RESOLUTION 2019-086  
PASSED: MAY 28, 2019

AUTHORIZING THE AWARD OF A BID TO CURRAN CONTRACTING COMPANY IN THE AMOUNT OF $691,151.42 FOR 3.45 LANE MILES OF STREET RESURFACING AND CRACK MITIGATION ON NORTH FIRST STREET FROM WEST DRESSER ROAD NORTH TO BETHANY ROAD WITH STAFF AUTHORITY TO APPROVE CHANGE ORDERS UP TO A COMBINED TOTAL OF $715,341.

WHEREAS, the City of DeKalb operates that section of North First Street from West Dresser Road to Bethany Road ("the Subject Road"); and

WHEREAS, after the conduct of a competitive bidding process, the City Council has determined that Curran Contracting Company ("the Contractor") is the lowest responsible bidder for a project involving resurfacing and crack mitigation on the Subject Road;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DEKALB, ILLINOIS:

SECTION 1: The Mayor is authorized and directed to execute such documents as shall be necessary to effectuate the resurfacing and crack mitigation of the Subject Road with costs not to exceed $715,341, utilizing the services of the Contractor, and the City Manager or designee thereof is thereafter authorized and directed to take all such actions as shall be necessary to complete such work.

SECTION 2: That the City Clerk of the City of DeKalb, Illinois be authorized and directed to attest the Mayor's Signature and shall be effective thereupon.

PASSED BY THE CITY COUNCIL of the City of DeKalb, Illinois, at a Regular meeting thereof held on the 28th day of May 2019 and approved by me as Mayor on the same day. Passed by a 7-0-1 roll call vote. Aye: Morris, Finucane, Smith, McAdams, Verbic, Faivre, Mayor Smith. Nay: None. Absent: Fagan.

ATTEST:

LYNN A. FAZEKAS, City Clerk

JERRY SMITH, Mayor
### Proposal Submitted By

**Curran Contracting Company**

**Contractor’s Name**

**286 Memorial Court**

**Street**

**Crystal Lake, IL 60014**

**City**

**State**

**Zip Code**

### State of Illinois

**COUNTY**

DeKalb

(Name of City, Village, Town or Road District)

### For the Improvement Of

**STREET NAME OR ROUTE**

North First Street Resurfacing

**SECTION NO.**

19-00000-00-GM

**TYPES OF FUNDS**

MFT

- **SPECIFICATIONS** (required)
- **PLANS** (required)
- **CONTRACT BOND** (when required)

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#### For Municipal Projects

Submitted/Approved/Passed

- **Mayor**
- **President of Board of Trustees**
- **Municipal Official**

Date

#### Department of Transportation

- **Concurrence in approval of award**

Regional Engineer

Date

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#### For County and Road District Projects

Submitted/Approved

- **Highway Commissioner**

Date

Submitted/Approved

- **County Engineer/Superintendent of Highways**

Date
1. THIS AGREEMENT, made and concluded the 14th day of June, 2019, between the City of DeKalb acting by and through its Council, known as the party of the first part, and Curran Contracting Company, known as the party of the second part.

2. Witnesseth: That for and in consideration of the payments and agreements mentioned in the Proposal hereto attached, to be made and performed by the party of the first part, and according to the terms expressed in the Bond referring to these presents, the party of the second part agrees with said party of the first part at his/her own proper cost and expense to do all the work, furnish all materials and all labor necessary to complete the work in accordance with the plans and specifications hereinafter described, and in full compliance with all of the terms of this agreement and the requirements of the Engineer under it.

3. And it is also understood and agreed that the LPA Formal Contract Proposal, Special Provisions, Affidavit of Illinois Business Office, Apprenticeship or Training Program Certification, and Contract Bond hereto attached, and the Plans for Section 19-00000-00-GM, in the City of DeKalb, approved by the Illinois Department of Transportation on April 23, 2019, are essential documents of this contract and are a part hereof.

4. IN WITNESS WHEREOF, The said parties have executed these presents on the date above mentioned.

Attest:                      The City of DeKalb

/ City Clerk   By

(If a Corporation)

Corporate Name: Curran Contracting Company

By

Vice President

Party of the Second Part

(If a CoPartnership)

Partners doing Business under the firm name of

Party of the Second Part

(If an individual)

Party of the Second Part
RETURN WITH BID

Local Public Agency
Formal Contract Proposal

PROPOSAL SUBMITTED BY
CURRAN CONTRACTING COMPANY
Contractor's Name
286 MEMORIAL COURT
Street P.O. Box
CRYSTAL LAKE IL 60014
City State Zip Code

STATE OF ILLINOIS
COUNTY OF DeKalb
DeKalb
(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF
STREET NAME OR ROUTE NO. North First Street Resurfacing
SECTION NO. 19-00000-00-GM
TYPES OF FUNDS MFT

☑ SPECIFICATIONS (required)
☑ PLANS (required)

For Municipal Projects
Submitted/Approved/Passed
 Mayor President of Board of Trustees Municipal Official

Date

For County and Road District Projects
Submitted/Approved
Highway Commissioner

Date

Submitted/Approved
County Engineer/Superintendent of Highways

Date

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

Printed 4/18/2019 Page 1 of 6 BLR 12200 (01/08/14)
RETURN WITH BID

NOTICE TO BIDDERS

Sealed proposals for the improvement described below will be received at the office of City Clerk, City of DeKalb, until 2:00 PM on 05/10/2019

Address

Sealed proposals will be opened and read publicly at the office of City Clerk, City of DeKalb, at 2:00 PM on 05/10/2019

Address

DESCRIPTION OF WORK

Name: North First Street Resurfacing Location: North First Street, Between Dresser Road and Bethany Road

Proposed Improvement: The improvements include HMA, milling, resurfacing, thermoplastic pavement markings, and manhole adjustments.

Length: 6045 feet (1.14 miles)

1. Plans and proposal forms will be available in the office of Fehr Graham, 515 Lincoln Highway, Rochelle, IL 61068 for a non-refundable fee of $100. Also available electronically at www.fehr-graham.com for a non-refundable fee of $25.

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

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

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:
   a. BLR 12200: Local Public Agency Formal Contract Proposal
   b. BLR 12200a Schedule of Prices
   c. BLR 12230: Proposal Bid Bond (if applicable)
   d. BLR 12325: Apprenticeship or Training Program Certification (do not use for federally funded projects)
   e. BLR 12328: Affidavit of Illinois Business Office

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

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

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

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

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.
ADDENDUM NO. 1

CITY OF DEKALB
North First Street Resurfacing
DeKalb, IL
May 6, 2019

This Addendum shall include the following Modifications and Additions to the contract documents.

Modifications:

1. This Addendum modifies the BDE Special Provisions Checklist for the 1/18/19 and 3/8/19 letting (attached). BDE Special Provisions #80383 - Hot-Mix Asphalt - Quality Control for Performance and #80317 - Surface Testing of Hot-Mix Asphalt Overlays, have been unchecked and removed from the contract documents.

These BDE Special Provisions have been modified on the BDE SPECIAL PROVISIONS CHECKSHEET (attached).

2. This Addendum modifies the Special Provisions for CONSTRUCTION STAKING/LAYOUT. Please refer to page 1 of 8 of the Revised SPECIAL PROVISIONS (attached) which must be used when preparing your bid.

3. This Addendum modifies the correct use type of Hot-Mix Asphalt used for this project and can be seen on typical sections (attached) which impacts and modifies the following on the SCHEDULE OF PRICES for the base and alternative bids.

   a. Item No. 40600625 (LEV BIND (WW) N50) has been changed to No. 40603085 (HMA BC IL-19.0 N70) but has remained the same unit and quantity of 2190 TN in the base bid and 1900 TN in the alternative bid.

   b. Item No. 40603310 (HMA SC “C“) N50 has been changed to No. 40603315 (HMA SC “C“ N70) but has remained the same unit and quantity of 1350 TN in the base bid and 1171 TN in the alternative bid.

These quantities have been modified on the SCHEDULE OF PRICES within the PROPOSAL Section. Please refer to the Revised base bid and alternative bid SCHEDULE OF PRICES within the PROPOSAL Section (attached) which must be used and returned when preparing your bid.

Addition:

1. This addendum adds a special provision in the GENERAL NOTES section of the SPECIAL PROVISIONS. Please refer to page 4 of 8 of the Revised SPECIAL PROVISIONS (attached) which must be used when preparing your bid.

This Addendum consists of eighteen (18) pages.

This Addendum Signature Page must be returned via fax (815.562.4233) and with the Contractors bid.

This ends the requirements of this addendum.

This Addendum No. 1 has been prepared by:
Andrew Trocki, Engineer

Contractor's Acknowledgement:

CURRAN CONTRACTING COMPANY
Firm Name (please print)

Acknowledged by (please sign and print)
JENNIFER GRAFF, ADMIN ASSISTANT
BDE SPECIAL PROVISIONS
For the January 18, 2019 and March 8, 2019 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 BD&E. An * indicates a new or revised special provision for the letting.

<table>
<thead>
<tr>
<th>File Name #</th>
<th>Special Provision Title</th>
<th>Effective</th>
<th>Revised</th>
</tr>
</thead>
<tbody>
<tr>
<td>80099 1</td>
<td>Accessible Pedestrian Signals (APS)</td>
<td>April 1, 2003</td>
<td>Jan. 1, 2014</td>
</tr>
<tr>
<td>80274 2</td>
<td>Aggregate Subgrade Improvement</td>
<td>April 1, 2012</td>
<td>April 1, 2016</td>
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<tr>
<td>80192 3</td>
<td>Automated Flagger Assistance Device</td>
<td>Jan. 1, 2008</td>
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<tr>
<td>80241 5</td>
<td>Bridge Demolition Debris</td>
<td>July 1, 2009</td>
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<tr>
<td>50261 6</td>
<td>Building Removal-Case I (Non-Friable and Friable Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
</tr>
<tr>
<td>50481 7</td>
<td>Building Removal-Case II (Non-Friable Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
</tr>
<tr>
<td>50491 8</td>
<td>Building Removal-Case III (Friable Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
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<tr>
<td>50531 9</td>
<td>Building Removal-Case IV (Non Asbestos)</td>
<td>Sept. 1, 1990</td>
<td>April 1, 2010</td>
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<tr>
<td>* 80404 10</td>
<td>Coarse Aggregate Quality for Micro-Surfacing and Cape Seals</td>
<td>Jan. 1, 2019</td>
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<tr>
<td>80384 11</td>
<td>Compensable Delay Costs</td>
<td>June 2, 2017</td>
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<tr>
<td>80198 12</td>
<td>Completion Date (via calendar days)</td>
<td>April 1, 2008</td>
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<tr>
<td>80199 13</td>
<td>Completion Date (via calendar days) Plus Working Days</td>
<td>April 1, 2008</td>
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<tr>
<td>80293 14</td>
<td>Concrete Box Culverts with Skews &gt; 30 Degrees and</td>
<td>April 1, 2012</td>
<td>July 1, 2016</td>
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<td>Design Fills ≤ 5 Feet</td>
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<tr>
<td>80311 15</td>
<td>Concrete End Sections for Pipe Culverts</td>
<td>Jan. 1, 2013</td>
<td>April 1, 2016</td>
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<tr>
<td>80277 16</td>
<td>Concrete Mix Design – Department Provided</td>
<td>Jan. 1, 2012</td>
<td>April 1, 2016</td>
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<tr>
<td>80261 17</td>
<td>Construction Air Quality – Diesel Retrofit</td>
<td>June 1, 2010</td>
<td>Nov. 1, 2014</td>
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<tr>
<td>80387 18</td>
<td>Contrast Preformed Plastic Pavement Marking</td>
<td>Nov. 1, 2017</td>
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<tr>
<td>80029 19</td>
<td>Disadvantaged Business Enterprise Participation</td>
<td>Sept. 1, 2000</td>
<td>April 2, 2018</td>
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<td>80402 20</td>
<td>Disposal Fees</td>
<td>Nov. 1, 2018</td>
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<tr>
<td>80378 21</td>
<td>Dowel Bar Inserter</td>
<td>Jan. 1, 2017</td>
<td>Jan. 1, 2018</td>
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<tr>
<td>* 80405 22</td>
<td>Elastomeric Bearings</td>
<td>Jan. 1, 2019</td>
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<tr>
<td>80388 23</td>
<td>Equipment Parking and Storage</td>
<td>Nov. 1, 2017</td>
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<tr>
<td>80229 24</td>
<td>Fuel Cost Adjustment</td>
<td>April 1, 2009</td>
<td>Aug. 1, 2017</td>
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<tr>
<td>80304 25</td>
<td>Grooving for Recessed Pavement Markings</td>
<td>Nov. 1, 2012</td>
<td>Nov. 1, 2017</td>
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<tr>
<td>80246 26</td>
<td>Hot-Mix Asphalt – Density Testing of Longitudinal Joints</td>
<td>Jan. 1, 2010</td>
<td>Aug. 1, 2018</td>
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<tr>
<td>* 80406 27</td>
<td>Hot-Mix Asphalt – Mixture Design Verification and Production</td>
<td>Jan. 1, 2019</td>
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</tr>
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<td></td>
<td>(Modified for I-FIT Projects)</td>
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<td>80399 29</td>
<td>Hot-Mix Asphalt – Oscillatory Roller</td>
<td>Aug. 1, 2018</td>
<td>Nov. 1, 2018</td>
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<td>80347 30</td>
<td>Hot-Mix Asphalt – Pay for Performance Using Percent</td>
<td>Nov. 1, 2014</td>
<td>Aug. 1, 2018</td>
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<td></td>
<td>Within Limits – Jobsite Sampling</td>
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<tr>
<td>* 80383 31</td>
<td>Hot-Mix Asphalt – Quality Control for Performance</td>
<td>April 1, 2017</td>
<td>Jan. 1, 2019</td>
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<tr>
<td>80376 32</td>
<td>Hot-Mix Asphalt – Tack Coat</td>
<td>Nov. 1, 2016</td>
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<tr>
<td>80392 33</td>
<td>Lights on Barricades</td>
<td>Jan. 1, 2018</td>
<td></td>
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<tr>
<td>80336 34</td>
<td>Longitudinal Joint and Crack Patching</td>
<td>April 1, 2014</td>
<td>April 1, 2016</td>
</tr>
<tr>
<td>* 80393 35</td>
<td>Manholes, Valve Vaults, and Flat Slab Tops</td>
<td>Jan. 1, 2018</td>
<td>Jan. 1, 2019</td>
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<tr>
<td>80400 36</td>
<td>Mast Arm Assembly and Pole</td>
<td>Aug. 1, 2018</td>
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<tr>
<td>80045 37</td>
<td>Material Transfer Device</td>
<td>June 15, 1999</td>
<td>Aug. 1, 2014</td>
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<td>80394 38</td>
<td>Metal Flared End Section for Pipe Culverts</td>
<td>Jan. 1, 2018</td>
<td>April 1, 2018</td>
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<tr>
<td>80349 40</td>
<td>Pavement Marking Blackout Tape</td>
<td>Nov. 1, 2014</td>
<td>April 1, 2016</td>
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<td>80371 41</td>
<td>Pavement Marking Removal</td>
<td>July 1, 2016</td>
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<tr>
<td>80390 42</td>
<td>Payments to Subcontractors</td>
<td>Nov. 2, 2017</td>
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<tr>
<td>80389 43</td>
<td>Portland Cement Concrete</td>
<td>Nov. 1, 2017</td>
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<tr>
<td>80359 44</td>
<td>Portland Cement Concrete Bridge Deck Curing</td>
<td>April 1, 2015</td>
<td>Nov. 1, 2017</td>
</tr>
<tr>
<td>80401 45</td>
<td>Portland Cement Concrete Pavement Connector for Bridge Approach Slab</td>
<td>Aug. 1, 2018</td>
<td></td>
</tr>
</tbody>
</table>
The following special provisions are in the 2019 Supplemental Specifications and Recurring Special Provisions.

**80382**  Adjusting Frames and Grates

<table>
<thead>
<tr>
<th>File Name</th>
<th>Special Provision Title</th>
<th>New Location(s)</th>
<th>Effective</th>
<th>Revised</th>
</tr>
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<tbody>
<tr>
<td>80382</td>
<td>Adjusting Frames and Grates</td>
<td>Articles 602.02(s) and (t), 1043.04, and 1043.05</td>
<td>April 1, 2017</td>
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<tr>
<td>80366</td>
<td>Butt Joints</td>
<td>Article 406.08(c)</td>
<td>July 1, 2016</td>
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<tr>
<td>80386</td>
<td>Calcium Aluminate Cement for Class PP-5 Concrete Patching</td>
<td>Article 1001.01(e)</td>
<td>Nov. 1, 2017</td>
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<tr>
<td>80396</td>
<td>Class A and B Patching</td>
<td>Articles 442.06(a)(1) and (2)</td>
<td>Jan. 1, 2018</td>
<td>Nov. 1, 2018</td>
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<tr>
<td>80377</td>
<td>Portable Changeable Message Signs</td>
<td>Articles 701.20(h) and 1106.02(i)</td>
<td>Nov. 1, 2016</td>
<td>April 1, 2017</td>
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<tr>
<td>80385</td>
<td>Portland Cement Concrete Sidewalk</td>
<td>Article 424.12</td>
<td>Aug. 1, 2017</td>
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</tr>
</tbody>
</table>

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

- Bridge Demolition Debris
- Building Removal - Case I
- Building Removal - Case II
- Building Removal - Case III
- Building Removal-Case IV
- Building Completion Date
- Building Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days
The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted April 1, 2016, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

REVISED 05/06/2019 FOR ADDENDUM #1

Herein after the terms "Owner", "City" or "Engineer" shall mean the City of DeKalb or its designated representative and the term "Contractor" shall mean the entity who proposes to perform the work herein described or its designated subcontractors.

