R - 21 - 02

Passed and approved this 13th day of September 2021 by the City Council

AYES:	NAYS:	ABSENT:
Hahn	None	Kieffer
McCoy		
Westemeier		
Wienen		
Bernstein		
Renner		

Terry J. Renner
Terry Renner
Mayor

Attested:

Mary Beth Hyde
Mary Beth Hyde
City Clerk

Illinois Department of Transportation

R-21-02

Resolution for Maintenance of Streets and Highways by Municipality Under the Illinois Highway Code

BE IT RESOLVED, by the Mayor and City Council (Council or President and Board of Trustees) of the City (City, Town or Village) of Galena (Name), Illinois, that there is hereby appropriated the sum of $138,693.60 of Motor Fuel Tax funds for the purpose of maintaining streets and highways under the applicable provisions of the Illinois Highway Code from January 1, 2021 (Date) to December 31, 2021 (Date).

BE IT FURTHER RESOLVED, that only those streets, highways, and operations as listed and described on the approved Municipal Estimate of Maintenance Costs, including supplemental or revised estimates approved in connection with this resolution, are eligible for maintenance with Motor Fuel Tax funds during the period as specified above.

BE IT FURTHER RESOLVED, that the Clerk shall, as soon a practicable after the close of the period as given above, submit to the Department of Transportation, on forms furnished by said Department , a certified statement showing expenditures from and balances remaining in the account(s) for this period; and

BE IT FURTHER RESOLVED, that the Clerk shall immediately transmit two certified copies of this resolution to the district office of the Department of Transportation, at Dixon , Illinois.

I, Mary Beth Hyde Clerk in and for the City (City, Town or Village) of Galena , County of Jo Daviess hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the Mayor and City Council (Council or President and Board of Trustees) at a meeting on September 13, 2021 (Date).

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal this 14 day of September, 2021.

(SEAL) Mary Beth Hyde City of Galena (City, Town or Village) Clerk

Approved

Regional Engineer
Department of Transportation

Date

Illinois Department of Transportation

Municipal Estimate of Maintenance Costs

Local Public Agency: City of Galena
County: Jo Daviess

Maintenance Period 1/1/21 to 12/31/21

Section Number: 20-00000-00-GM

Estimated Cost of Maintenance Operations

Maintenance Operation (No. Description)	Maint. Group	Insp. Req.	For Group I, IIA, IIB, or III: Item	Unit	Quantity	Unit Price	Item Cost	Est Total Operation Cost
							-	
Snow and ice removal			Chips	Sum	1.00	2,500.00	2,500.00	2,500.00
			Salt	Ton	960.00	47.91	45,993.60	45,993.60
Lighting			Street lighting	Sum	1.00	75,000.00	75,000.00	75,000.00
			Bridge light maintenance	Sum	1.00	200.00	200.00	200.00
			Traffic signal maintenance	Sum	1.00	10,000.00	10,000.00	10,000.00
							-	
Street repair			Aggregate surface course	Ton	0.00	-	-	
			Bit. Mix complete	Sum	1.00	2,500.00	2,500.00	2,500.00
			Bit patch mix	Sum	1.00	2,500.00	2,500.00	2,500.00
			Maintenance projects	Sum	0.00	-	-	-
							-	
							-	
							-	
							-	
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							Total Estimated Maintenance Operation Cost	138,693.60

	Estimated Cost	MFT Portion	Other Funds
Maintenance	138,693.60	138,693.60	-
Maint Eng	-		-
Totals:	138,693.60	138,693.60	-

Preliminary Engineering		
Engineering Inspection		
Material Testing		
Advertising		
Bridge Inspections		
Total Estimated Maintenance Engineering Cost		-
Total Estimated Maintenance Cost		138,693.60

Submitted: [signature] MATTHEW OLDENBURG, CITY ENGINEER

Municipal Official — Title

13 SEP 2021

Date

Approved:

Regional Engineer

Date

Printed on 9/7/21 5:36 PM

BLR 14231(Rev 02/18/14)

