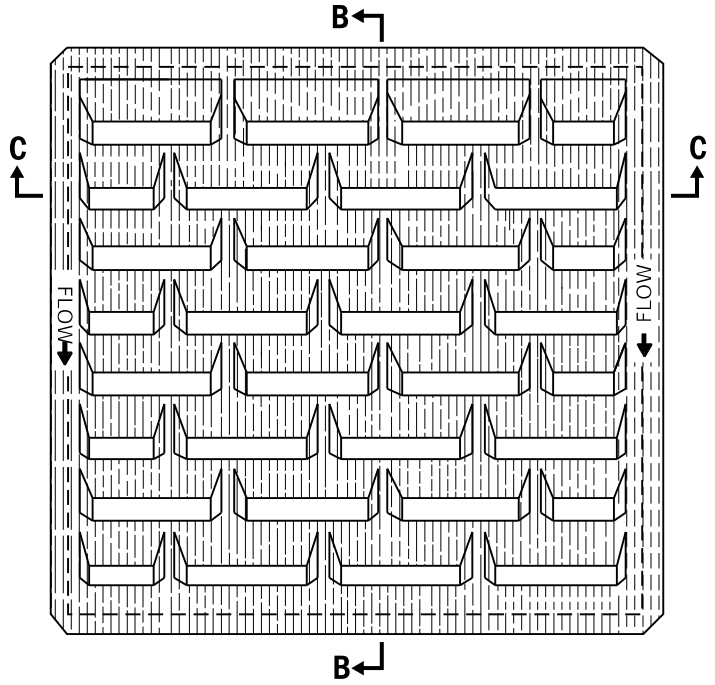
DATE	REVISIONS
1-1-22	Removed slots in frame
	which held the "safety bars".
1-1-21	Removed "safety bars"
	from frame.

FRAME AND GRATE TYPE 23

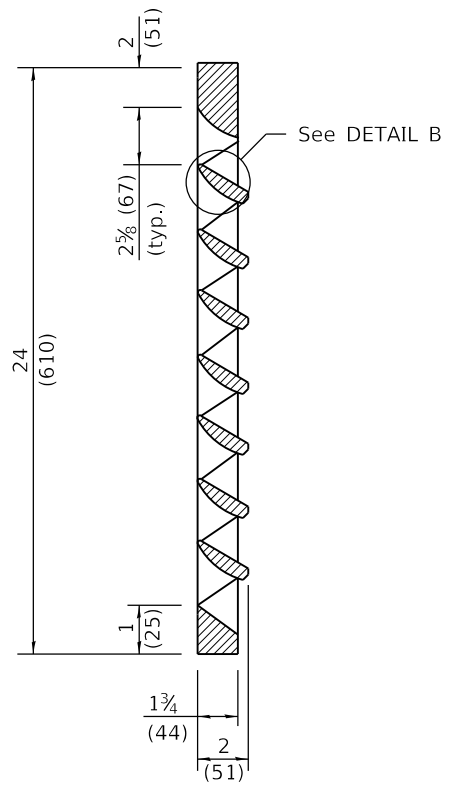
STANDARD 604086-05



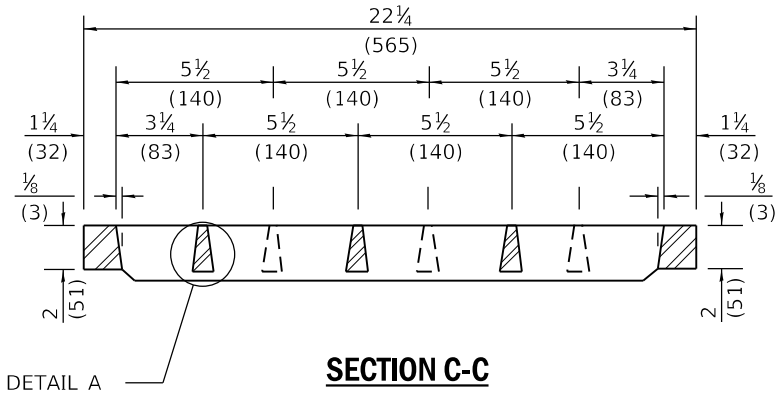
PLAN - FRAME



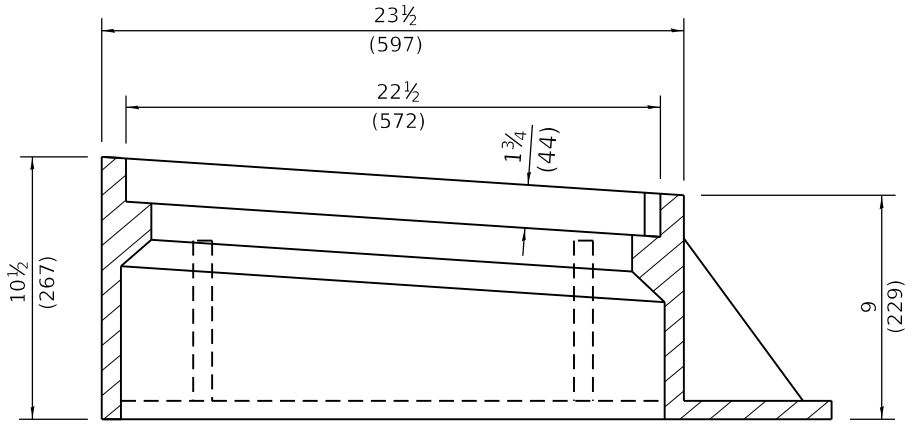
GRATE



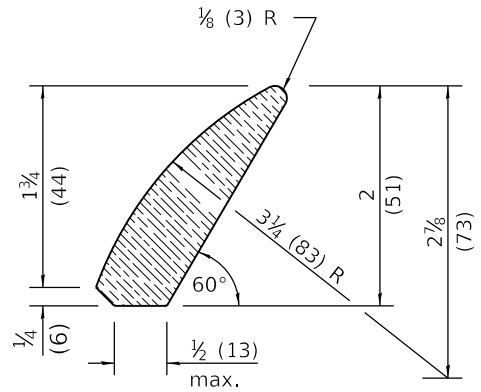
SECTION B-B



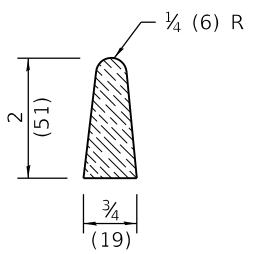
SECTION C-C



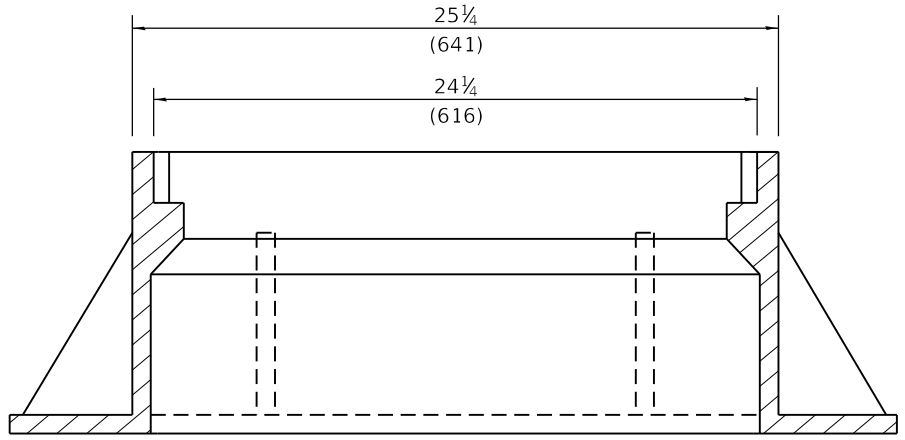
SECTION A-A



DETAIL B



DETAIL A



SECTION D-D

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

Illinois Department of Transportation

PASSED January 1, 2022
Michael Briard
ENGINEER OF POLICY AND PROCEDURES

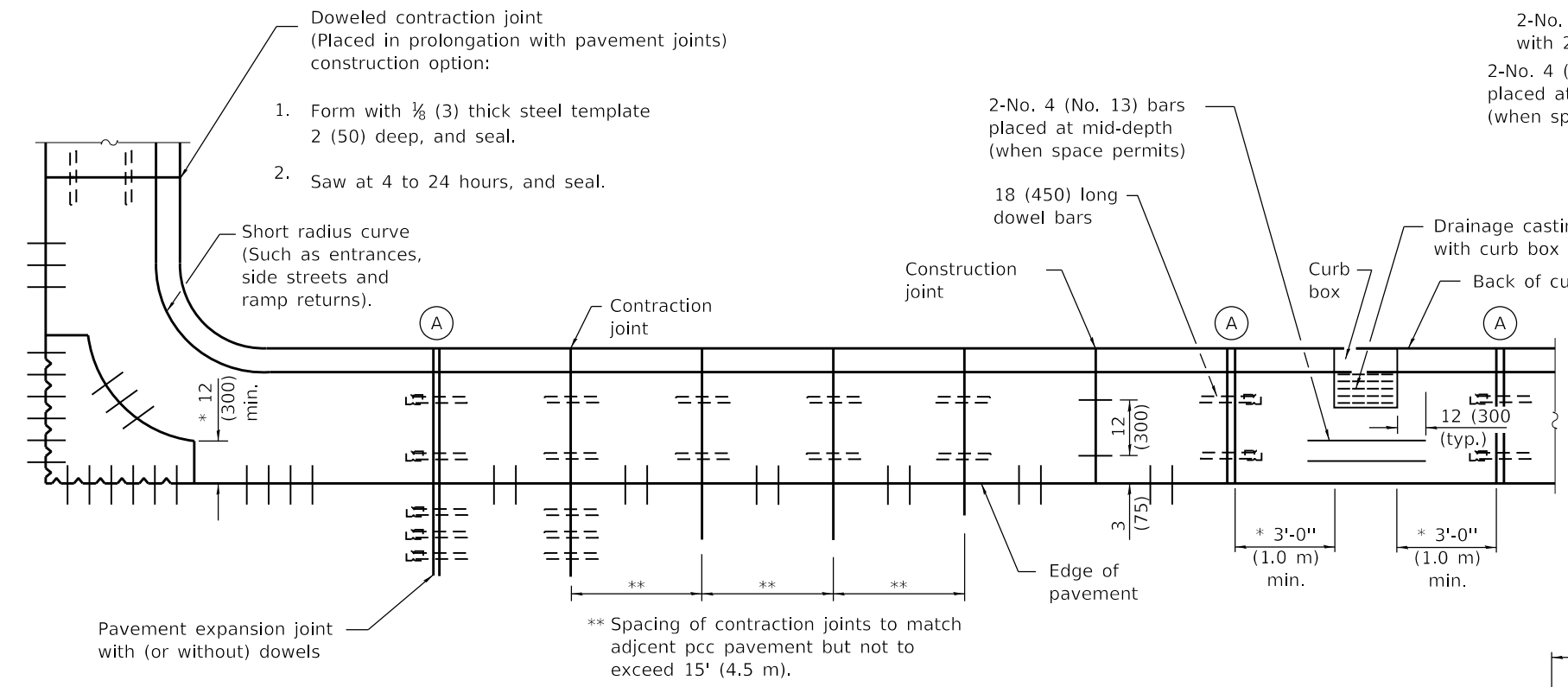
APPROVED January 1, 2022
Todd Hahn
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-22	Removed slots in frame
	which held the "safety bar".
1-1-21	Removed "safety bar"
	from frame.

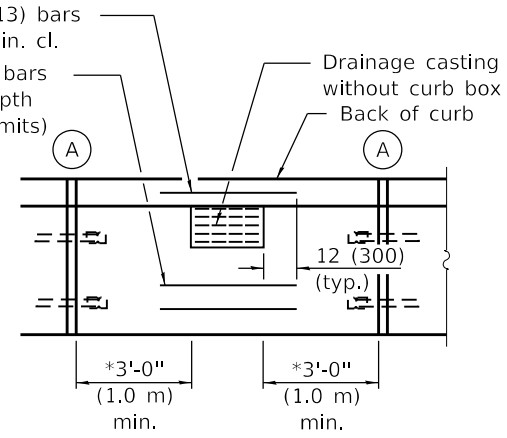
FRAME AND GRATE TYPE 24

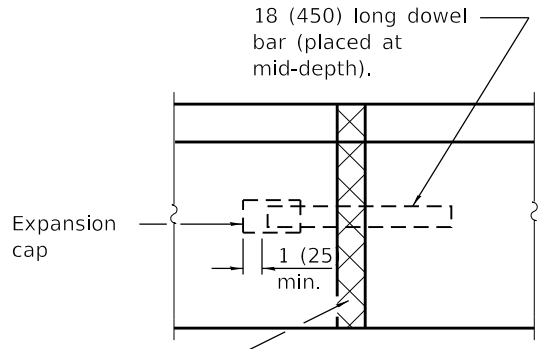
STANDARD 604091-05



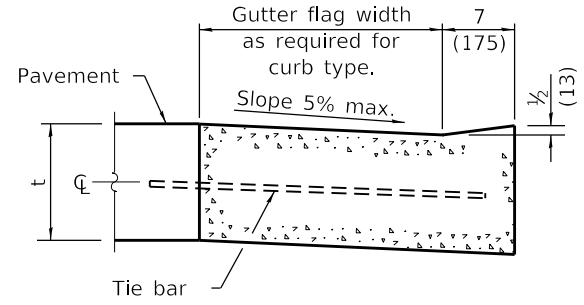
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

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

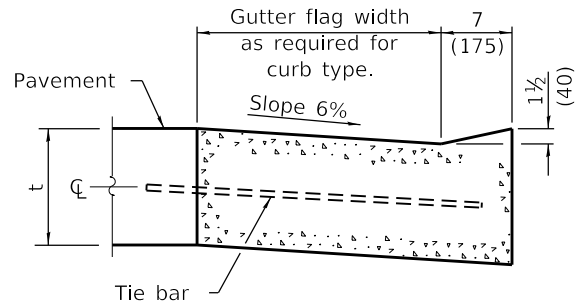




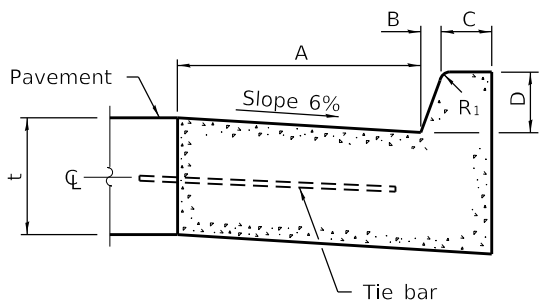
DETAIL (A) EXPANSION JOINT



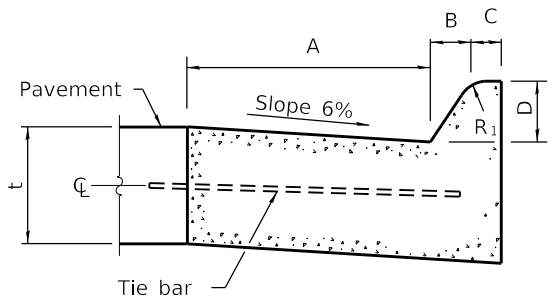
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



DEPRESSED CURB (TYPICAL)



BARRIER CURB

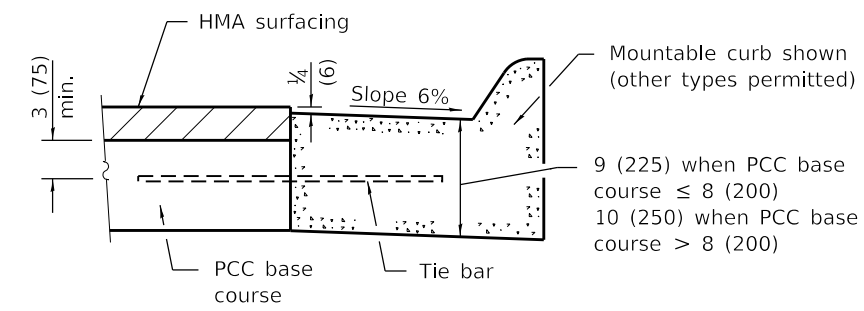


MOUNTABLE CURB

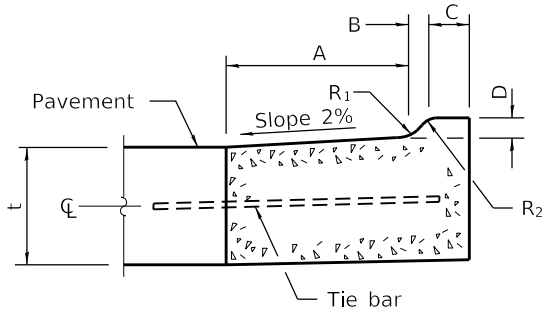
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R_1
B-6.06 * (B-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.12 (B-15.3)	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.18 (B-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
B-6.24 (B-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
B-9.12 (B-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.18 (B-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
B-9.24 (B-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB						
TYPE	A	B	C	D	R_1	R_2
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	3 (75)	2 (50)
M-4.06 (M-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.12 (M-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.18 (M-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-4.24 (M-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)	NA
M-6.06 (M-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.12 (M-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.18 (M-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)	NA
M-6.24 (M-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)	NA



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

GENERAL NOTES

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

t = Thickness of pavement.

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

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

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

See Standard 606301 for details of corner islands.

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

Illinois Department of Transportation

PASSED January 1, 2022
Michael Brand
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

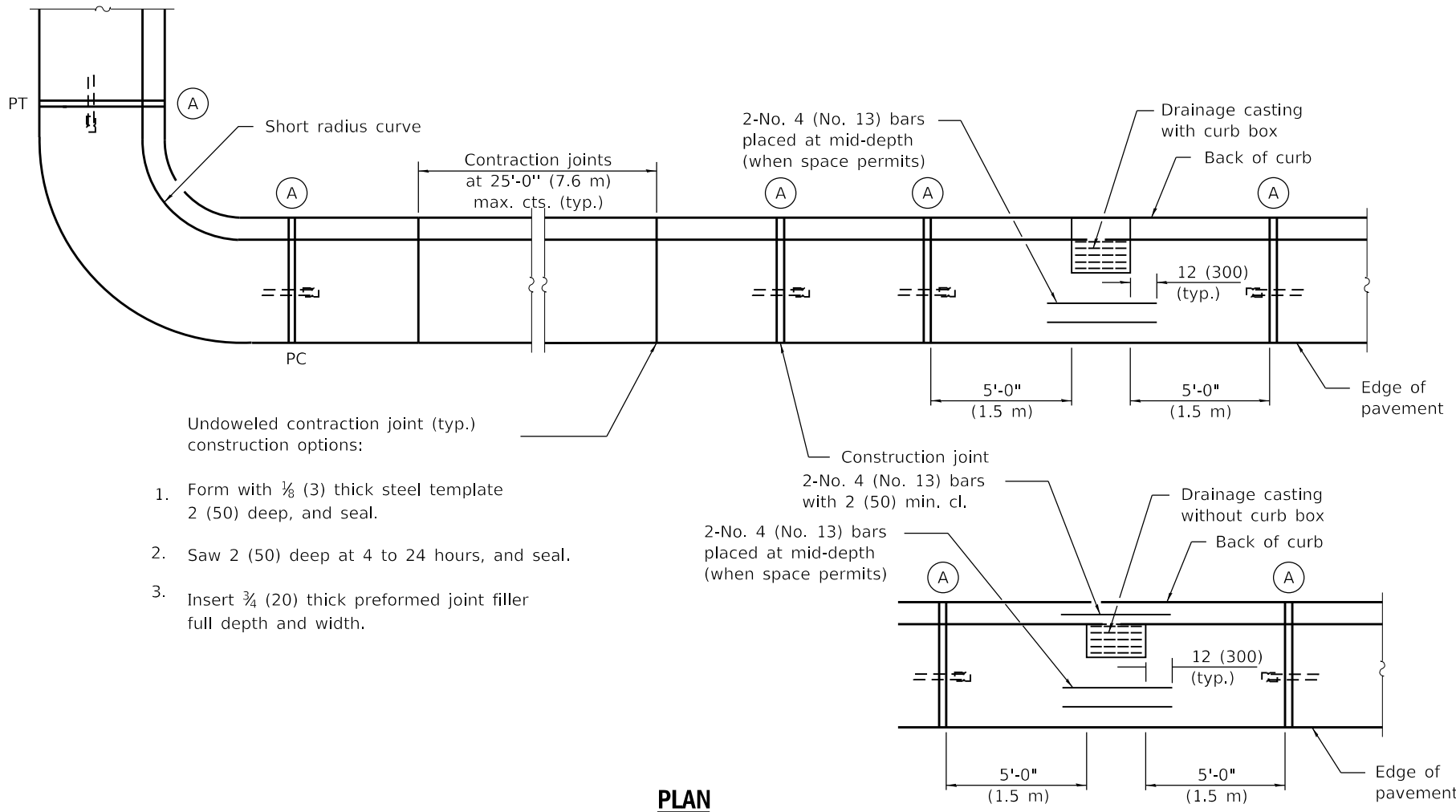
ISSUED 1-1-97

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

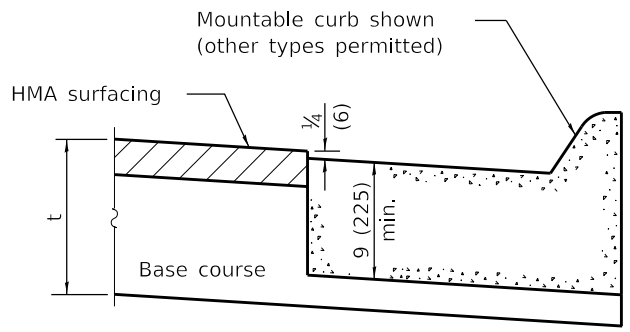
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

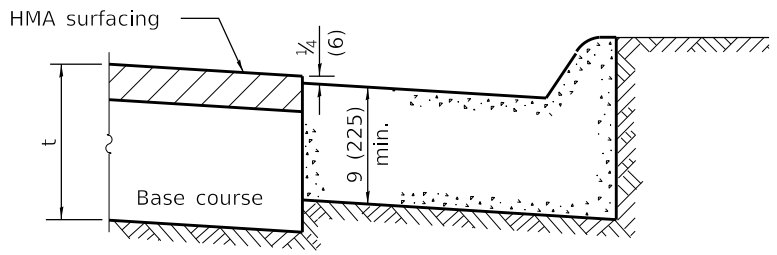
STANDARD 606001-08



PLAN



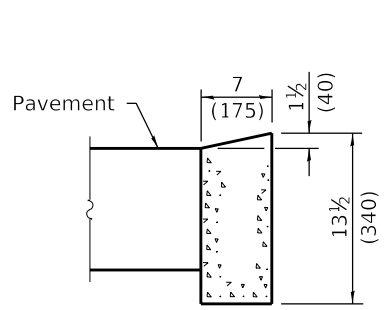
ON DISTURBED SUBGRADE



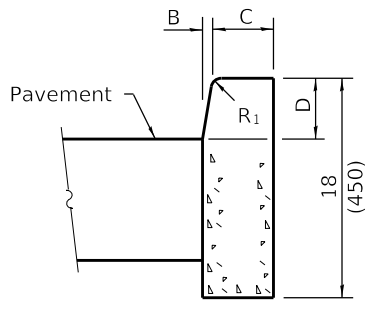
ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT

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

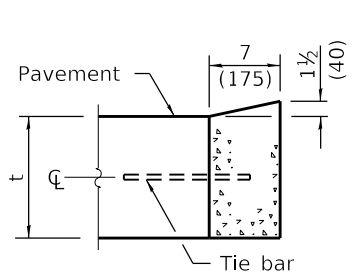


DEPRESSED CURB

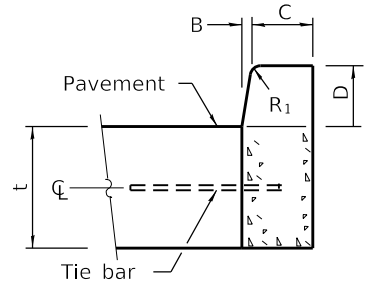


BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



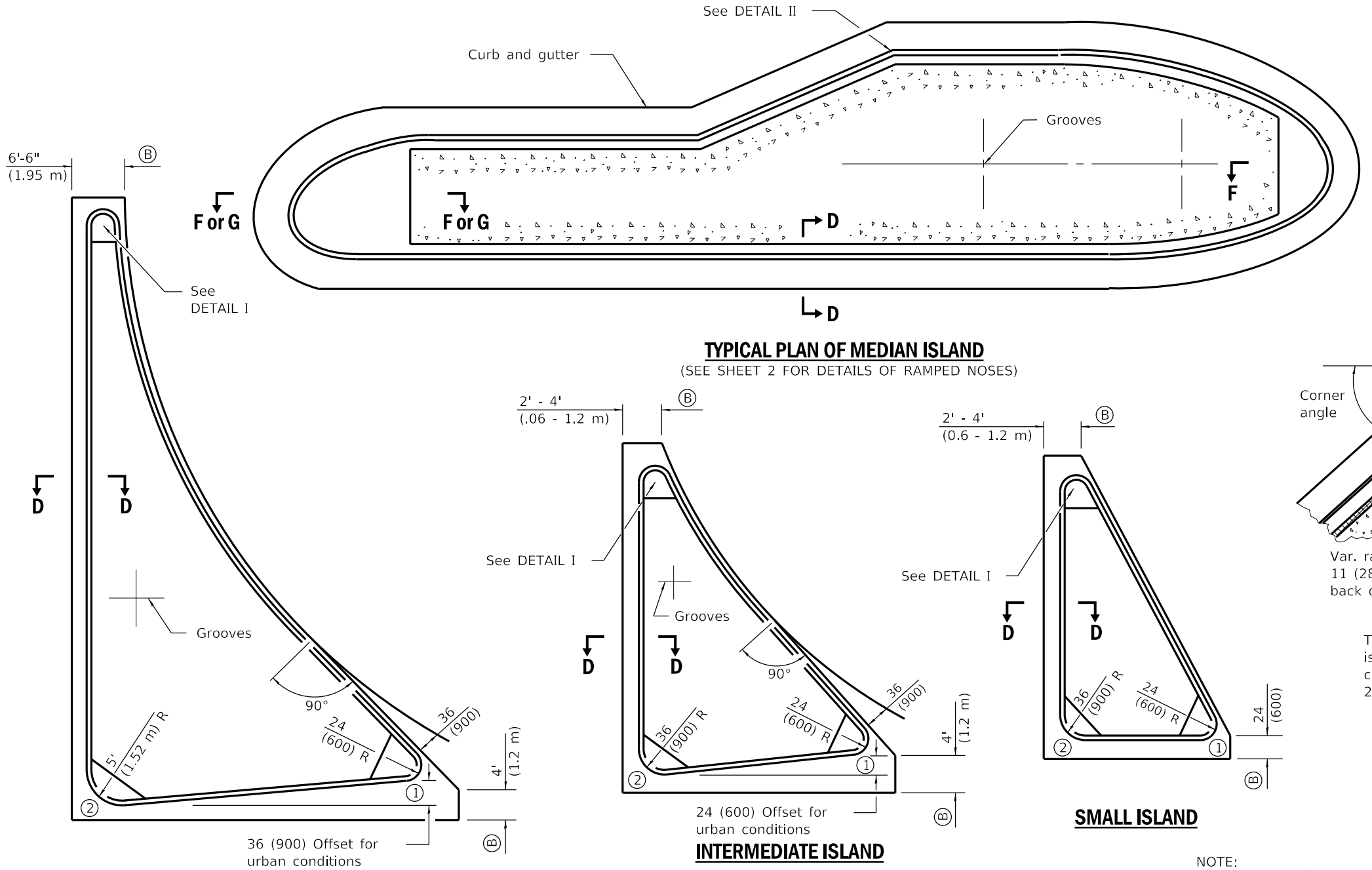
BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

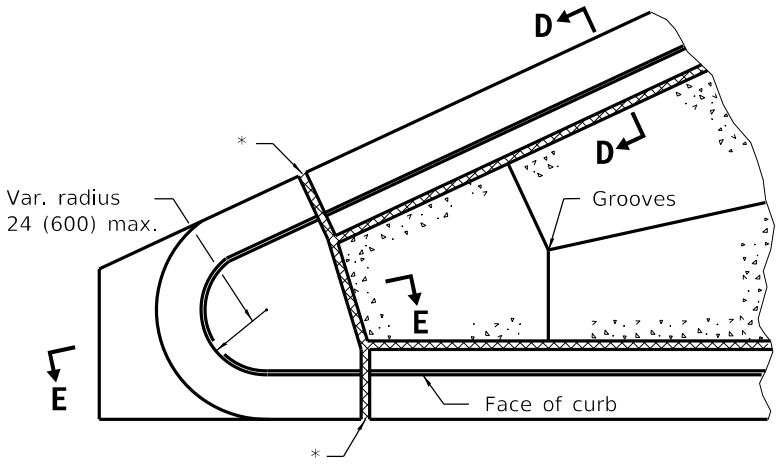
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

STANDARD 606001-08

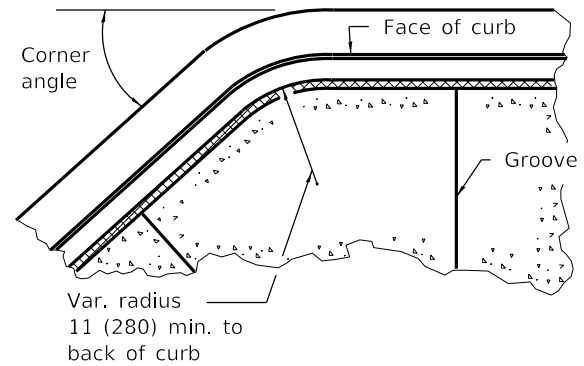


TYPICAL PLAN OF MEDIAN ISLAND

(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



DETAIL I



DETAIL II

Typical detail when corner angle is less than 90° and for other corners with radius greater than 24 (600).

INTERMEDIATE ISLAND

(FOR RIGHT TURN LANE DESIGN)

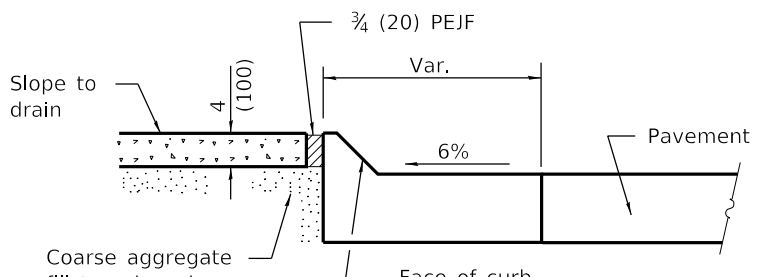
SMALL ISLAND

NOTE:
The blockouts (B) for the islands shall be extended so that the termination will line up with proposed or existing pavement joint.

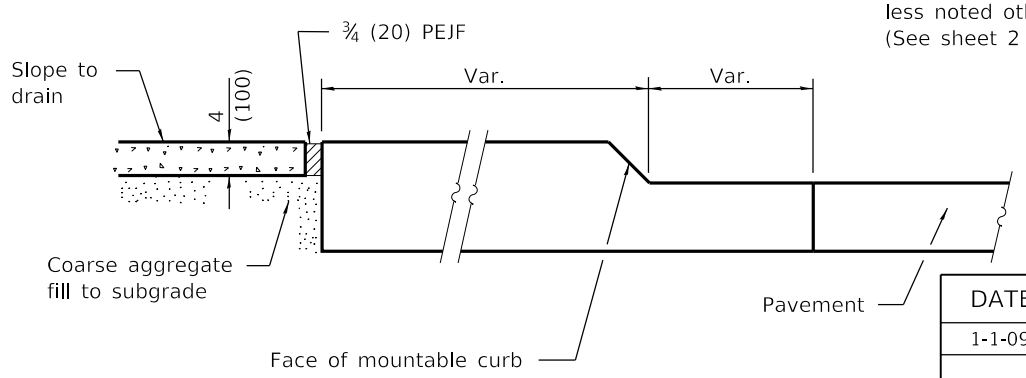
Noses (1) and (2) shall be ramped unless noted otherwise on the plans. (See sheet 2 for length)

TYPICAL PLANS OF CORNER ISLANDS

(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



SECTION D-D



SECTION E-E

GENERAL NOTES

PEJF = Preformed expansion joint filler.

Median layout and radii shall be as shown on the plans.

Keyed longitudinal construction joints shall be constructed without tie bars.

See Standard 420001 and 606001 for details not shown.

* ¾ (20) PEJF conforming to the full cross section of the curb, gutter and median surface.

X = PCC base course plus HMA thickness.

t = Pavement or pcc base course thickness.

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

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES

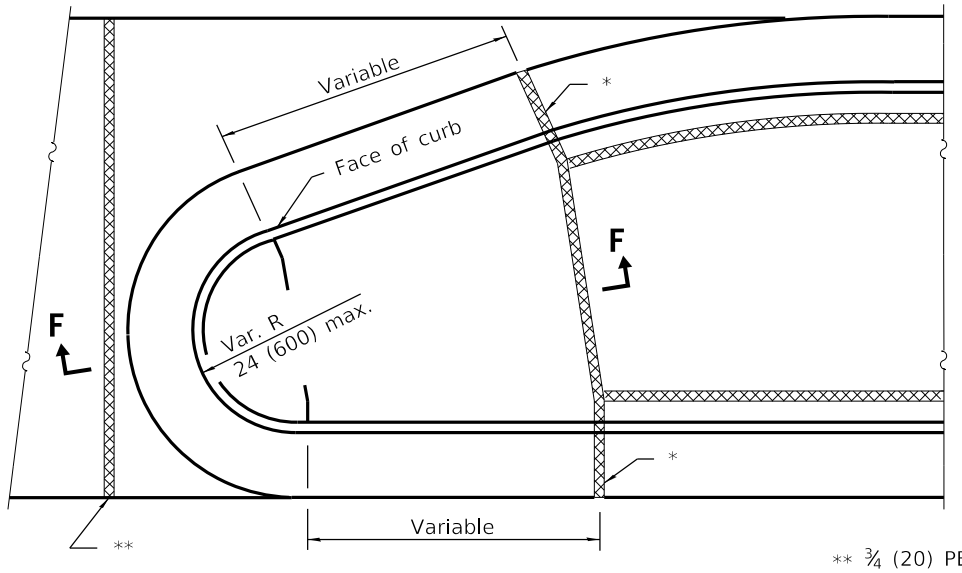
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

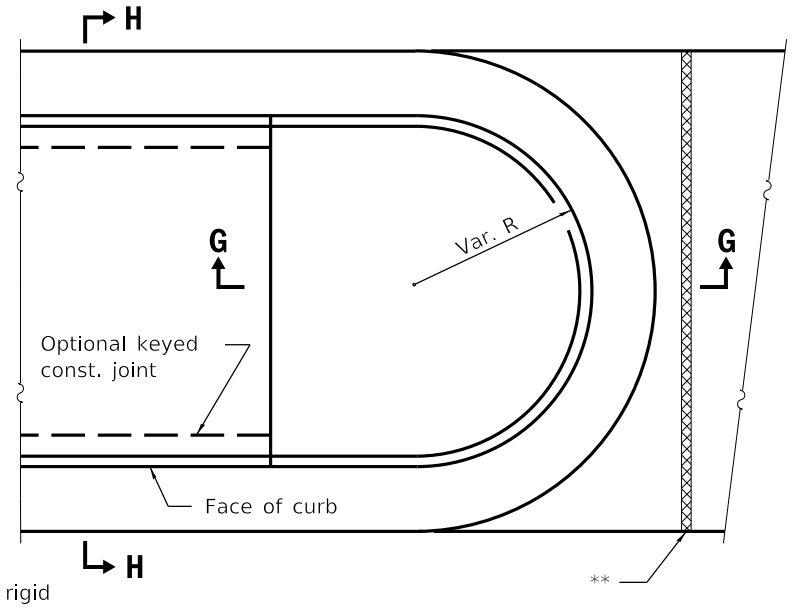
DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-07	Switched to Hot-Mix
	Asphalt (HMA)
	terminology.

PC CONCRETE ISLANDS AND MEDIANS

STANDARD 606301-04



TYPE P MEDIAN SURFACE



SOLID MEDIAN

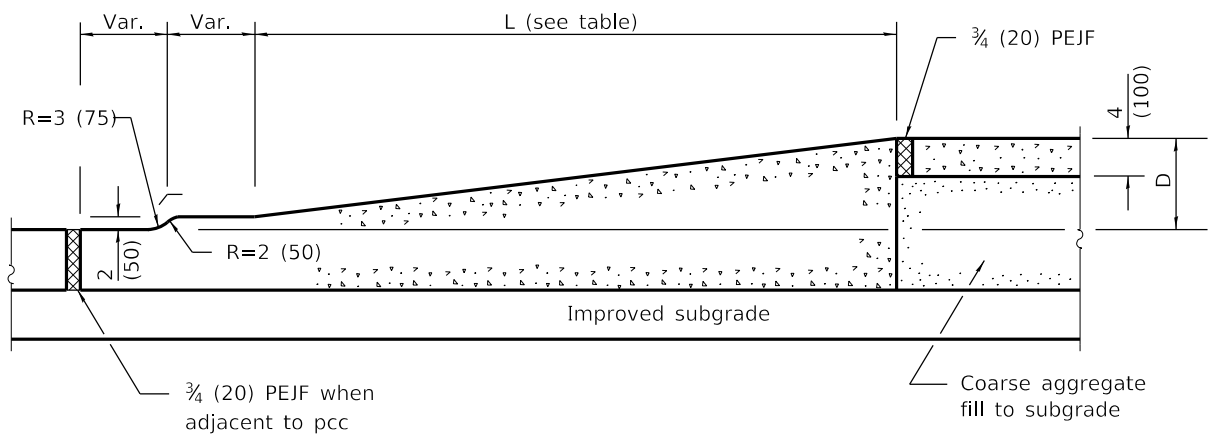
** ¾ (20) PEJF between rigid pavement and median end. Align with joint in adjacent pavement.

TABLE OF DIMENSIONS					
TYPE SB MEDIANS					
TYPE	A	B	C	D	R_1
SB-6.06 (SB-15.15)	6 (150)	1 (25)	6 (150)	6 (150)	1 (25)
SB-6.12 (SB-15.30	12 (300)	1 (25)	6 (150)	6 (150)	1 (25)
SB-6.18 (SB-15.45)	18 (450)	1 (25)	6 (150)	6 (150)	1 (25)
SB-6.24 (SB-15.60)	24 (600)	1 (25)	6 (150)	6 (150)	1 (25)
SB-9.06 (SB-22.15)	6 (150)	2 (50)	5 (125)	9 (225)	1 (25)
SB-9.12 (SB-22.30)	12 (300)	2 (50)	5 (125)	9 (225)	1 (25)
SB-9.18 (SB-22.45)	18 (450)	2 (50)	5 (125)	9 (225)	1 (25)
SB-9.24 (SB-22.60)	24 (600)	2 (50)	5 (125)	9 (225)	1 (25)

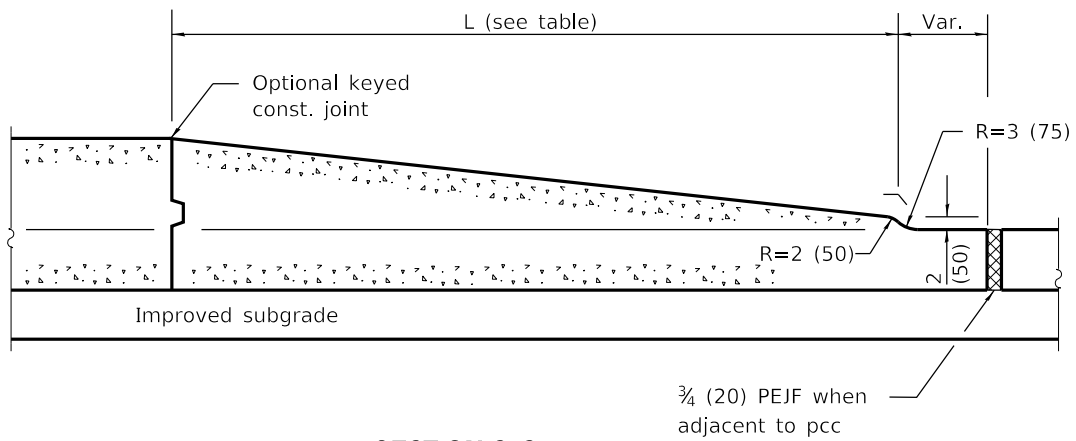
TABLE OF DIMENSIONS					
TYPE M AND SM MEDIANS					
TYPE	A	B	C	D	R_1
M-2.06 (M-5.15)	6 (150)	2 (50)	4 (100)	2 (50)	2 (50)
M-2.12 (M-5.30)	12 (300)	2 (50)	4 (100)	2 (50)	2 (50)
SM-4.06 (SM-10.15)	6 (150)	4 (100)	3 (75)	4 (100)	3 (75)
SM-4.12 (SM-10.30)	12 (300)	4 (100)	3 (75)	4 (100)	3 (75)
SM-4.18 (SM-10.45)	18 (450)	4 (100)	3 (75)	4 (100)	3 (75)
SM-4.24 (SM-10.60)	24 (600)	4 (100)	3 (75)	4 (100)	3 (75)
SM-6.06 (SM-15.15)	6 (150)	6 (150)	2 (50)	6 (150)	2 (50)
SM-6.12 (SM-15.30)	12 (300)	6 (150)	2 (50)	6 (150)	2 (50)
SM-6.18 (SM-15.45)	18 (450)	6 (150)	2 (50)	6 (150)	2 (50)
SM-6.24 (SM-15.60)	24 (600)	6 (150)	2 (50)	6 (150)	2 (50)

PLAN

(RAMPED NOSES)

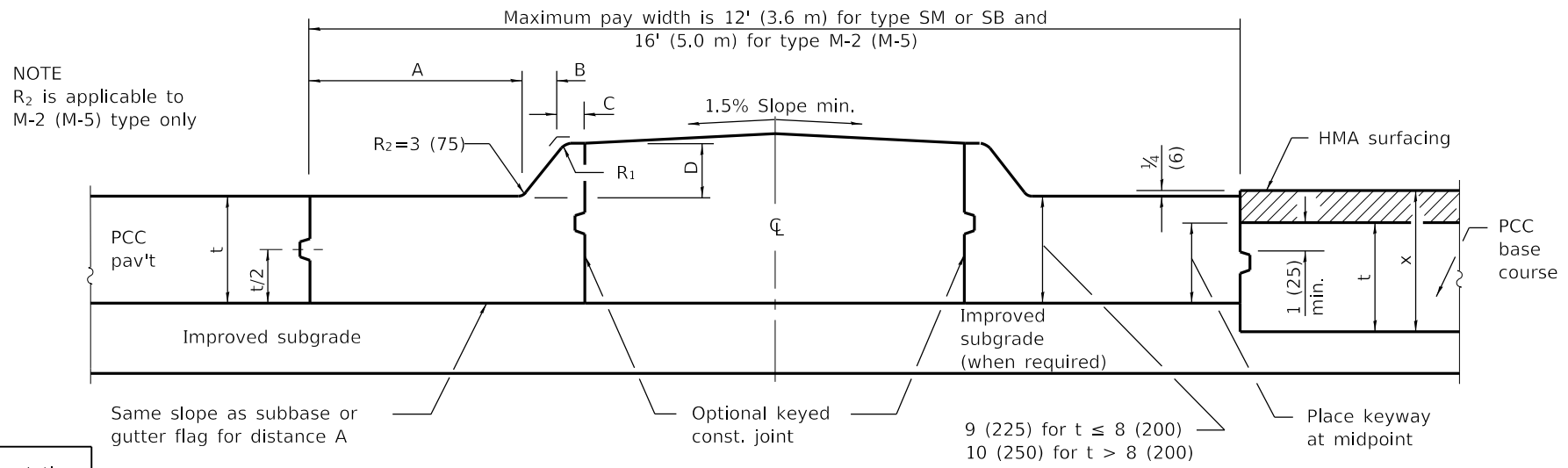


SECTION F-F



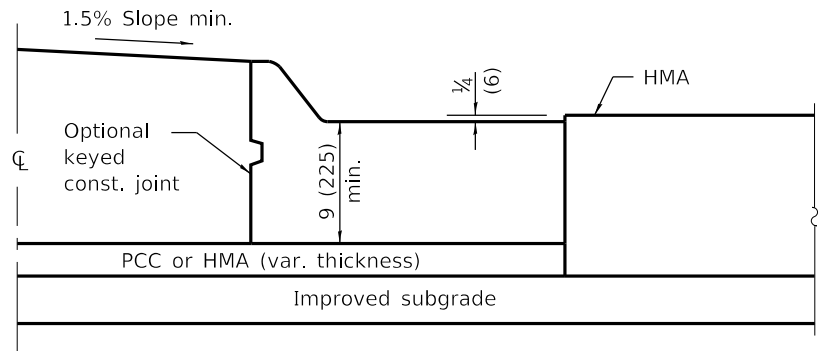
SECTION G-G

TABLE OF RAMPED NOSE LENGTHS	
TYPE OF NOSE	L
Median	6' (1.8 m)
Small Island	24 (600)
Intermediate Island	4' (1.2 m)
Large Island	6' (1.8 m)



HALF SECTION FOR PCC PAVEMENT

HALF SECTION FOR PCC BASE COURSE



HALF SECTION FOR FLEXIBLE PAVEMENT

SECTION H-H

(TYPE SM, SB & M-5 (M-2) MEDIANS)

Illinois Department of Transportation

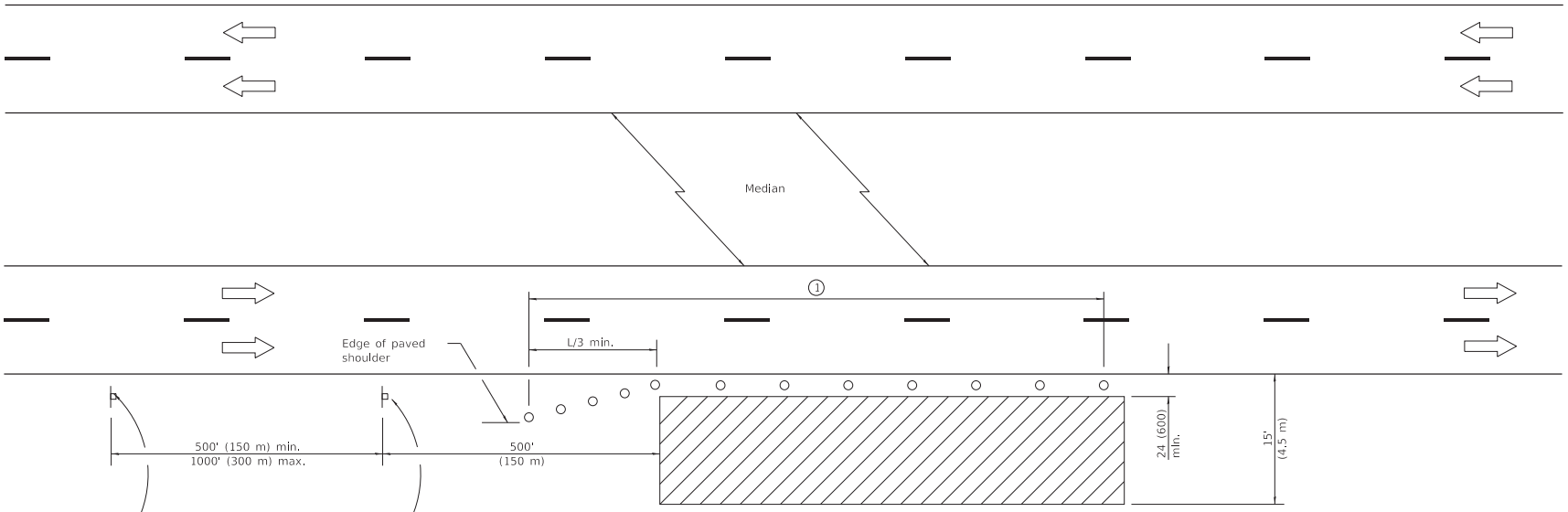
PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

PC CONCRETE ISLANDS AND MEDIANS

(Sheet 2 of 2)

STANDARD 606301-04



For contract construction projects

W20-I103(0)-48

W21-1(0)-48

For maintenance and utility projects

W20-1(0)-48

TYPICAL APPLICATIONS

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

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.

SYMBOLS

Work area

Sign

Cone, drum or barricade

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

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

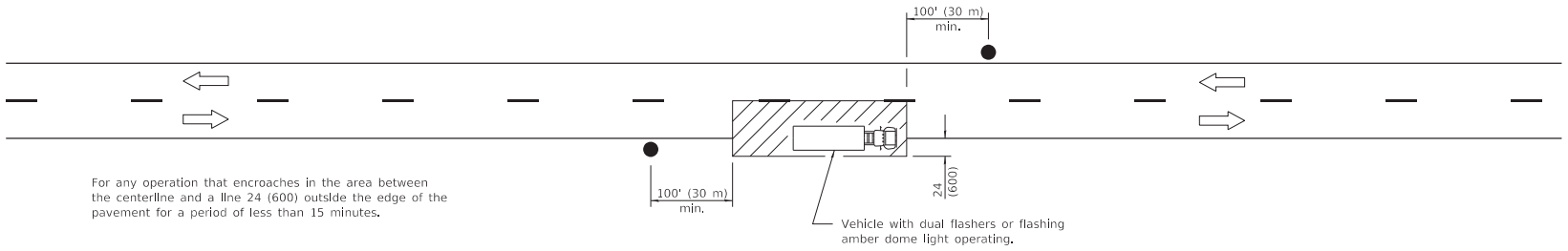
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

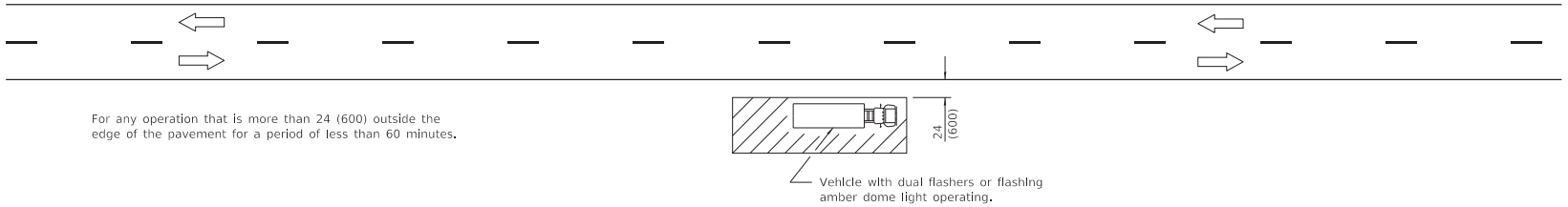
DATE	REVISIONS
4-1-16	Corrected typo in title.
1-1-14	Revised workers sign
	number to agree with
	current MUTCD.

OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

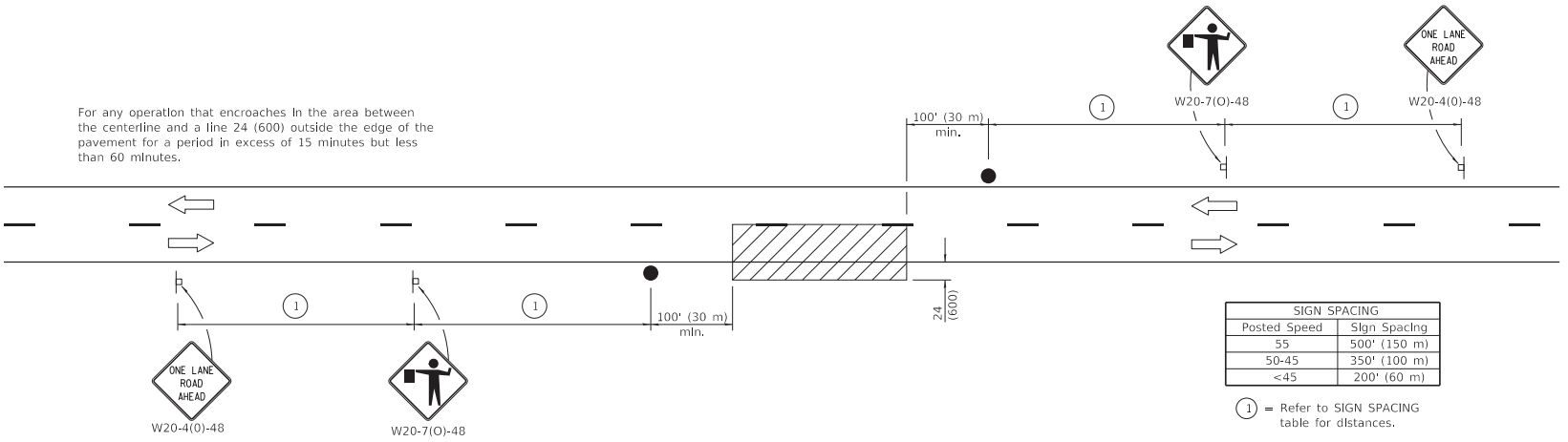
STANDARD 701101-05



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

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

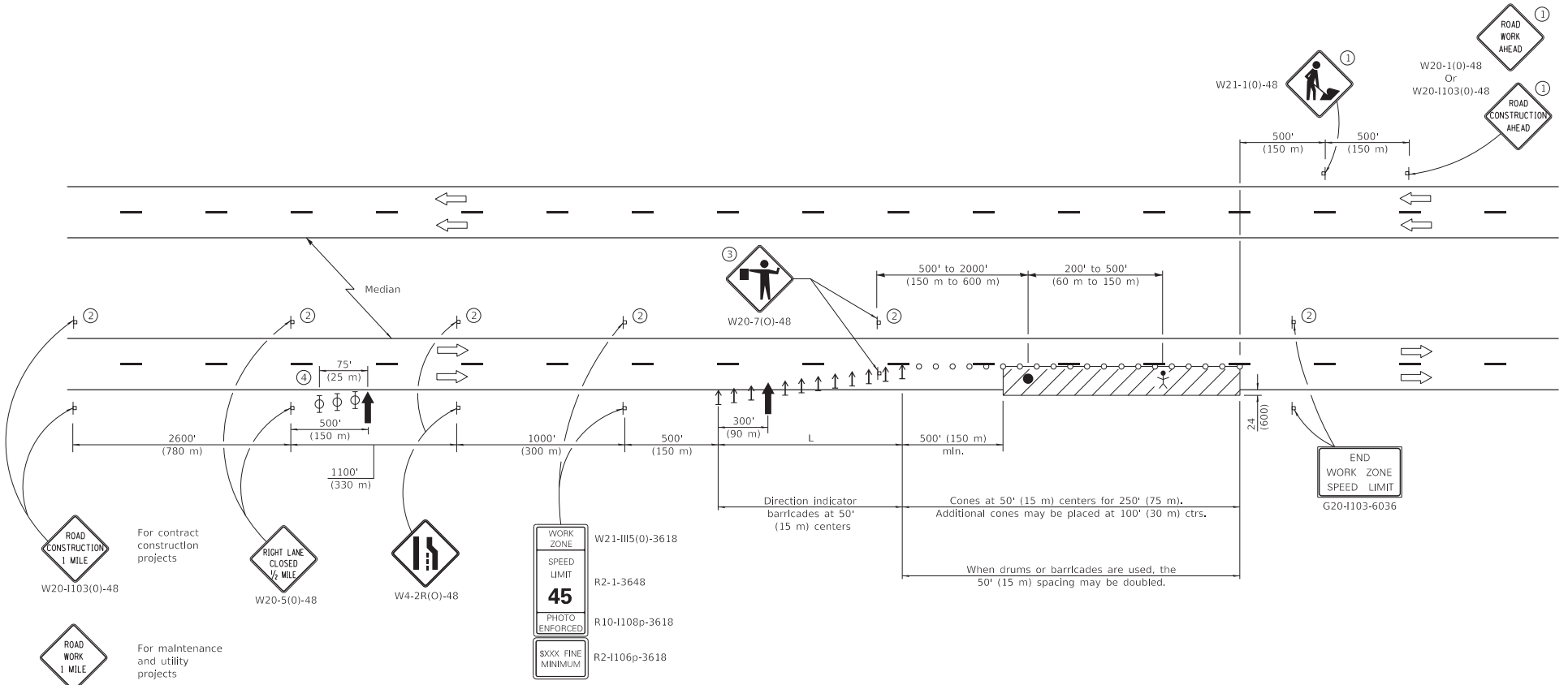
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

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

STANDARD 701301-04



L = lane width X taper ratio	
Normal Posted Speed	Taper Ratio
mph	
55	55/1
45	45/1

TYPICAL APPLICATIONS

Pavement patch
Utility operations
Bituminous resurfacing

SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade
- Cone, drum or barricade
- Flagger with traffic control sign
- Worker
- Type II barricade, drum, or vertical barricade with monodirectional flashing light

(1) Undivided roadway only with left lane closure in opposite direction.

(2) Omitted when median is less than 10' (3 m).

(3) FLAGGER signs shall be moved as necessary to maintain the required spacing between the sign and each separate work activity.

(4) Three Type II barricades, drums, or vertical barricades at 25' (8 m) centers.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach on the lane adjacent to the shoulder, or on the shoulder within 24 (600) of the edge of pavement.

This Standard also applies when work is being performed in the left lane. Under these conditions, LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown.

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

Illinois Department of Transportation

PASSED January 1, 2017
ENGINEER OF SAFETY PROG. AND ENGINEERING

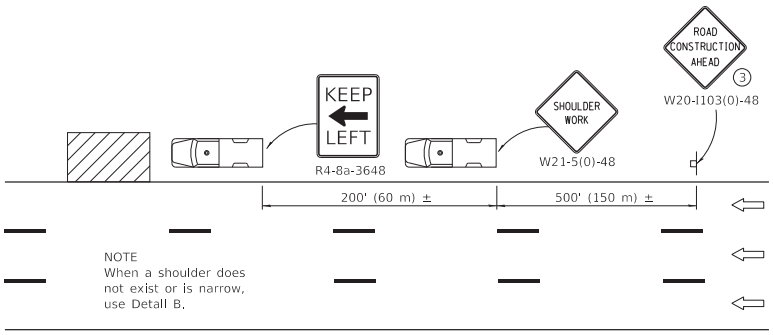
APPROVED January 1, 2017
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 4-1-14

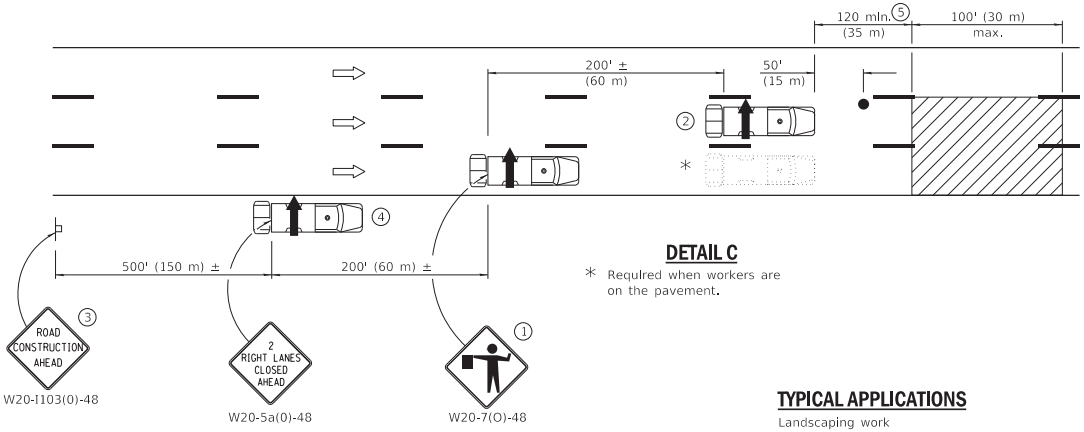
DATE	REVISIONS
1-1-17	Rev. END WORK ZONE SPEED
	LIMIT sign. Changed device
	spacing at first arr. brd.
1-1-15	Revised END WORK ZONE SPEED
	LIMIT sign dimensions.

LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH

STANDARD 701421-08

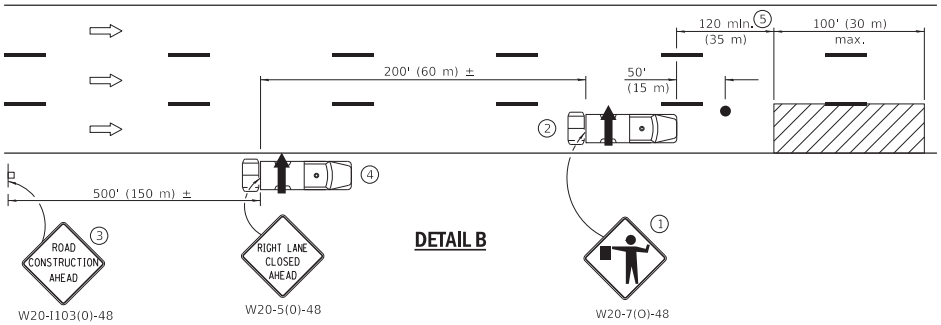


DETAIL A



DETAIL C

* Required when workers are on the pavement.



DETAIL B

TYPICAL APPLICATIONS

Landscaping work
Utility work
Pavement marking
Weed spraying
Roadometer measurements
Debris cleanup
Crack pouring

1. Flaggers are required when workers are on the pavement.
2. For striping operations only. See sign arrow detail on this standard.
3. For stationary operations which are on the roadway or shoulder, greater than 15 minutes and up to 1 hour.
4. Omit truck, attenuator and arrow board when no shoulder exists due to curb and gutter.
5. The distance between the work and the lead truck may vary according to terrain or paint/crack sealing time.

G20-I101-2430
(appropriate arrow)
2 (when striping only)

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require: 1) stationary operations up to 1 hour, or 2) a continuous or intermittent moving operation where the average speed of movement is greater than 1 mph (2 km/h).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

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

SYMBOLS

- Arrow board
- Work area
- Truck with flashing amber light
- Truck/Trailer mounted attenuator
- Flagger with traffic control sign
- Sign

Illinois Department of Transportation

PASSED January 1, 2017
ENGINEER OF SAFETY PROG. AND ENGINEERING

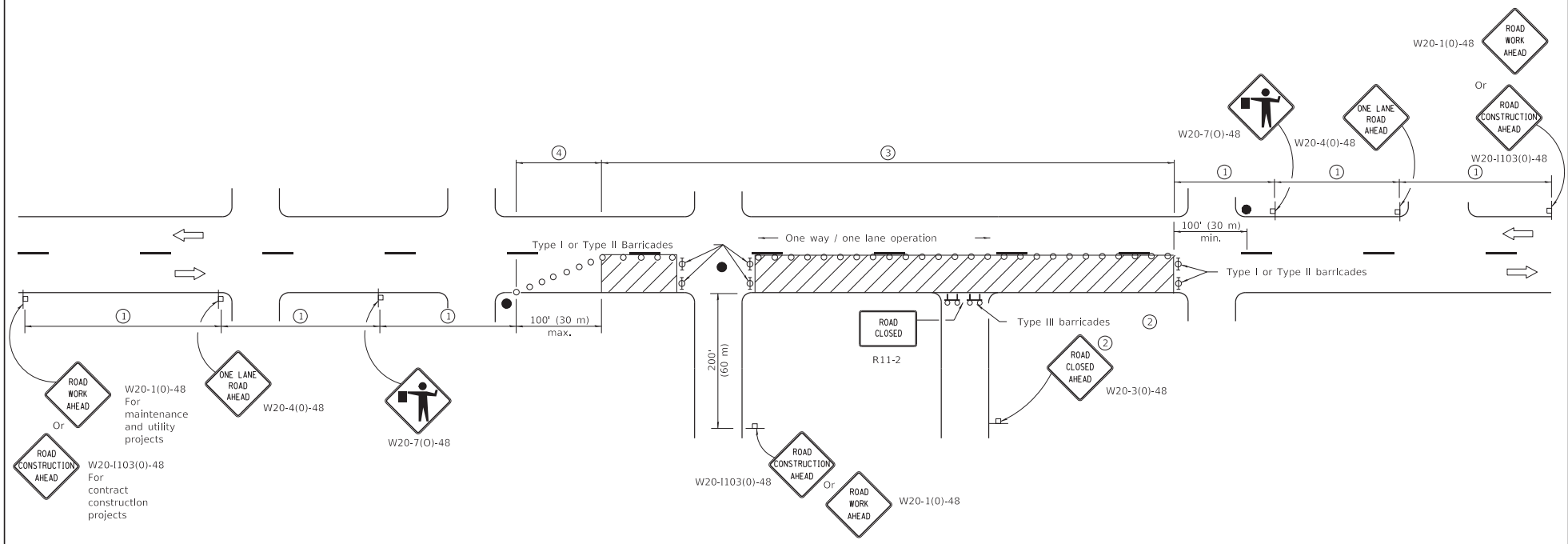
APPROVED January 1, 2017
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-11

DATE	REVISIONS
1-1-17	Revised 'NOTE' on DETAIL A
	to use DETAIL B in lieu of
	DETAIL C.
4-1-16	Rev. gen. notes. Added
	note 5. Rev. dist. between
	work and lead truck.

LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH

STANDARD 701427-05



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

SYMBOLS

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

(1) Refer to SIGN SPACING TABLE for distances.

(2) For approved sideroad closures.

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

(4) Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

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

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

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

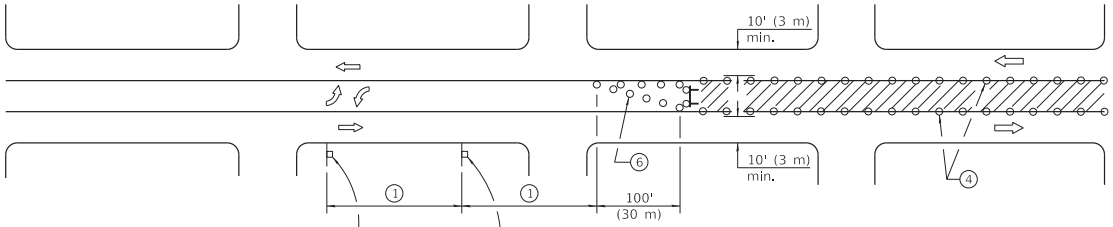
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



CASE I

(Signs required for both directions)

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

SYMBOLS

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

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

GENERAL NOTES

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

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

Calculate L as follows:

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

W = Width of offset in feet (meters).

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

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

Illinois Department of Transportation

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

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

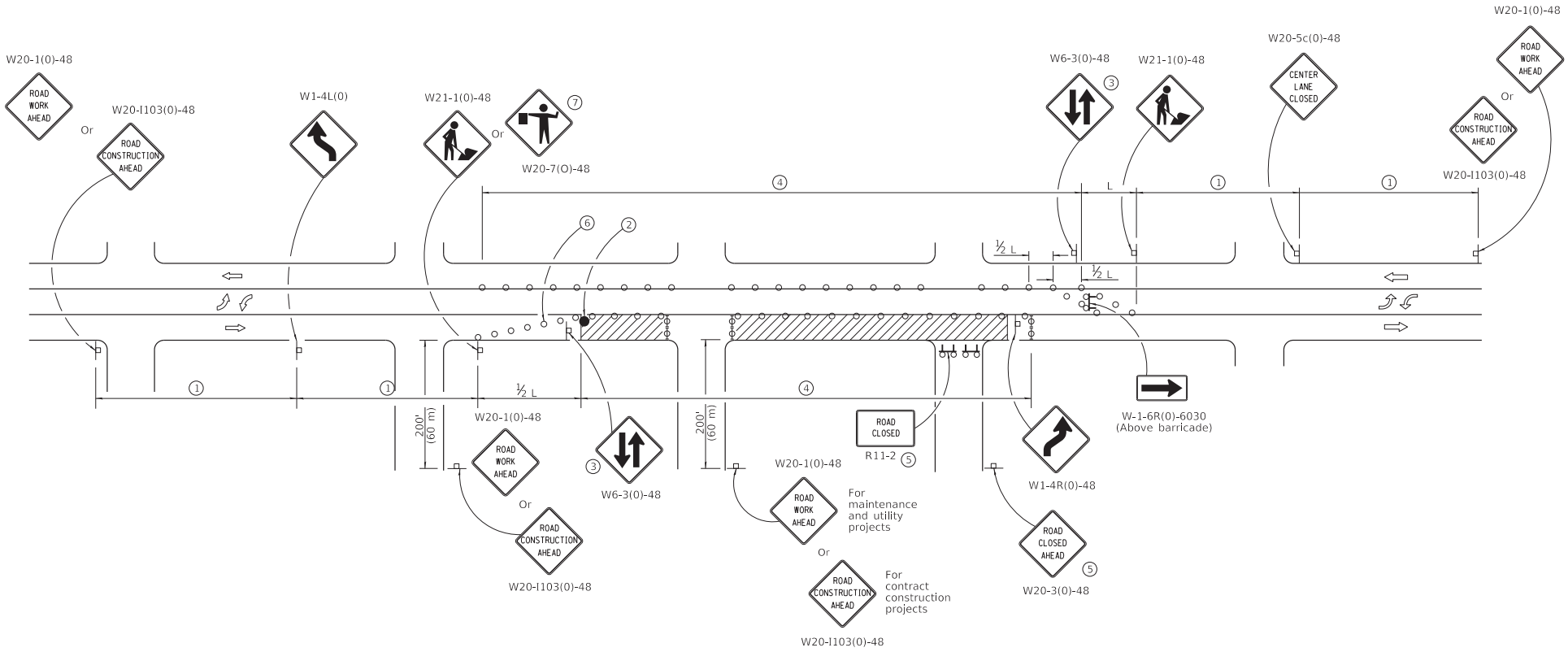
ISSUED 1-1-19

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

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

(Sheet 1 of 2)

STANDARD 701502-09



CASE II

Illinois Department of Transportation

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

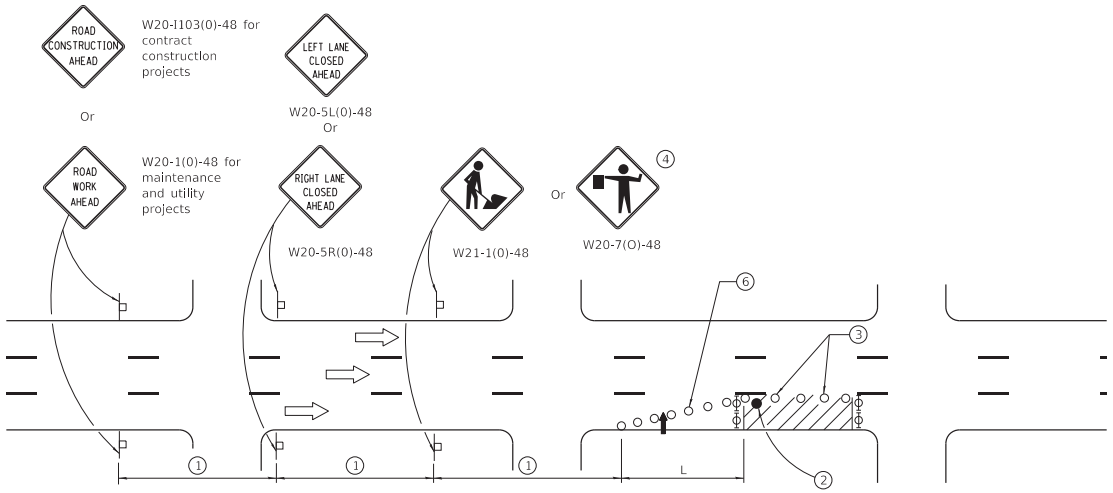
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

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

(Sheet 2 of 2)

STANDARD 701502-09



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

SYMBOLS

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

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

GENERAL NOTES

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

Calculate L as follows:

SPEED LIMIT	FORMULAS English	FORMULAS (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

PASSED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

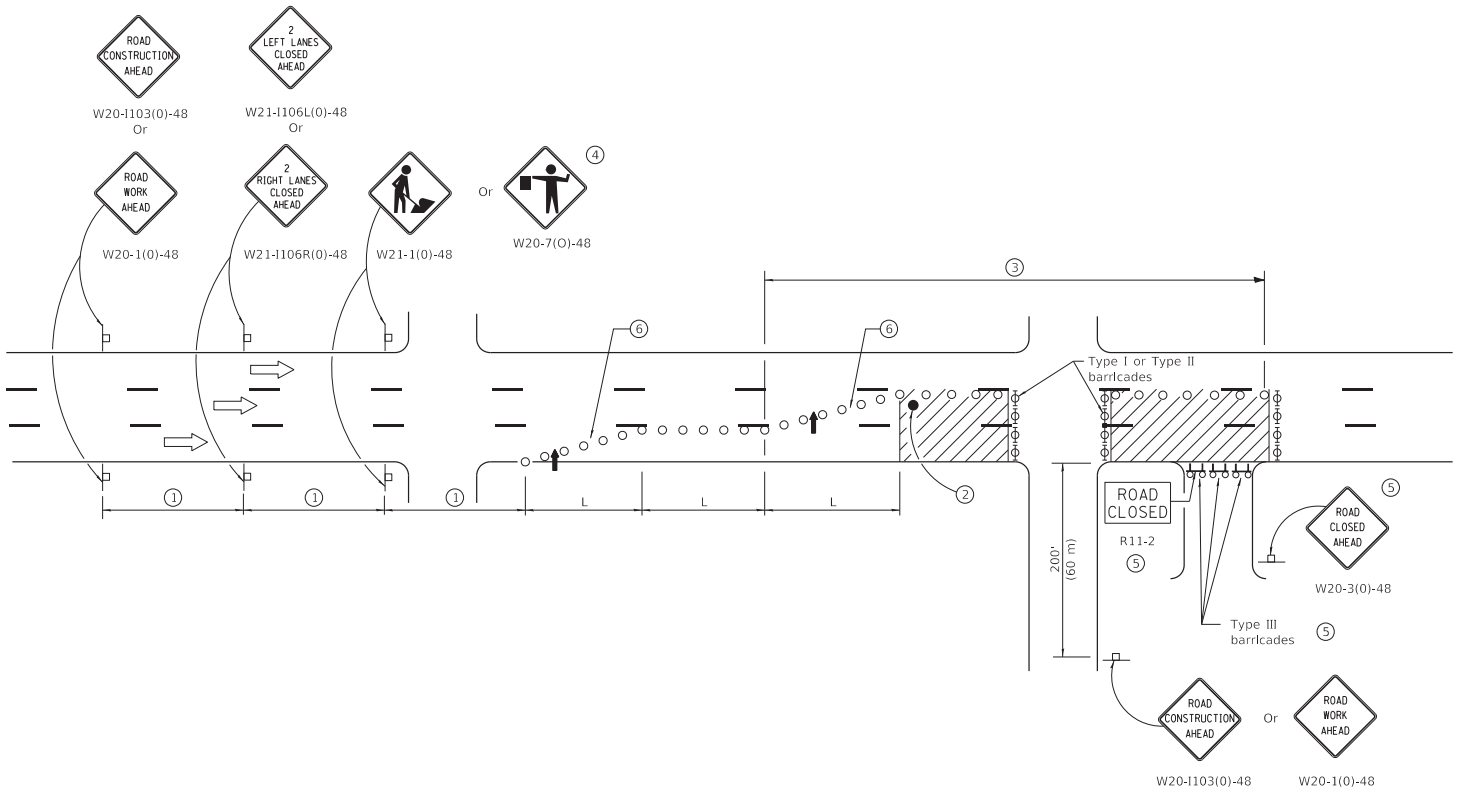
ISSUED 1-1-07

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

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

(Sheet 1 of 2)

