

**If you plan to submit a bid directly to the Department of Transportation**

**PREQUALIFICATION**

Any contractor who desires to become pre-qualified to bid on work advertised by IDOT must submit the properly completed pre-qualification forms to the Bureau of Construction no later than 4:30 p.m. prevailing time twenty-one days prior to the letting of interest. This pre-qualification requirement applies to first time contractors, contractors renewing expired ratings, contractors maintaining continuous pre-qualification or contractors requesting revised ratings. To be eligible to bid, existing pre-qualification ratings must be effective through the date of letting.

**REQUESTS FOR AUTHORIZATION TO BID**

Contractors wanting to bid on items included in a particular letting must submit the properly completed "Request for Authorization to Bid/or Not For Bid Status" (BDE 124INT) and the ORIGINAL "Affidavit of Availability" (BC 57) to the proper office no later than 4:30 p.m. prevailing time, three (3) days prior to the letting date.

**WHO CAN BID ?**

Bids will be accepted from only those companies that request and receive written **Authorization to Bid** from IDOT's Central Bureau of Construction.

**WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?:** When a prospective prime bidder submits a "Request for Authorization to Bid/or Not For Bid Status"(BDE 124INT) he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued a **Proposal Denial and/or Authorization Form**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Proposal Denial and/or Authorization Form** will indicate the reason for denial.

**ABOUT AUTHORIZATION TO BID:** Firms that have not received an authorization form within a reasonable time of complete and correct original document submittal should contact the department as to status. This is critical in the week before the letting. These documents must be received three days before the letting date. Firms unsure as to authorization status should call the Prequalification Section of the Bureau of Construction at the number listed at the end of these instructions.

**ADDENDA AND REVISIONS:** It is the contractor's responsibility to determine which, if any, addenda or revisions pertain to any project they may be bidding. Failure to incorporate all relevant addenda or revisions may cause the bid to be declared unacceptable.

Each addendum will be placed with the contract number. Addenda and revisions will also be placed on the Addendum/Revision Checklist and each subscription service subscriber will be notified by e-mail of each addendum and revision issued.

The Internet is the Department's primary way of doing business. The subscription server e-mails are an added courtesy the Department provides. It is suggested that bidders check IDOT's website at <http://www.dot.il.gov/desenv/delett.html> before submitting final bid information.

***IDOT IS NOT RESPONSIBLE FOR ANY E-MAIL FAILURES.***

Addenda Questions may be directed to the Contracts Office at (217)782-7806 or [D&Econtracts@dot.il.gov](mailto:D&Econtracts@dot.il.gov)

Technical Questions about downloading these files may be directed to Tim Garman (217)524-1642 or [Timothy.Garman@illinois.gov](mailto:Timothy.Garman@illinois.gov).

**WHAT MUST BE INCLUDED WHEN BIDS ARE SUBMITTED?:** Bidders need not return the entire proposal when bids are submitted. That portion of the proposal that must be returned includes the following:

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond
2. Other special documentation and/or information that may be required by the contract special provisions

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

**ABOUT SUBMITTING BIDS:** It is recommended that bidders deliver bids in person to insure they arrive at the proper location prior to the time specified for the receipt of bids. Any bid received at the place of letting after the time specified will not be accepted.

**WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?**

<b>Questions Regarding</b>	<b>Call</b>
Prequalification and/or Authorization to Bid	217/782-3413
Preparation and submittal of bids	217/782-7806
Mailing of plans and proposals	217/782-7806

**ADDENDUMS AND REVISIONS TO THE PROPOSAL FORMS**

Planholders should verify that they have received and incorporated any addendum and/or revision prior to submitting their bid. Failure by the bidder to include an addendum or revision could result in a bid being rejected as irregular.

RETURN WITH BID

158

Proposal Submitted By
Name
Address
City

Letting June 12, 2009

BIDDERS NEED NOT RETURN THE ENTIRE PROPOSAL  
(See instructions inside front cover)

**NOTICE TO PROSPECTIVE BIDDERS**

This proposal can be used for bidding purposes by only those companies that request and receive written AUTHORIZATION TO BID from IDOT's Central Bureau of Construction.

(SEE INSTRUCTIONS ON THE INSIDE OF COVER)

**Notice To Bidders,  
Specifications,  
Proposal, Contract  
and Contract Bond**



**Illinois Department  
of Transportation**

Springfield, Illinois 62764

**Contract No. 97378  
MADISON County  
Section 08-00123-07-RS  
Route FAU 8877 (New Poag Road)  
Project ACRS-0119 (068)  
District 8 Construction Funds**

PLEASE MARK THE APPROPRIATE BOX BELOW:

- A Bid Bond is included.
- A Cashier's Check or a Certified Check is included

Plans Included  
Herein

Prepared by

F

Checked by

(Printed by authority of the State of Illinois)

---

---

## INSTRUCTIONS

**ABOUT IDOT PROPOSALS:** All proposals issued by IDOT are potential bidding proposals. Each proposal contains all Certifications and Affidavits, a Proposal Signature Sheet and a Proposal Bid Bond required for Prime Contractors to submit a bid after written **Authorization to Bid** has been issued by IDOT's Central Bureau of Construction.

**WHO CAN BID?:** Bids will be accepted from only those companies that request and receive written **Authorization to Bid** from IDOT's Central Bureau of Construction. To request authorization, a potential bidder must complete and submit Part B of the Request for Authorization to Bid/or Not For Bid Status form (BDE 124 INT) and submit an original Affidavit of Availability (BC 57).

**WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?:** When a prospective prime bidder submits a "Request for Proposal Forms and Plans" he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued a **Proposal Denial and/or Authorization Form**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Proposal Denial and/or Authorization Form** will indicate the reason for denial. If a contractor has requested to bid but has not received a **Proposal Denial and/or Authorization Form**, they should contact the Central Bureau of Construction in advance of the letting date.

**WHAT MUST BE INCLUDED WHEN BIDS ARE SUBMITTED?:** Bidders need not return the entire proposal when bids are submitted. That portion of the proposal that must be returned includes the following:

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond
2. Other special documentation and/or information that may be required by the contract special provisions

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

**ABOUT SUBMITTING BIDS:** It is recommended that bidders deliver bids in person to insure they arrive at the proper location prior to the time specified for the receipt of bids. Any bid received at the place of letting after the time specified will not be accepted.

### WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

Questions Regarding	Call
Prequalification and/or Authorization to Bid	217/782-3413
Preparation and submittal of bids	217/782-7806
Mailing of CD-ROMS	217/782-7806

RETURN WITH BID



PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

1. Proposal of \_\_\_\_\_  
\_\_\_\_\_

Taxpayer Identification Number (Mandatory) \_\_\_\_\_

for the improvement identified and advertised for bids in the Invitation for Bids as:

**Contract No. 97378  
MADISON County  
Section 08-00123-07-RS  
Project ACRS-0119 (068)  
Route FAU 8877 (New Poag Road)  
District 8 Construction Funds**

**Project consists of 5.39 miles of milling and resurfacing HMA on existing pavement and shoulders, curb and sidewalk repair, thermoplastic pavement marking, raised reflective pavement markers, guardrail end treatments to complete work on FAU Rte. 8877 (New Poag Road) from east of IL Rte. 111 to Amman Street in Edwardsville.**

2. The undersigned bidder will furnish all labor, material and equipment to complete the above described project in a good and workmanlike manner as provided in the contract documents provided by the Department of Transportation. This proposal will become part of the contract and the terms and conditions contained in the contract documents shall govern performance and payments.

**RETURN WITH BID**

3. **ASSURANCE OF EXAMINATION AND INSPECTION/WAIVER.** The undersigned further declares that he/she has carefully examined the proposal, plans, specifications, form of contract and contract bond, and special provisions, and that he/she has inspected in detail the site of the proposed work, and that he/she has familiarized themselves with all of the local conditions affecting the contract and the detailed requirements of construction, and understands that in making this proposal he/she waives all right to plead any misunderstanding regarding the same.
4. **EXECUTION OF CONTRACT AND CONTRACT BOND.** The undersigned further agrees to execute a contract for this work and present the same to the department within fifteen (15) days after the contract has been mailed to him/her. The undersigned further agrees that he/she and his/her surety will execute and present within fifteen (15) days after the contract has been mailed to him/her contract bond satisfactory to and in the form prescribed by the Department of Transportation, in the penal sum of the full amount of the contract, guaranteeing the faithful performance of the work in accordance with the terms of the contract.
5. **PROPOSAL GUARANTY.** Accompanying this proposal is either a bid bond on the department form, executed by a corporate surety company satisfactory to the department, or a proposal guaranty check consisting of a bank cashier's check or a properly certified check for not less than 5 per cent of the amount bid or for the amount specified in the following schedule:

<u>Amount of Bid</u>		<u>Proposal Guaranty</u>	<u>Amount of Bid</u>		<u>Proposal Guaranty</u>	
Up to	\$5,000 .....	\$150	\$2,000,000	to	\$3,000,000 .....	\$100,000
\$5,000	to \$10,000 .....	\$300	\$3,000,000	to	\$5,000,000 .....	\$150,000
\$10,000	to \$50,000 .....	\$1,000	\$5,000,000	to	\$7,500,000 .....	\$250,000
\$50,000	to \$100,000 .....	\$3,000	\$7,500,000	to	\$10,000,000 .....	\$400,000
\$100,000	to \$150,000 .....	\$5,000	\$10,000,000	to	\$15,000,000 .....	\$500,000
\$150,000	to \$250,000 .....	\$7,500	\$15,000,000	to	\$20,000,000 .....	\$600,000
\$250,000	to \$500,000 .....	\$12,500	\$20,000,000	to	\$25,000,000 .....	\$700,000
\$500,000	to \$1,000,000 .....	\$25,000	\$25,000,000	to	\$30,000,000 .....	\$800,000
\$1,000,000	to \$1,500,000 .....	\$50,000	\$30,000,000	to	\$35,000,000 .....	\$900,000
\$1,500,000	to \$2,000,000 .....	\$75,000	over		\$35,000,000 .....	\$1,000,000

Bank cashier's checks or properly certified checks accompanying proposals shall be made payable to the Treasurer, State of Illinois, when the state is awarding authority; the county treasurer, when a county is the awarding authority; or the city, village, or town treasurer, when a city, village, or town is the awarding authority.

If a combination bid is submitted, the proposal guaranties which accompany the individual proposals making up the combination will be considered as also covering the combination bid.

The amount of the proposal guaranty check is \_\_\_\_\_ \$(\_\_\_\_\_). If this proposal is accepted and the undersigned shall fail to execute a contract bond as required herein, it is hereby agreed that the amount of the proposal guaranty shall become the property of the State of Illinois, and shall be considered as payment of damages due to delay and other causes suffered by the State because of the failure to execute said contract and contract bond; otherwise, the bid bond shall become void or the proposal guaranty check shall be returned to the undersigned.

<b>Attach Cashier's Check or Certified Check Here</b>	
In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual proposal. If the guaranty check is placed in another proposal, state below where it may be found.	
The proposal guaranty check will be found in the proposal for:	Item _____
	Section No. _____
	County _____

**Mark the proposal cover sheet as to the type of proposal guaranty submitted.**

**RETURN WITH BID**

6. **COMBINATION BIDS.** The undersigned further agrees that if awarded the contract for the sections contained in the following combination, he/she will perform the work in accordance with the requirements of each individual proposal comprising the combination bid specified in the schedule below, and that the combination bid shall be prorated against each section in proportion to the bid submitted for the same. If an error is found to exist in the gross sum bid for one or more of the individual sections included in a combination, the combination bid shall be corrected as provided in the specifications.

**When a combination bid is submitted, the schedule below must be completed in each proposal comprising the combination.**

**If alternate bids are submitted for one or more of the sections comprising the combination, a combination bid must be submitted for each alternate.**

**Schedule of Combination Bids**

Combination No.	Sections Included in Combination	Combination Bid	
		Dollars	Cents

7. **SCHEDULE OF PRICES.** The undersigned bidder submits herewith, in accordance with the rules and instructions, a schedule of prices for the items of work for which bids are sought. The unit prices bid are in U.S. dollars and cents, and all extensions and summations have been made. The bidder understands that the quantities appearing in the bid schedule are approximate and are provided for the purpose of obtaining a gross sum for the comparison of bids. If there is an error in the extension of the unit prices, the unit prices shall govern. Payment to the contractor awarded the contract will be made only for actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as provided elsewhere in the contract.

8. **CERTIFICATE OF AUTHORITY.** The undersigned bidder, if a business organized under the laws of another State, assures the Department that it will furnish a copy of its certificate of authority to do business in the State of Illinois with the return of the executed contract and bond. Failure to furnish the certificate within the time provided for execution of an awarded contract may be cause for cancellation of the award and forfeiture of the proposal guaranty to the State.