LOCATION OF IMPROVEMENTS

This project is located on North 1st Street between Dresser Road and Stoney Creek Road in the City of DeKalb. The alternate bid that is attached is also located on 1st Street between Stoney Creek Road and Bethany Road in DeKalb IL.

DESCRIPTION OF IMPROVEMENTS

This project involves several different operations to be performed upon streets within the City of DeKalb. The work to be performed will include HMA overlay, thermoplastic re-striping, and other street related items.

CONSTRUCTION INSPECTION

Any work performed without the presence of a City designated representative to inspect said construction will not be accepted for payment as directed by the Engineer. The Contractor shall notify the Engineer a minimum of 24 hours in advance of the start of construction or the continuation of construction following a pause in work.

START / COMPLETION DATE

All work shall commence after July 12th, 2019.

All work in the base bid shall be completed in 20 working days. If the alternate bid is awarded, an additional 5 working days will be awarded to the contract to complete the work. If the alternate bid 2 is awarded, an additional 3 working days will be awarded to the contract to complete the work. If both alternative bids are awarded, a total of 8 working days will be awarded to the contract to complete the work, with a overall total working days of 28 days.

The notice to proceed must occur adjacent to the local and water main projects with in the City of DeKalb. The City of DeKalb shall retain the right to determine when the Contractor shall start the project.

CONSTRUCTION STAKING/LAYOUT

Some construction layout will be provided for the contractor’s reference; however, the Contractor is responsible to complete work as per the approved plans, details, and specifications. All work, especially ADA ramp construction, is to be completed to meet all local, state, and federal requirements related to the American’s with Disabilities Act.

EXISTING UTILITIES AND DRAINAGE STRUCTURES LOCATIONS

The City of DeKalb does not guarantee the completeness or accuracy of the information shown on the plans (if applicable) and or specifications (where applicable) regarding location of existing utilities. The contractor shall make his own investigation to verify or determine the existence, nature and location of all
utilities on the site that may interfere with construction before starting his operations. The Contractor shall report to the Engineer any omissions or differences in location from that shown on the plans. Care should be taken while working near these utilities to prevent their damage.

J.U.L.I.E.
The Contractor shall notify J.U.L.I.E. (1-800-892-0123) prior to construction so that each utility company can stake out any underground improvements that they have which may interfere with the proposed construction.

PREVAILING WAGE REQUIREMENTS
In accordance with the Public Act 94-0515, the Contractor shall be responsible for the following requirements:

Maintain records for three (3) years of all laborers or workers employed on this project including their name, address, phone number, social security number, classification, hourly wages paid in each pay period, and the number of hours worked each day.

Submit these records to the city clerk in either hard copy or electronically.

Certify in writing these records are true and accurate; that the rate paid is not less than the Applicable Prevailing Wage.

These records shall be made available for inspection by the Illinois Department of Labor on two (2) business days’ notice.

The Contractor shall note that filing a false Certified Payroll is a class B misdemeanor.

MAINTENANCE OF TRAFFIC
The maintenance of traffic on the project shall be as follows:
North First Street (Base Bid: Dresser Road to Stoney Creek Road, Alternative Bid: Stoney Creek Road to Bethany Road) will be closed to thru traffic but remain open to traffic at all times. Road Construction Ahead signs, in conformance with Standard 701901-08, will be on North First Street at the intersections of Dresser Road, Bethany Road, and all streets therein between. There will be no posted detour route. The Contractor shall mill the entire roadway, one lane at a time, before resurfacing. The contractor shall leave two 10-foot traffic lanes open at all times and will separate the lanes with traffic drums per the traffic standards stated above. Pavement marking tape, type III shall be installed to delineate travel lanes after the road way has been milled.

Lane and road closures, the conveyance of thru and local traffic within, and around the construction zones shall be provided in accordance with the use of the above-referenced Highway Standards as directed by the Engineer. Except as otherwise provided herein, the Contractor shall provide at least one entrance/exit point to the commercial and residential properties at all times. The Contractor shall submit his/her proposed sequence of operations and any necessary revisions to attendant traffic control to the Engineer for approval before actual construction operations begin.

All traffic control devices and barricades throughout the project shall remain in place until the entire project location is substantially complete, or as otherwise directed by the Engineer. Any traffic control signage to remain in place longer than seven (7) days shall be post mounted.

Driveways:
Except where the plans expressly authorize temporary complete closures, the Contractor shall keep driveways open to local traffic by keeping at least half of the width of said driveway open or by providing access at a temporary location, as approved by the Engineer. The Contractor shall provide and maintain access to commercial and private properties abutting the roadway being improved in accordance with Article 107.09 of the Standard Specifications. Access to commercial property shall at no time be shut off completely except as expressly authorized in the plans or as directed by the Engineer.

Removing and Resetting Traffic Signs:

This work shall consist of the removal, relocation, and resetting of traffic signs which interfere with construction operations. This work shall also include the removal, relocation, and resetting of existing wood signs, delineators and other miscellaneous signs which interfere with construction operations. This work shall be performed in accordance with the applicable portions of Article 107.25 of the Standard Specifications and as directed by the Engineer. The Contractor shall remove, temporarily relocate and/or permanently reset existing signs which interfere with the construction operations. This work will not be paid for separately but shall be included in the contract lump sum price of TRAF CONT & PROT SPL. The Engineer will determine which signs will be removed, temporarily relocated and permanently reset.

Brooming Roadway:

All traffic lanes which are closed to through traffic during construction shall be broomed or swept free of all loose gravel or construction debris before the traffic lane is reopened to traffic. All roadway surface conditions shall be approved by the Engineer before they are opened to traffic. This work will not be paid for separately but shall be considered included.

Changeable Message Sign:

There shall be two changeable message signs, one for the beginning location and one for the ending location for the project. For the base bid, the locations shall be 750 ft the Dresser Road and N 1st Street intersection going north and 750 ft before the Stoney Creek Road and N 1st Street intersection going south. For the alternative bid, the locations shall be 750 ft before the Dresser Road and N 1st Street intersection going North and 750 ft before the Bethany Road and N 1st Street intersection going south. The Contractor shall place them on site Three (3) days prior to the start date of the project. These signs shall display the anticipated start date for those three days and during construction they shall say that construction is in progress and display the anticipated end date. The Contractor shall keep the message boards up for a total of 5 days, including the initial date that the message boards are on the site. This work shall be performed in accordance with the applicable portions of Article 701.20 of the Standard Specifications and as directed by the Engineer. This work will be paid for by the contract unit price of calendar day for CHANGEABLE MESSAGE SIGN.

GENERAL NOTES
This project shall be constructed as detailed below:

During the construction process at no time shall more than half of the street be under construction. This construction includes structure adjustments, reconstruction, any concrete work in or adjacent to the street, milling, paving, and general backfilling with soil.

The City of DeKalb requires all vendors to maintain a professional working environment at all times. Representatives of the general contractor (including all sub-contractors) are required to treat members of the general public, City of DeKalb employees/elected officials, and other agents of the City with the utmost
respect and courtesy at all times. Profanity, intimidation, the use of racial or ethnic slurs, or any other harassment of the general public and representatives of DeKalb is strictly prohibited.

For each documented incident involving the behavior described above, a fine of $1,500 will be assessed to the general contractor. Further, the employee or employees identified and involved in the incident shall be promptly removed and not allowed to return to work on the project.

If the Contractor does not complete all work on N 1st Street before the August 23rd, 2019, the Contractor will be required to leave the construction site, to where all lanes of traffic are open to the public, and return to work on September 2nd, 2019. All re-mobilization costs will be at the expense of the Contractor.

No alternate bid can be awarded without the base bid awarded first. Both the base bid and alternate(s) will be awarded to the same contractor.

ITEM #44000100: PAVEMENT REMOVAL
This work shall be done in accordance with Section 440 of the Standard Specifications for Road and Bridge Construction.

Paving contractor must be able to pave a 13' wide one pass so there will be not seams other than at the center lane. The paving Contractor must have a QC manager on staff that has taken and passed the IDOT Hot-Mix-Asphalt Level II Course (CET 023).

In those areas where removal is required to construct a butt joint with existing streets, the existing surface shall be removed to a depth of 2 inches below the existing surface for the total area scheduled. A milling machine shall be used for the surface removal. The milling machine shall be a self-propelled planning machine capable of planing and cutting the old surface to the desired cross section in one or more passes.

The temperature at which the work is performed, the nature and condition of the equipment and the manner of performing the work shall be such that the planed surface is not torn, gouged, shoved or otherwise injured by the planing operation. Sufficient cutting passes shall be made so that all irregularities or high spots are eliminated to the satisfaction of the Engineer. All excess material resulting from this operation shall be removed and disposed of by the Contractor as part of this item. Hot mix asphalt removed will be measured in place without regard for the number of passes required to remove the surface material.

This pay item consists of any of the following: profiling, edge milling, and full width milling of existing surface.

All butt joint interfaces, at existing pavement shall be ramped for all traffic as directed by the Engineers. Also, any exposed, elevated manhole frames shall be protected by HMA ramps or barricades as directed by the Engineer. These butt joints and ramps shall be considered incidental to PAVEMENT REMOVAL.

This work will be paid for at the contract unit price per square yard for PAVEMENT REMOVAL.

ITEM #44300100: AREA REF CR CON TREAT
This work shall be done in accordance with Section 443 of the Standard Specifications. The area reflective crack control treatment shall be GiasGrid® Pavement Reinforcement System (GG 8501), or approved equal. Installation shall be done in accordance with the Standard Specifications and as per the specifications of the manufacturer.
This work shall be paid for at the contract unit price per square yard for AREA REF CR CON TREAT.

ITEM #78000100: THPL PVT MK LTR & SYM
This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per square foot for THPL PVT MK LTR & SYM.

ITEM #78000200: THPL PVT MK LINE 4",
This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 4".

ITEM #78000400: THPL PVT MK LINE 6",
This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 6".

ITEM #78000500: THPL PVT MK LINE 12",
This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 12".

ITEM #78000650: THPL PVT MK LINE 24"
This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 24".

ITEM #X602050: SANITARY MANHOLE TO BE ADJUSTED
This item is for the adjustment of sanitary manholes in effort to maintain watertight construction and shall be done with the following provisions, in accordance with Section 602 of the Standard Specifications for Road and Bridge Construction and DeKalb Sanitary District requirements.

Sanitary sewer manholes shall have frame/chimney seal, as shown in the detail of the plans, or heat-activated shrink-wrap encapsulating manhole frame and adjusting area, incidental to this item. The following will be acceptable:

2. Internal Adaptor Seal Ring as supplied by Sidener Supply of Belvidere, IL, (800) 892-5396.

Prior to the milling operation, the Contractor shall remove all frames and lids of manholes. After removal, the Contractor shall place a suitable metal plate over the manhole and backfill the area with a temporary hot-mix or cold-mix asphalt mixture. The Contractor shall then complete the milling and placement of all HMA lifts.

After placing the surface course, the Contractor will reinstall the frames and lids and adjust them to the
finished pavement elevation. The pavement must be saw cut full depth in a 5’ x 5’ diamond shape to create a clean pavement edge to pour concrete against.

The excavated area around the manholes shall be filled with Class PP-1 or PP-2 concrete at a maximum depth of 10”.

All sanitary manholes called out for adjustment or will be removed down to the top of the cone section, covered with a steel plate and backfilled before PAVEMENT REMOVAL starts. The manholes will be adjusted to final grade after the final surface is placed.

All frame adjustments shall be accomplished using the procedures outlined in the Standard Specifications and as directed in the Specials Provisions herein. Any shims needed to adjust any frame shall be of solid flat steel with dimensions of 2” in width and 2” in length with uniform thickness. The frame will be set to grade using steel shims and without disturbing the adjustment; the frame will then be lifted off and set aside. A full bed of mortar will be placed on the structure between the adjusting shims, which shall form a solid masonry bond between the adjusting ring or structure. The frame shall be set back into place in a method not to damage the bed of mortar.

This work shall be paid for at the contract unit price per each for SANITARY MANHOLES TO BE ADJUSTED.

ITEM #X7010216: TRAF CONT & PROT SPL
This shall be performed in accordance with Section 701 of the Standard Specifications insofar as applicable. This item includes providing and maintaining all signs, barricades, flashers, sandbags, and flagmen to implement traffic control in accordance with the Manual on Uniform Traffic Control Devices, latest edition; and, to implement necessary job safety warnings with proper barricades, cones and snow fences around trenches, equipment and new concrete or asphalt work.

The Contractor shall coordinate all traffic control work. When directed by the Engineer, the Contractor shall remove all traffic control devices, which were installed and maintained under this Contract. Such devices shall remain the property of the Contractor. No caution tape or ribbon will be allowed to mark off areas. Areas needing to be blocked off must be protected using proper methods outlined in the MUTCD.

The Contractor shall ensure that all traffic control devices installed are operational 24 hours a day, including Sundays and holidays.

The Contractor shall provide 24-hour contact information to receive notification of any traffic control deficiencies and shall dispatch workers, materials, and equipment to correct any such deficiencies. The Contractor shall respond to any call from the Department of Public Works concerning any request for improving or correction of traffic control devices and begin making requested repairs within two (2) hours from the time of notification.

This item of work will be incidental to the contract as agreed upon to furnish and implement all the conditions for Traffic Control and Protection for associated project work.

TRAFFIC CONTROL PLAN
All roads shall be kept open to traffic. All signs, except those referring to daily lane closures, shall be posted in accordance with Standard 701901 for all projects that exceed a four-day duration. There shall be no weekend lane closures. Construction signs referring to daytime lane closures during working hours shall be removed, covered or turned away from the view of the motorists during non-working hours.
The Contractor shall furnish, erect, maintain and remove all signs, barricades, flaggers 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 as directed by the Engineer and in accordance with the applicable parts of Section 701 of the Standard Specifications.

The Contractor shall notify the City of DeKalb, Local Fire and Police Departments, and adjacent property owners a minimum of 5 days prior to closing any portion of adjacent streets or alleys.

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

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

Standards:

701501 701502 701606 701701 701801 701901

General:

Where construction activities involve sidewalks on both sides of the street, the work shall be staged so that both sidewalks are not out of service at the same time.

Signs:

No bracing shall be allowed on post-mounted signs.

"BUMP" (W8-1(O)48) signs shall be installed as directed by the Engineer.

All regulatory signs shall be maintained at a 5-foot minimum bottom (rural), 7 feet minimum (urban).

Plate altering signs shall have the same sheeting as the base sign.

No more than one (1) plate shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.

Devices:

Cones or reflectorized cones shall not be used during hours of darkness.

A minimum of 3 drums spaced at 4 feet shall be placed at each return when the sideroad is open.

On all standards, and the devices listed in Section 701 of the Standard Specifications, the device spacing shall be revised to the following dimensions:

Where the spacing shown on the standard is 25 feet, the devices shall be placed at 20 feet.
Where the spacing shown on the standard is 50 feet, the devices shall be placed at 40 feet.
Where the spacing shown on the standard is 100 feet, the devices shall be placed at 80 feet.

Direction Indicator Barricades shall exclusively be used in lane closure tapers. They shall be used only when traffic is being merged with an adjacent through lane or shifted onto a median crossover. Backside to resemble a type II barricade. Taper shall not be broken for a side street or commercial entrance.

Lights:

Steady burn mono-directional lights are required on devices delineating a widening trench.

Flagger at Sideroads and Commercial Entrances:

Effective: August 1, 2011

Flaggers shall comply with all requirements contained in the Department’s “Flagger Handbook” dated September 2011. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers.

All workers and flaggers shall wear ANSI Class E pants and an ANSI Class 2 vest that in combination meet the requirements of ANSI/ISEA 107 2004 for Conspicuity Class 3 garments during hours of darkness.

This work shall be paid for at the contract unit price per lump sum for TRAF CONT & PROT SPL.
RETURN WITH BID

Illinois Department of Transportation

REVISED 05/06/2019
FOR ADDENDUM #1

SCHEDULE OF PRICES

A bid will be declared unacceptable if neither a unit price nor total price is shown.

County DeKalb
Local Public Agency DeKalb
Section 19-00000-00-GM
Route North First Street Resurfacing

### Schedule for Multiple Bids

<table>
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<tr>
<th>Combination Letter</th>
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### Schedule for Single Bid

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

Bidder's Proposal for making **Entire Improvements**

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**BASE BID TOTAL**
**RETURN WITH BID**

**ILLINOIS DEPARTMENT OF TRANSPORTATION**

REVISED 05/06/2019
FOR ADDENDUM #1

**SCHEDULE OF PRICES**

A bid will be declared unacceptable if neither a unit price nor total price is shown.

