Illinois Department of Transportation

Local Public Agency Material Proposal or Deliver & Install Proposal

Proposal Submitted By:

Contractor's Name

Contractor's Address | City | State | Zip Code

STATE OF ILLINOIS

Local Public Agency: CITY OF WASHINGTON | County: Tazewell | Section Number: 22-00000-00-GM

Street Name/Road Name: VARIOUS | Type of Funds: MFT

☐ Material proposal ☒ Deliver and Install Proposal ☐ Plans

For a County and Road District Project

Submitted/Approved

Highway Commissioner Signature | Date

Submitted/Approved

County Engineer/Superintendent of Highways | Date

For a Municipal Project

Submitted/Approved/Passed

Signature: Gary L. Manier | Date: 2-28-2022

Official Title

Department of Transportation

Released for bid based on limited review

Regional Engineer Signature: Kensil A. Garnett for | Date: 3/23/2022

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

Local Public Agency	County	Section Number
CITY OF WASHINGTON	Tazewell	22-00000-00-GM

NOTICE TO BIDDERS

Sealed proposals for the project described below will be received at the office of CITY HALL (Name of Office)

301 Walnut St., Washington IL 61571 (Address) until 9:00 AM (Time) on 04/20/22 (Date).

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

City Engineer.
301 Walnut St. Washington, IL 61571

2. ☒ Prequalification

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

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

4. A proposal guaranty in the proper amount, as specified in the BLRS Special Provision for Bidding Requirements and Conditions for Material/Deliver and Install Proposals, will be required. See the attached Special Provisions for specific instructions for proposal guaranty for this proposal packet.

5. The successful bidder at the time of execution of the contract will be required to deposit a contract bond of proposal guaranty as provided for in the special provisions. Failure on the part of the contractor to deliver the material within the time specified or to do the work specified herein will be considered just cause to forfeit his surety as provided in Article 108.10 of the Standard Specifications.

6. Proposals shall be submitted on forms furnished by the Awarding Authority and shall be enclosed in an envelope endorsed "Material Proposal, Section 22-00000-00-GM ".

By Order of Awarding Authority	County Engineer/Superintendent of Highways/ Municipal Clerk	Date
City of Washington	City Clerk	05/02/22

Material Proposal or Deliver & Install Proposal

To

Awarding Authority: City of Washington

Awarding Authority Address	City	State	Zip Code
301 Walnut St	Washington	IL	61571

If this bid is accepted within 45 days from the date of opening, the undersigned agrees to furnish or to deliver & install any or all of the materials, at the quoted unit prices, subject to the following:

1. It is understood and agreed that the "Standard Specifications for Road and Bridge Construction", adopted 01/01/22 and the "Supplemental Specifications and Recurring Special Provisions", adopted 01/01/22, prepared by the Department of Transportation, shall govern insofar as they may be applied and insofar as they do not conflict with the special provision and supplemental specifications attached hereto.

2. It is understood that quantities listed are approximate only and that they may be increased or decrease as may be needed to properly complete the improvement within its present limits or extensions thereto, at the unit prices stated and that bids will be compared on the basis of total price bid for each group.

3. Delivery in total or partial shipments as ordered shall be made within the time specified in the special provisions or by the acceptance at the point and in the manner specified in the "Schedule of Prices". If delivery on the job site is specified, it shall mean any place or paces on the road designed by the awarding authority or its authorized representative.

4. The contractor and/or local public agency performing the actual material placement operations shall be responsible for providing work zone traffic control, unless otherwise specified in this proposal. Such devices shall meet the requirements of and be installed in accordance with applicable provisions of the "Illinois Manual on Uniform Traffic Control Devices" and any referenced Illinois Highway Standards.

Local Public Agency	County	Section Number
CITY OF WASHINGTON	Tazewell	22-00000-00-GM

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

6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. The proposal guaranty as specified in the special provisions is attached.

   If a bid bond is allowed or required, Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to: City Treasurer of Washington.

   The amount of the check is _____ (_____).

Attach Cashier's Check or Certified Check Here

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

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

Discounts will be allowed for payment as follows: _____ _____calendar days _____ _____calendar days

Discounts will not be considered in determining the low bidder

Bidder

By | Title

Address | City | State | Zip Code

Illinois Department of Transportation

Material Proposal Schedule of Prices

Print Form | Print With Instructions | Reset Form

Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

Material Proposal Schedule of Prices

	Group No.	Item(s)	Delivery	Unit	Quantity	Unit Price	Total
-		SPRAY PATCH SECTION					
-		Bit Mtrl Spray Patch		GAL	9000		
-		Spray Patch Agg		TON	237		
-							
-		SEAL COAT SECTION					
-		Bit Mtrl SC (CRSP/CRS-2P)		GAL	50928		
-		SC Agg-Blk Trp Rk (3/8" Dia)		TON	1273		
-							
-		FOG COAT SECTION					
-		Fog Coat		SQ YD	99536		
-							
-		ASPHALT M/O SECTION					
-		Bit Surf Rem 3"		SQ YD	5500		
-		Incidental HMA		TON	952		
-		Bit Mtrl PC		GAL	413		

The undersigned firm certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois, 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. The undersigned firm further certifies that it is not barred from contracting with any unit of State or local government as a result of a violation of State laws prohibiting bid-rigging or bid rotating.

Signature of Bidder | Date

Address | City | State | Zip Code

Illinois Department of Transportation

Affidavit of Illinois Business Office

Local Public Agency	County	Street Name/Road Name	Section Number
City of Washington	Tazewell	Various	22-00000-00-GM

I, _____ of _____, _____,
Name of Affiant — City of Affiant — State of Affiant
being first duly sworn upon oath, state as follows:

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

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

3. That, if selected under the proposal described above, _____, will maintain a business office in the
Bidder
State of Illinois, which will be located in _____ County, Illinois.
County

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

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

Signature _____ Date _____

Print Name of Affiant _____

Notary Public

State of IL

County _____

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

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

_____.
Bidder

Signature of Notary Public _____

(SEAL)

My commission expires _____

Illinois Department of Transportation

Apprenticeship and Training Program Certification

Local Public Agency	County	Street Name/Road Name	Section Number
City of Washington	Tazewell	Various	22-00000-00-GM

All contractors are required to complete the following certification

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

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

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

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

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

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

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

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

Bidder

Signature

Date

Title

Address

City

State

Zip Code

Illinois Department of Transportation

Local Public Agency Proposal Bid Bond

Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

WE, _____ as PRINCIPAL, and

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

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

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

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

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

Principal

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

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

Surety

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

STATE OF IL

COUNTY OF

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

_____

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

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

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

Notary Public Signature

(SEAL)

