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 | Section Number |
|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM |

| Route(s) (Street/Road Name) | Type of Funds |
|---|---|
| Various | MFT & Non-MFT |

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

Submitted/Approved
**For Local Public Agency:**

**For a County and Road District Project**

Submitted/Approved

Highway Commissioner Signature & Date

Submitted/Approved

County Engineer/Superintendent of Highways Signature & Date

**For a Municipal Project**

Submitted/Approved/Passed

Signature & Date

Jeff Grove 3/21/24

Official Title

Jeff Grove, Mayor

**Department of Transportation**

Released for bid based on limited review

Regional Engineer Signature & Date

Trisha Thompson 3/22/2024

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

| Local Public Agency | County | Section Number | Route(s) (Street/Road Name) |
|---|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM | Various |

## NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of The La Salle City Clerk (Name of Office)

745 2nd Street, La Salle, IL 61301 (Address) until 10:00 AM (Time) on 04/25/24 (Date).

Sealed proposals will be opened and read publicly at the office of The La Salle City Clerk (Name of Office)

745 2nd Street, La Salle, IL 61301 (Address) at 10:00 AM (Time) on 04/25/24 (Date).

### DESCRIPTION OF WORK

| Location | Project Length |
|---|---|
| Various Streets in City of La Salle | 8,320 ft (1.58 Mi) |

Proposed Improvement

Base Preparation w/ Aggregate Base; Mill and overlay streets; remove and replace PCC sidewalks and curbs; full depth HMA patches; Structure Adjustments; combination concrete curb & gutter.

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

The La Salle City Engineer & Clerk, 745 2nd Street, La Salle IL 61301

2. ☒ Prequalification

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

3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:
   a. Local Public Agency Formal Contract Proposal (BLR 12200)
   b. Schedule of Prices (BLR 12201)
   c. Proposal Bid Bond (BLR 12230) (if applicable)
   d. Apprenticeship or Training Program Certification (BLR 12325) (do not use for project with Federal funds.)
   e. Affidavit of Illinois Business Office (BLR 12326) (do not use for project with Federal funds)

5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.

6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.

7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.

8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.

9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

| Local Public Agency | County | Section Number | Route(s) (Street/Road Name) |
|---|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM | Various |

## PROPOSAL

1. Proposal of _____
Contractor's Name

_____.
Contractor's Address

2. The plans for the proposed work are those prepared by Brian D. Brown, PE - La Salle City Engineer and approved by the Department of Transportation on Mar 22, 2024.

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 30 working days or by _____ unless additional time is granted in accordance with the specifications.

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

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

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

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

10. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond, if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: City Treasurer of The City of La Salle.
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 24-00000-00-GM.

| Local Public Agency | County | Section Number | Route(s) (Street/Road Name) |
|---|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM | Various |

## CONTRACTOR CERTIFICATIONS

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

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

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

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

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

3. **Bribery.** The bidder or contractor or subcontractor, respectively, certifies that, it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter 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) |
|---|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM | Various |

## SIGNATURES

(If an individual)

Bidder Signature & Date

Business Address

City | State | Zip Code

(If a partnership)

Firm Name

Signature & Date

Title

Business Address

City | State | Zip Code

Insert the Names and Addresses of all Partners

(If a corporation)

Corporate Name

Signature & Date

Title

Business Address

City | State | Zip Code

Insert Names of Officers

President

Attest:

Secretary

Secretary

Treasurer

Illinois Department of Transportation

# Schedule of Prices

Contractor's Name

Contractor's Address | City | State | Zip Code

IL

Local Public Agency | County | Section Number

City of La Salle | LaSalle | 24-00000-00-GM

Route(s) (Street/Road Name)

Various Routes (see included map)

**Schedule for Multiple Bids**

| Combination Letter | Section Included in Combinations | Total |
|---|---|---|
| | | |
| | | |

**Schedule for Single Bid**

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

| Item Number | Items | Unit | Quantity | Unit Price | Total |
|---|---|---|---|---|---|
| | | | | | |
| 1 | AGG BASE CSE B | TON | 154 | | |
| 2 | PREPARATION OF BASE | SY | 2700 | | |
| 3 | BIT MATLS PR CT | POUND | 6075 | | |
| 4 | BIT MATLS TACK CT | POUND | 13565 | | |
| 5 | HMA BC IL-9.5FG N50 | TON | 1519 | | |
| 6 | HMA SC IL-9.5FG N50 | TON | 1519 | | |
| 7 | PC CONC SIDEWALK 4 | SQ FT | 2250 | | |
| 8 | DETECTABLE WARNINGS | SQ FT | 170 | | |
| 9 | HMA SURF REM 2 -1/4 | SQ YD | 14234 | | |
| 10 | CURB REMOVAL | FOOT | 1035 | | |
| 11 | SIDEWALK REMOVAL | SQ FT | 2250 | | |
| 12 | AGGREGATE SHLDS B | TON | 95 | | |
| 13 | PAVT PATCH (FULL DEPTH) | SQ YD | 250 | | |
| 14 | MAN ADJUST | EACH | 20 | | |
| 15 | VALVE BOX ADJUST | EACH | 3 | | |
| 16 | COMB CC&G TB6.18 | FOOT | 1035 | | |
| | | | | 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 |
|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-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 |
|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-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

Illinois Department of Transportation

# Affidavit of Availability

For the Letting of

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

Illinois Department of Transportation

# Apprenticeship and Training Program Certification

| Local Public Agency | County | Street Name/Road Name | Section Number |
|---|---|---|---|
| City of La Salle | LaSalle | Various | 24-00000-00-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.

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

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

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

3. The undersigned bidder, by inclusion in the list in the space below, certifies the official name of each program sponsor holding the Certificate of Registration for all of the types of work or crafts in which the bidder is a participant and that will be performed with the bidder's employees. Types of work or craft that will be subcontracted shall be included and listed as subcontract work. The list shall also indicate any type of work or craft job category for which there is no applicable apprenticeship or training program available.

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

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

Bidder

Signature & Date

Title

| Address | City | State | Zip Code |
|---|---|---|---|
| | | | |

Illinois Department of Transportation

# Affidavit of Illinois Business Office

| Local Public Agency | County | Street Name/Road Name | Section Number |
|---|---|---|---|
| City of La Salle | LaSalle | Various | 24-00000-00-GM |

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

being first duly sworn upon oath, state as follows:

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

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

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

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

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

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

Signature & Date

Print Name of Affiant

**Notary Public**

State of IL

County _____

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

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

_____ .
Bidder

Notary Public Signature & Date

(SEAL)

My commission expires _____

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2024

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 1-1-24)

SUPPLEMENTAL SPECIFICATIONS

## RECURRING SPECIAL PROVISIONS

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

LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

Table of Contents

Illinois Department of Transportation

# Check Sheet for Recurring Special Provisions

| Local Public Agency | County | Section Number |
|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM |

☐ **Check this box for lettings prior to 01/01/2024.**

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

Recurring Special Provisions

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| Local Public Agency | County | Section Number |
|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM |

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

Local Roads And Streets Recurring Special Provisions

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Illinois Department of Transportation

# Special Provisions

| Local Public Agency | County | Section Number |
|---|---|---|
| City of La Salle | LaSalle | 24-00000-00-GM |

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

LOCATIONS OF IMPROVEMENT

Location No. 1 – Alley north of 7th Street: The improvement will begin at Chartres Street and continue east to Creve Coeur Street. Improvements at this location will include milling, bituminous surfacing, structure adjustment and aggregate shoulders. The approximate length of the improvement is 360 feet.

Location No. 2 – Alley north of 10th Street: The improvement will begin at Lafayette Street and continue east to Bucklin Street and north to 11th Street. Improvements at this location will include milling, bituminous surfacing, structure adjustment and aggregate shoulders. The approximate length of the improvement is 620 feet.

Location No. 3 – Alley north of 10th Street: The improvement will begin at Wright Street and continue east to Gooding Street. Improvements at this location will include milling, bituminous surfacing, structure adjustment and aggregate shoulders. The approximate length of the improvement is 370 feet.

Location No. 4 – Gooding Street: The improvement will begin at 9th Street and continue north to 11th Street. Improvements at this location will include milling, ADA sidewalks, curb and gutter removal & replacement, bituminous surfacing and structure adjustments. The approximate length of the improvement is 800 feet.

Location No. 5 – Marquette Street: The improvement will begin at 6th Street and continue north to 8th Street. Improvements at this location will include milling, ADA sidewalks, curb and gutter removal & replacement, bituminous surfacing and structure adjustments. The approximate length of the improvement is 910 feet.

Location No. 6 – O'Conor Ave.: The improvement will begin at St. Vincent Ave. (IL 351) Street and continue east to Crosat Street. Improvements at this location will include milling, ADA sidewalks, curb and gutter removal & replacement, bituminous surfacing and structure adjustments. The approximate length of the improvement is 1290 feet.

Location No. 7 – 23rd Street.: The improvement will begin at Malcolm Ave. and continue east to St. Vincent Ave. (IL 351). Improvements at this location will include milling, curb and gutter removal & replacement, bituminous surfacing and structure adjustments. The approximate length of the improvement is 1330 feet.

Location No. 8 – E509th Road: The improvement will begin at the entrance to E Route 6 and continue north to Dead End. Improvements at this location will include butt joints, bituminous surfacing and aggregate shoulders. The approximate length of the improvement is 1740 feet.

Location No. 9 – Enterprise Drive: The improvement will begin at the end of the concrete pavement and continues west to Dead End. Improvements at this location will include scarification of the existing aggregate surface, addition of aggregate base when necessary, bituminous surfacing and aggregate shoulders. The approximate length of the improvement is 270 feet.

Location No. 10 – Polar Bear Drive: The improvement will begin at the concrete pavement on Enterprise Drive and continue north to Dead End. Improvements at this location will include scarification of the existing aggregate surface, addition of aggregate base when necessary, bituminous surfacing and aggregate shoulders. The approximate length of the improvement is 630 feet.

DESCRIPTION OF IMPROVEMENT
The project consists of hot-mix asphalt surface removal and replacement, base preparation, curb and gutter, ADA sidewalk, structure adjustments, aggregate shoulders and all incidental and collateral work necessary to complete the project as shown on the plans and as described herein.

WAGE RATES
This contract calls for the construction of a “public work,” within the meaning of the Illinois Prevailing Wage Act, 820 ILCS 130/.01 et seq. (“the Act”). The Act requires contractors and subcontractors to pay laborers, workers and mechanics performing services on public works projects no less than the “prevailing rate of wages” (hourly cash wages plus fringe benefits) in the county where the work is performed. For information regarding current prevailing wage rates, please refer to the Illinois Department of Labor’s website at: https://idol.aem-int.illinois.gov/content/dam/soi/en/web/idol/laws-rules/conmed/documents/fy24/20240304/LaSalle.pdf. All contractors and subcontractors rendering services under this contract must comply with all requirements of the Act, including but not limited to, all wage, notice and record keeping duties.

PROPOSALS
Proposals will be issued to prequalified bidders for a specified length of time and may be obtained from the office of The City Clerk or City Engineer, 745 Second Street, La Salle, Illinois 61301. However, no proposals will be issued after 12:00 Noon of the last business day preceding the opening of bids.

PREQUALIFICATION OF BIDDERS
Prequalification of Bidders in accordance with Section 102.01 of the Standard Specifications will be required of all bidders on this project. The City of La Salle is lifting the restriction of 1200 tons of HMA base, surface, widening, or shoulder placement, spreading and furnishing in any one contract noted in IDOT pre-qualification 005-HMA Paving.

PREFERENCE TO VETERANS
Attention is called to assure compliance with Illinois Revised State Chapter 126 Section 23. Preference to veterans upon public works: "In the employment and appointment to fill positions in the construction, addition to, or alteration of all public works undertaken or contracted for by the state, or by any political subdivision thereof, preference shall be given to persons who were engaged in the military or naval service of the United States in time of war."

WORKING DAYS
Time is of the essence in this contract. The contractor is advised that all work shall be completed in 30 Working Days. Should the contractor fail to complete the work by the specified amount of days, Liquidated Damages per Article 108.09 of the Standard Specifications shall be applied.

WORK HOURS
The Contractor may perform work between the hours of 7:00 AM and dusk Monday through Friday. However, no work will be permitted between the dusk Friday to 7:00 AM, Monday, or on holidays, without written permission of the City of La Salle.

TRAFFIC CONTROL - GENERAL
Traffic Control shall be in accordance with the applicable sections of the Standard Specifications for Road

and Bridge Construction, the Supplemental Specifications, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, any special details and Highway Standards contained herein and in the plans, the Traffic Specifications and the Special Provisions contained herein.

Special attention is called to Articles 107.09 and 107.14 of the Standard Specifications for Road and Bridge Construction and the following Highway Standards relating to traffic control:

701006-05 701301-04 701501-06 701801-06 701901-09

The Contractor shall obtain, erect, maintain and remove all signs, barricades, flagmen and other traffic control devices as may be necessary for the purpose of regulating, warning or guiding traffic. Placement and maintenance of all traffic control devices shall be in accordance with the applicable parts of Article 107.14 of the Standard Specifications and the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways and the attached special provisions.

All orange construction sign shall be fluorescent orange material.

For work locations that start adjacent to the state highway, 48” x 48” Road Construction Ahead signs with an appropriate arrow will be required on the state highway prior to the work location.

If the contract does not include a pay item for Traffic Control and Protection, it will be considered incidental to the contract.

WATER USE

The Contractor desiring to use water from municipal hydrants will be required to make an application to the Public Works, and if the request is granted, he shall conform with the ordinances of the municipality, as well as with the rules and regulations of the Water Department, and will be held responsible for all damages to hydrants and water pipe used for the purposes of securing water. Pipe wrenches approved by the Water Department shall be utilized for opening and closing hydrants and other appurtenances. The Contractor shall contact the City at (815) 223-6344 to determine the City’s water use requirements for this project, including metering, billing, etc. prior to submitting his bid.

When additional water from fire hydrants is necessary to avoid delay in normal work procedures, the water shall be conserved and not used unnecessarily. No fire hydrant shall be obstructed in case of a fire in the area served by the hydrant.

SAW CUT JOINTS

The removal and/or replacement of any driveways, pavement, curb, sidewalk, medians etc. shall be accomplished by means of a saw cut joint, at the direction of the Engineer. This work will not be paid for separately, but shall be included in the unit price bid for the various items.

BASE PREPARATION WITH SCARIFICATION

All work shall be in accordance with Section 358 of the standard specifications and as directed by the Engineer as part of the roadway restoration. The Contractor shall scarify the existing surface; add 1-2” Aggregate Base Course, Type B; and grade the base to provide positive drainage as directed by the engineer.

The cost of this work will be paid for at the contract unit price per SQUARE YARD for BASE PREPARATION and shall include all labor, materials, and equipment necessary for preparing the base in accordance with Section 358 of the standard specifications and disposing of the unsuitable material, all as

directed by the Engineer and as specified herein. The cost of the Aggregate Base Course, Type B shall be paid for separately.

HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50
This item shall be constructed in accordance with the applicable portions of Section 406 of the Standard Specifications. AC type shall be PG 64-22 with 4% air voids at 50 GYR. The average thickness of HMA Binder shall be 1.25". The cost for Anti-Stripping additives will not be paid for separately, but shall be included in the per TON unit price.

This work shall be paid for at the contract unit price per TON for HOT-MIX ASPHALT BINDER, IL-9.5FG, N50.

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX “C”, N50.
This item shall be used in the paving of the existing roadways and shall be constructed in accordance with the applicable portions of Section 406 of the Standard Specifications. AC type shall be PG 64-22 with 4% air voids at 50 GYR. The thickness of HMA Surface Course shall be 1.25”. The cost for Anti-Stripping additives will not be paid for separately, but shall be included in the per TON unit price.

This work shall be paid for at the contract unit price per TON for HOT-MIX ASPHALT SURFACE COURSE, IL-9.5FG, MIX “C”, N50.

P.C. CONCRETE SIDEWALK REMOVAL AND REPLACEMENT
This item shall consist of the removal and replacement of Portland Cement Concrete sidewalks at the locations directed by the engineering representative. It is the intent to provide ADA ramped sidewalks per “PROWAG” guidelines at each intersection where paving improvements are occurring.

Sidewalk removal and replacement shall be completed in accordance with Section 424 and 440 of the State of Illinois Standard Specifications for Road and Bridge Construction.

The sidewalk shall be installed 4” thick and installed on a 3" cushion of aggregate (CA-6) paid for as part of this item. The new walk shall be connected to the existing walk with two (2) – 12” long, #4 reinforcement bars spaced 18” on centers.

The grassed areas adjacent to the replaced sidewalk that are disturbed by means of the construction shall be restored with four-inches (4") of pulverized topsoil and sodding or seeding and nutrients. This work shall be done in accordance with Sections 211 and 250 and 252 of the Standard Specifications.

This work will be paid for at the contract unit price per SQUARE FOOT for P.C. CONCRETE SIDEWALK, 4" and per SQUARE FOOT for SIDEWALK REMOVAL and shall include saw cutting, disposal, materials, labor, equipment, required expansion material that is required due to the installation of the sidewalk and any restoration (topsoil, seeding and nutrients).

DETECTABLE WARNING
The detectable warning used on this project shall according to Section 424 of the Standard Specification and as modified herein.

The Detectable Warning shall have truncated dome shapes that are compliant with ADA Accessibility guidelines and shall not be of the type that is stamped into the concrete sidewalk. The warning shall be AccessTile Cast-in-Place Replaceable detectable warning tile or approved equal. The color of the warning shall be red in color.

All Detectable warning shall be approved by the City prior to construction.

This work shall be measured and paid for at the contract unit price bid per SQUARE FOOT for DETECTABLE WARNING.

HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4”
All alleys and streets with existing curb and gutter to be resurfaced shall be cold milled along the edge of pavement and at those locations indicated on the plan, to a thickness of 2-1/4” in accordance with the Detail shown on the contract drawings.

The bituminous surface removal shall be accomplished by using a cold milling machine or similar method approved by the Engineer. This work shall be done in accordance with Section 440 of the Standard Specifications. The City of La Salle reserves the right of ownership of the milled grindings. The contractor is responsible for hauling any and all grindings to designated City stockpiles. All grindings not taken by the City of La Salle shall be disposed of by the contractor. No extra compensation will be given for hauling of milled grindings.

This work will be paid for at the contract unit price per SQUARE YARD of HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4”.

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
All streets to be resurfaced, at their termini, shall receive a 10' butt joint consisting of 2-1/4" of surface removal as detailed in the standard drawings. It shall also include surface removal at the driveways along the uncurbed portions of the proposed improvements for the purpose of providing a smooth joint where the overlay abuts the driveway. Typical encroachment upon the driveway shall be three (3) feet from the edge of pavement, but individual drives may be taken farther towards the property line, at the direction of the Engineer. If taken farther than the three foot (3') line, the surface removal for the butt joint shall remain at three feet (3') wide, except it will be ground at the driveway limit instead of abutting the edge of pavement.

The asphalt surface shall be saw cut to prevent unnecessary damage to the remaining existing surface. The hot-mix asphalt surface removal shall be accomplished by using a grinding machine or similar method approved by the Engineer. This work shall be done in accordance with Section 440 of the Standard Specifications.

This work will be paid for at the contract unit price per SQUARE YARD for HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4” which price shall include the cost of saw cutting along and/or around areas of surface to be removed.

QUANTITIES FOR PAVEMENT PATCHING
The quantities called for in this contract indicate the approximate amount of patching work to be expected. The actual amounts for the various patching items shall be as marked out by the engineer in the field. It shall be understood and agreed upon that the unit price for these items shall prevail throughout the period of the contract and that no additional compensation per unit price will be allowed for any increase or decrease in the patching quantity.

PATCHING LIMITATIONS
It is hereby understood and agreed that no pavement patching will be permitted after Friday at 3:00 PM of each and every week and no holes will be allowed to remain open overnight or over the weekend.

PAVEMENT PATCHING (FULL DEPTH)
All work shall be in accordance with Section 442 of the standard specifications and as directed by the

Engineer and at the locations indicated in the contract documents, except Section 442.01 shall be modified to not include any reference to type classifications for patching. The Contractor shall remove the existing asphalt surface by means of a saw cut at locations where surface failures are in evidence, as directed by the Engineer. Patching shall consist of total depth patch of five inches (5”) and shall consist of three inches (3”) Hot-Mix Asphalt Binder Course, IL-19, N50, and two inches (2”) Hot-Mix Asphalt Surface Course, Mixture C, N50.

The cost of this work will be paid for at the contract unit price per SQUARE YARD for PAVEMENT PATCHING (FULL DEPTH) and shall include all labor, materials, and equipment necessary for the removal of the existing hot-mix asphalt surface and pavement reinforcement if encountered, cleaning of the patching area and the placing of bituminous material (prime coat); and disposing of the unsuitable material, all as directed by the Engineer and as specified herein. Saw cutting shall be considered incidental to this item.

MANHOLES AND VALVE BOXES TO BE ADJUSTED
This work shall consist of the adjustment and/or reconstruction of drainage and utility structures at those locations as directed by the engineer in the field. This work shall be completed in accordance with the applicable portions of Section 602 of the Standard Specifications.

This work will be paid for at the contract unit price EACH for MANHOLES TO BE ADJUSTED and VALVE BOXES TO BE ADJUSTED.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
This item shall consist of the removal and replacement of concrete curb or combination concrete curb and gutter, in accordance with Sections 440 and 606 of the Standard Specifications, and as detailed in the plans by means of a sawed joint (straight) at locations as designated by the Engineer. The replaced curb or curb and gutter shall be of the same type and size as the removed section.

All curb or curb and gutter shall have sawcut contraction joints two (2") inches deep at 15' intervals. This sawcutting shall be done no later than 24 hours after the curb has been poured. Expansion and construction joints shall be as directed by the Standard Specifications and Standard Drawings. One inch (1") preformed joint filler shall be placed at the ends of all replaced sections.

Two (2) number 4 reinforcing bars shall be installed the entire length of all new curb and gutter.

The grassed areas adjacent to the curb or combination curb and gutter removal and replacement that are disturbed by means of the construction shall be restored with four-inches (4") of pulverized topsoil and seeding with nutrients. This work shall be done in accordance with Sections 211 and 250 and 252 of the Standard Specifications.

All existing pavement removed due to the removal and replacement of concrete curb or combination concrete curb and gutter shall be replaced with a patch consisting of HMA Binder, as specified for pavement patching, at a minimum depth of five inches (5”) to a point not more than one and one-half (1-1/2") below the edge of pavement. Saw cutting shall be required as directed by the Engineer to secure a straight joint. Concrete will not be allowed to fill in the gap between the new curb and existing pavement.

This work will be paid for at the contract unit price per FOOT for COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 and per FOOT for CURB REMOVAL, and shall include saw cutting, disposal, materials, labor, equipment, HMA patching, required expansion material that is required due to the installation of the curb or curb and gutter and any restoration (topsoil, seeding and nutrients).

BDE SPECIAL PROVISIONS
For the April 26 and June 14, 2024 Lettings

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

| File Name | # | | Special Provision Title | Effective | Revised |
|---|---|---|---|---|---|
| 80099 | 1 | ☐ | Accessible Pedestrian Signals (APS) | April 1, 2003 | Jan. 1, 2022 |
| 80274 | 2 | ☐ | Aggregate Subgrade Improvement | April 1, 2012 | April 1, 2022 |
| 80192 | 3 | ☐ | Automated Flagger Assistance Devices | Jan. 1, 2008 | April 1, 2023 |
| 80173 | 4 | ☐ | Bituminous Materials Cost Adjustments | Nov. 2, 2006 | Aug. 1, 2017 |
| 80426 | 5 | ☐ | Bituminous Surface Treatment with Fog Seal | Jan. 1, 2020 | Jan. 1, 2022 |
| * 80241 | 6 | ☐ | Bridge Demolition Debris | July 1, 2009 | |
| * 5053I | 7 | ☐ | Building Removal | Sept. 1, 1990 | Aug. 1, 2022 |
| * 5026I | 8 | ☐ | Building Removal with Asbestos Abatement | Sept. 1, 1990 | Aug. 1, 2022 |
| 80449 | 9 | ☑ | Cement, Type IL | Aug. 1, 2023 | |
| 80384 | 10 | ☑ | Compensable Delay Costs | June 2, 2017 | April 1, 2019 |
| * 80198 | 11 | ☐ | Completion Date (via calendar days) | April 1, 2008 | |
| * 80199 | 12 | ☐ | Completion Date (via calendar days) Plus Working Days | April 1, 2008 | |
| 80453 | 13 | ☐ | Concrete Sealer | Nov. 1, 2023 | |
| 80261 | 14 | ☐ | Construction Air Quality – Diesel Retrofit | June 1, 2010 | Nov. 1, 2014 |
| 80434 | 15 | ☐ | Corrugated Plastic Pipe (Culvert and Storm Sewer) | Jan. 1, 2021 | |
| * 80029 | 16 | ☐ | Disadvantaged Business Enterprise Participation | Sept. 1, 2000 | Mar. 2, 2019 |
| 80229 | 17 | ☐ | Fuel Cost Adjustment | April 1, 2009 | Aug. 1, 2017 |
| 80452 | 18 | ☐ | Full Lane Sealant Waterproofing System | Nov. 1, 2023 | |
| 80447 | 19 | ☐ | Grading and Shaping Ditches | Jan. 1, 2023 | |
| 80433 | 20 | ☐ | Green Preformed Thermoplastic Pavement Markings | Jan. 1, 2021 | Jan. 1, 2022 |
| 80443 | 21 | ☐ | High Tension Cable Median Barrier Removal | April 1, 2022 | |
| 80456 | 22 | ☑ | Hot-Mix Asphalt | Jan. 1, 2024 | |
| 80446 | 23 | ☐ | Hot-Mix Asphalt - Longitudinal Joint Sealant | Nov. 1, 2022 | Aug. 1, 2023 |
| 80438 | 24 | ☐ | Illinois Works Apprenticeship Initiative – State Funded Contracts | June 2, 2021 | April 2, 2024 |
| 80045 | 25 | ☐ | Material Transfer Device | June 15, 1999 | Jan. 1, 2022 |
| 80450 | 26 | ☐ | Mechanically Stabilized Earth Retaining Walls | Aug. 1, 2023 | |
| 80441 | 27 | ☑ | Performance Graded Asphalt Binder | Jan. 1, 2023 | |
| 80451 | 28 | ☑ | Portland Cement Concrete | Aug. 1, 2023 | |
| * 3426I | 29 | ☐ | Railroad Protective Liability Insurance | Dec. 1, 1986 | Jan. 1, 2022 |
| 80455 | 30 | ☑ | Removal and Disposal of Regulated Substances | Jan. 1, 2024 | April 1, 2024 |
| 80445 | 31 | ☑ | Seeding | Nov. 1, 2022 | |
| 80457 | 32 | ☐ | Short Term and Temporary Pavement Markings | April 1, 2024 | |
| 80448 | 33 | ☐ | Source of Supply and Quality Requirements | Jan. 2, 2023 | |
| 80340 | 34 | ☐ | Speed Display Trailer | April 2, 2014 | Jan. 1, 2022 |
| 80127 | 35 | ☐ | Steel Cost Adjustment | April 2, 2004 | Jan. 1, 2022 |
| 80397 | 36 | ☐ | Subcontractor and DBE Payment Reporting | April 2, 2018 | |
| 80391 | 37 | ☐ | Subcontractor Mobilization Payments | Nov. 2, 2017 | April 1, 2019 |
| 80437 | 38 | ☐ | Submission of Payroll Records | April 1, 2021 | Nov. 2, 2023 |
| 80435 | 39 | ☐ | Surface Testing of Pavements – IRI | Jan. 1, 2021 | Jan. 1, 2023 |
| 80410 | 40 | ☐ | Traffic Spotters | Jan. 1, 2019 | |
| * 20338 | 41 | ☐ | Training Special Provisions | Oct. 15, 1975 | Sept. 2, 2021 |
| 80429 | 42 | ☐ | Ultra-Thin Bonded Wearing Course | April 1, 2020 | Jan. 1, 2022 |
| 80439 | 43 | ☑ | Vehicle and Equipment Warning Lights | Nov. 1, 2021 | Nov. 1, 2022 |
| 80302 | 44 | ☐ | Weekly DBE Trucking Reports | June 2, 2012 | Nov. 1, 2021 |
| 80454 | 45 | ☐ | Wood Sign Support | Nov. 1, 2023 | |
| 80427 | 46 | ☐ | Work Zone Traffic Control Devices | Mar. 2, 2020 | |
| * 80071 | 47 | ☑ | Working Days | Jan. 1, 2002 | |

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

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

The following special provisions are in the 2024 Supplemental Specifications and Recurring Special Provisions.

| File Name | Special Provision Title | New Location(s) | Effective | Revised |
|---|---|---|---|---|
| 80436 | Blended Finely Divided Minerals | Articles 1010.01 & 1010.06 | April 1, 2021 | |
| 80440 | Waterproofing Membrane System | Article 1061.05 | Nov. 1, 2021 | |

**CEMENT, TYPE IL (BDE)**

Effective: August 1, 2023

Add the following to Article 302.02 of the Standard Specifications:

"(k) Type IL Portland-Limestone Cement .....1001"

Revise Note 2 of Article 352.02 of the Standard Specifications to read:

"Note 2. Either Type I or Type IA portland cement or Type IL portland-limestone cement shall be used."

Revise Note 1 of Article 404.02 of the Standard Specifications to read:

"Note 1. The cement shall be Type I portland cement or Type IL portland-limestone cement."

Revise Article 1019.02(a) of the Standard Specifications to read:

"(a) Cement, Type I or IL .....1001"

**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,<br>One Project Superintendent or Engineer, and<br>One Clerk |
| Over $25,000,000 - up to $50,000,000 | One Project Manager,<br>One Project Superintendent,<br>One Engineer, and |

| | |
|---|---|
| | One Clerk |
| Over $50,000,000 | One Project Manager,<br>Two Project Superintendents,<br>One Engineer, and<br>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

**HOT-MIX ASPHALT (BDE)**

Effective: January 1, 2024

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

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

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

"When establishing the target density, the HMA maximum theoretical specific gravity ($G_{mm}$) will be the Department mix design verification test result."

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

"Production is not required to stop after a test strip has been constructed."

80456

**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<br>SM PG 46-28 SM PG 46-34<br>SM PG 52-28 SM PG 52-34<br>SM PG 58-22 SM PG 58-28<br>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."

**PORTLAND CEMENT CONCRETE (BDE)**

Effective: August 1, 2023

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

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

80451

**REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)**

Effective: January 1, 2024
Revised: April 1, 2024

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

80455

**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)<br>Forb Mixture (Below) | 1 (1)<br>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

**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

**WORKING DAYS (BDE)**

Effective: January 1, 2002

The Contractor shall complete the work within 30 working days.

80071

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

# SPECIAL PROVISION FOR INSURANCE

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

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

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

City of La Salle and City of La Salle Employees

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

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

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

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

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

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

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

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

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

| Density Verification Method | |
|---|---|
| ☐ | 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."

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

# SPECIAL PROVISION FOR EMULSIFIED ASPHALTS

Effective: January 1, 2007
Revised: February 7, 2008

All references to Sections and Articles in this Special Provision shall be construed to mean specific Sections and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Replace the table after Note 2 in Article 403.02 with the following:

| Type of Construction | Bituminous Materials Recommended for Weather Conditions Indicated | |
|---|---|---|
| | Warm [15 °C to 30 °C]* [(60 °F to 85 °F)]* | Hot [30 °C Plus]* [(85 °F Plus)]* |
| Prime | MC-30, PEP | MC-30, PEP |
| Cover Coat and Seal Coat | RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, HFE-90, HFE-150, HFE-300, HFRS-2, PEA** | RS-2, CRS-2, RC-800, RC-3000, MC-800, MC-3000, SC-3000, PG46-28, PG52-28, HFE-90, HFE-150, HFE-300, HFRS-2, PEA** |

* Temperature of the air in the shade at the time of application.
** PEA is only allowed on roads with low traffic volumes

Replace the table after Note 2 in Article 406.02 with the following:

| Type of Construction | Bituminous Materials Recommended |
|---|---|
| Prime (tack) on Brick, Concrete, or Bituminous Bases (Note 3) | SS-1, SS-1h, CSS-1, CSS-1h, HFE-90, RC-70 |
| Prime on Aggregate Bases (Note 4) | MC-30, PEP |
| Mixture for Cracks, Joints, and Flangeways | PG58-22, PG64-22 |

Note 3. When emulsified asphalts are used, they shall be diluted with an equal volume of potable water. HFE emulsions shall be diluted by the manufacturer. The diluted material shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion. The diluted material shall not be returned to an approved emulsion storage tank.

Note 4. Preparation of the bituminous PEP shall be as specified in Article 403.05.