County DeKalb

Local Public Agency DeKalb

Section 19-00000-00-GM

Route North First Street Resurfacing

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**ALTERNATE BID TOTAL**

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**ALTERNATE BID 2 TOTAL**
1ST STREET BASE BID
(FROM DRESSER ROAD TO BUENA VISTA DRIVE)
STA 101+00 TO STA 114+00

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1.5"

4.0%

PROPOSED CROWN

2.0%

EXISTING AND PROPOSED CENTERLINE

PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL19.0, N70, 2.5"

EXISTING CURB AND GUTTER

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TYPICAL SECTION FOR RESURFACING
CITY OF DEKALB

REVISED 05/03/19

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

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1ST STREET BASE BID
(FROM BUENA VISTA DRIVE TO STONEY CREEK ROAD)
STA 114+00 TO STA 132+00

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1.5"

PROPOSED CROWN

EXISTING AND PROPOSED CENTERLINE

EXISTING CURB AND GUTTER

PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL19.0, N70, 2.5"

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TYPICAL SECTION FOR RESURFACING
CITY OF DEKALB
REVISED 05/03/19

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS
IOWA
WISCONSIN
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1ST STREET ALT BID
(FROM STONEY CREEK ROAD TO BETHANY ROAD)
STA 132+00 TO STA 161+10

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1.5"

PROPOSED CROWN

EXISTING AND PROPOSED CENTERLINE

EXISTING CURB AND GUTTER

PROPOSED HOT-MIX ASPHALT EINDEY COURSE, IL19.0, N70, 2.5"

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TYPICAL SECTION FOR RESURFACING
CITY OF DEKALB
REVISED 05/03/19

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS DESIGN FIRM NO. 184-003325
©2019 FEHR GRAHAM
1ST STREET ALT BID
(AT BETHANY ROAD)
STA 159+00 TO STA 161+10

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70, 1.5"

EXISTING AND PROPOSED CENTERLINE

PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL19.0, N70, 2.5"

EXISTING CURB AND GUTTER

TYPICAL SECTION FOR RESURFACING
CITY OF DEKALB
REVISED 05/03/19

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RETURN WITH BID

PROPOSAL

County: DeKalb
Local Public Agency: DeKalb
Section Number: 19-00000-00-GM
Route: North First Street Resurfacing

1. Proposal of North First Street Resurfacing

for the improvement of the above section by the construction of
This project involves several different operations to be performed upon streets within the City of DeKalb
The work to be performed will include HMA overlay, thermoplastic re-stripping,
and other street related items.
a total distance of 6045 feet, of which a distance of 6045 feet, (1.14 miles) are to be improved.

2. The plans for the proposed work are those prepared by Fehr Graham
and approved by the Department of Transportation on

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

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

5. The undersigned agrees to complete the work within (Base Bid) working days or by Not Applicable
unless additional time is granted in accordance with the specifications.

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

Treasurer of City of DeKalb

The amount of the check is __________

7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to
the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check
is placed in another proposal, it will be found in the proposal for: Section Number 19-00000-00-GM

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

9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between
the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price
will be divided by the quantity in order to establish a unit price.

10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.

11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this
contract.

12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on
BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid
specified in the Schedule for Multiple Bids below.
RETURN WITH BID

Illinois Department of Transportation

REVISED 05/08/2019
FOR ADDENDUM #1

SCHEDULE OF PRICES

A Bid will be declared unacceptable if neither a unit price nor total price is shown.

County DeKalb
Local Public Agency DeKalb
Section 19-00000-00-gm
Route North First Street Resurfacing

Schedule for Multiple Bids

<table>
<thead>
<tr>
<th>Combination Letter</th>
<th>Sections Included in Combinations</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

Schedule for Single Bid

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

Bidder's Proposal for making Entire Improvements

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Items</th>
<th>Unit</th>
<th>Quantity</th>
<th>Unit Price</th>
<th>Total</th>
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BASE BID TOTAL $282,971.73
**RETURN WITH BID**

**Illinois Department of Transportation**

REVISED 05/06/2019
FOR ADDENDUM #1

**SCHEDULE OF PRICES**

A Bid will be declared unacceptable if neither a unit price nor total price is shown.

County DeKalb
Local Public Agency DeKalb
Section 19-00000-00-gm
Route North First Street Resurfacing

### Schedule for Multiple Bids

<table>
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<tr>
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### Schedule for Single Bid

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

Bidder’s Proposal for making Entire Improvements

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**ALTERNATE BID TOTAL** $240,233.69

| 44300100 | AREA REF CR CON TREAT        | SQ YD | 29208    | $5.75      | $167,948.00|

**ALTERNATE BID 2 TOTAL** $167,948.00
The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

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

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

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

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

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

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

SIGNATURES

County: DeKalb
Local Public Agency: DeKalb
Section Number: 19-00000-00-GM
Route: North First Street Resurfacing

(If an individual)

Signature of Bidder: 

Business Address: 

(If a partnership)

Firm Name: 

Signed By: 

Business Address: 

Inset Names and Addressed of All Partners: 

(If a corporation)

Corporate Name: CURRAN CONTRACTING COMPANY

Signed By: 

Business Address: 286 MEMORIAL COURT
CRYSTAL LAKE, IL 60014

Inset Names of Officers

President: RICK NOE

Secretary: CATHERINE C CURRAN

Treasurer: TODD GIERKE

Attest: 

Printed 3/12/2019
**Special Provisions**

<table>
<thead>
<tr>
<th>Local Public Agency</th>
<th>County</th>
<th>Section Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of DeKalb</td>
<td>DeKalb</td>
<td>Not Applicable</td>
</tr>
</tbody>
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The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted April 1, 2016, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

Herein after the terms "Owner", "City" or "Engineer" shall mean the City of DeKalb or its designated representative and the term "Contractor" shall mean the entity who proposes to perform the work herein described or its designated subcontractors.

**LOCATION OF IMPROVEMENTS**

This project is located on North 1st Street between Dresser Road and Stoney Creek Road in the City of DeKalb. The alternate bid that is attached is also located on 1st Street between Stoney Creek Road and Bethany Road in DeKalb IL.

**DESCRIPTION OF IMPROVEMENTS**

This project involves several different operations to be performed upon streets within the City of DeKalb. The work to be performed will include HMA overlay, thermoplastic re-striping, and other street related items.

**CONSTRUCTION INSPECTION**

Any work performed without the presence of a City designated representative to inspect said construction will not be accepted for payment as directed by the Engineer. The Contractor shall notify the Engineer a minimum of 24 hours in advance of the start of construction or the continuation of construction following a pause in work.

**START / COMPLETION DATE**

All work shall commence after July 12th, 2019.

All work in the base bid shall be completed in 20 working days. If the alternate bid is awarded, an additional 5 working days will be awarded to the contract to complete the work. If the alternate bid 2 is awarded, an additional 3 working days will be awarded to the contract to complete the work. If both alternative bids are awarded, a total of 8 working days will be awarded to the contract to complete the work, with a overall total working days of 28 days.

The notice to proceed must occur adjacent to the local and water main projects with in the City of DeKalb. The City of DeKalb shall retain the right to determine when the Contractor shall start the project.

**CONSTRUCTION STAKING/LAYOUT**

The Engineer will provide locations of project limits on each street prior to the start of construction. Limits will be painted "white".

Construction layout shall be completed by the Engineer.

**EXISTING UTILITIES AND DRAINAGE STRUCTURES LOCATIONS**

The City of DeKalb does not guarantee the completeness or accuracy of the information shown on the plans (if applicable) and or specifications (where applicable) regarding location of existing utilities. The contractor shall make his own investigation to verify or determine the existence, nature and location of all utilities on the site that may interfere with construction before starting his operations. The Contractor shall
report to the Engineer any omissions or differences in location from that shown on the plans. Care should be taken while working near these utilities to prevent their damage.

J.U.L.I.E.
The Contractor shall notify J.U.L.I.E. (1-800-892-0123) prior to construction so that each utility company can stake out any underground improvements that they have which may interfere with the proposed construction.

PREVAILING WAGE REQUIREMENTS
In accordance with the Public Act 94-0515, the Contractor shall be responsible for the following requirements:

Maintain records for three (3) years of all laborers or workers employed on this project including their name, address, phone number, social security number, classification, hourly wages paid in each pay period, and the number of hours worked each day.

Submit these records to the city clerk in either hard copy or electronically.

Certify in writing these records are true and accurate; that the rate paid is not less than the Applicable Prevailing Wage.

These records shall be made available for inspection by the Illinois Department of Labor on two (2) business days' notice.

The Contractor shall note that filing a false Certified Payroll is a class B misdemeanor.

MAINTENANCE OF TRAFFIC
The maintenance of traffic on the project shall be as follows:
North First Street (Base Bid: Dresser Road to Stoney Creek Road, Alternative Bid: Stoney Creek Road to Bethany Road) will be closed to thru traffic but remain open to traffic at all times. Road Construction Ahead signs, in conformance with Standard 701901-08, will be on North First Street at the intersections of Dresser Road, Bethany Road, and all streets therein between. There will be no posted detour route.
The Contractor shall mill the entire roadway, one lane at a time, before resurfacing. The contractor shall leave two 10-foot traffic lanes open at all times and will separate the lanes with traffic drums per the traffic standards stated above. Pavement marking tape, type III shall be installed to delineate travel lanes after the road way has been milled.

Lane and road closures, the conveyance of thru and local traffic within, and around the construction zones shall be provided in accordance with the use of the above-referenced Highway Standards as directed by the Engineer. Except as otherwise provided herein, the Contractor shall provide at least one entrance/exit point to the commercial and residential properties at all times. The Contractor shall submit his/her proposed sequence of operations and any necessary revisions to attendant traffic control to the Engineer for approval before actual construction operations begin.

All traffic control devices and barricades throughout the project shall remain in place until the entire project location is substantially complete, or as otherwise directed by the Engineer. Any traffic control signage to remain in place longer than seven (7) days shall be post mounted.

Driveways:
Except where the plans expressly authorize temporary complete closures, the Contractor shall keep
driveways open to local traffic by keeping at least half of the width of said driveway open or by providing access at a temporary location, as approved by the Engineer. The Contractor shall provide and maintain access to commercial and private properties abutting the roadway being improved in accordance with Article 107.09 of the Standard Specifications. Access to commercial property shall at no time be shut off completely except as expressly authorized in the plans or as directed by the Engineer.

Removing and Resetting Traffic Signs:
This work shall consist of the removal, relocation, and resetting of traffic signs which interfere with construction operations. This work shall also include the removal, relocation, and resetting of existing wood signs, delineators and other miscellaneous signs which interfere with construction operations. This work shall be performed in accordance with the applicable portions of Article 107.25 of the Standard Specifications and as directed by the Engineer. The Contractor shall remove, temporarily relocate and/or permanently reset existing signs which interfere with the construction operations. This work will not be paid for separately but shall be included in the contract lump sum price of TRAF CONT & PROT SPL. The Engineer will determine which signs will be removed, temporarily relocated and permanently reset.

Brooming Roadway:
All traffic lanes which are closed to through traffic during construction shall be broomed or swept free of all loose gravel or construction debris before the traffic lane is reopened to traffic. All roadway surface conditions shall be approved by the Engineer before they are opened to traffic. This work will not be paid for separately but shall be considered included.

Changeable Message Sign:
There shall be two changeable message signs, one for the beginning location and one for the ending location for the project. For the base bid, the locations shall be 750 ft. the Dresser Road and N 1st Street intersection going north and 750 ft. before the Stoney Creek Road and N 1st Street intersection going south. For the alternative bid, the locations shall be 750 ft before the Dresser Road and N 1st Street intersection going North and 750 ft before the Bethany Road and N 1st Street intersection going south. The Contractor shall place them on site Three (3) days prior to the start date of the project. These signs shall display the anticipated start date for those three days and during construction they shall say that construction is in progress and display the anticipated end date. The Contractor shall keep the message boards up for a total of 5 days, including the initial date that the message boards are on the site. This work shall be performed in accordance with the applicable portions of Article 701.20 of the Standard Specifications and as directed by the Engineer. This work will be paid for by the contract unit price of calendar day for CHANGEABLE MESSAGE SIGN.

GENERAL NOTES
This project shall be constructed as detailed below:

During the construction process at no time shall more than half of the street be under construction. This construction includes structure adjustments, reconstruction, any concrete work in or adjacent to the street, milling, paving, and general backfilling with soil.

The City of DeKalb requires all vendors to maintain a professional working environment at all times. Representatives of the general contractor (including all sub-contractors) are required to treat members of the general public, City of DeKalb employees/elected officials, and other agents of the City with the utmost respect and courtesy at all times. Profanity, intimidation, the use of racial or ethnic slurs, or any other
harassment of the general public and representatives of DeKalb is strictly prohibited.

For each documented incident involving the behavior described above, a fine of $1,500 will be assessed to the general contractor. Further, the employee or employees identified and involved in the incident shall be promptly removed and not allowed to return to work on the project.

If the Contractor does not complete all work on N 1st Street before the August 23rd, 2019, the Contractor will be required to leave the construction site, to where all lanes of traffic are open to the public, and return to work on September 2nd, 2019. All re-mobilization costs will be at the expense of the Contractor.

ITEM #44000100: PAVEMENT REMOVAL
This work shall be done in accordance with Section 440 of the Standard Specifications for Road and Bridge Construction.

Paving contractor must be able to pave a 13' wide one pass so there will be not seams other than at the center lane. The paving Contractor must have a QC manager on staff that has taken and passed the IDOT Hot-Mix-Asphalt Level II Course (CET 023).

In those areas where removal is required to construct a butt joint with existing streets, the existing surface shall be removed to a depth of 2 inches below the existing surface for the total area scheduled. A milling machine shall be used for the surface removal. The milling machine shall be a self-propelled planning machine capable of planing and cutting the old surface to the desired cross section in one or more passes.

The temperature at which the work is performed, the nature and condition of the equipment and the manner of performing the work shall be such that the planed surface is not torn, gouged, shoved or otherwise injured by the planing operation. Sufficient cutting passes shall be made so that all irregularities or high spots are eliminated to the satisfaction of the Engineer. All excess material resulting from this operation shall be removed and disposed of by the Contractor as part of this item. Hot mix asphalt removed will be measured in place without regard for the number of passes required to remove the surface material.

This pay item consists of any of the following: profiling, edge milling, and full width milling of existing surface.

All butt joint interfaces, at existing pavement shall be ramped for all traffic as directed by the Engineers. Also, any exposed, elevated manhole frames shall be protected by HMA ramps or barricades as directed by the Engineer. These butt joints and ramps shall be considered incidental to PAVEMENT REMOVAL.

This work will be paid for at the contract unit price per square yard for PAVEMENT REMOVAL.

ITEM #44300100: AREA REF CR CON TREAT
This work shall be done in accordance with Section 443 of the Standard Specifications. The area reflective crack control treatment shall be GlasGrid® Pavement Reinforcement System (GG 8501), or approved equal. Installation shall be done in accordance with the Standard Specifications and as per the specifications of the manufacturer.

This work shall be paid for at the contract unit price per square yard for AREA REF CR CON TREAT.

ITEM # 78000100: THPL PVT MK LTR & SYM
This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge...
Construction.

This work shall be paid for at the contract unit price per square foot for THPL PVT MK LTR & SYM.

ITEM #78000200: THPL PVT MK LINE 4", This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 4".

ITEM #78000400: THPL PVT MK LINE 6", This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 6".

ITEM #78000500: THPL PVT MK LINE 12", This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 12".

ITEM #78000650: THPL PVT MK LINE 24" This work shall be done in accordance with Section 780 of the Standard Specifications for Road and Bridge Construction.

This work shall be paid for at the contract unit price per length feet for THPL PVT MK LINE 24".

ITEM #X602050: SANITARY MANHOLE TO BE ADJUSTED
This item is for the adjustment of sanitary manholes in effort to maintain watertight construction and shall be done with the following provisions, in accordance with Section 602 of the Standard Specifications for Road and Bridge Construction and DeKalb Sanitary District requirements.

Sanitary sewer manholes shall have frame/chimney seal, as shown in the detail of the plans, or heat-activated shrink-wrap encapsulating manhole frame and adjusting area, incidental to this item. The following will be acceptable:

2. Internal Adaptor Seal Ring as supplied by Sidener Supply of Belvidere, IL, (800) 892-5396.

Prior to the milling operation, the Contractor shall remove all frames and lids of manholes. After removal, the Contractor shall place a suitable metal plate over the manhole and backfill the area with a temporary hot-mix or cold-mix asphalt mixture. The Contractor shall then complete the milling and placement of all HMA lifts.

After placing the surface course, the Contractor will reinstall the frames and lids and adjust them to the finished pavement elevation. The pavement must be saw cut full depth in a 5' x 5' diamond shape to create a clean pavement edge to pour concrete against.

The excavated area around the manholes shall be filled with Class PP-1 or PP-2 concrete at a maximum
depth of 10".

All sanitary manholes called out for adjustment or will be removed down to the top of the cone section, covered with a steel plate and backfilled before PAVEMENT REMOVAL starts. The manholes will be adjusted to final grade after the final surface is placed.

All frame adjustments shall be accomplished using the procedures outlined in the Standard Specifications and as directed in the Specials Provisions herein. Any shims needed to adjust any frame shall be of solid flat steel with dimensions of 2" in width and 2" in length with uniform thickness. The frame will be set to grade using steel shims and without disturbing the adjustment; the frame will then be lifted off and set aside. A full bed of mortar will be placed on the structure between the adjusting shims, which shall form a solid masonry bond between the adjusting ring or structure. The frame shall be set back into place in a method not to damage the bed of mortar.

This work shall be paid for at the contract unit price per each for SANITARY MANHOLES TO BE ADJUSTED.

ITEM #X7010216: TRAF CONT & PROT SPL
This shall be performed in accordance with Section 701 of the Standard Specifications insofar as applicable. This item includes providing and maintaining all signs, barricades, flasheers, sandbags, and flagmen to implement traffic control in accordance with the Manual on Uniform Traffic Control Devices, latest edition; and, to implement necessary job safety warnings with proper barricades, cones and snow fences around trenches, equipment and new concrete or asphalt work.

The Contractor shall coordinate all traffic control work. When directed by the Engineer, the Contractor shall remove all traffic control devices, which were installed and maintained under this Contract. Such devices shall remain the property of the Contractor. No caution tape or ribbon will be allowed to mark off areas. Areas needing to be blocked off must be protected using proper methods outlined in the MUTCD.

The Contractor shall ensure that all traffic control devices installed are operational 24 hours a day, including Sundays and holidays.

The Contractor shall provide 24-hour contact information to receive notification of any traffic control deficiencies and shall dispatch workers, materials, and equipment to correct any such deficiencies. The Contractor shall respond to any call from the Department of Public Works concerning any request for improving or correction of traffic control devices and begin making requested repairs within two (2) hours from the time of notification.