Date commission expires _____

Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

ELECTRONIC BID BOND

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

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

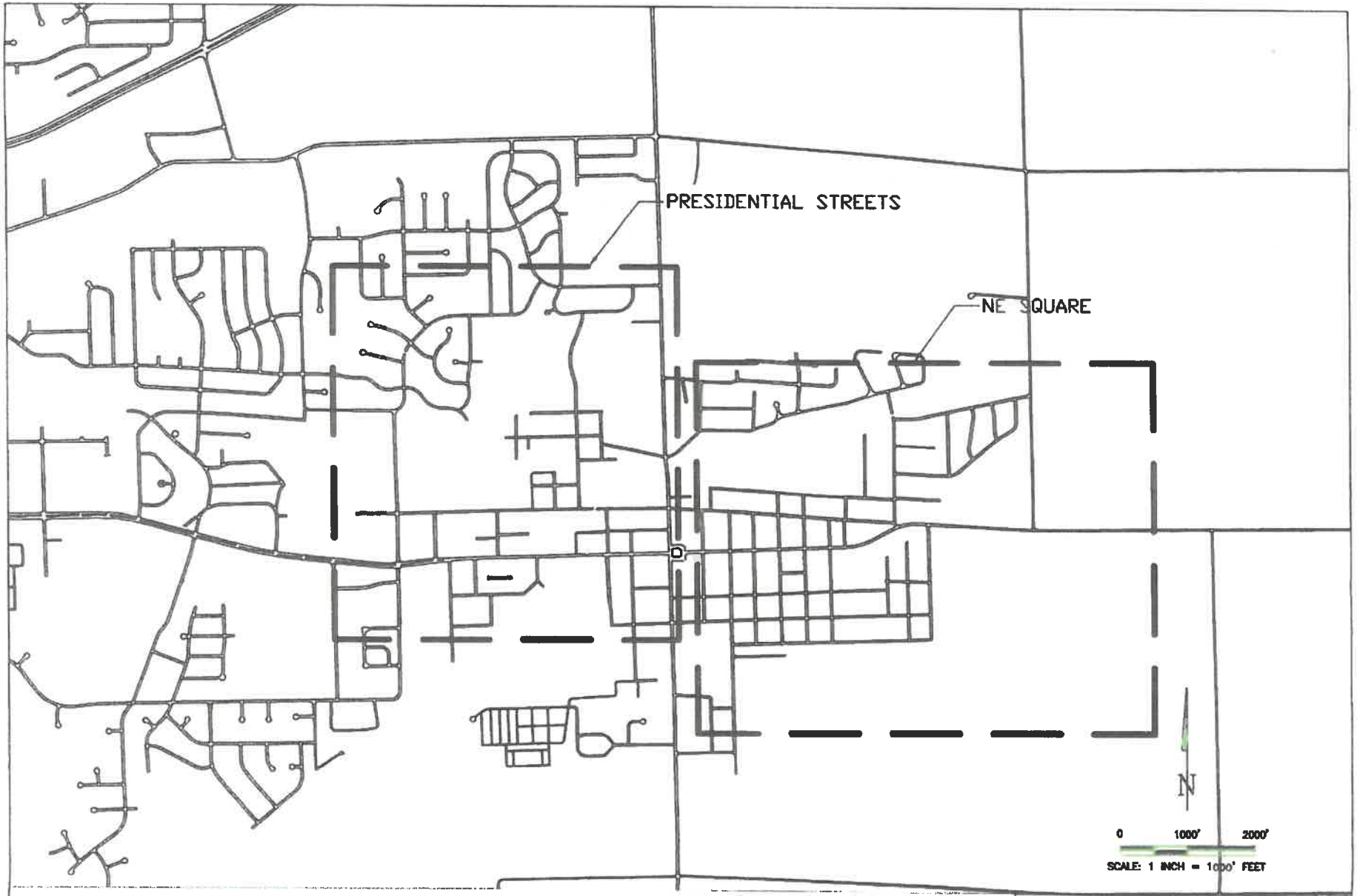
Electronic Bid Bond ID Code

Company/Bidder Name

Signature

Date

Title



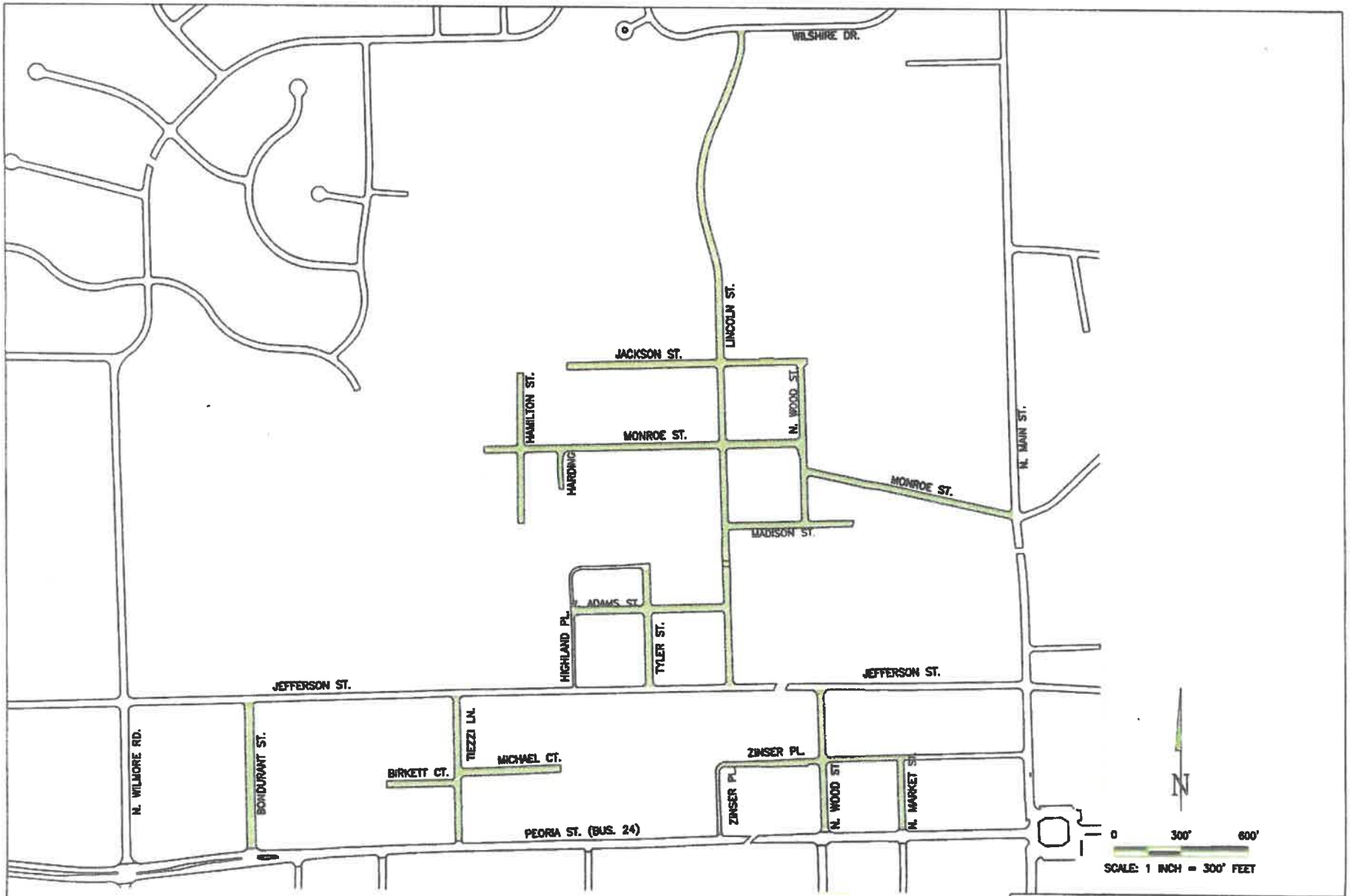
DESIGNED DLC
DRAWN DLC
CHECKED
DATE 2/22/22

City of Washington

OVERVIEW

City of Washington
COUNTY: TAZEWELL
SECTION: 22-00000-00-GM
ROUTE: VARIOUS

SHEET 1 OF 3



DESIGNED DLC
DRAWN DLC
CHECKED
DATE 2/22/22

City of Washington

OVERVIEW - PRESIDENTIAL STREETS

City of Washington
COUNTY: TAZEWELL
SECTION: 22-00000-00-GM
ROUTE: VARIOUS

DESIGNED DLC
DRAWN DLC
CHECKED
DATE 2/22/22

City of Washington Est. 1825

OVERVIEW - NORTHEAST OF SQUARE

City of Washington
COUNTY: TAZEWELL
SECTION: 22-00000-00-GM
ROUTE: VARIOUS

City of Washington
Est. 1835

CITY OF WASHINGTON
22-00000-00-GM
NE SQUARE

								TARGET APP RATES	Gal/SY **0.075**	Lb/SY*In *112*	Gal/SY **0.95**	T/SY **0.025**	Gal/SY **0.5**	#/SY **25**	
							FOG SEAL	BIT SURF REM AND OVERLAY			SPRAY PATCH*		A-1 SEAL CT		
	LOCATION		LENGTH		AVG WIDTH	AREA	FOG SEAL	BIT SURF REM 3"	BIT MTRL PR CT	HMA SC - 3" TYP	BIT MTRL SPRY PTCH	SPRAY PATCH AGG	BIT MTRL SC CRSP	SC AGG BLK TRP ROCK	
ROADWAY	FROM	TO	(FT)	(MI)	(FT)	(SY)	(SY)	(SY)	(GAL)	(TONS)	(GAL)	(TONS)	(GAL)	(TONS)	Comments
BONDURANT	PEORIA	JEFFERSON	737	0.14	40	3,276	3,276	176.9	13.3	29.7	289.4	7.6	1,637.8	40.9	
TIEZZI	PEORIA	JEFFERSON	671	0.13	30	2,237	2,237	120.8	9.1	20.3	197.6	5.2	1,118.3	28.0	
BIRKETT	WEST END	TIEZZI	310	0.06	32	1,102	1,102	59.5	4.5	10.0	97.4	2.6	551.1	13.8	
MICHAEL CT	TIEZZI	EAST END	467	0.09	32	1,660	1,660	89.7	6.7	15.1	146.7	3.9	830.2	20.8	
ZINSER	PEORIA	MARKET	983	0.19	24	2,621	2,621	141.6	10.6	23.8	231.6	6.1	1,310.7	32.8	
MARKET	PEORIA	ZINSER	342	0.06	30	1,140	1,140	61.6	4.6	10.3	100.7	2.7	570.0	14.3	
HIGH	PEORIA	JEFFERSON	545	0.10	30	1,817	1,817	98.1	7.4	16.5	160.5	4.2	908.3	22.7	
HIGH	JEFFERSON	ADAMS	292	0.06	30	973	973	52.6	3.9	8.8	86.0	2.3	486.7	12.2	
ELM	PEORIA	JEFFERSON	521	0.10	30	1,737	1,737	93.8	7.0	15.8	153.5	4.0	868.3	21.7	
PINE	PEORIA	JEFFERSON	479	0.09	32	1,703	1,703	92.0	6.9	15.5	150.5	4.0	851.6	21.3	
CHURCH	PEORIA	ADAMS	824	0.16	32	2,930	2,930	158.2	11.9	26.6	258.9	6.8	1,464.9	36.6	
SPRUCE	PEORIA	ADAMS	772	0.15	32	2,745	2,745	148.2	11.1	24.9	242.5	6.4	1,372.4	34.3	
CEDAR	PEORIA	JEFFERSON	400	0.08	30	1,333	1,333	72.0	5.4	12.1	117.8	3.1	666.7	16.7	
HARVEY	PEORIA	ADAMS	696	0.13	34	2,629	2,629	142.0	10.6	23.9	232.3	6.1	1,314.7	32.9	
ADAMS	HIGH	LAWNDALE	2,722	0.52	28	8,468	8,468	457.3	34.3	76.8	748.3	19.7	4,234.2	105.9	
ADAMS	LAWNDALE	EAST END	671	0.13	32	2,386	2,386	128.8	9.7	21.6	210.8	5.5	1,192.9	29.8	
TOTALS			**11,432**	**2.2**		**38,757.6**	**38,757.6**	**2,092.9**	**157.0**	**351.6**	**3,424.6**	**90.1**	**19,378.8**	**484.5**	

*SPRAY PATCH QUANTITIES ARE ESTIMATED TO DETERMINE A TOTAL MAX QUANTITY FOR THE PROJECT

City of Washington Est. 1825

CITY OF WASHINGTON
22-00000-00-GM
EAST OF LAWNDALE

									Gal/SY	Lb/SY*In	Gal/SY	T/SY	Gal/SY	#/SY	
							TARGET APP RATES		**0.075**	***112***	**0.95**	**0.025**	**0.5**	**25**	
							FOG SEAL	BIT SURF REM AND OVERLAY			SPRAY PATCH*		A-1 SEAL CT		
	LOCATION		LENGTH		AVG WIDTH	AREA	FOG SEAL	BIT SURF REM 3"	BIT MTRL PR CT	HMA SC - 3" TYP	BIT MTRL SPRY PTCH	SPRAY PATCH AGG	BIT MTRL SC CRSP	SC AGG BLK TRP ROCK	
ROADWAY	FROM	TO	(FT)	(MI)	(FT)	(SY)	(SY)	(SY)	(GAL)	(TONS)	(GAL)	(TONS)	(GAL)	(TONS)	Comments
MILLER	LAWNDALE	KNOLLCREST	2,490	0.47	34	9,407	9,407	508.0	38.1	85.3	831.2	21.9	4,703.3	117.6	
BROOKCREST	MILLER	KNOLLCREST	946	0.18	34	3,574	3,574	193.0	14.5	32.4	315.8	8.3	1,786.9	44.7	
RIDGECREST	MILLER	KNOLLCREST	812	0.15	34	3,068	3,068	165.6	12.4	27.8	271.0	7.1	1,533.8	38.3	
WOODCREST	MILLER	KNOLLCREST	560	0.11	30	1,867	1,867	100.8	7.6	16.9	164.9	4.3	933.3	23.3	
KNOLLCREST	LAWNDALE	DIEBEL	2,083	0.39	34	7,869	7,869	424.9	31.9	71.4	695.3	18.3	3,934.6	98.4	
TOTALS			**6,891**	**1.3**		**25,783.8**	**25,783.8**	**1,392.3**	**104.4**	**233.9**	**2,278.2**	**60.0**	**12,891.9**	**322.3**	

*SPRAY PATCH QUANTITIES ARE ESTIMATED TO DETERMINE A TOTAL MAX QUANTITY FOR THE PROJECT

City of Washington Est. 1825

CITY OF WASHINGTON
22-00000-00-GM
PRESIDENTIALS

								TARGET APP RATES	Gal/SY **0.075**	Lb/SY*In ***112***	Gal/SY **0.95**	T/SY **0.025**	Gal/SY **0.5**	#/SY **25**	
							FOG SEAL	BIT SURF REM AND OVERLAY			SPRAY PATCH*		A-1 SEAL CT		
	LOCATION		LENGTH		AVG WIDTH	AREA	FOG SEAL	BIT SURF REM 3"	BIT MTRL PR CT	HMA SC - 3" TYP	BIT MTRL SPRY PTCH	SPRAY PATCH AGG	BIT MTRL SC CRSP	SC AGG BLK TRP ROCK	
ROADWAY	FROM	TO	(FT)	(MI)	(FT)	(SY)	(SY)	(SY)	(GAL)	(TONS)	(GAL)	(TONS)	(GAL)	(TONS)	Comments
HAMILTON	SOUTH	NORTH	651	0.12	30	2,170	2,170.0	117.2	8.8	19.7	191.7	5.0	1,085.0	27.1	
HARDING	HAMILTON	MONROE	501	0.09	14	779	779.3	42.1	3.2	7.1	68.9	1.8	389.7	9.7	
TAFT	MADISON	MONROE	342	0.06	110	4,180	4,180.0	225.7	16.9	37.9	369.3	9.7	2,090.0	52.3	
LINCOLN	JEFFERSON	WILSHIRE	2,962	0.56	34	11,190	11,189.8	604.2	45.3	101.5	988.7	26.0	5,594.9	139.9	
TYLER	JEFFERSON	GARFIELD	525	0.10	34	1,983	1,983.3	107.1	8.0	18.0	175.2	4.6	991.7	24.8	
ADAMS	HIGHLAND	LINCOLN	696	0.13	30	2,320		125.3	9.4	21.0	205.0	5.4	1,160.0	29.0	
MADISON	TAFT	EAST END	897	0.17	34	3,389	3,388.7	183.0	13.7	30.7	299.4	7.9	1,694.3	42.4	
MONROE	WEST END	WOOD	1,430	0.27	30	4,767	4,766.7	257.4	19.3	43.2	421.2	11.1	2,383.3	59.6	
MONROE	WOOD	MAIN	970	0.18	30	3,233	3,233.3	174.6	13.1	29.3	285.7	7.5	1,616.7	40.4	
JACKSON	WEST END	WOOD	991	0.19	30	3,303	3,303.3	178.4	13.4	30.0	291.9	7.7	1,651.7	41.3	
TOTALS			**9,965.0**	**1.9**		**37,314.4**	**34,994.4**	**2,015.0**	**151.1**	**338.5**	**3,297.1**	**86.8**	**18,657.2**	**466.4**	

*SPRAY PATCH QUANTITIES ARE ESTIMATED TO DETERMINE A TOTAL MAX QUANTITY FOR THE PROJECT

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

SPECIAL PROVISION FOR INSURANCE

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

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

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

City of Washington, 301 Walnut St, Washington, IL 61571

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

Illinois Department of Transportation

Special Provisions

Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted January 01, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

DESCRIPTION OF WORK

This work shall consist of mill and overlay, spray patching, seal coating, fog coating and other collateral work as needed to complete the project on various streets within the City of Washington, IL:

PROSECUTION AND PROGRESS OF WORK

All work on Bondurant, Michael, Tiezzi, and Birkett must be completed during the High School Summer Break, a weekend, or when the high school is not in session. All remaining work must be completed by August 30, 2022 unless approved by the City. Coordination between the project's improvements, other contractors, and other proposed improvements will be required and the municipality will determine the best schedule. The mill and overlay section must be completed by June 13, 2022.