Replace the table in Article 1032.04 with the following:

| Spraying Application Temperature Ranges | | |
|---|---|---|
| Type and Grade of Bituminous Material | Temperature Ranges | |
| | °F<br>min. - max. | °C<br>min. - max. |
| PEP | 60 - 130 | 15 - 55 |
| PEA | 140 - 190 | 60 -88 |
| MC-30 | 85 - 190 | 30 - 90 |
| MC-70, RC-70, SC-70 | 120 - 225 | 50 - 105 |
| MC-250, SC-250 | 165 - 270 | 75 - 130 |
| MC-800, SC-800 | 200 - 305 | 95 - 150 |
| MC-3000, SC-3000 | 230 - 345 | 110 - 175 |
| PG46-28 | 275 - 385 | 135 - 195 |
| PG52-28 | 285 - 395 | 140 - 200 |
| RS-2, CRS-2 | 110 - 160 | 45 - 70 |
| SS-1, SS-1h, CSS-1, CSS-1h | 75 - 130 | 25 - 55 |
| SS-1hP, CSS-1hP | 75 - 130 | 25 - 55 |
| HFE-90, HFE-150, HFE-300 | 150 - 180 | 65 - 80 |
| HFP, CRSP, HFRS-2 | 150 - 180 | 65 - 80 |
| E-2 | 85 - 190 | 30 - 90 |
| E-3 | 120 - 225 | 50 - 105 |
| E-4 | 165 - 270 | 75 - 130 |

Add subparagraph (g) to Article 1032.06:

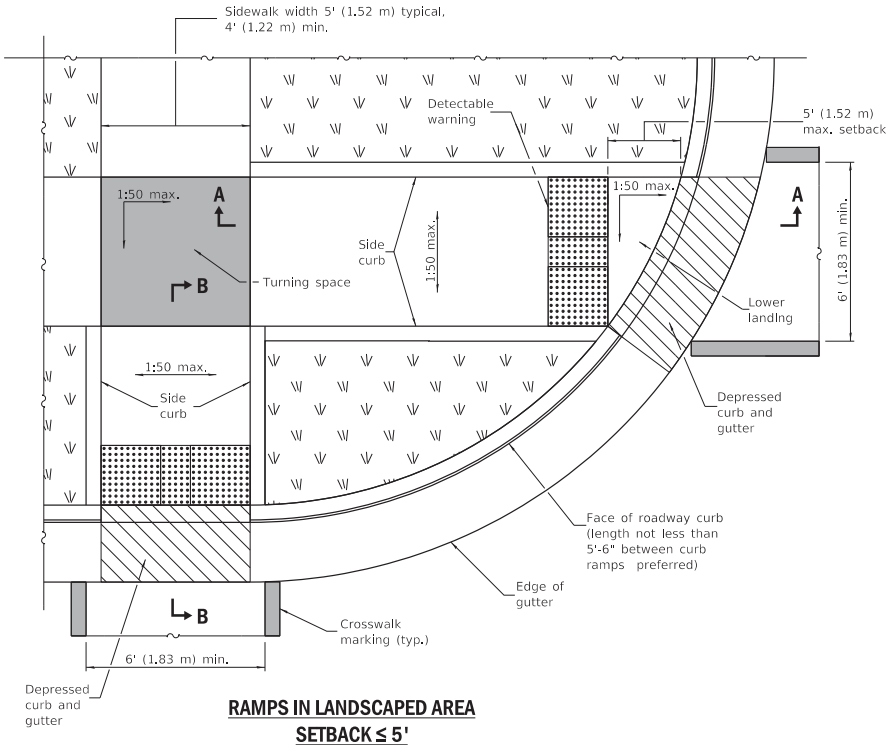
(g) Penetrating Emulsified Asphalt (PEA). The penetrating emulsified asphalt shall meet the following requirements when tested according to AASHTO T59:

| | | |
|---|---|---|
| Viscosity, Saybolt Fural @ 25°C (77°F), | sec: | 20 - 500 |
| Sieve Test, retained on 850 μm (No. 20) sieve, maximum, | %: | 0.10 |
| Storage Stability Test, 1 day, maximum, | %: | 1 |
| Float Test @ 60°C (140°F), minimum, | sec: | 150 |
| Stone Coating Test, 3 minutes, | : | Stone Coated Thoroughly |
| Particle Charge | : | Negative |
| pH, minimum | : | 7.3 |
| Distillation Test: | | |
| Distillation to 260°C (500°F) Residue, minimum | %: | 65 |
| Oil Distillate by Volume, maximum | %: | 3 |
| Test on residue from distillation: | | |
| Penetration @ 25°C (77°F), 100 g, 5 sec, minimum | dmm: | 300 |

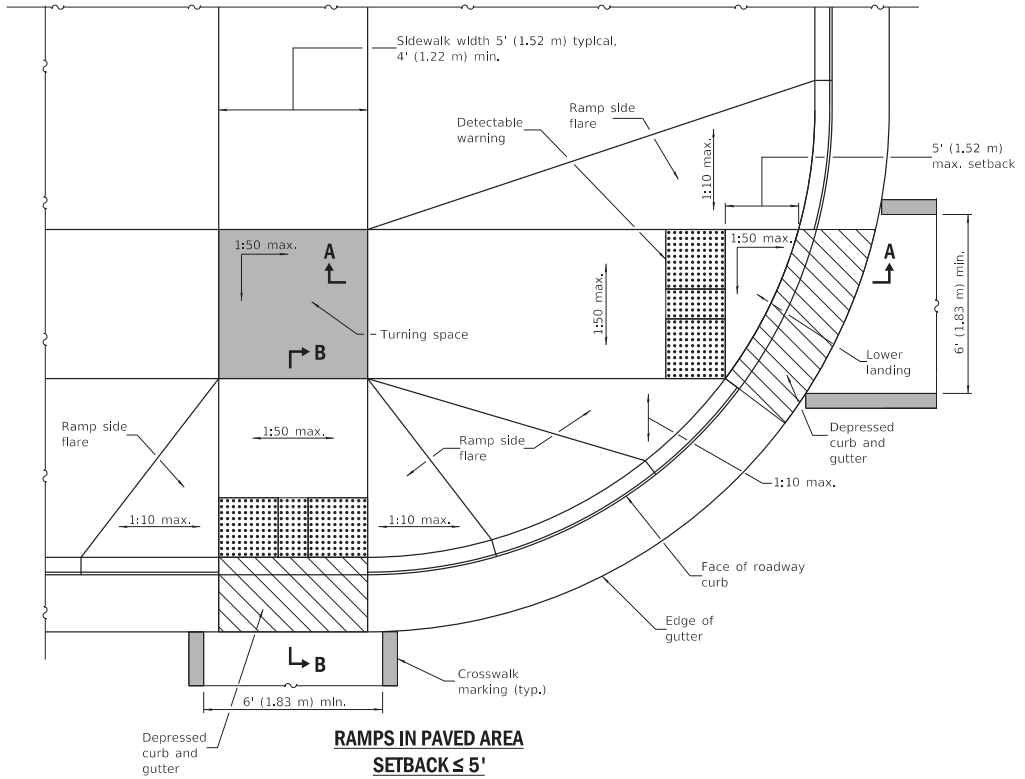
Replace the last sentence and table of Article 1032.06 with the following:

The different grades are, in general, used for the following.

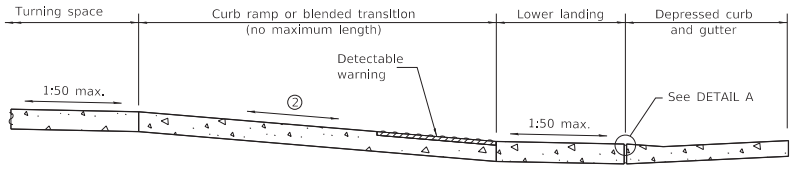
| Grade | Use |
|---|---|
| SS-1, SS-1h, CSS-1, CSS-1h, HFE 90, SS-1hP, CSS-1hP | Tack or fog seal |
| PEP | Bituminous surface treatment prime |
| RS-2, HFE 90, HFE 150, HFE 300, CRSP, HFP, CRS-2, HFRS-2, PEA | Bituminous surface treatment |
| CSS-1h Latex Modified | Microsurfacing |




**RAMPS IN LANDSCAPED AREA**
**SETBACK ≤ 5'**

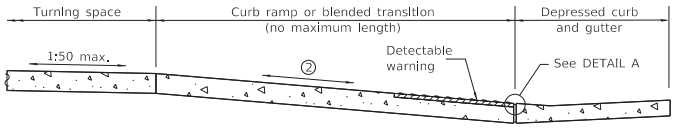



**RAMPS IN PAVED AREA**
**SETBACK ≤ 5'**



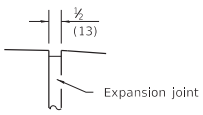

**SECTION A-A**

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.

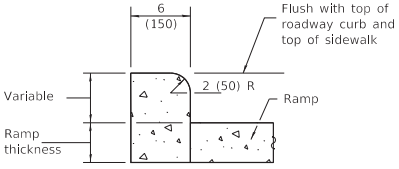



**SECTION B-B**

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)

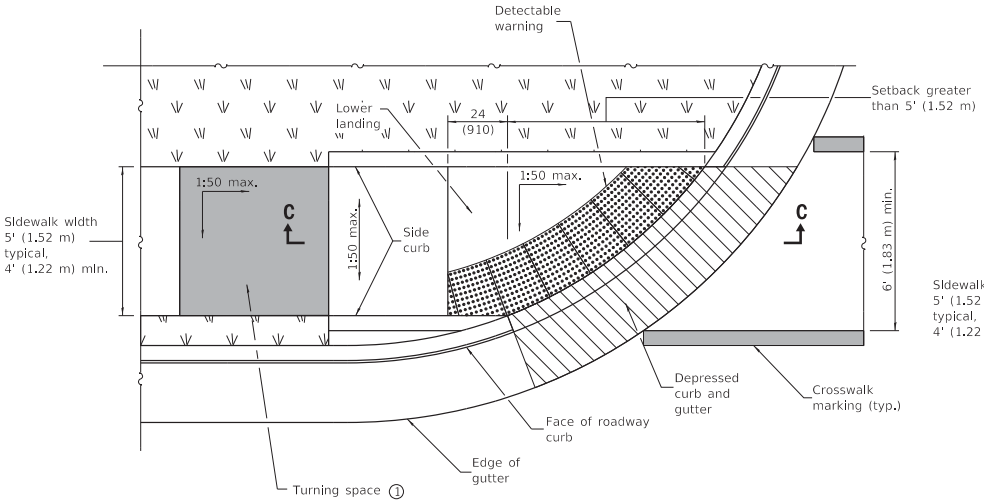
**STANDARD 424001-11**

Illinois Department of Transportation

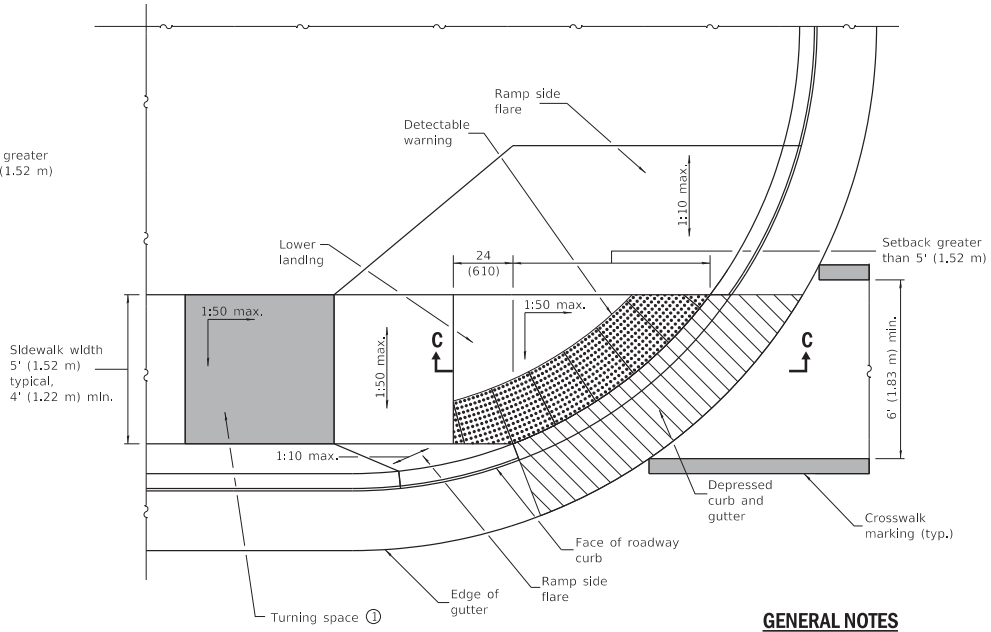
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

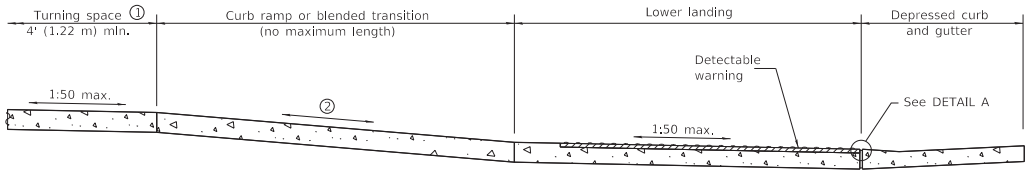
ISSUED 1-1-19




## 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

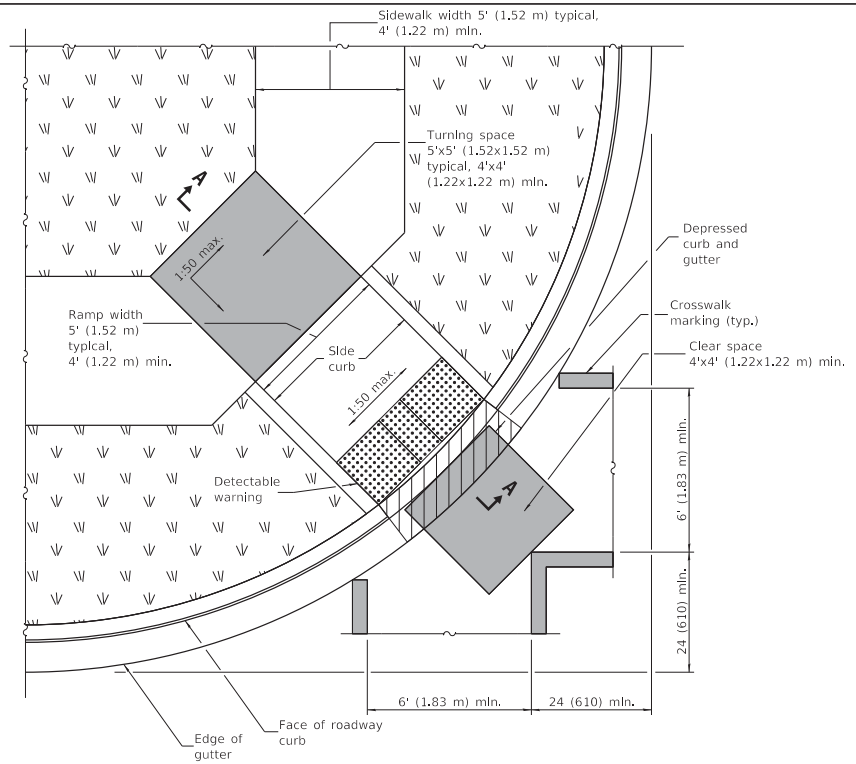
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

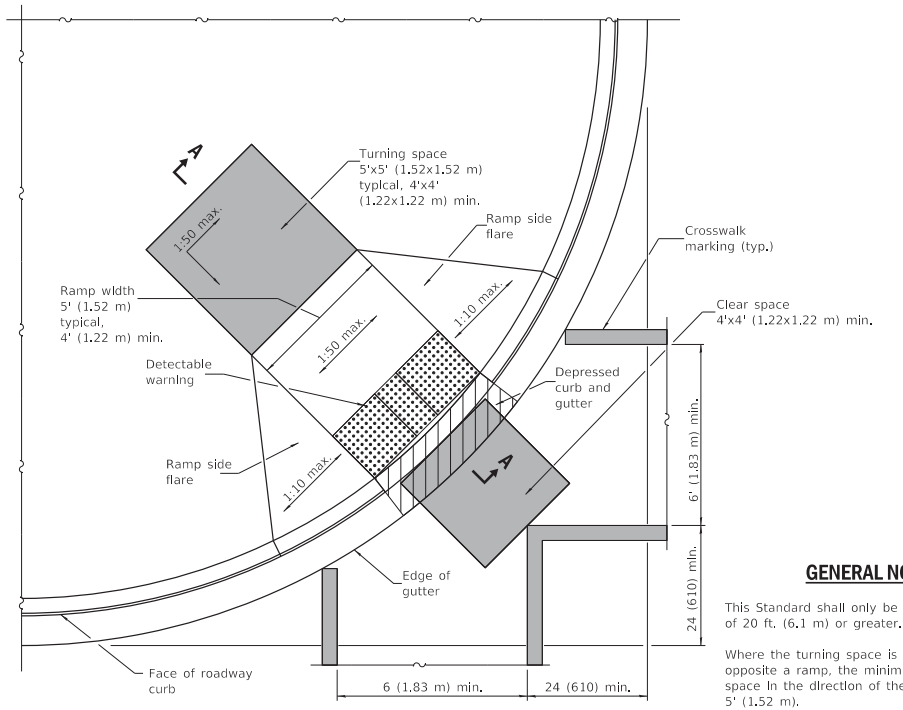
# PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 2 of 2)

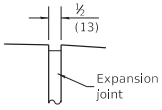
**STANDARD 424001-11**



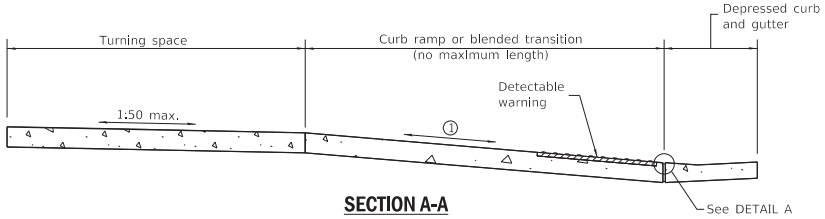

## RAMP IN LANDSCAPED AREA




## RAMP IN PAVED AREA

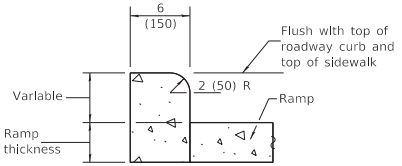



## DETAIL A




## 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

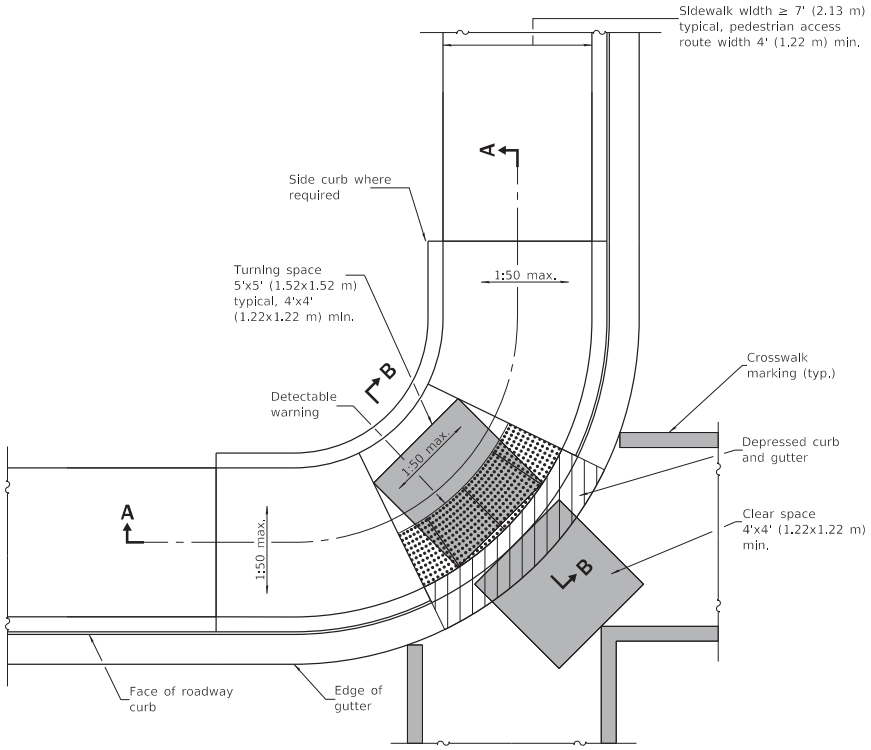
APPROVED January 1, 2021
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