COUNTY NAME	CODE	DIST	SECTION NUMBER	PROJECT NUMBER	ROUTE
MADISON	119	08	08-00123-07-RS	ACRS-0119/068/000	FAU 8877

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
X4421000	PARTIAL DEPTH PATCH	TON	14.000 X	=	=	=	=
X4422025	PARTIAL DEPTH REM 2	SQ YD	123.000 X	=	=	=	=
Z0017202	DOWEL BARS 1 1/2	EACH	1,102.000 X	=	=	=	=
Z0075310	TIE BARS 3/4	EACH	54.000 X	=	=	=	=
40600100	BIT MATLS PR CT	GALLON	15,520.000 X	=	=	=	=
40600300	AGG PR CT	TON	312.000 X	=	=	=	=
40600645	LEV BIND MM N90	TON	9,894.000 X	=	=	=	=
40600895	CONSTRUC TEST STRIP	EACH	2.000 X	=	=	=	=
40600982	HMA SURF REM BUTT JT	SQ YD	1,559.000 X	=	=	=	=
40600985	PCC SURF REM BUTT JT	SQ YD	1,378.000 X	=	=	=	=
40600990	TEMPORARY RAMP	SQ YD	143.000 X	=	=	=	=
40603345	HMA SC. "D" N90	TON	8,541.000 X	=	=	=	=
40800050	INCIDENTAL HMA SURF	TON	637.000 X	=	=	=	=
42400100	PC CONC SIDEWALK 4	SQ FT	37.000 X	=	=	=	=
42400800	DETECTABLE WARNINGS	SQ FT	9.000 X	=	=	=	=



ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
44000155	HMA SURF REM 1 1/2	SQ YD	26,670.000 X	=			
44000500	COMB CURB GUTTER REM	FOOT	53.000 X	=			
44000600	SIDEWALK REM	SQ FT	37.000 X	=			
44003510	MEDIAN REMOVAL (PD)	SQ FT	5,505.000 X	=			
44200934	CL B PATCH T2 8	SQ YD	371.000 X	=			
44200942	CL B PATCH T3 8	SQ YD	32.000 X	=			
44200944	CL B PATCH T4 8	SQ YD	96.000 X	=			
44213100	PAVEMENT FABRIC	SQ YD	96.000 X	=			
44213200	SAW CUTS	FOOT	2,996.000 X	=			
44300200	STRIP REF CR CON TR	FOOT	40,127.000 X	=			
48102100	AGG WEDGE SHLD TYPE B	TON	239.000 X	=			
48203100	HMA SHOULDERS	TON	5,554.000 X	=			
60265108	INL RECON NEW F&G SPL	EACH	5.000 X	=			
60605000	COMB CC&G TB6.24	FOOT	31.000 X	=			
60605600	COMB CC&G TB9.06	FOOT	22.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
60623711	CONC MEDIAN	SQ FT	254.100 X	=		=	
63000003	SPBGR TY A 9FT POSTS	FOOT	87.500 X	=		=	
63100167	TR BAR TRM T1 SPL TAN	EACH	15.000 X	=		=	
63100169	TR BAR TRM T1 SPL FLR	EACH	1.000 X	=		=	
63200310	GUARDRAIL REMOV	FOOT	400.000 X	=		=	
67100100	MOBILIZATION	L SUM	1.000 X	=		=	
70103700	TRAF CONT COMPL	L SUM	1.000 X	=		=	
70300100	SHORT-TERM PAVT MKING	FOOT	11,562.000 X	=		=	
70300210	TEMP PVT MK LTR & SYM	SQ FT	512.400 X	=		=	
70300220	TEMP PVT MK LINE 4	FOOT	69,435.000 X	=		=	
70300260	TEMP PVT MK LINE 12	FOOT	102.000 X	=		=	
70300280	TEMP PVT MK LINE 24	FOOT	466.000 X	=		=	
70301000	WORK ZONE PAVT MK REM	SQ FT	3,854.000 X	=		=	
78000100	THPL PVT MK LTR & SYM	SQ FT	512.400 X	=		=	
78000200	THPL PVT MK LINE 4	FOOT	69,435.000 X	=		=	

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
78000600	THPL PVT MK LINE 12	FOOT	102.000 X		=		
78000650	THPL PVT MK LINE 24	FOOT	466.000 X		=		
78100100	RAISED REFL PAVT MKR	EACH	900.000 X		=		
78201000	TERMINAL MARKER - DA	EACH	16.000 X		=		
78300200	RAISED REF PVT MK REM	EACH	351.000 X		=		

TOTAL \$

- NOTE:
1. EACH PAY ITEM SHOULD HAVE A UNIT PRICE AND A TOTAL PRICE.
  2. THE UNIT PRICE SHALL GOVERN IF NO TOTAL PRICE IS SHOWN OR IF THERE IS A DISCREPANCY BETWEEN THE PRODUCT OF THE UNIT PRICE MULTIPLIED BY THE QUANTITY.
  3. IF A UNIT PRICE IS OMITTED, THE TOTAL PRICE WILL BE DIVIDED BY THE QUANTITY IN ORDER TO ESTABLISH A UNIT PRICE.
  4. A BID MAY BE DECLARED UNACCEPTABLE IF NEITHER A UNIT PRICE NOR A TOTAL PRICE IS SHOWN.

## RETURN WITH BID

### STATE REQUIRED ETHICAL STANDARDS GOVERNING CONTRACT PROCUREMENT: ASSURANCES, CERTIFICATIONS AND DISCLOSURES

#### I. GENERAL

A. Article 50 of the Illinois Procurement Code establishes the duty of all State chief procurement officers, State purchasing officers, and their designees to maximize the value of the expenditure of public moneys in procuring goods, services, and contracts for the State of Illinois and to act in a manner that maintains the integrity and public trust of State government. In discharging this duty, they are charged by law to use all available information, reasonable efforts, and reasonable actions to protect, safeguard, and maintain the procurement process of the State of Illinois.

B. In order to comply with the provisions of Article 50 and to carry out the duty established therein, all bidders are to adhere to ethical standards established for the procurement process, and to make such assurances, disclosures and certifications required by law. By execution of the Proposal Signature Sheet, the bidder indicates that each of the mandated assurances has been read and understood, that each certification is made and understood, and that each disclosure requirement has been understood and completed.