Special attention is called to Section 108, "Prosecution and Progress," and specifically to Article 108.03, "Prosecution of Work." This section shall be revised to provide that the Contractor shall notify the City Engineer at least twenty-four (24) hours in advance of either discontinuing or resuming, operations. Also, the Contractor shall advise the City Engineer of a date to begin operations a minimum of one week before starting work.

NOTICE TO BIDDER

All bidders are to be prequalified with the Illinois Department of Transportation under Prequalification Category for the section of the project being bid:

5 HMA Paving (Asphalt M/O Section)

15A Cover and Seal Coats (Seal Coat Section)

The successful bidder, shall have the corollary prequalified subcontractor certified in the remaining category and yet still meet the 50% requirement of the work performed by the Contractor's own forces as defined under Article 108.01 - Subcontracting.

The Owner reserves the right to reject any and all bids or conversely to waive any irregularities in said bids within the defined practices of the State of Illinois. This right is reserved to award bids based on the best interest and/or most advantageous to the Owner.

This work is being conducted under a deliver and install proposal. As such, additions or deductions shall be handled by change order process. The Contractor is alerted to this condition in advance.

TRAFFIC CONTROL AND PROTECTION

Traffic control shall be in accordance with the applicable sections of the Standard Specifications for Road

and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, and any special provision and Highway Standards contained herein and the Standard Specifications for Traffic Control Items.

Special attention is called to Articles 107.09 and 107.14 of the Standard Specifications for Road and Bridge Construction and the Traffic Control Standards 701301, 701501, 701901, and BLR 18. Only a single lane can be closed at a time, Traffic Control and Protection (TC&P) Standard 701501-06 shall be used. Equipment maneuvering or staging on adjoining roadways will be conducted under the protection of flaggers per TC&P 701501-06.

The Contractor shall at all times conduct his work so as to ensure the least possible disruption to traffic and inconvenience to the general public and to insure the protection of persons and property in a manner satisfactory to the Engineer. No road or street closure will be allowed without permission of the Engineer.

"No Parking" signs shall be posted at least 24 hours in advance of operations on any street or street segment.

The cost of this traffic control shall be included with the respective contract pay items and not paid for separately.

EQUIPMENT REQUIREMENTS

Equipment and materials can be stored at the City's Jefferson Street facility, in the NW quadrant / gravel lot turnaround area to avoid conflicts with City Ordinance.

MAILBOXES AND SIGNS

Any mailboxes or signs that require removal must be replaced at their exact locations. This work and all materials required to perform this work shall be included in the price of the contract.

BITUMINOUS SURFACE REMOVAL

Bituminous surface removal shall be completed on roadways identified by the Engineer. Most areas have been typically calculated as a nominal 3' wide by a normal 3" deep, however some removal areas may be omitted and others widened by the Engineer as roadways conditions necessitate.

The milling machine used for this operation shall be capable of maintaining grade control and cross slope. Only in areas of limited access shall a skid steer with grinder attachment be allowed. Operations are limited to only what can be replaced with incidental hot-mix asphalt within the same day's operation.

BITUMINOUS MATERIAL (PRIME COAT)

This material shall be a rapid cure prime (RC-70) at an application rate of 0.075 gallon per square yard in the areas of Bituminous Surface Removal.

This work shall be paid for at the contract unit price per gallon for BITUMINOUS MATERIALS (PRIME COAT) which shall include all labor, equipment and materials to complete the work.

INCIDENTAL HOT-MIX ASPHALT

Asphalt can be placed in either a single lift provided minimum density is achieved or as a scratch coat with

a full width surface lift. The average thickness of the asphalt for the areas has been estimated at a nominal thickness of three inches (3").

Material is to be placed on the streets through an appropriate asphalt paver/spreader for the paving required.

Material placed within the radius returns or butt-joints will be included in the contract unit price per ton for INCIDENTAL HOT-MIX ASPHALT and no additional compensation will be allowed.

The following mixture requirements are applicable for this project.

Mixture Use(s)Surface Course
AC/PG PG 64-22
Design Air Voids: 4.0% @ N=50
Mixture Composition: (Gradation Mixture) IL 9.5
Friction Aggregate: Mixture D
Quality Management Program QCQA

Note: 1) Individual lift thickness of each mix type will be no less than 3 times the nominal maximum allowable aggregate size and no more than 6 times nominal maximum aggregate size, unless otherwise approved by the Engineer.

2) For design purposes, a mixture weight for all mixes is determined to be 112.0 lbs/s.y./in., unless otherwise noted. HMA quantity has been increased by 3% over theoretical quantity.

3) Sublot sizes for PFP and QCP mixes will be 1000 tons, unless otherwise agreed to by the Engineer and paving contractor.

This work will be paid for at the contract unit price per ton for INCIDENTAL HOT-MIX ASPHALT which shall include all labor, equipment and materials to complete the work.

SPRAY PATCHING

This work shall consist of spray patching the needed streets prior to the application of the Bituminous Surface Treatment A-1 with mixture of emulsified asphalt and aggregate at the locations shown in the plans.

Spray patching shall be done at least 30 days prior to Seal Coat operations.

The mixture of emulsified and aggregate shall be properly proportioned and applied to the surface of the streets according to these specifications and as directed by the Engineer.

Materials: Bituminous Material Seal Coat shall be CRS-2 or HFRS-2. The Seal Coat Aggregate shall be crushed aggregate CA 16 Black Trap Rock or crushed CM 16 Quartz provided it is angular and interlocking once applied.

Equipment: The equipment needed in the performance of the work shall be provided by the Contractor and shall be subject to approval of the Engineer. It shall be maintained in satisfactory working condition at all times.

Mixing Machine: The spray patch mixing and application machine shall be a continuous flow unit capable of

accurately delivering a predetermined proportion of aggregate and asphalt emulsion and to discharge the thoroughly mixed product on a continuous basis. The machine shall be capable of thoroughly blending all the ingredients together.

Roller: A steel roller shall be utilized to "seat" and compact the spray patch.

Cleaning of Streets: All dirt, and deleterious material shall be cleaned from the existing pavement prior to applying the proposed spray patch. This work will not be paid for separately, but shall be included in the various pay items involved.

The Contractor shall cover all manholes, inlets and valve boxes prior to applying the proposed spray patch. After application of the spray patch, all covering material shall be removed and disposed of in accordance with the Article 202.03 of the Standard Specifications. This work will not be paid for separately, but shall be included in the various pay items involved.

This work shall be paid for at the contract unit price per gallon for BITUMINOUS MATERIALS SPRAY PATCH and per ton for SPRAY PATCH AGGREGATE.

APPLICATION OF BITUMINOUS SURFACE TREATMENT A-1
This work shall conform to the applicable portions of the Standard Specifications including but not limited to LRS9 and subsequent supplements and revisions including as follows:

All related base repairs shall be completed prior to seal coating operations.

The pressure distributor and aggregate spreader shall be capable of covering the entire lane width in one pass.

Rolling shall be required in accordance with the Standard Specifications. One rubber (pneumatic) tired and one steel roller shall be utilized to compact the seal coating materials, as directed by the Engineer. A minimum total of two (2) passes over any one location across the entire width of the mat. Rollers shall be operated at a slow enough speed (Approximately 5 mph) so that tires do not pick up or shove aggregates.

The distributor and chipper shall in turn be operated at a speed that allows for the required number of roller passes.

Only single axle or tandem axle haul trucks will be allowed on the City streets for hauling of the seal coat aggregate. Larger trucks will be allowed only for the hauling and applying the bituminous seal coat material.

Sweeping shall be required before application by a self-propelled street sweeper with power vacuum capability. Sweeping and picking up excess seal coat aggregate after application and removal from the jobsite shall be required in accordance with Check Sheet #LRS9 no earlier than seven (7) calendar days and no later than fourteen (14) calendar days after placement of the seal coat aggregate. All loose aggregate removed at this time shall be the property of the City and shall be transported to the City's storage site located at the east end of Constitution Street.

Bituminous Materials Seal - CRSP/CRS-2P at 0.40 gallons per square yard.
Aggregate Materials - CA-16 crushed Black Trap Rock at 25 pounds per square yard. The Contractor shall be required to furnish copies of stockpile gradations and test results to verify that the following specifications and weight requirements are met:

- All aggregate shall be washed.
- The washed 200 sieve fines shall be less than one percent (<1%) as tested in the stockpile at the

gravel pit location to prevent adhesion of bituminous material and possibly leading to an unsuccessful operation.

- The specific gravity shall be between 2.55 and 2.75.
- The LA Abrasion Number shall be less than 19.

The Contractor shall provide the Engineer the sources of the seal coat materials for approval at least 72 hours before delivery of the material to complete the seal coat work. The Contractor shall also be required to furnish copies of stockpile gradations and test results to verify that the specifications and weight requirements are met.

The aggregate shall be free of foreign material at the time of application and the Engineer has the right to reject any aggregate which contains excessive foreign material.

The Contractor and his materials supplier shall insure that the seal coat aggregate and the emulsion do not have the same charge (i.e. cationic to cationic) for successful binding of the emulsion to the aggregates .

Aggregates used for cover and seal coat shall contain no free moisture. As such, moisture in excess of 3% shall be deducted from the tonnage for aggregate. This will be spot checked by the Engineer and any deduction applied to that day's production. The Contractor's aggregate supplier shall take immediate steps to reduce excessive moisture from further deliveries.

Protection of utility structures and adjacent streets not to receive bituminous surface treatment shall be to the satisfaction of the Engineer.

Touch up work may be done as a separate operation using a hand-wand and hand shovel

distributed aggregate, provided all materials used are in conformance with the specification.

The Engineer should be consulted before changing the application rates or altering the width or length of a street.

"No Parking" signs shall be posted at least 24 hours in advance of operations on any street or street segment and removed promptly at the completion of seal coating.

Material yields may be randomly checked by the Engineer during the Contractor's operations using 3' X 3' piece of building fabric (or other material) in advance of the operation. The Contractor shall accommodate this testing and make provisions to touch up these areas as part of the contract , anticipated at a sample rate of once per day.

Tankers and pressure distributors shall be weighed on delivery/daily basis. It will only be at the discretion of the Engineer if the Bill of Lading tickets for tankers will be accepted as evidence of the initial delivery weight.

The Contractor shall clean up all debris generated during the prosecution of the work on each street segment within one (1) working day of completing the Seal Coat work. Such debris shall include, but not limited to initial sweepings, pieces of concrete or asphalt and temporary "No Parking" signs.