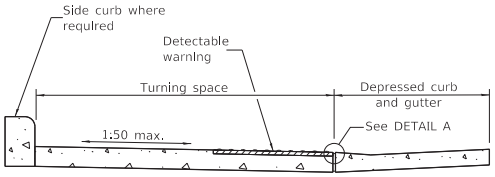
| DATE | REVISIONS |
|---|---|
| 1-1-21 | Clarified minimum crosswalk width |
| | and locations. |
| | |
| 1-1-19 | Removed "15-foot rule", added |
| | "blended transitions" and placement |
| | tolerances for detectable warnings. |

# DIAGONAL CURB RAMPS FOR SIDEWALKS

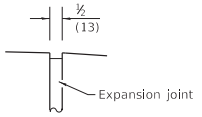
**STANDARD 424006-05**



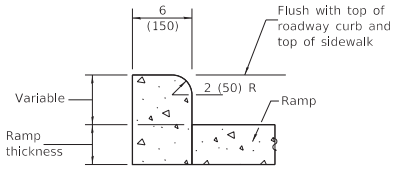

## CORNER PARALLEL CURB RAMP



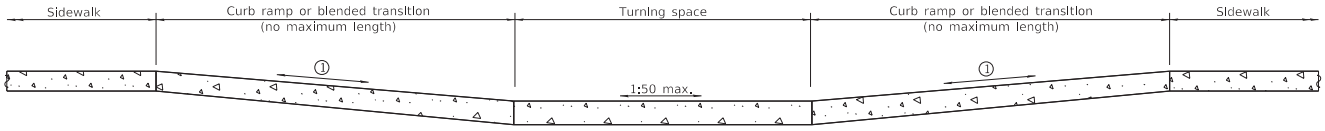

## SECTION B-B




## 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

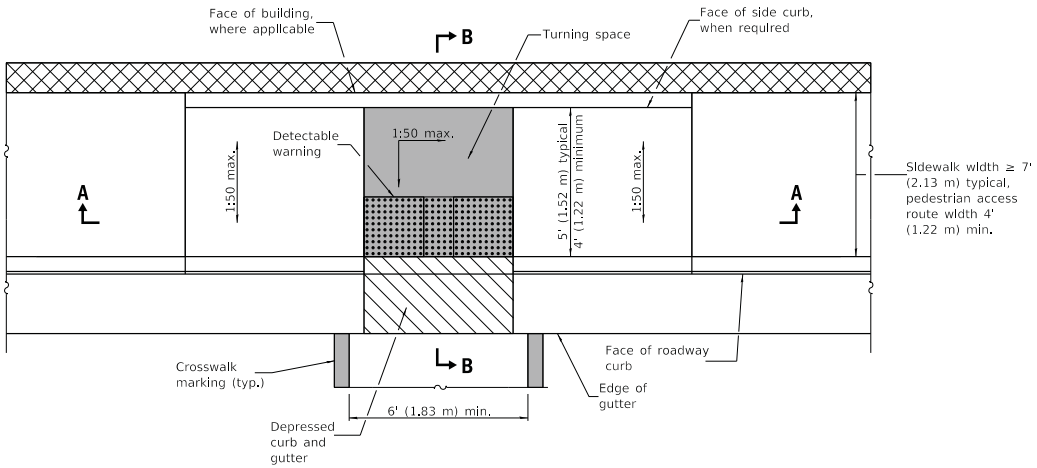
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

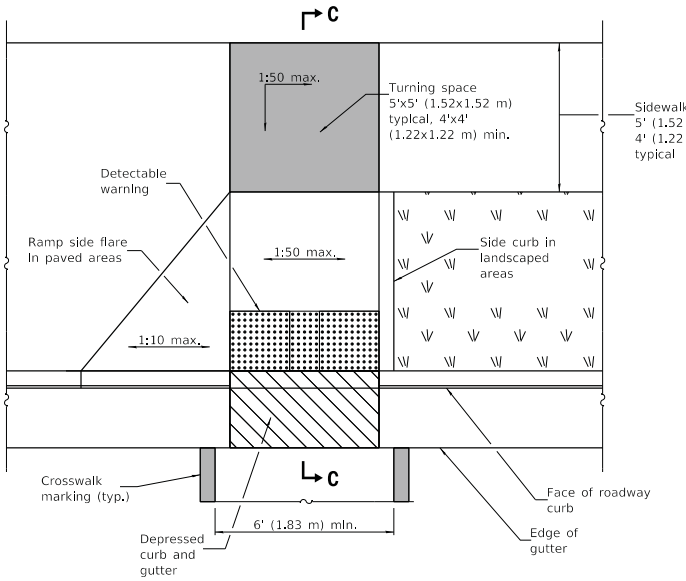
| DATE | REVISIONS |
|---|---|
| 1-1-19 | Removed upper landing, added |
| | blended transition and detectable |
| | warning tolerances. |
| 1-1-17 | Revised sidewalk width to |
| | include 24 (610) buffer |
| | behind curb. |

# CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

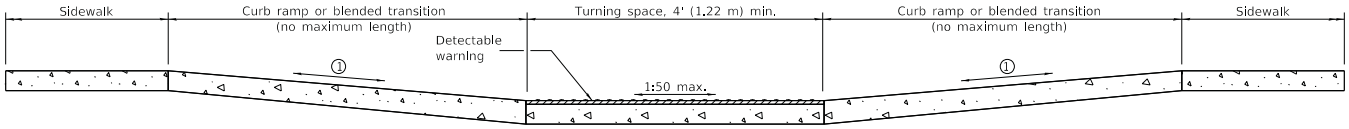
**STANDARD 424011-04**




**PARALLEL MID-BLOCK CURB RAMP**

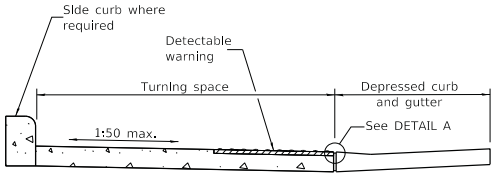



**PERPENDICULAR MID-BLOCK CURB RAMP**

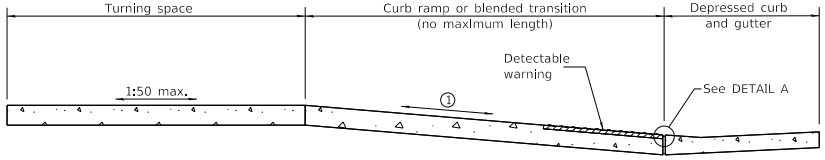



**SECTION A-A**

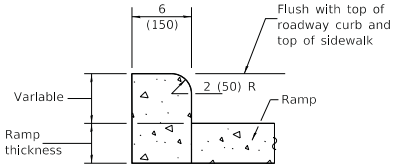
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



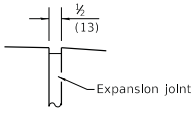

**SECTION B-B**




**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

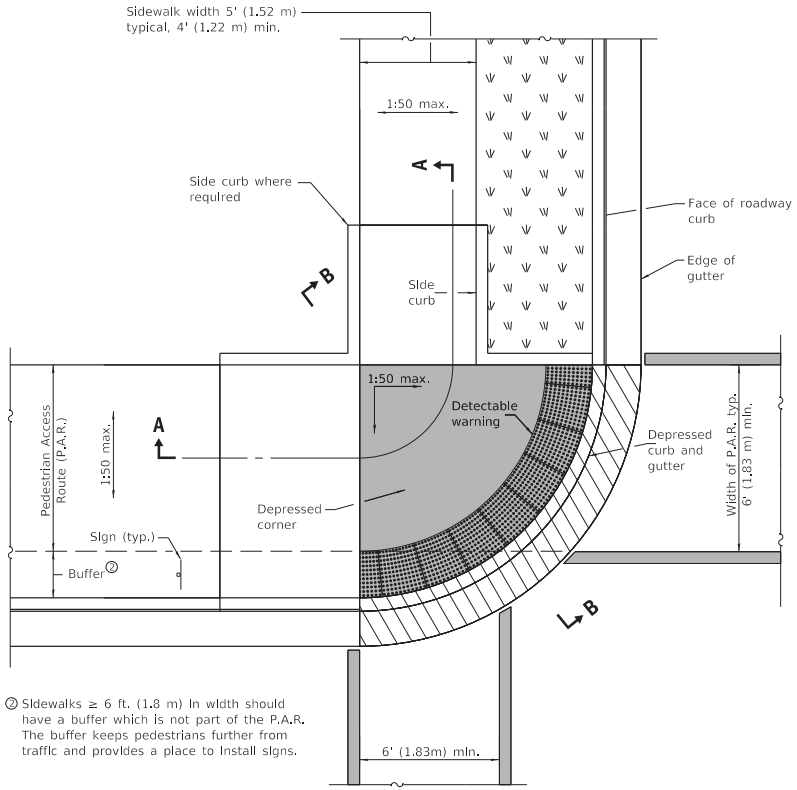
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

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. |

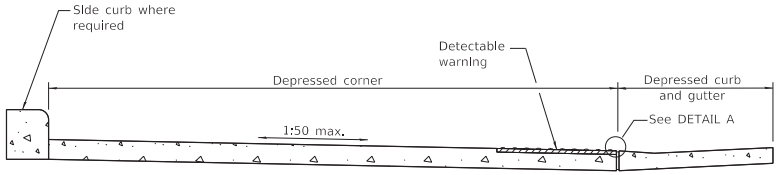
# MID-BLOCK CURB RAMPS FOR SIDEWALKS

**STANDARD 424016-05**

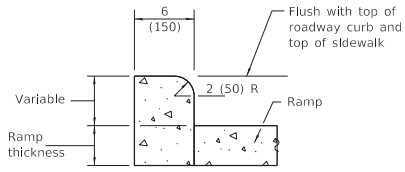



② Sidewalks ≥ 6 ft. (1.8 m) in width should have a buffer which is not part of the P.A.R. The buffer keeps pedestrians further from traffic and provides a place to install signs.

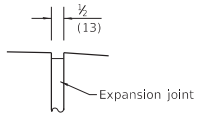
## DEPRESSED CORNER




## 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.

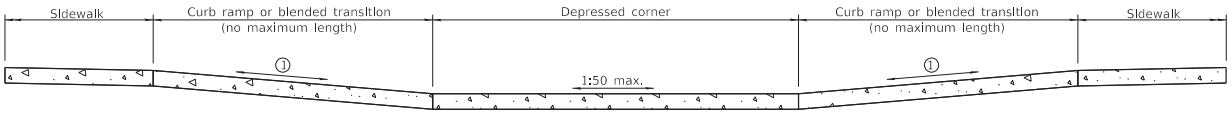
Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

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 1-1-21

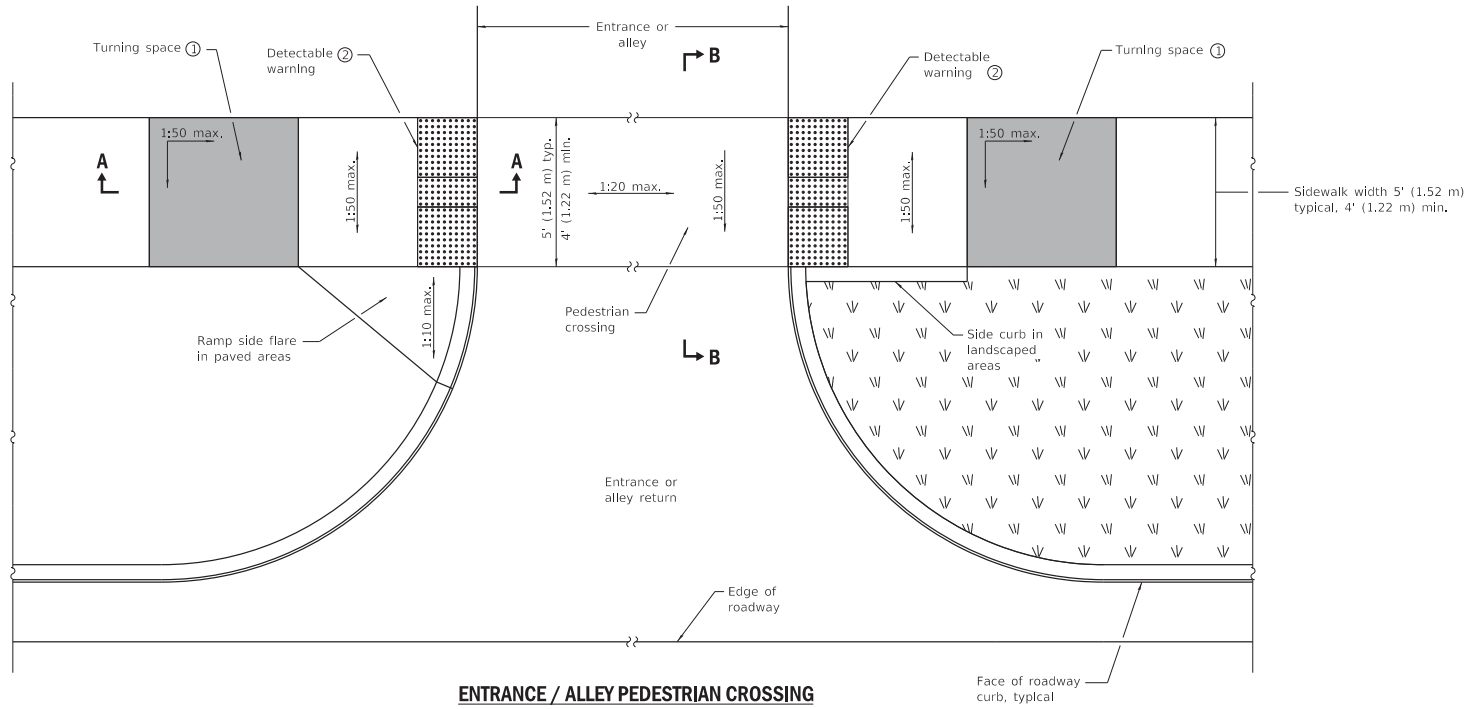
| DATE | REVISIONS |
|---|---|
| 1-1-21 | Added crosswalk striping and |
| | a "buffer" for wide sidewalks. |
| | |
| 1-1-19 | Removed upper landings, added |
| | blended transition and detectable |
| | warning tolerances. |

# DEPRESSED CORNER FOR SIDEWALKS

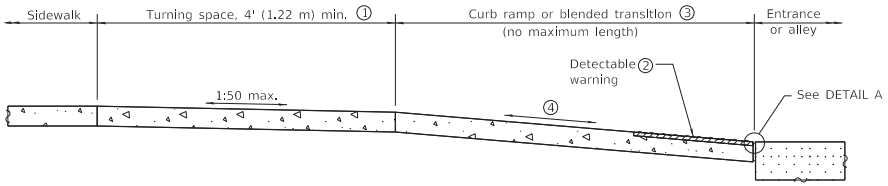
**STANDARD 424021-06**

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.



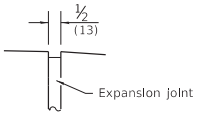

## ENTRANCE / ALLEY PEDESTRIAN CROSSING



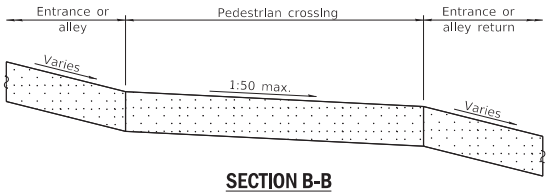

## SECTION A-A

① Turning space not required for blended transitions.

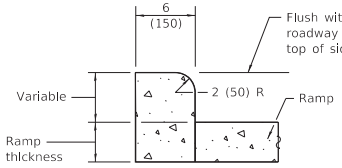
④ The running slope of a curb ramp shall be 1:20 min and 1:12 max. The running slope of a blended transition shall be 1:20 max.