This item of work will be incidental to the contract as agreed upon to furnish and implement all the conditions for Traffic Control and Protection for associated project work.

TRAFFIC CONTROL PLAN
All roads shall be kept open to traffic. All signs, except those referring to daily lane closures, shall be posted mounted in accordance with Standard 701901 for all projects that exceed a four-day duration. There shall be no weekend lane closures. Construction signs referring to daytime lane closures during working hours shall be removed, covered or turned away from the view of the motorists during non-working hours.

The Contractor shall furnish, erect, maintain and remove all signs, barricades, flaggers 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 as directed by the Engineer and in accordance with the applicable parts of Section 701 of the Standard Specifications.
The Contractor shall notify the City of DeKalb, Local Fire and Police Departments, and adjacent property owners a minimum of 5 days prior to closing any portion of adjacent streets or alleys.

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

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

Standards:

701501 701502 701606 701701 701801 701901

General:

Where construction activities involve sidewalks on both sides of the street, the work shall be staged so that both sidewalks are not out of service at the same time.

Signs:

No bracing shall be allowed on post-mounted signs.

"BUMP" (W8-1(O)48) signs shall be installed as directed by the Engineer.

All regulatory signs shall be maintained at a 5-foot minimum bottom (rural), 7 feet minimum (urban).

Plate altering signs shall have the same sheeting as the base sign.

No more than one (1) plate shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.

Devices:

Cones or reflectorized cones shall not be used during hours of darkness.

A minimum of 3 drums spaced at 4 feet shall be placed at each return when the sideroad is open.

On all standards, and the devices listed in Section 701 of the Standard Specifications, the device spacing shall be revised to the following dimensions:

Where the spacing shown on the standard is 25 feet, the devices shall be placed at 20 feet.

Where the spacing shown on the standard is 50 feet, the devices shall be placed at 40 feet.

Where the spacing shown on the standard is 100 feet, the devices shall be placed at 80 feet.

Direction Indicator Barricades shall exclusively be used in lane closure tapers. They shall be used only when traffic is being merged with an adjacent through lane or shifted onto a median crossover. Backside to
resemble a type II barricade. Taper shall not be broken for a side street or commercial entrance.

Lights:

Steady burn mono-directional lights are required on devices delineating a widening trench.

Flagger at Sideroads and Commercial Entrances:

Effective: August 1, 2011

Flaggers shall comply with all requirements contained in the Department’s “Flagger Handbook” dated September 2011. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers.

All workers and flaggers shall wear ANSI Class E pants and an ANSI Class 2 vest that in combination meet the requirements of ANSI/ISEA 107 2004 for Conspicuity Class 3 garments during hours of darkness.

This work shall be paid for at the contract unit price per lump sum for TRAF CONT & PROT SPL.
RETURN WITH BID

Illinois Department of Transportation

Affidavit of Illinois Business Office

County DeKalb
Local Public Agency DeKalb
Section Number 19-00000-00-GM
Route North First Street Resurfacing

State of ILLINOIS ss.
County of McHenry ss.

I, MIKE LEOPARDO of CRYSTAL LAKE, ILLINOIS, being first duly sworn upon oath, states as follows:

1. That I am the officer or position of CURRAN CONTRACTING COMPANY, bidder.

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

3. That, if selected under this proposal, CURRAN CONTRACTING COMPANY, bidder, will maintain a business office in the State of Illinois which will be located in McHenry County, Illinois.

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.

(Seal)

Mike Leonardo, Vice President
(Print Name of Affiant)

This instrument was acknowledged before me, 10th day of MAY, 2019.

(Seal)

OFFICIAL SEAL
JENNIFER L GRAFF
Notary Public - State of Illinois
My Commission Expires Jun 24, 2019

Printed 3/12/2019
BLR 12326 (01/08/14)
All contractors are required to complete the following certification:

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

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

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

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

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

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

International Brotherhood of Teamsters Joint Council No. 25; Midwest Operating Engineers Local 150; Fox Valley Laborers 1035 & 582; Laborers Dist Council of Chicago & Vicinity Local 152; Central Laborers of Northern Illinois Local 32; International Brotherhood of Electrical Workers 9 & 152; Cook County Cement Masons Union 502; Lake County Plasterers & Cement Masons Local 362; Fox Valley Construction Workers Cement Masons Union 638
IV. Except for any work identified above, any bidder or subcontractor that shall perform all or part of the work of the contract or deliver and install proposal solely by individual owners, partners or members and not by employees to whom the payment of prevailing rates of wages would be required, check the following box, and identify the owner/operator workforce and positions of ownership. □

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

Bidder: Curran Contracting Company
Address: 286 Memorial Court, Crystal Lake, IL
By: [Signature]
Title: Mike Leopardo, Vice President
We, Curran Contracting Company

286 Memorial Court, Crystal Lake, Illinois 60014

a/an) □ Individual □ Co-partnership □ Corporation organized under the laws of the State of Illinois

as PRINCIPAL, and Continental Casualty Company

151 N Franklin Street, Chicago, IL 60606

are held and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of Six hundred ninety-one thousand, one hundred fifty-one and 42/100 dollars ($691,151.42), lawful money of the United States, well and truly to be paid unto said LA, for the payment of which we bind ourselves, our heirs, executors, administrators, successors, jointly to pay to the LA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said Principal has entered into a written contract with the LA acting through its awarding authority for the construction of work on the above section, which contract is hereby referred to and made a part hereof, as if written herein at length, and whereby the said Principal has promised and agreed to perform said work in accordance with the terms of said contract, and has promised to pay all sums of money due for any labor, materials, apparatus, fixtures or machinery furnished to such Principal for the purpose of performing such work and has further agreed to pay all direct and indirect damages to any person, firm, company or corporation suffered or sustained on account of the performance of such work during the time thereof and until such work is completed and accepted; and has further agreed that this bond shall inure to the benefit of any person, firm, company or corporation to whom any money may be due from the Principal, subcontractor or otherwise for any such labor, materials, apparatus, fixtures or machinery so furnished and that suit may be maintained on such bond by any such person, firm, company or corporation for the recovery of any such money.

NOW THEREFORE, if the said Principal shall well and truly perform said work in accordance with the terms of said contract, and shall pay all sums of money due or to become due for any labor, materials, apparatus, fixtures or machinery furnished to him for the purpose of constructing such work, and shall commence and complete the work within the time prescribed in said contract, and shall pay and discharge all damages, direct and indirect, that may be suffered or sustained on account of such work during the time of the performance thereof and until the said work shall have been accepted, and shall hold the LA and its awarding authority harmless on account of any such damages and shall in all respects fully and faithfully comply with all the provisions, conditions and requirements of said contract, then this obligation to be void; otherwise to remain in full force and effect.
IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this 11th day of June A.D. 2019

PRINCIPAL

[Signatures and titles]

SURETY

[Signatures and titles]

STATE OF ILLINOIS,
COUNTY OF McHenry

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

Michael S. Leopard and Barb Bensinger

[Names and signatures of individuals signing on behalf or PRINCIPAL]

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

Given under my hand and notarial seal this 21/10/21 day of June A.D. 2019

[Notary Public]

STATE OF CONNECTICUT
COUNTY OF HARTFORD

I, Danielle D. Johnson, a Notary Public in and for said county, do hereby certify that

Joshua Sanford

[Names and signatures of individuals signing on behalf or SURETY]

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

Given under my hand and notarial seal this 11th day of June A.D. 2019

My commission expires January 31, 2023

[Notary Public]

Page 2 of 2 Printed on 6/11/2019 12:37:29 PM
POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company (herein called “the CNA Companies”), are duly organized and existing insurance companies having their principal offices in the City of Chicago, and State of Illinois, and that they do by virtue of the signatures and seals herein affixed hereby make, constitute and appoint

Donna M Planeta, Joshua Sanford, Aimee R Perondine, Aiza Anderson, Danielle D Johnson, Michelle Anne McMahon, Saykhom Chanthasone, Individually

of Hartford, CT, their true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on their behalf bonds, undertakings and other obligatory instruments of similar nature

- In Unlimited Amounts -

and to bind them thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of their insurance companies and all the acts of said Attorney, pursuant to the authority hereby given is hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the By-Law and Resolutions, printed on the reverse hereof, duly adopted, as indicated, by the Boards of Directors of the insurance companies.

In Witness Whereof, the CNA Companies have caused these presents to be signed by their Vice President and their corporate seals to be hereto affixed on this 9th day of May, 2019.

Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Paul T. Bruflat Vice President

State of South Dakota, County of Minnehaha, ss:

On this 9th day of May, 2019, before me personally came Paul T. Bruflat to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance companies; that the seals affixed to the said instrument are such corporate seals; that they were so affixed pursuant to authority given by the Boards of Directors of said insurance companies and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance companies.

J. Mohr Notary Public

My Commission Expires June 23, 2021

CERTIFICATE

I, D. Johnson, Assistant Secretary of Continental Casualty Company, an Illinois insurance company, National Fire Insurance Company of Hartford, an Illinois insurance company, and American Casualty Company of Reading, Pennsylvania, a Pennsylvania insurance company do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Law and Resolution of the Board of Directors of the insurance companies printed on the reverse hereof is still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance companies this _______ day of ________, 2019.

D. Johnson Assistant Secretary

Continental Casualty Company
National Fire Insurance Company of Hartford
American Casualty Company of Reading, Pennsylvania

Form F6853-4/2012

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.
Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF CONTINENTAL CASUALTY COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 12, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of Continental Casualty Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”

ADOPTED BY THE BOARD OF DIRECTORS OF NATIONAL FIRE INSURANCE COMPANY OF HARTFORD:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of National Fire Insurance Company of Hartford.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”

ADOPTED BY THE BOARD OF DIRECTORS OF AMERICAN CASUALTY COMPANY OF READING, PENNSYLVANIA:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company by unanimous written consent dated May 10, 1995:

“RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective.”

This Power of Attorney is signed by Paul T. Bruflat, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of American Casualty Company of Reading, Pennsylvania.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the 25th day of April, 2012:

“Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the “Authorized Officers”) to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, “Electronic Signatures”); Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company.”
CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 6/18/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFER NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
The Horton Group
10320 Orland Parkway
Orland Park IL 60467

CONTACT NAME: Certificates Team
PHONE: 708-845-3917
FAX: 708-845-4145
E-MAIL: constructioncerts@thehorton.group.com

INSURED
Curran Contracting Company
286 Memorial Court
Crystal Lake IL 60014

INSURER A: Berkley Assurance Company
NAIC #: 39462

INSURER B: Arch Insurance Company
NAIC #: 11150

INSURER C: First Specialty Insurance Corporation
NAIC #: 34916

INSURER D: Berkley National Insurance Co.
NAIC #: 38911

INSURER E:

INSURER F:

COVERAGE
CERTIFICATE NUMBER: 1241368976

REVISED NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR
LIR
TYPE OF INSURANCE
ADD D SUB INSUR WPD
POLICY NUMBER
POLICY EFF (MM/DD/YYYY)
POLICY EXP (MM/DD/YYYY)
FINALS
LIMITS

B
GENERAL LIABILITY

X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR

GENL AGGREGATE LIMIT APPLIES PER:

POLICY

PROD

LOC

Y Y 41PKG6953600
10/1/2018
10/1/2019

EACH OCCURRENCE $5,000,000

FIRE OR OTHER DIRECT DAMAGE TO GENERAL LIAB CLAIMS-MADE

$5,000,000

MEDI EXP (Any one person)

$100,000

PERSONAL & ADV INJURY

$5,000,000

GENERAL AGGREGATE

$5,000,000

PRODUCTS COMPL/PRO AGG

$5,000,000

B
AUTOMOBILE LIABILITY

ANY AUTO

ALL OWNED AUTOS

SCHEDULED AUTOS

X NON-OWNED AUTOS

Y Y 41PKG6953600
10/1/2018
10/1/2019

COMBINED SINGLE LIMIT (Ex. accident)

$5,000,000

BODILY INJURY (Per person)

$0

BODILY INJURY (Per accident)

$0

PROPERTY DAMAGE

$0

C
EXCESS LIAB

COMMERCIAL GENERAL LIABILITY X OCCUR CLAIMS-MADE

DED X RETENTION $0

Y Y IRE 2001286 00
10/1/2018
10/1/2019

EACH OCCURRENCE

$5,000,000

AGGREGATE

$5,000,000

B
WORKERS COMPENSATION

AND EMPLOYERS LIABILITY

ANY PROPRRTOR/OWNER/EXECUTIVE OFFICER/MEMBER EXCLUDED

(Mandatory in NH)

N

N/A

Y

Y 41WCG8639400 - AOS
44WCG8639500 - CA KY MN MO OR &TX
10/1/2018
10/1/2019

X WI STATUTORY LIMITS

OTHER

E.L. EACH ACCIDENT

$1,000,000

E.L. DISEASE - IC EMPLOYEE

$1,000,000

E.L. DISEASE - POLICY LIMIT

$1,000,000

D
LEASED & RENTED EQUIPMENT

POLLUTION/PRODUCT

MIM1022433
PCABR003448-1017
10/1/2018
10/1/2019

Limit

Limit

$50,000

$50,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

The coverage and limits conform to the minimums required by Article 107.27 of the Standard Specifications for Road and Bridge Construction. Additional insurance on a primary non-contributory basis with respect to general liability and auto liability only when required by written contract. Waiver of subrogation in favor of the additional insureds will apply to general liability, auto liability and workers compensation where permitted by law and only when required by written contract. Excess follows form.

RE: Curran Project Number and Job Name: 06-19-0092, City of DeKalb 2019 Street Program (MFT), North First Street Resurfacing, Section No. 19-00000-00-GM

See Attached...

CERTIFICATE HOLDER

City of DeKalb
200 South Fourth Street
DeKalb IL 60115
USA

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

© 1988-2010 ACORD CORPORATION. All rights reserved.
**ADDITIONAL REMARKS SCHEDULE**

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>NAMED INSURED</th>
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<tbody>
<tr>
<td>The Horton Group</td>
<td>Curran Contracting Company</td>
</tr>
<tr>
<td></td>
<td>288 Memorial Court</td>
</tr>
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<td></td>
<td>Crystal Lake IL 60014</td>
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<tr>
<th>POLICY NUMBER</th>
<th>NAIC CODE</th>
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**EFFECTIVE DATE:**

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**ADDITIONAL REMARKS**

This additional remarks form is a schedule to ACORD form, 25 FORM TITLE: CERTIFICATE OF LIABILITY INSURANCE

Additional Insured: City of DeKalb, its agents and consultants, Fehr Graham Engineering & Environmental, All other agencies and representative on-sites under direction of the listed entities.
The Following Recurring Special Provisions Indicated By An “X” Are Applicable To This Contract And Are Included By Reference:

**Recurring Special Provisions**

<table>
<thead>
<tr>
<th>Check Sheet #</th>
<th>Description</th>
<th>Page No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Additional State Requirements for Federal-Aid Construction Contracts</td>
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<tr>
<td>2</td>
<td>Subletting of Contracts (Federal-Aid Contracts)</td>
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<td>3</td>
<td>EEO</td>
<td>79</td>
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<td>4</td>
<td>Specific EEO Responsibilities Non Federal-Aid Contracts</td>
<td>89</td>
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**BDE SPECIAL PROVISIONS**

For the January 18, 2019 and March 8, 2019 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 BD&E. An * indicates a new or revised special provision for the letting.

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80071 67 □ Working Days Jan. 1, 2002

The following special provisions are in the 2019 Supplemental Specifications and Recurring Special Provisions.

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

- Bridge Demolition Debris
- Building Removal - Case I
- Building Removal – Case II
- Building Removal - Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days
CHECK SHEET #LRS3

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

SPECIAL PROVISION
FOR
WORK ZONE TRAFFIC CONTROL SURVEILLANCE

Effective: January 1, 1999
Revised: January 1, 2018

Revise Article 701.10 of the Standard Specifications to read:

"The Contractor shall conduct inspections of the worksite at a frequency that will allow for the timely replacement of any traffic control device that has become displaced, worn, or damaged. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement."

Delete Article 701.20(g) of the Standard Specifications.
CHECK SHEET #LRS4

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

SPECIAL PROVISION
FOR
FLAGGERS IN WORK ZONES

Effective: January 1, 1999
Revised: January 1, 2007

Revise the last paragraph of Article 701.13 of the Standard Specifications to read:

"Flaggers are required only when workers are present."
CHECK SHEET #LRS5

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

SPECIAL PROVISION
FOR
CONTRACT CLAIMS

Effective: January 1, 2002
Revised: January 1, 2007

Revise the second sentence of subparagraph (a) of Article 109.09 of the Standard Specifications to read:

"All claims shall be submitted to the Engineer."

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

"(e) Procedure. All Claims shall be submitted to the Engineer. The Engineer will consider all information submitted with the claim. Claims not conforming to this Article will be returned without consideration. The Engineer may schedule a claim presentation meeting if, in the Engineer's judgment, such a meeting would aid in resolution of the claim, otherwise a decision will be based on the claim documentation submitted. A final decision will be rendered within 90 days of receipt of the claim.

Full compliance by the Contractor with the provisions specified in this Article is a contractual condition precedent to the Contractor's right to seek relief in the Court of Claims. The Engineer's written decision shall be the final administrative action of the Department. Unless the Contractor files a claim for adjudication by the Court of Claims within 60 days after the date of the written decision, the failure to file shall constitute a release and waiver of the claim."
CHECK SHEET #LRS6

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

SPECIAL PROVISION
FOR
BIDDING REQUIREMENTS AND CONDITIONS FOR CONTRACT PROPOSALS

Effective: January 1, 2002
Revised: January 1, 2015

Replace Article 102.01 of the Standard Specifications with the following:

"Prequalification of Bidders. When prequalification is required and the Awarding
Authority for contract construction work is the County Board of a County, the Council,
the City Council, or the President and Board of Trustees of a city, village, or town,
each prospective bidder, in evidence of competence, shall furnish the Awarding
Authority as a prerequisite to the release of proposal forms by the Awarding Authority,
a certified or photostatic copy of a "Certificate of Eligibility" issued by the Department
of Transportation, according to the Department's "Prequalification Manual".

