VILLAGE OF SUGAR GROVE
BOARD REPORT

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES

FROM: ANTHONY SPECIALE, DIRECTOR OF PUBLIC WORKS
BRAD MERKEL, DEPUTY DIRECTOR OF PUBLIC WORKS

SUBJECT: RESOLUTION: GRANART ROAD WIDENING AND RESURFACING CONSTRUCTION CONTRACT

AGENDA: JULY 7, 2020 REGULAR BOARD MEETING

DATE: JULY 1, 2020

ISSUE

Should the Village Board approve the Granart Road Widening and Resurfacing for a Left Turn Lane Construction Contract.

DISCUSSION

At the June 2, 2020 the Village Board approved entering into a Road Construction Agreement with Rich Harvest Farms for the Widening and Resurfacing of Granart Road for a Left Turn Lane.

The Village received five bids for the construction of project. The five bids ranged in price from a low bid of $286,144.98 submitted by D Construction, Inc. to a high bid of $382,292.01 submitted by Alliance Contractors, Inc. Staff and HR Green have verified the bid quantities for accuracy and recommend awarding the contract to D Construction, Inc. in the amount of $286,144.98.

COST

The Project is budgeted in the FYE 21 budget in 35-53-7008: Streets & Row Improvements in the amount of $200,000. That will be reimbursed by the Grant. The additional costs will be paid for by Rich Harvest Farms.

RECOMMENDATION

The Village Board approves a resolution authorizing execution of an agreement with D Construction, Inc. for the Granart Road Widening and Resurfacing Construction Contract.

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HRGreen®

▷2363 Sequoia Drive | Suite 101 | Aurora, IL 60506
Main 630.553.7560 + **Fax** 630.553.7646

▷HRGREEN.COM

June 29, 2020

Mr. Brent Eichelberger
Village Administrator
Village of Sugar Grove
10 Municipal Drive
Sugar Grove, Illinois 60554

RE: Granart Road Widening and Resurfacing
Construction Award Recommendation

Dear Brent:

The Village of Sugar Grove received five (5) bid proposals for the construction of the subject project at the bid opening on June 25, 2020.

The five (5) bids ranged in price from a low bid of $286,144.98 submitted by D Construction, Inc., to a high bid of $382,292.01 submitted by Alliance Contractors, Inc. and represents competitive pricing for work of this nature.

We have analyzed the bids and checked them for accuracy and find D Construction of Coal City, Illinois to be the lowest qualified bidder. HR Green recommends award of the contract to D Construction in the amount of $286,144.98.

A copy of the Bid Tabulation is enclosed herewith. Please call if you have any questions.

Sincerely,
HR GREEN, INC.

Anthony P. Simmons, PE
Regional Director – Transportation

cc: Mr. Jon Meagher – Rich Harvest Farms, General Manager

J:\2018\181722\Engineering\Specs\Bid and Contract Docs\ltr-062920-RecommendAward.docx

HR GREEN, INC.
2363 Sequoia Drive Suite 101
Aurora, IL 60506
PH: (630) 553-7560
FAX: (630) 553-7646

Bid Date: June 25, 2020 - 11:00 AM
HR Green Project No. 181722

BID RESULTS
Granart Road Left-Turn Lane

Village of Sugar Grove, Illinois

		Bids
Engineer's Estimate		$276,670.50
1	Geneva Construction	$333,461.84
2	Alliance Contractors	$382,292.01
3	D Construction	$286,144.98
4	Copenhaver Const	$368,766.25
5	Builders Paving	$378,000.00
6		

HR GREEN, INC.
2363 Sequoia Drive Suite 101
Aurora, IL 60506
PH: (630) 553-7560
FAX: (630) 553-7646

BID TABULATION
Granart Road Left-Turn Lane

Village of Sugar Grove, Illinois
(FAU) 3898

Bid Date: June 25, 2020 - 11:00 AM
HR Green Project No. 181722

Item No.	Items	UNIT	QUANTITY	Engineer's Opinion of Probable Construction Cost Unit Price	Engineer's Total	Geneva Construction, PO Box 998, Aurora, IL 60507 Unit Price	Geneva Total	Alliance Contractors, 1166 Lake Ave, Woodstock, IL 60098 Unit Price	Alliance Total	D Construction, 1488 S. Broadway, Coal City, IL 60416 Unit Price	D Construction Total	Copenhaver Const, 75 Koppie Drive, Gilberts, IL 60136 Unit Price	Copenhaver Const Total	Builders Paving, 4413 Roosevelt Rd, St 108, Hillside, IL 60162 Unit Price	Builders Paving Total
20200100	EARTH EXCAVATION	CU YD	370	$ 15.00	$ 5,550.00	$ 52.39	$ 19,384.30	$ 60.00	$ 22,200.00	$ 22.00	$ 8,140.00	$ 32.00	$ 11,840.00	$ 33.50	$ 12,395.00
20400800	FURNISHED EXCAVATION	CU YD	518	$ 25.00	$ 12,950.00	$ 31.68	$ 16,410.24	$ 1.00	$ 518.00	$ 28.00	$ 14,504.00	$ 15.00	$ 7,770.00	$ 45.00	$ 23,310.00
20800150	TRENCH BACKFILL	CU YD	12	$ 30.00	$ 360.00	$ 45.68	$ 548.16	$ 60.00	$ 720.00	$ 70.00	$ 840.00	$ 45.00	$ 540.00	$ 60.00	$ 720.00
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	864	$ 15.00	$ 12,960.00	$ 25.58	$ 22,101.12	$ 10.00	$ 8,640.00	$ 20.00	$ 17,280.00	$ 11.00	$ 9,504.00	$ 35.50	$ 30,672.00
25000110	SEEDING, CLASS 1A	ACRE	1	$ 3,000.00	$ 3,000.00	$ 2,300.00	$ 2,300.00	$ 2,300.00	$ 2,300.00	$ 2,500.00	$ 2,500.00	$ 2,000.00	$ 2,000.00	$ 2,300.00	$ 2,300.00
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	68	$ 5.00	$ 340.00	$ 2.00	$ 136.00	$ 2.00	$ 136.00	$ 2.20	$ 149.60	$ 1.00	$ 68.00	$ 2.00	$ 136.00
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	$ 5.00	$ 340.00	$ 2.00	$ 136.00	$ 2.00	$ 136.00	$ 2.20	$ 149.60	$ 1.00	$ 68.00	$ 2.00	$ 136.00
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	$ 5.00	$ 340.00	$ 2.00	$ 136.00	$ 2.00	$ 136.00	$ 2.20	$ 149.60	$ 1.00	$ 68.00	$ 2.00	$ 136.00
25100630	EROSION CONTROL BLANKET	SQ YD	3391	$ 2.00	$ 6,782.00	$ 1.25	$ 4,238.75	$ 1.25	$ 4,238.75	$ 1.35	$ 4,577.85	$ 2.00	$ 6,782.00	$ 1.25	$ 4,238.75
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75	$ 5.00	$ 375.00	$ 1.00	$ 75.00	$ 1.00	$ 75.00	$ 1.10	$ 82.50	$ 0.01	$ 0.75	$ 1.00	$ 75.00
28000305	TEMPORARY DITCH CHECKS	FOOT	45	$ 20.00	$ 900.00	$ 15.00	$ 675.00	$ 15.00	$ 675.00	$ 16.50	$ 742.50	$ 15.00	$ 675.00	$ 15.00	$ 675.00
28000400	PERIMETER EROSION BARRIER	FOOT	687	$ 2.50	$ 1,717.50	$ 2.84	$ 1,951.08	$ 3.00	$ 2,061.00	$ 3.30	$ 2,267.10	$ 2.00	$ 1,374.00	$ 3.00	$ 2,061.00
28000500	INLET AND PIPE PROTECTION	EACH	4	$ 250.00	$ 1,000.00	$ 168.74	$ 674.96	$ 250.00	$ 1,000.00	$ 220.00	$ 880.00	$ 100.00	$ 400.00	$ 200.00	$ 800.00
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1035	$ 20.00	$ 20,700.00	$ 20.00	$ 20,700.00	$ 52.00	$ 53,820.00	$ 19.00	$ 19,665.00	$ 14.00	$ 14,490.00	$ 32.00	$ 33,120.00
31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	271	$ 15.00	$ 4,065.00	$ 12.00	$ 3,252.00	$ 48.00	$ 13,008.00	$ 13.00	$ 3,523.00	$ 11.00	$ 2,981.00	$ 26.00	$ 7,046.00
35501323	HOT-MIX ASPHALT BASE COURSE, 9 3/4"	SQ YD	904	$ 55.00	$ 49,720.00	$ 58.00	$ 52,432.00	$ 51.00	$ 46,104.00	$ 45.00	$ 40,680.00	$ 62.00	$ 56,048.00	$ 50.00	$ 45,200.00
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	6691	$ 1.00	$ 6,691.00	$ 0.01	$ 66.91	$ 0.01	$ 66.91	$ 0.01	$ 66.91	$ 0.50	$ 3,345.50	$ 0.01	$ 66.91
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	153	$ 75.00	$ 11,475.00	$ 86.00	$ 13,158.00	$ 77.00	$ 11,781.00	$ 85.00	$ 13,005.00	$ 120.00	$ 18,360.00	$ 120.00	$ 18,360.00
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	161	$ 15.00	$ 2,415.00	$ 10.00	$ 1,610.00	$ 10.00	$ 1,610.00	$ 15.00	$ 2,415.00	$ 20.00	$ 3,220.00	$ 30.00	$ 4,830.00
40600990	TEMPORARY RAMP	SQ YD	119	$ 25.00	$ 2,975.00	$ 18.00	$ 2,142.00	$ 16.00	$ 1,904.00	$ 0.01	$ 1.19	$ 50.00	$ 5,950.00	$ 13.00	$ 1,547.00
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	33	$ 70.00	$ 2,310.00	$ 120.00	$ 3,960.00	$ 103.00	$ 3,399.00	$ 120.00	$ 3,960.00	$ 140.00	$ 4,620.00	$ 185.00	$ 6,105.00
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	30	$ 75.00	$ 2,250.00	$ 130.00	$ 3,900.00	$ 112.00	$ 3,360.00	$ 130.00	$ 3,900.00	$ 140.00	$ 4,200.00	$ 200.00	$ 6,000.00
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	305	$ 80.00	$ 24,400.00	$ 105.00	$ 32,025.00	$ 93.00	$ 28,365.00	$ 80.00	$ 24,400.00	$ 120.00	$ 36,600.00	$ 115.00	$ 35,075.00
44000100	PAVEMENT REMOVAL	SQ YD	45	$ 25.00	$ 1,125.00	$ 65.66	$ 2,954.70	$ 60.00	$ 2,700.00	$ 20.00	$ 900.00	$ 18.00	$ 810.00	$ 46.00	$ 2,070.00
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	338	$ 3.00	$ 1,014.00	$ 5.00	$ 1,690.00	$ 4.00	$ 1,352.00	$ 4.50	$ 1,521.00	$ 15.00	$ 5,070.00	$ 9.00	$ 3,042.00
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	198	$ 10.00	$ 1,980.00	$ 21.65	$ 4,286.70	$ 30.00	$ 5,940.00	$ 10.00	$ 1,980.00	$ 15.00	$ 2,970.00	$ 22.00	$ 4,356.00
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	128	$ 10.00	$ 1,280.00	$ 13.42	$ 1,717.76	$ 30.00	$ 3,840.00	$ 10.00	$ 1,280.00	$ 7.00	$ 896.00	$ 15.00	$ 1,920.00
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1796	$ 3.00	$ 5,388.00	$ 2.25	$ 4,041.00	$ 2.00	$ 3,592.00	$ 2.50	$ 4,490.00	$ 4.00	$ 7,184.00	$ 4.25	$ 7,633.00
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	949	$ 15.00	$ 14,235.00	$ 20.00	$ 18,980.00	$ 40.00	$ 37,960.00	$ 10.35	$ 9,822.15	$ 11.00	$ 10,439.00	$ 16.00	$ 15,184.00
50105220	PIPE CULVERT REMOVAL	FOOT	152	$ 20.00	$ 3,040.00	$ 8.73	$ 1,326.96	$ 10.00	$ 1,520.00	$ 10.00	$ 1,520.00	$ 15.00	$ 2,280.00	$ 24.00	$ 3,648.00
54262715	METAL FLARED END SECTIONS 15"	EACH	8	$ 300.00	$ 2,400.00	$ 566.62	$ 4,532.96	$ 500.00	$ 4,000.00	$ 300.00	$ 2,400.00	$ 500.00	$ 4,000.00	$ 477.00	$ 3,816.00
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	166	$ 50.00	$ 8,300.00	$ 59.80	$ 9,926.80	$ 100.00	$ 16,600.00	$ 55.00	$ 9,130.00	$ 83.00	$ 13,778.00	$ 68.00	$ 11,288.00
56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1	$ 750.00	$ 750.00	$ 5,404.77	$ 5,404.77	$ 8,500.00	$ 8,500.00	$ 3,000.00	$ 3,000.00	$ 3,400.00	$ 3,400.00	$ 7,400.00	$ 7,400.00
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	2	$ 100.00	$ 200.00	$ 289.06	$ 578.12	$ 500.00	$ 1,000.00	$ 300.00	$ 600.00	$ 500.00	$ 1,000.00	$ 2,070.00	$ 4,140.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	170	$ 30.00	$ 5,100.00	$ 45.00	$ 7,650.00	$ 40.00	$ 6,800.00	$ 35.00	$ 5,950.00	$ 25.00	$ 4,250.00	$ 62.00	$ 10,540.00
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	$ 3,000.00	$ 3,000.00	$ 8,500.00	$ 8,500.00	$ 32,902.00	$ 32,902.00	$ 10,000.00	$ 10,000.00	$ 200.00	$ 200.00	$ 1,000.00	$ 1,000.00
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	$ 3,000.00	$ 3,000.00	$ 6,500.00	$ 6,500.00	$ 3,500.00	$ 3,500.00	$ 0.01	$ 0.01	$ 33,000.00	$ 33,000.00	$ 2,784.32	$ 2,784.32
70300100	SHORT TERM PAVEMENT MARKING	FOOT	360	$ 1.00	$ 360.00	$ 0.86	$ 309.60	$ 0.75	$ 270.00	$ 2.00	$ 720.00	$ 2.00	$ 720.00	$ 5.50	$ 1,980.00
72000100	SIGN PANEL - TYPE 1	SQ FT	35	$ 50.00	$ 1,750.00	$ 34.00	$ 1,190.00	$ 34.00	$ 1,190.00	$ 30.00	$ 1,050.00	$ 30.00	$ 1,050.00	$ 15.00	$ 525.00
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	58	$ 15.00	$ 870.00	$ 19.00	$ 1,102.00	$ 19.00	$ 1,102.00	$ 15.00	$ 870.00	$ 20.00	$ 1,160.00	$ 10.00	$ 580.00
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	$ 5.00	$ 185.00	$ 7.00	$ 259.00	$ 7.00	$ 259.00	$ 7.70	$ 284.90	$ 10.00	$ 370.00	$ 6.00	$ 222.00
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4836	$ 1.00	$ 4,836.00	$ 0.70	$ 3,385.20	$ 0.70	$ 3,385.20	$ 0.77	$ 3,723.72	$ 1.00	$ 4,836.00	$ 0.82	$ 3,965.52
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	189	$ 1.50	$ 283.50	$ 1.75	$ 330.75	$ 1.75	$ 330.75	$ 1.95	$ 368.55	$ 2.00	$ 378.00	$ 1.50	$ 283.50
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	148	$ 3.00	$ 444.00	$ 3.50	$ 518.00	$ 3.50	$ 518.00	$ 3.85	$ 569.80	$ 3.00	$ 444.00	$ 3.00	$ 444.00
X0320030	PERMANENT RADAR SPEED SIGN	EACH	2	$ 3,500.00	$ 7,000.00	$ 5,300.00	$ 10,600.00	$ 5,300.00	$ 10,600.00	$ 15,155.00	$ 30,310.00	$ 12,150.00	$ 24,300.00	$ 10,565.00	$ 21,130.00
X0326899	SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2	$ 2,000.00	$ 4,000.00	$ 2,975.00	$ 5,950.00	$ 2,975.00	$ 5,950.00	$ 4,510.00	$ 9,020.00	$ 6,414.00	$ 12,828.00	$ 3,838.00	$ 7,676.00
X0327487	TRIAXIAL GEOGRID REINFORCEMENT, TYPE I	SQ YD	1035	$ 10.00	$ 10,350.00	$ 8.00	$ 8,280.00	$ 5.00	$ 5,175.00	$ 5.00	$ 5,175.00	$ 6.00	$ 6,210.00	$ 7.00	$ 7,245.00
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	$ 500.00	$ 1,500.00	$ 100.00	$ 300.00	$ 1.00	$ 3.00	$ 500.00	$ 1,500.00	$ 200.00	$ 600.00	$ 200.00	$ 600.00
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2407	$ 3.50	$ 8,424.50	$ 5.00	$ 12,035.00	$ 4.20	$ 10,109.40	$ 3.00	$ 7,221.00	$ 7.00	$ 16,849.00	$ 4.00	$ 9,628.00
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	120	$ 2.00	$ 240.00	$ 5.00	$ 600.00	$ 4.50	$ 540.00	$ 3.00	$ 360.00	$ 22.00	$ 2,640.00	$ 20.00	$ 2,400.00
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	$ 10,000.00	$ 10,000.00	$ 6,000.00	$ 6,000.00	$ 3,900.00	$ 3,900.00	$ 6,000.00	$ 6,000.00	$ 14,000.00	$ 14,000.00	$ 6,245.00	$ 6,245.00
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	100	$ 20.00	$ 2,000.00	$ 25.00	$ 2,500.00	$ 25.00	$ 2,500.00	$ 25.00	$ 2,500.00	$ 22.00	$ 2,200.00	$ 12.50	$ 1,250.00
					$ -		$ -		$ -		$ -		$ -		$ -
					$ -		$ -		$ -		$ -		$ -		$ -
	Total				$ 276,670.50		$ 333,461.84		$ 382,292.01		$ 286,144.98		$ 368,766.25		$ 378,000.00

I hereby certify that this is a true and correct tabulation of bids received June 25, 2020 for Granart Road Left-Turn Lane, Village of Sugar Grove, Illinois - (FAU) 3898

Anthony P. Simmons, P.E., License No. 062-058414 Date 6/25/2020

RESOLUTION NO. 20200707PW1

VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS

RESOLUTION AUTHORIZING EXECUTION OF AN AGREEMENT WITH D CONSTRUCTION, INC. FOR THE GRANART ROAD WIDENING AND RESURFACING.