Account Number	Account Title	2018-19 Actual	2019-20 Actual	2020-21 Budget	2020-21 YTD	2021-22 Approved Budget
MOTOR FUEL TAX FUND						
MOTOR FUEL TAX						
15.41.514.06	TRAFFIC SIGNAL MAINT	19,154	13,167	12,000	1,138	10,000
15.41.514.07	BRIDGE LIGHT MAINT	400	200	200	.00	200
15.41.572.00	STREET LIGHTING	80,752	72,412	75,000	53,202	75,000
15.41.614.00	COLD PATCH	9,024	6,238	.00	534	2,500
15.41.614.01	CHIPS	2,919	2,253	.00	539	2,500
15.41.614.02	CRUSHED ROCK	138	.00	.00	.00	.00
15.41.614.03	HOT MIX	3,571	2,977	.00	.00	2,500
15.41.614.04	SALT	4,809	.00	26,260	.00	50,000
15.41.614.06	MAINTENANCE PROJECTS	.00	.00	.00	.00	.00
15.41.850.00	GEAR ST PROJECT	1,966,554	938,030	.00	.00	.00
15.41.850.01	REBUILD ILLINOIS PROJECTS	.00	.00	.00	.00	.00
Total MOTOR FUEL TAX:		2,087,321	1,035,277	113,460	55,413	142,700
MOTOR FUEL TAX FUND Revenue Total:		.00	.00	.00	.00	.00
MOTOR FUEL TAX FUND Expenditure Total:		2,087,321	1,035,277	113,460	55,413	142,700
Net Total MOTOR FUEL TAX FUND:		2,087,321-	1,035,277-	113,460-	55,413-	142,700-

Illinois Department of Transportation

Special Provisions

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", Adopted January 1, 2021 , 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 Specifications and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of CITY MAINTENANCE , and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

The following materials will be purcahsed over the counter if individual item costs are under $20,000:

Chips

Bituminous mix complete

Bituminous patch mix

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

SPECIAL PROVISION FOR BITUMINOUS SURFACE PLANT MIX (CLASS B)

Effective: January 1, 2008

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

Description. This work shall consist of constructing one or more courses of a mixture of aggregates and bituminous material on a prepared base.

Materials. Materials shall meet the requirements of the following Articles of Division 1000:

Item	Article/Section
(a) Aggregate	1004.03
(b) RAP Material (Note 1)	1031
(c) Bituminous Materials (Note 2)	1032

Note 1. The original pavement or hot mix bituminous materials need not contain crushed coarse aggregate.

Note 2. The particular type and grade of bituminous material to be used will be specified in the contract. The Contractor may use any one of the following types of bituminous materials listed in the table below. When more than one grade is shown for a particular type, the Engineer reserves the right to specify the grade which shall be used.

Type of Construction	Bituminous Materials Recommended
Prime	MC-30
Bituminous Surface Plant Mix	SC-800, SC-300 MC-3000 PG52-28, PG58-28, PG64-22

Equipment. Equipment shall meet the requirements of the following Articles of Section 1100 - Equipment:

Item	Article/Section
(a) Self-propelled Pneumatic-Tired Roller (Note 1)	1101.01
(b) Three-Wheel Roller (Note 2)	1101.01
(c) Tandem Roller (Note 2)	1101.01
(d) Pneumatic-Tired Roller	1101.01
(e) Mechanical Sweeper	1101.03
(f) Heating Equipment	1102.07

(g) Pressure Distributor 1102.05
(h) Drier 1102.01
(i) Pugmill-Mixer 1102.01
(j) Continuous Mixer 1102.01
(k) Temperature Recording Instrument 1102.01
(l) Spreading and Finishing Machine 1102.03
(m) Hot-Mix Surge Bins 1102.01
(n) Drier Drum Hot-Mix Plant (Note 3) 1102.01
(o) Vibratory Roller (Note 4) 1101.01

Note 1. The self-propelled pneumatic-tired roller shall develop a compression of not less than 300 lb/in. (53 N/mm) nor more than 500 lb/in. (88 N/mm) width of tire tread in contact with the bituminous surface. The tires shall be inflated to an air pressure of not less than 60 psi (415 kPa). When the tires are operating in a hot condition and there is no tire pick up, the water system may be turned off.