## 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

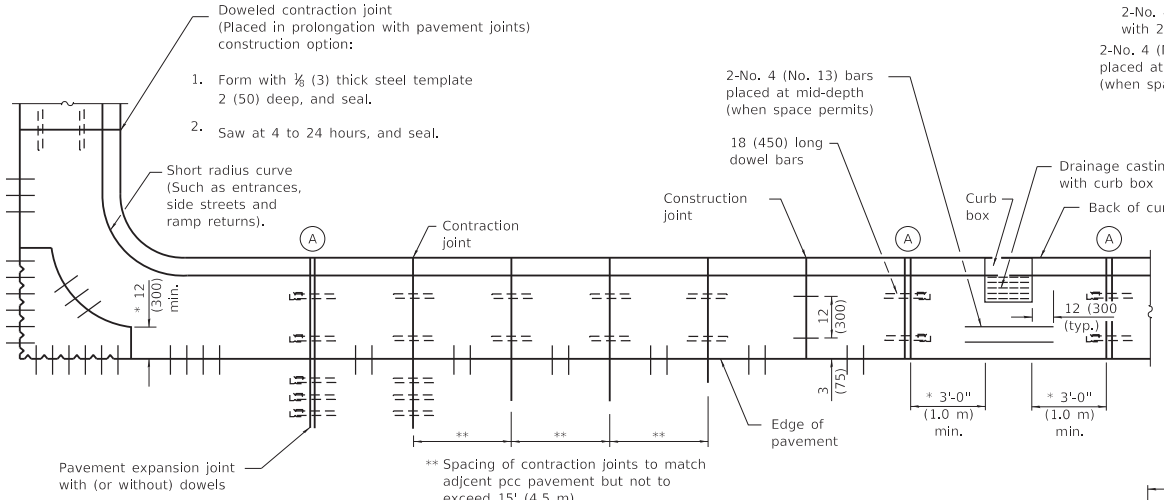
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

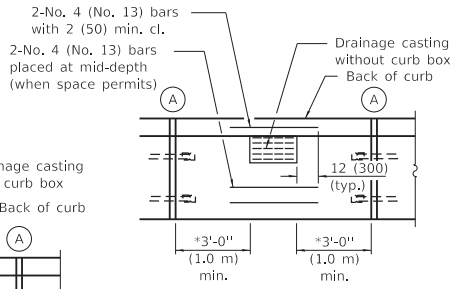
| DATE | REVISIONS |
|---|---|
| 1-1-19 | Added blended transitions and |
| | placement tolerances for |
| | detectable warnings. |
| | |
| 1-1-18 | Omitted diagonal slope at |
| | upper landings. |

# ENTRANCE / ALLEY PEDESTRIAN CROSSINGS

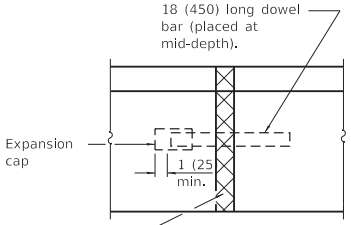
**STANDARD 424026-03**



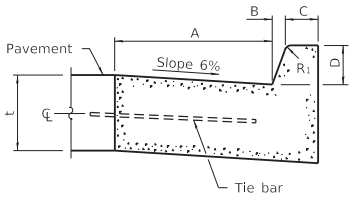

## PLAN
## ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE




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



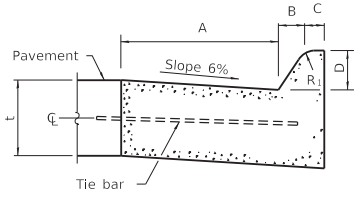

## DETAIL Ⓐ
## EXPANSION JOINT




## BARRIER CURB

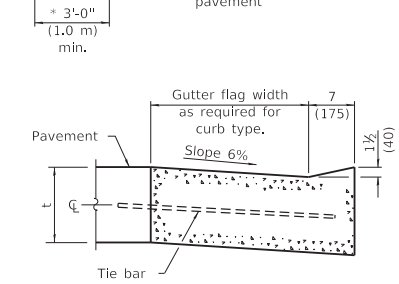
| TABLE OF DIMENSIONS BARRIER CURB | | | | | |
|---|---|---|---|---|---|
| TYPE | A | B | C | D | $R_1$ |
| B-6.06 ✱ (B-15.15) | 6 (150) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.12 (B-15.3) | 12 (300) | 1 (25) | 6 (150) | 6 (150) | 1 (25) |
| B-6.18 (B-15.45) | 18 (450) | 1 (25) | 6 (150) | 6 (150) | 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.

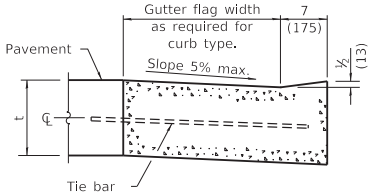



## MOUNTABLE CURB

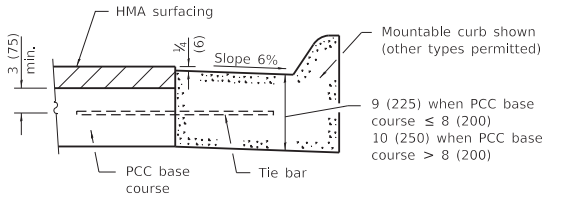
| TABLE OF DIMENSIONS MOUNTABLE CURB | | | | | | |
|---|---|---|---|---|---|---|
| TYPE | A | B | C | D | $R_1$ | $R_2$ |
| M-2.06 (M-5.15) | 6 (150) | 2 (50) | 4 (100) | 2 (50) | 3 (75) | 2 (50) |
| M-2.12 (M-5.30) | 12 (300) | 2 (50) | 4 (100) | 2 (50) | 3 (75) | 2 (50) |
| M-4.06 (M-10.15) | 6 (150) | 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 |



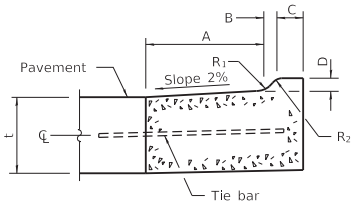

## DEPRESSED CURB (TYPICAL)




## DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED




## 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
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 2022
ENGINEER OF DESIGN AND ENVIRONMENT

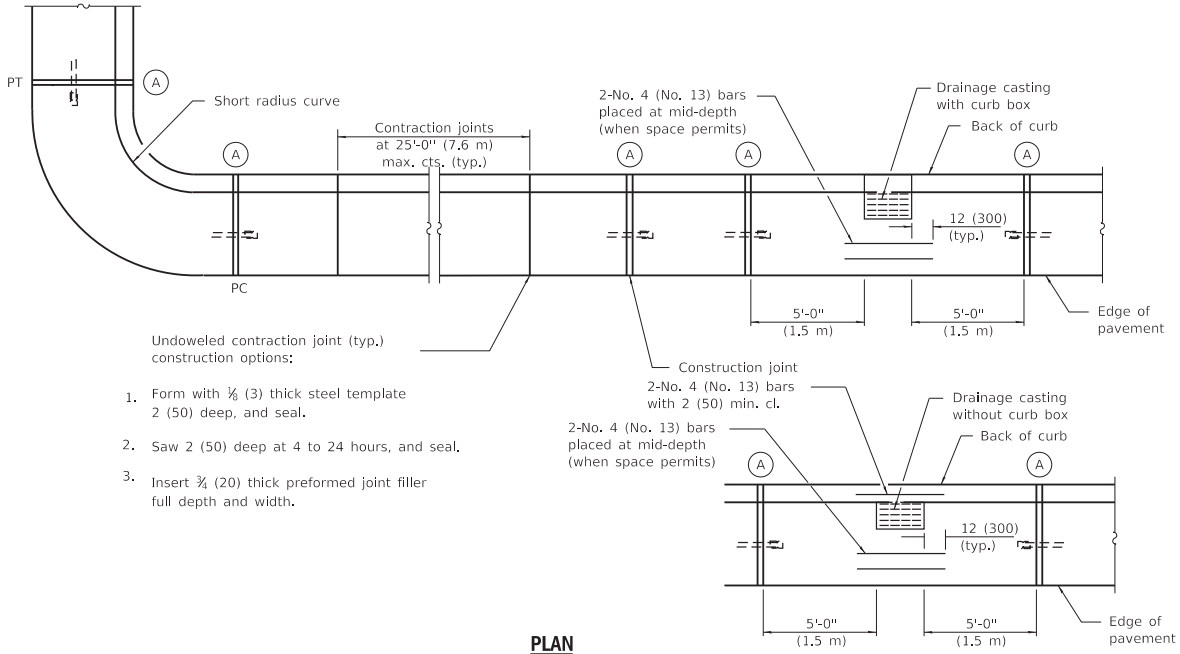
ISSUED 1-1-07

| 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. |
| | |

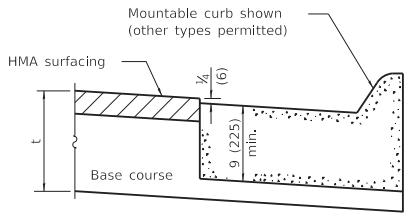
# CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

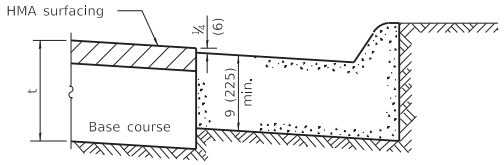
**STANDARD 606001-08**




**PLAN**

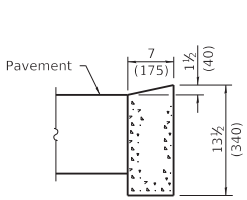



**ON DISTURBED SUBGRADE**

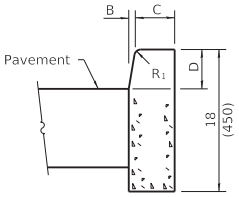



**ON UNDISTURBED SUBGRADE**

**ADJACENT TO FLEXIBLE PAVEMENT**

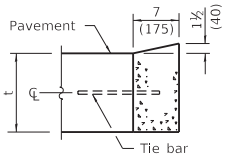



**DEPRESSED CURB**

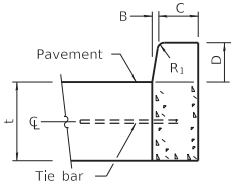



**BARRIER CURB**

**ADJACENT TO FLEXIBLE PAVEMENT**




**DEPRESSED CURB**




**BARRIER CURB**

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

**CONCRETE CURB TYPE B**

Illinois Department of Transportation

PASSED January 1, 2022
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

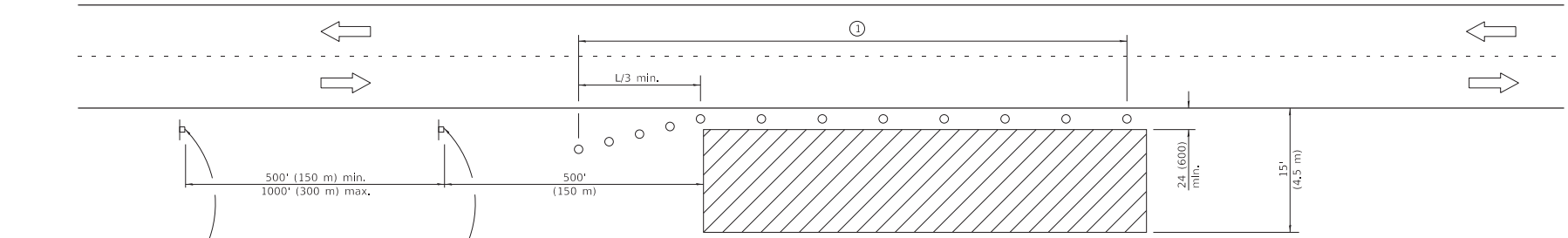
APPROVED January 1, 2022
Todd Ebe
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

# CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-08




For contract construction projects


W20-1103(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

## SYMBOLS

Work area

Sign

Cone, drum or barricade

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

## GENERAL NOTES

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

Calculate L as follows:

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

W = Width of offset in feet (meters).

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

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

Illinois Department of Transportation

PASSED January 1, 2014
ENGINEER OF SAFETY ENGINEERING

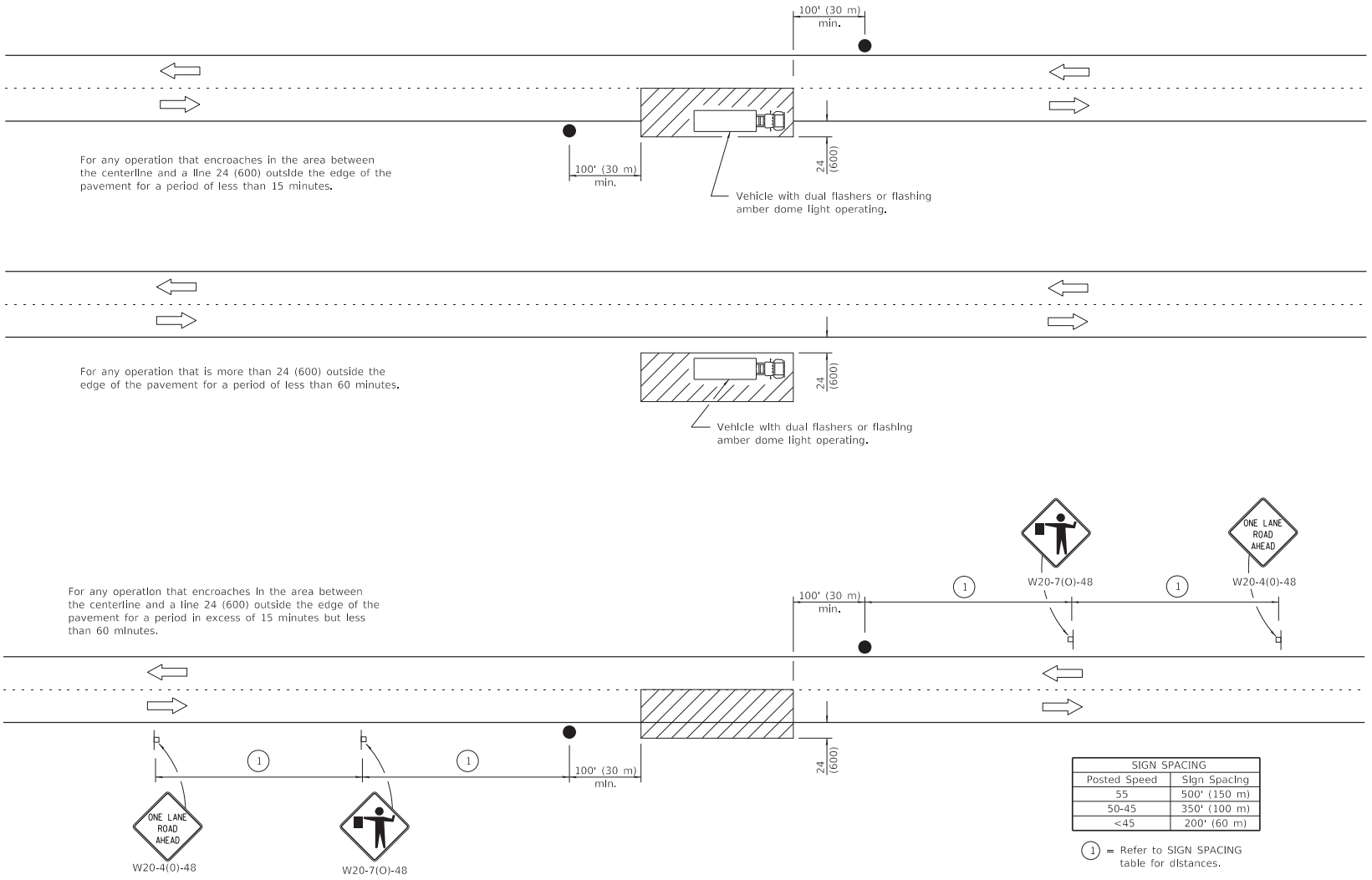
APPROVED January 1, 2014
ENGINEER OF DESIGN AND ENVIRONMENT

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. |
| | |

# OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

**STANDARD 701006-05**




| 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

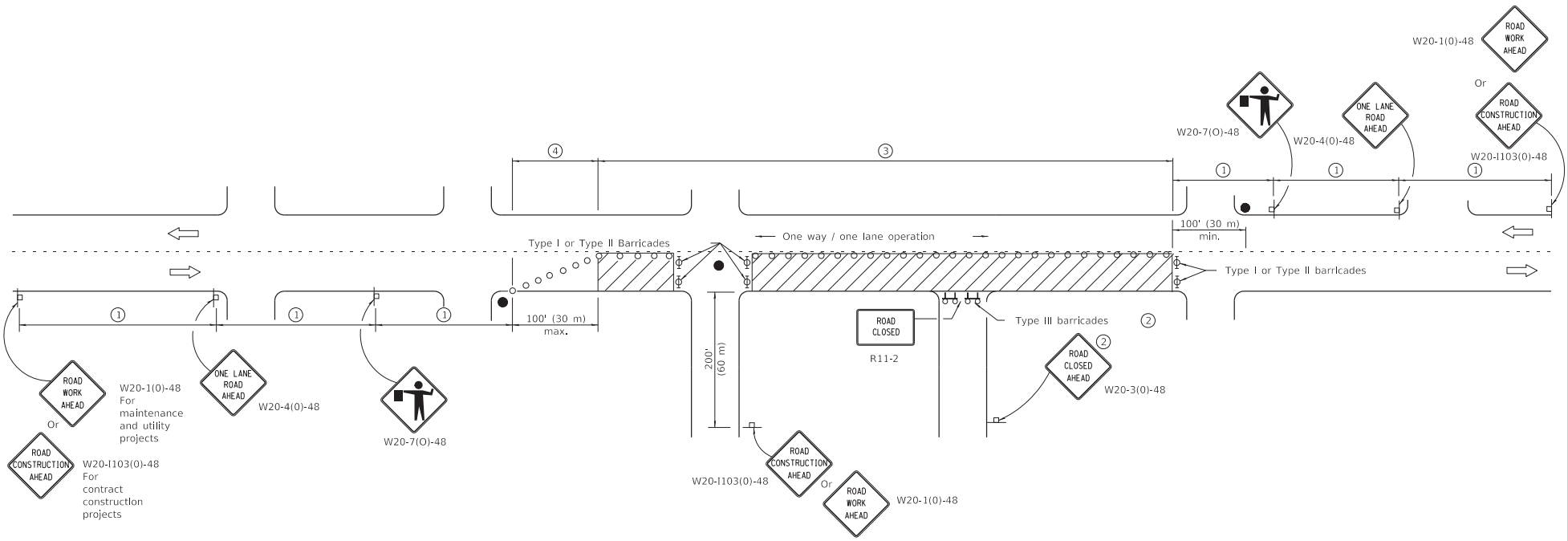
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