This work shall be paid at the contract unit price per gallon for BITUMINOUS MATERIALS SC (CRSP) and per ton for SEAL COAT AGGREGATE (TRAP ROCK).

Local Public Agency	County	Section Number

FOG COAT

This work shall conform to the applicable portions of BDE Special Provision number 80426 with the following changes made to the materials and method of measurement.

The allowable materials shall conform to the attached special provision for Chip-Lock, NTEA & GSB.

The application rate shall be a minimum of 0.17 gallons/square yard.

This work shall be measured by the Square Yard and paid for at the contract unit price per square yard for FOG COAT which shall include all labor, equipment and materials to complete the work.

PROPOSAL GUARANTY

A 5% Proposal Guaranty is required for this project. Guaranty shall be in the form of a cashier's check or Bid Bond.

PREVAILING WAGE RATES

The Contractor shall comply with all applicable provisions of the Prevailing Wage Act.

All questions of applicability of the Prevailing Wage Act are governed by the determinations of the Illinois Department of Labor (IDOL). Prevailing wage rates may be obtained from IDOL's website at:

https://www2.illinois.gov/idol/laws -rules/conmed/pages/rates .aspx

Instructions for BLR 11310

This form shall be used as the starting paragraph for the special provision packet included in Federal Aid, Township Bridge (TBP) and Motor Fuel Tax (MFT) roadway improvement and maintenance projects. For more information see Chapter 11 of the Bureau of Local Roads and Street Manual (BLRS Manual).

Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

PUBLIC NOTICE SEAL COAT

The Contractor shall issue advance notice to all immediately effected residents and businesses by use of the following notice format as a door hanger, posted a minimum of one week in advance of all work. An electronic format copy of the following will be provided to the successful bidder.

STREET MAINTENANCE PROGRAM/SCHEDULE
CITY OF WASHINGTON, IL

Weather permitting; streets in your neighborhood will receive some base repair and a full width Seal Coat, an application of oil and rock chips between <insert date> and <insert date>. The purpose of the Seal Coat is to keep moisture from penetrating the street pavement and ultimately prevent potholes. While the Seal Coat is not a structural treatment like hot mix asphalt, it has been successfully used for many years.

Like all street maintenance work, Seal Coating will cause temporary disruptions and inconveniences for you and your neighbors. Please note the following tips and precautionary advice:

1. The City requests that you not park on the street during this time until you see that the Seal Coating work has been completed. Vehicles left on the street will be towed away.
2. Portions of the streets will need to be closed to traffic while this work is in progress. Operations on the street will be completed so that the street will be opened to traffic at the end of each day.
3. Do not drive through any wet oil until the chips have been applied. After the chips have been applied, drive very slowly.
4. It takes about two weeks for the oil and rock chips to full cure and bond. Please drive no faster than 15 mph during this period and avoid sudden or sharp starts, stops or turns for this two-week period. This will help ensure the life of the Seal Coat, avoid the scattering of loose chips and reduce the likelihood of tracking.
5. Loose chips will remain on the street for two to three weeks and will then be swept and removed. The City will re-sweep the streets as circumstances dictate.

Should you have any questions, please call City Hall at 444-3196.

With your cooperation, we can protect and extend the life of your street and avoid more costly repairs in the future.

Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

PUBLIC NOTICE FOG COAT

The Contractor shall issue advance notice to all immediately effected residents and businesses by use of the following notice format as a door hanger, posted a minimum of one week in advance of all work. An electronic format copy of the following will be provided to the successful bidder.

STREET MAINTENANCE PROGRAM/SCHEDULE
CITY OF WASHINGTON, IL

Weather permitting; streets in your neighborhood will be treated with a Liquid Road Preservation Product, which is a fog coat of oil over the chips between <insert date> and <insert date>. The purpose of the Fog Coat is similar in concept to staining a wood deck to prevent it against damage against sun and water damage. Asphalt requires the same protective precautions to extend the life of the pavement.

Like all street maintenance work, Fog Coating will cause temporary disruptions and inconveniences for you and your neighbors. Please note the following tips and precautionary advice:

1. The City requests that you not park on the street during this time until you see that the Fog Coating work has been completed. The vehicles left on the street will be towed away.
2. Your road will NOT be closed. You will have access in and out all day. We recommend not returning into your driveway (unless absolutely necessary) until the product is dry, usually 1-2 hours after it is applied to your street.
3. If you have a special event or situation (garage sale, reception/party, appointment, etc) call <insert name and cell phone #> to see if other arrangements can be made.
4. Rain or equipment problems may delay the work until the following business days.
5. When you see cones on street, one side of the street is still wet. DO NOT DRIVE ACROSS WET TREATMENT into your driveway as you will track wet product onto your driveway. Wait until cones are picked up and you will not cause yourself clean-up issues on your driveway.

Should you have any questions, please call City Hall at 444-3196.

With your cooperation, we can protect and extend the life of your street and avoid more costly repairs in the future.

FOG COAT SPECIAL PROVISION

The following materials listed and detailed in this special provision shall be permitted for use with the FOG COAT pay item. These Pay items shall not be paid with MFT Funds:

- Chip-Lock
- NTEA
- GSB

CHIP LOCK

Description: This work consists of preparing and treating a chip and seal surface surface with a specialized anionic chip-lock asphalt emulsion.

Material: Conform to the following typical physical properties:

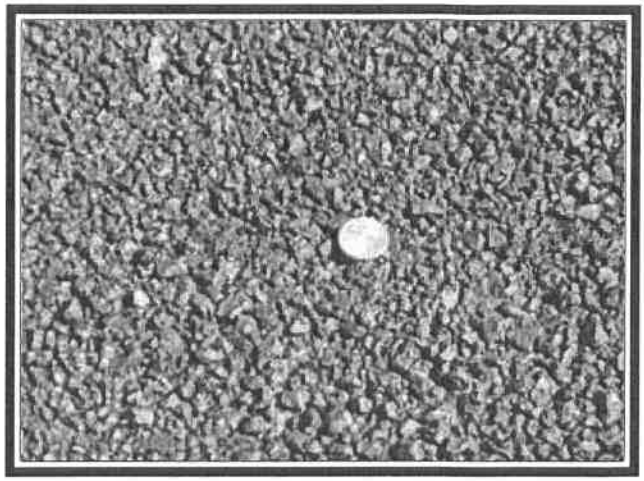
Parameter	AASHTO Test Method	MIN	MAX
Soybolt Furol Viscosity, SFS @ 77°F	T59	0	25
Settlement, % Max.	T59	——	5
Residue by Distillation, %	T59	27	35
Oil Distillate, %	T59	——	1
Sieve Test, %	T59	——	0.3
Test on Residue			
Penetration, @ 77°F	T49	——	40
Solubility, %	T59	97.5	——

Note: Product should not contain filler such as clay, etc.

Weather Limitations: Do not apply the asphalt material if the surface temperature is below the minimum placement temperature for the pavement course to be placed. Note: Subject to damage if frozen.

Preparation of Surface: Ensure that the surface is thoroughly clean and dry when the asphalt materials is applied.

Application of Asphalt Material: Uniformly apply the asphalt materials with a distributor. Surface to be clean and dry. Nozzle spray pattern should be identical to one another along the distributor spray bar. The angle of the nozzle should be a 15-30 degree angle to the spray bar axis to maximize overlap. Chip-Lock should be applied at a rate of .1-.3 gallons per square yard. Recommended application temperature is 150°F to 180°F. For irregular areas such as driveways and intersections, apply the asphalt material using a method the Engineer approves. Apply the chip -lock in a manner that offers the least inconvenience to traffic and that allows one-way traffic without pickup or tracking. The Engineer and Manufacturer's Representative will approve the quantity, rate of application, temperature, distributor settings and areas to be treated before applicaton of the chip-lock. Please contact the manufacturer representative for distributor settings and spray nozzles.



NTEA

Chip Grip Fog Seal Special Provision

Description.

This special provision covers the requirements for applying a fog seal to a chip seal surface. The fog seal will provide extra binder around the aggregates to prevent dislodging, reduce dust created by traffic driving on an uncoated aggregate surface and create a uniform, black wearing surface that helps delineate traffic markings.

Materials.

The asphalt material shall be in accordance with the following table.

Tests on Emulsion	**Test Method**	**Requirement**
Viscosity, 77°F, Saybolt Furol Seconds	AASHTO T 72	50 max
Sieve Test, %	AASHTO T 59	0.3 max
Residue by distillation*, %	AASHTO T 59	30 min
Oil Distillate by volume of emulsion, %	AASHTO T 59	1.0 max
Tests on Residue		
Pen 77°F, 100g, 5 Sec., dmm	AASHTO T 49	40 max
Solubility in TCE, %	AASHTO T 44	97.5 min

*300g of emulsion may be used to obtain enough residue for testing

Construction Requirements.

A pressure distributor shall be used to apply Chip Grip within a certain range of application rates. The distributor shall be capable of recirculating material for mixing and agitation purposes. The distributor shall be capable of heating the Chip Grip to a temperature of at least 180 degrees Fahrenheit. The distributor shall be equipped with appropriate spray nozzles for the specified application rates and provide uniform coverage.

The contractor may use a portable storage unit or transfer trailer with mixing and heating capabilities to transport larger quantities of material to the job site.

Consult with the manufacturer for recommended storage conditions and storage life.

Surface Preparation.

Prior to the application of the Chip Grip, the Engineer shall ensure the application area is free of debris and surface moisture. The Engineer will determine if the moisture under the surface will delay construction based on the amount of and time since the last rain. The area may be cleaned by sweeper/vacuum truck, power broom, air compressor or hand to the satisfaction of the Engineer.

Application.

For chip seal applications with aggregate size of 3/8" or greater, the application of Chip Grip shall be at a rate between 0.05 to 0.08 gallon per square yard. After the first application is set to where

driving on the newly applied surface does not track or pick up on the tires, apply a second application in the same area at a rate in the same range, 0.05 to 0.08 gallon per square yard, in the opposite direction. The rates may be adjusted by the Engineer if coverage is not complete.

Material may be dispensed through a pressure feed hand wand attached to a portable storage unit or pressure distributor provided temperature is maintained and application rate can be accurately measured.

Acceptance.

Provide a Bill of Lading to the Engineer for every tanker or distributor supplying material to the project.

The material will be deemed acceptable if the chips in the chip seal are fully covered and the material does not track under traffic.

Method of Measurement.

Chip Grip will be measured by the square yard (sy).

Basis of Payment.

Chip Grip will be paid for at the contract unit price per square yard (sy).

Pay Items	**Pay Unit Symbol**
Chip Grip, Fog Seal Emulsion	xxx

GSB

GSB-88 Rejuvenating Sealer and Binder

Product Description: GSB-88 Emulsified Sealer/Binder is a chemically engineered asphalt pavement binder comprised of a cationic emulsion of Gilsonite ore and specially selected plastisizers. This chemical colloid stabilized emulsion has been specifically formulated for sealing city streets, county roads, airport runways, airport taxiways, and airport parking aprons and asphalt parking lots. GSB-88 Emulsified Sealer/Binder provides a durable, yet flexible topcoat, while special plastisizers and oils penetrate and rejuvenate asphalt pavements. The result is an emulsified seal coat that restores vital components to asphalt pavements lost during the aging and oxidation process. The Gilsonite seal proves a longwearing anti-oxidative seal for the surface of the asphalt pavement. GSB-88 Emulsified Sealer/Binder beautifies asphalt pavements by drying to an absolute black color.