WHEREAS, the Village of Sugar Grove Board of Trustees find that it is in the best interest of the Village to engage the services of D Construction, Inc. for the Granart Road Widening and Resurfacing, and to execute the attached agreement;

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

The President and Clerk are hereby authorized to execute said agreement on behalf of the Village and to take such further actions as are necessary to fulfill the terms of said agreement.

Passed by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, at a regular meeting thereof held on the 7th day of July, 2020.

_____
P. Sean Michels, President of the Board
of Trustees of the Village of Sugar Grove,
Kane County, Illinois

ATTEST: _____
Alison Murphy, Clerk
Village of Sugar Grove

	Aye	Nay	Absent	Abstain
Trustee Sean Herron	_____	_____	_____	_____
Trustee Jennifer Konen	_____	_____	_____	_____
Trustee Ted Koch	_____	_____	_____	_____
Trustee Heidi Lendi	_____	_____	_____	_____
Trustee Rick Montalto	_____	_____	_____	_____
Trustee Ryan Walter	_____	_____	_____	_____
President P. Sean Michels	_____	_____	_____	_____

Local Public Agency
Formal Contract

PROPOSAL SUBMITTED BY		
D Construction, Inc.		
Contractor's Name		
1488 South Broadway		
Street		P.O. Box
Coal City	IL	60416
City	State	Zip Code

STATE OF ILLINOIS

COUNTY KANE

VILLAGE OF SUGAR GROVE
(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE FAU 3898 (GRANART ROAD)

SECTION NO. N/A

TYPES OF FUNDS STATE/LOCAL

☒ SPECIFICATIONS (required) ☒ PLANS (required) ☒ CONTRACT BOND (when required)

For Municipal Projects
Submitted/Approved/Passed

☐Mayor ☐President of Board of Trustees ☒Municipal Official

Date: July 7, 2020

County Kane
Local Public Agency Village of Sugar Grove
Section Number N/A
Route FAU 3898 (Granart Road)

1. THIS AGREEMENT, made and concluded the 7TH day of JULY, 2020 (Month and Year),

between the VILLAGE of SUGAR GROVE

acting by and through its VILLAGE BOARD known as the party of the first part, and

D CONSTRUCTION, INC. his/their executors, administrators, successors or assigns,

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/their 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 N/A, in The VILLAGE OF SUGAR GROVE, approved by the Illinois Department of Transportation on N/A, 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: _____ Clerk

(Seal)

The 7TH of JULY, 2020

By _____
Party of the First Part

(If a Corporation)

Corporate Name D. Construction, Inc.

By _____
President Party of the Second Part

(If a Co-Partnership)

Attest: _____
Secretary

_____

Partners doing Business under the firm name of

_____
Party of the Second Part

(If an individual)

Contract Bond

Route FAU 3898 (Granart Road)
County Kane
Local Agency Village of Sugar Grove
Section N/A

BOND# 268013878

We , D Construction, Inc. – 1488 South Broadway in Coal City, Illinois

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

as PRINCIPAL, and Liberty Mutual Insurance Company

175 Berkeley Street, Boston, MA 02116 as

are held and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of
Two Hundred Eighty Six Thousand, One Hundred Forty Four Dollars and 98 cents---------- Dollars ($286,144.98), 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 7th day of JULY A.D. 2020

PRINCIPAL

D. Construction, Inc.
(Company Name)

By: Kenneth Sandeno (Signature & Title) President

Attest: Tamara L. Hansen (Signature & Title) Corp. Secretary

(Company Name)

By: (Signature & Title)

Attest: (Signature & Title)

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

STATE OF ILLINOIS,

COUNTY OF DuPage

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

Kenneth Sandeno & Tamara L. Hansen
(Insert names 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 7th day of JULY A.D. 2020

My commission expires 11/19/2023

Alexa Costello
Notary Public

OFFICIAL SEAL
Alexa Costello
NOTARY PUBLIC, STATE OF ILLINOIS
My Commission Expires Nov 19, 2023
(SEAL)

SURETY

Liberty Mutual Insurance Company
(Name of Surety)

By: (Signature of Attorney-in-Fact)
James I. Moore

(SEAL)

STATE OF ILLINOIS,

COUNTY OF DuPage

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

James I. Moore
(Insert names 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 7th day of JULY A.D. 2020

My commission expires 10/22/2023

Notary Public

SHERRY BACSKAI
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
October 22, 2023
(SEAL)

Approved this 7th day of JULY, A.D. 2020

Attest:

(Awarding Authority)

Clerk

(Chairman/Mayor/President)

This Power of Attorney limits the acts of those named herein, and they have no authority to bind the Company except in the manner and to the extent herein stated. Not valid for mortgage, note, loan, letter of credit, bank deposit, currency rate, interest rate or residual value guarantees. To confirm the validity of this Power of Attorney call 610-832-8240 between 9:00 am and 4:30 pm EST on any business day.

Liberty Mutual. SURETY

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

POWER OF ATTORNEY

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, James I. Moore of the city of Downers Grove, state of IL its true and lawful attorney-in-fact, with full power and authority hereby conferred to sign, execute and acknowledge the following surety bond:

Principal Name: D. Construction, Inc.

Obligee Name: Village of Sugar Grove

Surety Bond Number: 268013878 **Bond Amount:** See Bond Form

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 12th day of December, 2018.

LIBERTY MUTUAL INSURANCE COMPANY INCORPORATED 1912 MASSACHUSETTS
THE OHIO CASUALTY INSURANCE COMPANY INCORPORATED 1919 NEW HAMPSHIRE
WEST AMERICAN INSURANCE COMPANY INCORPORATED 1991 INDIANA

The Ohio Casualty Insurance Company
Liberty Mutual Insurance Company
West American Insurance Company

By: David M. Carey
David M. Carey, Assistant Secretary

STATE OF PENNSYLVANIA ss
COUNTY OF MONTGOMERY

On this 12th day of December, 2018, before me personally appeared David M. Carey, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at King of Prussia, Pennsylvania, on the day and year first above written.

TERESA PASTELLA COMMONWEALTH OF PENNSYLVANIA NOTARY PUBLIC

COMMONWEALTH OF PENNSYLVANIA
Notarial Seal
Teresa Pastella, Notary Public
Upper Merion Twp., Montgomery County
My Commission Expires March 28, 2021
Member, Pennsylvania Association of Notaries

By: Teresa Pastella
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS – Section 12. Power of Attorney. Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts – SECTION 5. Surety Bonds and Undertakings. Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes David M. Carey, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, of Liberty Mutual Insurance Company, The Ohio Casualty Insurance Company, and West American Insurance Company do hereby certify that this power of attorney executed by said Companies is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 7th day of July, 2020.

LIBERTY MUTUAL INSURANCE COMPANY INCORPORATED 1912 MASSACHUSETTS
THE OHIO CASUALTY INSURANCE COMPANY INCORPORATED 1919 NEW HAMPSHIRE
WEST AMERICAN INSURANCE COMPANY INCORPORATED 1991 INDIANA

By: Renee C. Llewellyn
Renee C. Llewellyn, Assistant Secretary

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 6/26/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS 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 have ADDITIONAL INSURED provisions or 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
Hub International Midwest
1411 Opus Place, Suite 450
Downers Grove IL 60515

CONTACT NAME: Jo-Ann E. Billo, CISR, CRIS
PHONE (A/C, No, Ext): 815-215-4712 FAX (A/C, No): 877-224-9706
E-MAIL ADDRESS: JoAnn.Billo@HUBinternational.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Allied World Insurance Company	22730
INSURER B : Hartford Fire Insurance Company	19682
INSURER C : Axis Surplus Insurance Company	26620
INSURER D : Hartford Ins Co of the Midwest	37478
INSURER E : Navigators Insurance Company	42307
INSURER F : RSUI Indemnity Company	22314

INSURED DCONSTR-02
D Construction, Inc.
1488 S. Broadway
Coal City IL 60416

COVERAGES **CERTIFICATE NUMBER:** 624803103 **REVISION 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 LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	Y		6004-0272	4/5/2020	4/5/2021	EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
	X Contractual Liab						MED EXP (Any one person)	$ 10,000
	X XCU Cov Incl						PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
B	AUTOMOBILE LIABILITY			83UENQU2801	4/5/2020	4/5/2021	COMBINED SINGLE LIMIT (Ea accident)	$ 2,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
C	UMBRELLA LIAB X OCCUR			P001000126102	4/5/2020	4/5/2021	EACH OCCURRENCE	$ 3,000,000
	X EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 3,000,000
	DED X RETENTION $ 0							$
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y/N	N/A		83WNQU2800	4/5/2020	4/5/2021	X PER STATUTE OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? N (Mandatory in NH)						E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
E	Excess Liability (2x3)			HO20EXC751159IV	4/5/2020	4/5/2021	Each Occ/Aggregate	$2,000,000
F	Excess Liability (5x5)			NHA089672	4/5/2020	4/5/2021	Each Occ/Aggregate	$5,000,000

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

Leased/Rented Equip - Carrier: Travelers Property Casualty Company of America; Pol# QT6608242B035; Eff: 4/5/2020 - 4/5/2021; $1,625,000 Max/Item; $10K Ded Re: Vac Trucks.

RE: FAU 3898 (GRANART ROAD) - Village of Sugar Grove.
Village of Sugar Grove, Rich Harvest Farms and HR Green, Inc. are included as additional insured under General Liability, when agreed in a written contract, subject to policy terms, conditions and exclusions.

CERTIFICATE HOLDER

Village of Sugar Grove
10 S. Municipal Drive
Sugar Grove IL 60554

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

Neil R. Hughes

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RETURN WITH BID

SCHEDULE OF PRICES

County Kane
Local Public Agency Village of Sugar Grove
Section N/A
Route FAU 3898 (Granart Road)

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total
n/A		

Schedule for Single Bid

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

Bidder's Proposal for making Entire Improvements $ 286,144.98

Item No.	Items	Unit	Quantity	Unit Price	Total
20200100	EARTH EXCAVATION	CU YD	370	22.00	8,140.00
20400800	FURNISHED EXCAVATION	CU YD	518	28.00	14,504.00
20800150	TRENCH BACKFILL	CU YD	12	70.00	840.00
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	864	20.00	17,280.00
25000110	SEEDING, CLASS 1A	ACRE	1	2,500.00	2,500.00
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	68	2.20	149.60
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	68	2.20	149.60
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	68	2.20	149.60
25100630	EROSION CONTROL BLANKET	SQ YD	3,391	1.35	4,577.85
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75	1.10	82.50
28000305	TEMPORARY DITCH CHECKS	FOOT	45	16.50	742.50
28000400	PERIMETER EROSION BARRIER	FOOT	687	3.30	2,267.10
28000500	INLET AND PIPE PROTECTION	EACH	4	220.00	880.00
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1,035	19.00	19,665.00
31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	271	13.00	3,523.00
35501323	HOT-MIX ASPHALT BASE COURSE, 9 ¾"	SQ YD	904	45.00	40,680.00
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	6,691	.01	66.91
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	153	85.00	13,005.00
40600982	HOT-MIX ASPHALT SURFACE REMOVAL – BUTT JOINT	SQ YD	161	15.00	2,415.00
40600990	TEMPORARY RAMP	SQ YD	119	.01	1.19
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	33	120.00	3,960.00
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	30	130.00	3,900.00
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	305	80.00	24,400.00
44000100	PAVEMENT REMOVAL	SQ YD	45	20.00	900.00
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 ¼"	SQ YD	338	4.50	1,521.00
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	198	10.00	1,980.00
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	128	10.00	1,280.00
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1,796	2.50	4,490.00
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	949	10.35	9,822.15
50105220	PIPE CULVERT REMOVAL	FOOT	152	10.00	1,520.00
54262715	METAL FLARED END SECTIONS 15"	EACH	8	300.00	2,400.00
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	166	55.00	9,130.00
56400400	FIRE HYDRANTS TO BE RELOCATED	EACH	1	3,000.00	3,000.00

RETURN WITH BID

59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	2	300.00	600.00
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	170	35.00	5,950.00
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	10,000.00	10,000.00
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	.01	.01
70300100	SHORT TERM PAVEMENT MARKING	FOOT	360	2.00	720.00
72000100	SIGN PANEL – TYPE 1	SQ FT	35	30.00	1,050.00
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	58	15.00	870.00
78000100	THERMOPLASTIC PAVEMENT MARKING – LETTERS AND SYMBOLS	SQ FT	37	7.70	284.90
78000200	THERMOPLASTIC PAVEMENT MARKING – LINE 4"	FOOT	4,836	.77	3,723.72
78000400	THERMOPLASTIC PAVEMENT MARKING – LINE 6"	FOOT	189	1.95	368.55
78000600	THERMOPLASTIC PAVEMENT MARKING – LINE 12"	FOOT	148	3.85	569.80
X0320030	PERMANENT RADAR SPEED SIGN	EACH	2	15,155.00	30,310.00
X0326899	SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2	4,510.00	9,020.00
X0327487	TRIAXIAL GEOGRID REINFORCEMENT, TYPE I	SQ YD	1,035	5.00	5,175.00
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	500.00	1,500.00
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2,407	3.00	7,221.00
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	120	3.00	360.00
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	6,000.00	6,000.00
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	100	25.00	2,500.00

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County Kane
Local Public Agency Village of Sugar Grove
Section Number N/A
Route FAU 3898 (Granart Road)

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

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

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

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

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

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

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

RETURN WITH BID

County Kane
Local Public Agency Village of Sugar Grove
Section Number N/A
Route FAU 3898 (Granart Road)

SIGNATURES

(If an individual)

Signature of Bidder _____

Business Address _____

(If a partnership)

Firm Name _____

Signed By _____

Business Address _____

Inset Names and Addressed of All Partners _____

(If a corporation)

Corporate Name C. Construction Inc.

Signed By _____
President

Business Address 1488 S. Broadway
Coal City IL. 60416

Insert Names of Officers
President Kenneth Sordero
Secretary Tamara L. Hansen
Treasurer Tamara L. Hansen

Attest: _____
Secretary

Illinois Department of Transportation

Apprenticeship or Training Program Certification

Return with Bid

Route	FAU 3898 (Granart Road)
County	Kane
Local Agency	Village of Sugar Grove
Section	N/A

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.

Carpenters Local 163, Cement Masons Local 638, Teamsters Local 393, Laborers Local 582, Operators Local 150

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. ☐

N/A

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: O. Construction Inc.

Address: 1488 S. Broadway
Coal City, IL. 60416

By: (Signature)

Title: President Kenneth Sordello

RETURN WITH BID

Illinois Department of Transportation

Affidavit of Illinois Business Office

County Kane
Local Public Agency Village of Sugar Grove
Section Number N/A
Route FAU 3898 (Granart Road)

State of Illinois)
) ss.
County of Grundy)

I, Kenneth Sandro (Name of Affiant) of Morris (City of Affiant), Illinois (State of Affiant),

being first duly sworn upon oath, states as follows:

1. That I am the President (officer or position) of S. Construction, Inc. (bidder).
2. That I have personal knowledge of the facts herein stated.
3. That, if selected under this proposal, S. Construction, Inc. (bidder), will maintain a business office in the State of Illinois which will be located in Grundy 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.

(Signature)

Kenneth Sandro
(Print Name of Affiant)

This instrument was acknowledged before me on 25 day of June, 2020.

(SEAL)

LORI A PIERARD
OFFICIAL SEAL
Notary Public, State of Illinois
My Commission Expires
November 17, 2022

(Signature of Notary Public)

Illinois Department of Transportation

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

Affidavit of Availability
For the Letting of _____

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

Part I. Work Under Contract See the attached letter and certificate of eligibility

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

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

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

List below the uncompleted dollar value of work for each contract and awards pending to be completed with your own forces. All work subcontracted to others will be listed on the reverse of this form. In a joint venture, list only that portion of the work to be done by your company. If no work is contracted, show NONE.

						Accumulated Totals
Earthwork						
Portland Cement Concrete Paving						
HMA Plant Mix						
HMA Paving						
Clean & Seal Cracks/Joints						
Aggregate Bases & Surfaces						
Highway, R.R. and Waterway Structures						
Drainage						
Electrical						
Cover and Seal Coats						
Concrete Construction						
Landscaping						
Fencing						
Guardrail						
Painting						
Signing						
Cold Milling, Planning & Rotomilling						
Demolition						
Pavement Markings (Paint)						
Other Construction (List)						
						$ 0.00
Totals						

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

Part III. Work Subcontracted to Others.

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

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

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

Subscribed and sworn to before me

this _____ day of _____ , _____

Type or Print Name _____

Officer or Director Title

_____

Notary Public

Signed _____

My commission expires _____

Company _____

(Notary Seal)

Address _____

_____

"D" Construction, Inc.