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**




| 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

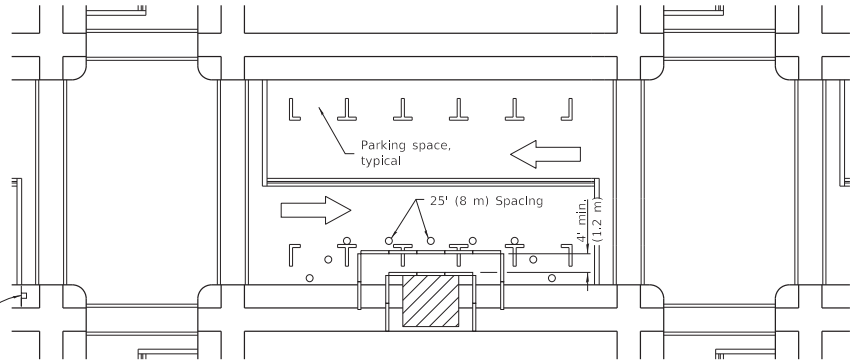
APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

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**




① ROAD CONSTRUCTION AHEAD — W20-I103(0)-48 for contract construction projects

Or

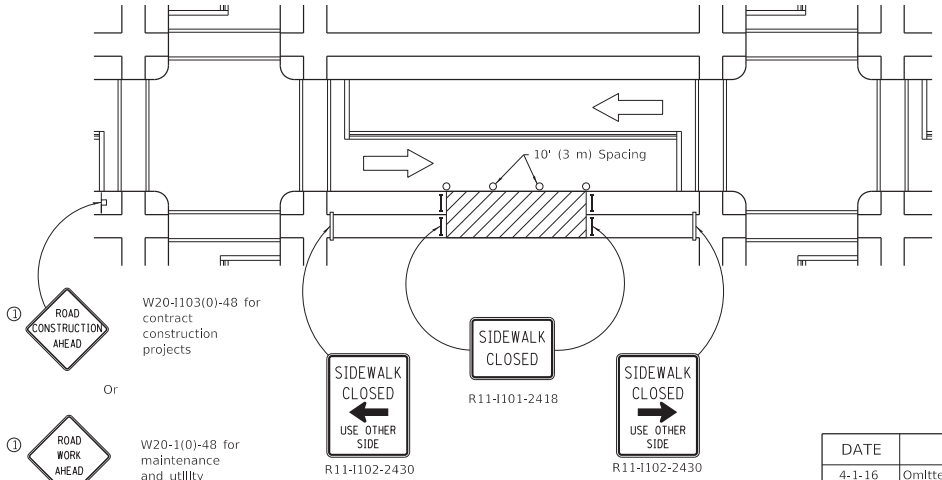
① ROAD WORK AHEAD — W20-1(0)-48 for maintenance and utility projects

## 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

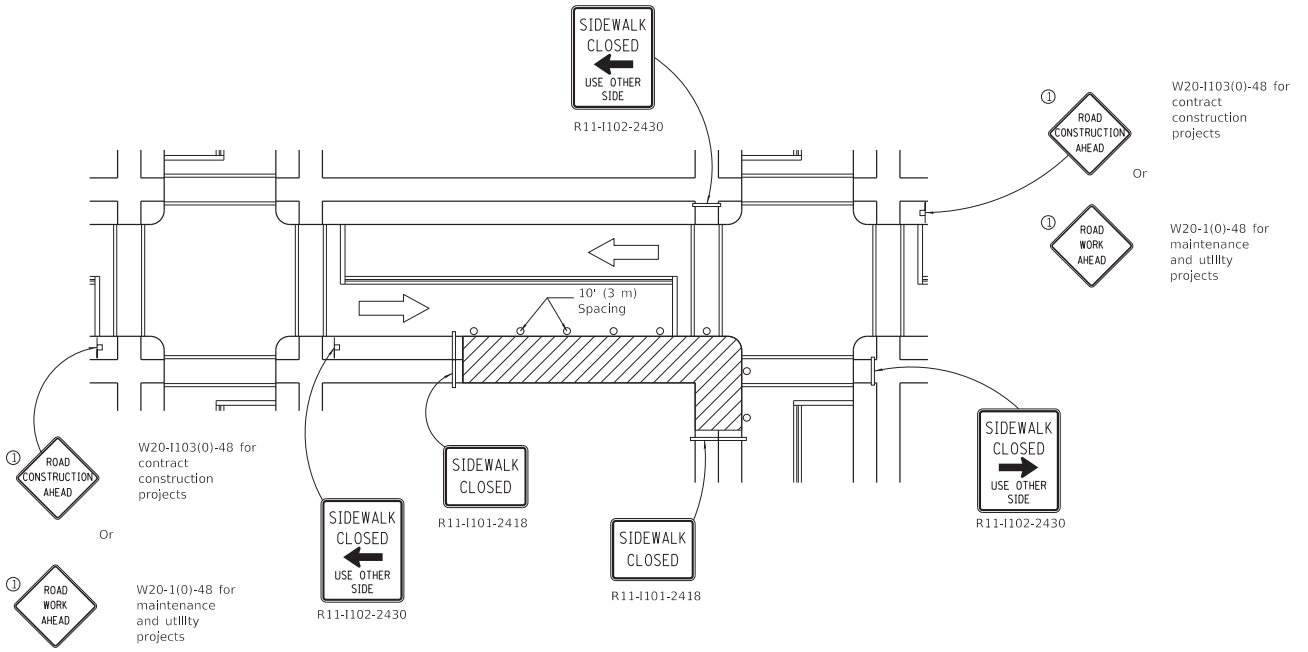
ISSUED 1-1-07

| 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. |

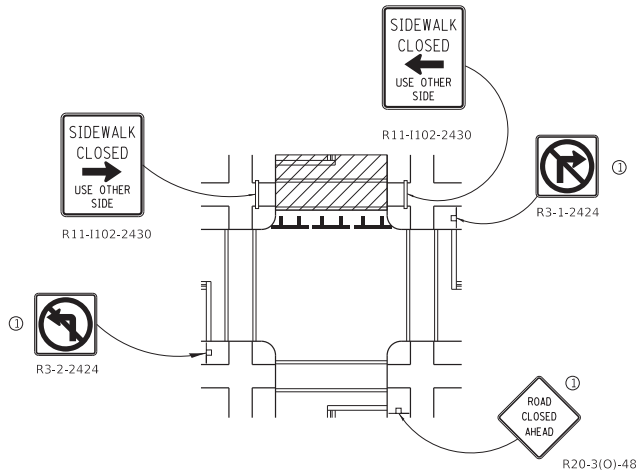
# SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

**STANDARD 701801-06**




**CORNER CLOSURE**




**CROSSWALK CLOSURE**

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

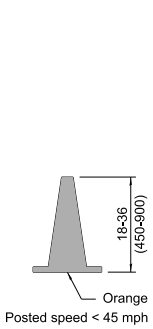
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

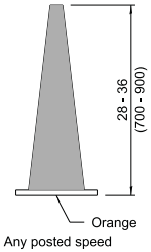
# SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

**STANDARD 701801-06**



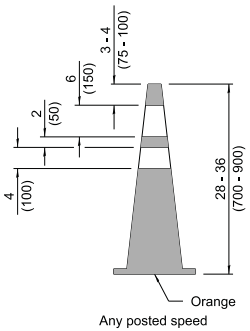

Posted speed < 45 mph



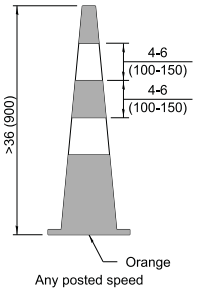

Any posted speed

**DAYTIME USE**

**CONES**

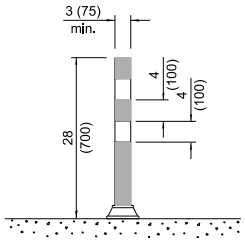



Any posted speed

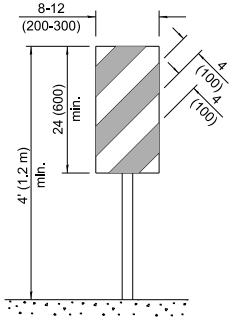



Any posted speed

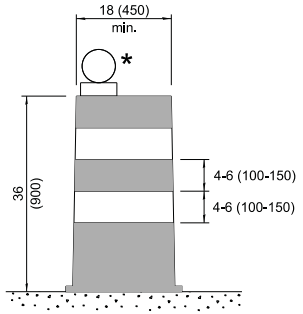
**DAY OR NIGHTTIME USE**



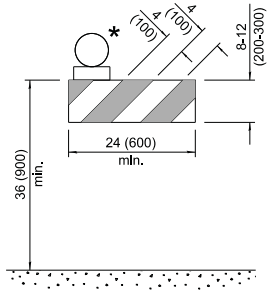

**TUBULAR MARKER**



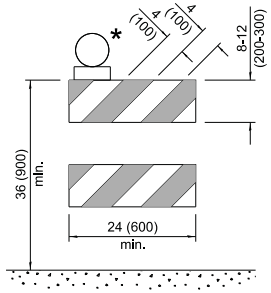

**VERTICAL PANEL**
**POST MOUNTED**



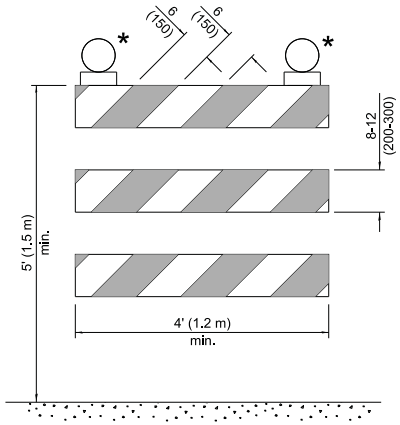

**DRUM**



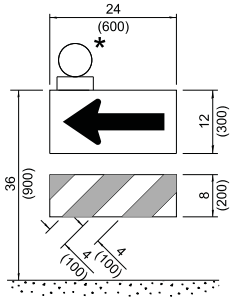

**TYPE I BARRICADE**



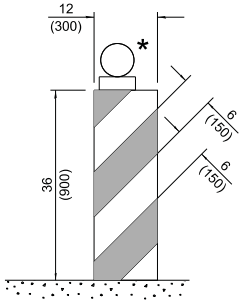

**TYPE II BARRICADE**



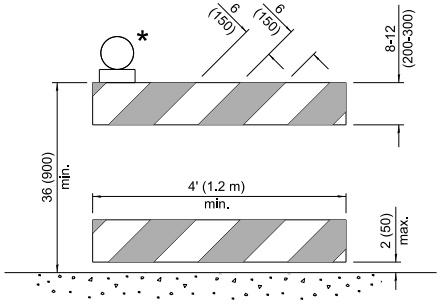

**TYPE III BARRICADE**




**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

PASSED January 1, 2024
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

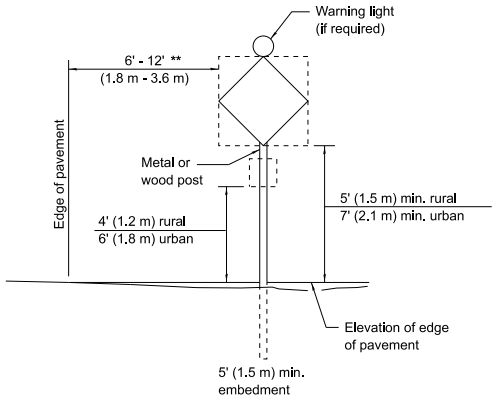
ISSUED 1-1-13

| DATE | REVISIONS |
|---|---|
| 1-1-24 | Revised Type III Barricade notes |
| | (sht. 3) & moved warning light on |
| | post mounted signs to top center. |
| 1-1-19 | Revised cones usage and added |
| | cones > 36" (900mm) height |
| | |

# TRAFFIC CONTROL DEVICES

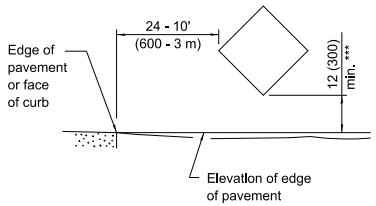
(Sheet 1 of 3)

**STANDARD 701901-09**



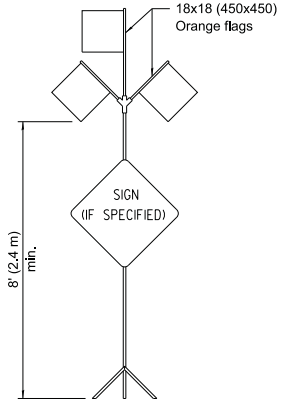

## POST MOUNTED SIGNS

** 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.

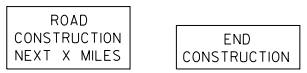



## SIGNS ON TEMPORARY SUPPORTS

*** 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

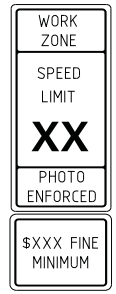
This signing is required for all projects 2 miles (3200 m) or more in length.

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



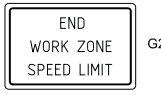

W21-III5(0)-3618

R2-1-3648

R10-I108p-3618 ****

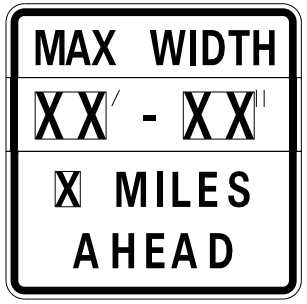
R2-I106p-3618

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




G20-I103-6036

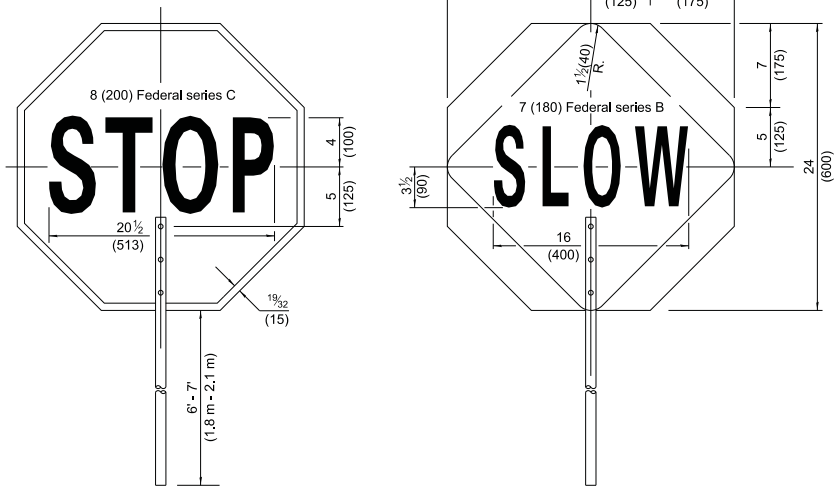
This sign shall be used when the above sign assembly is used.




W12-I103-4848

## WIDTH RESTRICTION SIGN

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




FRONT SIDE REVERSE SIDE

## FLAGGER TRAFFIC CONTROL SIGN

## HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

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

Illinois Department of Transportation

PASSED January 1, 2024
ENGINEER OF SAFETY PROG. AND ENGINEERING

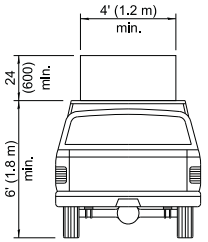
APPROVED January 1, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

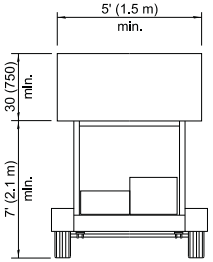
# TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

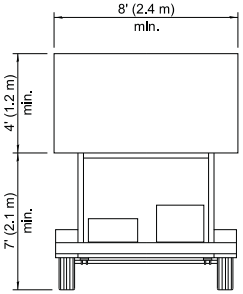
**STANDARD 701901-09**




**TYPE A ROOF MOUNTED**

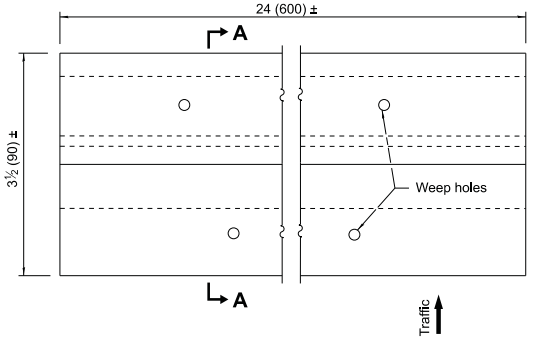



**TYPE B ROOF OR TRAILER MOUNTED**

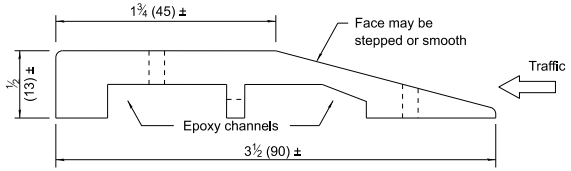



**TYPE C TRAILER MOUNTED**

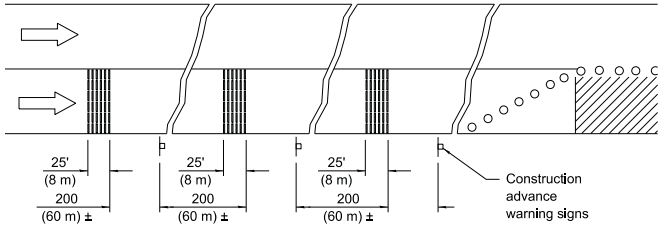
**ARROW BOARDS**

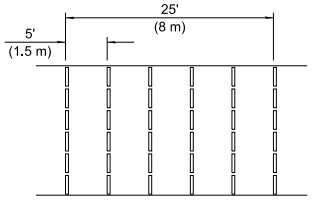



**PLAN**



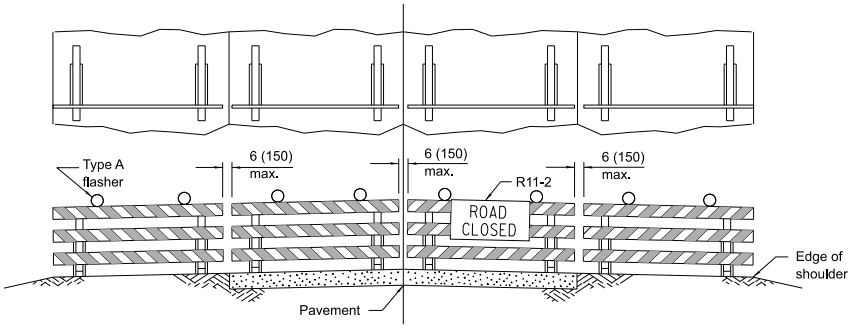

**SECTION A-A**



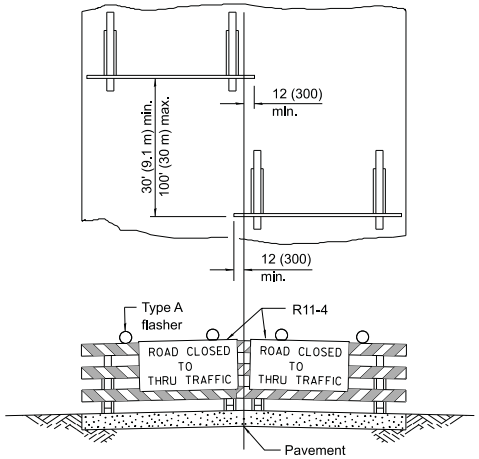

**TYPICAL INSTALLATION**

## TEMPORARY RUMBLE STRIPS




**ROAD CLOSED TO ALL TRAFFIC**

Reflectorized striping may be omitted on the back side of the barricades.