Section I. Product Specification

Specifications for Rejuvenating Sealer & Binder Ready To Apply:	**Method**	**Specification**
Saybolt Viscosity at 77 F (25 C)	ASTM D-244	10-50 SEC
Residue by distillation, or evaporation		28% to 38%
Pumping stability test (2)		PASS

Tests on Residue from Distillation or Evaporation:	**Method**	**Specification**
Viscosity at 275 F (135 C)	ASTM D-2170	1750 CTS MAX.
Total distillate recovered by 680 F (360 C)		20% MAX.
Vapor pressure of distillate at 760 mmhg, 0 C (3)		0.1 mmhg MA
Solubility in 1,1,1 Trichloroethylene	ASTM D-2042	97.5% MIN.
Penetration	ASTM D-5	50 dmm MAX.
Asphaltenes	ASTM D-2007	15% MIN.
Saturates	ASTM D-2007	15% MAX.
Polar Compounds	ASTM D-2007	25% MIN.
Aromatics	ASTM D-2007	15% MIN.

(1) pH may be used in lieu of the particle charge test which is sometimes inconclusive in slow setting, bituminous emulsions.
(2) Pumping stability is tested by pumping 1 pint, (475 ml) of rejuvenation sealer and binder-88 diluted 1 part concentrate to 1 part water, at 77 F (25 C), through a ¼ inch gear pump operating 1750 rpm for 10 minutes with no significant separation or coagulation.
(3) Vapor pressure is the pressure exerted when a liquid or solid is in equilibrium with its own vapor. Organic distillates with a vapor pressure of 0.1mm of mercury or less are not considered to be volatile organic compounds.
(4) Base stock for the rejuvenating sealer and binder-emulsion shall be a homogenous mixture of Gilsonite select rejuvenation oils and select plastisizers.

SPECIAL PROVISIONS
GSB-88 Rejuvenating Sealer and Binder

1.0 Aggregate Sand Specification

1.1 Shall be a fused ferro-alumino-silicate of complex composition. Free of clay and organic matter. Material to be of a consistent chemistry and specific gravity to provide high breakdown resistance.

2.0 Specifications for Aggregate

2.1 Free silica shall be less than 0.1%
2.2 Shall be chemically inert
2.3 Particles shape to be fractured rough angular particles
2.4 Moh's Mineral Hardness Scale 6-7 Moh's
2.5 Sand to be black in appearance
2.6 Material to be moisture free & non-absorbing

3.0 Equipment

3.1 The rejuvenating sealer and binder shall be applied using a standard bituminous distributor that is properly modified to apply the aggregate and sealer-binder in a one continuous one step operation. The equipment must be in good working order and contain no contaminants or dilutants in the tank. Distributor bar tips must be clean, free of burrs, and adjustable for regulated flow. Any type of tip or pressure source is suitable that will maintain predetermined flow rates and constant pressure for leaks and to insure it is in working order prior to use.

3.2 The sanding unit for application of sand must be permanently attached to the distributor truck. It is imperative that the sanding be done immediately upon application of the material to the asphaltic surface. Separate truck sanding operations will not be acceptable.

3.3 Edging and return areas require the same application rate as the main traffic flow areas. These areas require a smaller mechanized application vehicle. This cart is capable of cutting edges and curved areas at the same application rate as the main distributor truck.

4.0 Surface Preparation

4.1 Preparation of Pavement Surfaces
4.1.1 Repair and patching of all major pavement defects shall be completed prior to application. Just before applying, clean the asphalt surface of all loose dust, dirt, and other debris. All cracks, other than hairline cracks, shall be filled with a suitable bituminous crack sealer. This may be done before or after application. Crack sealing is not part of this specification and not included in this bid project.

SPECIAL PROVISIONS
GSB-88 Rejuvenating Sealer and Binder

5.0 Application

5.1 Rate of Application

5.1.1 Rate of application shall be determined by the texture, porosity, and age of the asphalt pavement to be sealed. The rate of application can vary from 0.10 to 0.18 gallons per square yard. The average rate will generally be from 0.12 to 0.15 gallons per square yard. The optimum application rate shall be determined by the owner.

5.2 Application Precautions

5.2.1 Product shall not be applied to wet or damp pavement surfaces. Do not apply during rainy or damp weather, or when rain is anticipated within four to eight hours after application is completed. Pavement surface temperatures shall be 40 degrees F (4 C) and rising. Traffic shall not be allowed on the roadway surface until the rejuvenating sealer and binding agent has penetrated and fully cured.

6.0 Sanding

6.1 The surface texture of the pavement to be sealed shall be checked prior to application of rejuvenating sealer and binder to determine amount of sanding required. Sanding shall be done immediately following application using a sanding unit permanently attached to the distributor truck. Excess sand shall be swept or vacuumed from the pavement within 24 hours of the pavement reopening to pedestrian or vehicular traffic. Skid resistance testing shall be performed prior to application of rejuvenating sealer and binder. The optimum rate of sand application to be determined by owner.

7.0 Storage and Handling Instructions

7.1 GSB-88 Emulsified Sealer/Binder may be stored and handled like any standard asphalt emulsion. Vertical storage tanks are recommended. The storage tank should be equipped with a slow revolution mechanical agitator. Hot water heating coils, or electrical heaters are required in colder climates to prevent the emulsion from freezing. Positive displacement gear pumps should be used to transfer and apply GSB-88 Emulsified Sealer/Binder materials. Storage and handling temperatures are 100 degrees F (38 C) to 160 degrees F (71 C). GSB-88 Emulsified Sealer/Binder should be protected from freezing, or whenever the outside temperature drops below 40 degrees F) 4 C) for prolonged time periods.

8.0 Cure Time

8.1 Under normal conditions, cure time for rejuvenating sealer and binder is two to eight hours. Sheltered or shady areas may require longer cure times. Spread blotter material if the rejuvenating agent fails to penetrate. Traffic shall be maintained until material is fully cured.

9.0 Striping

9.1 Striping, if necessary, shall be performed by others.

SPECIAL PROVISIONS
GSB-88 Rejuvenating Sealer and Binder

10.0 Clean Up

10.1 GSB-88 Emulsified Sealer/Binder that has not dried may be cleaned up with water. Dried GSB-88 may be removed with degreasing solvents. GSB-88 should be removed from skin using hand cleaners and skin creams.

11.0 Notification

11.1 The Contractor shall handle all residential notification. This will entail posting resident notification flyers 24-48 hours before actual work begins. The notification shall detail the GSB-88 process (including the limited access to driveway during cure time) along with the onsite operations manager's contact number for any questions or issues that might arise.

12.0 Maintenance

11.1 Under normal wear and tear, a single application of GSB-88 Emulsified Sealer/Binder, properly applied, should not require reapplication for up to three years. Reapplications should be at the recommended rates. Regular preventative maintenance can extend the life of pavement indefinitely.

13.0 Applicator Experience:

12.1 GSB-88 shall be applied by an experienced applicator of such material. The applicator shall have a minimum of three (3) years experience in applying GSB product. The applicator must submit a list of three (3) projects on which similar work has been applied. Included on the list will be project name, contact, phone number of contact and project date.

12.2 Contractor shall be manufacturer authorized and approved as an applicator of GSB-88 Emulsion Sealer/Binder, using manufacturer approved installation equipment. The contractor shall be versed in proper shipping, handling, dilution, and application processes for GSB-88.

SPECIAL PROVISIONS
GSB-88 Rejuvenating Sealer and Binder

14.0 Manufacturers Representative

13.1 The manufacturer shall be notified in order to provide the engineer with recommended procedures. A manufacturer representative shall also be present during application. For more info regarding GSB-88 Emulsified Sealer/Binder please call the manufacturer's representative/distributor.

13.2 GSB-88 Emulsified Sealer/Binder will penetrate the surface of any asphalt pavement sufficiently to bind together the top aggregate and become a part of the existing pavement whenever the pavement is clean and dry. Depth of penetration into the pavement is determined by the porosity of the pavement, application rate, pavement temperature and product viscosity and temperature.

13.3 GSB-88 Emulsified Sealer/Binder will preserve and protect asphalt pavement regardless of traffic abrasion. Even after the surface coating has worn off there will be sufficient Gilsonite compound around the surface aggregate and in the top asphalt to assure superior binding, sealing and preserving performance.

15.0 Method of Measurement

14.1 The quantity of GSB-88 Emulsified Sealer/Binder to be paid for will be the number of square yards of material actually applied and accepted by the Local Agency as complying with the plans and specifications.

16.0 Basis of Payment

15.1 Payment will be made at the contract unit price per square yard for GSB-88 Emulsified Sealer/Binder. This price will be full compensation for furnishing all materials, for all preparation, delivery, and application of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item, including the furnishing and placing of sand and any other work necessary to complete this item.

PRE-CONSTRUCTION MEETING: A pre-construction meeting for this Section is required.

WEIGHT LIMITS: Legal weight limits are to be observed on Local Agency roads at all times.

TIME SCHEDULE: The specified completion date for this project is September 15 of the current year.

END OF FOG COAT SPECIAL PROVISION

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2022

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

No ERRATA this year.

SUPPLEMENTAL SPECIFICATIONS

No Supplemental Specifications this year.

Illinois Department of Transportation

Check Sheet for Recurring Special Provisions

Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

☐ **Check this box for lettings prior to 01/01/2022.**

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

Recurring Special Provisions

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Local Public Agency	County	Section Number
City of Washington	Tazewell	22-00000-00-GM

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

Local Roads And Streets Recurring Special Provisions

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BDE SPECIAL PROVISIONS
For the April 29, 2022 and June 17, 2022 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	Jan. 1, 2022
* 80274	2	☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
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	Jan. 1, 2022
80436	6	☐	Blended Finely Divided Minerals	April 1, 2021	
80241	7	☐	Bridge Demolition Debris	July 1, 2009	
5026I	8	☐	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	9	☐	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	10	☐	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	11	☐	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
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
80261	17	☐	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80434	18	☐	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
80029	19	☐	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	March 2, 2019
80229	20	☐	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80433	21	☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80422	22	☐	High Tension Cable Median Barrier	Jan. 1, 2020	Jan. 1, 2022
* 80443	23	☐	High Tension Cable Median Barrier Removal	April 1, 2022	
* 80444	24	☐	Hot-Mix Asphalt – Patching	April 1, 2022	
80442	25	☐	Hot-Mix Asphalt – Start of Production	Jan. 1, 2022	
80438	26	☐	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
80411	27	☐	Luminaires, LED	April 1, 2019	Jan. 1, 2022
80045	28	☐	Material Transfer Device	June 15, 1999	Jan. 1, 2022
80418	29	☐	Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	Nov. 1, 2020
80430	30	☐	Portland Cement Concrete – Haul Time	July 1, 2020	
3426I	31	☐	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80395	32	☐	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340	33	☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127	34	☐	Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
80397	35	☐	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	36	☑	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80437	37	☐	Submission of Payroll Records	April 1, 2021	
80435	38	☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2022
80410	39	☐	Traffic Spotters	Jan. 1, 2019	
20338	40	☐	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
80318	41	☐	Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
80429	42	☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
80439	43	☑	Vehicle and Equipment Warning Lights	Nov. 1, 2021	
80440	44	☐	Waterproofing Membrane System	Nov. 1, 2021	
80302	45	☐	Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
80427	46	☐	Work Zone Traffic Control Devices	Mar. 2, 2020	
80071	47	☐	Working Days	Jan. 1, 2002	