General Contractor

1488 South Broadway, Coal City, IL 60416
Office (815) 634-2555 FAX (815) 634-8748

June 25, 2020

Village of Sugar Grove
10 S. Municipal Drive
Sugar Grove, IL. 60554

Sealed Bid For: "Granart Road Left-Turn Lane"

Bid Due: 06/25/2020 at 11:00 am

To whom it may concern:

Per the Illinois Department of Transportation Rules of Prequalification of Contractors please find our request to forgo filing an Affidavit of Availability per Article 650.310 sub D based on our Super Unlimited financial rating (See Attached Certificate of Eligibility).

If you have any questions, please call (815) 634-2555.

Sincerely,

Kenneth Sandeno
President

Illinois Department of Transportation

Certificate of Eligibility

Contractor No 1320

D Construction, Inc.
1488 South Broadway Street Coal City, IL 60416

WHO HAS FILED WITH THE DEPARTMENT AN APPLICATION FOR PREQUALIFICATION STATEMENT OF EXPERIENCE, EQUIPMENT AND FINANCIAL CONDITION IS HEREBY QUALIFIED TO BID AT ANY OF DEPARTMENT OF TRANSPORTATION LETTINGS IN THE CLASSES OF WORK AND WITHIN THE AMOUNT AND OTHER LIMITATIONS OF EACH CLASSIFICATION, AS LISTED BELOW, FOR SUCH PERIOD AS THE UNCOMPLETED WORK FROM ALL SOURCES DOES NOT EXCEED SUPER UNLIMITED

001	EARTHWORK	$38,525,000
002	PCC PAVING	$33,375,000
003	HMA PLANT MIX	Unlimited
006	CLEAN & SEAL CRACKS/JOINTS	$1,000,000
012	DRAINAGE	$26,425,000
014	ELECTRICAL	$10,325,000
017	CONCRETE CONSTRUCTION	$30,300,000
018	LANDSCAPING	$1,900,000
024	GROUTING	$1,075,000
032	COLD MILL,PLAN. & ROTOMILL	$5,325,000
034	DEMOLITION	$3,325,000
08A	AGGREGATE BASES & SURF. (A)	$26,350,000
09C	HWY., R.R. & WATERWAY STR.	$43,675,000

THIS CERTIFICATE OF ELIGIBILITY IS VALID FROM 1/2/2020 TO 2/28/2021 INCLUSIVE, AND SUPERSEDES ANY CERTIFICATE PREVIOUSLY ISSUED, BUT IS SUBJECT TO REVISION OR REVOCATION, IF AND WHEN CHANGES IN THE FINANCIAL CONDITION OF THE CONTRACTING FIRM OR OTHER FACTS JUSTIFY SUCH REVISIONS OR REVOCATION.
ISSUED AT SPRINGFIELD, ILLINOIS ON 1/3/2020.

Tim Kell
Engineer of Construction

IL 494-0645

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2020

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

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 4-1-16) (Revised 1-1-20)

SUPPLEMENTAL SPECIFICATIONS

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Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

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

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BDE SPECIAL PROVISIONS
For the April 24, 2020 and June 12, 2020 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.

	File Name	#		Special Provision Title	Effective	Revised
*	80099	1	☐	Accessible Pedestrian Signals (APS)	April 1, 2003	April 1, 2020
	80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
	80192	3	☑	Automated Flagger Assistance Device	Jan. 1, 2008	
	80173	4	☐	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426	5	☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	
	80241	6	☐	Bridge Demolition Debris	July 1, 2009	
	5026I	7	☐	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5048I	8	☐	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5049I	9	☐	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5053I	10	☐	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
	80425	11	☐	Cape Seal	Jan. 1, 2020	
	80384	12	☑	Compensable Delay Costs	June 2, 2017	April 1, 2019
	80198	13	☐	Completion Date (via calendar days)	April 1, 2008	
	80199	14	☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293	15	☐	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
	80311	16	☐	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
	80277	17	☐	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
	80261	18	☑	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80387	19	☐	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
	80029	20	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
	80402	21	☐	Disposal Fees	Nov. 1, 2018	
	80378	22	☐	Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
	80405	23	☐	Elastomeric Bearings	Jan. 1, 2019	
	80421	24	☐	Electric Service Installation	Jan. 1, 2020	
	80415	25	☑	Emulsified Asphalts	Aug. 1, 2019	
	80423	26	☐	Engineer's Field Office and Laboratory	Jan. 1, 2020	
	80388	27	☐	Equipment Parking and Storage	Nov. 1, 2017	
	80229	28	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
	80417	29	☐	Geotechnical Fabric for Pipe Underdrains and French Drains	Nov. 1, 2019	
	80420	30	☐	Geotextile Retaining Walls	Nov. 1, 2019	
	80304	31	☐	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
	80422	32	☐	High Tension Cable Median Barrier Reflectors	Jan. 1, 2020	
	80416	33	☐	Hot-Mix Asphalt – Binder and Surface Course	July 2, 2019	Nov. 1, 2019
	80398	34	☐	Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	Nov. 1, 2019
*	80406	35	☐	Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT Data Collection)	Jan. 1, 2019	Jan. 2, 2020
	80347	36	☐	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	July 2, 2019
	80383	37	☐	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	July 2, 2019
	80411	38	☐	Luminaires, LED	April 1, 2019	
	80393	39	☐	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 1, 2019
	80045	40	☐	Material Transfer Device	June 15, 1999	Aug. 1, 2014
	80418	41	☐	Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	
	80424	42	☐	Micro-Surfacing and Slurry Sealing	Jan. 1, 2020	
*	80428	43	☐	Mobilization	April 1, 2020	
	80165	44	☐	Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
	80412	45	☐	Obstruction Warning Luminaires, LED	Aug. 1, 2019	
	80349	46	☐	Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016

	80371	47	☐	Pavement Marking Removal	July 1, 2016	
	80389	48	☑	Portland Cement Concrete	Nov. 1, 2017	
	80359	49	☐	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2019
	80300	50	☐	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
	3426I	51	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
	80157	52	☐	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
*	80306	53	☐	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 2, 2020
	80407	54	☐	Removal and Disposal of Regulated Substances	Jan. 1, 2019	Jan. 1, 2020
*	80419	55	☑	Silt Fence, Inlet Filters, Ground Stabilization and Riprap Filter Fabric	Nov. 1, 2019	April 1, 2020
	80395	56	☐	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
	80340	57	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
	80127	58	☐	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
	80408	59	☐	Steel Plate Beam Guardrail Manufacturing	Jan. 1, 2019	
	80413	60	☐	Structural Timber	Aug. 1, 2019	
	80397	61	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	62	☐	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80317	63	☐	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	Aug. 1, 2019
	80298	64	☑	Temporary Pavement Marking	April 1, 2012	April 1, 2017
	80403	65	☐	Traffic Barrier Terminal, Type 1 Special	Nov. 1, 2018	
	80409	66	☑	Traffic Control Devices - Cones	Jan. 1, 2019	
	80410	67	☐	Traffic Spotters	Jan. 1, 2019	
	20338	68	☐	Training Special Provisions	Oct. 15, 1975	
	80318	69	☐	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
*	80429	70	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	
	80288	71	☑	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
	80302	72	☐	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
*	80414	73	☐	Wood Fence Sight Screen	Aug. 1, 2019	April 1, 2020
*	80427	74	☑	Work Zone Traffic Control Devices	Mar. 2, 2020	
	80071	75	☑	Working Days	Jan. 1, 2002	

The following special provisions are in the 2020 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80404	Coarse Aggregate Quality for Micro-Surfacing and Cape Seals	Article 1004.01(b)	Jan. 1, 2019	
80392	Lights on Barricades	Articles 701.16, 701.17(c)(2) & 603.07	Jan. 1, 2018	
80336	Longitudinal Joint and Crack Patching	Check Sheet #36	April 1, 2014	April 1, 2016
80400	Mast Arm Assembly and Pole	Article 1077.03(b)	Aug. 1, 2018	
80394	Metal Flared End Section for Pipe Culverts	Articles 542.07(c) and 542.11	Jan. 1, 2018	April 1, 2018
80390	Payments to Subcontractors	Article 109.11	Nov. 2, 2017	

The following special provisions have been deleted from use.

File Name	Special Provision Title	Effective	Revised
80328	Progress Payments	Nov. 2, 2013	

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

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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions 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 for Materials" in effect on the date of invitation for bids, and the "Supplemental Specifications and Recurring Special Provisions" indicated on the Check Sheet included herein, which apply to and govern the construction of FAU 3898 (Granart Road) in Kane County, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

This project is located along Granart Road at the north entrance/gate to the Rich Harvest Farms golf club and associated facilities, in the Village of Sugar Grove in Kane County, Illinois. The total length of improvements is 885 feet (0.17 miles). Granart Road is under the jurisdiction of the Village of Sugar Grove.

DESCRIPTION OF PROJECT

The project consists of the widening and resurfacing of Granart Road for the installation of a left-turn lane at the entrance to the Rich Harvest Farms golf club and associated facilities. Ancillary improvements will include new pavement marking and signing, minor ditch grading, new driveway culverts and landscaping/restoration.

REDUCTION IN THE SCOPE OF WORK

The Summary of Quantities in the plans is a listing of the work to be completed under the contract. However, if necessary due to budgetary constraints, the awarding authority reserves the right to reduce the scope of work to be completed under the contract in accordance with Article 104.02 of the Standard Specifications. No allowance will be made for delays or loss of anticipated profits as the result of a decrease in the quantities of work to be performed.

STATUS OF UTILITIES TO BE ADJUSTED

Effective: January 30, 1987
Revised: January 24, 2013

Utility companies involved in this project have provided the following estimated durations:

Name & Address of Utility	Type	Location	Estimated Date Relocation Complete
AT&T 220 Wisconsin Avenue Waukesha, WI 53186 Attn: Gene Ferry (888) 618-6517	Underground telephone	Within north ROW of Granart Road (within proposed ditch).	**May 1, 2020**
ComEd 350 S. Second Street Elgin, IL 60123-7031 Attn: Jose Roldan (847) 608-2382	Overhead electric	Within south ROW of Granart Road.	No adjustments and/or relocations anticipated.
Mediacom 800 E. North Street Elburn, Illinois 60119 Attn: Chris Minard (815) 597-5103 (office) (815) 716-0582 (cell)	Underground fiber Underground cable	Within south ROW of Granart Road (~3' deep). Within north ROW of Granart Road (cable is abandoned).	No adjustments and/or relocations anticipated. No adjustments and/or relocations anticipated.
Nicor Gas 1844 Ferry Road Naperville, Illinois 60563 Attn: Calvin Kratohvil (630) 388-2462	2" Gas Main	Within south ROW of Granart Road, west of RHF entrance.	No adjustments and/or relocations anticipated.

The above represents the best information available to the Department and is included for the convenience of the bidder. The applicable portions of Articles 105.07 and 107.31 of the Standard Specifications shall apply.

In accordance with 605 ILCS 5/9-113 of the Illinois Compiled Statutes, utility companies have 90 days to complete the relocation of their facilities after receipt of written notice from the Department. The 90-day written notice will be sent to the utility companies after the following occurs:

1) Proposed right of way is clear for contract award.
2) Final plans have been sent to and received by the utility company.
3) Utility permit is received by the Department and the Department is ready to issue said permit.

4) If a permit has not been submitted, a 15 day letter is sent to the utility company notifying them they have 15 days to provide their permit application. After allowing 15 days for submission of the permit the 90 day notice is sent to the utility company.
5) Any time within the 90 day relocation period the utility company may request a waiver for additional time to complete their relocation. The Department has 10 days to review and respond to a waiver request.

CLEAN CONSTRUCTION OR DEMOLITION DEBRIS

To comply with Public Act 96-1416, the Contractor shall be responsible for all IEPA documentation and testing required to haul and dispose of Clean Construction or Demolition Debris. This work will not be paid for separately, but shall be considered as included in the unit bid prices of the contract, and no additional compensation will be allowed.

MAINTENANCE OF ROADWAYS (D-1)

Effective: September 30, 1985
Revised: November 1, 1996

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

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

PUBLIC CONVENIENCE AND SAFETY (D-1)

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

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

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

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

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

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

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

REMOVE EXISTING SIGNS

All existing signs not designated to remain or for relocation shall be removed along with their supports and foundations and disposed of, outside the right-of-way, at the Contractor's expense. This work will not be paid for separately, but shall be considered as part of the clearing operations, and no additional compensation will be allowed.

COARSE AGGREGATE FOR BACKFILL, TRENCH BACKFILL AND BEDDING (D-1)

Effective: November 1, 2011
Revised: November 1, 2013

This work shall be according to Section 1004.05 of the Standard Specifications except for the following:

Reclaimed Asphalt Pavement (RAP) maybe blended with gravel, crushed gravel, crushed stone crushed concrete, crushed slag, chats, crushed sand stone or wet bottom boiler slag. The RAP used shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications". The RAP shall be uniformly graded and shall pass the 1.0 in. (25 mm) screen. When RAP is blended with any of the coarse aggregate listed above, the blending shall be done mechanically with calibrated feeders. The feeders shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered. The final blended product shall not contain more than 40 percent by weight RAP.

The coarse aggregate listed above shall meet CA 6 and CA 10 gradations prior to being blended with the processed and uniformly graded RAP. Gradation deleterious count shall not exceed 10% of total RAP and 5% of other by total weight.

AGGREGATE SUBGRADE IMPROVEMENT (D-1)

Effective: February 22, 2012
Revised: April 1, 2016

Add the following Section to the Standard Specifications:

"**SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT**

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement.

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP) (Notes 1, 2 and 3)	1031

Note 1. Crushed RAP, from either full depth or single lift removal, may be mechanically blended with aggregate gradation CS 01 but shall not exceed 40 percent by weight of the total product. The top size of the Coarse RAP shall be less than 4 in. (100 mm) and well graded.

Note 2. RAP having 100 percent passing the 1 1/2 in (37.5 mm) sieve and being well graded, may be used as capping aggregate in the top 3 in. (75 mm) when aggregate gradation CS 01 is used in lower lifts. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders. The final product shall not contain more than 40 percent by weight of RAP.

Note 3. The RAP used for aggregate subgrade improvement shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".

303.03 Equipment. The vibratory machine shall be according to Article 1101.01, or as approved by the Engineer. The calibration for the mechanical feeders shall have an accuracy of ± 2.0 percent of the actual quantity of material delivered.

303.04 Soil Preparation. The stability of the soil shall be according to the Department's Subgrade Stability Manual for the aggregate thickness specified.

303.05 Placing Aggregate. The maximum nominal lift thickness of aggregate gradation CS 01 shall be 24 in. (600 mm).

303.06 Capping Aggregate. The top surface of the aggregate subgrade shall consist of a minimum 3 in. (75 mm) of aggregate gradations CA 06 or CA 10. When Reclaimed Asphalt Pavement (RAP) is used, it shall be crushed and screened where 100 percent is passing the 1 1/2 in. (37.5 mm) sieve and being well graded. RAP that has been fractionated to size will not be permitted for use in capping. Capping aggregate will not be required when the aggregate subgrade improvement is used as a cubic yard pay item for undercut applications. When RAP is blended with any of the coarse aggregates, the blending shall be done with mechanically calibrated feeders.

303.07 Compaction. All aggregate lifts shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

303.08 Finishing and Maintenance of Aggregate Subgrade Improvement. The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

303.09 Method of Measurement. This work will be measured for payment according to Article 311.08.

303.10 Basis of Payment. This work will be paid for at the contract unit price per cubic yard (cubic meter) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified.

Add the following to Section 1004 of the Standard Specifications:

"**1004.07 Coarse Aggregate for Aggregate Subgrade Improvement.** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete. The top 12 inches of the aggregate subgrade improvement shall be 3 inches of capping material and 9 inches of crushed gravel, crushed stone or crushed concrete. In applications where greater than 36 inches of subgrade material is required, rounded gravel, meeting the CS01 gradation, may be used beginning at a depth of 12 inches below the bottom of pavement.

(b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials. Non-mechanically blended RAP may be allowed up to a maximum of 5.0 percent.

(c) Gradation.

(1) The coarse aggregate gradation for total subgrade thicknesses of 12 in. (300 mm) or greater shall be CS 01.

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS Sieve Size and Percent Passing				
	8"	6"	4"	2"	#4
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20

Grad No.	COARSE AGGREGATE SUBGRADE GRADATIONS (Metric) Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 01	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20

(2) The 3 in. (75 mm) capping aggregate shall be gradation CA 6 or CA 10.

FRICTION AGGREGATE (D-1)

Effective: January 1, 2011
Revised: November 1, 2019

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

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

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

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	Allowed Alone or in Combination [5/]: Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[1/] Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L SMA Binder	Allowed Alone or in Combination [5/ 6/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete[3/]
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 or IL-9.5L SMA Ndesign 50 Surface	Allowed Alone or in Combination [5/]: Crushed Gravel Carbonate Crushed Stone[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[4/] Crushed Concrete[3/]

Use	Mixture	Aggregates Allowed	
HMA High ESAL	D Surface and Binder IL-9.5 SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination</u> [5/]: Crushed Gravel Carbonate Crushed Stone (other than Limestone)[2/] Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag[4/] Crushed Concrete[3/]	
		<u>Other Combinations Allowed:</u>	
		Up to...	*With...*
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
		75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone
HMA High ESAL	E Surface IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> [5/ 6/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		Up to...	*With...*
		50% Dolomite[2/]	Any Mixture E aggregate
		75% Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

Use	Mixture	Aggregates Allowed	
		75% Crushed Gravel[2/] or Crushed Concrete[3/]	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5 SMA Ndesign 80 Surface	Allowed Alone or in Combination [5/ 6/]: Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		Other Combinations Allowed:	
		Up to...	*With...*
		50% Crushed Gravel[2/], Crushed Concrete[3/], or Dolomite[2/]	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

1/ Crushed steel slag allowed in shoulder surface only.
2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
3/ Crushed concrete will not be permitted in SMA mixes.
4/ Crushed steel slag shall not be used as leveling binder.
5/ When combinations of aggregates are used, the blend percent measurements shall be by volume."
6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80."