STANDARD 701601-09



Illinois Department of Transportation

PASSED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

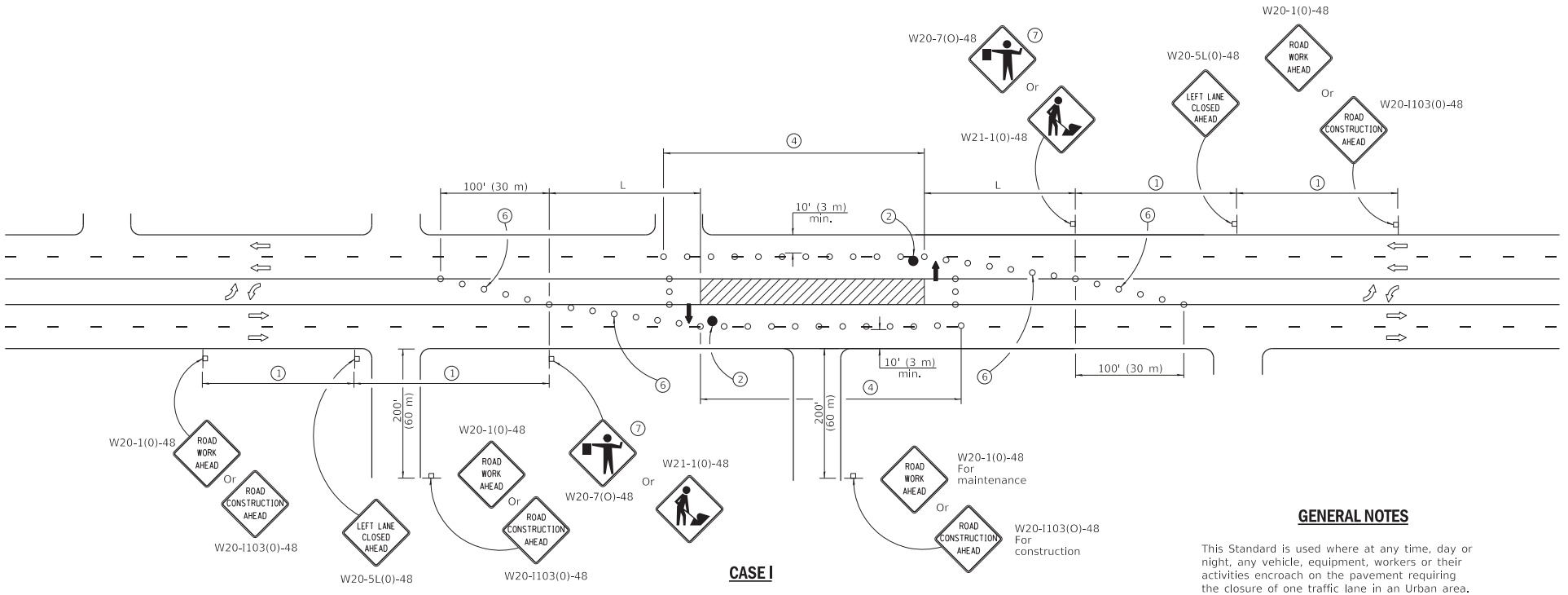
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

(Sheet 2 of 2)

STANDARD 701601-09



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

SYMBOLS

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

CASE I

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph (70 km/h).
3. Required if work exceeds 500' (164 m) or 1 block, repeat every 1 mile (1.6 km).
4. Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
5. For approved sideroad closures.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Use flagger sign only when flagger is present.

GENERAL NOTES

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

If the work operation is performed between 9:00 a.m. and 3:00 p.m. and does not exceed 15 min. Traffic protection shall be as shown for Standard 701426.

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, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

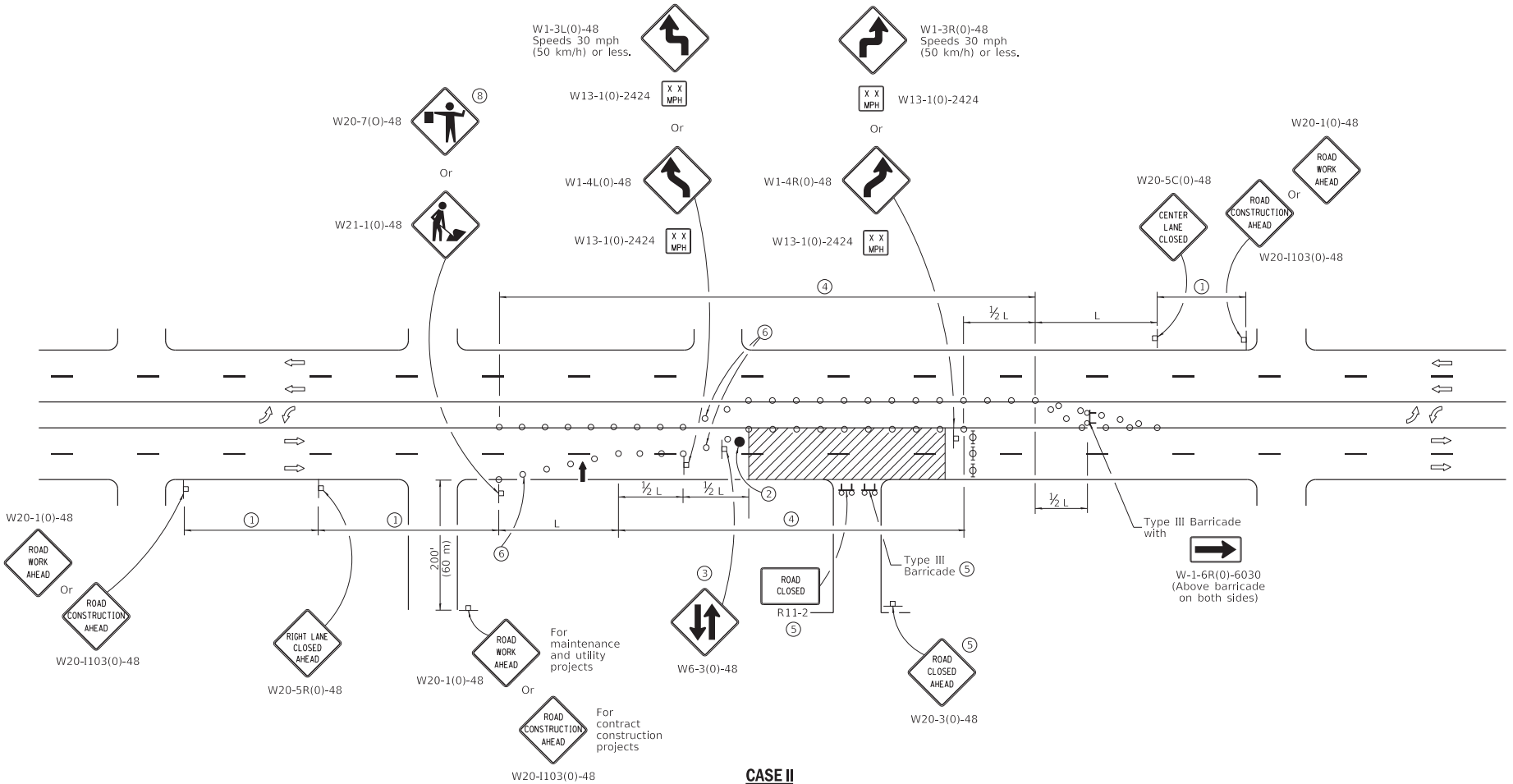
ISSUED 1-1-13

DATE	REVISIONS
1-1-19	Revised to allow cones at night.
1-1-18	Moved arrow boards into
	closed lanes for CASE I.

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

(Sheet 1 of 4)

STANDARD 701602-10



CASE II

Illinois Department of Transportation

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

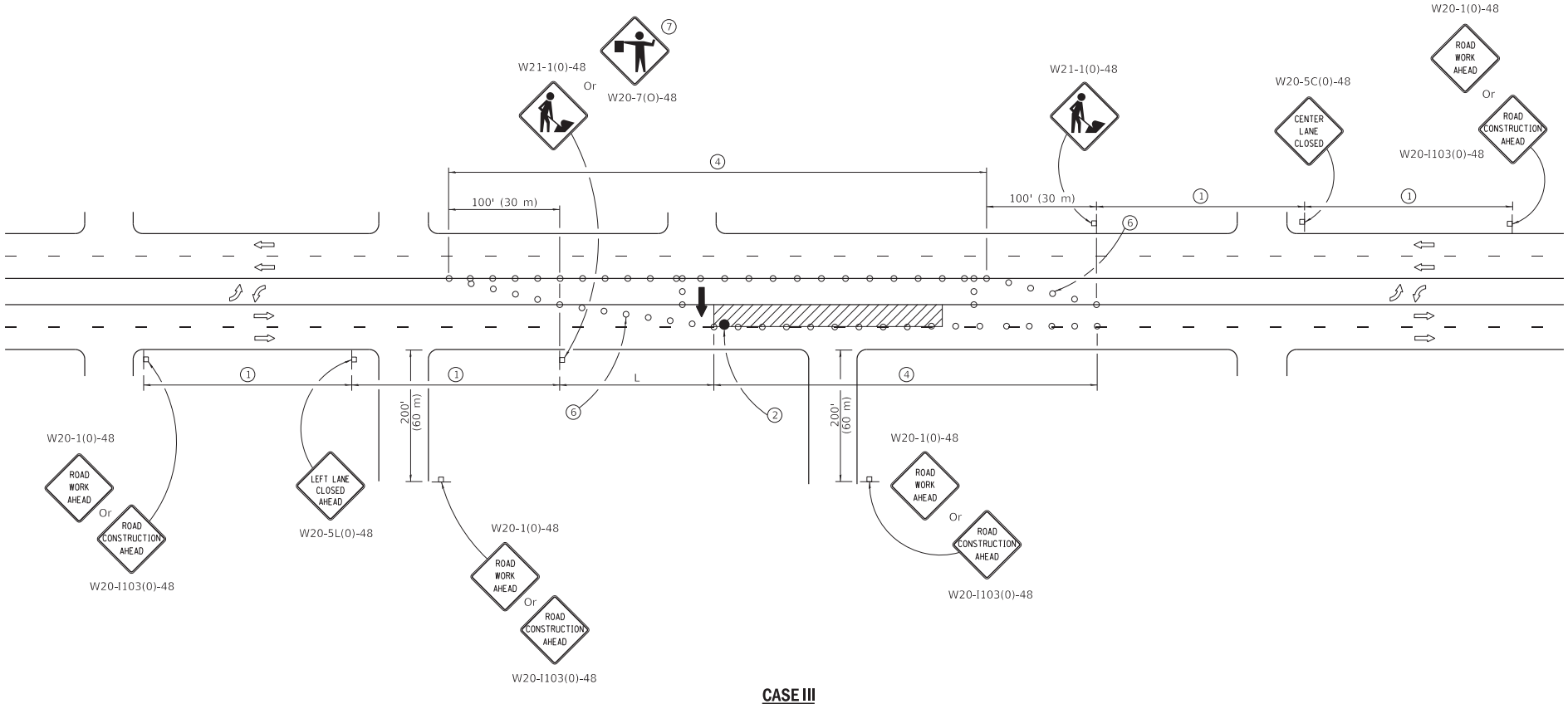
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

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

(Sheet 2 of 4)

STANDARD 701602-10



CASE III

Illinois Department of Transportation

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

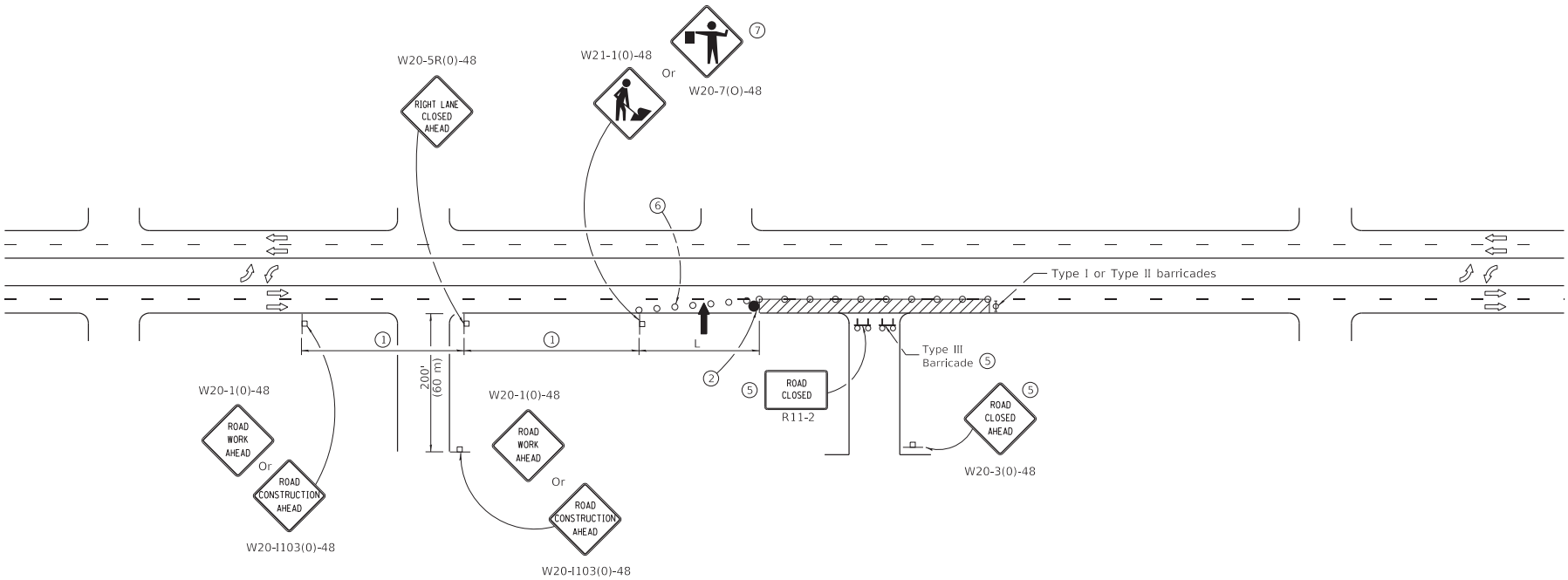
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

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

(Sheet 3 of 4)

STANDARD 701602-10



CASE IV

Illinois Department of Transportation

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

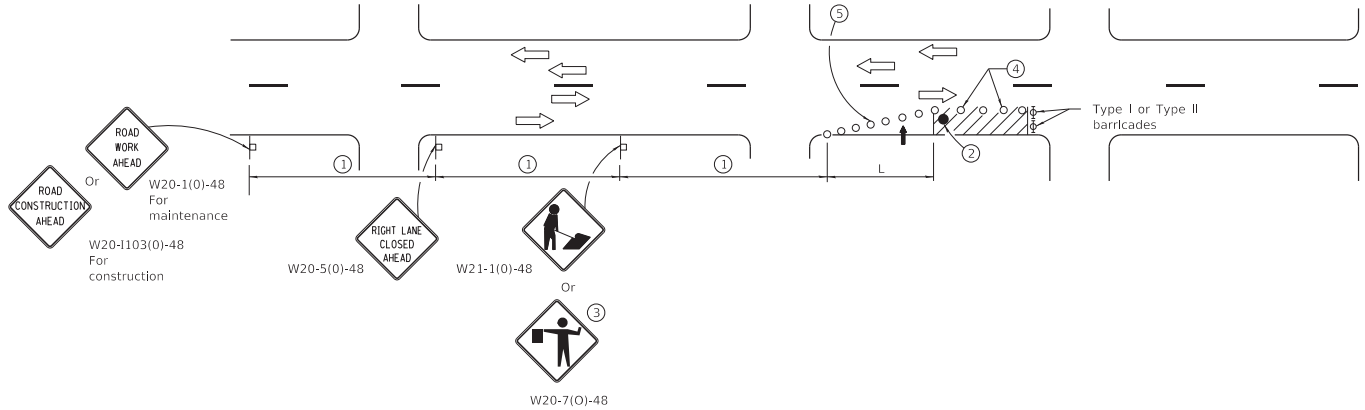
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

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

(Sheet 4 of 4)

STANDARD 701602-10



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

SYMBOLS

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

(1) Refer to SIGN SPACING TABLE for distances.

(2) Required for speeds > 40 mph.

(3) Use flagger sign only when flagger is present.

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

(5) Cones, drums or barricades at 20' (6 m) centers in taper.

GENERAL NOTES

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

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

PASSED January 1, 2015
ENGINEER OF SAFETY ENGINEERING

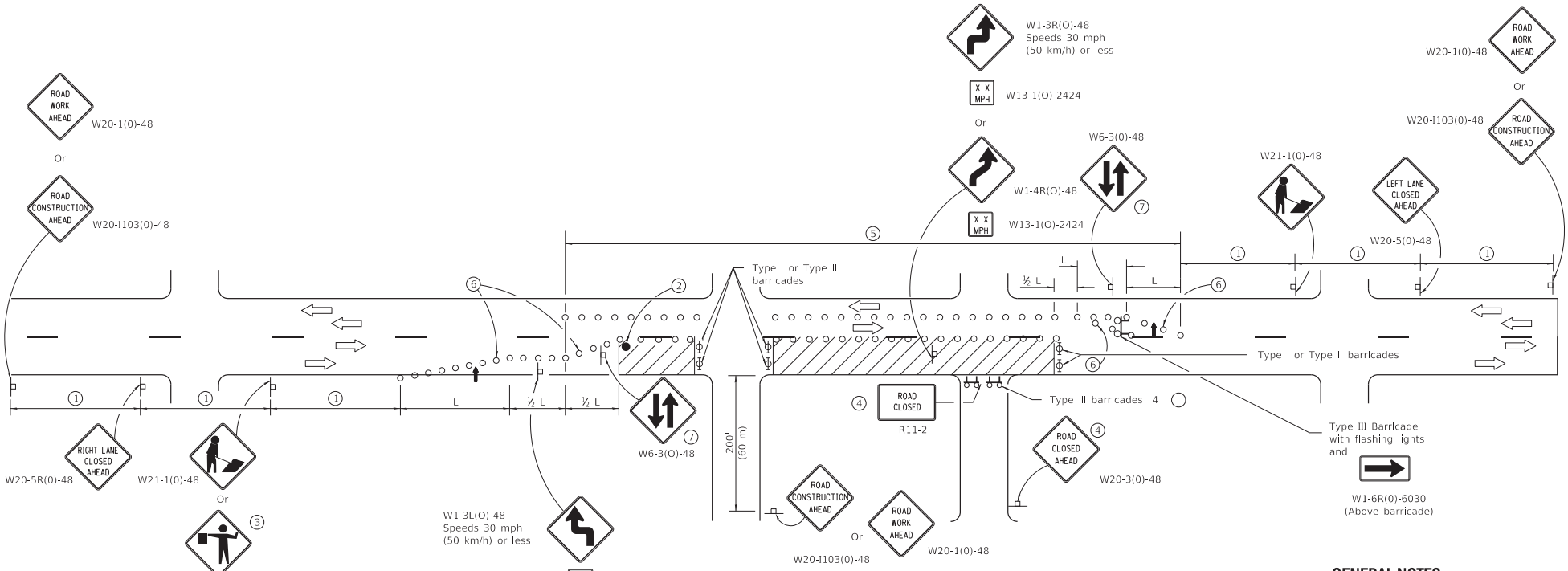
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

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

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

STANDARD 701606-10



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

SYMBOLS

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

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph.
3. Use flagger sign only when flagger is present.
4. For approved sideroad closures.
5. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Repeat every 1 mile (1.6 km).

GENERAL NOTES

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

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

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

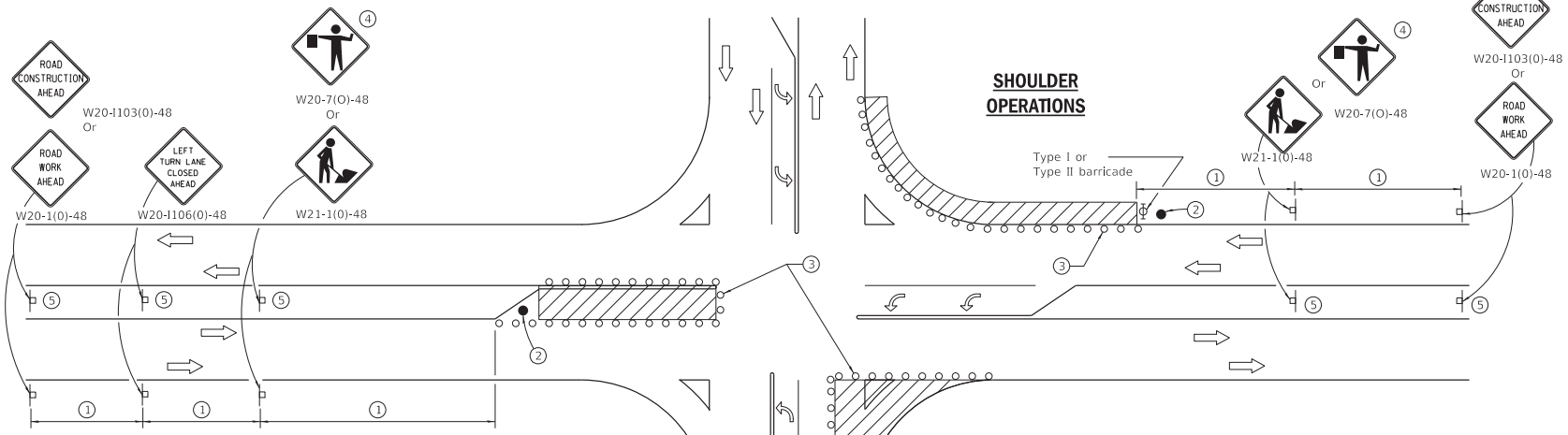
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15

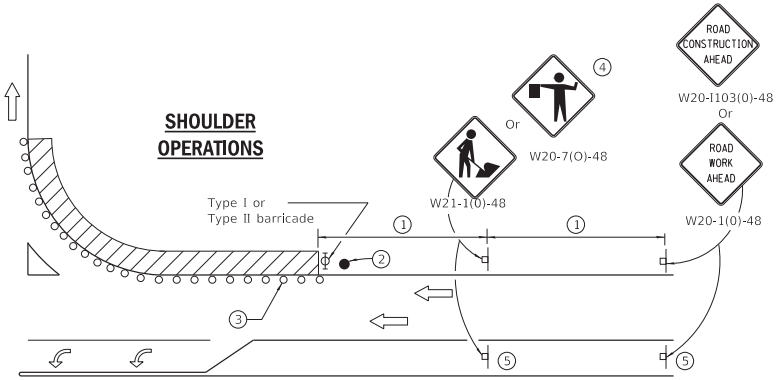
DATE	REVISIONS
4-1-16	Moved first reverse
	curve/turn sign to
	middle of tangent.
1-1-15	New Standard.

URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701611-01



SHOULDER OPERATIONS

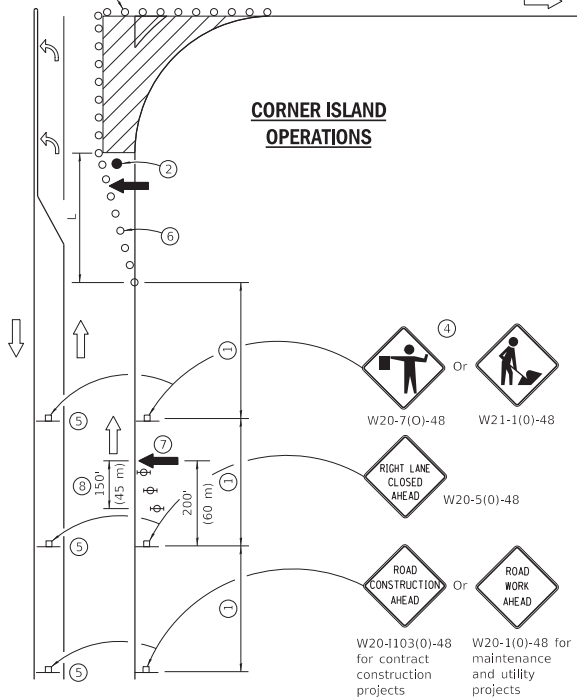


LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

1. Refer to SIGN SPACING TABLE for distance.
2. Required for speed > 40 mph.
3. Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
4. Use flagger sign only when flagger is present.
5. Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
6. Cones, drums or barricades at 20' (6 m) centers in taper.
7. Advanced arrow board required for speeds > 45 mph.
8. Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

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

CORNER ISLAND OPERATIONS



SYMBOLS

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

GENERAL NOTES

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

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

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

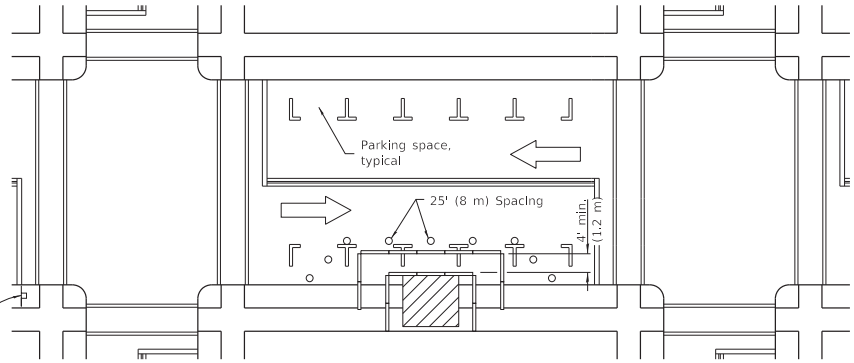
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

DATE	REVISIONS
4-1-16	Corrected sign number for
	LEFT TURN LANE CLOSED
	AHEAD.
1-1-14	Added devices at arrow
	board upstream from taper.
	Rev. workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10



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

Or

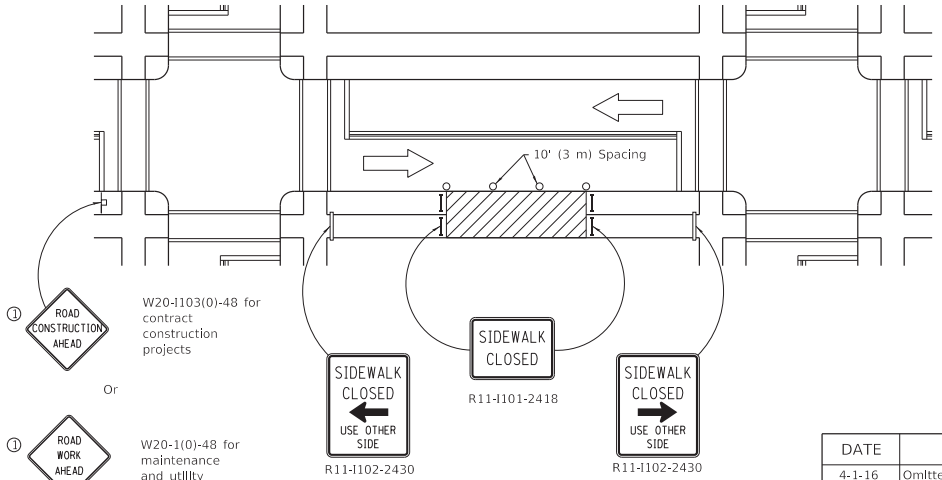
① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

① Omit whenever duplicated by road work traffic control.

SYMBOLS

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



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

Or

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

SIDEWALK CLOSURE

GENERAL NOTES

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

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

Temporary facilities shall be detectable and accessible.

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

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

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

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

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

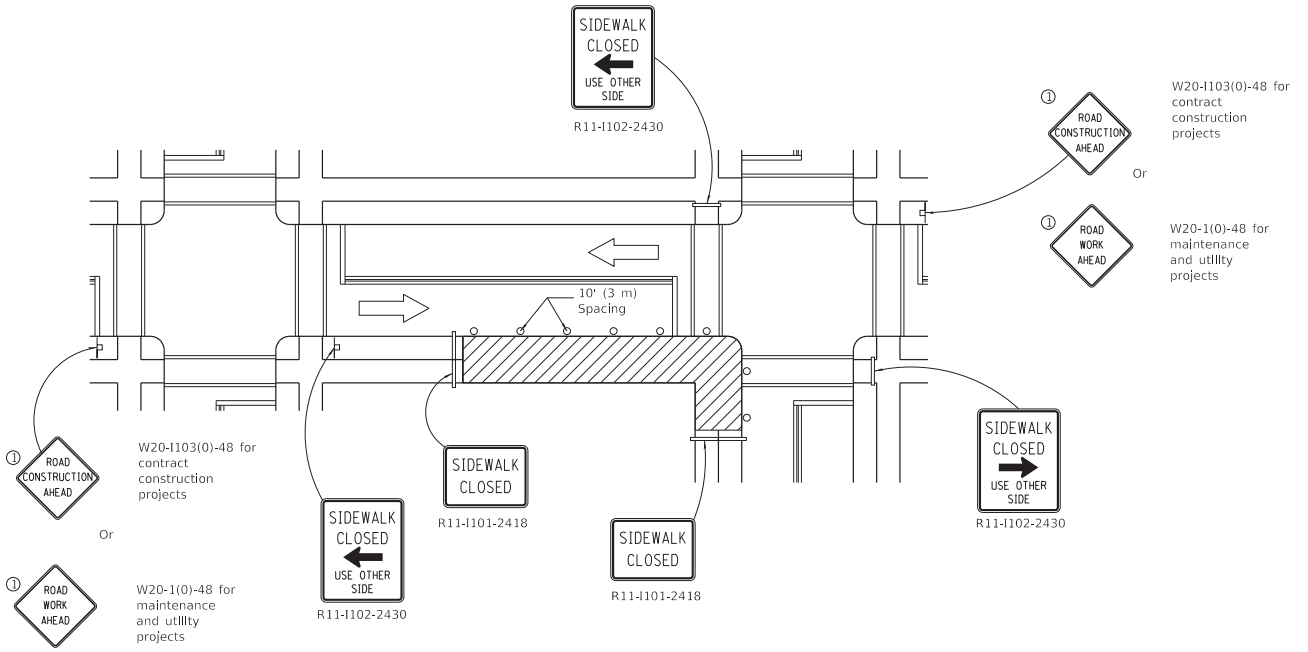
ISSUED 1-1-07

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

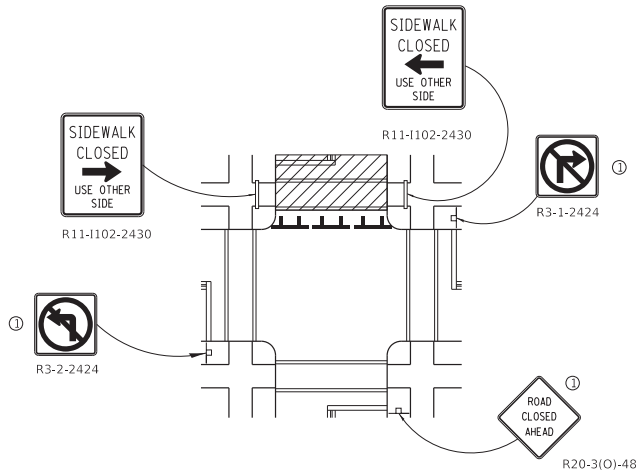
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

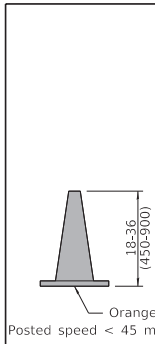
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

SIDEWALK, CORNER OR CROSSWALK CLOSURE

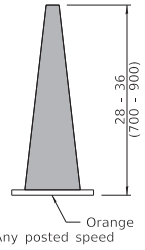
(Sheet 2 of 2)

STANDARD 701801-06



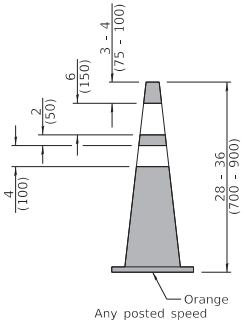
Posted speed < 45 mph

DAYTIME USE

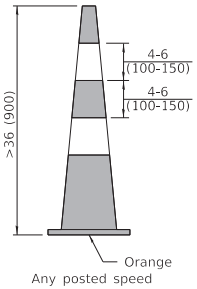


Any posted speed

CONES

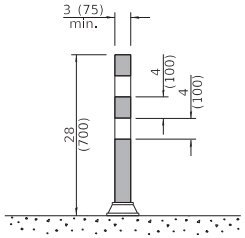


Any posted speed

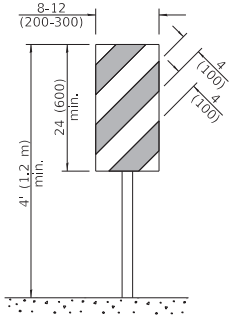


Any posted speed

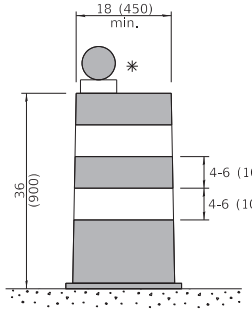
DAY OR NIGHTTIME USE



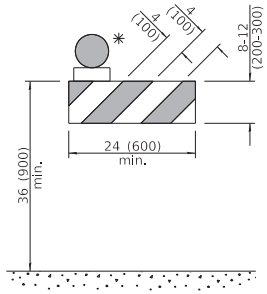
TUBULAR MARKER



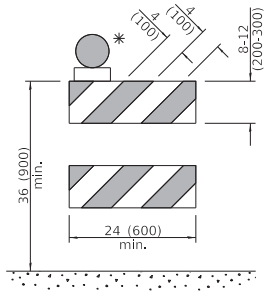
VERTICAL PANEL
POST MOUNTED



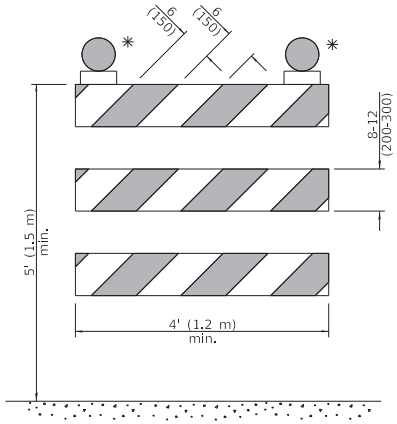
DRUM



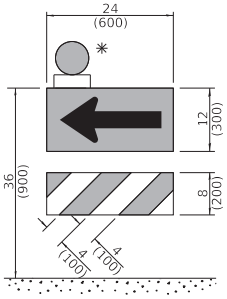
TYPE I BARRICADE



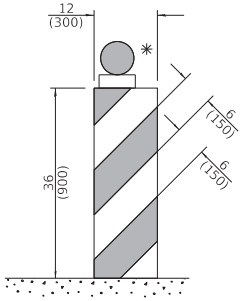
TYPE II BARRICADE



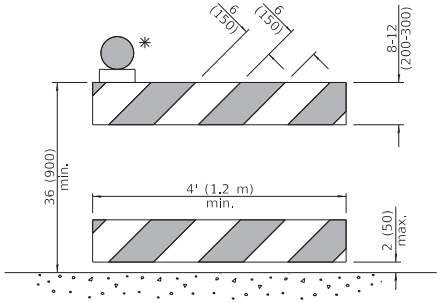
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

✳ Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

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

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

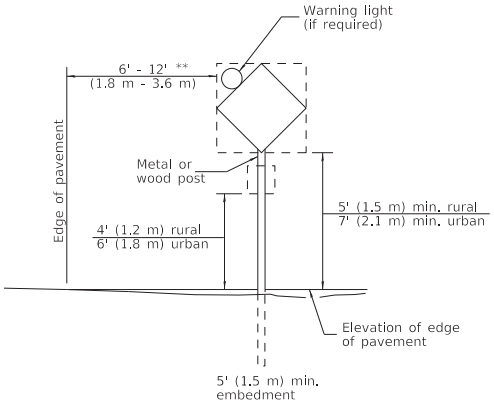
ISSUED 1-1-13

DATE	REVISIONS
1-1-19	Revised cone usage and
	added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from
	orange to white background.

TRAFFIC CONTROL DEVICES

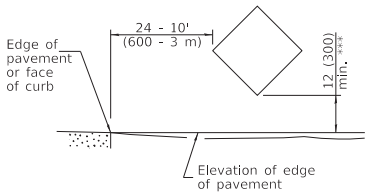
(Sheet 1 of 3)

STANDARD 701901-08



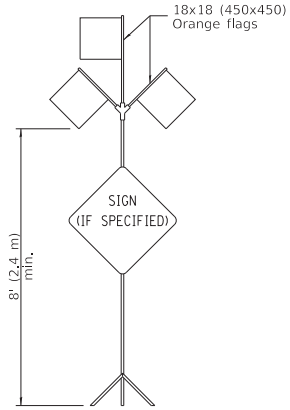
POST MOUNTED SIGNS

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



SIGNS ON TEMPORARY SUPPORTS

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



HIGH LEVEL WARNING DEVICE

G20-I104(0)-6036

G20-I105(0)-6024

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

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

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

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

WORK LIMIT SIGNING

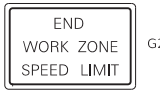
W21-III5(0)-3618

R2-1-3648

R10-I108p-3618 ****

R2-I106p-3618

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

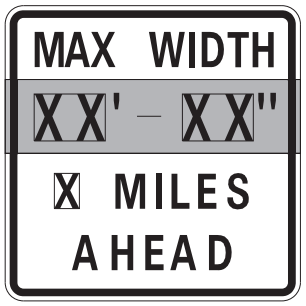


G20-I103-6036

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

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

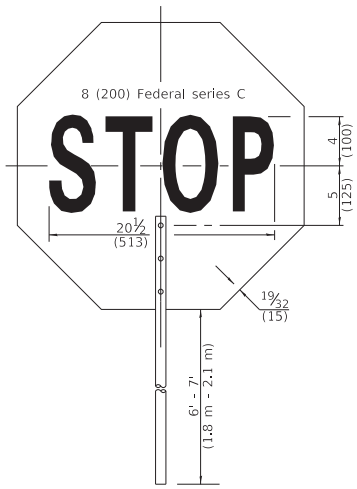
**** R10-I108p shall only be used along roadways under the juristiction of the State.



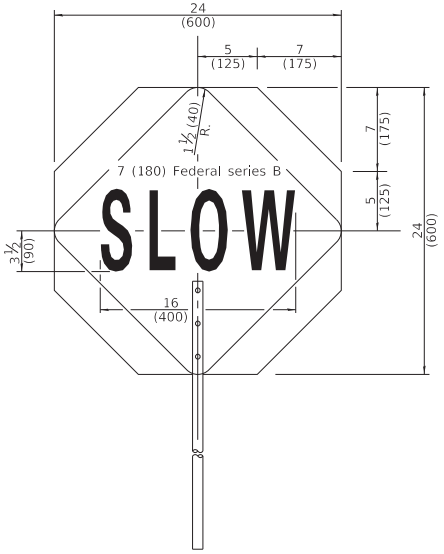
W12-I103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

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

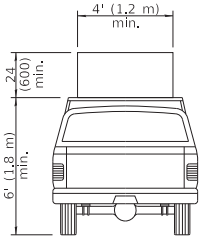
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

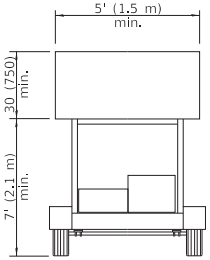
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

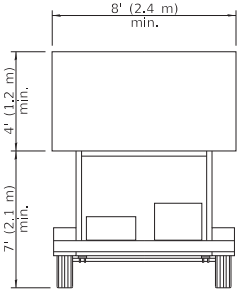
STANDARD 701901-08



TYPE A
ROOF
MOUNTED

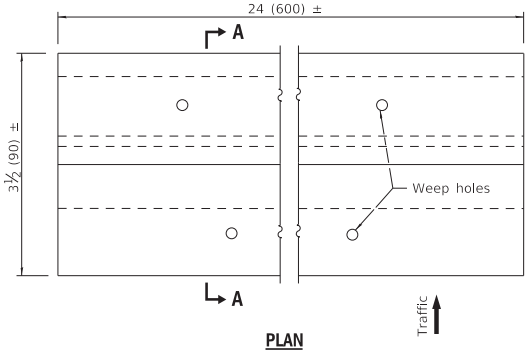


TYPE B
ROOF OR TRAILER
MOUNTED

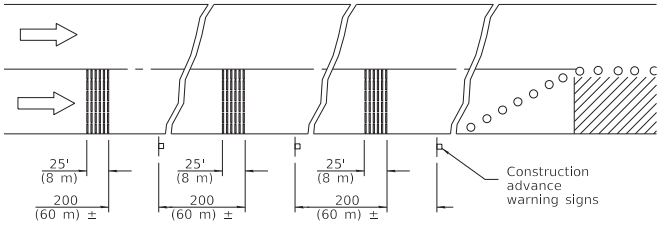


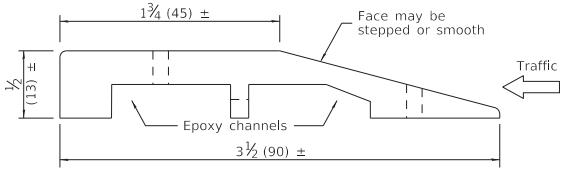
TYPE C
TRAILER
MOUNTED

ARROW BOARDS

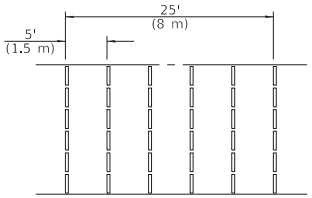


PLAN



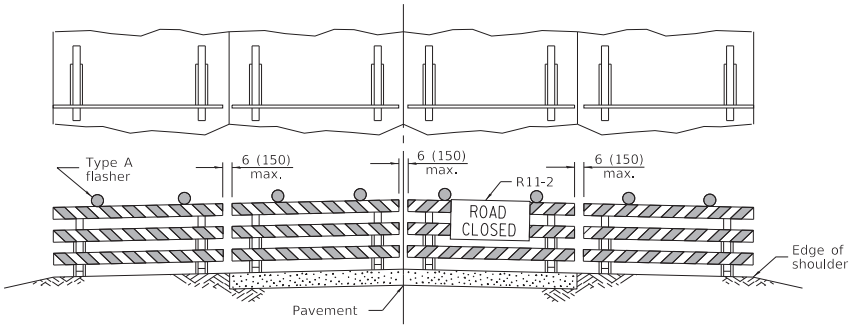


SECTION A-A



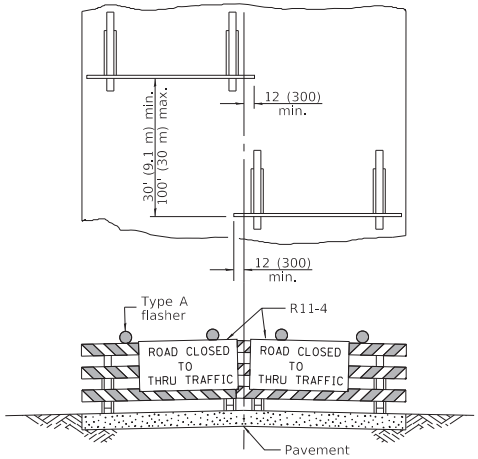
TYPICAL INSTALLATION

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, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

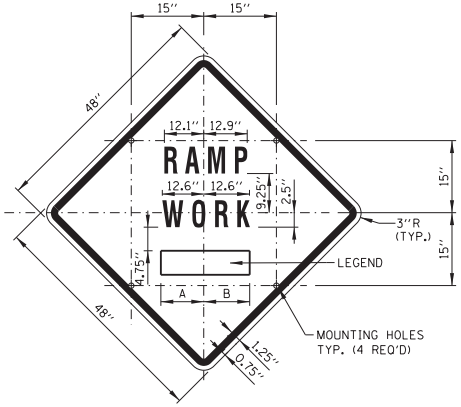
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

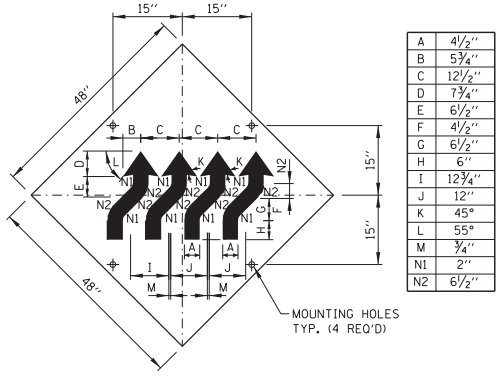
STANDARD 701901-08



SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50''	15.50''
TS-2B	500 FT	14.25''	15.13''
TS-2C	1000 FT	14.88'' ∠2	15.75'' ∠2
TS-2D	1500 FT	14.88'' ∠2	15.75'' ∠2
TS-2E	½ MILE	15.75'' ∠3	15.75'' ∠3
TS-2F	1 MILE	13.06''	13.06''

SIGN TS-2 (O)

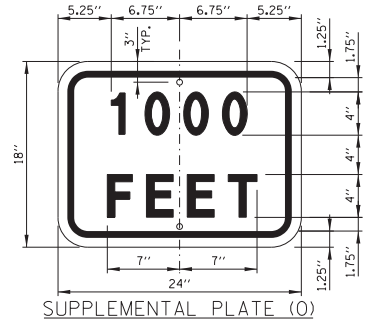
COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
BORDER AND SYMBOL - BLACK
SIZE: 48''x48''
LETTERING: 7'' FEDERAL SERIES D
MOUNTING HOLES: 7/16'' DIA., 4 HOLES SPACED AS SHOWN



A	4½''
B	5¾''
C	12½''
D	7¾''
E	6½''
F	4½''
G	6½''
H	6''
I	12¾''
J	12''
K	45°
L	55°
M	¾''
N1	2''
N2	6½''

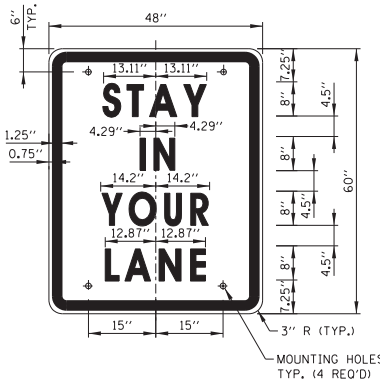
SIGN W1-4dR (O)

COLOR: BACKGROUND-FLUORESCENT ORANGE (O)
TYPE A REFLECTIVE
SHEETING PER STANDARD
SPECIFICATIONS (* A)
BORDER AND LETTERS-BLACK
SIZE: 48''x48''
MOUNTING HOLES: 7/16'' DIA., 4 HOLES SPACED AS SHOWN.



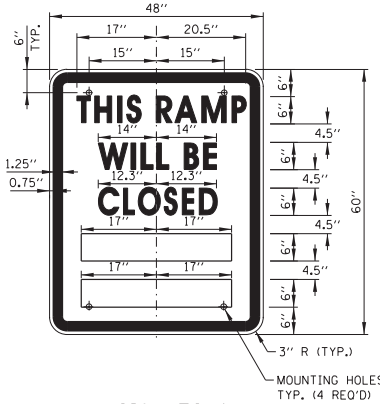
SUPPLEMENTAL PLATE (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
BORDER AND LETTTERS - BLACK
SIZE: 24''x18''
LETTERING: 4'' FEDERAL SERIES D
MOUNTING HOLES: 7/16'' DIA., 2 HOLES SPACED AS SHOWN



SIGN TS-3

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
BORDER AND LETTERS - BLACK
SIZE: 48''x60''
LETTERING: LEGEND - 8'' FEDERAL SERIES D
MOUNTING HOLES: 7/16'' DIA., 4 HOLES, SPACED AS SHOWN

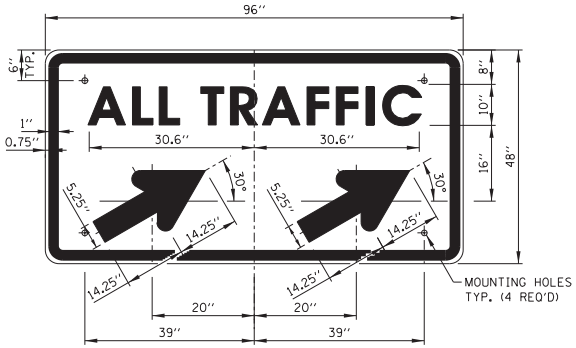


SIGN TS-4

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(*A)
BORDER AND LETTERS - BLACK
SIZE: 48''x60''
LETTERING: LEGEND - 6'' FEDERAL SERIES C
MOUNTING HOLES: 7/16'' DIA., 4 HOLES, SPACED AS SHOWN

RAMP CLOSURE ADVANCE INFORMATION SIGN

THE VARIABLE MESSAGE WITH DATES FOR THE BOTTOM
TWO LINES SHALL BE DETERMINED BY THE ENGINEER
AND GIVEN TO THE CONTRACTOR BEFORE THE
REQUIRED FIELD ERECTION DATE.