The following special provisions are in the 2022 Standard Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location(s)	Effective	Revised
80425	Cape Seal	Sections 405, 1003	Jan. 1, 2020	Jan. 1, 2021
80387	Contrast Preformed Plastic Pavement Marking	Articles 780.08, 1095.03	Nov. 1, 2017	
80402	Disposal Fees	Article 109.04(b)	Nov. 1, 2018	
80378	Dowel Bar Inserter	Articles 420.03, 420.05, 1103.20	Jan. 1, 2017	Jan. 1, 2018
80421	Electric Service Installation	Articles 804.04, 804.05	Jan. 1, 2020	
80415	Emulsified Asphalts	Article 1032.06	Aug. 1, 2019	
80423	Engineer's Field Office and Laboratory	Section 670	Jan. 1, 2020	
80417	Geotechnical Fabric for Pipe Underdrains and French Drains	Articles 1080.01(a), 1080.05	Nov. 1, 2019	
80420	Geotextile Retaining Walls	Article 1080.06(d)	Nov. 1, 2019	
80304	Grooving for Recessed Pavement Markings	Articles 780.05, 780.14, 780.15	Nov. 1, 2012	Nov. 1, 2020
80416	Hot-Mix Asphalt – Binder and Surface Course	Sections 406, 1003, 1004, 1030, 1101	July 2, 2019	Nov. 1, 2019
80398	Hot-Mix Asphalt – Longitudinal Joint Sealant	Sections 406, 1032	Aug. 1, 2018	Nov. 1, 2019
80406	Hot-Mix Asphalt – Mixture Design Verification and Production (Modified for I-FIT)	Sections 406, 1030	Jan. 1, 2019	Jan. 2, 2021
80347	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Sections 406, 1030	Nov. 1, 2014	July 2, 2019
80383	Hot-Mix Asphalt – Quality Control for Performance	Sections 406, 1030	April 1, 2017	July 2, 2019
80393	Manholes, Valve Vaults, and Flat Slab Tops	Articles 602.02, 1042.10	Jan. 1, 2018	Mar. 1, 2019
80424	Micro-Surfacing and Slurry Sealing	Sections 404, 1003	Jan. 1, 2020	Jan. 1, 2021
80428	Mobilization	Article 671.02	April 1, 2020	
80412	Obstruction Warning Luminaires, LED	Sections 801, 822, 1067	Aug. 1, 2019	
80359	Portland Cement Concrete Bridge Deck Curing	Articles 1020.13, 1022.03	April 1, 2015	Nov. 1, 2019
80431	Portland Cement Concrete Pavement Patching	Articles 701.17(e)(3)b, 1001.01(d), 1020.05(b)(5)	July 1, 2020	
80432	Portland Cement Concrete Pavement Placement	Article 420.07	July 1, 2020	
80300	Preformed Plastic Pavement Marking Type D - Inlaid	Articles 780.08, 1095.03	April 1, 2012	April 1, 2016
80157	Railroad Protective Liability Insurance (5 and 10)	Article 107.11	Jan. 1, 2006	
80306	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Section 1031	Nov. 1, 2012	Jan. 2, 2021
80407	Removal and Disposal of Regulated Substances	Section 669	Jan. 1 2019	Jan. 1, 2020
80419	Silt Fence, Inlet Filters, Ground Stabilization and Riprap Filter Fabric	Articles 280.02, 280.04, 1080.02, 1080.03, 1081.15	Nov. 1, 2019	July 1, 2021
80408	Steel Plate Beam Guardrail Manufacturing	Article 1006.25	Jan. 1, 2019	
80413	Structural Timber	Article 1007.03	Aug. 1, 2019	
80298	Temporary Pavement Marking	Section 703, Article 1095.06	April 1, 2012	April 1, 2017
80409	Traffic Control Devices – Cones	Article 701.15(a), 1106.02(b)	Jan. 1, 2019	
80288	Warm Mix Asphalt	Sections 406, 1030, 1102	Jan. 1, 2012	April 1, 2016
80414	Wood Fence Sight Screen	Article 641.02	Aug. 1, 2019	April 1, 2020

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
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

BITUMINOUS SURFACE TREATMENT WITH FOG SEAL (BDE)

Effective: January 1, 2020
Revised: January 1, 2022

Replace Section 403 of the Standard Specifications with the following:

"SECTION 403. BITUMINOUS SURFACE TREATMENT WITH FOG SEAL

403.01 Description. This work shall consist of constructing a single or multiple course bituminous surface treatment with fog seal.

(a) A-1. A-1 shall consist of an emulsified asphalt and a seal coat aggregate with an emulsified asphalt fog seal.

(b) A-2. A-2 shall consist of an emulsified asphalt and a cover coat aggregate, and an emulsified asphalt and seal coat aggregate with an emulsified asphalt fog seal.

(c) A-3. A-3 shall consist of two separate applications of an emulsified asphalt and cover coat aggregate, and an emulsified asphalt and seal coat aggregate with an emulsified asphalt fog seal.

403.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Cover Coat Aggregate	1003, 1004.03
(b) Seal Coat Aggregate (Note 1)	1003, 1004.03
(c) Emulsified Asphalts (Note 2) (Note 3)	1032

Note 1. The seal coat aggregate shall be either fine or coarse aggregate.

When fine aggregate is used, it shall be stone sand, wet bottom boiler slag, slag sand, or steel slag sand. The aggregate gradation shall be FA 1 (Special), FA 4 (Special), or FA 22 as specified on the plans and shall meet the following.

FINE AGGREGATE GRADATIONS						
Grad. No.	Sieve Size and Percent Passing					
	3/8 in. (9.5 mm)	No. 4 (4.75 mm)	No. 8 (2.36 mm)	No. 16 (1.18 mm)	No. 40 (425 µm)	No. 200 (75 µm)
FA 1 (Special)	100	90 ± 10	62.5 ± 17.5	32.5 ± 7.5	7.5 ± 7.5	1.5 ± 1
FA 4 (Special)	100	--	--	2 ± 2	--	1.5 ± 1
FA 22	100	1/	1/	8 ± 8	--	2 ± 2

1/ For the fine aggregate gradation FA 22, the aggregate producer shall set the midpoint percent passing, and the Department will apply a range of ± 10 percent. The midpoint shall not be changed without Department approval.

When coarse aggregate is used, it shall be crushed gravel, crushed stone, wet bottom boiler slag, crushed slag, crushed sandstone, or crushed steel slag. The coarse aggregate material shall be selected from the table in Article 1004.03(a) based upon the friction aggregate mixture specified. The aggregate quality shall be Class B and the total chert count shall be no more than 25.0 percent by weight (mass) as determined by the ITP 203. The aggregate gradation shall be CA 14, CA 15, CA 16, or CA 20 as specified on the plans.

Note 2. The emulsified asphalt used to construct the bituminous surface treatment shall be either CRS-2P or HFRS-2P.

Note 3. The emulsified asphalt used to construct the fog seal shall be either SS-1h or CSS-1h.

403.03 Equipment. Equipment shall be according to the following.

Item	Article/Section
(a) Self-Propelled Pneumatic-Tired Roller (Note 1)	1101.01
(b) Mechanical Sweeper (Note 2)	1101.03
(c) Aggregate Spreaders (Note 3)	1102.04
(d) General Use Pressure Distributor (Note 4)	1102.05(a)
(e) Heating Equipment	1102.07

Note 1. There shall be a minimum of two rollers, with the final number of rollers determined by the rollers' abilities to maintain proper spacing with the aggregate spreader as directed by the Engineer.

Note 2. The mechanical sweeper shall be power driven and self-propelled with the broom located between the axles. The mechanical sweeper shall not use a cantilever-mounted broom and the broom rotation shall not be operated by forward movement.

Note 3. The aggregate spreader shall be a self-propelled mechanical type with the receiving hopper in the rear and shall pull the aggregate truck. The spreader shall be fitted with an automated system which provides positive interconnected control of the aggregate flow with the forward speed of the spreader. The automated system shall provide uniform and consistent aggregate application at the rate specified.

The Engineer will check the spread roll of the aggregate spreader for straightness each day before operations begin. Should the surface of the spread roll vary off a straight line along its longitudinal dimension by more than 1/16 in. (1.5 mm), the Engineer will inspect the application of aggregate for corrugations and, should these occur, the machine shall be repaired or replaced. The forward speed of the spreader during calibration shall be the

same as is to be used during construction. The equipment required for aggregate spreader calibration may consist of several sheets of canvas, each being exactly 1 sq yd (0.8 sq m), and a weight scale. By making several runs at different gate openings over the sheets of canvas, placed to cover the full width applied by the spreader, and carefully measuring the aggregate on each canvas sheet, the gate opening at the pre-established speed required to apply aggregate at the specified rate may be determined.

Note 4. The general use pressure distributor shall have a minimum capacity of 3000 gal (11,500 L). The application rate control shall be automated and shall control the application rate regardless of ground speed or spray bar width. The computer shall have the capability of recording the application rate, gallons sprayed, square yards, and feet traveled. The general use pressure distributor shall be capable of maintaining the asphalt emulsion at the specified temperature. The spray bar nozzles shall produce a uniform triple lap application fan spray, and the shutoff shall be instantaneous, with no dripping. The general use pressure distributor shall be capable of maintaining the specified application rate within ± 0.015 gal/sq yd (± 0.070 L/sq m) for each load. The spray-bar nozzles shall be turned to make the same angle with the longitudinal axis of the spray bar as recommended by the manufacturer.

Application rates shall be determined by the procedures listed in ASTM D 2995, except the sample may be taken on three 8 x 12 in. (200 x 300 mm) metal plates. The three plates shall be positioned as directed by the Engineer.

CONSTRUCTION REQUIREMENTS

403.04 Weather Limitations. This work shall be done between May 1 and August 31. Emulsified asphalt shall be applied only when the temperature of the air in the shade is above 55 °F (13 °C). No work shall be started if local conditions indicate that rain is imminent.

Fog seal operations shall be performed during daylight hours and not during foggy weather. The road surface may be damp but shall be free of standing water.

This work may be done between September 1 and September 15 provided both of the following conditions are met:

(a) The temperature of the air in the shade is above 70 °F (20 °C) and the temperature of the surface to which the asphalt will be applied is 70 °F (20 °C) or above, and

(b) The National Weather Service forecast for the area does not show any rain or any temperatures below 55 °F (13 °C) for the day the work is to be done or for the following five days.

403.05 Repair and Preparation of Base or Existing Surface. The base or existing surface shall be prepared according to Section 358.

403.06 Calibration. At least three days prior to starting the work, the Contractor shall provide the Engineer with a copy of the manufacturer's recommendations for the equipment to be used. The working day prior to starting construction, the general use pressure distributor and aggregate spreader shall be calibrated and adjusted according to the manufacturer's recommendations. Calibrations and adjustments shall be made in the presence of the Engineer on a level surface at a location approved by the Engineer. The Contractor shall maintain proper calibration and adjustment of the equipment and the Engineer reserves the right to check application rates as the work progresses. Should the equipment fail to consistently apply the specified rates, the work shall be stopped, and the Contractor shall recalibrate and readjust the equipment.

403.07 Application Rates. Based upon the aggregate gradation to be used, the Contractor shall determine the application rates of emulsified asphalt and cover or seal coat aggregate. The application rates along with the gradations shall be submitted to the Engineer for approval prior to the start of work. Application rates shall be according to the following table for the aggregate type shown on the plans and shall result in aggregate embedment between 50 and 70 percent behind the roller. Changes in the application rate of greater than 15 percent shall be resubmitted to the Engineer for approval.

Aggregate Type	Emulsified Asphalt Rate	Aggregate Rate
CA 14	0.38 – 0.46 gal/sq yd (1.7 – 2.1 L/sq m)	24 – 32 lb/sq yd (13 – 17 kg/sq m)
CA 15	0.38 – 0.46 gal/sq yd (1.7 – 2.1 L/sq m)	22 – 30 lb/sq yd (12 – 16 kg/sq m)
CA 16	0.38 – 0.45 gal/sq yd (1.7 – 2.0 L/sq m)	18 – 26 lb/sq yd (10 – 14 kg/sq m)
CA 20	0.36 – 0.45 gal/sq yd (1.6 – 2.0 L/sq m)	18 – 26 lb/sq yd (10 – 14 kg/sq m)
FA 1 (Special)	0.26 – 0.30 gal/sq yd (1.2 – 1.4 L/sq m)	16 – 20 lb/sq yd (9 – 11 kg/sq m)
FA 4 (Special)	0.28 – 0.36 gal/sq yd (1.3 – 1.6 L/sq m)	18 – 24 lb/sq yd (10 – 13 kg/sq m)
FA 22	0.32 – 0.40 gal/sq yd (1.5 – 1.8 L/sq m)	15 – 22 lb/sq yd (8 – 12 kg/sq m)

403.08 Preparation of Emulsified Asphalt. The temperature of the emulsified asphalt at the time of application shall be such that it sprays uniformly without clogging the spraying nozzles and is applied within the temperature range of 150 – 190 °F (65 – 90 °C).