C. In addition to all other remedies provided by law, failure to comply with any assurance, failure to make any disclosure or the making of a false certification shall be grounds for termination of the contract and the suspension or debarment of the bidder.

#### II. ASSURANCES

A. The assurances hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous assurance, and the surety providing the performance bond shall be responsible for the completion of the contract.

##### B. Felons

1. The Illinois Procurement Code provides:

Section 50-10. Felons. Unless otherwise provided, no person or business convicted of a felony shall do business with the State of Illinois or any state agency from the date of conviction until 5 years after the date of completion of the sentence for that felony, unless no person held responsible by a prosecutorial office for the facts upon which the conviction was based continues to have any involvement with the business.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-10.

##### C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

(a) Prohibition. It is unlawful for any person holding an elective office in this State, holding a seat in the General Assembly, or appointed to or employed in any of the offices or agencies of state government and who receives compensation for such employment in excess of 60% of the salary of the Governor of the State of Illinois, or who is an officer or employee of the Capital Development Board or the Illinois Toll Highway Authority, or who is the spouse or minor child of any such person to have or acquire any contract, or any direct pecuniary interest in any contract therein, whether for stationery, printing, paper, or any services, materials, or supplies, that will be wholly or partially satisfied by the payment of funds appropriated by the General Assembly of the State of Illinois or in any contract of the Capital Development Board or the Illinois Toll Highway authority.

(b) Interests. It is unlawful for any firm, partnership, association or corporation, in which any person listed in subsection (a) is entitled to receive (i) more than 7 1/2% of the total distributable income or (ii) an amount in excess of the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(c) Combined interests. It is unlawful for any firm, partnership, association, or corporation, in which any person listed in subsection (a) together with his or her spouse or minor children is entitled to receive (i) more than 15%, in the aggregate, of the total distributable income or (ii) an amount in excess of 2 times the salary of the Governor, to have or acquire any such contract or direct pecuniary interest therein.

(d) Securities. Nothing in this Section invalidates the provisions of any bond or other security previously offered or to be offered for sale or sold by or for the State of Illinois.

(e) Prior interests. This Section does not affect the validity of any contract made between the State and an officer or employee of the State or member of the General Assembly, his or her spouse, minor child or any combination of those persons if that contract was in existence before his or her election or employment as an officer, member, or employee. The contract is voidable, however, if it cannot be completed within 365 days after the officer, member, or employee takes office or is employed.

The current salary of the Governor is \$177,412.00. Sixty percent of the salary is \$106,447.20.

## RETURN WITH BID

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-13, or that an effective exemption has been issued by the Board of Ethics to any individual subject to the Section 50-13 prohibitions pursuant to the provisions of Section 50-20 of the Code and Executive Order Number 3 (1998). Information concerning the exemption process is available from the Department upon request.

### **D. Negotiations**

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

(a) It is unlawful for any person employed in or on a continual contractual relationship with any of the offices or agencies of State government to participate in contract negotiations on behalf of that office or agency with any firm, partnership, association, or corporation with whom that person has a contract for future employment or is negotiating concerning possible future employment.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-15, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

### **E. Inducements**

1. The Illinois Procurement Code provides:

Section 50-25. Inducement. Any person who offers or pays any money or other valuable thing to any person to induce him or her not to bid for a State contract or as recompense for not having bid on a State contract is guilty of a Class 4 felony. Any person who accepts any money or other valuable thing for not bidding for a State contract or who withholds a bid in consideration of the promise for the payment of money or other valuable thing is guilty of a Class 4 felony.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-25, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

### **F. Revolving Door Prohibition**

1. The Illinois Procurement Code provides:

Section 50-30. Revolving door prohibition. Chief procurement officers, associate procurement officers, State purchasing officers, their designees whose principal duties are directly related to State procurement, and executive officers confirmed by the Senate are expressly prohibited for a period of 2 years after terminating an affected position from engaging in any procurement activity relating to the State agency most recently employing them in an affected position for a period of at least 6 months. The prohibition includes, but is not limited to: lobbying the procurement process; specifying; bidding; proposing bid, proposal, or contract documents; on their own behalf or on behalf of any firm, partnership, association, or corporation. This Section applies only to persons who terminate an affected position on or after January 15, 1999.

2. The bidder assures the Department that the award and execution of the contract would not cause a violation of Section 50-30, and that the bidder has no knowledge of any facts relevant to the kinds of acts prohibited therein.

### **G. Reporting Anticompetitive Practices**

1. The Illinois Procurement Code provides:

Section 50-40. Reporting anticompetitive practices. When, for any reason, any vendor, bidder, contractor, chief procurement officer, State purchasing officer, designee, elected official, or State employee suspects collusion or other anticompetitive practice among any bidders, offerors, contractors, proposers, or employees of the State, a notice of the relevant facts shall be transmitted to the Attorney General and the chief procurement officer.

2. The bidder assures the Department that it has not failed to report any relevant facts concerning the practices addressed in Section 50-40 which may involve the contract for which the bid is submitted.

### **H. Confidentiality**

1. The Illinois Procurement Code provides:

Section 50-45. Confidentiality. Any chief procurement officer, State purchasing officer, designee, or executive officer who willfully uses or allows the use of specifications, competitive bid documents, proprietary competitive information, proposals, contracts, or selection information to compromise the fairness or integrity of the procurement, bidding, or contract process shall be subject to immediate dismissal, regardless of the Personnel code, any contract, or any collective bargaining agreement, and may in addition be subject to criminal prosecution.

2. The bidder assures the Department that it has no knowledge of any fact relevant to the practices addressed in Section 50-45 which may involve the contract for which the bid is submitted.

## RETURN WITH BID

### **I. Insider Information**

1. The Illinois Procurement Act provides:

Section 50-50. Insider information. It is unlawful for any current or former elected or appointed State official or State employee to knowingly use confidential information available only by virtue of that office or employment for actual or anticipated gain for themselves or another person.

2. The bidder assures the Department that it has no knowledge of any facts relevant to the practices addressed in Section 50-50 which may involve the contract for which the bid is submitted.

### **III. CERTIFICATIONS**

**A.** The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous certification, and the surety providing the performance bond shall be responsible for completion of the contract.