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

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

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

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

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

Note 1. GTR shall be produced from processing automobile and/or light truck tires by the ambient grinding method. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall contain no free metal particles or other materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois modified AASHTO T 27, *a* 50 g sample of the GTR shall conform to the following gradation requirements:

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

Add the following to the end of Note 1. of article 1030.03 of the Standard Specifications:

"A dedicated storage tank for the Ground Tire Rubber (GTR) modified asphalt binder shall be provided. This tank must be capable of providing continuous mechanical mixing throughout by continuous agitation and recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent."

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

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

Add the following note to 1030.02 of the Standard Specifications:

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

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

Effective: November 1, 2019
Revised: February 1, 2020

Description. This work shall consist of constructing a hot-mix asphalt (HMA) binder and/or surface course on a prepared base. Work shall be according to Sections 406 and 1030 of the Standard Specifications, except as modified herein.

Materials. Revise Article 1004.03(c) to read:

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

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

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

2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended.

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

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

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

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

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

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

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

Item	Article/Section
(a) Coarse Aggregate	1004.03
(b) Fine Aggregate	1003.03
(c) RAP Material	1031
(d) Mineral Filler	1011
(e) Hydrated Lime	1012.01
(f) Slaked Quicklime (Note 1)	
(g) Performance Graded Asphalt Binder (Note 2)	1032
(h) Fibers (Note 3)	
(i) Warm Mix Asphalt (WMA) Technologies (Note 4)	

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

Note 2. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be a SBS PG 76-22 for IL-4.75, except where modified herein. The elastic recovery shall be a minimum of 80.

Note 3. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 4. Warm mix additives or foaming processes shall be selected from the Department's Qualified Producer List, "Technologies for the Production of Warm Mix Asphalt (WMA)"."

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

High ESAL, MIXTURE COMPOSITION (% PASSING) 1/										
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)										
1 in. (25 mm)		100								
3/4 in. (19 mm)	90	100		100						
1/2 in. (12.5 mm)	75	89	80	100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	90	100
#8 (2.36 mm)	20	42	16	24 4/	16	32 4/	34 5/	52 2/	70	90
#16 (1.18 mm)	15	30					10	32	50	65
#30 (600 μm)			12	16	12	18				
#50 (300 μm)	6	15					4	15	15	30
#100 (150 μm)	4	9					3	10	10	18
#200 (75 μm)	3	6	7.0	9.0 3/	7.5	9.5 3/	4	6	7	9 3/
#635 (20 μm)			≤ 3.0		≤ 3.0					
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0

1/ Based on percent of total aggregate weight.

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

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

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

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

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

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

VOLUMETRIC REQUIREMENTS High ESAL				
	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
Ndesign	IL-19.0; Stabilized Subbase IL- 19.0	IL-9.5	IL-4.75 1/	
50	13.5	15.0	18.5	65 – 78 2/
70				65 - 75
90				

1/ Maximum draindown for IL-4.75 shall be 0.3 percent.

2/ VFA for IL-4.75 shall be 72-85 percent."

Revise the table in Article 1030.04(b)(3) to read:

"VOLUMETRIC REQUIREMENTS, SMA 12.5 1/ and SMA 9.5 1/			
Ndesign	Design Air Voids Target %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
80 4/	3.5	17.0 2/	75 - 83
		16.0 3/	

1/ Maximum draindown shall be 0.3 percent. The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30 °F.

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

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

4/ Blending of different types of aggregate will not be permitted. For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone.

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

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

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

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

Quality Control/Quality Assurance (QC/QA). Revise the third paragraph of Article 1030.05(d)(3) to read:

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

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

"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 second table in Article 1030.05(d)(4) and its notes to read:

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

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

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

Equipment. Add the following to Article 1101.01 of the Standard Specifications:

"(h) Oscillatory Roller. The oscillatory roller shall be self-propelled and provide a smooth operation when starting, stopping, or reversing directions. The oscillatory roller shall be able to operate in a mode that will provide tangential impact force with or without vertical impact force by using at least one drum. The oscillatory roller shall be equipped with water tanks and sprinkling devices, or other approved methods, which shall be used to wet the drums to prevent material pickup. The drum(s) amplitude and frequency of the tangential and vertical impact force shall be approximately the same in each direction and meet the following requirements:

(1) The minimum diameter of the drum(s) shall be 42 in. (1070 mm);

(2) The minimum length of the drum(s) shall be 57 in. (1480 mm);

(3) The minimum unit static force on the drum(s) shall be 125 lb/in. (22 N/m); and

(4) The minimum force on the oscillatory drum shall be 18,000 lb (80 kN)."

Construction Requirements.

Add the following to Article 406.03 of the Standard Specifications:

"(j) Oscillatory Roller ..... 1101.01"

Revise the third paragraph of Article 406.05(a) to read:

"All depressions of 1 in. (25 mm) or more in the surface of the existing pavement shall be filled with binder. At locations where heavy disintegration and deep spalling exists, the area shall be cleaned of all loose and unsound material, tacked, and filled with binder (hand method)."

Revise Article 406.05(c) to read.

"(c) Binder (Hand Method). Binder placed other than with a finishing machine will be designated as binder (hand method) and shall be compacted with a roller to the satisfaction of the Engineer. Hand tamping will be permitted when approved by the Engineer."

Revise the special conditions for mixture IL-4.75 in Article 406.06(b)(2)e. to read:

"e. The mixture shall be overlaid within 5 days of being placed."

Revise Article 406.06(d) to read:

"(d) Lift Thickness. The minimum compacted lift thickness for HMA binder and surface courses shall be as follows.

MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19) - over HMA surfaces 1/ 1 (25) - over PCC surfaces 1/
IL-9.5FG	1 1/4 (32)
IL-9.5, IL-9.5L	1 1/2 (38)
SMA 9.5	1 3/4 (45)
SMA 12.5	2 (51)
IL-19.0, IL-19.0L	2 1/4 (57)

1/ The maximum compacted lift thickness for mixture IL-4.75 shall be 1 1/4 in. (32 mm)."

Revise Table 1 and Note 3/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

"TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Binder and Surface [1/]	V_D, P [3/], T_B, 3W, O_T, O_B	P [3/], O_T, O_B	V_S, T_B, T_F, O_T	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
IL-4.75 and SMA [4/ 5/]	T_B, 3W, O_T	- -	T_F, 3W, O_T	
Bridge Decks [2/]	T_B	- -	T_F	As specified in Articles 582.05 and 582.06.

3/ A vibratory roller (V_D) or oscillatory roller (O_T or O_B) may be used in lieu of the pneumatic-tired roller on mixtures containing polymer modified asphalt binder."

Add the following to EQUIPMENT DEFINITION in Article 406.07(a) contained in the Errata of the Supplemental Specifications:

"O_T - Oscillatory roller, tangential impact mode. Maximum speed is 3.0 mph (4.8 km/h) or 264 ft/min (80 m/min).

O_B - Oscillatory roller, tangential and vertical impact mode, operated at a speed to produce not less than 10 vertical impacts/ft (30 impacts/m)."

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

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

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

(a.) Sufficient collected dust (baghouse) is available for production of the SMA mix for the entire project.

(b.) A mix design was prepared based on collected dust (baghouse).

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

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

compacted specimens to the Department for verification. If the mix fails again, the mix design will be rejected.

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

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

Illinois Modified AASHTO T 324 Requirements [1/]

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

1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

Note: For SMA Designs (N-80) the maximum rut depth is 6.0 mm at 20,000 repetitions.
For IL 4.75mm Designs (N-50) the maximum rut depth is 9.0mm at 15,000 repetitions.

(2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa)."

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

"(a) High ESAL, IL-4.75, WMA, and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip, except for SMA mixtures it will be 400 ton (363 metric ton), will be required at the beginning of HMA production for each mixture at the beginning of each construction year according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures". At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results."

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

"The Hamburg Wheel test shall also be conducted on all HMA mixtures from a sample taken within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.
If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria"

Method of Measurement:

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

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

Basis of Payment. Replace the second through the fifth paragraphs of Article 406.14 with the following:

"HMA binder and surface courses will be paid for at the contract unit price per ton (metric ton) for MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS; HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition, friction aggregate, and Ndesign specified."

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

Effective: November 1, 2012
Revised: November 1, 2019

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

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

(a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.

(b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Sources", by weight of RAS. All RAS used shall come from a Central Bureau of Materials approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.

(1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.

(2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

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

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

(1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. All FRAP shall be processed prior to testing and sized into fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass the maximum sieve size specified for the mixture composition of the mix design.

(2) Restricted FRAP (B quality) stockpiles shall consist of RAP from Class I, HMA (High ESAL), or HMA (High ESAL). If approved by the Engineer, the aggregate from a maximum 3.0 in. (75 mm) single combined pass of surface/binder milling will be classified as B quality. All millings from this application will be processed into FRAP as described previously.

(3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed (FRAP) prior to testing. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

(4) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from HMA shoulders, bituminous stabilized subbases or HMA (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

(5) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

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

(b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall be sufficiently separated to prevent intermingling at the base. Each stockpile shall be signed indicating what type of RAS is present.

However, a RAS source may submit a written request to the Department for approval to blend mechanically a specified ratio of Type 1 RAS with Type 2 RAS. The source will not be permitted to change the ratio of the blend without the Department prior written approval. The Engineer's written approval will be required, to mechanically blend RAS with any fine aggregate produced under the AGCS, up to an equal weight of RAS, to improve workability. The fine aggregate shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The fine aggregate shall be one that is approved for use in the HMA mixture and accounted for in the mix design and during HMA production.

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

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

(a) FRAP Testing. When used in HMA, the FRAP shall be sampled and tested either during processing or after stockpiling. It shall also be sampled during HMA production.

(1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).

(2) Incoming Material. For testing as incoming material, washed extraction samples shall be run at a minimum frequency of one sample per 2000 tons (1800 metric tons) or once per week, whichever comes first.

(3) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

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

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

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

(2) Incoming Material. For testing as incoming material at the HMA plant, washed extraction shall be run at the minimum frequency of one sample per 250 tons (227 metric tons). A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). The incoming material test results shall meet the tolerances specified herein.

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

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

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

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

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

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

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

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

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

(b) Evaluation of RAS Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt

binder content and gradation. A five test average of results from the original pile will be used in the mix designs. Individual test results run thereafter, when compared to the average used for the mix design, will be accepted if within the tolerances listed below.

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

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

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

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

The Engineer will notify the Contractor of observed deficiencies.

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

Test Parameter	Acceptable Limits of Precision	
% Passing:[1/]	FRAP	RAS
1/2 in.	5.0%	
No. 4	5.0%	
No. 8	3.0%	4.0%
No. 30	2.0%	4.0%
No. 200	2.2%	4.0%
Asphalt Binder Content	0.3%	3.0%
G_{mm}	0.030	

1/ Based on washed extraction.

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

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

1031.05 Quality Designation of Aggregate in RAP and FRAP.

(a) RAP. The aggregate quality of the RAP for homogeneous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

(1) RAP from Class I, HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.

(2) RAP from HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.

(3) RAP from Class I, HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.

(4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

(b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

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

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

(a) FRAP. The use of FRAP in HMA shall be as follows.

(1) Coarse Aggregate Size (after extraction). The coarse aggregate in all FRAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.

(2) Steel Slag Stockpiles. FRAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) mixtures regardless of lift or mix type.

(3) Use in HMA Surface Mixtures (High and Low ESAL). FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall have coarse aggregate that is Class B quality or better. FRAP shall be considered equivalent to limestone for frictional considerations unless produced/screened to minus 3/8 inch.

(4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP in which the coarse aggregate is Class C quality or better.

(5) Use in Shoulders and Subbase. FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, Restricted FRAP, conglomerate, or conglomerate DQ.

(b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.

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

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

Maximum Asphalt Binder Replacement (ABR) for FRAP with RAS Combination

HMA Mixtures 1/ 2/ 4/	Maximum % ABR		
Ndesign	Binder 5/	Surface 5/	Polymer Modified 3/
30L	50	40	30
50	40	35	30
70	40	30	30
90	40	30	30
SMA			30
IL-4.75			40

1/ For Low ESAL HMA shoulder and stabilized subbase, the percent asphalt binder replacement shall not exceed 50 % of the total asphalt binder in the mixture.

2/ When the binder replacement exceeds 15 % for all mixes, except for SMA and IL-4.75, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 % binder replacement using a virgin asphalt binder grade of PG64-22 will be reduced to a PG58-28). When constructing full depth HMA and the ABR is less than 15 %, the required virgin asphalt binder grade shall be PG64-28.

3/ When the ABR for SMA or IL-4.75 is 15 % or less, the required virgin asphalt binder shall be SBS PG76-22 and the elastic recovery shall be a minimum of 80. When the ABR for SMA or IL-4.75 exceeds 15%, the virgin asphalt binder grade shall be SBS PG70-28 and the elastic recovery shall be a minimum of 80.

4/ When FRAP or RAS is used alone, the maximum percent asphalt binder replacement designated on the table shall be reduced by 10 %.

5/ When the mix has Illinois Flexibility Index Test (I-FIT) requirements, the maximum percent asphalt binder replacement designated on the table may be increased by 5%.

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

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

(b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design.

The RAP, FRAP and RAS stone specific gravities (G_{sb}) shall be according to the "Determination of Aggregate Bulk (Dry) Specific Gravity (G_{sb}) of Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)" procedure in the Department's Manual of Test Procedures for Materials.

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

A scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAS and FRAP feed system to remove or reduce oversized and agglomerated material.

If during mix production, corrective actions fail to maintain FRAP, RAS or QC/QA test results within control tolerances or the requirements listed herein, the Contractor shall

cease production of the mixture containing FRAP or RAS and conduct an investigation that may require a new mix design.

(a) FRAP. The coarse aggregate in all FRAP used shall be equal to or less than the nominal maximum size requirement for the HMA mixture being produced.

(b) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.

(c) HMA Plant Requirements. HMA plants utilizing FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

a. Date, month, year, and time to the nearest minute for each print.

b. HMA mix number assigned by the Department.

c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

d. Accumulated dry weight of RAS and FRAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.

f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.

g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

h. Aggregate RAS and FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAS and FRAP are printed in wet condition.)

i. When producing mixtures with FRAP and/or RAS, a positive dust control system
shall be utilized.

j. Accumulated mixture tonnage.

k. Dust Removed (accumulated to the nearest 0.1 ton (0.1 metric ton))

(2) Batch Plants.

a. Date, month, year, and time to the nearest minute for each print.

b. HMA mix number assigned by the Department.

c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).

d. Mineral filler weight to the nearest pound (kilogram).

e. RAS and FRAP weight to the nearest pound (kilogram).

f. Virgin asphalt binder weight to the nearest pound (kilogram).

g. Residual asphalt binder in the RAS and FRAP material as a percent of the total mix to the nearest 0.1 percent.

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

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

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

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

FIRE HYDRANTS TO BE RELOCATED

All water main construction shall be in accordance with the Village of Sugar Grove Water Main Construction Standard Specifications and details included in the plans.

Prior to performing any utility work, the Contractor shall contact the Village's Public Works Department. The following is the contact information:

Mr. Tony Speciale
Director of Public Works
Village of Sugar Grove – Public Works Department

601 Heartland Drive
(630) 466-7508

Village staff will operate all valves and hydrants. The Contractor will not be allowed to operate any existing valves or hydrants on the system.

The Contractor shall contact the Village's Public Works Department to schedule operation of valves, flush and fill, pressure test, chlorination, and sampling. The Contractor shall provide 48 hours notice prior to performing any of these work items. The following activities must be scheduled with the Public Works Department on independent days:

- Flush and fill (water main/service shall then be pre-tested)
- Pressure Test (the gauge shall be zeroed out before the start of the test)
- Chlorination
- 1st Day of Sampling
- 2nd Day of Sampling

Before acceptance by the Village, all work shall be inspected and approved by the Village or its representatives.

At least 30 calendar days prior to installation of water mains covered in these specifications, the Contractor shall submit to the Engineer shop drawings of all items to be installed. The manufacturer's catalog description of all fittings and other related items shall also be submitted for review and approval.

Materials.
All water main shall be Ductile Iron Pipe Class 52 with either mechanical or push-on joints and shall conform to ANSI A21.51, AWWA C151 and ANSI A21.11, AWWA C111. The manufacturer shall be Griffin, Clow, American Cast Iron Pipe Co. or U.S. Pipe & Foundry and manufactured in the United States.

Fittings shall be cement lined, tar coated ductile iron with mechanical joints rated 250 psi per AWWA C110/ANSI 21.10 (latest revision) or AWWA C153/A21.53 (latest revision). Unless otherwise approved by the Engineer, all fittings shall have mechanical joints conforming to AWWA C111/A21.11 latest revision. Mechanical joint restraint shall be produced by EBAA Iron, Inc., or an equal approved by the Village of Sugar Grove. All the nuts and bolts required for the installation of a fitting shall be stainless steel.