**ROAD CLOSED TO THRU TRAFFIC**

Reflectorized striping shall appear on both sides of the barricades.

## TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH Is not avallable, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

Illinois Department of Transportation

PASSED January 1, 2024
ENGINEER OF SAFETY PROG AND ENGINEERING

APPROVED January 1, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

# TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

**STANDARD 701901-09**

# LaSalle County Prevailing Wage Rates posted on 3/4/2024

| | | | | | | Overtime | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Trade Title** | **Rg** | **Type** | **C** | **Base** | **Foreman** | **M-F** | **Sa** | **Su** | **Hol** | **H/W** | **Pension** | **Vac** | **Trng** | **Other Ins** | **Add OT 1.5x owed** | **Add OT 2.0x owed** |
| ASBESTOS ABT-GEN | All | ALL | | 37.91 | 39.91 | 1.5 | 1.5 | 2.0 | 2.0 | 9.35 | 20.37 | 0.00 | 0.80 | 0.00 | 3.00 | 6.00 |
| ASBESTOS ABT-MEC | All | BLD | | 40.59 | 43.84 | 1.5 | 1.5 | 2.0 | 2.0 | 15.22 | 15.16 | 0.00 | 0.88 | | 2.80 | 5.60 |
| BOILERMAKER | All | BLD | | 43.54 | 46.54 | 1.5 | 1.5 | 2.0 | 2.0 | 7.07 | 24.29 | 0.00 | 2.18 | 0.00 | 16.38 | 32.76 |
| BRICK MASON | All | BLD | | 42.07 | 43.07 | 1.5 | 1.5 | 2.0 | 2.0 | 11.89 | 16.25 | 0.00 | 0.97 | 0.00 | 0.00 | 0.00 |
| CARPENTER | All | BLD | | 36.43 | 40.07 | 1.5 | 1.5 | 2.0 | 2.0 | 11.51 | 23.36 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| CARPENTER | All | HWY | | 38.80 | 40.55 | 1.5 | 1.5 | 2.0 | 2.0 | 11.70 | 23.59 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |
| CEMENT MASON | All | ALL | | 40.50 | 44.55 | 1.5 | 1.5 | 2.0 | 2.0 | 12.85 | 19.80 | 0.00 | 0.80 | | 0.00 | 0.00 |
| CERAMIC TILE FINISHER | All | BLD | | 38.56 | | 1.5 | 1.5 | 2.0 | 2.0 | 11.95 | 11.58 | 0.00 | 0.89 | 0.00 | 0.00 | 0.00 |
| COMMUNICATION TECHNICIAN | All | BLD | | 42.00 | 46.20 | 1.5 | 1.5 | 2.0 | 2.0 | 16.89 | 16.07 | 0.00 | 0.75 | 2.37 | 0.00 | 0.00 |
| ELECTRIC PWR EQMT OP | All | ALL | | 52.63 | 62.45 | 1.5 | 1.5 | 2.0 | 2.0 | 8.58 | 14.74 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 |
| ELECTRIC PWR GRNDMAN | All | ALL | | 35.76 | 62.45 | 1.5 | 1.5 | 2.0 | 2.0 | 8.07 | 10.01 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 |
| ELECTRIC PWR LINEMAN | All | ALL | | 58.58 | 62.45 | 1.5 | 1.5 | 2.0 | 2.0 | 8.76 | 16.40 | 0.00 | 0.88 | 0.00 | 0.00 | 0.00 |
| ELECTRIC PWR TRK DRV | All | ALL | | 37.53 | 62.45 | 1.5 | 1.5 | 2.0 | 2.0 | 8.13 | 10.51 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 |
| ELECTRICIAN | N | BLD | | 51.60 | 56.24 | 1.5 | 1.5 | 2.0 | 2.0 | 17.34 | 21.55 | 0.00 | 1.35 | 4.76 | 0.00 | 0.00 |
| ELECTRICIAN | S | BLD | | 47.06 | 51.77 | 1.5 | 1.5 | 2.0 | 2.0 | 8.35 | 12.49 | 0.00 | 0.71 | 0.00 | 1.06 | 2.12 |
| ELEVATOR CONSTRUCTOR | All | BLD | | 55.57 | 62.52 | 2.0 | 2.0 | 2.0 | 2.0 | 16.17 | 20.96 | 4.45 | 0.75 | | 0.00 | 0.00 |
| GLAZIER | All | BLD | | 38.59 | 40.59 | 1.5 | 1.5 | 1.5 | 2.0 | 15.98 | 9.55 | 0.00 | 1.25 | 0.00 | 0.00 | 0.00 |
| HEAT/FROST INSULATOR | All | BLD | | 54.12 | 57.37 | 1.5 | 1.5 | 2.0 | 2.0 | 15.22 | 17.86 | 0.00 | 0.88 | | 4.15 | 8.30 |
| IRON WORKER | All | ALL | | 46.70 | 51.37 | 2.0 | 2.0 | 2.0 | 2.0 | 13.81 | 25.13 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| LABORER | All | ALL | | 35.91 | 37.91 | 1.5 | 1.5 | 2.0 | 2.0 | 9.35 | 20.37 | 0.00 | 0.80 | | 3.00 | 6.00 |
| LABORER, SKILLED | All | ALL | | 35.91 | 37.91 | 1.5 | 1.5 | 2.0 | 2.0 | 9.35 | 20.37 | 0.00 | 0.80 | 0.00 | 3.00 | 6.00 |
| LATHER | All | BLD | | 36.43 | 40.07 | 1.5 | 1.5 | 2.0 | 2.0 | 11.51 | 23.36 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| MACHINIST | All | BLD | | 55.74 | 59.74 | 1.5 | 1.5 | 2.0 | 2.0 | 9.93 | 8.95 | 1.85 | 1.47 | | 0.00 | 0.00 |
| MARBLE FINISHER | All | BLD | | 38.56 | | 1.5 | 1.5 | 2.0 | 2.0 | 11.95 | 11.58 | 0.00 | 0.89 | 0.00 | 0.00 | 0.00 |
| MARBLE MASON | All | BLD | | 41.38 | 42.38 | 1.5 | 1.5 | 2.0 | 2.0 | 11.95 | 13.74 | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 |
| MILLWRIGHT | All | BLD | | 47.48 | 52.23 | 1.5 | 1.5 | 2.0 | 2.0 | 11.91 | 18.50 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |

# LaSalle County Prevailing Wage Rates posted on 3/4/2024

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MILLWRIGHT | All | HWY | | 47.48 | 52.23 | 1.5 | 1.5 | 2.0 | 2.0 | 11.91 | 18.50 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |
| OPERATING ENGINEER | All | BLD | 1 | 54.80 | 58.80 | 2.0 | 2.0 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | BLD | 2 | 53.50 | 58.80 | 2.0 | 2.0 | 2.0 | 2.0 | 22.95 | 22.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | BLD | 3 | 50.95 | 58.80 | 2.0 | 2.0 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | BLD | 4 | 49.20 | 58.80 | 2.0 | 2.0 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | BLD | 5 | 56.80 | 58.80 | 2.0 | 2.0 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | BLD | 6 | 57.80 | 58.80 | 2.0 | 2.0 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | BLD | 7 | 55.80 | 58.80 | 2.0 | 2.0 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | HWY | 1 | 54.80 | 58.80 | 1.5 | 1.5 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | HWY | 2 | 54.25 | 58.80 | 1.5 | 1.5 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | HWY | 3 | 52.20 | 58.80 | 1.5 | 1.5 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | HWY | 4 | 50.80 | 58.80 | 1.5 | 1.5 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | HWY | 5 | 49.60 | 58.80 | 1.5 | 1.5 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | HWY | 6 | 57.80 | 58.80 | 1.5 | 1.5 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| OPERATING ENGINEER | All | HWY | 7 | 55.80 | 58.80 | 1.5 | 1.5 | 2.0 | 2.0 | 22.95 | 20.05 | 2.00 | 2.70 | | 0.00 | 0.00 |
| PAINTER | All | ALL | | 40.00 | 42.00 | 1.5 | 1.5 | 1.5 | 2.0 | 15.80 | 9.75 | 0.00 | 1.35 | 0.00 | 0.00 | 0.00 |
| PAINTER - SIGNS | All | BLD | | 45.49 | 51.09 | 1.5 | 1.5 | 2.0 | 2.0 | 8.20 | 16.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| PILEDRIVER | All | BLD | | 36.68 | 40.35 | 1.5 | 1.5 | 2.0 | 2.0 | 11.51 | 23.36 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| PILEDRIVER | All | HWY | | 39.80 | 41.55 | 1.5 | 1.5 | 2.0 | 2.0 | 11.70 | 23.59 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |
| PIPEFITTER | All | BLD | | 55.00 | 58.00 | 1.5 | 1.5 | 2.0 | 2.0 | 12.65 | 22.85 | 0.00 | 3.12 | 0.00 | 0.00 | 0.00 |
| PLASTERER | All | BLD | | 40.50 | 44.55 | 1.5 | 1.5 | 2.0 | 2.0 | 12.85 | 19.80 | 0.00 | 0.80 | 0.00 | 0.00 | 0.00 |
| PLUMBER | All | BLD | | 56.80 | 60.20 | 1.5 | 1.5 | 2.0 | 2.0 | 17.00 | 17.29 | 0.00 | 1.73 | | 0.00 | 0.00 |
| ROOFER | All | BLD | | 38.00 | 40.00 | 1.5 | 1.5 | 2.0 | 2.0 | 11.83 | 13.76 | 0.00 | 0.64 | | 0.00 | 0.00 |
| SHEETMETAL WORKER | All | BLD | | 45.74 | 48.03 | 1.5 | 1.5 | 2.0 | 2.0 | 11.22 | 22.53 | 0.00 | 1.28 | 0.00 | 0.00 | 0.00 |
| SPRINKLER FITTER | All | BLD | | 47.09 | 50.09 | 1.5 | 1.5 | 2.0 | 2.0 | 11.45 | 14.92 | 0.00 | 0.52 | | 0.00 | 0.00 |
| STONE MASON | All | BLD | | 42.07 | 43.07 | 1.5 | 1.5 | 1.5 | 2.0 | 11.89 | 16.25 | 0.00 | 0.97 | 0.00 | 0.00 | 0.00 |
| TERRAZZO FINISHER | All | BLD | | 38.56 | | 1.5 | 1.5 | 2.0 | 2.0 | 11.95 | 11.58 | 0.00 | 0.89 | 0.00 | 0.00 | 0.00 |
| TILE LAYER | All | BLD | | 36.43 | 40.07 | 1.5 | 1.5 | 2.0 | 2.0 | 11.51 | 23.36 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| TILE MASON | All | BLD | | 41.38 | 42.38 | 1.5 | 1.5 | 2.0 | 2.0 | 11.95 | 13.74 | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | ALL | 1 | 42.17 | 46.53 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |

# LaSalle County Prevailing Wage Rates posted on 3/4/2024

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRUCK DRIVER | All | ALL | 2 | 42.76 | 46.53 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | ALL | 3 | 43.03 | 46.53 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | ALL | 4 | 43.42 | 46.53 | 1.5 | 1.5 | 2.0 | 1.5 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | ALL | 5 | 44.52 | 46.53 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | O&C | 1 | 33.74 | 37.22 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | O&C | 2 | 34.21 | 37.22 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | O&C | 3 | 34.42 | 37.22 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | O&C | 4 | 34.74 | 37.22 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TRUCK DRIVER | All | O&C | 5 | 35.62 | 37.22 | 1.5 | 1.5 | 2.0 | 2.0 | 15.39 | 7.45 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| TUCKPOINTER | All | BLD | | 42.07 | 43.07 | 1.5 | 1.5 | 2.0 | 2.0 | 11.89 | 16.25 | 0.00 | 0.97 | 0.00 | 0.00 | 0.00 |

**Legend**

**Rg** Region
**Type** Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers
**C** Class
**Base** Base Wage Rate
**OT M-F** Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.
**OT Sa** Overtime pay required for every hour worked on Saturdays
**OT Su** Overtime pay required for every hour worked on Sundays
**OT Hol** Overtime pay required for every hour worked on Holidays
**H/W** Health/Welfare benefit
**Vac** Vacation
**Trng** Training
**Other Ins** Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations LASALLE COUNTY

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

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

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties.

# LaSalle County Prevailing Wage Rates posted on 3/4/2024

Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

Oil and chip resealing (O&C) means the application of road oils and liquid asphalt to coat an existing road surface, followed by application of aggregate chips or gravel to coated surface, and subsequent rolling of material to seal the surface.

EXPLANATION OF CLASSES

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZO FINISHER

Assisting, helping or supporting the tile, marble and terrazzo mechanic by performing their historic and traditional work assignments required to complete the proper installation of the work covered by said crafts. The term "Ceramic" is used for naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

COMMUNICATIONS TECHNICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice, sound and vision production and reproduction, telephone and telephone interconnect, facsimile, equipment and appliances used for domestic, commercial, educational and entertainment purposes, pulling of wire through conduit but not the installation of conduit.

LABORER, SKILLED - BUILDING AND HIGHWAY

The skilled laborer building (BLD) and heavy & highway (HWY) classification shall encompass the following types of work, irrespective of the site of the work: flagging, caisson worker plus depth, gunnite nozzle men, lead man on sewer work, welders, cutter burners and torchmen, chain saw operator, paving breaker, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setter - street and highway, air tamping hammerman, signal man on crane, concrete saw operator, concrete saw operator walk behind, screenman on asphalt pavers, front end man on chip spreader, laborers tending masons with hot material or where foreign materials are used, multiple concrete duct - leadman, luteman, asphalt raker, curb asphalt machine operator, ready mix scalemen (permanent, portable or temporary plant), laborers handling masterplate or similar materials, laser beam operator, coring machine operator, plaster tenders, underpinning and shoring of buildings, material selector when working with fire-brick or castable material, fire watch, signaling of all power equipment, tree topper or trimmer when in connection with construction, and diver tender.

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

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

OPERATING ENGINEERS - BUILDING

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

Class 2. Boilers; Brick Forklift servicing seven (7) or more Brick Masons; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd; Hoists, Automatic; Hoists, inside Freight Elevators; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Hydro Excavating (excluding hose work); Laser Screed; Rock Drill (self-propelled); Non Self-Loading Ejection Dump; Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressors; Combination - Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators - (Rheostat Manual Controlled); Hoists, Inside Elevators; Hydraulic Power Units (Pile Driving and Extracting); Lowboys; Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Brick Forklift; Boom Trucks (Residential); Hoists, Inside Elevators push button with automatic doors; Oilers; Skidsteer Loaders; Vacuum Trucks (excluding hose work).

Class 5. Assistant Craft Foreman

Class 6. Mechanics and Welders

Class 7. Gradall

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograder/Gomaco or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete

Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower of all types; Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dredges; Elevators, Outside Type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Heavy Duty Self-Propelled Transporter or Prime Mover; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Locomotives, All; Backhoes with Shear Attachments; Lubrication Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill-Crawler or Skid Rig; Rock Drill - Truck Mounted; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader with attached pusher; Tractor with Boom; Tractaire with Attachments; Transfer Barrier Transfer Machine; Trenching Machine; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machine; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Forklifts; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster (requires 2 operators; one being Class 4); Hydro Excavating (excluding hose work); Laser Screed; Locomotives, Dinky; Oil Distributor; Off-Road Hauling Units (Including Articulating); Non Self-Loading Ejection Dump; Pump Cretes; Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., Self-Propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc.; Tug Boats; Mechanic Welders working in permanent shop.

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

Class 4. Air Compressor; Brick Forklifts (Servicing Seven (7) or more Brick Masons; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster (requires 2 operators - one being class 2); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tractaire; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Brick Forklifts; Oilers; Skidsteer Loaders (All).

Class 6. Field Mechanics and Field Welders.

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

# LaSalle County Prevailing Wage Rates posted on 3/4/2024

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vactor trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

This shall encompass laborers, workers and mechanics who drive contractor or subcontractor owned, leased, or hired pickup, dump, service, or oil distributor trucks. The work includes transporting materials and equipment (including but not limited to, oils, aggregate supplies, parts, machinery and tools) to or from the job site; distributing oil or liquid asphalt and aggregate; stock piling material when in connectin with the actual oil and chip contract. The Truck Driver (Oil & Chip Resealing) wage classification does not include supplier delivered materials.