SIGN TS-5a & TS-5b

COLOR: BACKGROUND - WHITE (REFLECTORIZED)(*A)
BORDER AND LETTERS - BLACK
ARROW - BLACK
SIZE: 96''x48''
LETTERING: 10'' FEDERAL SERIES D
MOUNTING HOLES: 7/16'' DIA., 4 HOLES, SPACED AS SHOWN
NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE
LEGEND "↗" FOR "↗↗" FOR SIGN TS-5b

NOTES:

1. ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
2. SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
3. SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
   (O) FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
   (* A) - REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
4. DIMENSIONS INDICATED THUS ∠ ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:
   ∠1 SPACING REDUCED BY 25%
   ∠2 SPACING REDUCED BY 40%
   ∠3 SPACING REDUCED BY 50%

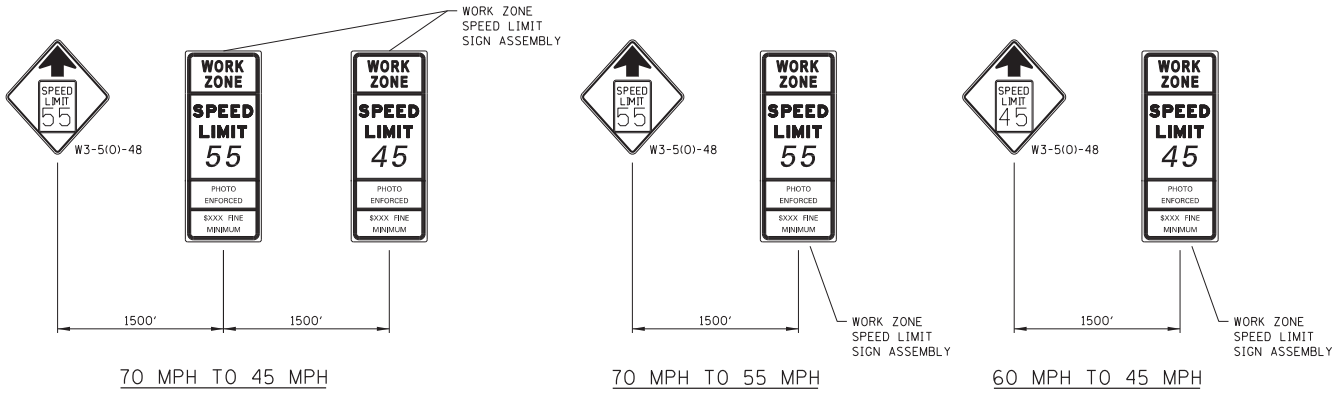
APPROVED Paul Kovacs DATE 5-1-2009
CHIEF ENGINEERING OFFICER

DATE	REVISIONS
11-01-12	DELETED SIGN TS-1
03-31-14	REVISED FINE SIGN NUMBER AND
	ADDED LED SPEED LIMIT DISPLAY
3-11-2015	REVISED NOTES
3-31-2017	REVISED END WZSL SIGN COLOR
3-01-2019	REMOVED STANDARD IDOT SIGNS,
	REVISED WZSL ASSEMBLY, ADDED WZSL
	TRANSITION

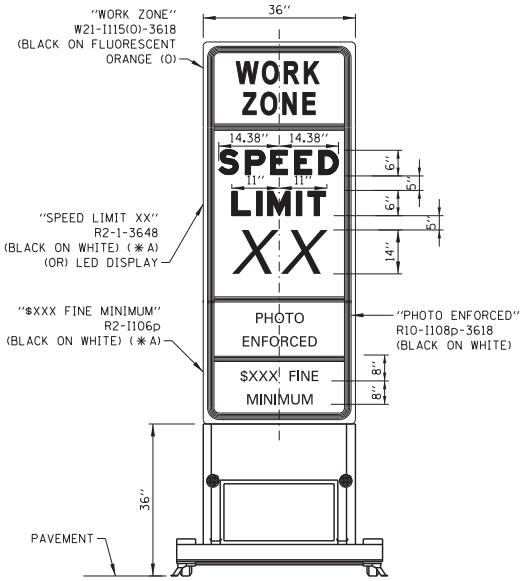
Illinois Tollway

CONSTRUCTION SIGNS

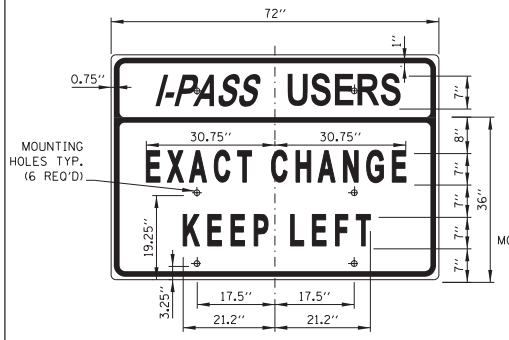
STANDARD E1-07



WORK ZONE SPEED LIMIT TRANSITION SIGNAGE

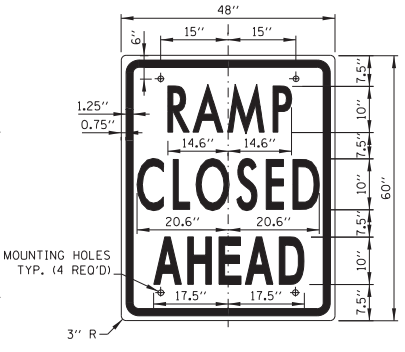


WORK ZONE SPEED LIMIT SIGN ASSEMBLY



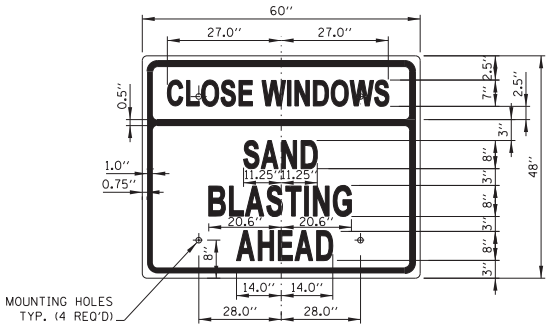
SIGN TS-7

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
BORDER AND LETTTERS - BLACK
SIZE: 72"x36"
LETTERING: 7" FEDERAL SERIES C
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



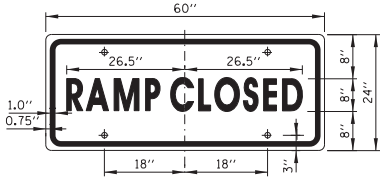
SIGN TS-9

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
BORDER AND LETTTERS - BLACK
SIZE: 48"x60"
LETTERING: 10" FEDERAL SERIES C
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-10 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
BORDER AND LETTTERS - BLACK
SIZE: 60"x48"
LETTERING: 8" FEDERAL SERIES C, 7" FEDERAL SERIES B
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-6

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (* A)
BORDER AND LETTTERS - BLACK
SIZE: 60"x24"
LETTERING: 8" FEDERAL SERIES C
MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

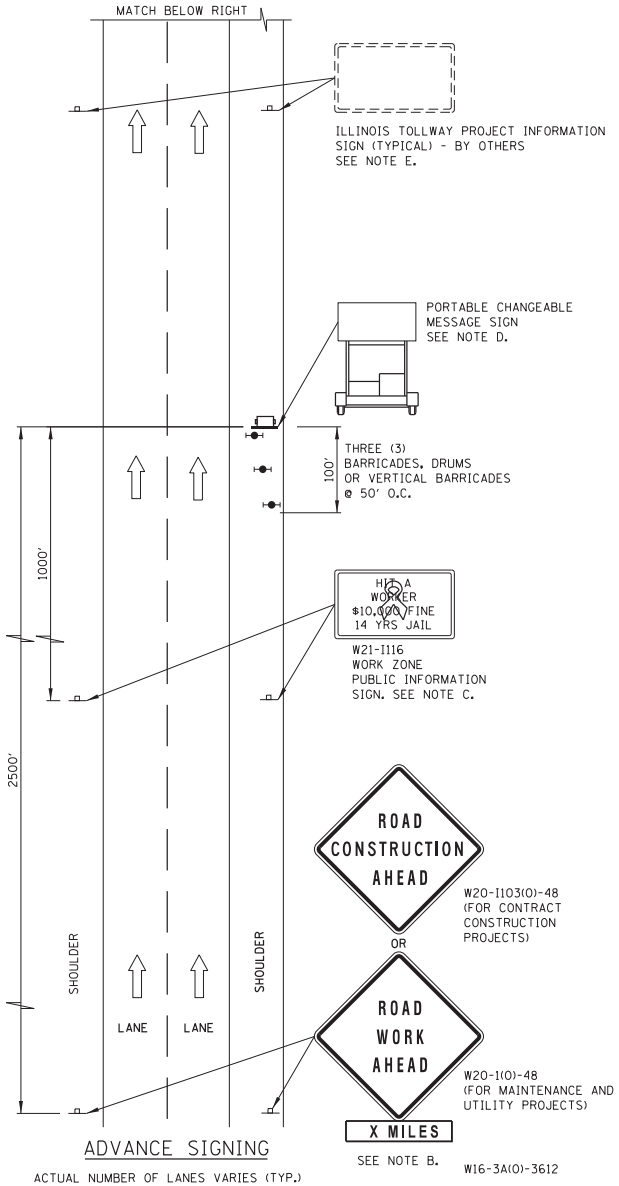
Paul Kovacs
APPROVED ..... DATE 5-1-2009
CHIEF ENGINEERING OFFICER

NOTE:
SEE SHEET 1 OF THIS SERIES FOR NOTES.

Illinois Tollway

CONSTRUCTION SIGNS

STANDARD E1-07



ADVANCE SIGNING

ACTUAL NUMBER OF LANES VARIES (TYP.)

ADVANCE SIGNING NOTES:

A. THE ADVANCE SIGNING SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE "ROAD WORK AHEAD" OR "ROAD CONSTRUCTION AHEAD" SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.

B. THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3a SUPPLEMENTAL PLATE) OR ROAD WORK AHEAD SIGN (W20-1, WITH W16-3A SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.

C. THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.

D. THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "RIGHT LANE(S) CLOSED" / "x MILES AHEAD", "LEFT LANE(S) CLOSED" / "x MILES AHEAD", "LANE(S) SHIFT" / "x MILES AHEAD", "ALL LANES OPEN". THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.

E. THE ILLINOIS TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BEYOND THE PORTABLE CHANGEABLE MESSAGE SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE ILLINOIS TOLLWAY REGARDING THE LOCATION OF THESE SIGNS AND NOTIFY THE ILLINOIS TOLLWAY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR

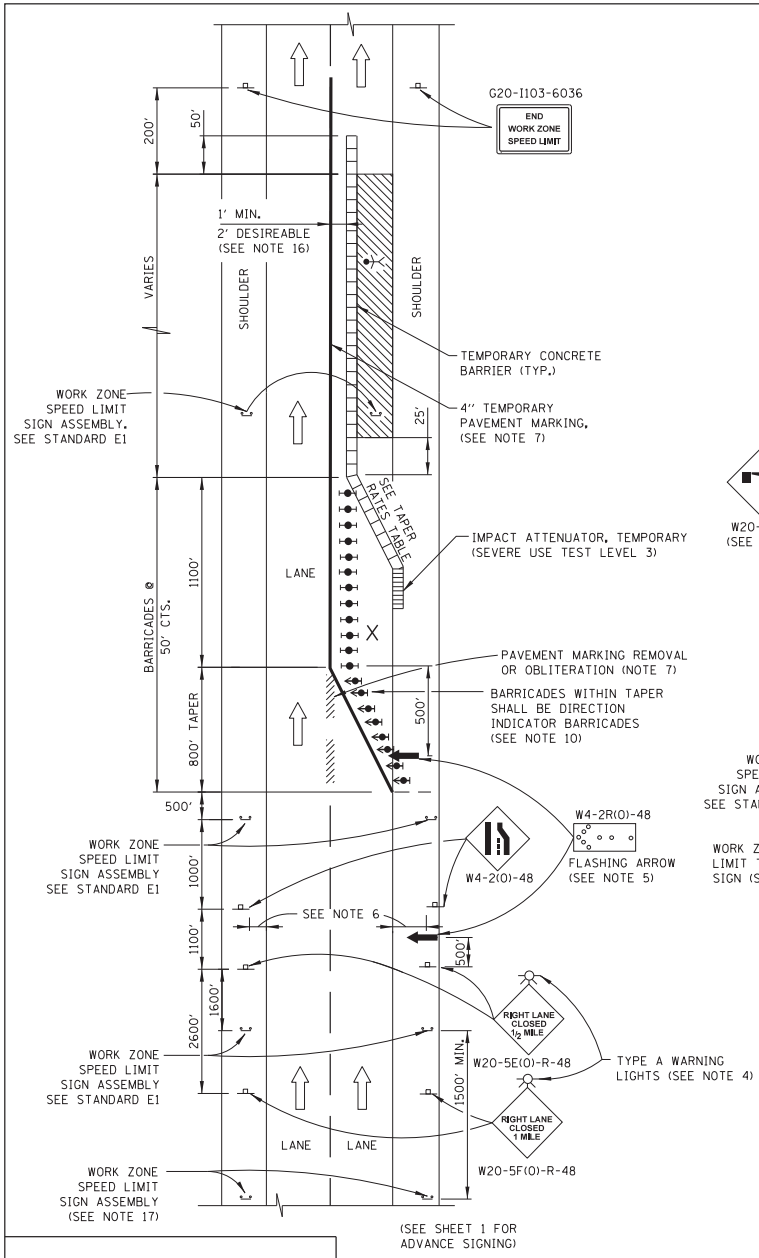
Paul Kovacs
APPROVED ..... DATE 5-1-2009
CHIEF ENGINEERING OFFICER

DATE	REVISIONS
3-31-2016	ADDED LANE CLOSURE WITH BARRIER AND ADDED SEQUENTIAL FLASHING WARNING LIGHT.
3-31-2017	ADDED TAPER RATE TABLE
3-01-2019	RE-ARRANGED DETAILS, REVISED NOTE 17, ADDED NOTES 18 & 19, ADDED TMA

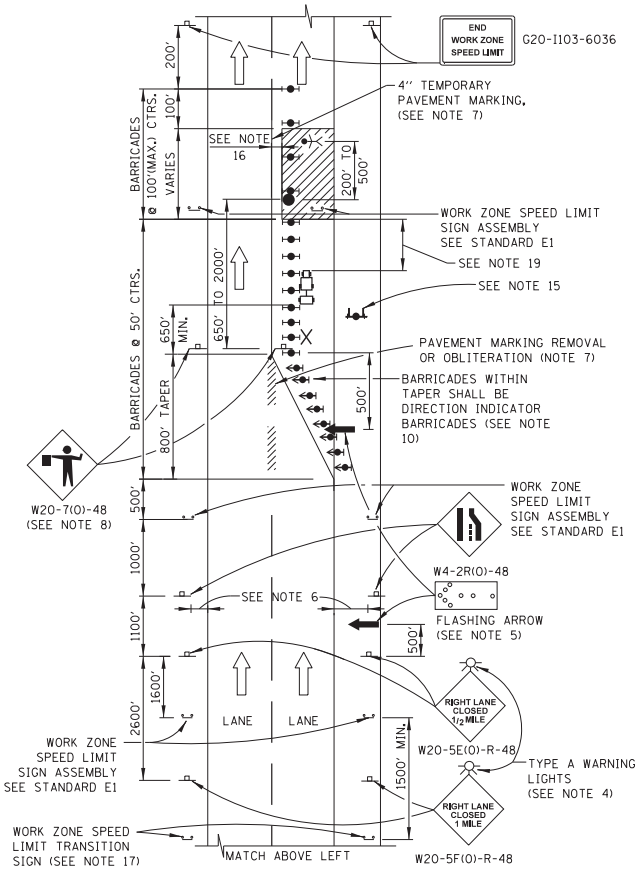
Illinois Tollway

LANE CLOSURE DETAILS

STANDARD E2-08



ONE-LANE CLOSURE WITH BARRIER



ONE-LANE CLOSURE WITH BARRICADE

TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
65	8.5	28:1	19:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
35	4.5	15:1	9:1
30	4	13:1	8:1

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED
- CHECK BARRICADE
- TRUCK MOUNTED ATTENUATOR

LANE CLOSURE NOTES:

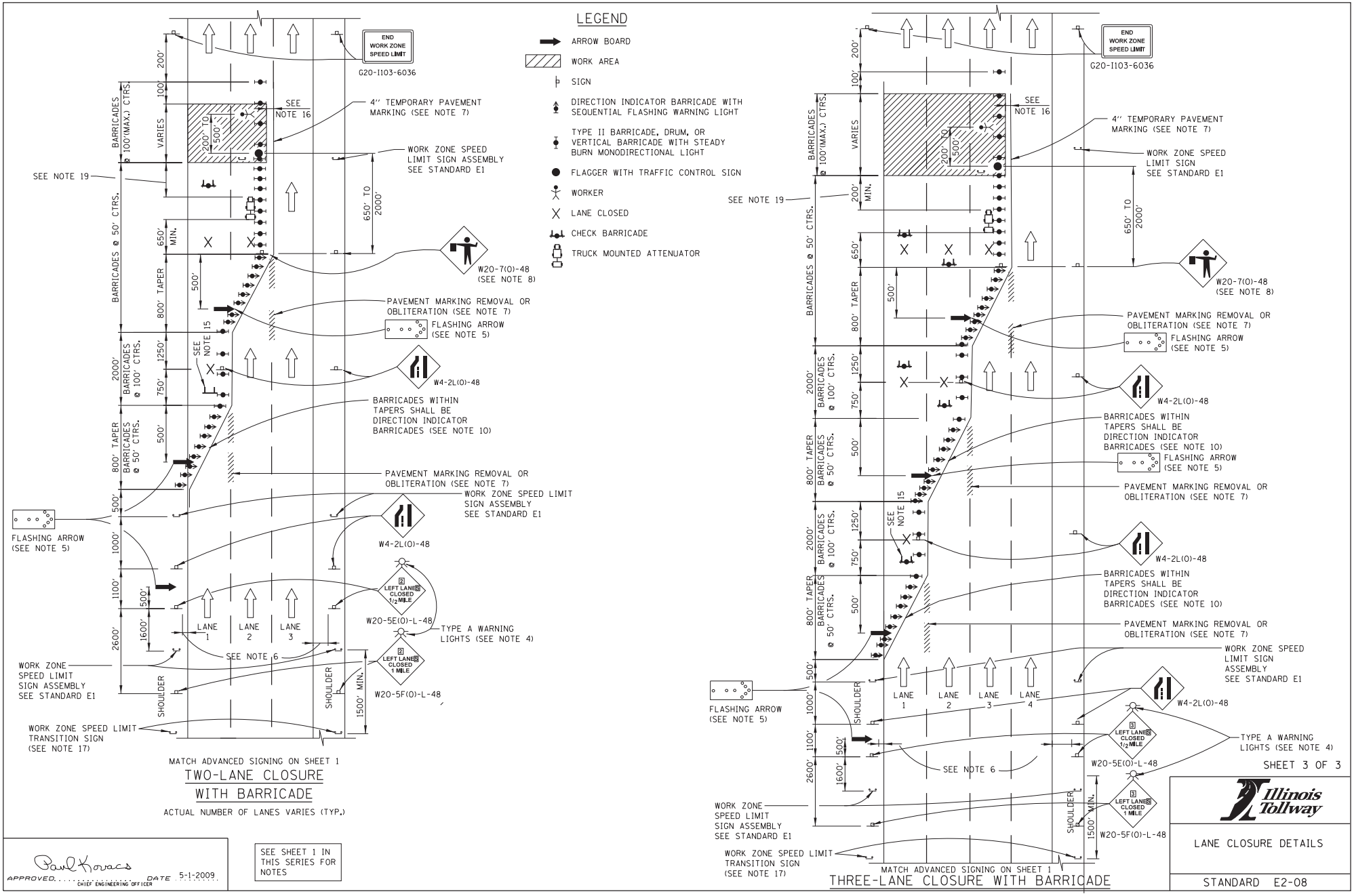
1. IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
2. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
3. THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
4. FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND ½ MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED.
5. FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
6. CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
7. PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
8. WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. FLAGGER SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN THE SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY, PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
9. WORK ZONE SPEED LIMIT SIGN ASSEMBLIES, SHALL BE PLACED ADJACENT TO THE OPEN TRAFFIC LANE(S). WORK ZONE SPEED SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
10. DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
11. FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
12. CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
13. BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
14. SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
15. CHECK BARRICADES SHALL BE PLACED IN EACH CLOSED LANE AND SHOULDER AT 1000 FOOT CENTERS.
16. A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.
17. SEE STANDARD E1 FOR ADDITIONAL SIGNAGE REQUIRED WHEN WORK ZONE SPEED LIMIT IS REDUCED BY MORE THAN 10 MPH. THE SPEED LIMIT SHALL BE TRANSITIONED TO THE SPECIFIED WORK ZONE SPEED LIMIT 2600 FEET BEFORE THE FIRST W4-2 SIGN.
18. WHEN NO POSITIVE PROTECTION IS PROVIDED AND WORKERS OR EQUIPMENT ENCROACH WITHIN 2'-0" OR LESS FROM THE EDGE OF TRAVELED WAY, THE LANE OPEN TO TRAFFIC SHALL BE TEMPORARILY CLOSED OR SHIFTED DURING WORK ACTIVITIES.
19. IN WORK ZONES WITH NO POSITIVE PROTECTION, A TRUCK MOUNTED ATTENUATOR (TMA) SHALL BE PROVIDED 100' TO 200' IN ADVANCE OF EACH WORK AREA. WHERE MULTIPLE CREWS ARE PRESENT, A TMA SHALL BE PROVIDED AT EACH WORK AREA.

Paul Kovacs
APPROVED..... DATE 5-1-2009
CHIEF ENGINEERING OFFICER

Illinois Tollway

LANE CLOSURE DETAILS

STANDARD E2-08



MATCH ADVANCED SIGNING ON SHEET 1

TWO-LANE CLOSURE WITH BARRICADE

ACTUAL NUMBER OF LANES VARIES (TYP.)