403.09 Preparation of Aggregate. The aggregate shall be stockpiled near the jobsite according to Article 1003.01(e) or 1004.01(e). The aggregate used shall contain no free moisture but the aggregate shall be slightly damp (saturated surface-dry or drier).

403.10 Application of Emulsified Asphalt. The emulsified asphalt shall be applied with a general use pressure distributor. The entire length of the spray bar shall be set at the height

above the surface recommended by the manufacturer for even distribution of the emulsified asphalt. A hand spray bar shall be used at locations not covered by the distributor.

The distributor shall be operated in a manner such that missing or overlapping of transverse joints shall be avoided. To prevent overlapping of successive applications of emulsified asphalt at transverse joints, heavy paper shall be spread over the previously applied emulsified asphalt and aggregates. In order to obtain a uniform application of the emulsified asphalt, the distributor shall be traveling at the speed required for the specified rate of application when the spray bar crosses the paper.

Adjacent construction, such as concrete pavement, curb and gutter, bridge floors, raised reflective pavement markers, and bridge handrails, shall be protected by shields, covers or other means. If emulsified asphalt is applied to adjacent construction, the Contractor shall remove such material to the satisfaction of the Engineer.

The emulsified asphalt shall not be applied when the wind conditions will inhibit uniform coverage from the fans of asphalt being applied.

403.11 Application of Aggregates. The cover and seal coat aggregates shall be spread evenly with an aggregate spreader over the entire surface being treated. When treating one-half of the pavement width at a time, an inside strip of uncovered emulsified asphalt 3 in. (75 mm) wide shall be left during construction of the first half to provide center joint overlap when the second half of the treatment is placed. In all cases, the aggregate shall be applied ahead of the truck or spreader wheels. Hand spreading will be permitted only when approved by the Engineer and, when so permitted, the aggregate shall be spread uniformly and at the approximate rate specified. Any ridges of aggregate left by the aggregate spreader shall be smoothed out with hand brooms immediately behind the aggregate spreader.

Equipment involved in the work shall operate as close to each other as practical. The aggregate spreader shall be within 150 ft (45 m) of the pressure distributor and the aggregate shall cover the asphalt emulsion within 30 seconds of application to ensure proper asphalt/aggregate adhesion.

Each aggregate truck shall be equipped with a suitable hitch for connection to the aggregate spreader while unloading. The trucks shall avoid contact between the truck body or bed and the aggregate spreader. The body or bed of the truck shall be modified, if necessary, to empty cleanly and completely into the receiving hopper of the aggregate spreader. No aggregate shall be allowed to spill onto the road surface when the truck is emptying into this hopper.

403.12 Cover Coat. Emulsified asphalt for the cover coat shall not be applied until the previous application is acceptable to the Engineer.

At the beginning of each day's work, no emulsified asphalt shall be applied until there is sufficient cover coat aggregate in the trucks at the work site to completely cover the first application of asphalt emulsion. The amount of surface area covered by each successive application of emulsified asphalt shall be determined by the Engineer. In no case shall this area

be greater than can be covered with cover coat aggregate and given the initial rolling while the emulsified asphalt is still in condition to hold aggregate.

The emulsified asphalt shall be applied uniformly over the surface at the rate specified in the table above. Immediately following the application of the asphalt emulsion, the cover coat aggregate shall be spread over the treated surface at the rate specified in the table above.

The aggregate shall be rolled following spreading. A maximum time of five minutes will be allowed between the spreading of aggregate and completion of the initial rolling of the aggregate. The rollers shall proceed in a longitudinal direction at a speed less than or equal to 5 mph (8 km/h). Each roller will travel over the aggregate a minimum of two times. The entire surface shall be rolled immediately with a self-propelled pneumatic-tired roller. Rolling shall proceed in a longitudinal direction beginning at the edges and progressing toward the center, overlapping on successive trips by at least 1/2 the width of the roller. The aggregate shall then be rolled with a separate pneumatic-tired roller until the aggregate is properly seated in the asphalt emulsion.

403.13 Seal Coat. When constructing A-2 or A-3, the seal coat shall not be started until the cover coat immediately preceding the seal coat is completed.

Application of the emulsified asphalt and aggregate and rolling of the seal coat shall be the same as specified above for the cover coat.

During the construction period, the Contractor shall maintain the completed work. If necessary, the Contractor shall apply additional seal coat aggregate to absorb excess bitumen appearing on the surface and shall repair any areas where pickup has occurred.

The Contractor shall use the appropriate sweeping equipment to perform an initial sweeping after a minimum of two hours curing and not less than one hour before sunset on the day the bituminous surface treatment is placed. The initial sweeping shall remove excess aggregate by lightly sweeping each pavement lane. The sweeping shall be sufficient to prevent migration of loose aggregate back onto any part of the pavement.

The Contractor shall sweep the pavement surface as needed to remove excess aggregate.

403.14 Application of Fog Seal. The emulsified asphalt for the fog seal shall not be applied to the treated surface until the seal coat has cured for at least 24 hours.

The emulsified asphalt shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.03 to 0.08 lb/sq ft (0.146 to 0.391 kg/sq m). An application rate greater than 0.05 lb/sq ft (0.244 kg/sq m) shall be applied in two passes, one from each direction. The Contractor shall demonstrate the application will produce 100 percent coverage of the surface after curing. If the application demonstration does not meet the coverage requirements, the spray pattern shall be adjusted until approved by the Engineer. The emulsified asphalt shall be applied in a manner to minimize the amount of overspray.

A check shall be performed in the first 1,000 ft (300 m) to verify the application rate according to the test procedure for "Determination of Residual Asphalt in Prime and Tack Coat Materials".

403.15 Opening to Traffic. The road shall be opened to traffic according to Article 701.17(c)(4).

403.16 Method of Measurement. The bituminous surface treatment (A-1, A-2, or A-3) will be measured for payment in place and the area computed in square yards (square meters). The width for measurement will be the top width of the bituminous surface treatment as shown on the plans or as directed by the Engineer.

Emulsified asphalt for fog seal will be measured for payment as specified in Section 1032.

403.17 Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for BITUMINOUS SURFACE TREATMENT, of the type specified.

Emulsified asphalt for fog seal will be paid for at the contract unit price per pound (kilogram) of residual asphalt for BITUMINOUS MATERIALS (FOG SEAL).

When provided as a payment item, the preparation of the existing surface will be measured and paid for as specified in Section 358. If not provided as a payment item, preparation of existing surface will be paid for according to Article 109.04."

80426

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

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

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

Replace the second paragraph of Article 109.12 of the Standard Specifications with the following:

"This mobilization payment shall be made at least seven days prior to the subcontractor starting work. The amount paid shall be at the following percentage of the amount of the subcontract reported on form BC 260A submitted for the approval of the subcontractor's work.

Value of Subcontract Reported on Form BC 260A	Mobilization Percentage
Less than $10,000	25%
$10,000 to less than $20,000	20%
$20,000 to less than $40,000	18%
$40,000 to less than $60,000	16%
$60,000 to less than $80,000	14%
$80,000 to less than $100,000	12%
$100,000 to less than $250,000	10%
$250,000 to less than $500,000	9%
$500,000 to $750,000	8%
Over $750,000	7%"

80391

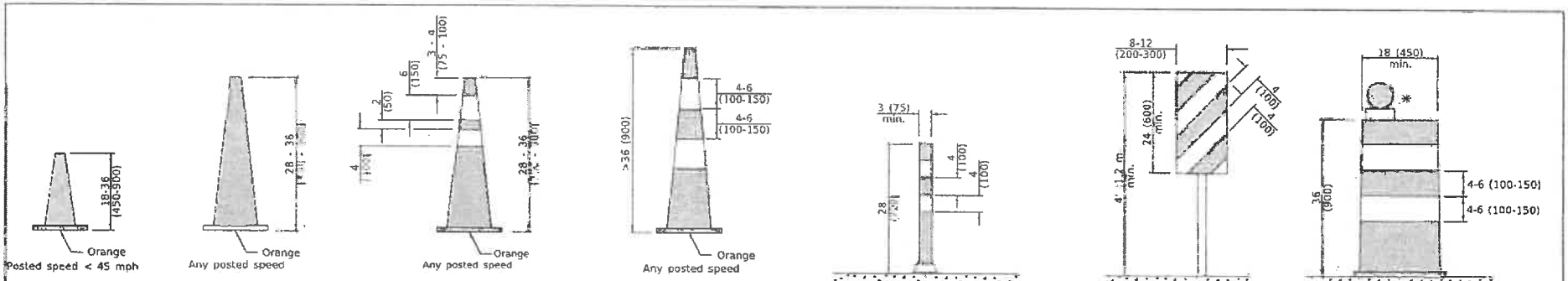
VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

"The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. The lights shall be in operation while the vehicle or equipment is engaged in construction operations."

80439



DAYTIME USE

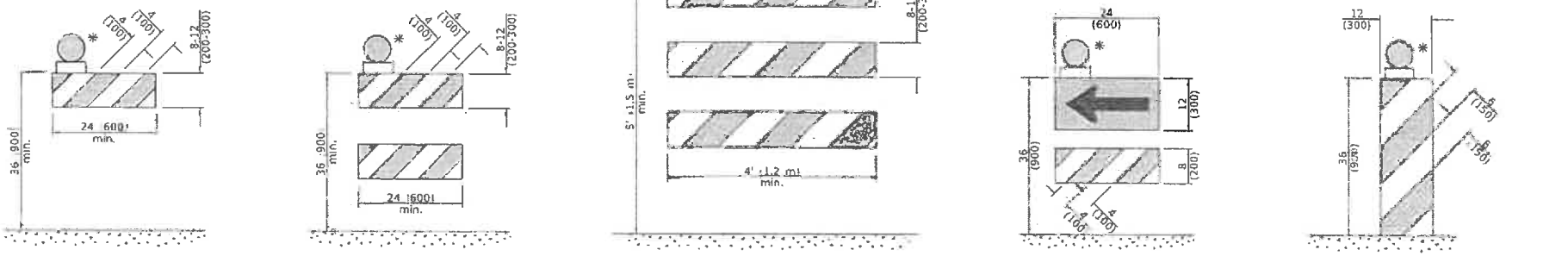
DAY OR NIGHTTIME USE

CONES

TUBULAR MARKER

VERTICAL PANEL
POST MOUNTED

DRUM



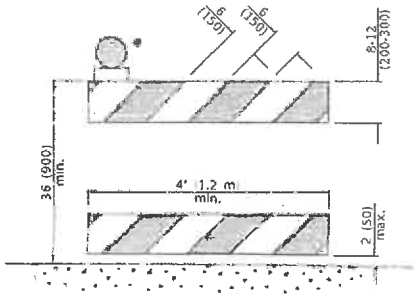
TYPE I BARRICADE

TYPE II BARRICADE

TYPE III BARRICADE

DIRECTION INDICATOR BARRICADE

VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

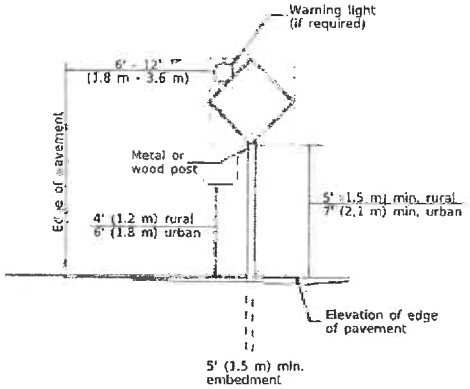
BSLRD 1-1-19

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

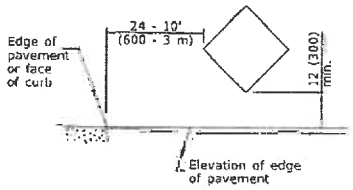
(Sheet 1 of 3)

STANDARD 701901-08



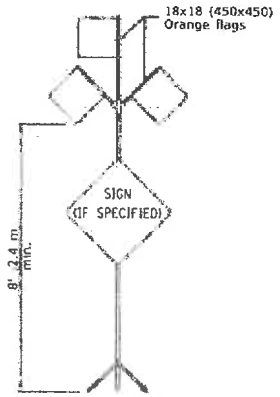
POST MOUNTED SIGNS

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



SIGNS ON TEMPORARY SUPPORTS

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



HIGH LEVEL WARNING DEVICE

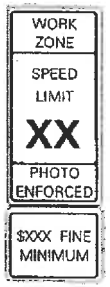
This signing is required for all projects 2 miles (3200 m) or more in length.