The two low bidders must file, within 24 hours after the letting, a sworn affidavit in
triplicate, showing all uncompleted contracts awarded to them and all low bids
pending award for Federal, State, County, Municipal and private work, using the
blank form made available for this affidavit. One copy shall be filed with the Awarding
Authority and two copies with IDOT's District office.

Issuance of Proposal Forms. The Awarding Authority reserves the right to refuse
to issue a proposal form for bidding purposes for any of the following reasons:

(a) Lack of competency and adequate machinery, plant, and other equipment,
as revealed by the financial statement and experience questionnaires
required in the prequalification procedures.

(b) Uncompleted work which, in the judgment of the Awarding Authority, might
hinder or prevent the prompt completion of additional work awarded.

(c) False information provided on a bidder's "Affidavit of Availability".

(d) Failure to pay, or satisfactorily settle, all bills due for labor and material on
former contracts in force at the time of issuance of proposal forms.

(e) Failure to comply with any prequalification regulations of the Department.

(f) Default under previous contracts.

(g) Unsatisfactory performance record as shown by past work for the Awarding
Authority, judged from the standpoint of workmanship and progress.

(h) When the Contractor is suspended from eligibility to bid at a public letting
where the contract is awarded by, or requires approval of, the Department.
(i) When any agent, servant, or employee of the prospective bidder currently serves as a member, employee, or agent of a governmental body that is financially involved in the proposal work.

(j) When any agent, servant, or employee of the perspective bidder has participated in the preparation of plans or specifications for the proposed work.

Interpretation of Quantities in the Bid Schedule. 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.

Examination of Plans, Specifications, Special Provisions, and Site of Work. The bidder shall, before submitting a bid, carefully examine the provisions of the contract. The bidder shall inspect in detail the site of the proposed work, investigate and become familiar with all the local conditions affecting the contract and fully acquaint themselves with the detailed requirements of construction. Submission of a bid shall be a conclusive assurance and warranty the bidder has made these examinations and the bidder understands all requirements for the performance of the work. If his/her bid is accepted, the bidder shall be responsible for all errors in the proposal resulting from his/her failure or neglect to comply with these instructions. The Awarding Authority will, in no case, be responsible for any costs, expenses, losses, or change in anticipated profits resulting from such failure or neglect of the bidder to make these examinations.

The bidder shall take no advantage of any error or omission in the proposal and advertised contract. Any prospective bidder who desires an explanation or interpretation of the plans, specification, or any of the contract documents, shall request such in writing from the Awarding Authority, in sufficient time to allow a written reply by the Awarding Authority that can reach all prospective bidders before the submission of their bids. Any reply given a prospective bidder concerning any of the contract documents, plans, and specifications will be furnished to all prospective bidders in the form determined by the Awarding Authority including, but not limited to, an addendum, if the information is deemed by the Awarding Authority to be necessary in submitting bids or if the Awarding Authority concludes the information would aid competition. Oral explanations, interpretations, or instructions given before the submission of bids unless at a prebid conference will not be binding on the Awarding Authority.

Preparation of the Proposal. Bidders shall submit their proposals on the form furnished by the Awarding Authority. The proposal shall be executed properly, and bids shall be made for all items indicated in the proposal form, except when alternate bids are asked, a bid on more than one alternate for each item is not required, unless otherwise provided. The bidder shall indicate in figures, a unit price for each of the separate items called for in the proposal form; the bidder shall show the products of the respective quantities and unit prices in the column provided for that purpose, and the gross sum shown in the place indicated in the proposal form shall be the
summation of said products. All writing shall be with ink or typewriter, except the signature of the bidder which shall be written in ink.

If the proposal is made by an individual, that individual's name and business address shall be shown. If made by a firm or partnership, the name and business address of each member of the firm or partnership shall be shown. If made by a corporation, the proposal shall show the names, titles, and business addresses of the president, corporate secretary and treasurer. The proposal shall be signed by president or someone with authority to execute contracts and attested by the corporate secretary or someone with authority to execute or attest to the execution of contracts.

When prequalification is required, the proposal form shall be submitted by an authorized bidder in the same name and style as shown on the "Contractor's Statement of Experience and Financial Condition" used for prequalification.

Rejection of Proposals. The Awarding Authority reserves the right to reject any proposal for any of the conditions in "Issuance of Proposal Forms" or for any of the following reasons:

(a) More than one proposal for the same work from an individual, firm, partnership, or corporation under the same name or different names.

(b) Evidence of collusion among bidders.

(c) Unbalanced proposals in which the bid prices for some items are, in the judgment of the Awarding Authority, out of proportion to the bid prices for other items.

(d) If the proposal does not contain a unit price for each pay item listed, except in the case of authorized alternate pay items or lump sum pay items.

(e) If the proposal form is other than that furnished by the Awarding Authority; or if the form is altered or any part thereof is detached.

(f) If there are omissions, erasures, alterations, unauthorized additions, conditional or alternate bids, or irregularities of any kind which may tend to make the proposal incomplete, indefinite or ambiguous as to its meaning.

(g) If the bidder adds any provisions reserving the right to accept or reject an award, or to enter into a contract pursuant to an award.

(h) If the proposal is not accompanied by the proper proposal guaranty.

(i) If the proposal is prepared with other than ink or typewriter, or otherwise fails to meet the requirements of the above "Preparation of Proposal" section.

Proposal Guaranty. Each proposal shall be accompanied by a bid bond on the Department form contained in the proposal, executed by a corporate surety company satisfactory to the Awarding Authority, by a bank cashier's check or a properly certified check for not less than five percent of the amount bid, or for the amount specified in the following schedule:
CHECK SHEET #LRS6

<table>
<thead>
<tr>
<th>Amount Bid</th>
<th>Proposal Guaranty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to $5,000</td>
<td>$150</td>
</tr>
<tr>
<td>&gt;$5,000</td>
<td>$300</td>
</tr>
<tr>
<td>&gt;$10,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>&gt;$50,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>&gt;$100,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>&gt;$150,000</td>
<td>$7,500</td>
</tr>
<tr>
<td>&gt;$250,000</td>
<td>$12,500</td>
</tr>
<tr>
<td>&gt;$500,000</td>
<td>$25,000</td>
</tr>
<tr>
<td>&gt;$1,000,000</td>
<td>$50,000</td>
</tr>
<tr>
<td>&gt;$1,500,000</td>
<td>$75,000</td>
</tr>
<tr>
<td>&gt;$2,000,000</td>
<td>$100,000</td>
</tr>
<tr>
<td>&gt;$3,000,000</td>
<td>$150,000</td>
</tr>
<tr>
<td>&gt;$5,000,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>&gt;$7,500,000</td>
<td>$400,000</td>
</tr>
<tr>
<td>&gt;$10,000,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>&gt;$15,000,000</td>
<td>$600,000</td>
</tr>
<tr>
<td>&gt;$20,000,000</td>
<td>$700,000</td>
</tr>
<tr>
<td>&gt;$25,000,000</td>
<td>$800,000</td>
</tr>
<tr>
<td>&gt;$30,000,000</td>
<td>$900,000</td>
</tr>
<tr>
<td>Over</td>
<td>$1,000,000</td>
</tr>
</tbody>
</table>

In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must equal to the sum of the proposal guaranties which would be required for each individual proposal.

Bank cashier's checks or properly certified checks accompanying proposals shall be made payable to the County Treasurer, when a County is the Awarding Authority; or the City, Village, or Town Treasurer, when a city, village, or town is the Awarding Authority.

The proposal guaranty checks of all, except the two lowest responsible, will be returned promptly after the proposals have been checked, tabulated, and the relation of the proposals established. Proposal guaranty checks of the two lowest bidders will be returned as soon as the contract and contract bond of the successful bidder have been properly executed and approved. Bid bonds will not be returned.

After a period of three working days has elapsed after the date of opening proposals, the Awarding Authority may permit the two lowest bidders to substitute for the bank cashier's checks or certified checks submitted with their proposals as proposal guaranties, bid bonds on the Department forms executed by corporate surety companies satisfactory to the Awarding Authority.

Delivery of Proposals. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Authority 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.

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

Public Opening of Proposals. Proposals will be opened and read publicly at the time and place specified in the Notice to Bidders. Bidders, their authorized agents, and other interested parties are invited to be present.

Consideration of Proposals. After the proposals are opened and read, they will be compared on the basis of the summation of the products of the quantities shown in the bid schedule by the unit bid prices. In awarding contracts, the Awarding Authority will, in addition to considering the amounts stated in the proposals, take into consideration the responsibility of the various bidders as determined from a study of the data required under "Prequalification of Bidders", and from other investigations which it may elect to make.

The right is reserved to reject any or all proposals, to waive technicalities, or to advertise for new proposals, if in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

Award of Contract. The award of contract will be made within 45 calendar days after the opening of proposals to the lowest responsible and qualified bidder whose proposal complies with all the requirements prescribed. The successful bidder will be notified by letter of intent that his/her bid has been accepted, and subject to the following conditions, the bidder will be the Contractor.

An approved contract executed by the Awarding Authority is required before the Awarding Authority is bound. An award may be cancelled any time by the Awarding Authority prior to execution in order to protect the public interest and integrity of the bidding process or for any other reason if, in the judgment of the Awarding Authority, the best interests of the Awarding Authority will be promoted thereby.

If a contract is not awarded within 45 days after the opening of proposals, bidders may file a written request with the Awarding Authority for the withdrawal of their bid, and the Awarding Authority will permit such withdrawal.

Requirement of Contract Bond. If the Awarding Authority requires a Contract Bond, the Contractor or Supplier shall furnish the Awarding Authority a performance and payment bond with good and sufficient sureties in the full amount of the contract as the penal sum. The surety shall be acceptable to the Awarding Authority, shall waive notice of any changes and extensions of time, and shall submit its bond on the form furnished by the Awarding Authority.

Execution of Contract. The contract shall be executed by the successful bidder and returned, together with the Contract Bond, within 15 days after the contract has been mailed to the bidder.

If the bidder to whom the award is made is a corporation organized under the laws of a State other than Illinois, the bidder shall furnish the Awarding Authority a
CHECK SHEET #LRS6

copy of the corporation's Certificate of Authority to do business in the State of Illinois with the return of the executed contract and bond. Failure to furnish such evidence of a Certificate of Authority within the time required will be considered as just cause for the annulment of the award and the forfeiture of the proposal guaranty to the Awarding Authority, not as a penalty, but in payment of liquidated damages sustained as a result of such failure.

Failure to Execute Contract. If the contract is not executed by the Awarding Authority within 15 days following receipt from the bidder of the properly executed contracts and bonds, the bidder shall have the right to withdraw his/her bid without penalty.

Failure of the successful bidder to execute the contract and file acceptable bonds within 15 days after the contract has been mailed to the bidder shall be just cause for the cancellation of the award and the forfeiture of the proposal guaranty which shall become the property of the Awarding Authority, not as penalty, but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised and constructed under contract, or otherwise, as the Awarding Authority may decide."
CHECK SHEET #LRS11

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

SPECIAL PROVISION
FOR
EMPLOYMENT PRACTICES

Effective: January 1, 1999

In addition to all other labor requirements set forth in this proposal and in the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation, during the performance of this contract, the Contractor for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

Selection of Labor. The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

Equal Employment Opportunity. During the performance of this contract, the Contractor agrees as follows:

(a) That it will not discriminate against any employee or applicant for employment because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service, and further that it will examine all job classifications to determine if minority persons or women are underutilized and will take appropriate affirmative action to rectify any such underutilization.

(b) That, if it hires additional employees in order to perform this contract or any portion hereof, it will determine the availability of minorities and women in the area(s) from which it may reasonably recruit and it will hire for each job classification for which employees are hired in such a way that minorities and women are not underutilized.

(c) That, in all solicitations or advertisements for employees placed by it or on its behalf, it will state that all applicants will be afforded equal opportunity without discrimination because of race, color, religion, sex, national origin, ancestry, age, marital status, physical or mental handicap or unfavorable discharge from military service.

That it will send to each labor organization or representative of workers with which it has or is bound by collective bargaining or other agreement or understanding, a notice advising such labor organization or representative of the Contractor’s obligations under the Illinois Human Rights Act and the Department’s Rules and Regulations. If any such labor organization or representative fails or refuses to cooperate with the Contractor in its efforts to comply with such Act and Rules and Regulations, the Contractor will promptly so notify the Illinois Department of Human Rights and the contracting agency and will recruit employees from other sources when necessary to fulfill its obligations thereunder.
(e) That it will submit reports as required by the Department of Human Rights Rules and Regulations, furnish all relevant information as may from time to time be requested by the Department or the contracting agency, and in all respects comply with the Illinois Human Rights Act and the Department's Rules and Regulations.

(f) That it will permit access to all relevant books, records, accounts and work sites by personnel of the contracting agency Illinois Department of Human Rights for purposes of investigation to ascertain compliance with the Illinois Human Rights Act and the Department's Rules and Regulations.

(g) That it will include verbatim or by reference the provisions of this clause in every subcontract so that such provisions will be binding upon every such subcontractor. In the same manner as with other provisions of this contract, the Contractor will be liable for compliance with applicable provisions of this clause by all its subcontractors; and further it will promptly notify the contracting agency and the Illinois Department of Human Rights in the event any subcontractor fails or refuses to comply therewith. In addition, the Contractor will not utilize any subcontractor declared by the subcontracts with the State of Illinois or any of its political subdivisions or municipal corporations.
CHECK SHEET #LRS12

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

SPECIAL PROVISION
FOR
WAGES OF EMPLOYEES ON PUBLIC WORKS

Effective: January 1, 1999
Revised: January 1, 2015

1. Prevailing Wages. All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Illinois Department of Labor publishes the prevailing wage rates on its website. If the Illinois Department of Labor revises the prevailing wage rates, the revised prevailing wage rates on the Illinois Department of Labor’s website shall apply to this contract and the Contractor will not be allowed additional compensation on account of said revisions. The Contractor shall review the wage rates applicable to the work of the contract at regular intervals in order to ensure the timely payment of current wage rates. The Contractor agrees that no additional notice is required. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto.

2. Payroll Records. The Contractor and each subcontractor shall make and keep, for a period of not less than five years from the date of the last payment on a contract or subcontract, records of all laborers, mechanics, and other workers employed by them on the project; the records shall include information required by 820 ILCS 130/5 for each worker. Upon seven business days’ notice, the Contractor and each subcontractor shall make available for inspection and copying at a location within this State during reasonable hours, the payroll records to the public body in charge of the project, its officers and agents, the Director of Labor and his deputies and agents, and to federal, State, or local law enforcement agencies and prosecutors.

3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month with the public body in charge of the project, except that the full social security number and home address shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee’s social security number). The certified payroll shall consist of a complete copy of the payroll records, except starting and ending times of work each day may be omitted.

The certified payroll shall be accompanied by a statement signed by the Contractor or subcontractor or an officer, employee, or agent of the Contractor or subcontractor which avers that: (i) he or she has examined the certified payroll records required to be submitted by the Act and such records are true and accurate; (ii) the hourly rate paid to each worker is not less than the general
prevailing rate of hourly wages required; and (iii) the Contractor or subcontractor
is aware that filing a certified payroll that he or she knows to be false is a Class A
misdemeanor.

4. Employee Interviews. The Contractor and each subcontractor shall permit
his/her employees to be interviewed on the job, during working hours, by
compliance investigators of the Department or the Department of Labor.
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State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
FOR
SELECTION OF LABOR

Effective: January 1, 1999
Revised: January 1, 2012

The Contractor shall comply with all Illinois statutes pertaining to the selection of labor.

Employment of Illinois Workers During Periods of Excessive Unemployment. Whenever there is a period of excessive unemployment in Illinois, which is defined herein as any month immediately following two consecutive calendar months during which the level of unemployment in the State of Illinois has exceeded five percent as measured by the United States Bureau of Labor Statistics in its monthly publication of employment and unemployment figures, the Contractor shall employ at least 90 percent Illinois laborers. "Illinois laborer" means any person who has resided in Illinois for at least 30 days and intends to become or remain an Illinois resident.

Other laborers may be used when Illinois laborers as defined herein are not available, or are incapable of performing the particular type of work involved, if so certified by the Contractor and approved by the Engineer. The Contractor may place no more than three of his regularly employed non-resident executive and technical experts, who do not qualify as Illinois laborers, to do work encompassed by this Contract during a period of excessive unemployment.

This provision applies to all labor, whether skilled, semi-skilled or unskilled, whether manual or non-manual.
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State of Illinois
Department of Transportation

SPECIAL PROVISION
FOR
PARTIAL PAYMENTS

Effective: January 1, 2007

Add the following after the first paragraph of Article 109.07(a) of the Standard Specifications:

"The State will deduct from the amount so determined for the first 50 percent of the completed work a sum of ten percent to be retained until after the completion of the entire work to the satisfaction of the Engineer. After 50 percent or more of the work is completed, the Engineer may, at his/her discretion, certify the remaining partial payments without any further retention, provided that satisfactory progress is being made, and provided that the amount retained is not less than five percent of the total adjusted contract price. When the principal items of the work have been satisfactorily completed, a semi-final estimate may be made with the consent of the surety. Payment to the Contractor under such an estimate shall not exceed 90 percent of the amount retained after making partial payments, but in no event shall the amount retained after making the semi-final payment be less than one percent of the adjusted contract price, nor less than $500.00.