Note 2. The three-wheel or tandem rollers shall weigh 6 to 10 tons (5.5 to 9 metric tons) and develop a unit compression on the compression wheels of not less than 200 lb/in (35 N/mm) nor more than 350 lb/in (61 N/mm) of wheel width.

Note 3. When a drier-drum hot-mix plant is used to produce Class B surface mixture incorporating RAP material, the plant shall be suitably modified to produce recycled bituminous mixes in a manner approved by the Engineer.

Note 4. The vibratory roller shall develop a total applied force of not less than 200 lb/in (35 N/mm) nor more than 350 lb/in (61 N/mm).

CONSTRUCTION REQUIREMENTS

General. The bituminous mixture shall be constructed only on a dry base under the following conditions unless otherwise authorized in writing by the Engineer:

(a) When slow curing asphalts are used;
  (1) Between May 1 and October 1, and
  (2) The air temperature in the shade is above 50 °F (10 °C).

(b) When medium curing asphalt is used;
  (1) Between May 1 and October 15, and
  (2) The air temperature in the shade is above 40 °F (5 °C).

(c) When asphalt cements are used, the air temperature in the shade is above 40 °F (5 °C).

No work shall be started if local conditions indicate rain is imminent.

When the aggregate for the bituminous mixture consists of a single graded aggregate, the Contractor shall unload the graded aggregate into the stockpile and shall use only the graded aggregate from the stockpile. In addition, the Contractor shall have available fine or coarse aggregate to be blended with the graded aggregate to the satisfaction of the Engineer when it is necessary to correct non-uniformity in the gradation of the graded aggregate.

If approved by the Engineer, separate sizes of aggregates may be blended to produce the bituminous mixture. The method of blending shall be by the use of aggregate feeders of the apron, drum, reciprocating, or other type approved by the Engineer, which shall provide for proportional and total feeding of the aggregates. The components of the blend need not be of the same source or of the same kind of material.

The sources of material shall not be changed during the progress of the work without written permission from the Engineer. All surfaces shall be cleaned of dirt, debris and loose material prior to placing any bituminous material or bituminous mixture.

Sequence of Work. The construction operations shall be undertaken in the following sequence:

(a) Repair and preparation of base.
(b) Preparation and application of bituminous material for prime coat.
(c) Preparing, transporting, spreading, and rolling bituminous mixture.

Repair and Preparation of Base. The base shall be prepared according to Section 358.

Preparation and Application of Bituminous Materials. The bituminous material for prime coat shall be prepared according to Article 403.05 and shall be applied according to Articles 403.09 and 403.10.

The bituminous material for the mixture shall be transferred to the asphalt tanks and heated to the temperatures as follows:

Type of Bituminous Material	Temperature	
	Minimum	Maximum
Slow Curing Liquid Asphalts	Workable	Not to exceed Flash Point or 275 °F (135 °C)
Medium Curing Liquid Asphalts	Workable	Flash Point
Asphalt Cements	225 °F (105 °C)	325 °F (165 °C)

Preparation of Bituminous Mixture. The aggregates for the bituminous mixture shall be dried and heated in the revolving drier according to the following table when equipment meeting the requirements of Article 1102.01(a) through (d) is used. When a plant meeting the requirements of Article 1102.01(e) is used, the bituminous material shall be asphalt cement with a minimum temperature of 200 °F (95 °C) and there will be no limitations on moisture of the aggregates.