MATCH ADVANCED SIGNING ON SHEET 1

THREE-LANE CLOSURE WITH BARRICADE

Paul Kovacs
APPROVED ..... DATE 5-1-2009
CHIEF ENGINEERING OFFICER

SEE SHEET 1 IN THIS SERIES FOR NOTES

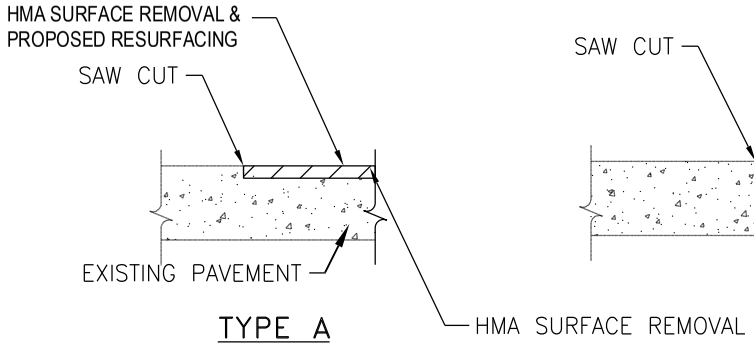
SHEET 3 OF 3

Illinois Tollway

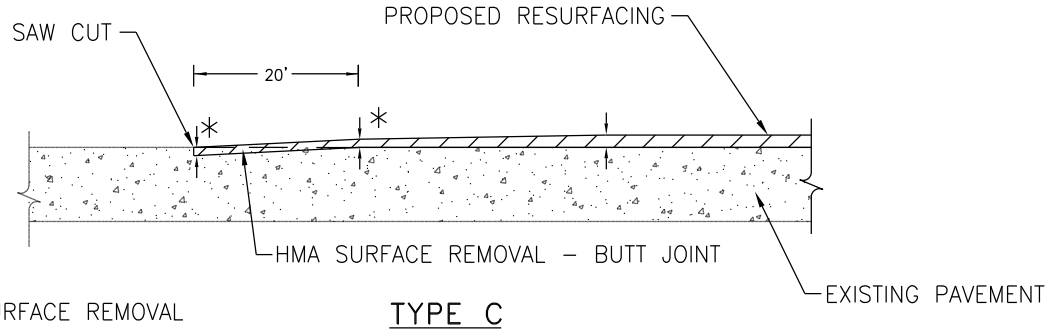
LANE CLOSURE DETAILS

STANDARD E2-08

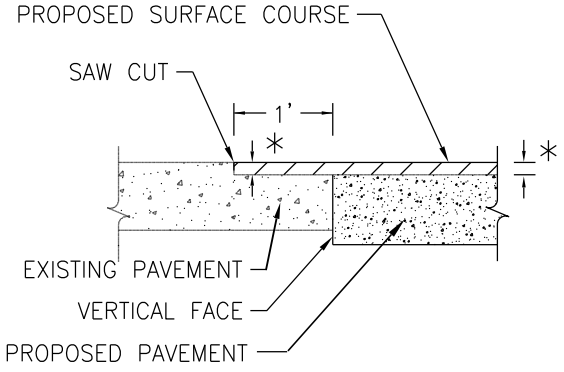
BUTT JOINT DETAILS



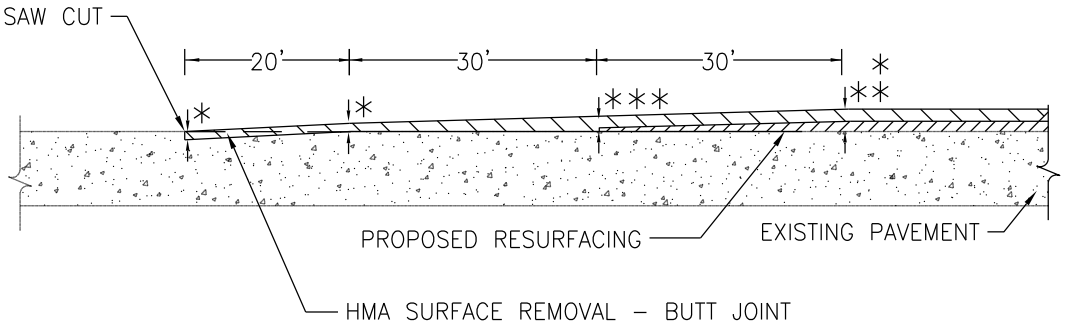
TYPE A



TYPE C



TYPE B



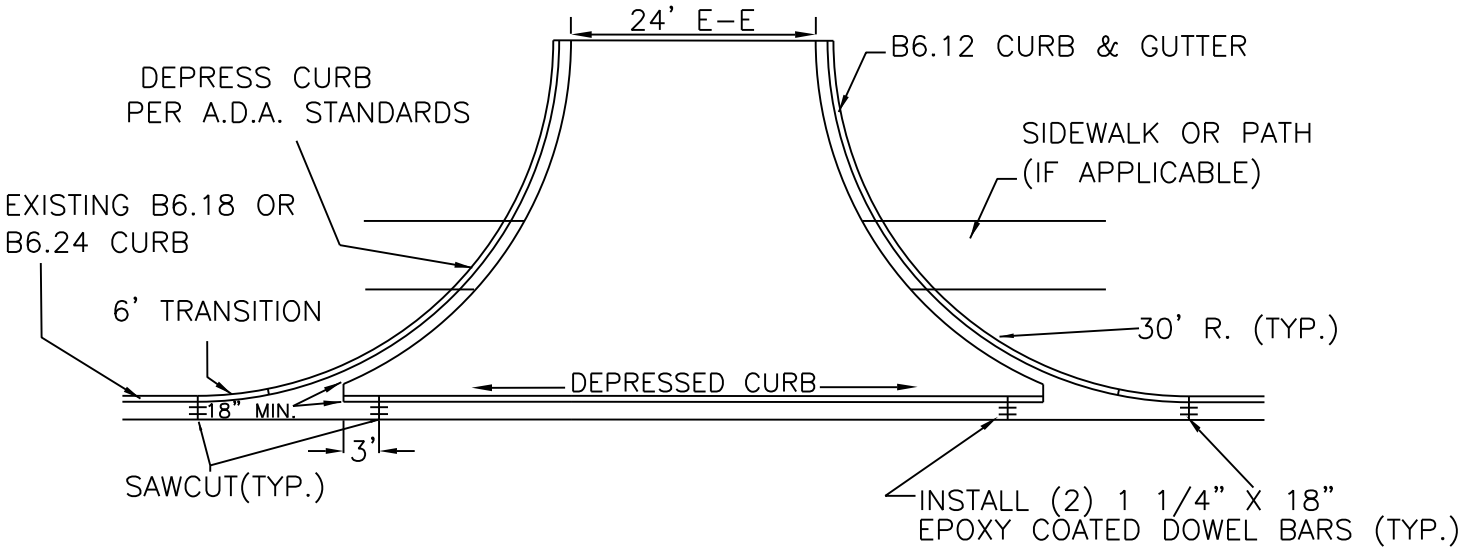
TYPE D

* HMA SURFACE THICKNESS
** HMA BINDER OR LEVEL BINDER THICKNESS
*** MINIMUM HMA LEVEL/BINDER THICKNESS

NOTES

SAW CUT SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR HMA SURFACE REMOVAL OR PAVEMENT REMOVAL

12-14-2017
DuPage County D.O.T



HMA DRIVEWAY

1 1/2" HOT MIX ASPHALT SURFACE COURSE N50
1 1/2" HOT MIX ASPHALT BINDER COURSE
6" HOT MIX ASPHALT BASE COURSE
8" AGGREGATE BASE COURSE, TYPE B

INCREASE HMA SURFACE AND BINDER THICKNESS AS NEEDED PER MIXTURE DESIGNS.

PCC DRIVEWAY

8" PCC DRIVEWAY PAVEMENT
8" AGGREGATE BASE COURSE, TYPE B

COMMERCIAL DRIVEWAY DETAIL

1/29/2018
DuPAGE COUNTY DIVISION OF TRANSPORTATION

PAVEMENT MARKINGS AND PAVEMENT MARKERS

MATERIALS FOR PAVEMENT MARKINGS:

LOCATION	MATERIAL
ALL MARKINGS ON BITUMINOUS PAVEMENT	THERMOPLASTIC PAVEMENT MARKINGS
ALL MARKINGS ON CONCRETE SURFACES	URETHANE PAVEMENT MARKINGS

INSTALLATION OF PAVEMENT MARKINGS:

LOCATION	TYPE OF MARKING
PAINTED MEDIANS	4" DOUBLE YELLOW; 11" c-c AND 12" YELLOW @ 45°; 30' c-c
BARRIER MEDIANS	4" YELLOW
TURN BAY TAPERS ALONG THRU LANES	6" WHITE, 2' LONG, 6' SPACE (DOTTED WHITE)
START OF TURN BAYS	ARROW AND "ONLY"
END OF TURN BAYS 150'-200' LONG	ADDITIONAL ARROW 10' FROM END
TURN BAYS > 200' LONG	ADDITIONAL "ONLY"

ALL OTHER MARKINGS PER MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES OF ILLINOIS.

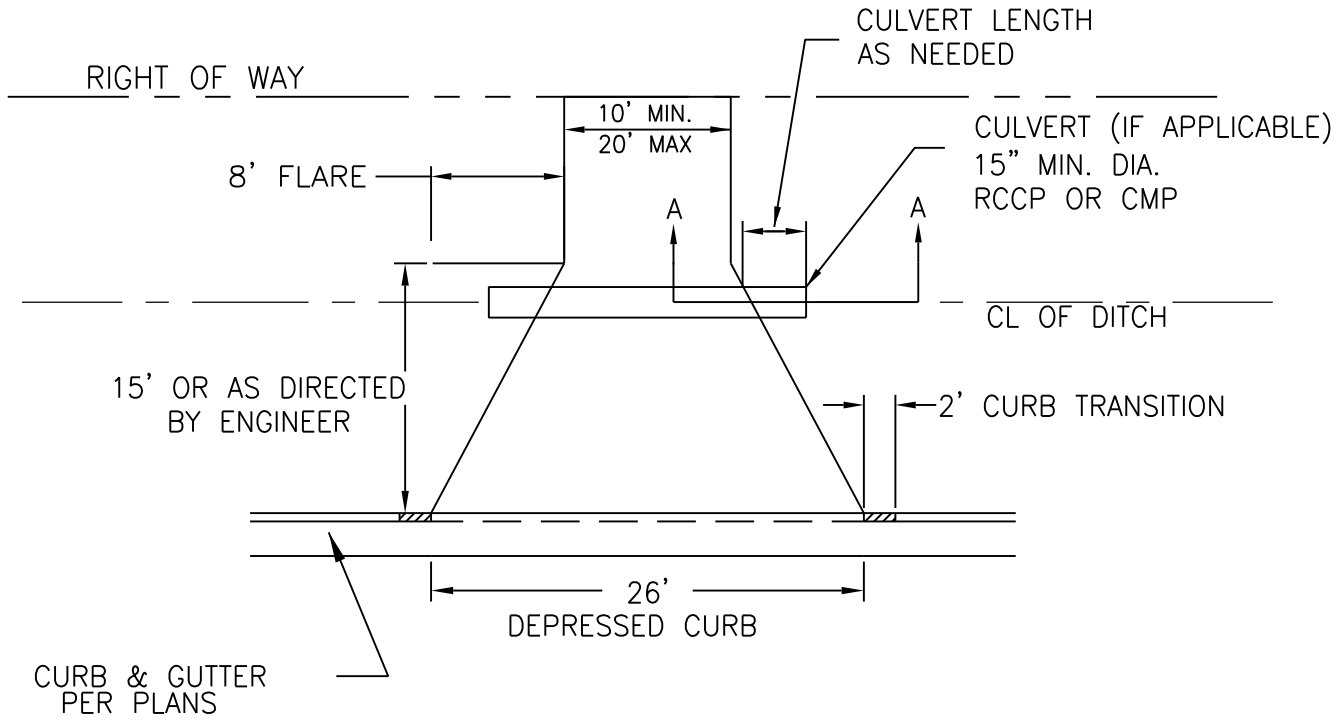
INSTALLATION OF RECESSED REFLECTIVE PAVEMENT MARKERS:

LOCATION	SPACING
DOUBLE YELLOW CENTERLINE, & SKIP-DASH WHITE LANE LINES	
APPROACH & DEPARTURE FROM INTERSECTIONS & CURVES*	40'
* EQUAL TO LENGTH OF TURN BAY, OR 200'	
ALONG CURVES OR TAPERS	40'
TANGENT SECTIONS	40'
SOLID LANE LINES (TURN BAYS)	40'
END OF PAINTED MEDIANS	3 @ 3' LATERAL

LOCATION	TYPE
DOUBLE YELLOW CENTERLINE	2-WAY YELLOW
PAINTED MEDIANS ≤ 4' WIDE	2-WAY YELLOW
PAINTED MEDIANS >4' WIDE	1-WAY YELLOW
YELLOW LINE ALONG BARRIER MEDIANS	NONE **
** EXCEPT IN SPECIAL CIRCUMSTANCES	
SKIP-DASH WHITE LANE LINES, SOLID LANE LINES (TURN BAYS)	
2-WAY, UNDIVIDED ROADWAY	1-WAY WHITE
1-WAY ROADWAY, OR DIVIDED WITH BARRIER MEDIAN	2-WAY WHITE / RED

9/1/2020
DuPAGE COUNTY D.O.T.

DUPAGE COUNTY DIVISION OF TRANSPORTATION
PRIVATE ENTRANCE DETAIL



HMA DRIVEWAY

$1\frac{1}{2}$" HMA SURFACE COURSE

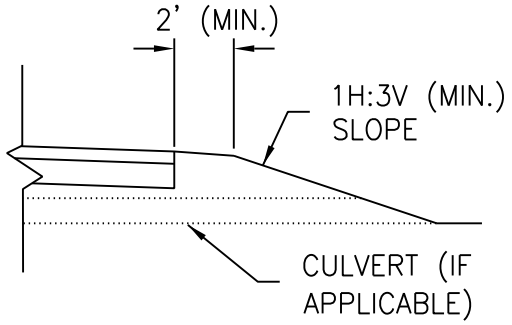
$1\frac{1}{2}$" HMA BINDER COURSE

8" AGGREAGTE BASE COURSE, TYPE B

PCC DRIVEWAY

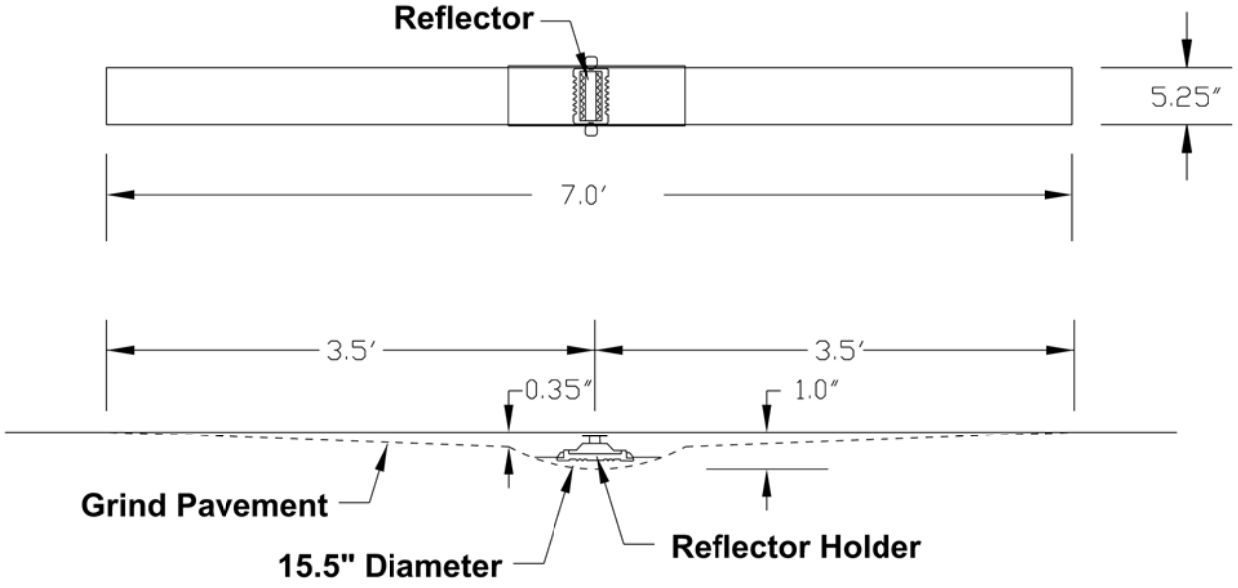
7" PCC DRIVEWAY PAVEMENT

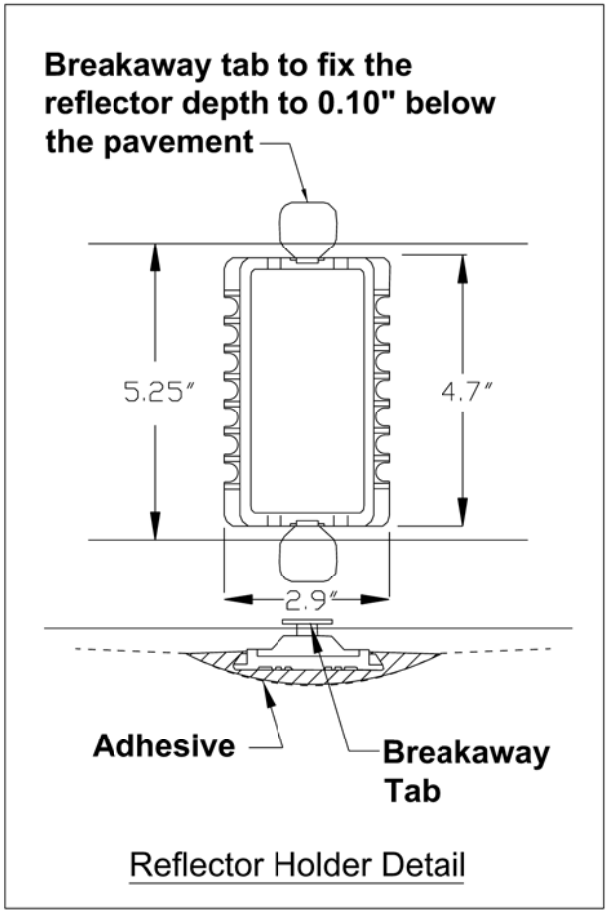
8" AGGREAGTE BASE COURSE, TYPE B



SECTION A–A

RECESSED PAVEMENT MARKER





Reflector Holder Detail

9/1/2020
DuPAGE COUNTY D.O.T.

SAG FRAME & LID

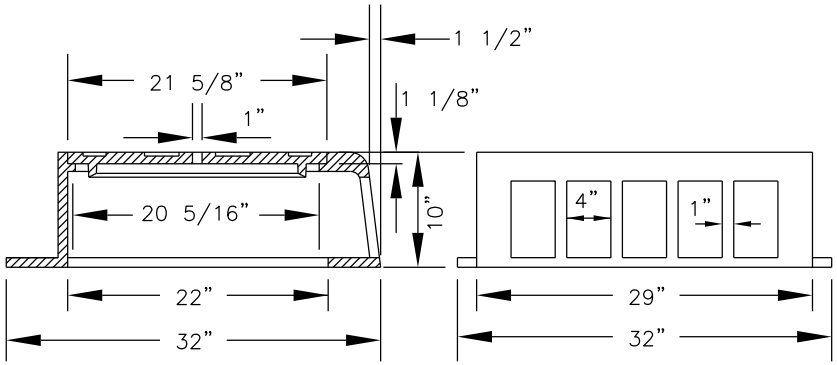
Sag Frame and Lid shall be Neenah Foundry Company #R-3305 or equal.

R-3305	Catch Basin Frame and Lid

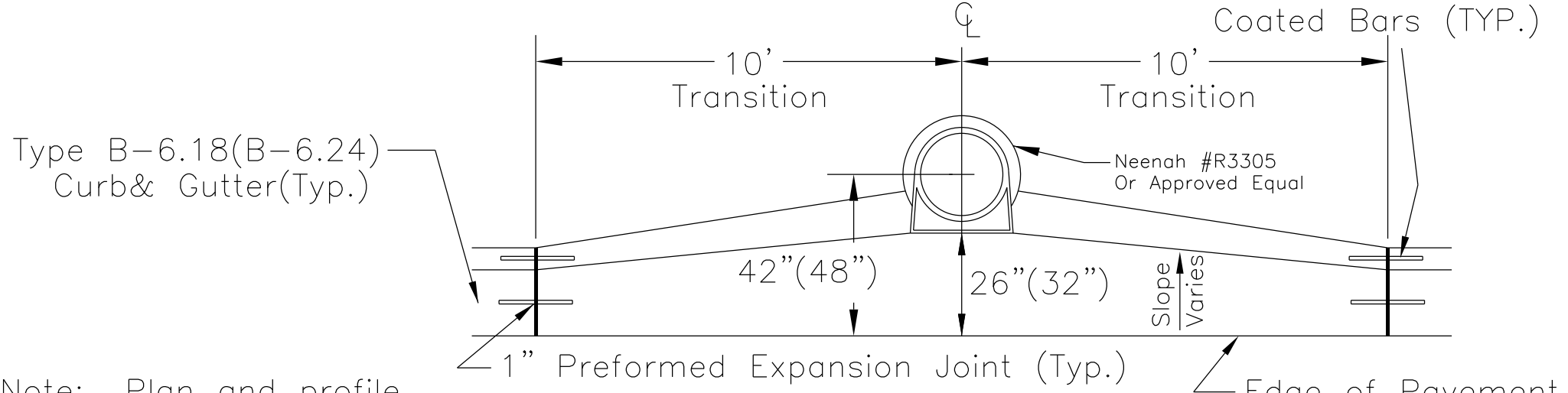
For behind-the-curb construction.

Heavy-Duty

Total weight 937 Kilograms (425 lbs.)

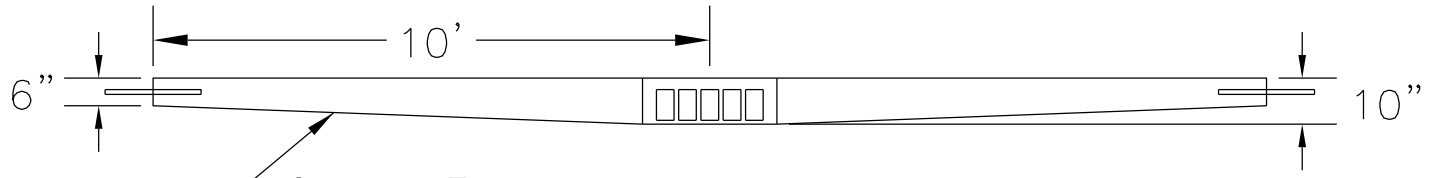


PLAN VIEW



Note: Plan and profile not to scale

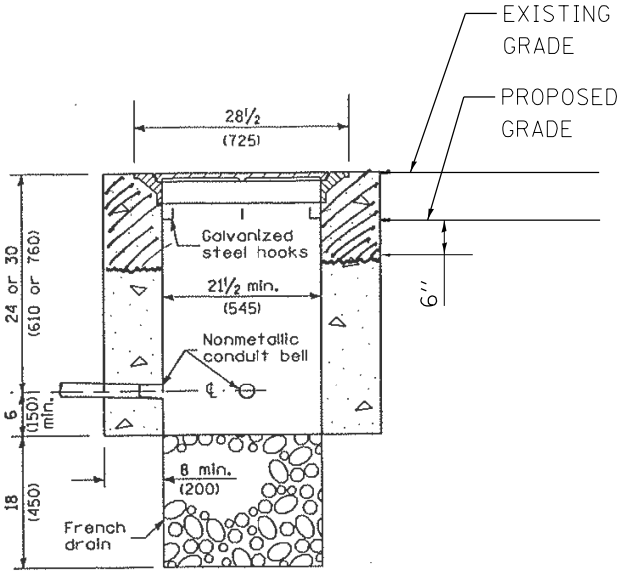
PROFILE VIEW



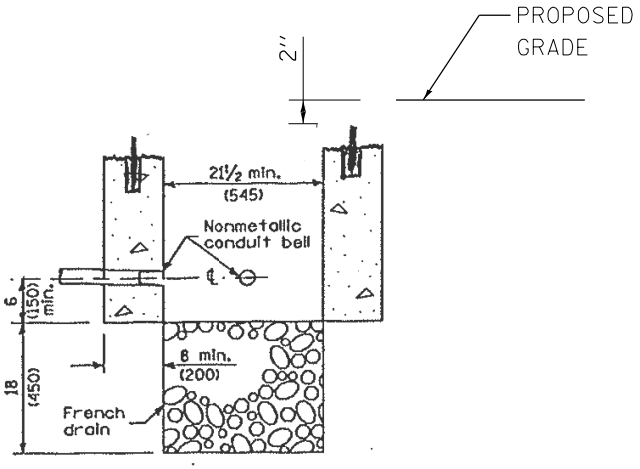
1/31/2018

DuPAGE County D.O.T.

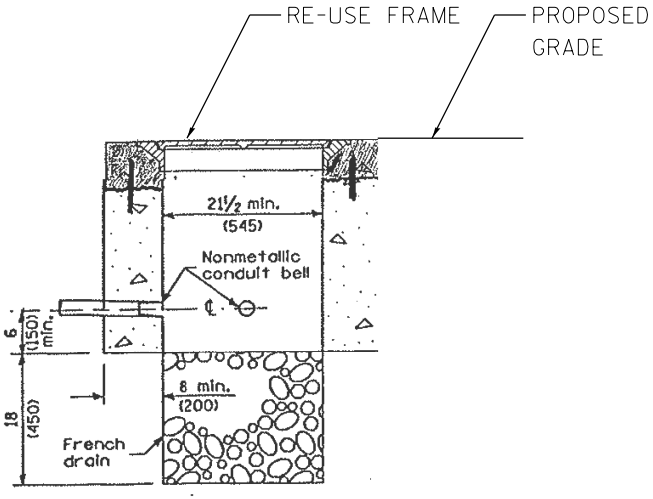
TRAFFIC SIGNAL HANDHOLE ADJUSTMENT DETAIL



1. BREAK CONCRETE DOWN TO 6'' BELOW PROPOSED GRADE SALVAGE FRAME FOR RE-USE



2. DRILL ½'' DIAMETER HOLES, ONE HOLE CENTERED ON EACH SIDE, 4'' DEEP. EPOXY #3 DOWEL, 8'' LONG, INTO EACH HOLE.



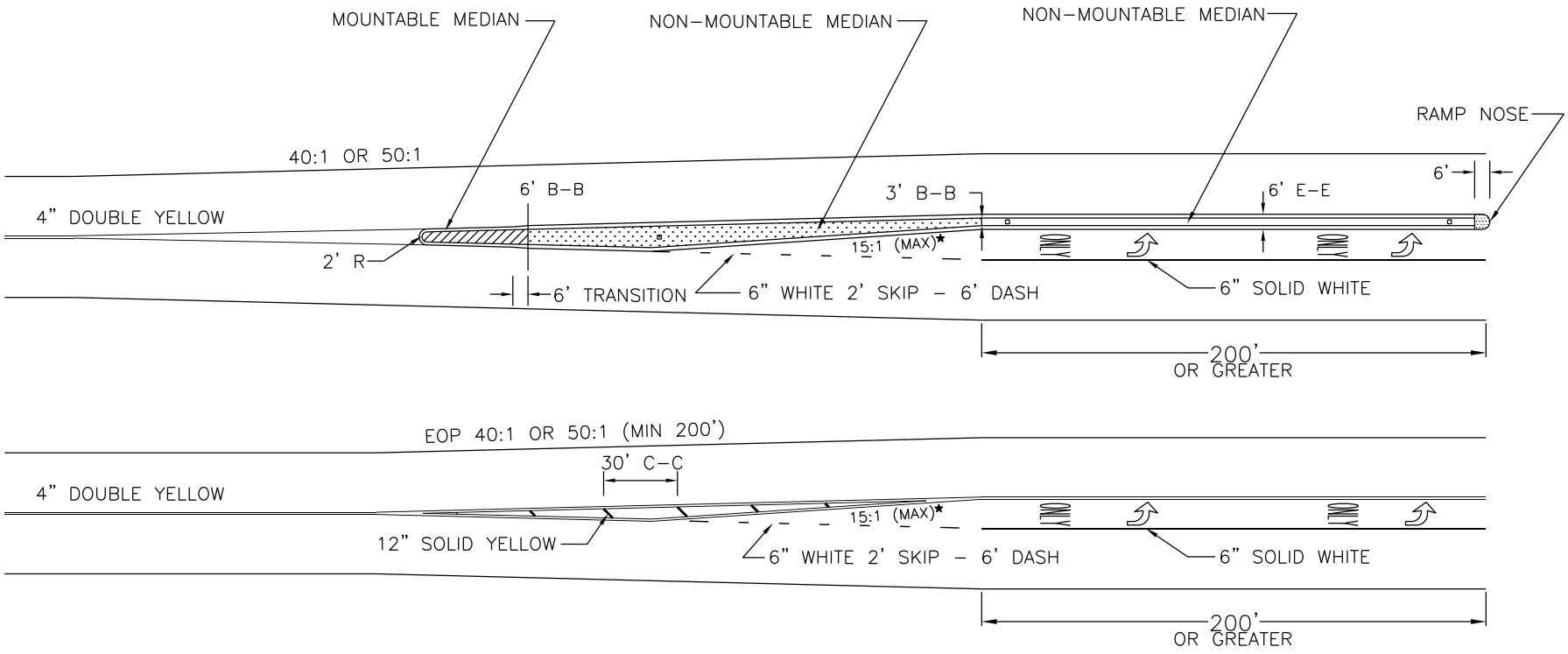
3. FORM AND POUR CONCRETE TO PROPOSED GRADE, SET SALVAGED FRAME.