All fittings shall have a pressure rating of 350 psi and shall be wrapped with an 8-mil thick polyethylene material per AWWA Standard C105 (AWWA Standard Polyethylene Encasement for Ductile-Iron Pipe Systems). At the locations indicated in the plans or as directed by the Engineer, the water main shall be constructed around existing utility structures or other obstacles by use of tees, bends or other appropriate fittings. Gasket material identical to that described above shall be utilized at all joints and fittings.

Thrust blocks shall be installed according to the details included in the plans or as directed by the Engineer. Thrust blocks shall be set in such a manner that the pipe, fittings and joints shall be accessible for future repair.

Basis of Payment.
This work will be paid for at the contract unit price per each for FIRE HYDRANTS TO BE RELOCATED, which price shall include all labor, materials, and equipment necessary to remove, relocate, install and test a fully operational fire hydrant, valve and associated connections according to the details/notes included in the plan, this specification or as directed by the Engineer.

TRAFFIC CONTROL PLAN

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

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Supplemental Specifications, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the Village of Sugar Grove Director of Public Works (Tony Speciale) at (630) 466-7508 a minimum of 48 hours in advance of beginning any work on Granart Road.

HIGHWAY STANDARDS:

701001	701006	701011	701301
701306	701311	701326	701901

SPECIAL PROVISIONS:

- Maintenance of Roadways (D-1)
- Public Convenience and Safety (D-1)
- Temporary Information Signing
- Work Zone Traffic Control Surveillance (LRS)
- Flaggers in Work Zones (LRS)
- Automated Flagger Assistance Device (BDE)
- Temporary Pavement Marking (BDE)
- Traffic Control Devices – Cones (BDE)
- Work Zone Traffic Control Devices (BDE)

PERMANENT RADAR SPEED SIGN

This work shall consist of furnishing, installing and programming radar speed sign(s) at locations and of the type specified in the plans and/or as directed by the Engineer.

Installation.
The Contractor shall supply new hardware and accessories as needed for installation of the solar powered radar speed sign(s). The radar speed sign(s) shall be mounted on traffic signal post(s), galvanized steel, of the length specified in the plans or as directed by the Engineer, and comply with all manufacturers specifications for installation. The traffic signal post shall be mounted on a Type A concrete foundation. The cost for the traffic signal post, Type A concrete foundation and solar power equipment will not be

paid for separately, but shall be considered as included in the cost of the PERMANENT RADAR SPEED SIGN.

Materials.
The radar speed sign chasse shall have the approximate dimensions of 40 inches x 30 inches x 3" and maximum weight of 20 pounds, composed of a minimum of 12-gauge aluminum, weatherproof, ventilated; and NEMA 4X-12, IP65 level compliant. Mounting hardware shall include a tamper proof design, preventing unauthorized removal of the sign.

Speed display shall have a minimum height of 15-inches and minimum width of 8-inches. Display digits shall have a minimum of 110 LEDs per digit, and display speeds in miles or kilometers per hour. The speed display shall operate within the temperatures of -40°(F)/40°(C) to 185°(F)/85°(C). An ambient light sensor capable of automatic brightness adjustment and speed violation strobe shall be also included. Display settings shall include the following:

- 24/7 365-day unlimited programming and scheduling
- On/Off modes (speeds shall not be displayed but data shall still be collected in Off mode)
- Minimum/Maximum speeds
- Digit flash speed threshold (digits flash above a selected speed)
- Speed violator strobe (pulsing strobe flashes with digits or alone)

The sign face shall include legend/text: "YOUR SPEED IS" located above the speed display in 6-inch letter height and (yellow, high intensity, prismatic reflective, type ZZ) background sign sheeting.

The radar system shall be a Doppler radar system internal to the sign chasse with a maximum radio frequency of 5 Mw. The radar shall detect vehicles up to a distance of 1,200 feet with an approximate beam angle of 11°x 11° and linear polarization.

Communications shall be encrypted and accessible wirelessly through Bluetooth and WiFi. The Radar Speed Sign shall collect and report data as follows:

- Traffic data collected and stored by location
- Capture of baseline traffic data with speed display mode of Downloadable thorough wireless connection
- Statistical reporting and charts:
    - Summary reports
    - Weekly reports
    - Period comparison reports
    - Custom reports and charts
        - Average vehicle counts
        - Total vehicle counts
        - Total number of speed violations
- Other features:
    - Minimum and maximum speeds
    - 85th percentile speed
    - 10 MPH Pace speed
    - 5 mph bin categorization

- Reports printable directly or exportable into CVS, MS Excel, Adobe Acrobat PDF and HTML formats
- Charts printable directly or exportable into Adobe Acrobat PDF and picture formats

The radar speed sign shall be powered by 12VDC solar power.

Basis of Payment.
This work will be paid for at the contract unit price per each for PERMANENT RADAR SPEED SIGN, which price shall include all labor, materials, and equipment necessary to furnish, install and program a fully operational permanent radar speed sign as described above.

SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)

This work shall consist of furnishing and installing a solar-powered, 24-hour flashing beacon.

Each unit shall consist of a self-contained solar engine, LED signal module and signal housing, and mounting hardware such that the entire assembly mounts to the top of the pole. The solar engine shall contain all electronics, batteries and solar panels. No additional cabinet is required. The system shall conform to all provisions of the 2009 MUTCD, Chapter 4K, Flashing Beacons.

Mechanical Specifications.
The solar engine shall be constructed from powder coated aluminum, and shall be no greater in size than 4.75” x 15” x 15”. The Solar panel shall be integrated to the solar engine. All batteries and electronics shall be mounted in the solar engine, with no external control cabinet or battery cabinet required. The solar engine shall be vented to provide cooling of the battery and electronic system. Venting shall be covered by wire mesh to prevent intrusion of insects.

The solar engine shall have the provision to mount an external device for remote activation. The system must have capability to power such device. Solar engine must contain sufficient space to house third party device inside a sealed enclosure located inside the solar engine.

The overall weight of the assembly, including mounting hardware, signal housing, LED module, and solar engine shall not exceed 50 lbs.

The entire system must be delivered as a complete unit ready to install and requiring no assembly.

Top of solar engine must be completely flat to the ground such that mounting in any orientation will keep the solar engine level.

Mounting.
The entire assembly, including solar engine, signal housing and LED module, and bracket shall be provided with hardware for mounting on to the top of either 2” square perforated tubing or 2 3/8” diameter round sign post. The entire assembly shall mount at

one point. Separate mounting for the signal head or any other component shall not be required.

Solar / Battery System.
The solar engine shall include one 10-watt solar panel no larger than the footprint of the housing. The solar engine shall house a single, field replaceable sealed lead acid battery no greater than 24 Ah. Solar panel and battery system shall be 12 Volt DC. When mounted, the solar panel shall not be visible from ground level.

The solar panel shall meet the design qualification and type approval of photovoltaic modules in accordance with IEC 61215. This specification includes radiation testing, thermal testing, and mechanical testing for environmental conditions such as UV-exposure, thermal cycling, as well as degradation of maximum power output.

The solar panel shall consist of one single solar panel, mounted to the solar engine with an aluminum flashing.

Battery shall be mechanically secured into the housing. Battery bracket shall enclose the battery in a manner to restrict the thermal expansion of the battery.

System shall have an auxiliary 12 VDC power output to power third party devices such as wireless radios or sensing equipment.

Signal Housing.
The signal housing shall meet the equipment standard of the Institute of Transportation Engineers (ITE) Vehicle Traffic Control Signal Heads (VTCSH) Chapter 2.

The signal head shall be mounted directly below the solar engine. The solar engine shall not overhang the signal head, so as not to restrict mounting a signal head back plate. The signal head shall be easily removable from the assembly. The bracket assembly shall be constructed such that the signal head can be removed easily in the field without removing the solar engine. The bracket assembly shall be designed to take the torsion and bending load of the solar engine. The signal head shall not be subjected to the torsional or bending load of the solar engine.

The signal housing must be able to rotate independent from the bracket for lens alignment.

LED Signal Module.
The LED signal module shall conform to the mandatory specifications of: ITE Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement as required by the Manual of Uniform Traffic Control Devices 2003 Edition Revision 1.

2.0 Operational Specifications.
The system shall conform to all standards for flashing beacons as required in the Manual of Uniform Traffic Control Devices 2003 Edition Revision 1 or current version.

The beacon shall be flash at a rate of not less than 50, nor more than 60 times per minute. The illuminated period of each flash shall not be less than one-half and not more than two-thirds of the total cycle.

The beacon shall have a night dimming feature.

The beacon shall have a minimum operating autonomy of 30 days.

The beacon shall automatically reduce light output in case of low battery situations, reducing risk that the beacons will fail entirely under conditions of poor solar insulation.

Activation.
The beacon shall operate continuously when the battery is connected. The beacon shall have the option to be turned on by a third party switch or third party device with a compatible contact closure output.

Environmental Specifications.
The system shall be able to withstand and operate at temperature extremes of -40 deg F to +122 deg F.

The system shall be designed and constructed to withstand 178 Km/h (110 mph) wind loads in conformance with the requirements of the AASHTO publication, "Standard Specifications for Structural Supports of Highway Signs, Luminaries and Traffic Signals", 4th Edition 2001.

The electronic circuit board housing, wire harnessing and connectors shall be designed and tested in accordance to IEC International Standard 60529, Ingress Protection IP67 requiring that the enclosure be dust tight and remain completely sealed when immersed in water to a depth of 1 meter for 1 hour.

The LED Module shall meet the following environmental tests as specified in the ITE Vehicle Traffic Control Signal Heads, Light Emitting Diode (LED) Circular Signal Supplement:

- Mechanical vibration: MIL-STD-883
- Temperature cycling: MIL-STD-883
- Moisture resistance: MIL-STD-810F.

Electrical Standards.
Integrated solar charger shall be approved to CSA and UL standards.

Quality Assurance.
The product must be FCC certified to comply with all 47 CFR FCC Part 15 Subpart B Emission requirements.

The system, including battery pack, solar panel, LED module and all components, shall be guaranteed for a minimum of three years.

Manufacturer must be ISO 9001 certified.

Basis of Payment.
This work will be paid for at the contract unit price per each for SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE), which price shall include all labor,

materials, and equipment necessary to furnish and install a fully operational 24-hour flashing beacon as described above.

TRIAXIAL GEOGRID REINFORCEMENT, TYPE I

This work shall consist of furnishing and installing a triaxial geogrid in accordance with the plans, specifications and manufacturer's guidelines. The geogrid shall be Tensar's TriAX TX190 Geogrid or an equal approved by the Engineer.

Method of Measurement.
This work will be measured for payment in place and the area computed in square yards.

Basis of Payment.
This work will be paid for at the contract unit price per square yard for TRIAXIAL GEOGRID REINFORCEMENT, TYPE I which price shall include all labor, materials, and equipment necessary to furnish and install the geogrid.

AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS

Effective: April 1, 2001
Revised: January 2, 2007

Revise Article 402.10 of the Standard Specifications to read:

"402.10 For Temporary Access. The Contractor shall construct and maintain aggregate surface course for temporary access to private entrances, commercial entrances and roads according to Article 402.07 and as directed by the Engineer.

The aggregate surface course shall be constructed to the dimensions and grades specified below, except as modified by the plans or as directed by the Engineer.

(a) Private Entrance. The minimum width shall be 12 ft (3.6 m). The minimum compacted thickness shall be 6 in. (150 mm). The maximum grade shall be eight percent, except as required to match the existing grade.

(b) Commercial Entrance. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The maximum grade shall be six percent, except as required to match existing grade.

(c) Road. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The grade and elevation shall be the same as the removed pavement, except as required to meet the grade of any new pavement constructed.

Maintaining the temporary access shall include relocating and/or regrading the aggregate surface course for any operation that may disturb or remove the temporary access. The same type and gradation of material used to construct the temporary access shall be used to maintain it.

When use of the temporary access is discontinued, the aggregate shall be removed and utilized in the permanent construction or disposed of according to Article 202.03."

Add the following to Article 402.12 of the Standard Specifications:

"Aggregate surface course for temporary access will be measured for payment as each for every private entrance, commercial entrance or road constructed for the purpose of temporary access. If a residential drive, commercial entrance, or road is to be constructed under multiple stages, the aggregate needed to construct the second or subsequent stages will not be measured for payment but shall be included in the cost per each of the type specified."

Revise the second paragraph of Article 402.13 of the Standard Specifications to read:

"Aggregate surface course for temporary access will be paid for at the contract unit price per each for TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE) or TEMPORARY ACCESS (ROAD).

Partial payment of the each amount bid for temporary access, of the type specified, will be paid according to the following schedule:

(a) Upon construction of the temporary access, sixty percent of the contract unit price per each, of the type constructed, will be paid.

Subject to the approval of the Engineer for the adequate maintenance and removal of the temporary access, the remaining forty percent of the pay item will be paid upon the permanent removal of the temporary access."

TEMPORARY INFORMATION SIGNING

Effective: November 13, 1996
Revised: January 2, 2007

Description.
This work shall consist of furnishing, installing, maintaining, relocating for various states of construction and eventually removing temporary informational signs. Included in this item may be ground mount signs, skid mount signs, truss mount signs, bridge mount signs, and overlay sign panels which cover portions of existing signs.

Materials.
Materials shall be according to the following Articles of Section 1000 - Materials:

	Item	Article/Section
a.)	Sign Base (Notes 1 & 2)	1090
b.)	Sign Face (Note 3)	1091
c.)	Sign Legends	1092
d.)	Sign Supports	1093
e.)	Overlay Panels (Note 4)	1090.02

Note 1. The Contractor may use 5/8 inch (16 mm) instead of 3/4 inch (19 mm) thick plywood.
Note 2. Type A sheeting can be used on the plywood base.
Note 3. All sign faces shall be Type A except all orange signs shall meet the requirements of Article 1106.01.
Note 4. The overlay panels shall be 0.08 inch (2 mm) thick.

GENERAL CONSTRUCTION REQUIREMENTS

Installation.
The sign sizes and legend sizes shall be verified by the Contractor prior to fabrication.

Signs which are placed along the roadway and/or within the construction zone shall be installed according to the requirements of Article 701.14 and Article 720.04. The signs shall be 7 ft (2.1 m) above the near edge of the pavement and shall be a minimum of 2 ft (600 mm) beyond the edge of the paved shoulder. A minimum of two (2) posts shall be used.

The attachment of temporary signs to existing sign structures or sign panels shall be approved by the Engineer. Any damage to the existing signs due to the Contractor's operations shall be repaired or signs replaced, as determined by the Engineer, at the Contractor's expense.

Signs which are placed on overhead bridge structures shall be fastened to the handrail with stainless steel bands. These signs shall rest on the concrete parapet where possible. The Contractor shall furnish mounting details for approval by the Engineer.

Method of Measurement.
This work shall be measured for payment in square feet (square meters) edge to edge (horizontally and vertically).

All hardware, posts or skids, supports, bases for ground mounted signs, connections, which are required for mounting these signs will be included as part of this pay item.

Basis of Payment.
This work shall be paid for at the contract unit price per square foot (square meter) for TEMPORARY INFORMATION SIGNING.

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:

Village of Sugar Grove

Rich Harvest Farms

HR Green, Inc.

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

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008

Description. This work shall consist of furnishing and operating automated flagger assistance devices (AFADs) as part of the work zone traffic control and protection for two-lane highways where two-way traffic is maintained over one lane of pavement. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be according to the FHWA memorandum, "MUTCD - Revised Interim Approval for the use of Automated Flagger Assistance Devices in Temporary Traffic Control Zones (IA-4R)", dated January 28, 2005. The devices shall be mounted on a trailer or a moveable cart and shall meet the requirements of NCHRP 350, Category 4.

The AFAD shall be the Stop/Slow type. This device uses remotely controlled "STOP" and "SLOW" signs to alternately control right-of-way.

Signs for the AFAD shall be according to Article 701.03 of the Standard Specifications and the MUTCD. The signs shall be 24 x 24 in. (600 x 600 mm) having an octagon shaped "STOP" sign on one side and a diamond shaped "SLOW" sign on the opposite side. The letters on the signs shall be 8 in. (200 mm) high. If the "STOP" sign has louvers, the full sign face shall be visible at a distance of 50 ft (15 m) and greater.

The signs shall be supplemented with one of the following types of lights.

(a) Flashing Lights. When flashing lights are used, white or red flashing lights shall be mounted within the "STOP" sign face and white or yellow flashing lights within the "SLOW" sign face.

(b) Stop and Warning Beacons. When beacons are used, a stop beacon shall be mounted 24 in. (600 mm) or less above the "STOP" sign face and a warning beacon mounted 24 in. (600 mm) or less above, below, or to the side of the "SLOW" sign face. As an option, a Type B warning light may be used in lieu of the warning beacon.

A "WAIT ON STOP" sign shall be placed on the right hand side of the roadway at a point where drivers are expected to stop. The sign shall be 24 x 30 in. (600 x 750 mm) with a black legend and border on a white background. The letters shall be at least 6 in. (150 mm) high.

This device may include a gate arm or mast arm that descends to a horizontal position when the "STOP" sign is displayed and rises to a vertical position when the "SLOW" sign is displayed. When included, the end of the arm shall reach at least to the center of the lane being controlled. The arm shall have alternating red and white retroreflective stripes, on both sides, sloping downward at 45 degrees toward the side on which traffic will pass. The stripes shall be 6 in. (150 mm) in width and at least 2 in. (50 mm) in height.

Flagging Requirements. Flaggers and flagging requirements shall be according to Article 701.13 of the Standard Specifications and the following.

AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The flaggers shall be able to view the face of the AFAD and approaching traffic during operation.

To stop traffic, the “STOP” sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall descend to a horizontal position. To permit traffic to move, the “SLOW” sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall rise to a vertical position.

If used at night, the AFAD location shall be illuminated according to Section 701 of the Standard Specifications.