Bituminous Material	SC	MC	AC
Maximum Moisture	0.5%	1.0%	
Minimum Temperature	200 °F (95 °C)	---	250 °F (120 °C)
Maximum Temperature	275 °F (135 °C)	225 °F (105 °C)	325 °F (165 °C)

The aggregate and bituminous material used in the mixture shall be measured separately and accurately by weight or by volume. The devices used in weighing or measuring the aggregate

and bituminous material shall be of a type approved by the Engineer. When the aggregate is in the mixer, the bituminous material shall be added and mixing continued until a homogeneous mixture is produced in which all the particles of the aggregate are coated uniformly. The mixing time will be determined by the Engineer.

The ingredients shall be heated and combined in such a manner and at such a temperature as to produce a mixture which when discharged from the mixer, will not in general, vary more than 20 ºF (10 ºC) from the temperature set by the Engineer. The temperature of the bituminous mixture shall not be more than the maximum temperature noted in the above table for the bituminous material being used. The bituminous mixture shall conform to the following composition limits by weight:

Aggregate	94.0 to 96.5%
Bituminous Material	3.5 to 6.0%

The percentage of bituminous material will be determined by the Engineer. The percentage of bituminous material shall be based upon the residual bitumen content. The percentage of residual bitumen shall be controlled within ±0.5 percentage points of the percentage set by the Engineer. The right is reserved to make such changes in the proportions of bituminous material and aggregates as the Engineer may consider necessary within the limits of the specifications.

Preparation of Bituminous Mixture Using RAP. When RAP materials are being used, the RAP material(s), virgin aggregate(s) and asphalt cement shall be proportioned within the following composition limits by weight:

Ingredient	Percent by Dry Weight
Virgin Aggregate(s)	46 - 93
RAP Material(s)	0 - 50
Mineral Filler (if required)	0 - 5
Bituminous Material	4.0 - 7.0

The virgin aggregates shall be dried and heated in the drier to a temperature that will produce the specified resultant mix temperature when combined with the RAP material.

The heated virgin aggregates and mineral filler shall be combined with the RAP material in such a manner as to produce a bituminous mixture which when discharged from the mixer shall not vary more than 30 ºF (15 ºC) from the temperature set by the Engineer. The combined ingredients shall be mixed for a minimum of 30 seconds or until a homogeneous mixture as to composition and temperature is obtained. For a batch type plant, the standard 15 seconds dry and 30 seconds wet mixing time should normally be used. Variation in wet and dry mixing times may be permitted, depending on the moisture content and amount of RAP material used. The mix temperature shall not exceed 350 ºF (180 ºC). Wide variations in the mixture temperature will be cause for rejection of the mix.

The final mixture(s) shall conform to the following Standard Deviations. These deviations will be verified by extraction tests of the final mixture. If these stipulations are not met, the amount of RAP material used shall be reduced by ten percent increments per day until mix is produced meeting these requirements. When the Contractor is able to produce mixtures within these criteria for three consecutive days, the percent of RAP material may again be increased.

Selected Criteria (CA-6)	Standard Deviation 1/	Tolerance 2/
Passing 1 in (25 mm) sieve	5.0	90 - 100
Passing 1/2 in (12.5 mm) sieve	6.5	60 - 90

Passing No. 4 (4.75 mm) sieve	5.5	30 - 56
Passing No. 16 (1.18 mm) sieve	4.5	10 - 40
Passing No. 200 (75 µm) sieve	2.5	4 - 12
Passing No. 200 (75 µm) sieve	2.5	4 - 12
Bitumen	0.5	3 - 7

Selected Criteria (CA-10)	Standard Deviation 1/	Tolerance 2/
Passing 1 in (25 mm) sieve		100
Passing 1/2 in (12.5 mm) sieve	6.5	65 - 95
Passing No. 4 (4.75 mm) sieve	6.0	40 - 60
Passing No. 16 (1.18 mm) sieve	5.0	15 - 45
Passing No. 200 (75 µm) sieve	2.5	5 - 13
Bitumen	0.5	3 - 7

Selected Criteria (CA-12)	Standard Deviation 1/	Tolerance 2/
Passing 1/2 in (12.5 mm) sieve	5.0	90 - 100
Passing 3/8 in (9.5 mm) sieve	4.0	75 - 95
Passing No. 4 (4.75 mm) sieve	5.0	50 - 70
Passing No. 16 (1.18 mm) sieve	4.5	25 - 45
Passing No. 200 (75 µm) sieve	2.5	5 - 13
Bitumen	0.5	3 - 7

1/ - Represents the Standard Deviation of the overall population.
2/ - Individual tests shall be between these tolerances.