#### **B. Bribery**

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

- (a) Prohibition. No person or business shall be awarded a contract or subcontract under this Code who:

- (1) has been convicted under the laws of Illinois or any other state of bribery or attempting to bribe an officer or employee of the State of Illinois or any other state in that officer's or employee's official capacity; or

- (2) has made an admission of guilt of that conduct that is a matter of record but has not been prosecuted for that conduct.

- (b) Businesses. No business shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of the business if the employee or agent is no longer employed by the business and:

- (1) the business has been finally adjudicated not guilty; or

- (2) the business demonstrates to the governmental entity with which it seeks to contract, and that entity finds that the commission of the offense was not authorized, requested, commanded, or performed by a director, officer, or high managerial agent on behalf of the business as provided in paragraph (2) of subsection (a) of Section 5-4 of the Criminal Code of 1961.

- (c) Conduct on behalf of business. For purposes of this Section, when an official, agent, or employee of a business committed the bribery or attempted bribery on behalf of the business and in accordance with the direction or authorization of a responsible official of the business, the business shall be chargeable with the conduct.

- (d) Certification. Every bid submitted to and contract executed by the State shall contain a certification by the contractor that the contractor is not barred from being awarded a contract or subcontract under this Section. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

2. The bidder certifies that it is not barred from being awarded a contract under Section 50.5.

#### **C. Educational Loan**

1. Section 3 of the Educational Loan Default Act provides:

§ 3. No State agency shall contract with an individual for goods or services if that individual is in default, as defined in Section 2 of this Act, on an educational loan. Any contract used by any State agency shall include a statement certifying that the individual is not in default on an educational loan as provided in this Section.

2. The bidder, if an individual as opposed to a corporation, partnership or other form of business organization, certifies that the bidder is not in default on an educational loan as provided in Section 3 of the Act.

#### **D. Bid-Rigging/Bid Rotating**

1. Section 33E-11 of the Criminal Code of 1961 provides:

§ 33E-11. (a) Every bid submitted to and public contract executed pursuant to such bid by the State or a unit of local government shall contain a certification by the prime contractor that the prime contractor is not barred from contracting with any unit of State or local government as a result of a violation of either Section 33E-3 or 33E-4 of this Article. The State and units of local government shall provide the appropriate forms for such certification.

## RETURN WITH BID

(b) A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

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

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

2. The bidder certifies that it is not barred from contracting with the Department by reason of a violation of either Section 33E-3 or Section 33E-4.

### **E. International Anti-Boycott**

1. Section 5 of the International Anti-Boycott Certification Act provides:

§ 5. State contracts. Every contract entered into by the State of Illinois for the manufacture, furnishing, or purchasing of supplies, material, or equipment or for the furnishing of work, labor, or services, in an amount exceeding the threshold for small purchases according to the purchasing laws of this State or \$10,000.00, whichever is less, shall contain certification, as a material condition of the contract, by which the contractor agrees that neither the contractor nor any substantially-owned affiliated company is participating or shall participate in an international boycott in violation of the provisions of the U.S. Export Administration Act of 1979 or the regulations of the U.S. Department of Commerce promulgated under that Act.

2. The bidder makes the certification set forth in Section 5 of the Act.

### **F. Drug Free Workplace**

1. The Illinois "Drug Free Workplace Act" applies to this contract and it is necessary to comply with the provisions of the "Act" if the contractor is a corporation, partnership, or other entity (including a sole proprietorship) which has 25 or more employees.

2. The bidder certifies that if awarded a contract in excess of \$5,000 it will provide a drug free workplace by:

(a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensation, possession or use of a controlled substance, including cannabis, is prohibited in the contractor's workplace; specifying the actions that will be taken against employees for violations of such prohibition; and notifying the employee that, as a condition of employment on such contract, the employee shall abide by the terms of the statement, and notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five (5) days after such conviction.

(b) Establishing a drug free awareness program to inform employees about the dangers of drug abuse in the workplace; the contractor's policy of maintaining a drug free workplace; any available drug counseling, rehabilitation, and employee assistance programs; and the penalties that may be imposed upon employees for drug violations.

(c) Providing a copy of the statement required by subparagraph (1) to each employee engaged in the performance of the contract and to post the statement in a prominent place in the workplace.

(d) Notifying the Department within ten (10) days after receiving notice from an employee or otherwise receiving actual notice of the conviction of an employee for a violation of any criminal drug statute occurring in the workplace.

(e) Imposing or requiring, within 30 days after receiving notice from an employee of a conviction or actual notice of such a conviction, an appropriate personnel action, up to and including termination, or the satisfactory participation in a drug abuse assistance or rehabilitation program approved by a federal, state or local health, law enforcement or other appropriate agency.

(f) Assisting employees in selecting a course of action in the event drug counseling, treatment, and rehabilitation is required and indicating that a trained referral team is in place.

(g) Making a good faith effort to continue to maintain a drug free workplace through implementation of the actions and efforts stated in this certification.

## RETURN WITH BID

### **G. Debt Delinquency**

1. The Illinois Procurement Code provides:

Section 50-11 and 50-12. Debt Delinquency.

The contractor or bidder certifies that it, or any affiliate, is not barred from being awarded a contract under 30 ILCS 500. Section 50-11 prohibits a person from entering into a contract with a State agency if it knows or should know that it, or any affiliate, is delinquent in the payment of any debt to the State as defined by the Debt Collection Board. Section 50-12 prohibits a person from entering into a contract with a State agency if it, or any affiliate, has failed to collect and remit Illinois Use Tax on all sales of tangible personal property into the State of Illinois in accordance with the provisions of the Illinois Use Tax Act. The contractor further acknowledges that the contracting State agency may declare the contract void if this certification is false or if the contractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

### **H. Sarbanes-Oxley Act of 2002**

1. The Illinois Procurement Code, Section 50-60(c), provides:

The contractor certifies in accordance with 30 ILCS 500/50-10.5 that no officer, director, partner or other managerial agent of the contracting business has been convicted of a felony under the Sarbanes-Oxley Act of 2002 or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 for a period of five years prior to the date of the bid or contract. The contractor acknowledges that the contracting agency shall declare the contract void if this certification is false.

### **I. Addenda**

The contractor or bidder certifies that all relevant addenda have been incorporated in to this contract. Failure to do so may cause the bid to be declared unacceptable.