When not in use, AFADs will be considered nonoperating equipment and shall be stored according to Article 701.11 of the Standard Specifications.

Basis of Payment. This work will not be paid for separately but shall be considered as included in the cost of the various traffic control items included in the contract.

80192

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017
Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

"(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

Revise Article 107.40(c) of the Standard Specifications to read:

"(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

(1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

(2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

(3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13."

Revise Article 108.04(b) of the Standard Specifications to read:

"(b) No working day will be charged under the following conditions.

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

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

"(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead

other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited."

Add the following to Section 109 of the Standard Specifications.

"**109.13 Payment for Contract Delay.** Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to $5,000,000	One Project Superintendent
Over $ 5,000,000 - up to $25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over $25,000,000 - up to $50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over $50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 1, 2014

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

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

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

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

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

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

b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

Diesel Retrofit Deficiency Deduction

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be $1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

EMULSIFIED ASPHALTS (BDE)

Effective: August 1, 2019

Revise Article 1032.06 of the Standard Specifications to read:

"**1032.06 Emulsified Asphalts.** Emulsified asphalts will be accepted according to the current Bureau of Materials Policy Memorandum, "Emulsified Asphalt Acceptance Procedure". These materials shall be homogeneous and shall show no separation of asphalt after thorough mixing, within 30 days after delivery, provided separation has not been caused by freezing. They shall coat the aggregate being used in the work to the satisfaction of the Engineer and shall be according to the following requirements.

(a) Anionic Emulsified Asphalt. Anionic emulsified asphalts RS-1, RS-2, HFRS-2, SS-1h, and SS-1 shall be according to AASHTO M 140, except as follows.

(1) The cement mixing test will be waived when the emulsion is being used as a tack coat.

(2) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.

(b) Cationic Emulsified Asphalt. Cationic emulsified asphalts CRS-1, CRS-2, CSS-1h, and CSS-1 shall be according to AASHTO M 208, except as follows.

(1) The cement mixing test will be waived when the emulsion is being used as a tack coat.

(2) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.

(c) High Float Emulsion. High float emulsions HFE-90, HFE-150, and HFE-300 are medium setting and shall be according to the following table.

Test	HFE-90	HFE-150	HFE-300
Viscosity, Saybolt Furol, at 122 °F (50 °C), (AASHTO T 59), SFS [1/]	50 min.	50 min.	50 min.
Sieve Test, No. 20 (850 µm), retained on sieve, (AASHTO T 59), %	0.10 max.	0.10 max.	0.10 max.
Storage Stability Test, 1 day, (AASHTO T 59), %	1 max.	1 max.	1 max.
Coating Test (All Grades), (AASHTO T 59), 3 minutes	stone coated thoroughly		
Distillation Test, (AASHTO T 59):			
Residue from distillation test to 500 °F (260 °C), %	65 min.	65 min.	65 min.
Oil distillate by volume, %	7 max.	7 max.	7 max.

Characteristics of residue from distillation test to 500 °F (260 °C): Penetration at 77 °F (25 °C), (AASHTO T 49), 100 g, 5 sec, dmm	90-150	150-300	300 min.
Float Test at 140 °F (60 °C), (AASHTO T 50), sec.	1200 min.	1200 min.	1200 min.

1/ The emulsion shall be pumpable.

(d) Penetrating Emulsified Prime. Penetrating Emulsified Prime (PEP) shall be according to AASHTO T 59, except as follows.

Test	Result
Viscosity, Saybolt Furol, at 77 °F (25 °C), SFS	75 max.
Sieve test, retained on No. 20 (850 µm) sieve, %	0.10 max.
Distillation to 500 °F (260 °C) residue, %	38 min.
Oil distillate by volume, %	4 max.

The PEP shall be tested according to the current Bureau of Materials Illinois Laboratory Test Procedure (ILTP), "Sand Penetration Test of Penetrating Emulsified Prime (PEP)". The time of penetration shall be equal to or less than that of MC-30. The depth of penetration shall be equal to or greater than that of MC-30.

(e) Delete this subparagraph.

(f) Polymer Modified Emulsified Asphalt. Polymer modified emulsified asphalts, e.g. SS-1hP, CSS-1hP, CRS-2P (formerly CRSP), CQS-1hP (formerly CSS-1h Latex Modified) and HFRS-2P (formerly HFP) shall be according to AASHTO M 316, except as follows.

(1) The cement mixing test will be waived when the polymer modified emulsion is being used as a tack coat.

(2) CQS-1hP (formerly CSS-1h Latex Modified) emulsion for micro-surfacing treatments shall use latex as the modifier.

(3) Upon examination of the storage stability test cylinder after standing undisturbed for 24 hours, the surface shall show minimal to no white, milky colored substance and shall be a homogenous brown color throughout.

(4) The distillation for all polymer modified emulsions shall be performed according to AASHTO T 59, except the temperature shall be 374 ± 9 °F (190 ± 5 °C) to be held for a period of 15 minutes and measured using an ASTM 16F (16C) thermometer.

(5) The specified temperature for the Elastic Recovery test for all polymer modified emulsions shall be 50.0 ± 1.0 °F (10.0 ± 0.5 °C).

(6) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.

(g) Non-Tracking Emulsified Asphalt. Non-tracking emulsified asphalt NTEA (formerly SS-1vh) shall be according to the following.

Test	Requirement
Saybolt Viscosity at 77 °F (25 °C), (AASHTO T 59), SFS	20-100
Storage Stability Test, 24 hr, (AASHTO T 59), %	1 max.
Residue by Distillation, 500 ± 10 °F (260 ± 5 °C), or Residue by Evaporation, 325 ± 5 °F (163 ± 3 °C), (AASHTO T 59), %	50 min.
Sieve Test, No. 20 (850 µm), (AASHTO T 59), %	0.3 max.
Tests on Residue from Evaporation	
Penetration at 77 °F (25 °C), 100 g, 5 sec, (AASHTO T 49), dmm	40 max.
Softening Point, (AASHTO T 53), °F (°C)	135 (57) min.
Ash Content, (AASHTO T 111), % 1/	1 max.

1/ The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent

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

Grade	Use
SS-1, SS-1h, RS-1, RS-2, CSS-1, CRS-1, CRS-2, CSS-1h, HFE-90, SS-1hP, CSS-1hP, NTEA (formerly SS-1vh)	Tack Coat
PEP	Prime Coat
RS-2, HFE-90, HFE-150, HFE-300, CRS-2P (formerly CRSP), HFRS-2P (formerly HFP), CRS-2, HFRS-2	Bituminous Surface Treatment
CQS-1hP (formerly CSS-1h Latex Modified)	Micro-Surfacing Slurry Sealing Cape Seal”

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2017

Revise the Air Content % of Class PP Concrete in Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

"TABLE 1. CLASSES OF CONCRETE AND MIX DESIGN CRITERIA		
Class of Conc.	Use	Air Content %
PP	Pavement Patching Bridge Deck Patching (10)	
	PP-1	4.0 - 8.0"
	PP-2	
	PP-3	
	PP-4	
	PP-5	

Revise Note (4) at the end of Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

"(4) For all classes of concrete, the maximum slump may be increased to 7 in (175 mm) when a high range water-reducing admixture is used. For Class SC, the maximum slump may be increased to 8 in. (200 mm). For Class PS, the maximum slump may be increased to 8 1/2 in. (215 mm) if the high range water-reducing admixture is the polycarboxylate type."

80389

SILT FENCE, INLET FILTERS, GROUND STABILIZATION AND RIPRAP FILTER FABRIC (BDE)

Effective: November 1, 2019
Revised: April 1, 2020

Revise Article 280.02(m) and add Article 280.02(n) so the Standard Specifications read:

"(m) Above Grade Inlet Filter (Fitted)..... 1081.15(j)
(n) Above Grade Inlet Filter (Non-Fitted).....1081.15(k)"

Revise the last sentence of the first paragraph in Article 280.04(c) of the Standard Specifications to read:

"The protection shall be constructed with hay or straw bales, silt filter fence, above grade inlet filters (fitted and non-fitted), or inlet filters.

Revise the first sentence of the second paragraph in Article 280.04(c) of the Standard Specifications to read:

"When above grade inlet filters (fitted and non-fitted) are specified, they shall be of sufficient size to completely span and enclose the inlet structure."

Revise Article 1080.02 of the Standard Specifications to read:

"**1080.02 Geotextile Fabric.** The fabric for silt filter fence shall consist of woven fabric meeting the requirements of AASHTO M 288 for unsupported silt fence.

The fabric for ground stabilization shall consist of woven yarns or nonwoven filaments of polyolefins or polyesters. Woven fabrics shall be Class 2 and nonwoven fabrics shall be Class 1 according to AASHTO M 288.

The physical properties for silt fence and ground stabilization fabrics shall be according to the following.

PHYSICAL PROPERTIES			
	Silt Fence Woven [1/]	Ground Stabilization Woven [2/]	Ground Stabilization Nonwoven [2/]
Grab Strength, lb (N) [3/] ASTM D 4632	123 (550) MD 101 (450) XD	247 (1100) min. [4/]	202 (900) min. [4/]
Elongation/Grab Strain, % ASTM D 4632 [4/]	49 max.	49 max.	50 min.
Trapezoidal Tear Strength, lb (N) ASTM D 4533 [4/]	--	90 (400) min.	79 (350) min.

Puncture Strength, lb (N) ASTM D 6241 4/	--	494 (2200) min.	433 (1925) min.
Apparent Opening Size, Sieve No. (mm) ASTM D 4751 5/	30 (0.60) max.	40 (0.43) max.	40 (0.43) max.
Permittivity, sec^{-1} ASTM D 4491	0.05 min.		
Ultraviolet Stability, % retained strength after 500 hours of exposure ASTM D 4355	70 min.	50 min.	50 min.

1/ NTPEP results or manufacturer's certification to meet test requirements.

2/ NTPEP results to meet test requirements. Manufacturer shall have public release status and current reports on laboratory results in Test Data of NTPEP's DataMine.

3/ MD = Machine direction. XD = Cross-machine direction.

4/ Values represent the minimum average roll value (MARV) in the weaker principle direction, MD or XD.

5/ Values represent the maximum average roll value."

Revise Article 1080.03 of the Standard Specifications to read:

"**1080.03 Filter Fabric.** The filter fabric shall consist of woven yarns or nonwoven filaments of polyolefins or polyesters. Woven fabrics shall be Class 3 for riprap gradations RR 4 and RR 5, and Class 2 for RR 6 and RR 7 according to AASHTO M 288. Woven slit film geotextiles (i.e. geotextiles made from yarns of a flat, tape-like character) shall not be permitted. Nonwoven fabrics shall be Class 2 for riprap gradations RR 4 and RR 5, and Class 1 for RR 6 and RR 7 according to AASHTO M 288. After forming, the fabric shall be processed so that the yarns or filaments retain their relative positions with respect to each other. The fabric shall be new and undamaged.

The filter fabric shall be manufactured in widths of not less than 6 ft (2 m). Sheets of fabric may be sewn together with thread of a material meeting the chemical requirements given for the yarns or filaments to form fabric widths as required. The sheets of filter fabric shall be sewn together at the point of manufacture or another approved location.

The filter fabric shall be according to the following.

PHYSICAL PROPERTIES 1/				
	Gradation Nos. RR 4 & RR 5		Gradation Nos. RR 6 & RR 7	
	Woven	Nonwoven	Woven	Nonwoven
Grab Strength, lb (N) ASTM D 4632 2/	180 (800) min.	157 (700) min.	247 (1100) min.	202 (900) min.
Elongation/Grab Strain, % ASTM D 4632 2/	49 max.	50 min.	49 max.	50 min.
Trapezoidal Tear Strength, lb (N) ASTM D 4533 2/	67 (300) min.	56 (250) min.	90 (400) min.	79 (350) min.
Puncture Strength, lb (N) ASTM D 6241 2/	370 (1650) min.	309 (1375) min.	494 (2200) min.	433 (1925) min.
Ultraviolet Stability, % retained strength after 500 hours of exposure - ASTM D 4355	50 min.			

1/ NTPEP results to meet test requirements. Manufacturer shall have public release status and current reports on laboratory results in Test Data of NTPEP's DataMine.

2/ Values represent the minimum average roll value (MARV) in the weaker principle direction [machine direction (MD) or cross-machine direction (XD)].

As determined by the Engineer, the filter fabric shall meet the requirements noted in the following after an onsite investigation of the soil to be protected.

Soil by Weight (Mass) Passing the No. 200 sieve (75 µm), %	Apparent Opening Size, Sieve No. (mm) - ASTM D 4751 1/	Permittivity, sec^{-1} ASTM D 4491
49 max.	60 (0.25) max.	0.2 min.
50 min.	70 (0.22) max.	0.1 min.

1/ Values represent the maximum average roll value."

Revise Article 1081.15(h)(3)a of the Standard Specifications to read:

"a. Inner Filter Fabric Bag. The inner filter fabric bag shall be constructed of woven yarns or nonwoven filaments made of polyolefins or polyesters with a minimum silt and debris capacity of 2.0 cu ft (0.06 cu m). Woven fabric shall be Class 3 and nonwoven fabric shall be Class 2 according to AASHTO M 288. The fabric bag shall be according to the following.

PHYSICAL PROPERTIES		
	Woven	Nonwoven
Grab Strength, lb (N) ASTM D 4632 1/	180 (800) min.	157 (700) min.
Elongation/Grab Strain, % ASTM D 4632 1/	49 max.	50 min.
Trapezoidal Tear Strength, lb (N) ASTM D 4533 1/	67 (300) min.	56 (250) min.
Puncture Strength, lb (N) ASTM D 6241 1/	370 (1650) min.	309 (1375) min.
Apparent Opening Size, Sieve No. (mm) ASTM D 4751 2/	60 (0.25) max.	
Permittivity, sec^{-1} ASTM D 4491	2.0 min.	
Ultraviolet Stability, % retained strength after 500 hours of exposure – ASTM D 4355	70 min.	

1/ Values represent the minimum average roll value (MARV) in the weaker principle direction [machine direction (MD) or cross-machine direction (XD)].

2/ Values represent the maximum average roll value."

Revise Article 1081.15(i)(1) of the Standard Specifications to read:

"(i) Urethane Foam/Geotextile. Urethane foam/geotextile shall be triangular shaped having a minimum height of 10 in. (250 mm) in the center with equal sides and a minimum 20 in. (500 mm) base. The triangular shaped inner material shall be a low density urethane foam. The outer geotextile fabric cover shall consist of woven yarns or nonwoven filaments made of polyolefins or polyesters placed around the inner material and shall extend beyond both sides of the triangle a minimum of 18 in. (450 mm). Woven filter fabric shall be Class 3 and nonwoven filter fabric shall be Class 2 according to AASHTO M 288.

(1) The geotextile shall meet the following properties.

PHYSICAL PROPERTIES		
	Woven	Nonwoven
Grab Strength, lb (N) ASTM D 4632 1/	180 (800) min.	157 (700) min.
Elongation/Grab Strain, % ASTM D 4632 1/	49 max.	50 min.
Trapezoidal Tear Strength, lb (N) ASTM D 4533 1/	67 (300) min.	56 (250) min.
Puncture Strength, lb (N) ASTM D 6241 1/	370 (1650) min.	309 (1375) min.

Apparent Opening Size, Sieve No. (mm) ASTM D 4751 2/	30 (0.60) max.
Permittivity, sec^{-1} ASTM D 4491	2.0 min.
Ultraviolet Stability, % retained strength after 500 hours of exposure – ASTM D 4355	70 min.

1/ Values represent the minimum average roll value (MARV) in the weaker principle direction [machine direction (MD) or cross-machine direction (XD)].

2/ Values represent the maximum average roll value."

Add the following to Article 1081.15(i) of the Standard Specifications.

"(3) Certification. The manufacturer shall furnish a certificate with each shipment of urethane foam/geotextile assemblies stating the amount of product furnished and that the material complies with these requirements."

Revise the title and first sentence of Article 1081.15(j) of the Standards Specifications to read:

"(j) Above Grade Inlet Filters (Fitted). Above grade inlet filters (fitted) shall consist of a rigid polyethylene frame covered with a fitted geotextile filter fabric."

Revise Article 1081.15(j)(2) of the Standard Specifications to read:

(2) Fitted Geotextile Filter Fabric. The fitted geotextile filter fabric shall consist of woven yarns or nonwoven filaments made of polyolefins or polyesters. Woven filter fabric shall be Class 3 and nonwoven filter fabric shall be Class 2 according to AASHTO M 288. The filter shall be fabricated to provide a direct fit to the frame. The top of the filter shall integrate a coarse screen with a minimum apparent opening size of 1/2 in. (13 mm) to allow large volumes of water to pass through in the event of heavy flows. The filter shall have integrated anti-buoyancy pockets capable of holding a minimum of 3.0 cu ft (0.08 cu m) of stabilization material. Each filter shall have a label with the following information sewn to or otherwise permanently adhered to the outside: manufacturer's name, product name, and lot, model, or serial number. The fitted geotextile filter fabric shall be according to the table in Article 1081.15(h)(3)a above."

Add Article 1081.15(k) to the Standard Specifications to read:

"(k) Above Grade Inlet Filters (Non-Fitted). Above grade inlet filters (non-fitted) shall consist of a geotextile fabric surrounding a metal frame. The frame shall consist of either a) a circular cage formed of welded wire mesh, or b) a collapsible aluminum frame, as described below.