When any payment is made directly to the State, payments for completed work shall have deducted the proportionate share of the cost to be borne by the State. The deduction will be the estimated cost to the State divided by the awarded contract value with this percentage applied to the value of work in place. Any adjustment to be made because of changed quantities will be made when the final payment is being processed. No retainage will be held from the value of such payments."
Except for apprenticeship and training certification issues, all protests shall be handled according to Sections 6.390 through 6.440 of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative Code. For the purpose of a protest under this special provision, a representative of the awarding local authority executing the contract will perform the functions of the Chief Procurement Officer (CPO) and the State Purchasing Officer (SPO).
In addition to all other labor requirements set forth in this proposal and in the Standard Specification for Road and Bridge Construction, adopted by the Department, during the performance of this contract, the Contractor for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

Substance Abuse Prevention Program. Before the Contractor and any subcontractor commences work, the Contractor and any subcontractor shall have in place a written Substance Abuse Prevention Program for the prevention of substance abuse among its employees which meets or exceeds the requirements in 820 ILCS 265 or shall have a collective bargaining agreement in effect dealing with the subject matter of 820 ILCS 265.

The Contractor and any subcontractor shall file with the public body engaged in the construction of the public works: a copy of the Substance Abuse Prevention Program along with a cover letter certifying that their program meets the requirements of the Act, or a letter certifying that the Contractor or a subcontractor has a collective bargaining agreement in effect dealing with the subject matter of this Act.
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:

During the Contracting phase of this project, the Contractor shall contact Fehr Graham to determine the extent of the agencies that shall be named as additionally insured on this project. At a minimum, the following shall be named: The City of Dekalb, Fehr Graham, and all other agencies and representatives on-site under the direction of those entities shall be listed.

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  
GROWTH CURVE  

Effective: March 1, 2008  
Revised: January 1, 2010  

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.  

The Contractor shall perform a growth curve at the beginning of placement of each type of mix and each lift. The growth curve for each type of mix and each lift shall be performed within the first 200 tons (180 metric tons). If an adjustment is made to the specific mix design, the Engineer reserves the right to request an additional growth curve and supporting tests at the Contractor's expense.  

Compaction of the growth curve shall commence immediately after the course is placed and at a temperature of not less than 280 °F (140 °C). The growth curve, consisting of a plot of lb/cu ft (kg/cu m) vs. number of passes with the project breakdown roller, shall be developed. Roller speed during the growth curve testing shall be the same as the normal paving operation. This curve shall be established by use of a nuclear gauge. Tests shall be taken after each pass until the highest lb/cu ft (kg/cu m) is obtained. This value shall be the target density provided the HMA Gyratory air voids are within acceptable limits. If the HMA Gyratory air voids are not within the specified limits, corrective action shall be taken, and a new target density shall be established.  

A new growth curve is required if the breakdown roller used on the growth curve is replaced with a new roller during production. The target density shall apply only to the specific gauge used. If additional gauges are to be used to determine density specification compliance, the Contractor shall establish a unique minimum allowable target density from the growth curve location for each gauge.  

At least one core sample per day shall be taken at a location specified by the Engineer. Core densities will be determined using the Illinois-Modified AASHTO T 166 or T 275 procedure by the Department. The core density shall be according to Articles 1030.05(d)(4) and (d)(7). The QA Manager is responsible for assuring and documenting that the determined number of roller passes has been accomplished. The Engineer reserves the right to take core samples at any time to verify density from the nuclear gauge.  

All lifts and confined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 95 percent nor greater than 102 percent of the target density obtained on the growth curve. Unconfined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 93 percent nor greater than 102 percent of the target density obtained on the growth curve. The average nuclear gauge density shall be based on tests representing one day's production.
Quality Control density tests shall be performed at randomly selected locations within 1/2 mile (800 m) intervals per lift per lane. In no case shall more than one half day’s production be completed without density testing being performed. Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 2 in. (50 mm) from each pavement edge.

If the Contractor is not controlling the compaction process and is making no effort to take corrective action, the operation shall stop as directed by the Engineer.
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:

<table>
<thead>
<tr>
<th>Type of Construction</th>
<th>Bituminous Materials Recommended for Weather Conditions Indicated</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Warm [15 °C to 30 °C]* [(60 °F to 85 °F)]*</td>
</tr>
<tr>
<td>Prime</td>
<td>MC-30, PEP</td>
</tr>
</tbody>
</table>

* 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:

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

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.
Spraying Application Temperature Ranges

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

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.*

<table>
<thead>
<tr>
<th>Grade</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>SS-1, SS-1h, CSS-1, CSS-1h, HFE 90, SS-1hP, CSS-1hP</td>
<td>Tack or fog seal</td>
</tr>
<tr>
<td>PEP</td>
<td>Bituminous surface treatment prime</td>
</tr>
<tr>
<td>RS-2, HFE 90, HFE 150, HFE 300, CRSP, HFP, CRS-2, HFRS-2, PEA</td>
<td>Bituminous surface treatment</td>
</tr>
<tr>
<td>CSS-1h Latex Modified</td>
<td>Microsurfacing</td>
</tr>
</tbody>
</table>
All District Engineers, Walter S. Kos & Miguel d'Escoto

Michael L. Hine

Special Provision for Working Days

January 11, 2002

This special provision was developed by the Bureau of Design & Environment as a result of changes to the letting proposal.

It should be inserted into all working day contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the April 26, 2002 and subsequent lettings. The Project Development and Implementation Section will include the paper copy in the contract.

This special provision will be transferred through the E-mail System to the district offices on January 11, 2002.

80071m
WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within working days.

80071
This special provision was originally developed by the Bureau of Materials & Physical Research as part of the Illinois Smoothness Initiative. It requires a 0.00 in. (0.0 mm) blanking band be used to calculate the Profile Index values and includes incentives and/or disincentives based on those values. This special provision has been revised to fit with the 2016 Standard Specifications.

This special provision should be inserted into all interstate resurfacing contracts. At the district's discretion, it can also be inserted into other multi-lane resurfacing contracts with overlay thicknesses of 3.75 in. (95 mm) or greater. Note: this special provision is not recommended for use on two lane hot-mix asphalt overlay projects or projects with overlay thicknesses less than 3.75 in. (95 mm).

The districts should include the Bureau of Design and Environment Check Sheet marked with the applicable special provisions for the April 22, 2016 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory January 8, 2016.

80317m
SURFACE TESTING OF HOT-MIX ASPHALT OVERLAYS (BDE)

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

Revise Article 406.03(h) of the Standard Specifications to read:

"(h) Pavement Surface Test Equipment ........................................1101.10"

Revise Article 406.11 of the Standard Specifications to read:

"406.11 Surface Tests. The finished surface of the pavement shall be tested for
smoothness according to Article 407.09, except as follows:

One wheel track shall be tested per lane. Testing shall be performed 3 ft (1 m) from and
parallel to the edge of the lane away from traffic.

<table>
<thead>
<tr>
<th>SMOOTHNESS ASSESSMENT SCHEDULE (HMA Overlays)</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-Speed Mainline Pavement Average Profile Index in./mile (mm/km)</td>
</tr>
<tr>
<td>6.0 (95) or less</td>
</tr>
<tr>
<td>&gt;6.0 (95) to 10.0 (160)</td>
</tr>
<tr>
<td>&gt;10.0 (160) to 30.0 (475)</td>
</tr>
<tr>
<td>&gt;30.0 (475) to 40.0 (635)</td>
</tr>
<tr>
<td>Greater than 40.0 (635)</td>
</tr>
</tbody>
</table>

80317
This special provision was developed by the Bureau of Construction and Office of Chief Council to comply with 49 CFR §26.29 and Section 7 of the Prompt Payment Act, 30 ILCS 540/7 to correspond with recent changes to the Prompt Payment Act.

This special provision should be inserted into all contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 19, 2018 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 29, 2017.

80390m
PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: November 2, 2017

Add the following to the end of the fourth paragraph of Article 109.11 of the Standard Specifications:

"If reasonable cause is asserted, written notice shall be provided to the applicable subcontractor and/or material supplier and the Engineer within five days of the Contractor receiving payment. The written notice shall identify the contract number, the subcontract or material purchase agreement, a detailed reason for refusal, the value of payment being withheld, and the specific remedial actions required of the subcontractor and/or material supplier so that payment can be made."

80390
This special provision was developed by the Bureau of Safety Programs and Engineering as a result of research findings and field observations regarding the need to provide lights on certain temporary traffic control devices taking into consideration improvements of sheeting materials used on those devices.

This special provision should be inserted into all contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 19, 2018 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 29, 2017.

80392m
LIGHTS ON BARRICADES (BDE)

Effective: January 1, 2018

Revise Article 701.16 of the Standard Specifications to read:

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

<table>
<thead>
<tr>
<th>Circumstance</th>
<th>Lights Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylight operations</td>
<td>None</td>
</tr>
<tr>
<td>First two warning signs on each approach to the work involving a nighttime lane closure and &quot;ROUGH GROOVED SURFACE&quot; (W8-1107) signs</td>
<td>Flashing mono-directional lights</td>
</tr>
<tr>
<td>Devices delineating isolated obstacles, excavations, or hazards at night (Does not apply to patching)</td>
<td>Flashing bi-directional lights</td>
</tr>
<tr>
<td>Devices delineating obstacles, excavations, or hazards exceeding 100 ft (30 m) in length at night (Does not apply to widening)</td>
<td>Steady burn bi-directional lights</td>
</tr>
<tr>
<td>Channelizing devices for nighttime lane closures on two-lane roads</td>
<td>None</td>
</tr>
<tr>
<td>Channelizing devices for nighttime lane closures on multi-lane roads</td>
<td>None</td>
</tr>
<tr>
<td>Channelizing devices for nighttime lane closures on multi-lane roads separating opposing directions of traffic</td>
<td>None</td>
</tr>
<tr>
<td>Channelizing devices for nighttime along lane shifts on multilane roads</td>
<td>Steady burn mono-directional lights</td>
</tr>
<tr>
<td>Channelizing devices for night time along lane shifts on two lane roads</td>
<td>Steady burn bi-directional lights</td>
</tr>
<tr>
<td>Devices in nighttime lane closure tapers on Standards 701316 and 701321</td>
<td>Steady burn bi-directional lights</td>
</tr>
<tr>
<td>Devices in nighttime lane closure tapers</td>
<td>Steady burn mono-directional lights</td>
</tr>
<tr>
<td>Devices delineating a widening trench</td>
<td>None</td>
</tr>
<tr>
<td>Devices delineating patches at night on roadways with an ADT less than 25,000</td>
<td>None</td>
</tr>
<tr>
<td>Devices delineating patches at night on roadways with an ADT of 25,000 or more</td>
<td>None</td>
</tr>
</tbody>
</table>

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

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

Revise the first paragraph of Article 603.07 of the Standard Specifications to read:
"603.07 Protection Under Traffic. After the casting has been adjusted and Class SI concrete has been placed, the work shall be protected by a barricade for at least 72 hours."

80392
To: All Regional Engineers
From: Maureen M. Addis
Subject: Special Provision for Hot-Mix Asphalt – Tack Coat
Date: July 22, 2016

This special provision was developed by the Bureau of Materials and Physical Research in response to District requests for a quicker setting tack coat for night-time paving or other paving conditions that are not ideal for traditional setting tack coats.

This special provision should be inserted into all HMA paving contracts.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the November 4, 2016 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory July 22, 2016.

80376m
HOT-MIX ASPHALT – TACK COAT (BDE)

Effective: November 1, 2016

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

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

80376
To: Regional Engineers
From: Jack A. Elston
Subject: Special Provision for Hot-Mix Asphalt – Quality Control for Performance
Date: September 28, 2018

This special provision was developed to provide procedures for production, placement and payment of hot-mix asphalt (HMA) under the quality control for performance (QCP) program. It has been revised to clarify the mixture retesting requirements of the Department when precision limits are exceeded.

This special provision should be inserted into HMA contracts utilizing QCP.

QCP should be used for the following:
1. Mainline mixture quantities between 1,200 and 8,000 tons (1,016 and 7,620 metric tons).
2. Shoulder applications that are greater than 8 feet (2.4 meters) wide and 1,200 tons (1,016 metric tons) and greater.
3. Leveling binder applications that are 1,200 tons (1,016 metric tons) and greater.

QCP should NOT be used for the following:
1. Incidental surfacing, driveways, entrances, minor sideroads, sideroad returns, etc.
2. Patching.
3. Turn lanes less than 500 ft (150 m) in length.
4. Temporary pavement.
5. Shared-use paths or bike lanes unless paved with the mainline pavement.

Note to designers: The option of using intelligent compaction should be given to the contractor (i.e. a number of roller passes should be entered in the HMA mix table on the plans) for leveling binder which will be placed at variable depth/thickness (i.e. used to correct cross-slope or rutting).

The districts should include the BDE Check Sheet marked with the applicable special provisions for the January 18, 2019 and subsequent lettings. The Project Coordination and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory September 28, 2018.

80383m
HOT MIX ASPHALT – QUALITY CONTROL FOR PERFORMANCE (BDE)

Effective: April 1, 2017
Revised: January 1, 2019

Description. This special provision describes the procedures for production, placement and payment of hot-mix asphalt (HMA) under the quality control for performance (QCP) program; as well as the requirements for intelligent compaction. This special provision shall apply to the HMA mixtures specified in the plans. This work shall be according to the Standard Specifications except as modified herein.

Delete Articles: 406.06(b)(1), 2nd Paragraph (Temperature Requirements)
406.06(b)(2)d. (Temperature Requirements)
406.06(b)(3)b. (Temperature Requirements)
406.06(e), 3rd Paragraph (Paver Speed Requirements)
406.07(b) (Rolling)
406.07(c) (Density)
1030.05(a)(4, 5, 9,) (QC/QA Documents)
1030.05(d)(2)a. (Plant Tests)
1030.05(d)(2)b. (Dust-to-Asphalt and Moisture Content)
1030.05(d)(2)d. (Small Tonnage)
1030.05(d)(2)f. (HMA Sampling)
1030.05(d)(3) (Required Field Tests)
1030.05(d)(4) (Control Limits)
1030.05(d)(5) (Control Charts)
1030.05(d)(7) (Corrective Action for Field Tests (Density))
1030.05(e) (Quality Assurance by the Engineer)
1030.05(f) (Acceptance by the Engineer)
1030.06(a), 2nd paragraph (Before start-up...)

Definitions.

(a) Quality Control (QC). All production and construction activities by the Contractor required to achieve the required level of quality.

(b) Quality Assurance (QA). All monitoring and testing activities by the Engineer required to assess product quality, level of payment, and acceptability of the product.

(c) Pay Parameters. Pay parameters shall be field voids in the mineral aggregate (Field VMA), voids, and density. Field VMA will be calculated using the combined aggregates bulk specific gravity (Gsb) from the mix design.

(d) Mixture Lot. A mixture lot shall begin once an acceptable test strip has been completed and the adjusted job mix formula has been determined. If the test strip is waived, a mixture lot shall begin with the start of production. A mixture lot shall consist of four
sublots unless it is the last or only lot, in which case it may consist of as few as one sublot.

(e) Mixture Sublot. A mixture sublot for Field VMA, voids, and dust/AC shall be a maximum of 1000 tons (910 metric tons).

(1) If the remaining quantity is greater than 200 tons (180 metric tons) but less than 1000 tons (910 metric tons), the last mixture sublot will be that quantity.

(2) If the remaining quantity is 200 tons (180 metric tons) or less, the quantity shall be combined with the previous mixture sublot.

(f) Density Interval. Density intervals shall be every 0.2 miles (320 m) for lift thicknesses of 3 in. (75 mm) or less and 0.1 miles (160 m) for lift thicknesses greater than 3 in. (75 mm). If a density interval is less than 200 ft (60 m), it will be combined with the previous density interval.

(g) Density Sublot. A density sublot shall be the average of five consecutive density intervals.

(1) If less than three density intervals remain outside a density sublot, they shall be included in the previous density sublot.

(2) If three or more density intervals remain, they shall be considered a density sublot.

(h) Density Test. A density test shall consist of a core taken at a random location within each density interval.

When establishing the target density, the HMA maximum theoretical gravity ($G_{mm}$) shall be based on the running average of four Department test results. Initial $G_{mm}$ shall be based on the average of the first four test results. If less than four $G_{mm}$ results are available, an average of all available Department $G_{mm}$ test results shall be used.

**Pre-Production Meeting.** The Engineer will schedule a pre-production meeting prior to the start of production. The HMA QC Plan, test frequencies, and responsibilities of all parties involved in testing will be addressed. The Engineer will provide the random locations, tonnages, and sublot selected from each lot in a sealed envelope for the Contractor to sign at the pre-production meeting or prior to paving. The locations, tonnages, and sublot selected from each lot may be adjusted due to field conditions according to the Department’s Manual of Test Procedures for Materials “PFP and QCP Hot-Mix Asphalt Random Jobsite Sampling” and “PFP and QCP Random Density Procedure”. The signed sealed envelope will be given to the Contractor after paving is complete, along with documentation of any adjustments. Personnel attending the meetings may include the following:

(a) Resident Engineer

(b) District Mixture Control Representative
(c) QC Manager

(d) Contractor Paving Superintendent

(e) Any consultant involved in any part of the HMA sampling or testing on this project

**Quality Control (QC) by the Contractor.** The Contractor’s QC plan shall include the schedule of testing for both pay parameters and non-pay parameters required to control the product such as asphalt binder content and mixture gradation. The minimum test frequency shall be according to Table 1.

<table>
<thead>
<tr>
<th>Quality Characteristic</th>
<th>Minimum Test Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mixture Gradation</td>
<td>1 per subplot</td>
</tr>
<tr>
<td>Asphalt Binder Content</td>
<td></td>
</tr>
<tr>
<td>Dust/AC Ratio</td>
<td></td>
</tr>
<tr>
<td>Field VMA</td>
<td></td>
</tr>
<tr>
<td>Voids</td>
<td>( G_{mb} )</td>
</tr>
<tr>
<td></td>
<td>( G_{mm} )</td>
</tr>
</tbody>
</table>

The Contractor’s splits in conjunction with other quality control tests shall be used to control production.