### **J. Section 42 of the Environmental Protection Act**

The contractor certifies in accordance with 30 ILCS 500/50-12 that the bidder or contractor is not barred from being awarded a contract under this Section which prohibits the bidding on or entering into contracts with the State of Illinois or a State agency by a person or business found by a court or the Pollution Control Board to have committed a willful or knowing violation of Section 42 of the Environmental Protection Act for a period of five years from the date of the order. The contractor acknowledges that the contracting agency may declare the contract void if this certification is false.

### **K. Apprenticeship and Training Certification (Does not apply to federal aid projects)**

In accordance with the provisions of Section 30-22 (6) of the Illinois Procurement Code, the bidder certifies that it is a participant, either as an individual or as part of a group program, in the approved apprenticeship and training programs applicable to each type of work or craft that the bidder will perform with its own forces. The bidder further certifies for work that will be performed by subcontract that each of its subcontractors submitted for approval either (a) is, at the time of such bid, participating in an approved, applicable apprenticeship and training program; or (b) will, prior to commencement of performance of work pursuant to this contract, begin participation in an approved apprenticeship and training program applicable to the work of the subcontract. The Department, at any time before or after award, may require the production of a copy of each applicable Certificate of Registration issued by the United States Department of Labor evidencing such participation by the contractor and any or all of its subcontractors. Applicable apprenticeship and training programs are those that have been approved and registered with the United States Department of Labor. The bidder shall list in the space below, the official name of the 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 forces. Types of work or craft work 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 that does not have an applicable apprenticeship or training program. **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 as reported on the Construction Employee Workforce Projection (Form BC-1256) and returned with the bid is accounted for and listed.**

**NA - FEDERAL**

---

---

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. In order to fulfill this requirement, it shall not be necessary that an 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.

### **L. Executive Order Number 1 (2007) Regarding Lobbying on Government Procurements**

The bidder hereby warrants and certifies that they have complied and will comply with the requirements set forth in this Order. The requirements of this warrant and certification are a material part of the contract, and the contractor shall require this warrant and certification provision to be included in all approved subcontracts.



## RETURN WITH BID

### M. Disclosure of Business Operations in Iran

Section 50-36 of the Illinois Procurement Code, 30ILCS 500/50-36 provides that each bid, offer, or proposal submitted for a State contract shall include a disclosure of whether or not the Company acting as the bidder, offer or, or proposing entity, or any of its corporate parents or subsidiaries, within the 24 months before submission of the bid, offer, or proposal had business operations that involved contracts with or provision of supplies or services to the Government of Iran, companies in which the Government of Iran has any direct or indirect equity share, consortiums or projects commissioned by the Government of Iran, or companies involved in consortiums or projects commissioned by the Government of Iran and either of the following conditions apply:

- (1) More than 10% of the Company's revenues produced in or assets located in Iran involve oil-related activities or mineral-extraction activities; less than 75% of the Company's revenues produced in or assets located in Iran involve contracts with or provision of oil-related or mineral-extraction products or services to the Government of Iran or a project or consortium created exclusively by that government; and the Company has failed to take substantial action.
- (2) The Company has, on or after August 5, 1996, made an investment of \$20 million or more, or any combination of investments of at least \$10 million each that in the aggregate equals or exceeds \$20 million in any 12-month period, which directly or significantly contributes to the enhancement of Iran's ability to develop petroleum resources of Iran.

The terms "Business operations", "Company", "Mineral-extraction activities", "Oil-related activities", "Petroleum resources", and "Substantial action" are all defined in the Code.

Failure to make the disclosure required by the Code shall cause the bid, offer or proposal to be considered not responsive. The disclosure will be considered when evaluating the bid, offer, or proposal or awarding the contract. The name of each Company disclosed as doing business or having done business in Iran will be provided to the State Comptroller.

Check the appropriate statement:

Company has no business operations in Iran to disclose.

Company has business operations in Iran as disclosed the attached document.

### N. Political Contributions and Registration with the State Board of Elections

Sections 20-160 and 50-37 of the Illinois Procurement Code regulate political contributions from business entities and any affiliated entities or affiliated persons bidding on or contracting with the state. Generally under Section 50-37, any business entity, and any affiliated entity or affiliated person of the business entity, whose current year contracts with all state agencies exceed an awarded value of \$50,000, are prohibited from making any contributions to any political committees established to promote the candidacy of the officeholder responsible for the awarding of the contracts or any other declared candidate for that office for the duration of the term of office of the incumbent officeholder or a period 2 years after the termination of the contract, whichever is longer. Any business entity and affiliated entities or affiliated persons whose state contracts in the current year do not exceed an awarded value of \$50,000, but whose aggregate pending bids and proposals on state contracts exceed \$50,000, either alone or in combination with contracts not exceeding \$50,000, are prohibited from making any political contributions to any political committee established to promote the candidacy of the officeholder responsible for awarding the pending contract during the period beginning on the date the invitation for bids or request for proposals is issued and ending on the day after the date of award or selection if the entity was not awarded or selected. Section 20-160 requires certification of registration of affected business entities in accordance with procedures found in Section 9-35 of The Election Code.

By submission of a bid, the contractor business entity acknowledges and agrees that it has read and understands Sections 20-160 and 50-37 of the Illinois Procurement Code, and that it makes the following certification:

**The undersigned business entity certifies that it has registered as a business with the State Board of Elections and acknowledges a continuing duty to update the registration in accordance with the above referenced statutes. A copy of the certificate of registration shall be submitted with the bid. The bidder is cautioned that the Department will not award a contract without submission of the certificate of registration.**

These requirements and compliance with the above referenced statutory sections are a material part of the contract, and any breach thereof shall be cause to void the contract under Section 50-60 of the Illinois Procurement Code. This provision does not apply to Federal-aid contracts.

**TO BE RETURNED WITH BID**

**IV. DISCLOSURES**

**A.** The disclosures hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder. The Department may terminate the contract if it is later determined that the bidder rendered a false or erroneous disclosure, and the surety providing the performance bond shall be responsible for completion of the contract.

**B. Financial Interests and Conflicts of Interest**

1. Section 50-35 of the Illinois Procurement Code provides that all bids of more than \$10,000 shall be accompanied by disclosure of the financial interests of the bidder. This disclosed information for the successful bidder, will be maintained as public information subject to release by request pursuant to the Freedom of Information Act.