(1) Frame Construction.

a) Welded Wire Mesh Frame. The frame shall consist of 6 in. x 6 in. (150 mm x 150 mm) welded wire mesh formed of #10 gauge (3.42 mm) steel conforming to ASTM A 185. The mesh shall be 30 in. (750 mm) tall and formed into a 42 in. (1.05 m) minimum diameter cylinder.

b) Collapsible Aluminum Frame. The collapsible aluminum frame shall consist of grade 6036 aluminum. The frame shall have anchor lugs that attach it to the inlet grate, which shall resist movement from water and debris. The collapsible joints of the frame shall have a locking device to secure the vertical members in place, which shall prevent the frame from collapsing while under load from water and debris.

(2) Geotextile Fabric. The geotextile fabric shall consist of woven yarns or nonwoven filaments made of polyolefins or polyesters. The woven filter fabric shall be a Class 3 and the nonwoven filter fabric shall be a Class 2 according to AASHTO M 288. The geotextile fabric shall be according to the table in Article 1081.15(h)(3)a above.

(3) Geotechnical Fabric Attachment to the Frame.

a) Welded Wire Mesh Frame. The woven or nonwoven geotextile fabric shall be wrapped 3 in. (75 mm) over the top member of a 6 in. x 6 in. (150 mm x 150 mm) welded wire mesh frame and secured with fastening rings constructed of wire conforming to ASTM A 641, A 809, A 370, and A 938 at 6 in. (150 mm) on center. The fastening rings shall penetrate both layers of geotextile and securely close around the steel mesh. The geotextile shall be secured to the sides of the welded wire mesh with fastening rings at a spacing of 1 per sq ft (11 per sq m) and securely close around a steel member.

b) Collapsible Aluminum Frame. The woven or nonwoven fabric shall be secured to the aluminum frame along the top and bottom of the frame perimeter with strips of aluminum secured to the perimeter member, such that the anchoring system provides a uniformly distributed stress throughout the geotechnical fabric.

(4) Certification. The manufacturer shall furnish a certificate with each shipment of above grade inlet filter assemblies stating the amount of product furnished and that the material complies with these requirements."

TEMPORARY PAVEMENT MARKING (BDE)

Effective: April 1, 2012
Revised: April 1, 2017

Revise Article 703.02 of the Standard Specifications to read:

"**703.02 Materials.** Materials shall be according to the following.

(a) Pavement Marking Tape, Type I and Type III 1095.06
(b) Paint Pavement Markings 1095.02
(c) Pavement Marking Tape, Type IV ..... 1095.11"

Revise the second paragraph of Article 703.05 of the Standard Specifications to read:

"Type I marking tape or paint shall be used at the option of the Contractor, except paint shall not be applied to the final wearing surface unless authorized by the Engineer for late season applications where tape adhesion would be a problem. Type III or Type IV marking tape shall be used on the final wearing surface when the temporary pavement marking will conflict with the permanent pavement marking such as on tapers, crossovers and lane shifts."

Revise Article 703.07 of the Standard Specifications to read:

"**703.07 Basis of Payment.** This work will be paid for as follows.

a) Short Term Pavement Marking. Short term pavement marking will be paid for at the contract unit price per foot (meter) for SHORT TERM PAVEMENT MARKING. Removal of short term pavement markings will be paid for at the contract unit price per square foot (square meter) for SHORT TERM PAVEMENT MARKING REMOVAL.

b) Temporary Pavement Marking. Where the Contractor has the option of material type, temporary pavement marking will be paid for at the contract unit price per foot (meter) for TEMPORARY PAVEMENT MARKING of the line width specified, and at the contract unit price per square foot (square meter) for TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS.

Where the Department specifies the use of pavement marking tape, the Type III or Type IV temporary pavement marking will be paid for at the contract unit price per foot (meter) for PAVEMENT MARKING TAPE, TYPE III or PAVEMENT MARKING TAPE, TYPE IV of the line width specified and at the contract unit price per square feet (square meter) for PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS or PAVEMENT MARKING TAPE, TYPE IV – LETTERS AND SYMBOLS.

Removal of temporary pavement markings will be paid for at the contract unit price per square foot (square meter) for TEMPORARY PAVEMENT MARKING REMOVAL.

When temporary pavement marking is shown on the Standard, the cost of the temporary pavement marking and its removal will be included in the cost of the Standard."

Add the following to Section 1095 of the Standard Specifications:

"**1095.11 Pavement Marking Tape, Type IV.** The temporary, preformed, patterned markings shall consist of a white or yellow tape with wet retroreflective media incorporated to provide immediate and continuing retroreflection during both wet and dry conditions. The tape shall be manufactured without the use of heavy metals including lead chromate pigments or other similar, lead-containing chemicals.

The white and yellow Type IV marking tape shall meet the Type III requirements of Article 1095.06 and the following.

(a) Composition. The retroreflective pliant polymer pavement markings shall consist of a mixture of high-quality polymeric materials, pigments and glass beads distributed throughout its base cross-sectional area, with a layer of wet retroreflective media bonded to a durable polyurethane topcoat surface. The patterned surface shall have approximately 40% ± 10% of the surface area raised and presenting a near vertical face to traffic from any direction. The channels between the raised areas shall be substantially free of exposed beads or particles.

(b) Retroreflectance. The white and yellow markings shall meet the following for initial dry and wet retroreflectance.

(1) Dry Retroreflectance. Dry retroreflectance shall be measured under dry conditions according to ASTM D 4061 and meet the values described in Article 1095.06 for Type III tape.

(2) Wet Retroreflectance. Wet retroreflectance shall be measured under wet conditions according to ASTM E 2177 and meet the values shown in the following table.

Wet Retroreflectance, Initial R_L

Color	R_L 1.05/88.76
White	300
Yellow	200

(c) Color. The material shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degrees circumferential/zero degree geometry, illuminant D65, and a two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

Color	Daylight Reflectance %Y
White	65 minimum
*Yellow	36-59

*Shall match Federal 595 Color No. 33538 and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

(d) Skid Resistance. The surface of the markings shall provide an average minimum skid resistance of 50 BPN when tested according to ASTM E 303.

(e) Sampling, Testing, Acceptance, and Certification. Prior to approval and use of the wet reflective, temporary, removable pavement marking tape, the manufacturer shall submit a notarized certification from an independent laboratory, together with the results of all tests, stating that the material meets the requirements as set forth herein. The certification test report shall state the lot tested, manufacturer's name, and date of manufacture.

After approval by the Department, samples and certification by the manufacturer shall be submitted for each batch used. The manufacturer shall submit a certification stating that the material meets the requirements as set forth herein and is essentially identical to the material sent for qualification. The certification shall state the lot tested, manufacturer's name, and date of manufacture.

All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer."

80298

TRAFFIC CONTROL DEVICES - CONES (BDE)

Effective: January 1, 2019

Revise Article 701.15(a) of the Standard Specifications to read:

"(a) Cones. Cones are used to channelize traffic. Cones used to channelize traffic at night shall be reflectorized; however, cones shall not be used in nighttime lane closure tapers or nighttime lane shifts."

Revise Article 1106.02(b) of the Standard Specifications to read:

"(b) Cones. Cones shall be predominantly orange. Cones used at night that are 28 to 36 in. (700 to 900 mm) in height shall have two white circumferential stripes. If non-reflective spaces are left between the stripes, the spaces shall be no more than 2 in. (50mm) in width. Cones used at night that are taller than 36 in. (900 mm) shall have a minimum of two white and two fluorescent orange alternating, circumferential stripes with the top stripe being fluorescent orange. If non-reflective spaces are left between the stripes, the spaces shall be no more than 3 in. (75 mm) in width.

The minimum weights for the various cone heights shall be 4 lb for 18 in. (2 kg for 450 mm), 7 lb for 28 in. (3 kg for 700 mm), and 10 lb for 36 in. (5 kg for 900 mm) with a minimum of 60 percent of the total weight in the base. Cones taller than 36 in. shall be weighted per the manufacturer's specifications such that they are not moved by wind or passing traffic."

80409

WARM MIX ASPHALT (BDE)

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

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

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

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

Equipment.

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

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

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

"(11) Equipment for Warm Mix Technologies.

a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.

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

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

"(e) Warm Mix Technologies.

(1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.

(2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification."

Construction Requirements.

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

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

Basis of Payment.

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

80288

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports .....1106.02"

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

"For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer's specifications."

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

"**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer's self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device."

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

"**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019."

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

"(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis."

80427

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 20 working days.

80071

Illinois Department of Transportation

Storm Water Pollution Prevention Plan

Route	FAU 3898 (Granart Road)	Marked Rte.	N/A
Section	N/A	Project No.	N/A
County	Kane	Contract No.	N/A

This plan has been prepared to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit No. ILR10 (Permit ILR10), issued by the Illinois Environmental Protection Agency (IEPA) for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Anthony Speciale	Anthony Speciale
Print Name	Signature
Director of Public Works	6/10/2020
Title	Date
Village of Sugar Grove	
Agency	

Note: Guidance on preparing each section of BDE 2342 can be found in Chapter 41 of the IDOT Bureau of Design and Environment Manual. Chapter 41 and this form also reference the IDOT Drainage Manual which should be readily available.

I. Site Description:

A. Provide a description of the project location (include latitude and longitude, Section, Town, and Range):

This project is located along Granart Road at the north entrance/gate to the Rich Harvest Farms golf club and associated facilities. Granart Road is a rural collector that runs east and west along the north side of the Rich Harvest Farms property, and is under the jurisdiction of the Village of Sugar Grove. The total length of improvements is 885 feet (0.17 miles) along Granart Road. The Granart Road improvements are located in Township 38 North, Range 6 East (41.7615, -88.5030).

B. Provide a description of the construction activity which is the subject of this plan. Include the number of construction stages, drainage improvements, in-stream work, installation, maintenance, removal of erosion measures, and permanent stabilization:

The project consists of the widening and resurfacing of Granart Road for the installation of a left-turn lane at the entrance to the Rich Harvest Farms golf club and associated facilities. Ancillary improvements will include new pavement marking and signing, minor ditch grading, new driveway culverts and landscaping/restoration. Temporary erosion control measures will consist of perimeter erosion barrier, erosion control blanket and ditch checks. Permanent stabilization will consist of seeding. This project involves no in-stream work or wetland impacts.

C. Provide the estimated duration of this project:

The estimated duration of this project is one (1) month.

D. The total area of the construction site is estimated to be 1.8 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 1.4 acres.

E. The following are weighted averages of the runoff coefficient for this project before and after construction activities are completed (See Section 4-102 of the IDOT Drainage Manual):

The estimated proposed runoff coefficient for this project before and after construction activities are completed is 0.44.

F. List all soils found within project boundaries. Include map unit name, slope information, and erosivity:

Virgil silt loam (104A): 0-2 percent slopes, K value = 0.37, moderate susceptibility to erosion
Mayville silt loam (193B): 2-5 percent slopes, K value = 0.43, high susceptibility to erosion
Mayville silt loam (193C2): 5-10 percent slopes, eroded, K value = 0.43, high susceptibility to erosion
Thorp silt loam (206A): 0-2 percent slopes, K value = 0.28, moderate susceptibility to erosion
Birkbeck silt loam (233B): 2-5 percent slopes, K value = 0.43, high susceptibility to erosion
Wingate silt loam (348B): 2-5 percent slopes, K value = 0.37, moderate susceptibility to erosion
Barony silt loam (662B): 2-5 percent slopes, K value = 0.37, moderate susceptibility to erosion

G. If wetlands were delineated for this project, provide an extent of wetland acreage at the site (See Phase I report):

There are no wetlands located within the area of disturbance proposed with this project.

H. Provide a description of potentially erosive areas associated with this project:

No erosive areas are anticipated, as the existing conditions do not exhibit any signs of erosion issues.

I. The following is a description of soil disturbing activities by stages, their locations, and their erosive factors (e.g., steepness of slopes, length of slopes, etc.):

The construction activities will include tree removal, earth excavation, roadside ditch grading, driveway culvert installation, and widening and resurfacing of the existing roadway. The grading and roadway widening will be completed one side at a time, under traffic. Upon completion of the widening, the entire roadway will be resurfaced under traffic, along with application of the final pavement marking for the left-turn lane channelization.

All proposed roadway foreslopes and backslopes are 1:3 or flatter and all proposed ditch grades are 5.00% or less. All foreslopes, backslopes and ditches will be stabilized with erosion control blanket. Ditches will also be stabilized with temporary ditch checks.

J. See the erosion control plans and/or drainage plans for this contract for information regarding drainage patterns, approximate slopes anticipated before and after major grading activities, locations where vehicles enter or exit the site and controls to prevent offsite sediment tracking (to be added after contractor identifies locations), areas of soil disturbance, the location of major structural and non-structural controls identified in the plan, the location of areas where stabilization practices are expected to occur, surface waters (including wetlands) and locations where storm water is discharged to surface water including wetlands.

K. Identify who owns the drainage system (municipality or agency) this project will drain into:

Granart Road is currently, and will continue to be, drained via open ditches. Granart Road is under the jurisdiction of the Village of Sugar Grove.

L. The following is a list of General NPDES ILR40 permittees within whose reporting jurisdiction this project is located.

N/A

M. The following is a list of receiving water(s) and the ultimate receiving water(s) for this site. In addition, include receiving waters that are listed as Biologically Significant Streams by the IDNR. The location of the receiving waters can be found on the erosion and sediment control plans:

The project area discharges storm water runoff to the ditches along Granart Road. The ultimate receiving water for this site is Welch Creek.

N. Describe areas of the site that are to be protected or remain undisturbed. These areas may include steep slopes (i.e., 1:3 or steeper), highly erodible soils, streams, stream buffers, specimen trees, natural vegetation, nature preserves, etc. Include any commitments or requirements to protect adjacent wetlands.

For any storm water discharges from construction activities within 50-feet of Waters of the US (except for activities for water-dependent structures authorized by a Section 404 permit, describe: a) How a 50-foot undisturbed natural buffer will be provided between the construction activity and the Waters of the United States, or b) How additional erosion and sediment controls will be provided within that area.

Any areas within the defined project location but outside the construction limits shall remain undisturbed. This includes all specimen trees and natural vegetation.

O. Per the Phase I document, the following sensitive environmental resources are associated with this project and may have the potential to be impacted by the proposed development. Further guidance on these resources is available in Section 41-4 of the BDE Manual.

☐ 303(d) Listed receiving waters for suspended solids, turbidity, or siltation

The name(s) of the listed water body, and identification of all pollutants causing impairment:

Provide a description of how erosion and sediment control practices will prevent a discharge of sediment resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event:

Provide a description of the location(s) of direct discharge from the project site to the 303(d) water body:

Provide a description of the location(s) of any dewatering discharges to the MS4 and/or water body:

☐ Applicable Federal, Tribal, State or Local Programs

☐ Floodplain

☐ Historic Preservation

☐ Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity or siltation

TMDL (fill out this section if checked above)

The name(s) of the listed water body:

Provide a description of the erosion and sediment control strategy that will be incorporated into the site design that is consistent with the assumptions and requirements of the TMDL:

If a specific numeric waste load allocation has been established that would apply to the project's discharges, provide a description of the necessary steps to meet that allocation:

☐ Threatened and Endangered Species/Illinois Natural Areas (INAI)/Nature Preserves

☐ Other

☐ Wetland

P. The following pollutants of concern will be associated with this construction project:

☒ Antifreeze / Coolants
☒ Concrete
☒ Concrete Curing Compounds
☒ Concrete Truck Waste
☒ Fertilizers / Pesticides
☐ Paints
☒ Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids)
☒ Soil Sediment
☒ Solid Waste Debris
☐ Solvents
☒ Waste water from cleaning construction equipment
☐ Other (specify)
☐ Other (specify)
☐ Other (specify)
☐ Other (specify)
☐ Other (specify)

II. Controls:

This section of the plan addresses the controls that will be implemented for each of the major construction activities described in I.C. above and for all use areas, borrow sites, and waste sites. For each measure discussed, the Contractor will be responsible for its implementation as indicated. The Contractor shall provide to the Resident Engineer a plan for the implementation of the measures indicated. The Contractor, and subcontractors, will notify the Resident Engineer of any proposed changes, maintenance, or modifications to keep construction activities compliant with the Permit ILR10. Each such Contractor has signed the required certification on forms which are attached to, and are a part of, this plan:

A. **Erosion and Sediment Controls:** At a minimum, controls must be coordinated, installed and maintained to:

1. Minimize the amount of soil exposed during construction activity;
2. Minimize the disturbance of steep slopes;
3. Maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal and maximize storm water infiltration, unless infeasible;
4. Minimize soil compaction and, unless infeasible, preserve topsoil.

B. **Stabilization Practices:** Provided below is a description of interim and permanent stabilization practices, including site- specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include but are not limited to: temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided below in II(B)(1) and II(B)(2), stabilization measures shall be initiated **immediately** where construction activities have temporarily or permanently ceased, but in no case more than **one (1) day** after the construction activity in that portion of the site has temporarily or permanently ceases on all disturbed portions of the site where construction will not occur for a period of fourteen (14) or more calendar days.

1. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
2. On areas where construction activity has temporarily ceased and will resume after fourteen (14) days, a temporary stabilization method can be used.

The following stabilization practices will be used for this project:

- ☒ Erosion Control Blanket / Mulching
- ☐ Geotextiles
- ☒ Permanent Seeding
- ☒ Preservation of Mature Vegetation
- ☒ Protection of Trees
- ☐ Sodding
- ☒ Temporary Erosion Control Seeding
- ☐ Temporary Turf (Seeding, Class 7)
- ☐ Temporary Mulching
- ☐ Vegetated Buffer Strips
- ☐ Other (specify)
- ☐ Other (specify)
- ☐ Other (specify)
- ☐ Other (specify)

Describe how the stabilization practices listed above will be utilized during construction:

Though a pay item and quantity for Temporary Erosion Control Seeding has been provided on the contract, it will likely not be needed due to the project's short construction duration. If necessary, Temporary Erosion Control Seeding shall be applied in accordance with the Special Provisions within seven (7) days to all areas disturbed by construction. Seed mixture will depend on the time of year it is applied. Oats will be applied from March 15th to July 1st and Rye or Wheat from July 1st to October 1st.