The Contractor shall submit split jobsite mix sample test results to the Engineer within 48 hours of the time of sampling. All QC testing shall be performed in a qualified laboratory by personnel who have successfully completed the Department’s HMA Level I training.

**Intelligent Compaction.** When a “Number of Roller Passes” is specified in the HMA Mixture Requirements table on the plans, the Contractor may opt to use intelligent compaction (IC) in lieu of density testing. Coring according to the Department’s Manual of Test Procedures for Materials “PFP and QCP Random Density Procedure” is required and will be used for pay adjustments for density sublots that are not in compliance with the contract specifications.

The IC equipment shall be mounted on the breakdown roller(s) and shall record GPS location data, roller pass counts, roller speeds, and HMA mat temperatures. Each day, the accuracy of the GPS and temperature data shall be verified and documented. If the verification fails or is not performed, the IC data will not be used for the affected density sublots.

The IC data for each density subplot shall be analyzed using Veta software to determine the average roller speed, percent roller coverage, and average mat surface temperature for the initial roller pass. The Contractor shall submit these summary results, and if requested the raw
data from the IC equipment and the data analysis software, to the Engineer within 24 hours of each day of paving using IC.

The required number of roller passes shall be as specified on the plans. The roller speeds shall be according to Article 406.07. The minimum roller coverage shall be 90 percent. The average HMA mat temperature for the initial break down roller pass shall be according to Table 2.

<table>
<thead>
<tr>
<th>Asphalt Mixture Type</th>
<th>Temperature Range (°F (°C))</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warm Mix Asphalt</td>
<td>215-275 °F (102-135 °C)</td>
</tr>
<tr>
<td>IL-4.75</td>
<td>300-350 °F (155-175 °C)</td>
</tr>
<tr>
<td>HMA using SBS PG76-22</td>
<td>300-350 °F (155-175 °C)</td>
</tr>
<tr>
<td>HMA using SBS PG76-28</td>
<td>300-350 °F (155-175 °C)</td>
</tr>
<tr>
<td>HMA using SBS PG70-22</td>
<td>300-350 °F (155-175 °C)</td>
</tr>
<tr>
<td>HMA using SBS PG70-28</td>
<td>300-350 °F (155-175 °C)</td>
</tr>
<tr>
<td>Other HMA not listed above</td>
<td>260-325 °F (125-165 °C)</td>
</tr>
</tbody>
</table>

Quality Assurance (QA) by the Engineer. Quality Assurance by the Engineer will be as follows.

(a) Voids, Field VMA, and Dust/AC Ratio. The Engineer will determine the random tonnage and the Contractor shall be responsible for obtaining the sample according to the Department's Manual of Test Procedures for Materials "PFP and QCP Hot-Mix Asphalt Random Jobsite Sampling Procedure".

(b) Density: After final rolling, the Engineer will identify the random core locations within each density testing interval according to the Department's Manual of Test Procedures for Materials "PFP and QCP Random Density Procedure".

The Contractor shall cut the 4 in. (100 mm) cores within the same day and prior to opening to traffic unless otherwise approved by the Engineer. All core holes shall be filled immediately upon completion of coring. All water shall be removed from the core holes prior to filling. All core holes shall be filled with a rapid hardening mortar or concrete which shall be mixed in a separate container prior to placement in the hole. Any depressions in the surface of the filled core holes greater than 1/4 in. (6 mm) at the time of final inspection will require removal of the fill material to the depth of the lift thickness and replacement.

The Engineer will witness and secure all mixture and density samples. The Contractor shall transport the secured sample to a location designated by the Engineer.

The Engineer will select at random one split sample from each lot for testing of voids, Field VMA and dust/AC ratio. The Engineer will test a minimum of one sample per project. The Engineer will test all of the pavement cores for density unless intelligent compaction is used. All QA testing will be performed in a qualified laboratory by personnel who have successfully completed the Department's HMA Level I training. QA test results will be available to the
Contractor within ten working days from receipt of secured cores and split mixture samples and after the last sublot from each lot.

The Engineer will maintain a complete record of all Department test results and copies will be provided to the Contractor with each set of sublot results. The records will contain, at a minimum, the originals of all Department test results and raw data, random numbers used and resulting calculations for sampling locations, and quality level analysis calculations.

If the QA results for a sublot meet the precision limits listed in Table 3, the QA results will be defined as the final mixture QA results for that sublot. If QA results for a sublot do not meet the precision limits listed in Table 3, the Department will verify the results by retesting the retained split sample. The retest will replace the original results and will be defined as the final mixture QA results for that sublot.

If the final mixture QA results for the random sublot do not meet the 100 percent sublot pay factor limits or do not compare to QC results within the precision limits in Table 3, the Engineer will test all split sublot mix samples for the lot.

<table>
<thead>
<tr>
<th>Test Parameter</th>
<th>Limits of Precision</th>
</tr>
</thead>
<tbody>
<tr>
<td>$G_{mb}$</td>
<td>0.030</td>
</tr>
<tr>
<td>$G_{mm}$</td>
<td>0.026</td>
</tr>
<tr>
<td>Field VMA</td>
<td>1.0 %</td>
</tr>
</tbody>
</table>

Acceptance by the Engineer. All of the Department's tests shall be within the acceptable limits listed in Table 4.

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Acceptable Limits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Field VMA</td>
<td>-1.0 – +3.0%</td>
</tr>
<tr>
<td>Voids</td>
<td>2.0 – 6.0%</td>
</tr>
<tr>
<td>Density</td>
<td>IL-9.5, IL-19.0, IL-4.75, IL-9.5FG</td>
</tr>
<tr>
<td></td>
<td>IL-9.5FG</td>
</tr>
<tr>
<td></td>
<td>90.0 – 98.0%</td>
</tr>
<tr>
<td></td>
<td>SMA</td>
</tr>
<tr>
<td></td>
<td>92.0 – 98.0%</td>
</tr>
<tr>
<td>Dust / AC Ratio</td>
<td>0.4 – 1.6%</td>
</tr>
</tbody>
</table>

1/ Based on minimum required VMA from mix design
2/ Does not apply to SMA.
3/ Acceptable density limits for IL-9.5FG placed less than 1 1/4 in. (32 mm) shall be 89.0% - 98.0%

In addition, no visible pavement distresses shall be present such as, but not limited to, segregation, excessive coarse aggregate fracturing or flushing.
Basis of Payment. Payment will be based on the calculation of the composite pay factor using QA test results for each mixture according to the Department’s Manual of Test Procedures for Materials “QCP Pay Calculation” document.

If intelligent compaction is successfully implemented, the Contractor will receive 100 percent for the density pay factor in Equation 1 of the “QCP Pay Calculation” document for each applicable HMA mixture; otherwise, the density tests and pay adjustments will apply. The pay factor for each density subplot will be based upon either intelligent compaction or density tests and the two will not be mixed.

Dust/AC Ratio. A monetary deduction will be made using the pay adjustment table below for dust/AC ratios that deviate from the 0.6 to 1.2 range. If the tested mixture subplot is outside of this range, the Department will test the remaining sublots for dust/AC pay adjustment.

Table 5

<table>
<thead>
<tr>
<th>Range</th>
<th>Deduct / subplot</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.6 ≤ X ≤ 1.2</td>
<td>$0</td>
</tr>
<tr>
<td>0.5 ≤ X &lt; 0.6 or 1.2 &lt; X ≤ 1.4</td>
<td>$1000</td>
</tr>
<tr>
<td>0.4 ≤ X &lt; 0.5 or 1.4 &lt; X ≤ 1.6</td>
<td>$3000</td>
</tr>
<tr>
<td>X &lt; 0.4 or X &gt; 1.6</td>
<td>Shall be removed and replaced</td>
</tr>
</tbody>
</table>

1/ Does not apply to SMA.

80383
This special provision was developed by the Bureau of Materials and Physical Research to improve the performance of longitudinal joints in Hot-Mix Asphalt (HMA) pavements. It has been revised to clarify these testing requirements do not apply when a longitudinal joint sealant (LJS) is applied to the joint.

It should be inserted in HMA contracts utilizing Quality Control/Quality Assurance as the Quality Management Program for the pavement/resurfacing.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 3, 2018 letting and subsequent lettings. The Project Coordination and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 20, 2018.
HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010
Revised: August 1, 2018

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

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

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

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

a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.

b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location.

When a longitudinal joint sealant (LJS) is applied, longitudinal joint density testing will not be required on the joint(s) sealed."

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

<table>
<thead>
<tr>
<th>&quot;Mixture Composition</th>
<th>Parameter</th>
<th>Individual Test (includes confined edges)</th>
<th>Unconfined Edge Joint Density Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>IL-4.75</td>
<td>Ndesign = 50</td>
<td>93.0 – 97.4% 1/</td>
<td>91.0%</td>
</tr>
<tr>
<td>IL-9.5</td>
<td>Ndesign = 90</td>
<td>92.0 – 96.0%</td>
<td>90.0%</td>
</tr>
<tr>
<td>IL-9.5, IL-9.5L</td>
<td>Ndesign &lt; 90</td>
<td>92.5 – 97.4%</td>
<td>90.0%</td>
</tr>
<tr>
<td>IL-19.0</td>
<td>Ndesign = 90</td>
<td>93.0 – 96.0%</td>
<td>90.0%</td>
</tr>
<tr>
<td>IL-19.0, IL-19.0L</td>
<td>Ndesign &lt; 90</td>
<td>93.0 – 97.4% 2/</td>
<td>90.0%</td>
</tr>
<tr>
<td>SMA</td>
<td>Ndesign = 50 &amp; 80</td>
<td>93.5 – 97.4%</td>
<td>91.0%</td>
</tr>
</tbody>
</table>

80246
This special provision was developed by IDOT and Industry as a result of the volatility in the cost of bituminous materials. It has been revised to remove the form at the end of the special provision as this same form will now be electronically submitted during the bidding process.

This special provision should be included in projects with at least 1,200 tons (1,100 metric tons) of applicable bituminous work. The adjustments are applicable to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and pavement preservation type surface treatments. The adjustments are not applicable to bituminous prime coats, tack coats, crack filling/sealing, or joint filling/sealing.

This special provision should not be included in alternate pavement bid projects.

The districts should include the BDE Check Sheet marked with the applicable special provisions for the August 4, 2017 and subsequent lettings. The Project Development and Implementation Section will include a copy in the contract.

This special provision will be available on the transfer directory April 21, 2017.
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)

Effective: November 2, 2006
Revised: August 1, 2017

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The bidder shall indicate with their bid whether or not this special provision will be part of the contract.

The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and preventative maintenance type surface treatments that are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, joint filling/sealing, or extra work paid for at a lump sum price or by force account.

Method of Adjustment. Bituminous materials cost adjustments will be computed as follows.

\[
CA = (\text{BPI}_p - \text{BPI}_l) \times (\%AC_V / 100) \times Q
\]

Where:

- \( CA \) = Cost Adjustment, $.
- \( \text{BPI}_p \) = Bituminous Price Index, as published by the Department for the month the work is performed, $/ton ($/metric ton).
- \( \text{BPI}_l \) = Bituminous Price Index, as published by the Department for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, $/ton ($/metric ton).
- \( \%AC_V \) = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the \% \( AC_V \) will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% \( AC_V \) and undiluted emulsified asphalt will be considered to be 65% \( AC_V \).
- \( Q \) = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards: \( Q, \) tons = \( A \times D \times (G_{mb} \times 46.8) / 2000 \). For HMA mixtures measured in square meters: \( Q, \) metric tons = \( A \times D \times (G_{mb} \times 1) / 1000 \). When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different \( G_{mb} \) and \( %AC_V \).

For bituminous materials measured in gallons: \( Q, \) tons = \( V \times 8.33 \text{ lb/gal} \times \text{SG} / 2000 \)
For bituminous materials measured in liters: \( Q, \) metric tons = \( V \times 1.0 \text{ kg/L} \times \text{SG} / 1000 \)

Where:

- \( A \) = Area of the HMA mixture, sq yd (sq m).
- \( D \) = Depth of the HMA mixture, in. (mm).
- \( G_{mb} \) = Average bulk specific gravity of the mixture, from the approved mix design.
$V$ = Volume of the bituminous material, gal (L).

$SG$ = Specific Gravity of bituminous material as shown on the bill of lading.

**Basis of Payment.** Bituminous materials cost adjustments may be positive or negative but will only be made when there is a difference between the $BPI_L$ and $BPI_P$ in excess of five percent, as calculated by:

$$\text{Percent Difference} = \frac{\{BPI_L - BPI_P\}}{BPI_L} \times 100$$

Bituminous materials cost adjustments will be calculated for each calendar month in which applicable bituminous material is placed; and will be paid or deducted when all other contract requirements for the work placed during the month are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

80173
## Index of Schedules

<table>
<thead>
<tr>
<th>Page</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Inlet and Pipe Protection</td>
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<td>2</td>
<td>Pavement Removal and Replacement</td>
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<td>2</td>
<td>Area Reflective Crack Control</td>
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<td>3</td>
<td>Thermoplastic Pavement Markings</td>
</tr>
<tr>
<td>3</td>
<td>Manhole Adjustments</td>
</tr>
</tbody>
</table>
# Inlet and Pipe Protection

<table>
<thead>
<tr>
<th>NO.</th>
<th>Location</th>
<th>Amount (EA)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dresser Road to Ilehamwood Drive</td>
<td>2</td>
<td>Inlet</td>
</tr>
<tr>
<td>2</td>
<td>Ilehamwood Drive to Buena Vista Drive</td>
<td>4</td>
<td>Inlet</td>
</tr>
<tr>
<td>3</td>
<td>Buena Vista Drive to Anderson Court</td>
<td>12</td>
<td>Inlet</td>
</tr>
<tr>
<td>4</td>
<td>Anderson Court to Stoney Creek Road</td>
<td>4</td>
<td>Inlet</td>
</tr>
<tr>
<td><strong>ALTERNATE BID</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Stoney Creek Road to Manor Court</td>
<td>1</td>
<td>Inlet</td>
</tr>
<tr>
<td>6</td>
<td>Manor Court to Kishwaukee Lane</td>
<td>3</td>
<td>Inlet</td>
</tr>
<tr>
<td>7</td>
<td>Kishwaukee Lane to Timber Trail</td>
<td>2</td>
<td>Inlet</td>
</tr>
<tr>
<td>8</td>
<td>Timber Trail to Covered Bridge Road</td>
<td>1</td>
<td>Inlet</td>
</tr>
<tr>
<td>9</td>
<td>Covered Bridge Road to Bethany Road</td>
<td>12</td>
<td>Inlet</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>41</strong></td>
<td></td>
</tr>
</tbody>
</table>

## Pavement Removal and Replacement

<table>
<thead>
<tr>
<th>NO.</th>
<th>Location</th>
<th>Area (SF)</th>
<th>Area (SY)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>First St, BASE - Dresser to start of turn lane</td>
<td>34,220</td>
<td>3,802.22</td>
<td>GPS</td>
</tr>
<tr>
<td>2</td>
<td>First St, BASE - Start of turn lane to Buena Vista</td>
<td>31,290</td>
<td>3,476.67</td>
<td>745 x 42</td>
</tr>
<tr>
<td>3</td>
<td>First St, BASE - Buena Vista to Stoney Creek</td>
<td>74,200</td>
<td>8,244.44</td>
<td>1855 x 40</td>
</tr>
<tr>
<td>4</td>
<td>First St, BASE - Buena Vista approach</td>
<td>316</td>
<td>35.11</td>
<td>(95+63)/2 x 4</td>
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<tr>
<td>5</td>
<td>First St, BASE - Anderson Court approach</td>
<td>368</td>
<td>40.89</td>
<td>(96+61)/2 x 5</td>
</tr>
<tr>
<td>6</td>
<td>First St, BASE - Stoney Creek approach</td>
<td>383</td>
<td>42.56</td>
<td>(95+58)/2 x 5</td>
</tr>
<tr>
<td><strong>ALTERNATE BID</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>First St, ALT - Stoney Creek to Bethany</td>
<td>122,090</td>
<td>13,565.56</td>
<td>Used GPS</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>262,867</strong></td>
<td><strong>29,208.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

## Area Reflective Crack Control

<table>
<thead>
<tr>
<th>NO.</th>
<th>Location</th>
<th>Area (SY)</th>
<th>Remarks</th>
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<tbody>
<tr>
<td><strong>ALTERNATIVE BID 2</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>First Street - Dresser Road to Stoney Creek Road</td>
<td>15642</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>First Street - Stoney Creek Road to Bethany Road</td>
<td>13566</td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td><strong>29,208</strong></td>
<td></td>
</tr>
</tbody>
</table>
# Thermoplastic Pavement Markings

<table>
<thead>
<tr>
<th>NO.</th>
<th>Item Description</th>
<th>Length (LF)</th>
<th>Area (SF)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Thermoplastic pavement markings - Letters and Symbols</td>
<td></td>
<td>175.00</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Thermoplastic Pavement Marking Line 4”</td>
<td>11,422</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Thermoplastic Pavement Marking Line 6”</td>
<td>520</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Thermoplastic Pavement Marking Line 12”</td>
<td>70</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Thermoplastic Pavement Marking Line 24”</td>
<td>96</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>TOTALS</strong></td>
<td><strong>12,108</strong></td>
<td><strong>175.00</strong></td>
<td></td>
</tr>
</tbody>
</table>

# Manhole to be Adjusted

<table>
<thead>
<tr>
<th>NO.</th>
<th>Location</th>
<th>Amount (EA)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>First Street - Dresser Road to Stoney Creek Drive</td>
<td>11</td>
<td>Sanitary</td>
</tr>
<tr>
<td></td>
<td><strong>TOTALS</strong></td>
<td><strong>11</strong></td>
<td></td>
</tr>
</tbody>
</table>
Undersized contraction joint (two):

1. Form with 1/4 (3) thick steel template
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert k (20) thick preformed joint filler full depth and width.