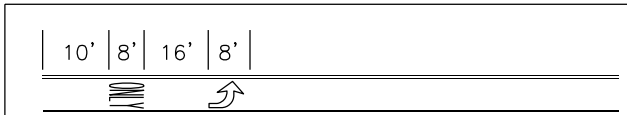
TYPICAL TURN BAYS

NOTES:

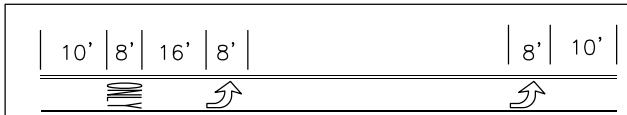
1. SEE MEDIAN DETAILS FOR MEDIAN DEPTH DESIGN, CURB TYPE, AND SIGN POST CUTOUTS.

*ADJUST FOR CURVE SECTION (12:1/10:1)

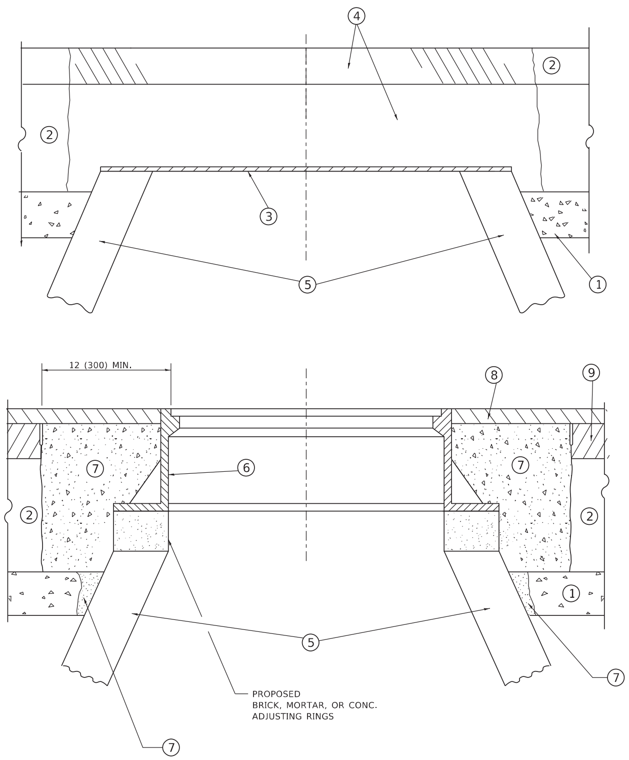




TURN BAYS LESS THAN 150'



TURN BAYS BETWEEN 150' AND 200'



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS*PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

(1) SUB-BASE GRANULAR MATERIAL
(2) EXISTING PAVEMENT
(3) 36 (900) DIAMETER METAL PLATE
(4) PROPOSED CRUSHED STONE AND HMA SURFACE MIX
(5) EXISTING STRUCTURE
(6) FRAME AND LID (SEE NOTES)
(7) CLASS*PP-1 CONCRETE
(8) PROPOSED HMA SURFACE COURSE
(9) PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

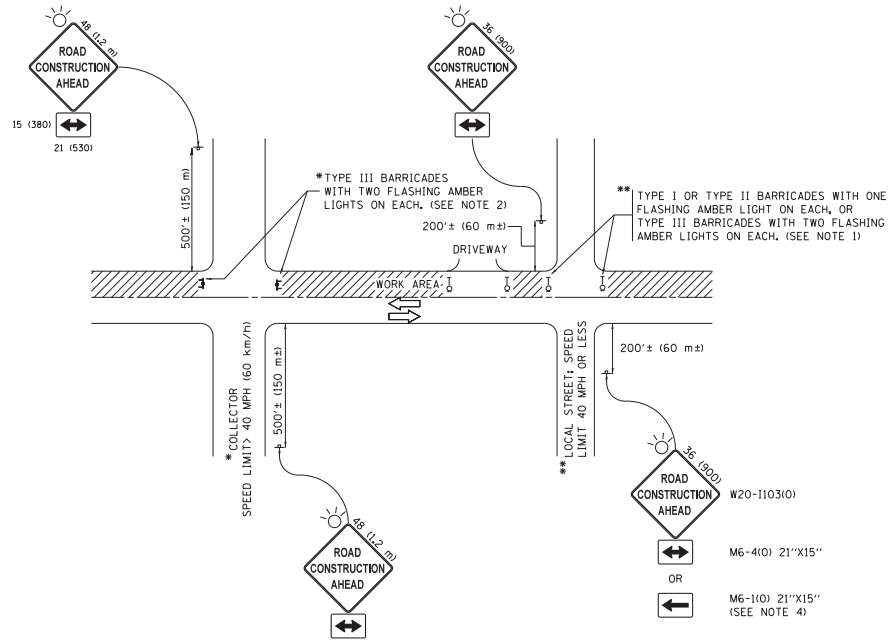
MODEL: Default FILE NAME: W:\stdslstd\22x34\bd08.dgn	USER NAME = demanchelt	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
		DRAWN -	REVISED - R. BORO 03-09-11
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-06-11
	PLOT DATE = 2/2/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-03 (BD-08)	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\$\{DRAIN\}\CADData\CADsheets\tc10.dgn	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
			REVISED - T. RAMMACHER 01-06-00
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
Default	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10	CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

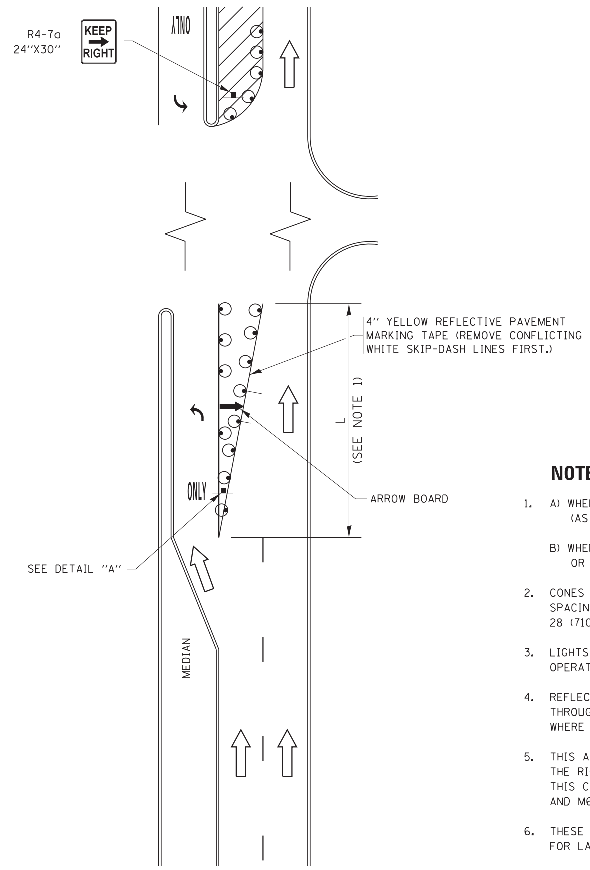


FIGURE 1

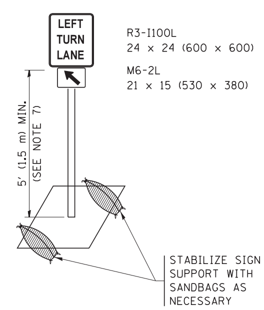
LEGEND

(hatched area)	WORK AREA
(open arrow)	LANE OPEN TO TRAFFIC
(solid arrow)	ARROW BOARD
(barricade symbol)	TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
(drum symbol)	DRUM WITH STEADY BURN LIGHT
(sign symbol)	SIGN ASSEMBLY
(check barricade symbol)	TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

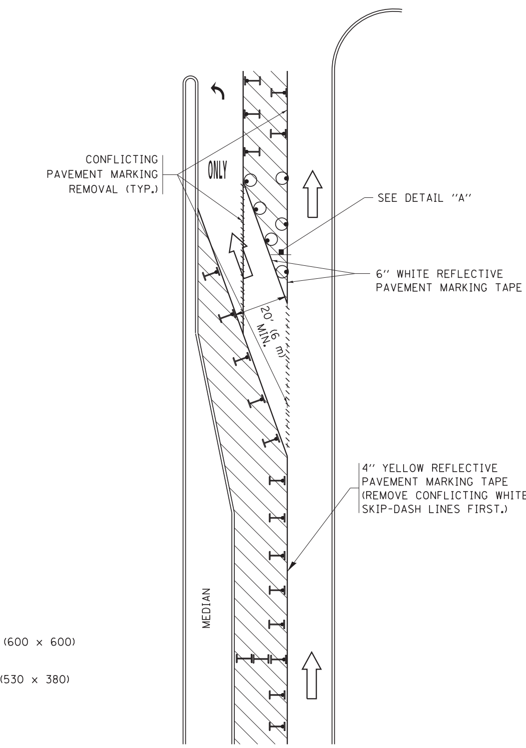


FIGURE 2

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

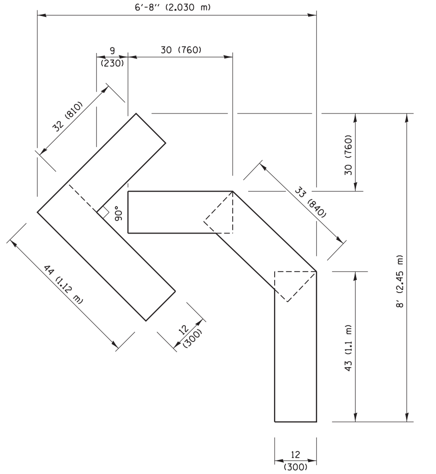
FILE NAME =	USER NAME = footemj	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist...		REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
	PLOT SCALE = 50.0000 ' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
Default	PLOT DATE = 9/15/2016	REVISED -T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

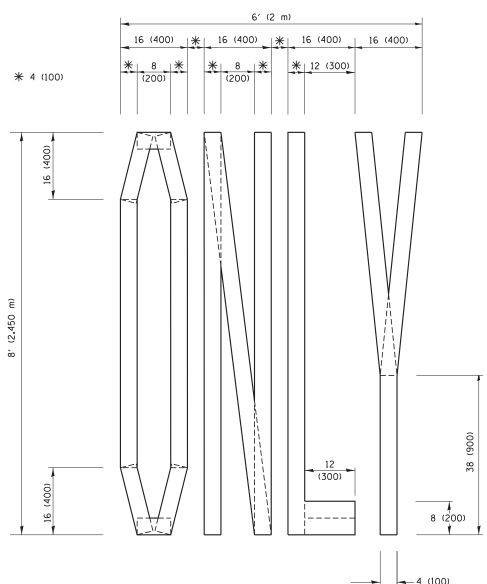
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-14	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			



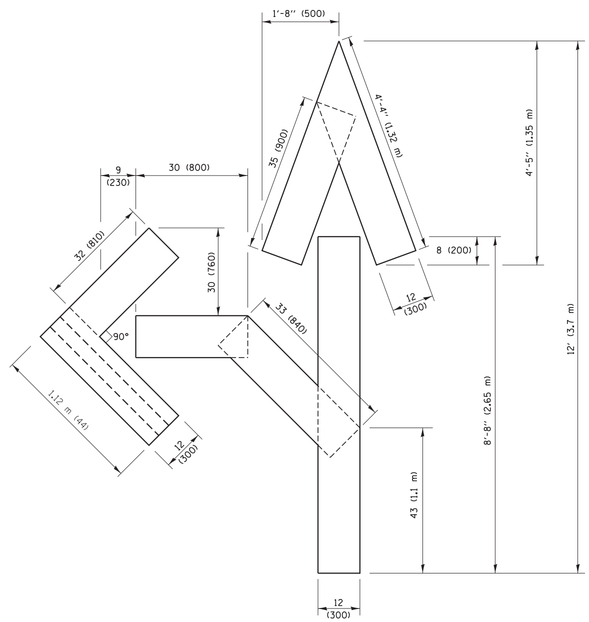
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

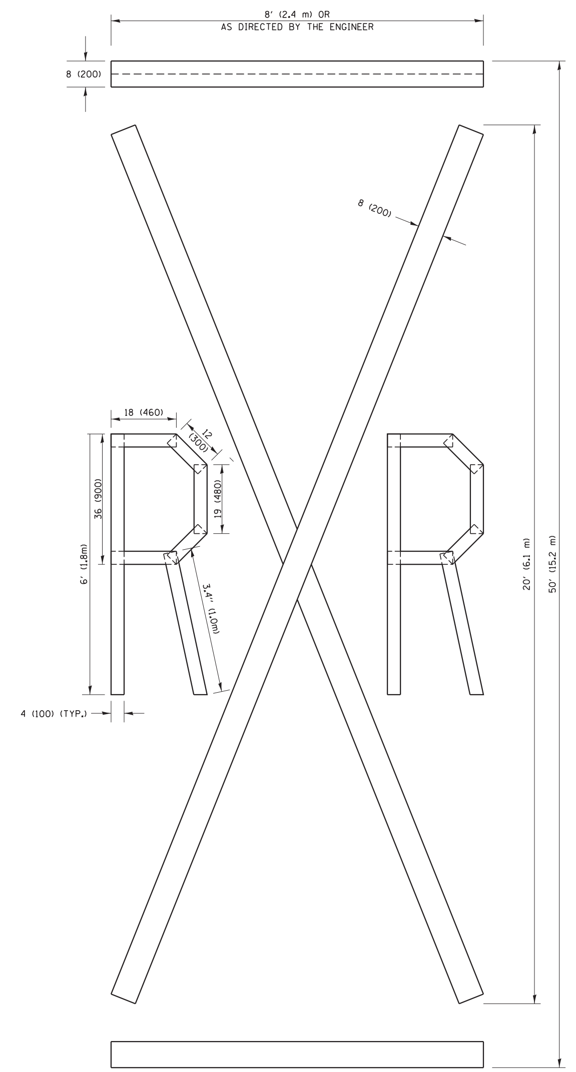


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.

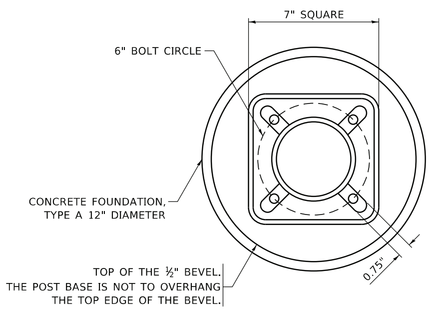


QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

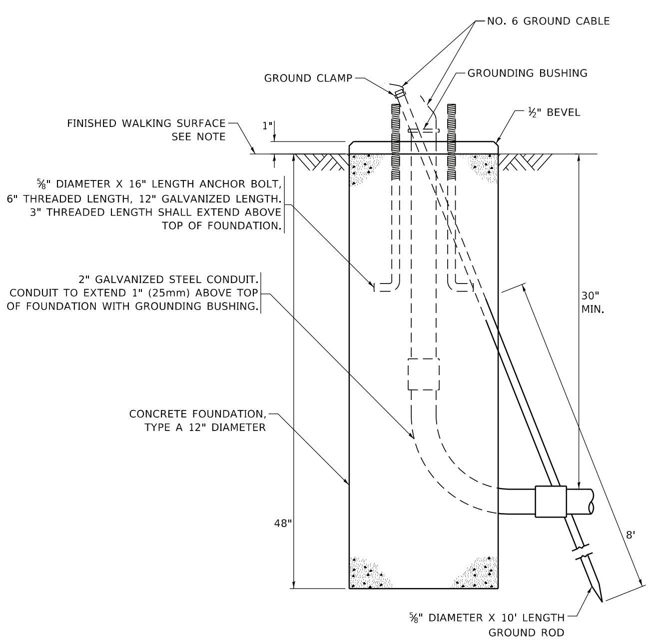
FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist5\DRAWN\CADData\CADsheets\tc16.dgn	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
		DRAWN	REVISED - E. GOMEZ 08-28-00			TC-16 / CONTRACT NO.
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.	FED. ROAD DIST. NO. 1 / ILLINOIS / FED. AID PROJECT
	PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16			



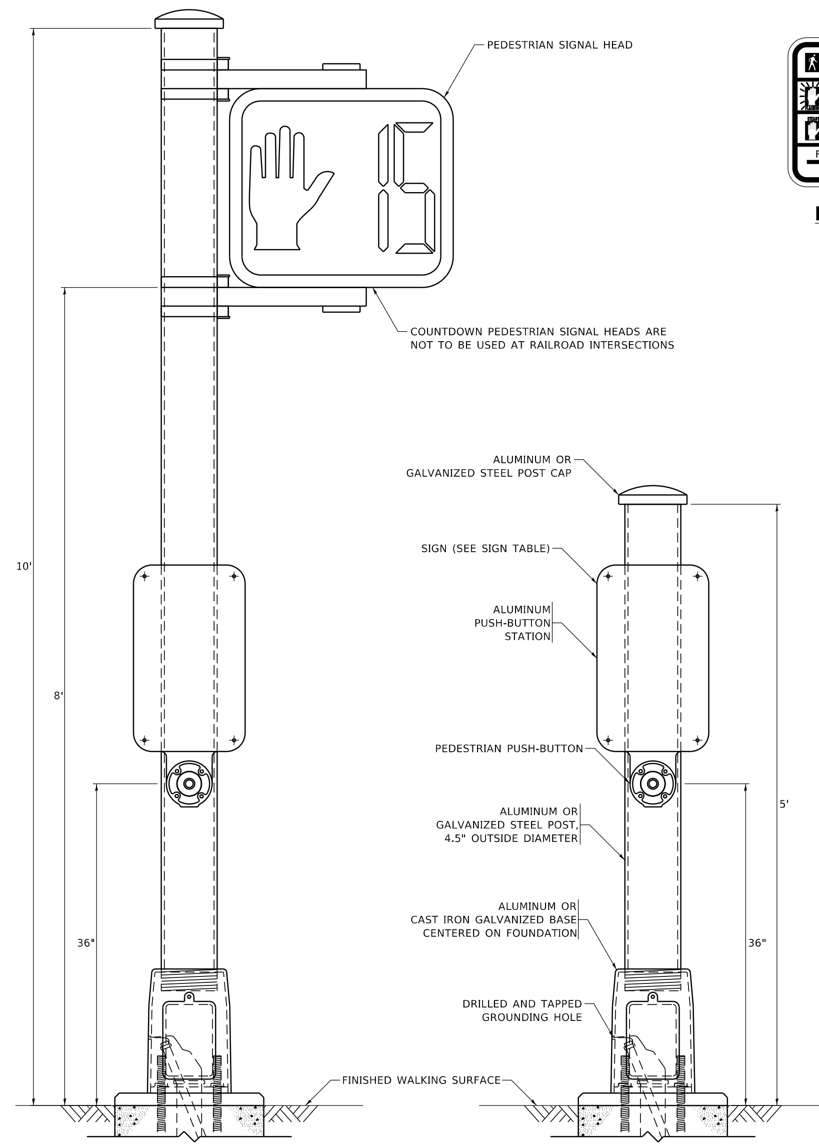
BOLT PATTERN

NOTE:

1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.

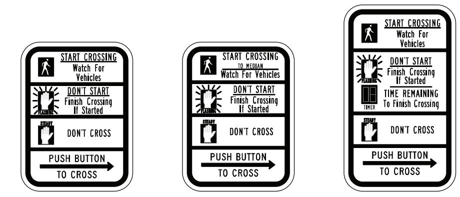


CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b R10-3d R10-3e

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

USER NAME = gagliianobt	DESIGNED - IP	REVISED - 10-15-2020	
	DRAWN - IP	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - LP	REVISED -	
PLOT DATE = 11/23/2020	DATE - 10-15-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

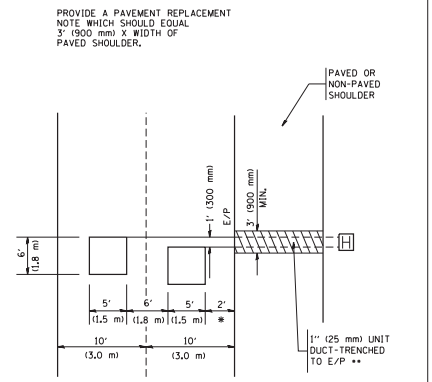
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 7 OF 7 SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\darroom.dot.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\DistStd22x34\CADData\CADsheets\ts05.dgn

LOOPS NEXT TO SHOULDERS



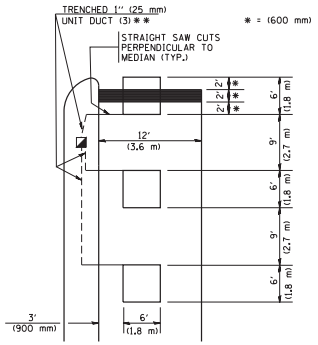
* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY (''FAR OUT'' DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

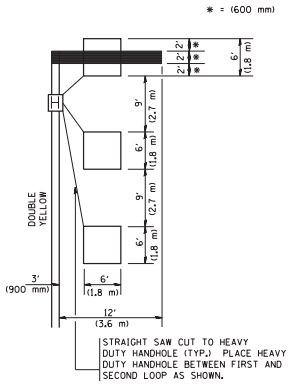


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

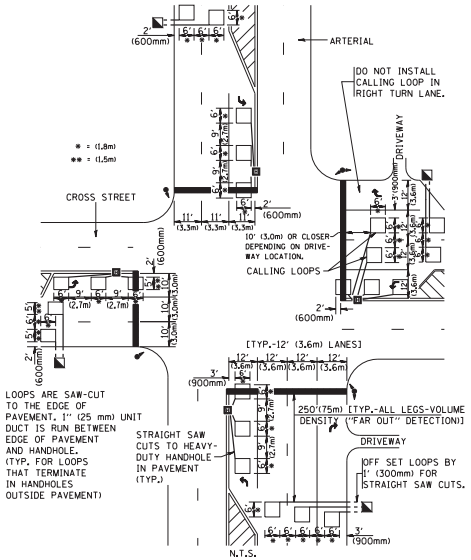
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY (''FAR OUT'' DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



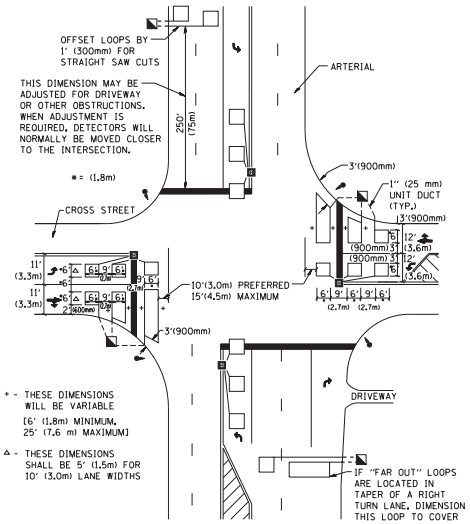
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY (''FAR OUT'' DETECTION)
CROSS STREET-VOLUME DENSITY (''FAR OUT'' DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY (''FAR OUT'' DETECTION)
CROSS STREET-NON VOLUME DENSITY (''UPTIGHT'' PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS ''INTERSECTION AND SAMPLING (SYSTEM) DETECTORS'' ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM ''INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT'' SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

''FAR OUT'' DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. ''UPTIGHT'' DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-07	CONTRACT NO.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		