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

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

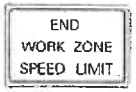
Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



W21-1115(0)-3618
R2-1-3648
R10-1108p-3618 ****
R2-1106p-3618

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



G20-1103-6036

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

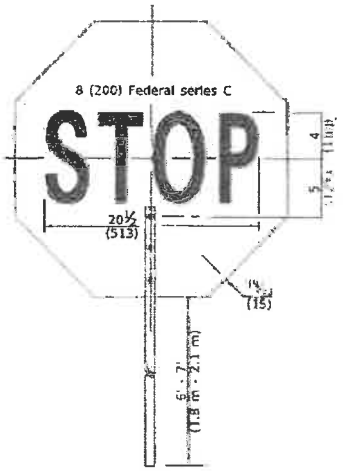
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-1108p shall only be used along roadways under the jurisdiction of the State.

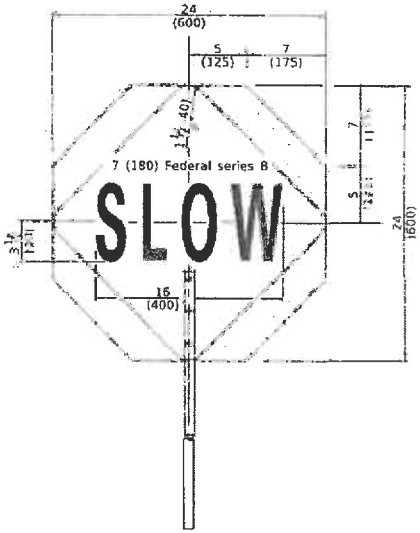
W12-1103-4848

WIDTH RESTRICTION SIGN

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



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

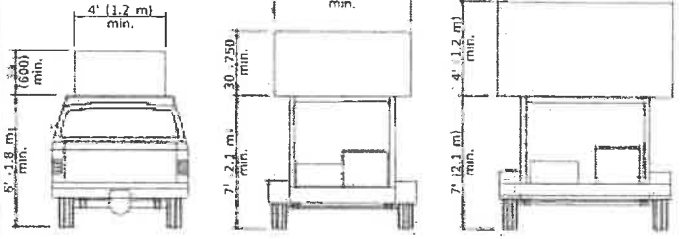
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

BSDSD 1-1-19

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

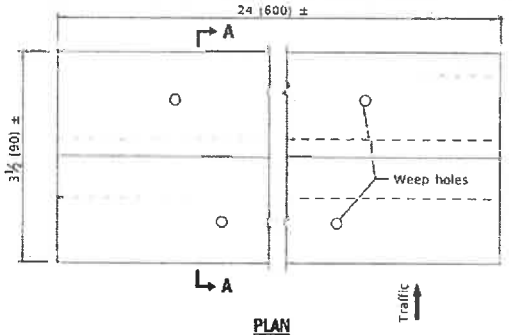


TYPE A ROOF MOUNTED

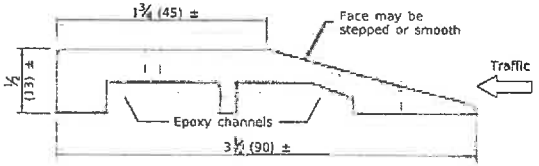
TYPE B ROOF OR TRAILER MOUNTED

TYPE C TRAILER MOUNTED

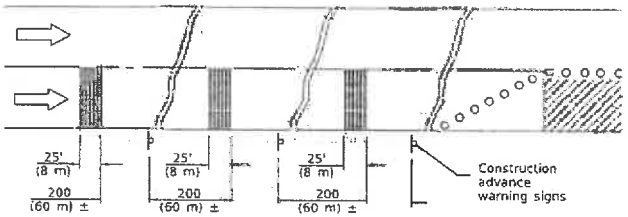
ARROW BOARDS

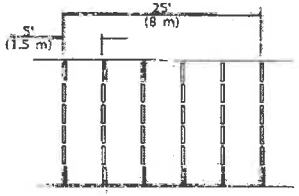


PLAN



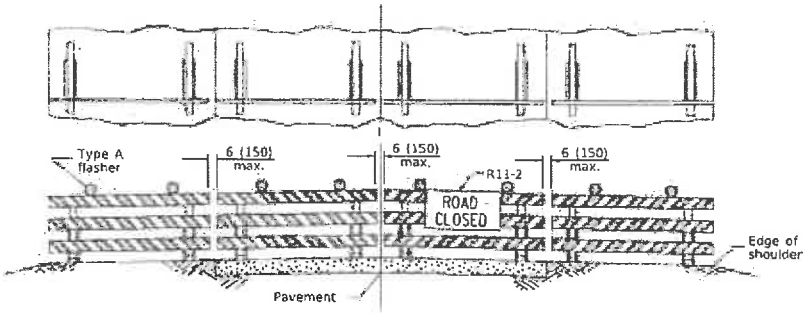
SECTION A-A





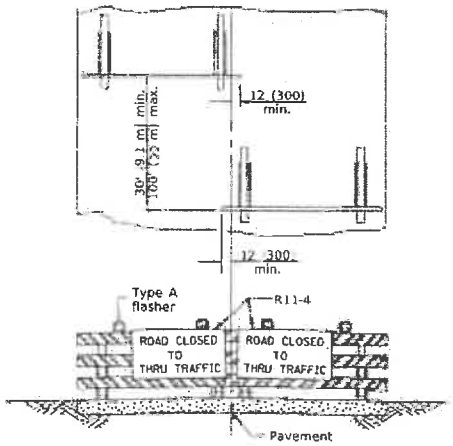
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

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



ROAD CLOSED TO THRU TRAFFIC

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

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

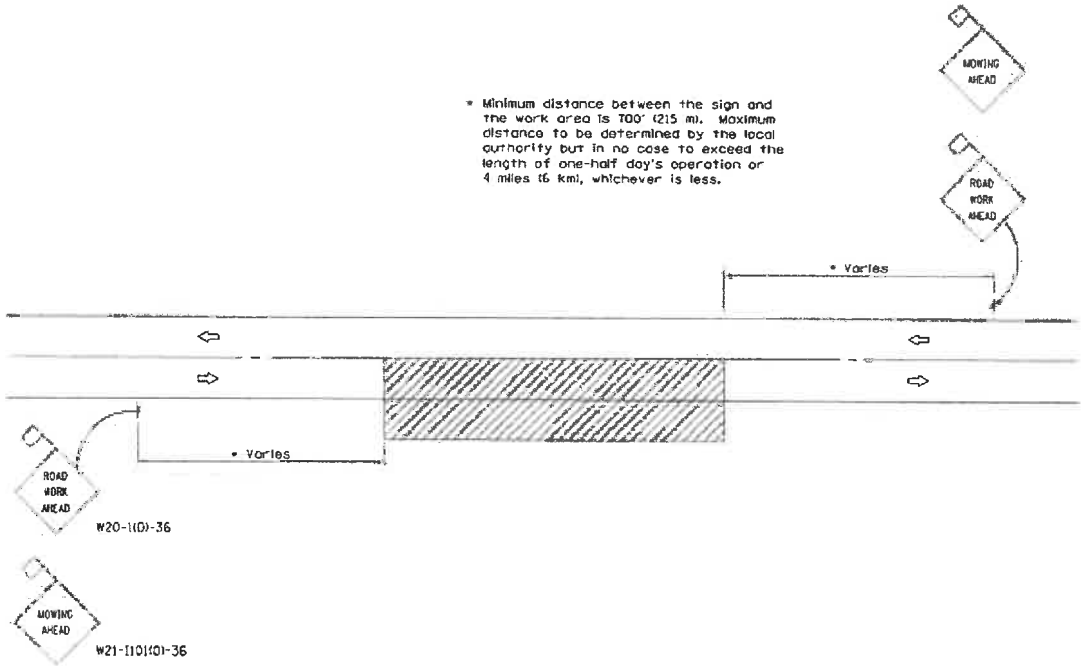
ISSUED 1-1-19

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901-08



* Minimum distance between the sign and the work area is 700' (215 m). Maximum distance to be determined by the local authority but in no case to exceed the length of one-half day's operation or 4 miles (6 km), whichever is less.

TWO-LANE, TWO-WAY TRAFFIC
RURAL OPERATIONS
DAY OPERATIONS ONLY

SYMBOLS

Work area

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

TYPICAL APPLICATIONS

MOWING
SPREADING AGGREGATE
WEED SPRAYING
SURFACE MAINTENANCE
BITUMINOUS RESURFACING
CRACK POURING
SHOULDER REPAIR
CLEANING DITCHES

GENERAL NOTES

Maintenance operations shall be confined to one traffic lane, leaving the opposite lane open to traffic. At least 500' (150 m) of both traffic lanes shall be available for traffic movement between work areas at intervals not greater than 1000' (300 m).

When operations are on the pavement and stationary or moving at a speed less than 4 mph (6 kph), a ONE LANE AHEAD, or other appropriate sign, shall be installed in each direction between the ROAD WORK AHEAD sign and the work area. The distance between this sign and the work area shall be a minimum of 400' (120 m) but in no case to exceed the length of one-half day's operation or 4 miles (6 km), whichever is less. The distance between the two signs shall be approximately 400' (120 m).

All signs are to be removed at completion of the day's operation.

Any unattended obstacle, excavation, or pavement drop off greater than 3 (75) in the work area shall be protected by Type I or Type II barricades with flashing lights.

Longitudinal dimensions may be adjusted slightly to fit field conditions.

All vehicles, equipment, men, and their activities are restricted at all times to one side of the pavment.

Flashing lights or rotating beacons are required for all maintenance vehicles while in operation.

Applicable operations illustrated in Standard 701301 may be used when operations do not exceed 15 minutes on the pavement or 60 minutes on the shoulder respectively.

All warning signs shall have minimum dimensions of 36x36 (900x900) and have black legend on an orange reflectorized background.

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

This case is for use on rural local roads where the local authority considers this protection to be appropriate for the specific job conditions.

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

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF LOCAL ROADS AND STREETS
APPROVED January 1, 2015
ENGINEER OF [illegible] AND ENVIRONMENT

ISSUED 1-1-15

DATE	REVISIONS
1-1-15	Corrected RWA sign number.
1-1-09	Switched units to
	English (metric). Moved
	one General Note.

TRAFFIC CONTROL DEVICES– DAY LABOR MAINTENANCE

STANDARD B.L.R. 18-6

Illinois Department of Transportation

Affidavit of Availability

For the Letting of

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

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

Part I. Work Under Contract

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

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

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

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

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

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

Part III. Work Subcontracted to Others.

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

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

Total Uncompleted						

Notary

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

Officer or Director

Title

Signature

Date

Company

Address

City

State

Zip Code

Subscribed and sworn to before me

this _____ day of _____, _____

_____

(Signature of Notary Public)

My commission expires _____

(Notary Seal)

☐ Add pages for additional contracts