Plan:

- Drainage casting with curb box
- Back of curb
- Edge of pavement
- 6-No. 4 (No. 12) bars placed at mid-depth

ON DISTURBED SUBGRADE

ON UNDISTURBED SUBGRADE

Concrete Curb Type B

Concrete Curb Type B
AND COMBINATION
Concrete Curb AND Gutter

PLAN

- HMA surfacing
- Base course
- HMA surfacing
- Base course

ADJACENT TO FLEXIBLE PAVEMENT

ADJACENT TO FLEXIBLE PAVEMENT

Conformity: 606001-07
18" x 1/2" DOWEL BARS w/ GREASED CAPS AT ALL EXPANSION JOINTS (omitted if driveway other than concrete)

5" SIDEWALK

2:1
5" MAX.

MINIMUM DRIVEWAY APPROACH WIDTH - 10'

3:1 CURB TRANSITION TYPICAL

PORTLAND CEMENT CONCRETE COMBINATION CURB AND GUTTER

NOTE: SIDEWALK REPLACED THROUGH DRIVEWAY SHALL BE 7" THICK

3/4" EXPANSION JOINT FILLER CONFORMING TO AASHTO STANDARD M-213 PLACED ONLY AT SIDEWALK SIDE OF APPROACH

7" P.C.C. DRIVEWAY PAVEMENT WITH REINFORCING FIBER FABRIC OR FIBER REINFORCING ADNITURE

2% - 10%

18" x 1/2" DOWEL BARS 5' O/C

18" x 1/2" DOWEL BARS W/ GREASED CAP 5' O/C (omitted if driveway other than concrete)

7" SIDEWALK THROUGH DRIVEWAY

3" COMPACTED SUBBASE

12" MINIMUM WIDTH OVER EXCAVATION BEHIND CURB TO BE FILLED FULL DEPTH WITH CONCRETE

SEC A-A

SEC B-B

STANDARD DETAIL FOR P.C.C. DRIVE APPROACHES

REVISIONS 02/09/10 RBR

CITY OF DEKALB STREET STANDARD ST-104
TYPICAL DRIVEWAY PLAN:

TOOLED JOINTS AT 6'-0" D/C TOOLED
AND EDGED JOINT 1/2" DEEP

5" P.C.C. SIDEWALK

4'-0" RES.
5'-0" O.C.

EXPANSION JOINTS AT 50'-0" MAX. D/C w/1/2" or
100'-0" MAX D/C w/1/2" PREFORMED
EXP. JT. FILLER, EMBEDDED IN GRAVEL BASE MIN 1" SANGUT JOINTS WILL NOT BE PERMITTED

1/4" / FT CROSS SLOPE
(CR AS DIRECTED)

1/4" R. TOOLED EDGE

4'-0" RESIDENTIAL / 5'-0" BUSINESS/COMMERCIAL OR AS SHOWN ON PLANS

6" 3'-0"

6" 6"

1/4" / FT. SLOPE

P.C.C. SIDEWALK

3" AGGREGATE BASE COURSE, TYPE B

NOTE: AT ALL LOCATIONS WHERE THE SIDEWALK ABUTS CURB AND CUTTER SECTIONS, THE SIDEWALK SHALL BE POURRED FULL CURB & CUTTER DEPTH FOR A MINIMUM 12" WIDTH.

1/8" O.D. X 18" LONG -- SMOOTH STEEL --
EPoxy COATED DOWEL BARS. ASTM
SPECIFICATION A-16 REQUIRED AT EXP.
JOINTS AND SHALL BE HELD IN PLACE
WITH TIE BAR CHAIRS -- 2 PER JOINT.

THE CONTRACT UNIT PRICE FOR P.C.C. SIDEWALK 5" AND 7" SHALL INCLUDE THE DOWEL BARS, EXPANSION JOINTS, TOOLED JOINTS AND BASE MATERIAL AS SPECIFIED

STANDARD DETAIL FOR
P.C.C. SIDEWALK, 5" & 7"

CITY OF DEKALB
STREET STANDARD
ST-105

REVISIONS
02/09/10 RBR
STAKE THROUGH NETTING OR OTHER METHOD OF ANCHORING ENDS.

CURB HEIGHT MIN. 6'

FILTER BAG FILL WITH FILTERING MATERIAL

STORM SEWER CURB INLET WITH GRATE OR OPEN CURB

1 ft Min.
INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION

- Grate
- Casting
- Support System with Lift Handles
- Overflow Area
- Sediment Bag/Filter
- Inlet Structure

SEE DETAIL ABOVE
- Grate
- Casting
- Overflow Area
- Sediment Bag/Filter
- Support System with Lift Handles
- Inlet Structure
- Cover

STORM SEWER

REFERENCE
Project
Designed
Checked
Approved

STANDARD Dwg. No.
IUM-561D

SHEET 1 OF 1
DATE 01-11-11
CAST IRON FRAME & LID, TYPE 1
WITH CONSEALED PICK HOLES AND
WATER TIGHT GASKET. EXTRA
HEAVY DUTY LOAD RATING.
(SEE TYPE 1 FRAME AND LID DETAIL)

FINISHED GRADE

ADJUSTING RINGS WITH MASTIC SEAL,
NOT TO EXCEED 12 INCHES (1'-0"").

PROVIDE EXTERNAL CHIMNEY
SEAL (CANUSA-CPS OR APPROVED
EQUAL) TYPICAL FOR ALL MANHOLES

NOTE: THE FRAME SHALL BE SLOPED WHEN REQUIRED
TO MATCH THE FINISH GRADE, THROUGH THE
USE OF ADJUSTMENT RING(S) AND MORTAR.
SYMBOLS

- Work area
- Cone, drum, or barricade (not required for moving operations)
- Sign on portable or permanent support
- Baricade with traffic control sign
- Type III barricade with flashing lights
- Ribs / GUESS
- Type I or Type II barricades
- One way / one lane operation
- 100' (30 m) center

GENERAL NOTES
This Standard is used where at any time, day or night, any vehicle, equipment, workers or their vehicles are expected to be present on the pavement requiring the closure of one traffic lane in an urban area.

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

DATE REVISIONS
2-1-11 Revised flagger signs.
2-1-09 Switched units to
- English (metric)
- Corrected sign No.

URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED

STANDARD 701501-06
CASE 1
(Signs required for both directions)

1. Refer to SIGN SPACING TABLE for distances.
2. Required for speeds > 40 mph (60 km/h).
3. Required if work exceeds 500 feet (152 m) or 1 block.
4. Cones at 25’ (8 m) centers for 250’ (75 m) on approach. Additional cones may be placed at 10’ (3 m) centers. When drums or type I or III barricades are used, the interval between devices may be doubled.
5. For approved overhead closures.
6. Cones, drums or barricades at 20’ (6 m) centers in taper.
7. Use flagger sign only when flagger is present.

GENERAL NOTES
This Standard is used to assist in design of an urban, two-lane, two-way roadway with a bidirectional turn lane.

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

Calculate L as follows:

<table>
<thead>
<tr>
<th>SPEED LIMIT</th>
<th>FORMULAS</th>
</tr>
</thead>
<tbody>
<tr>
<td>40 mph (60 km/h)</td>
<td>L = \frac{150}{W}</td>
</tr>
<tr>
<td>45 mph (80 km/h) or greater</td>
<td>L = \frac{150}{W}</td>
</tr>
</tbody>
</table>

W = radius of curve in feet (meters).
S = Normal posted speed in mph (km/h).

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

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

STANDARD 701502-08
LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

1. Refer to Skids SPACING TABLE for distances.
2. Required for speed > 40 mph.
3. Comes at 25" (63 cm) centers for 250' (75 m). Additional comes may be placed at 25' (7.5 m) centers. Where offset or Type I or Type II barriers are not, additional barriers between lanes may be required.
4. Use markers only when markers are present.
5. Place this sign when weather is less than 10" (25 cm) of the bi-directional turn lane.
6. Comes, drums or barrels; or 20' (6 m) centers in taper.
7. Advanced warning signs required for speeds > 45 mph.
8. Three Type II barricades, drums or vertical barriers at 30'-15' (9 m) centers.

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign or portable or permanent support
- Arrow symbols
- Barricade or drum with flashing light
- Flagger with traffic control signs

GENERAL NOTES

This Standard is used when there is no lane, day or night, by any vehicles, equipment, workers or their equipment on the pavement during shoulder operations or when construction intersects an existing closure. In an urban area,

Calculate L as follows:

SPEED LIMIT FORMULAS

40 mph (65 km/h) or less: L = 20x
45 mph (65 km/h) or greater: L = 20(L/150)

W = Width of offset in feet (meters).

S = Horizontal posting speed (kph or mph).

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

DATE REVISIONS

4-3-16 Corrected sign number for LEFT TURN LANE CLOSED AHEAD.
1-3-14 Added devices at arrow

Exhibit: workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10
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.

Temporary pedestrian facilities shall be provided on the same side of the closed facilities wherever 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 start of the actual closure.

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

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

DATE
4-1-16

REVISIONS
3d traffic control, safety fence

INSTRUCTIONS: STATE DOT, 2013

(Rev. 1 of 2)

SIDEWALK, CORNER OR CROSSWALK CLOSURE

STANDARD 701801-06
**TYPE A ROOF MOUNTED**

**TYPE B ROOF OR TRAILER MOUNTED**

**TYPE C TRAILER MOUNTED**

**ARROW BOARDS**

**SECTION A-A**

**TEMPORARY RUMBLE STRIPS**

**TYPICAL APPLICATIONS OF TYPE III BARRIACDES CLOSING A ROAD**

Reflected edge striping shall appear on both sides of the barricade. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 250 temporary sign support, directly in front of the barricade.

**TRAFFIC CONTROL DEVICES**

STANDARD 701901-07
2 LANE

LANE AND EDGE LINES

Approximately 15 (4.5 m) from nearest
end of 8' (2.4 m) back stop zone, as
present. Step line placed perpendicular
to center line.

NOTES:
The extreme spread of the "X"
may vary according to lane width.

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

When the pavement marking symbol
is used, a portion of the symbol
should be located directly adjacent
to the Advance Warning Sign (W1D-1)
as placed by Table 2C-4, Condition B
of the MUTCD.

PAVEMENT MARKINGS AT
RAILROAD-HIGHWAY GRADE CROSSING

DATE
1-1-15
1-1-16

REVISIONS
Added symbols. Revised
Bike symbol. Revised note
for stop line at RR crossing
Added bike symbol. Renewed
"LANE DROP ARROW" deleted
"LANE-REDUCTION ARROW"

TYPICAL PAVEMENT MARKINGS
(Sheet 1 of 2)
STANDARD 780001-05
The space between adjacent letters or numerals should be approximately 3 (75 mm) for 0' (1.8 mm) legends and 4 (100) for 0' (2.4 mm) legend.

LETTER AND ARROW GRID SCALE

TYPICAL PAVEMENT MARKINGS

Sheet 2 of 20

STANDARD 780001-06
<table>
<thead>
<tr>
<th>Trade Title</th>
<th>Region</th>
<th>Type</th>
<th>Class</th>
<th>Base Wage</th>
<th>Foreman Wage</th>
<th>M-F OT</th>
<th>OSA</th>
<th>OSH</th>
<th>H/W</th>
<th>Pension</th>
<th>Vacation</th>
<th>Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASBESTOS ABT-GEN</td>
<td>ALL</td>
<td>BLD</td>
<td></td>
<td>37.75</td>
<td>38.75</td>
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**Legend**

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

OSA Overtime pay required for every hour worked on Saturdays

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

H/W Health/Welfare benefit

**Explanations DEKALB COUNTY**

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

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

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

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

CERAMIC TILE FINISHER

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

COMMUNICATIONS TECHNICIAN

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

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

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

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

OPERATING ENGINEERS - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-Loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver (over 27E cu. ft.): Concrete Paver (27 cu. ft. and under); Concrete Placer; Concrete Pump (Truck Mounted); Concrete Conveyor (Truck Mounted); Concrete Tower; Cranes, All; GCI and similar types (required two operators only); Cranes, Hammerhead; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, one, two and three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment - excluding hose work and any sewer work); Locomotives, All; Lubrication Technician; Manipulators; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker
and Pump; Raised and Blind Hole Drill; Rock Drill (self-propelled); Rock Drill - Truck Mounted; Roto Mill Grinder; Scoops - Tractor Drawn; Slipform Paver; Scrapers Prime Movers; Straddle Buggies; Tie Back Machine; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Bobcat (over 3/4 cu. yd.); Boilers; Brick Forklift; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, SewerDragging Machine; Hoists, Tugger Single Drum; Laser Screed; Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

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

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

Class 5. Assistant Craft Foreman

Class 6. Mechanics; Welders.

Class 7. Gradall

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Silo Tender; Asphalt Spreader; Autograder; ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Backhoe w/shear attachments; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower of all types; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Hydro Vac, Self Propelled, Truck Mounted (excluding hose work and any sewer work); Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; GCI Crane; Hydraulic Telescoping Form (Tunnel); Tie Back Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader with attached pusher; Tractor with Boom; Tractaire with Attachments; Traffic Barrier Conveyor Machine; Raised or Blind Hole Drills; Trenching Machine (over 12"); Truck Mounted Concrete Pump with Boom; Truck Mounted Concrete Conveyor; Work Boat (no license required - 90 h.p. or above); Underground Boring and/or Mining Machines; Wheel Excavator; Widener (APSCO).
Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 75 Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curling Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw (large self-propelled - excluding walk-behinds and hand-held); Conveyor Muck Cars (Haglund or Similar Type); Drills, all; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; All Locomotives, Dinky; Off-Road Hauling Units; Non-Self Loading Trucks; Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scrapper; Scrapper - Prime Mover in Tandem (Regardless of Size); Tank Car Heater; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

Class 4. Air Compressor - Small and Large; Asphalt Spreader, Backend Man; Bobcat (Skid Steer) all; Brick Forklift; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster; Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tractaire; Trencher 12" and under; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.

Class 6. Field Mechanics and Field Welders

Class 7. Gradall and machines of like nature.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.
TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoists; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 men; Teamsters Unskilled dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

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

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

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

Other Classifications of Work:

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

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of
equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.
1ST STREET BASE BID
(FROM DRESSER ROAD TO BUENA VISTA DRIVE)
STA 101+00 TO STA 114+00

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"

PROPOSED CROWN

EXISTING AND PROPOSED CENTERLINE

PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL19.0, N50, 2.5"

EXISTING CURB AND GUTTER

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TYPICAL SECTION
FOR RESURFACING
CITY OF DEKALB
04/08/19

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS, IOWA, WISCONSIN
© 2019 FEHR GRAHAM
1ST STREET BASE BID
(FROM BUENA VISTA DRIVE TO STONEY CREEK ROAD)
STA 114+00 TO STA 132+00

HOT-MIX ASPHALT SURFACE REMOVAL, 4" 

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"

PROPOSED CROWN
EXISTING AND PROPOSED CENTERLINE

PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL19.0, N50, 2.5"

EXISTING CURB AND GUTTER

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TYPICAL SECTION FOR RESURFACING
CITY OF DEKALB

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL

04/08/19
1ST STREET ALT BID
(FROM STONEY CREEK ROAD TO BETHANY ROAD)
STA 132+00 TO STA 161+10

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"

PROPOSED CROWN

EXISTING AND PROPOSED CENTERLINE

EXISTING CURB AND GUTTER

PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL19.0, N50, 2.5"

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TYPICAL SECTION FOR RESURFACING
CITY OF DEKALB

04/08/19

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
ILLINOIS  IOWA  WISCONSIN
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1ST STREET ALT BID
(AT BETHANY ROAD)
STA 159+00 TO STA 161+10

HOT-MIX ASPHALT SURFACE REMOVAL, 4"

PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1.5"

EXISTING AND PROPOSED CENTERLINE

EXISTING CURB AND GUTTER

PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL19.0, N50, 2.5"

PROPOSED CROWN

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TYPICAL SECTION FOR RESURFACING
CITY OF DEKALB

04/08/19

FEHR GRAHAM
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LEGEND

- MILLING AND OVERLAY AREA
- THERMOPLASTIC PAVEMENT MARKING

NORTH FIRST STREET
RESURFACING
SEC. 19-00000-00-GM
1ST STREET

FEHR GRAHAM
ENGINEERING & ENVIRONMENTAL
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August 1, 2019

Ms. Lynn Fazekas, City Clerk
City of DeKalb
200 S. Fourth St.
DeKalb, IL 60115

MFT
City of DeKalb
Section No. 19-0000-00-GM

Dear Ms. Fazekas:

The contract in the amount of $691,151.42 between the City of DeKalb and Curran Contracting Company for this section was approved on August 1, 2019.

The name of your QA Manager must be forwarded to this office prior to work commencing in accordance with the Local Agency HMA QC/QA Procedures along with the date when work is scheduled to begin.

Additionally, all materials inspection must be in accordance with the Projects Procedure Guidelines.

One copy of the approved contract is being forwarded to the contractor.

If you have any questions, please contact Dan Meagher at (815) 433-7088.

Sincerely,

Masood Ahmad, P.E.
Region Two Engineer

[Signature]

By: Donald R. Ernat, P.E.
Local Roads and Streets Engineer

Enclosure

cc: Fehr-Graham & Associates, LLC - Ms. Brenda Metzger
Curran Contracting Company, Inc.
Mike Short (letter only)