The financial interests to be disclosed shall include ownership or distributive income share that is in excess of 5%, or an amount greater than 60% of the annual salary of the Governor, of the bidding entity or its parent entity, whichever is less, unless the contractor or bidder is a publicly traded entity subject to Federal 10K reporting, in which case it may submit its 10K disclosure in place of the prescribed disclosure. If a bidder is a privately held entity that is exempt from Federal 10K reporting, but has more than 400 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any person or entity holding any ownership share that is in excess of 5%. The disclosure shall include the names, addresses, and dollar or proportionate share of ownership of each person making the disclosure, their instrument of ownership or beneficial relationship, and notice of any potential conflict of interest resulting from the current ownership or beneficial interest of each person making the disclosure having any of the relationships identified in Section 50-35 and on the disclosure form.

In addition, all disclosures shall indicate any other current or pending contracts, proposals, leases, or other ongoing procurement relationships the bidding entity has with any other unit of state government and shall clearly identify the unit and the contract, proposal, lease, or other relationship.

2. Disclosure Forms. Disclosure Form A is attached for use concerning the individuals meeting the above ownership or distributive share requirements. Subject individuals should be covered each by one form. In addition, a second form (Disclosure Form B) provides for the disclosure of current or pending procurement relationships with other (non-IDOT) state agencies. **The forms must be included with each bid or incorporated by reference.**

**C. Disclosure Form Instructions**

**Form A: For bidders that have previously submitted the information requested in Form A**

The Department has retained the Form A disclosures submitted by all bidders responding to these requirements for the April 24, 1998 or any subsequent letting conducted by the Department. The bidder has the option of submitting the information again or the bidder may check the following certification statement indicating that the information previously submitted by the bidder is, as of the date of submission, current and accurate. Before checking this certification, the bidder should carefully review its prior submissions to ensure the Certification is correct. If the Bidder checks the Certification, the Bidder should proceed to Form B instructions.

**CERTIFICATION STATEMENT**

**I have determined that the Form A disclosure information previously submitted is current and accurate, and all forms are hereby incorporated by reference in this bid. Any necessary additional forms or amendments to previously submitted forms are attached to this bid.**

\_\_\_\_\_  
(Bidding Company)



\_\_\_\_\_  
Signature of Authorized Representative

\_\_\_\_\_  
Date

**Form A: For bidders who have NOT previously submitted the information requested in Form A**

If the bidder is a publicly traded entity subject to Federal 10K reporting, the 10K Report may be submitted to meet the requirements of Form A. If a bidder is a privately held entity that is exempt from Federal 10K reporting, but has more than 400 shareholders, it may submit the information that Federal 10K companies are required to report, and list the names of any person or entity holding any ownership share that is in excess of 5%. If a bidder is not subject to Federal 10K reporting, the bidder must determine if any individuals are required by law to complete a financial disclosure form. To do this, the bidder should answer each of the following questions. A "YES" answer indicates Form A must be completed. If the answer to each of the following questions is "NO", then the NOT APPLICABLE STATEMENT on the second page of Form A must be signed and dated by a person that is authorized to execute contracts for the bidding company. Note: These questions are for assistance only and are not required to be completed.

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES \_\_\_ NO \_\_\_
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than \$102,600.00? YES \_\_\_ NO \_\_\_
3. Does anyone in your organization receive more than \$106,447.20 of the bidding entity's or parent entity's distributive income? (Note: Distributive income is, for these purposes, any type of distribution of profits. An annual salary is not distributive income.) YES \_\_\_ NO \_\_\_
4. Does anyone in your organization receive greater than 5% of the bidding entity's or parent entity's total distributive income, but which is less than \$106,447.20? YES \_\_\_ NO \_\_\_  
(Note: Only one set of forms needs to be completed per person per bid even if a specific individual would require a yes answer to more than one question.)

A "YES" answer to any of these questions requires the completion of Form A. The bidder must determine each individual in the bidding entity or the bidding entity's parent company that would cause the questions to be answered "Yes". Each form must be signed and dated by a person that is authorized to execute contracts for your organization. **Photocopied or stamped signatures are not acceptable.** The person signing can be, but does not have to be, the person for which the form is being completed. The bidder is responsible for the accuracy of any information provided.

If the answer to each of the above questions is "NO", then the NOT APPLICABLE STATEMENT on page 2 of Form A must be signed and dated by a person that is authorized to execute contracts for your company.

**Form B: Identifying Other Contracts & Procurement Related Information** Disclosure Form B must be completed for each bid submitted by the bidding entity. *Note: Checking the NOT APPLICABLE STATEMENT on Form A does not allow the bidder to ignore Form B. Form B must be completed, checked, and dated or the bidder may be considered nonresponsive and the bid will not be accepted.*

The Bidder shall identify, by checking Yes or No on Form B, whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other (non-IDOT) State of Illinois agency. If "No" is checked, the bidder only needs to complete the check box on the bottom of Form B. If "Yes" is checked, the bidder must do one of the following:

Option I: If the bidder did not submit an Affidavit of Availability to obtain authorization to bid, the bidder must list all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. These items may be listed on Form B or on an attached sheet(s). Do not include IDOT contracts. Contracts with cities, counties, villages, etc. are not considered State of Illinois agency contracts and are not to be included. Contracts with other State of Illinois agencies such as the Department of Natural Resources or the Capital Development Board must be included. Bidders who submit Affidavits of Availability are suggested to use Option II.

Option II: If the bidder is required and has submitted an Affidavit of Availability in order to obtain authorization to bid, the bidder may write or type "See Affidavit of Availability" which indicates that the Affidavit of Availability is incorporated by reference and includes all non-IDOT State of Illinois agency pending contracts, leases, bids, proposals, and other ongoing procurement relationships. For any contracts that are not covered by the Affidavit of Availability, the bidder must identify them on Form B or on an attached sheet(s). These might be such things as leases.

**D. Bidders Submitting More Than One Bid**

Bidders submitting multiple bids may submit one set of forms consisting of all required Form A disclosures and one Form B for use with all bids. Please indicate in the space provided below the bid item that contains the original disclosure forms and the bid items which incorporate the forms by reference.

- The bid submitted for letting item \_\_\_\_\_ contains the Form A disclosures or Certification Statement and the Form B disclosures. The following letting items incorporate the said forms by reference:

---



---

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A Financial Information & Potential Conflicts of Interest Disclosure

Contractor Name, Legal Address, City, State, Zip, Telephone Number, Email Address, Fax Number (if available)

Disclosure of the information contained in this Form is required by the Section 50-35 of the Illinois Procurement Code (30 ILCS 500). Vendors desiring to enter into a contract with the State of Illinois must disclose the financial information and potential conflict of interest information as specified in this Disclosure Form. This information shall become part of the publicly available contract file. This Form A must be completed for bids in excess of \$10,000, and for all open-ended contracts. A publicly traded company may submit a 10K disclosure (or equivalent if applicable) in satisfaction of the requirements set forth in Form A. See Disclosure Form Instructions.