Describe how the stabilization practices listed above will be utilized after construction activities have been completed:

All areas disturbed by construction will be stabilized with permanent seeding, Class 2A as well as Erosion Control Blanket to allow the seeds to germinate properly. Permanent stabilization shall occur as soon as possible after an area has been brought to final grade.

C. **Structural Practices:** Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include but are not limited to: perimeter erosion barrier, earth dikes, drainage swales, sediment traps, ditch checks, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions, and temporary or permanent sediment basins. The installation of these devices may be subject to Section 404 of the Clean Water Act.

The following structural practices will be used for this project:

- ☐ Aggregate Ditch
- ☐ Concrete Revetment Mats
- ☐ Dust Suppression
- ☐ Dewatering Filtering
- ☐ Gabions
- ☐ In-Stream or Wetland Work
- ☐ Level Spreaders
- ☐ Stabilized Construction Exits
- ☐ Stabilized Trench Flow
- ☐ Slope Mattress
- ☐ Slope Walls
- ☒ Temporary Ditch Check
- ☐ Temporary Pipe Slope Drain
- ☐ Temporary Sediment Basin

☐	Paved Ditch	☐	Temporary Stream Crossing
☐	Permanent Check Dams	☐	Turf Reinforcement Mats
☒	Perimeter Erosion Barrier	☐	Other (specify)
☐	Permanent Sediment Basin	☐	Other (specify)
☐	Retaining Walls	☐	Other (specify)
☐	Riprap	☐	Other (specify)
☐	Rock Outlet Protection	☐	Other (specify)
☐	Sediment Trap	☐	Other (specify)
☒	Storm Drain Inlet Protection	☐	Other (specify)

Describe how the structural practices listed above will be utilized during construction:

Perimeter Erosion Barrier - Prior to commencement of any grading activities, a continuous silt fence shall be placed adjacent to construction areas to intercept sheet flow of waterborne silt and sediment and prevent it from leaving the construction site. The locations requiring silt fence are designated on the Erosion Control Plans.

Temporary Ditch Check - Temporary Ditch Checks shall be constructed at the locations shown on the Erosion Control Plans to prevent siltation, erosion, or scour of newly graded ditches or drainage ways.

Storm Drain Inlet Pretection - Pipe protection will be provided for all storm sewer inlets which will drain water during at least a 10-year storm event. The Erosion Control Plans will identify the structures requiring pipe protection.

Describe how the structural practices listed above will be utilized after construction activities have been completed:

The structural practices listed above are temporary and will be removed when construction is complete and the ground is stabilized.

D. **Treatment Chemicals**

Will polymer flocculants or treatment chemicals be utilized on this project: ☐ Yes ☒ No

If *yes* above, identify where and how polymer flocculants or treatment chemicals will be utilized on this project.

N/A

E. **Permanent (i.e., Post-Construction) Storm Water Management Controls:** Provided below is a description of measures that will be installed during the construction process to control volume and pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

1. Such practices may include but are not limited to: storm water detention structures (including wet ponds), storm water retention structures, flow attenuation by use of open vegetated swales and natural depressions, infiltration of runoff on site, and sequential systems (which combine several practices).

   The practices selected for implementation were determined based on the technical guidance in Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT Bureau of Design and Environment Manual. If practices other than those discussed in Chapter 41 are selected for implementation or if practices are applied to situations different from those covered in Chapter 41, the technical basis for such decisions will be explained below.

2. Velocity dissipation devices will be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are maintained and protected (e.g., maintenance of hydrologic conditions such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

   Description of permanent storm water management controls:

   No storm water management controls and/or facilities will be provided as part of this project.

F. **Approved State or Local Laws:** The management practices, controls and provisions contained in this plan will be in accordance with IDOT specifications, which are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual. Procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials shall be described or incorporated by reference in the space provided below. Requirements specified in sediment and erosion site plans, site permits, storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI, to be authorized to discharge under the Permit ILR10 incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

Description of procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials:

Not applicable.

G. **Contractor Required Submittals:** Prior to conducting any professional services at the site covered by this plan, the Contractor and each subcontractor responsible for compliance with the permit shall submit to the Resident Engineer a Contractor Certification Statement, BDE 2342a.

1. The Contractor shall provide a construction schedule containing an adequate level of detail to show major activities with implementation of pollution prevention BMPs, including the following items:

- Approximate duration of the project, including each stage of the project
- Rainy season, dry season, and winter shutdown dates
- Temporary stabilization measures to be employed by contract phases
- Mobilization timeframe
- Mass clearing and grubbing/roadside clearing dates
- Deployment of Erosion Control Practices
- Deployment of Sediment Control Practices (including stabilized construction entrances/exits)
- Deployment of Construction Site Management Practices (including concrete washout facilities, chemical storage, refueling locations, etc.)
- Paving, saw-cutting, and any other pavement related operations
- Major planned stockpiling operations
- Timeframe for other significant long-term operations or activities that may plan non-storm water discharges such as dewatering, grinding, etc.
- Permanent stabilization activities for each area of the project

2. During the pre-construction meeting, the Contractor and each subcontractor shall provide, as an attachment to their signed Contractor Certification Statement, a discussion of how they will comply with the requirements of the permit in regard to the following items and provide a graphical representation showing location and type of BMPs to be used when applicable:

- Temporary Ditch Checks - Identify what type and the source of Temporary Ditch Checks that will be installed as part of the project. The installation details will then be included with the SWPPP.
- Vehicle Entrances and Exits – Identify type and location of stabilized construction entrances and exits to be used and how they will be maintained.
- Material Delivery, Storage and Use – Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored for this project.
- Stockpile Management – Identify the location of both on-site and off-site stockpiles. Discuss what BMPs will be used to prevent pollution of storm water from stockpiles.
- Waste Disposal – Discuss methods of waste disposal that will be used for this project.
- Spill Prevention and Control – Discuss steps that will be taken in the event of a material spill (chemicals, concrete curing compounds, petroleum, etc.)
- Concrete Residuals and Washout Wastes – Discuss the location and type of concrete washout facilities to be used on this project and how they will be signed and maintained.
- Litter Management – Discuss how litter will be maintained for this project (education of employees, number of dumpsters, frequency of dumpster pick-up, etc.).
- Vehicle and Equipment Fueling – Identify equipment fueling locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Vehicle and Equipment Cleaning and Maintenance – Identify where equipment cleaning and maintenance locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Dewatering Activities – Identify the controls which will be used during dewatering operations to ensure sediments will not leave the construction site.

- Polymer Flocculants and Treatment Chemicals – Identify the use and dosage of treatment chemicals and provide the Resident Engineer with Material Safety Data Sheets. Describe procedures on how the chemicals will be used and identify who will be responsible for the use and application of these chemicals. The selected individual must be trained on the established procedures.
- Additional measures indicated in the plan.

III. Maintenance:

When requested by the Contractor, the Resident Engineer will provide general maintenance guides (e.g., IDOT Erosion and Sediment Control Field Guide) to the Contractor for the practices associated with this project. Describe how all items will be checked for structural integrity, sediment accumulation and functionality. Any damage or undermining shall be repaired immediately. Provide specifics on how repairs will be made. The following additional procedures will be used to maintain, in good and effective operating conditions, the vegetation, erosion and sediment control measures and other protective measures identified in this plan. It will be the Contractor's responsibility to attain maintenance guidelines for any manufactured BMPs which are to be installed and maintained per manufacture's specifications.

Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution runoff in compliance with environmental law and EPA Water Quality Regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site. On a weekly basis, the Engineer shall inspect the project to determine whether erosion control efforts are in place and effective and if other additional control measures are necessary. Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer.

All erosion and sediment control measures should be checked weekly and after each significant rainfall (0.5 inch or greater in a 24-hour period) or equivalent snowfall. Additionally, during winter months (if applicable), all measures should be checked after each significant snowmelt. The following items should be checked:

1. Seeding - All erodible bare earth areas will be temporarily or permanently seeded and inspected on a weekly basis to minimize the amount of erodible surface within the proposed project limits.
2. Perimeter Erosion Barrier.
3. Erosion Control Blanket.
4. Tree Protection.

Additionally, all locations where vehicles enter and exit the construction site and all other areas subject to erosion should also be inspected periodically. Inspection of these areas shall be made at least once every seven (7) days and within 24 hours of the end of each 0.5 inch or greater rainfall or equivalent snowfall.

All maintenance of the erosion and sediment control measures will be the responsibility of the contractor. This maintenance shall be in accordance with the IDOT Erosion and Sediment Control Field Guide for Construction Inspection (dated July 1, 2010) and IDOT's Best Management Practices - Maintenance Guides.

The temporary erosion control systems shall remain in place with proper maintenance until the permanent erosion controls are in place, working properly and seeding has been established. Once the permanent erosion control systems have taken hold and are functional, the temporary items shall be removed along with any trapped sediment and any disturbed areas shall be reseeded.

IV. Inspections:

Qualified personnel shall inspect disturbed areas of the construction site including Borrow, Waste, and Use Areas, which have not yet been finally stabilized, structural control measures, and locations where vehicles and equipment enter and exit the site using IDOT Storm Water Pollution Prevention Plan Erosion Control Inspection Report (BC 2259). Such inspections shall be conducted at least once every seven (7) calendar days and within twenty-four (24) hours of the end of a storm or by the end of the following business or work day that is 0.5 inch or greater or equivalent snowfall.

Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Weekly inspections will recommence when construction activities are conducted, or if there is 0.5" or greater rain event, or a discharge due to snowmelt occurs.

If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer shall notify the appropriate IEPA Field Operations Section office by email at: epa.swnoncomp@illinois.gov, telephone or fax within twenty-four (24) hours of the incident. The Resident Engineer shall then complete and submit an "Incidence of Non-Compliance" (ION) report for the identified violation within five (5) days of the incident. The Resident Engineer shall use forms provided by IEPA and shall include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a

statement detailing any environmental impact which may have resulted from the noncompliance. All reports of non-compliance shall be signed by a responsible authority in accordance with Part VI. G of the Permit ILR10.

The Incidence of Non-Compliance shall be mailed to the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Compliance Assurance Section
1021 North Grand East
Post Office Box 19276
Springfield, Illinois 62794-9276

V. Failure to Comply:

Failure to comply with any provisions of this Storm Water Pollution Prevention Plan will result in the implementation of a National Pollutant Discharge Elimination System/Erosion and Sediment Control Deficiency Deduction against the Contractor and/or penalties under the Permit ILR10 which could be passed on to the Contractor.

Illinois Department of Transportation

Contractor Certification Statement

Prior to conducting any professional services at the site covered by this contract, the Contractor and every subcontractor must complete and return to the Resident Engineer the following certification. A separate certification must be submitted by each firm. Attach to this certification all items required by Section II.G of the Storm Water Pollution Prevention Plan (SWPPP) which will be handled by the Contractor/subcontractor completing this form.

Route	FAU 3898	Marked Rte.	N/A
Section	N/A	Project No.	N/A
County	Kane	Contract No.	N/A

This certification statement is a part of SWPPP for the project described above, in accordance with the General NPDES Permit No. ILR10 issued by the Illinois Environmental Protection Agency.

I certify under penalty of law that I understand the terms of the Permit No. ILR 10 that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

In addition, I have read and understand all of the information and requirements stated in SWPPP for the above mentioned project; I have received copies of all appropriate maintenance procedures; and, I have provided all documentation required to be in compliance with the Permit ILR10 and SWPPP and will provide timely updates to these documents as necessary.

☐ Contractor

☐ Sub-Contractor

Print Name	Signature
Title	Date
Name of Firm	Telephone
Street Address	City/State/ZIP

Items which this Contractor/subcontractor will be responsible for as required in Section II.G. of SWPPP:

Illinois Environmental Protection Agency

1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276 • (217) 782-3397

Division of Water Pollution Control
Notice of Intent (NOI) for General Permit
to Discharge Storm Water Associated with Construction Site Activities

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at the above address.

For Office Use Only

Permit No. ILR10 _____

OWNER INFORMATION

Company/Owner Name: Village of Sugar Grove

Mailing Address: 601 Heartland Drive Phone: 630-466-7508

City: Sugar Grove State: IL Zip: 60554 Fax: 630-466-1083

Contact Person: Tony Speciale - Director of Public Works E-mail: aspeciale@sugargroveil.gov

Owner Type (select one) City

MS4 Community: ☑ Yes ◯ No

CONTRACTOR INFORMATION

Contractor Name: _____

Mailing Address: _____ Phone: _____

City: _____ State: ____ Zip: _____ Fax: _____

CONSTRUCTION SITE INFORMATION

Select One: ◉ New ◯ Change of information for: ILR10 _____

Project Name: Granart Road Left-Turn Lane W&RS County: Kane

Street Address: 2330 Granart Road City: Sugar Grove IL Zip: 60554

Latitude:	41	45	42	Longitude:	-88	30	10	24	38 N	**6E**
	(Deg)	(Min)	(Sec)		(Deg)	(Min)	(Sec)	Section	Township	Range

Approximate Construction Start Date May 1, 2020 Approximate Construction End Date May 31, 2020

Total size of construction site in acres: 1.8

If less than 1 acre, is the site part of a larger common plan of development?

◯ Yes ◯ No

Fee Schedule for Construction Sites:
Less than 5 acres - $250
5 or more acres - $750

STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

Has the SWPPP been submitted to the Agency? ☑ Yes ◯ No

(Submit SWPPP electronically to: epa.constilr10swppp@illinois.gov)

Location of SWPPP for viewing: Address: 601 Heartland Drive City: Sugar Grove

SWPPP contact information:

Contact Name: Tony Speciale - Director of Public Works

Inspector qualifications: P.E.

Phone: 630-466-7508 Fax: 630-466-1083 E-mail: aspeciale@sugargroveil.gov

Project inspector, if different from above

Inspector's Name: _____

Inspector qualifications: _____

Phone: _____ Fax: _____ E-mail: _____

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

TYPE OF CONSTRUCTION (select one)

Construction Type Transportation

SIC Code: _____

Type a detailed description of the project:

This project is located along Granart Road at the north entrance/gate to the Rich Harvest Farms golf club and associated facilities. The project consists of the widening and resurfacing of Granart Road for the installation of a left-turn lane at the entrance to the Rich Harvest Farms golf club and associated facilities.

HISTORIC PRESERVATION AND ENDANGERED SPECIES COMPLIANCE

Has the project been submitted to the following state agencies to satisfy applicable requirements for compliance with Illinois law on:

Historic Preservation Agency	✓ Yes	○ No
Endangered Species	✓ Yes	○ No

RECEIVING WATER INFORMATION

Does your storm water discharge directly to: ☐ Waters of the State or ☐ Storm Sewer

Owner of storm sewer system: _____

Name of closest receiving water body to which you discharge: Welch Creek

Mail completed form to: Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Permit Section
Post Office Box 19276
Springfield, Illinois 62794-9276
or call (217) 782-0610
FAX: (217) 782-9891

Or submit electronically to: epa.constilr10swppp@illinois.gov

I certify under penalty of law that this document and all attachments were prepared under my direction and supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage this system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment. In addition, I certify that the provisions of the permit, including the development and implementation of a storm water pollution prevention plan and a monitoring program plan, will be complied with.

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

Anthony Speciale	6/10/2020
Owner Signature:	Date:
Anthony Speciale	Director of Public Works
Printed Name:	Title:

INSTRUCTIONS FOR COMPLETION OF CONSTRUCTION ACTIVITY NOTICE OF INTENT (NOI) FORM

Submit original, electronic or facsimile copies. Facsimile and/or electronic copies should be followed-up with submission of an original signature copy as soon as possible. Please write "copy" under the "For Office Use Only" box in the upper right hand corner of the first page.

This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Permit Section
Post Office Box 19276
Springfield, Illinois 62794-9276
or call (217) 782-0610

FAX: (217) 782-9891

Or submit electronically to: epa.constilr10swppp@illinois.gov

Reports must be typed or printed legibly and signed.

Any facility that is not presently covered by the General NPDES Permit for Storm Water Discharges From Construction Site Activities is considered a new facility.

If this is a change in your facility information, renewal, etc., please fill in your permit number on the appropriate line, changes of information or permit renewal notifications do not require a fee.

NOTE: FACILITY LOCATION IS NOT NECESSARILY THE FACILITY MAILING ADDRESS, BUT SHOULD DESCRIBE WHERE THE FACILITY IS LOCATED.

Use the formats given in the following examples for correct form completion.

	Example	Format
Section	12	1 or 2 numerical digits
Township	12N	1 or 2 numerical digits followed by "N" or "S"
Range	12W	1 or 2 numerical digits followed by "E" or "W"

For the Name of Closest Receiving Waters, do not use terms such as ditch or channel. For unnamed tributaries, use terms which include at least a named main tributary such as “Unnamed Tributary to Sugar Creek to Sangamon River.”

Submission of initial fee and an electronic submission of Storm Water Pollution Prevention Plan (SWPPP) for Initial Permit prior to the Notice of Intent being considered complete for coverage by the ILR10 General Permits. Please make checks payable to: Illinois EPA at the above address.

Construction sites with less than 5 acres of land disturbance - fee is $250.

Construction sites with 5 or more acres of land disturbance - fee is $750.

SWPPP should be submitted electronically to: epa.constilr10swppp@illinois.gov. When submitting electronically, use Project Name and City as indicated on NOI form.