The percentage of bituminous material will be determined by the Engineer. The percent of bituminous material shall be based upon the residual bitumen content. The percentage of residual bitumen shall be controlled within ±0.5 percent of the percent set by the Engineer. The right is reserved to make such changes in the proportions of bituminous material and aggregates as the Engineer may consider necessary within the limits of the Specifications.

Transportation. Vehicles used in transporting the bituminous mixtures shall have tight dump bodies which have been previously cleaned of all foreign material and sprayed with asphalt release agents. The beds shall be sprayed with asphalt release agents which have been tested and approved by the Department. After spraying, the bed of the vehicle shall be in a completely raised position and shall remain in this position until all excess release agent has been drained. When the air temperature is below 60 °F (15 °C), vehicle bodies including the end, end-gate, sides and bottom shall be insulated with fiberboard, plywood or other approved insulating material and shall have a thickness of not less than ¾ in. (20 mm). When the insulation is placed inside the vehicle body, the insulation shall be covered with sheet steel approved by the Engineer. Each vehicle shall be equipped with a cover of canvas or other suitable material meeting the approval of the Engineer, which shall be used if any one of the following conditions are present:

(a) Ambient air temperature is below 60 °F (15 °C).
(b) The weather is inclement.
(c) When asphalt cement is used, the temperature of the bituminous mixture immediately behind the paver screed is below 225 °F (105 °C).

The cover shall extend down over the sides and ends of the truck for a distance of 12 in. (300 mm) and shall be fastened securely. Bituminous mixture, which cannot be spread and compacted during daylight, shall not be sent to the work unless artificial light satisfactory to the Engineer is provided. The bituminous mixture shall not be hauled when the weather or road

conditions are such that the hauling operations will cause cutting up or rutting of the base, or the tracking of mud on the primed base or partially completed work.

Spreading. The temperature of the bituminous mixtures delivered shall be according to the following table when a batch, continuous or dryer drum plant for Class I mixes is used. When a dryer drum plant for other than Class I mixes is used, the minimum temperature shall be 200 °F (90 °C).

Bituminous Material	Temperature	
	Minimum	Maximum
SC	175 °F (80 °C)	275 °F (135 °C)
MC	Workable	225 °F (105 °C)
AC	225 °F (105 °C)	(160 °C)

The bituminous mixtures shall be placed with a spreading and finishing machine to the typical cross section shown on the plans. On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, the mixture shall be spread, raked and luted by hand tools. Where the specified thickness of the finished compacted surface is greater than 2 in. (50 mm), the bituminous mixture shall be spread and compacted in two or more layers. When the bituminous mixtures are placed in partial widths, the individual widths of the top layer shall conform to the traffic lanes.

The spreading and finishing machine shall be operated at a speed that will ensure, as near as possible, continuous operation. The operating speed will be approved by the Engineer. A string line shall be used as a guide for the finishing machine in order to maintain uniform edge alignment; if any other method is proposed, it shall meet the approval of the Engineer before being used. Irregularities in the alignment of the outside edges shall be corrected by adding or removing bituminous mixture before the edges are rolled. In spreading the bituminous mixture, care shall be taken to prevent any damage to the prime coat. The bituminous mixture shall be placed away from a transverse joint.

Joints. Contact surfaces of curbs, gutters, manholes, and similar structures shall be painted with a thin uniform coating of Asphalt: RC-70; just before the bituminous mixture is placed against them. The mixture shall be placed uniformly high, so after compaction it will be 1/4 in. (6 mm) above the edges of such structures.

Joints between old and new pavements or between successive days' work shall be made to ensure thorough and continuous bond between the old and new mixtures.