Other Classifications of Work:

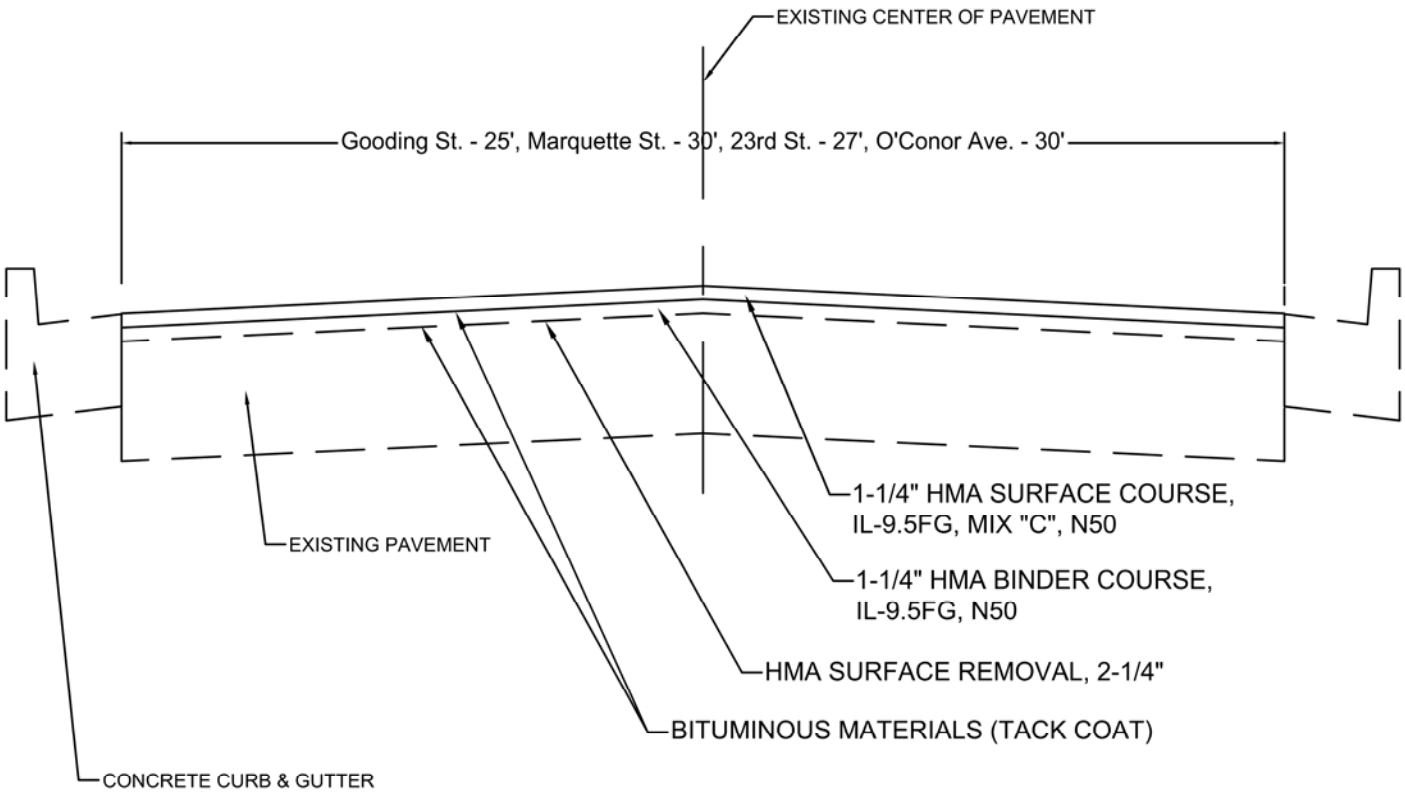
For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such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

LANDSCAPING

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

**LaSalle County Prevailing Wage Rates posted on 3/4/2024**

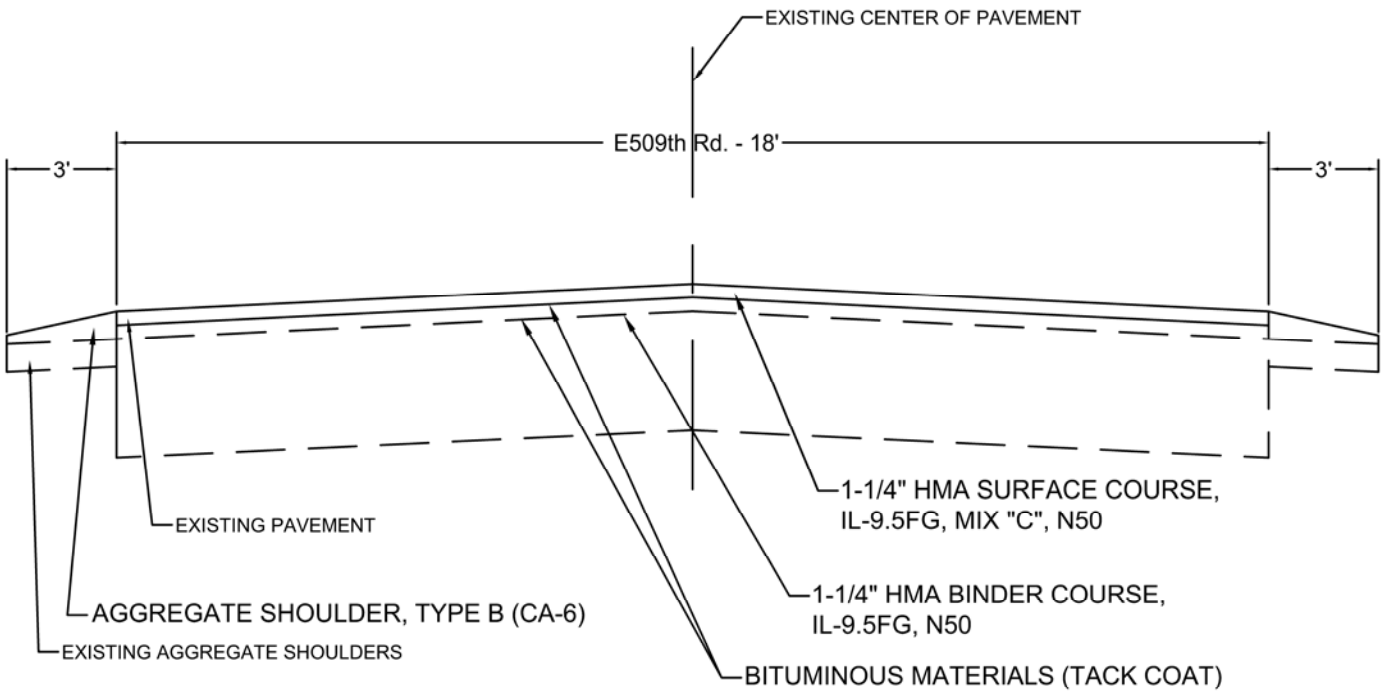
# CITY OF LA SALLE - 2024 MFT PROGRAM




## EXISTING AND PROPOSED TYPICAL SECTION WITH CURB

Gooding St., Marquette St., 23rd St., O'Conor Ave.

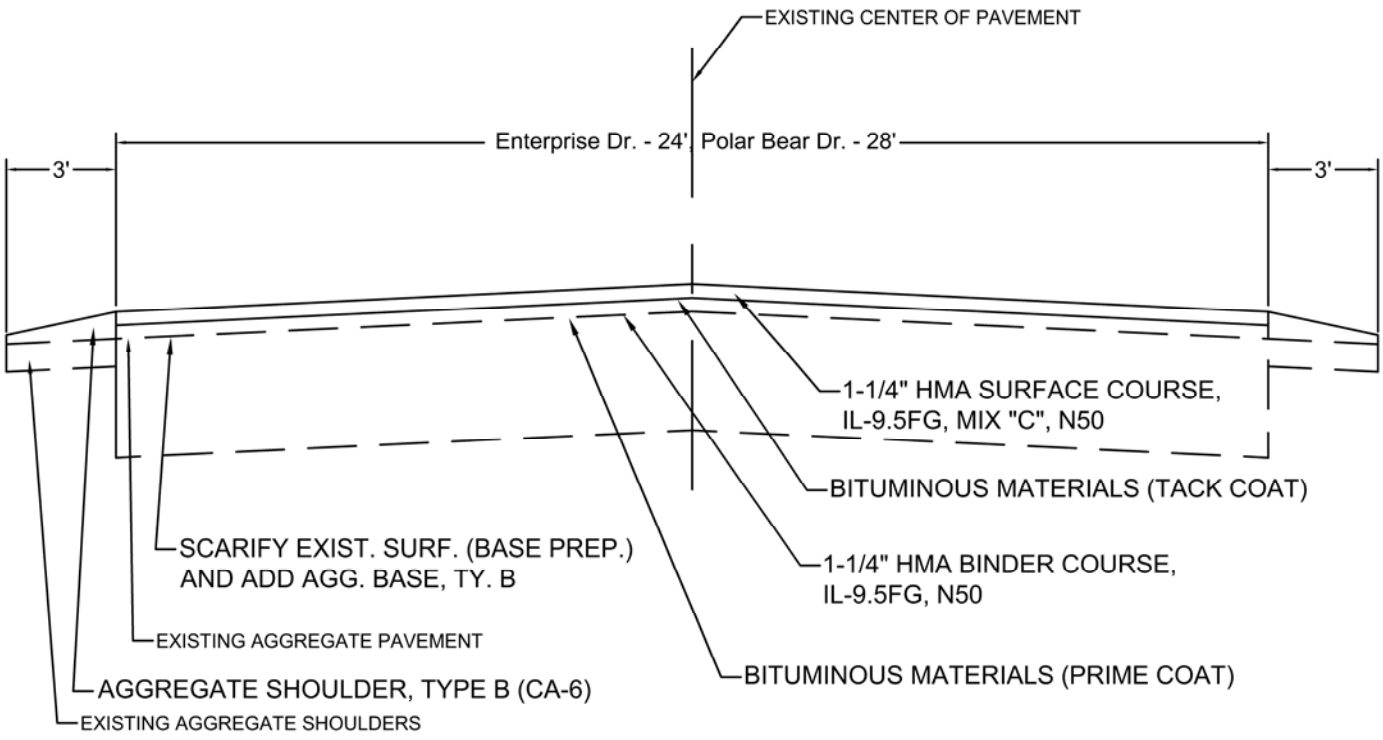
# CITY OF LA SALLE - 2024 MFT PROGRAM




## EXISTING AND PROPOSED TYPICAL SECTION - NO CURB

E509th Rd.

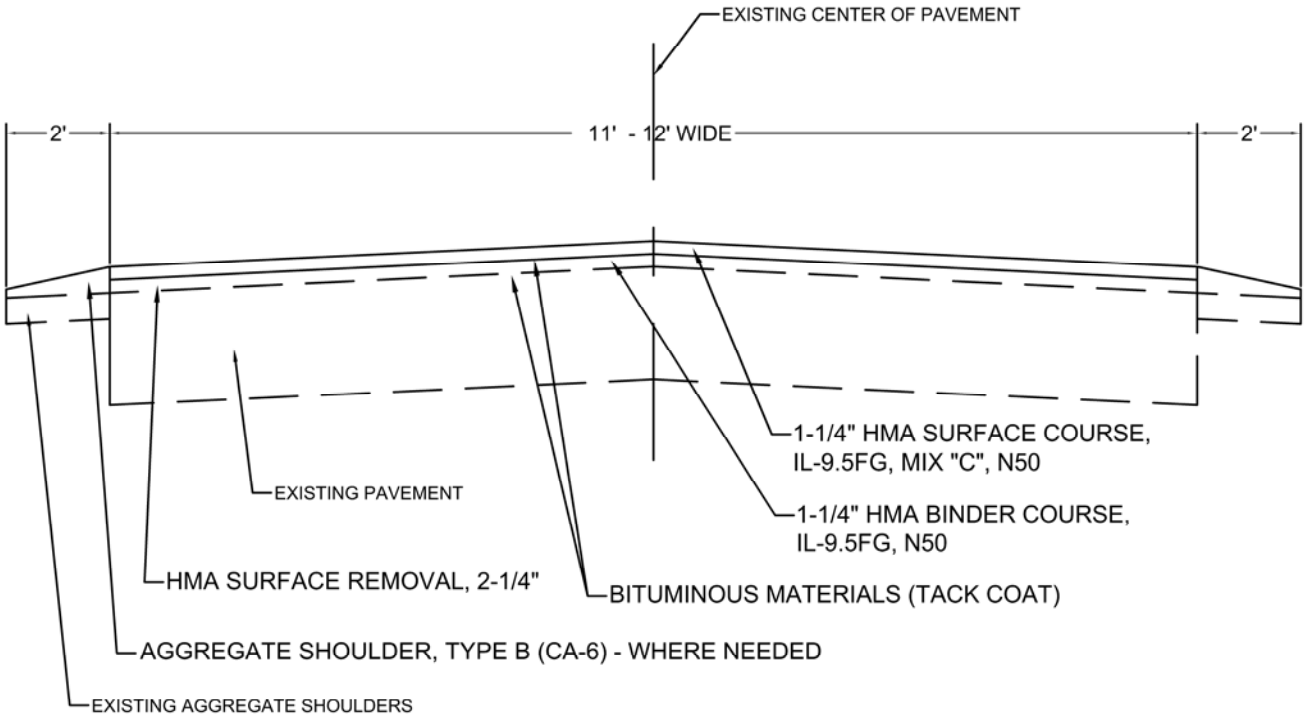
# CITY OF LA SALLE - 2024 MFT PROGRAM



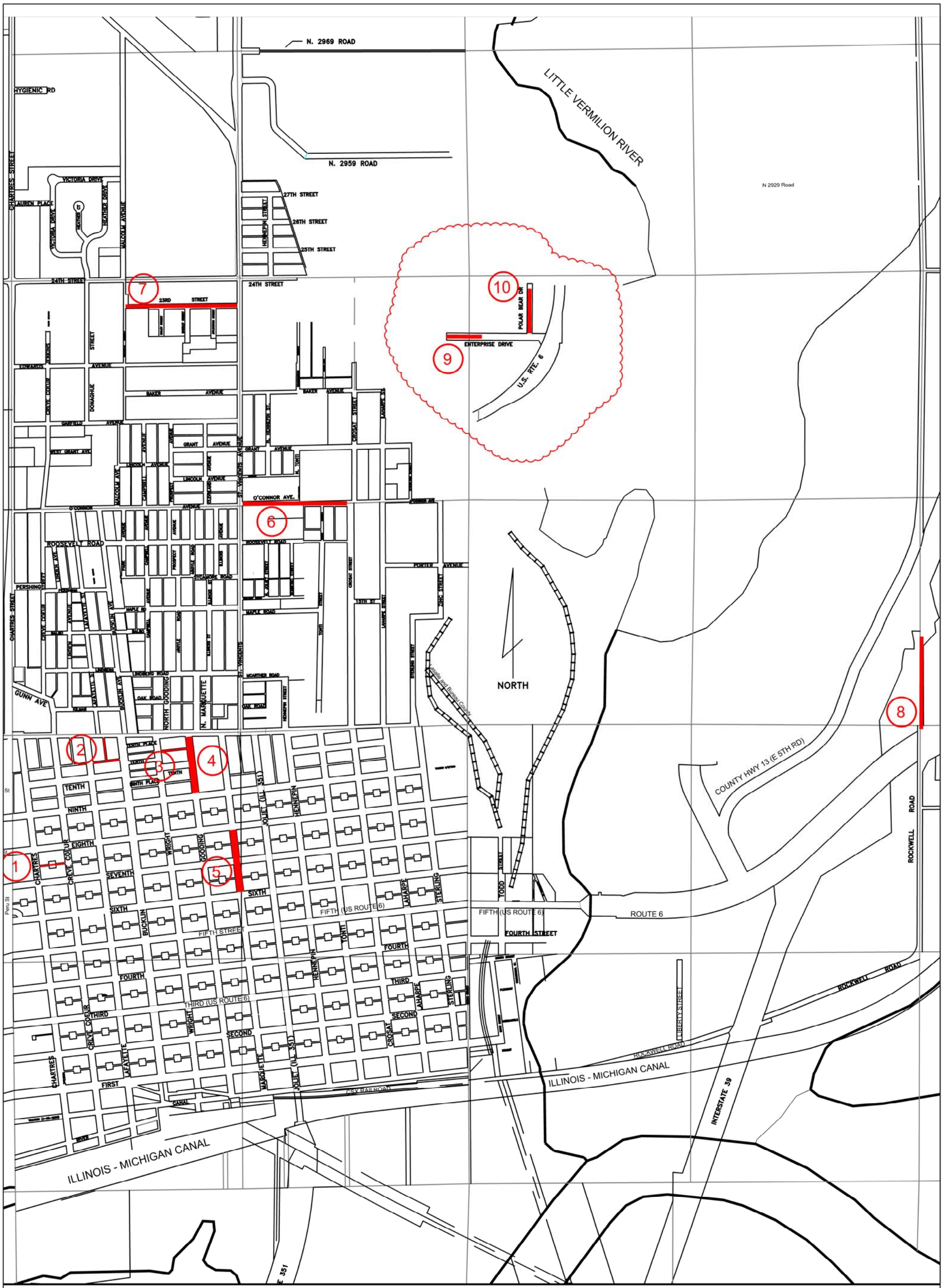

## EXISTING AND PROPOSED
## TYPICAL SECTION - NO CURB w/ BASE PREPARATION

Enterprise Dr. & Polar Bear Dr.

# CITY OF LA SALLE - 2024 MFT PROGRAM




## EXISTING AND PROPOSED ALLEY TYPICAL SECTION




N

0 1000' 2000'

# LOCATION MAP

## CITY OF LA SALLE - 2024 MFT PROGRAM

CITY OF LASALLE ESTABLISHED 1852