Transverse construction joints in previously laid material may be constructed by cutting the material back for its full depth to expose a fresh surface. Where a wooden header is used at a construction joint, the cutting may be omitted provided the joint conforms to the specified thickness. Before placing the fresh mixture against a cut joint or against old pavement, the contact surface shall be sprayed or painted with a thin, uniform coating of Asphalt: RC-70.

Bituminous material for painting joints shall be considered as included in the cost of the work and no additional compensation will be allowed.

Surfacing at intersections, alley returns and driveways may be constructed simultaneously with the adjacent areas.

Compaction. After the bituminous mixture has been spread as required, it shall be rolled and compacted thoroughly and uniformly with a three-wheel or vibratory roller. Where initial rolling causes undue displacement, hair cracking, or checking of the bituminous mixture, the time of the rolling shall be adjusted as directed by the Engineer.

One three-wheel, tandem or vibratory roller and one tandem roller will be required where the average placement at the jobsite is 85 tons (75 metric tons) per hour or less. Two steel wheel rollers either three-wheel, tandem or vibratory, will be required when the average placement at the jobsite is more than 85 tons (75 metric tons) per hour. A self propelled pneumatic roller may be used in lieu of a steel wheel roller for breakdown rolling followed by a steel wheel roller for finishing when approved by the Engineer.

Rolling of the first lane of bituminous mixture to be placed shall start longitudinally at the edge having the lower elevation and progress to the other edge, overlapping uniformly on successive trips by at least 1/2 the width of the compression wheels. Where laying the bituminous mixture adjacent to a previously placed lane, the first pass of the roller shall be along the longitudinal joint in such a manner that not more than 1/3 the width of the compaction wheel is on the freshly placed mixture; after which the rolling shall proceed from the outside edge toward the longitudinal joint, overlapping uniformly on successive trips by at least 1/2 the width of the compression wheels.

When the roller or rollers as required for plant production cannot make two coverages each, of the rolling pattern specified above, an additional roller shall be furnished when requested by the Engineer. Final rolling of the last course of bituminous material shall be accomplished by one passage of the roller along each edge of the pavement. All roller wheels shall be moistened lightly to prevent bituminous material from sticking to the wheels. When the rolling has been completed, and the surface of the bituminous mixture has hardened or cured to the satisfaction of the Engineer, traffic may be allowed upon it.

Surface Tests. After the bituminous mixture has been compacted, the surface shall be tested for smoothness by means of a 16 ft (5 m) straightedge placed parallel to the centerline of the pavement, parallel to the grade line in each wheel lane and touching the surface. If the ordinates measured from the surface of the straightedge to the surface of the pavement exceed 3/8 in. (10 mm), the entire area so affected shall be corrected as approved by the Engineer.

Method of Measurement. Bituminous material for prime coat will be measured according to Section 1032. The unit of measurement will be as shown on the plans.

Bituminous Mixture will be measured in tons (metric tons). The Contractor shall furnish or arrange for the use of scales of a type approved by the Engineer to measure loaded trucks.

Bituminous Mixture produced by a continuous-type mixing plant shall be weighed on approved platform scales furnished by the Contractor. Bituminous Mixture produced by a batch-type mixing plant may be measured by either weighing the mixture on approved platform scales or on the basis of plant weights. If measured on the basis of plant weights, an occasional check shall be made by weighing full truckloads of the mixture on an approved scale at the plant or on an approved commercial scale. If, during the course of construction, it becomes apparent that the weigher on the mixer platform or the weigher at the platform scale is not exercising proper care in weighing the bituminous mixture, the weigher shall be removed at the direction of the

Engineer and replaced by a competent and qualified worker. Quantities of materials wasted or disposed of in a manner not called for in the contract will be deducted from the final total measured quantities. The Contractor shall furnish a load ticket (duplicate tickets if required) upon which is recorded the net weight of the bituminous mixture in each truck. The ticket shall have sufficient space for signatures, identification of the mixture, date of delivery, and any other data which the Engineer may require. The Contractor shall submit the load ticket to the Engineer at the work when the truck arrives.

Measurement for payment will not be made for bituminous mixture in excess of 103 percent of the amount specified by the Engineer.

Basis of Payment. This work will be paid for at the contract unit prices per gallon (liter) for BITUMINOUS MATERIALS (PRIME COAT) or per ton (metric ton) for BITUMINOUS MATERIALS (PRIME COAT) and per ton (metric ton) for BITUMINOUS MIXTURE COMPLETE.

If provided as a payment item, the repair and preparation of the base will be measured and paid for as specified in Section 358. If not provided as a payment item, repair and preparation of the base shall be considered as included in the contract unit price for the bituminous surface, and no additional compensation will be allowed.

STATE OF ILLINOIS
DEPARTEMENT OF TRANSPORTION
DIVISION OF HIGHWAYS
LOCAL ROADS AND STREETS

BITUMINOUS PATCHING MIXTURES FOR MAINTENANCE USE

Effective: January 1, 2004
Revised: June 1, 2007

This special provision covers course graded and fine graded bituminous mixtures for use in maintaining small areas on flexible and rigid type pavement.

Materials. The materials, control, quality, sampling, testing, inspection and storage of material shall conform to the specific requirements of the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Bituminous Patching Mixtures. The material supplier or contractor may furnish any of the following Bituminous Patching Mixtures listed in the individual Group for which the award was made.

Group I – Bituminous Patching Mixtures

Serial No. M-17-07: Bituminous Mixture for Maintenance Use, Emulsified Asphalt Type

Serial No. M-19-07: Bituminous Mixture for Maintenance Use, Liquid Asphalt Type

Serial No. M-20-07: Bituminous-Sand Mixture for Maintenance Use

Serial No. M-48-02: Bituminous Premix for Maintenance Use, Inverted Emulsified Asphalt CBAE-2

Serial No. M-126-07: Bituminous Mixes for Maintenance Use, Reinforced Fiber Mixture

Bituminous Patching Mixture (HMA): This mixture shall conform to the material requirements of Section 1030. The mixture shall be a High ESAL IL-12.5 N50, High ESAL IL-9.5 N50, or Low ESAL IL-9.5 N30 mix. The bituminous material shall be limited to asphalt PG 58-28 or PG 52-28.

Group II – Bituminous Patching Mixture (Proprietary)

Serial No. M-120-07: Bituminous Premix for Maintenance Use - Optimix, Sylcrete, UPM, QPR-2000, EZ Street, SMP - Proprietary Sources

Serial No. M-133-96: Bituminous Premix for Maintenance Use, Instant Road Repair - Proprietary

Placing of Bituminous Patching Mixture. All holes and depressions in the existing surface which exceed ¾" in depth shall be repaired by removal of all loose and defective material and replaced with the specified Bituminous Patching Mixture. The material shall be compacted to produce a tight surface conforming to the adjacent area.

Method of Measurement. Bituminous patching mixture will be measured for payment in metric tons (tons).

Basis of Payment. This work will be paid for at the contract unit price per metric ton (ton) for BITUMINOUS PATCHING MIXTURE (GROUP I); BITUMINOUS PATCHING MIXTURE (GROUP II);

When bids are taken F.O.B. trucks at the mixing plant a hauling differential of $_____ per ton-mile haul from mixing plant to location designated in the proposal will be used to determine the low bid. Round trip distance shall be used to calculate the hauling differential to be used to compare bids. Bidders are required to fill in the location of the plant from where they propose to supply the patching mixture, on the material proposal form.

CERTIFICATION

I, Mary Beth Hyde, duly qualified and appointed City Clerk of the City of Galena, Jo Daviess County, Illinois, and the keeper of the official records of said City of Galena, do hereby certify that the attached document is a true and correct copy of the original document.

Given under my hand and the official seal of the City of Galena, Illinois, this 13th day of September 2021.

Mary Beth Hyde
City Clerk

Seal