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than \$106,447.20 (60% of the Governor's salary as of 3/1/09). (Make copies of this form as necessary and attach a separate Disclosure Form A for each individual meeting these requirements)

FOR INDIVIDUAL (type or print information) NAME: ADDRESS Type of ownership/distributable income share: stock sole proprietorship Partnership other: (explain on separate sheet): % or \$ value of ownership/distributable income share:

2. Disclosure of Potential Conflicts of Interest. Check "Yes" or "No" to indicate which, if any, of the following potential conflict of interest relationships apply. If the answer to any question is "Yes", please attach additional pages and describe.

(a) State employment, currently or in the previous 3 years, including contractual employment of services. Yes \_\_\_ No \_\_\_

If your answer is yes, please answer each of the following questions.

- 1. Are you currently an officer or employee of either the Capitol Development Board or the Illinois Toll Highway Authority? Yes \_\_\_ No \_\_\_
2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 3/1/09) provide the name the State agency for which you are employed and your annual salary.

## RETURN WITH BID/OFFER

3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 3/1/09) are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes \_\_\_ No \_\_\_
4. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 3/1/09) are you and your spouse or minor children entitled to receive (i) more than 15% in aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes \_\_\_ No \_\_\_

---

(b) State employment of spouse, father, mother, son, or daughter, including contractual employment for services in the previous 2 years.

Yes \_\_\_ No \_\_\_

If your answer is yes, please answer each of the following questions.

1. Is your spouse or any minor children currently an officer or employee of the Capitol Development Board or the Illinois Toll Highway Authority? Yes \_\_\_ No \_\_\_
2. Is your spouse or any minor children currently appointed to or employed by any agency of the State of Illinois? If your spouse or minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 3/1/09) provide the name of the spouse and/or minor children, the name of the State agency for which he/she is employed and his/her annual salary. \_\_\_\_\_
- 
3. If your spouse or any minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$106,447.20.00, (60% of the salary of the Governor as of 3/1/09) are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes \_\_\_ No \_\_\_
4. If your spouse or any minor children are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 3/1/09) are you and your spouse or any minor children entitled to receive (i) more than 15% in the aggregate of the total distributable income from your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes \_\_\_ No \_\_\_

---

(c) Elective status; the holding of elective office of the State of Illinois, the government of the United States, any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois currently or in the previous 3 years. Yes \_\_\_ No \_\_\_

---

(d) Relationship to anyone holding elective office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes \_\_\_ No \_\_\_

---

(e) Appointive office; the holding of any appointive government office of the State of Illinois, the United State of America, or any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois, which office entitles the holder to compensation in excess of the expenses incurred in the discharge of that office currently or in the previous 3 years. Yes \_\_\_ No \_\_\_

---

(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes \_\_\_ No \_\_\_

---

(g) Employment, currently or in the previous 3 years, as or by any registered lobbyist of the State government. Yes \_\_\_ No \_\_\_

---

**RETURN WITH BID/OFFER**

(h) Relationship to anyone who is or was a registered lobbyist in the previous 2 years; spouse, father, mother, son, or daughter. Yes \_\_\_ No \_\_\_

(i) Compensated employment, currently or in the previous 3 years, by any registered election or reelection committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections. Yes \_\_\_ No \_\_\_

(j) Relationship to anyone; spouse, father, mother, son, or daughter; who was a compensated employee in the last 2 years by any registered election or re-election committee registered with the Secretary of State or any county clerk of the State of Illinois, or any political action committee registered with either the Secretary of State or the Federal Board of Elections. Yes \_\_\_ No \_\_\_

**APPLICABLE STATEMENT**

**This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page.**  
Completed by:  \_\_\_\_\_ Date \_\_\_\_\_  
Signature of Individual or Authorized Representative

**NOT APPLICABLE STATEMENT**

**I have determined that no individuals associated with this organization meet the criteria that would require the completion of this Form A.**  
**This Disclosure Form A is submitted on behalf of the CONTRACTOR listed on the previous page.**  
 \_\_\_\_\_ Date \_\_\_\_\_  
Signature of Authorized Representative

RETURN WITH BID/OFFER

**ILLINOIS DEPARTMENT  
OF TRANSPORTATION**

**Form B  
Other Contracts &  
Procurement Related Information  
Disclosure**

Contractor Name		
Legal Address		
City, State, Zip		
Telephone Number	Email Address	Fax Number (if available)

Disclosure of the information contained in this Form is required by the Section 50-35 of the Illinois Procurement Act (30 ILCS 500). This information shall become part of the publicly available contract file. This Form B must be completed for bids in excess of \$10,000, and for all open-ended contracts.

**DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION**

**1. Identifying Other Contracts & Procurement Related Information.** The BIDDER shall identify whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other State of Illinois agency: Yes \_\_\_ No \_\_\_

**If "No" is checked,** the bidder only needs to complete the signature box on the bottom of this page.

**2. If "Yes" is checked.** Identify each such relationship by showing State of Illinois agency name and other descriptive information such as bid or project number (attach additional pages as necessary). SEE DISCLOSURE FORM INSTRUCTIONS:

**THE FOLLOWING STATEMENT MUST BE CHECKED**

<input type="checkbox"/>	_____	_____
	Signature of Authorized Representative	Date

## **RETURN WITH BID**

### **SPECIAL NOTICE TO CONTRACTORS**

The following requirements of the Illinois Department of Human Rights' Rules and Regulations are applicable to bidders on all construction contracts advertised by the Illinois Department of Transportation:

#### **CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION**

- (a) All bidders on construction contracts shall complete and submit, along with and as part of their bids, a Bidder's Employee Utilization Form (Form BC-1256) setting forth a projection and breakdown of the total workforce intended to be hired and/or allocated to such contract work by the bidder including a projection of minority and female employee utilization in all job classifications on the contract project.
- (b) The Department of Transportation shall review the Employee Utilization Form, and workforce projections contained therein, of the contract awardee to determine if such projections reflect an underutilization of minority persons and/or women in any job classification in accordance with the Equal Employment Opportunity Clause and Section 7.2 of the Illinois Department of Human Rights' Rules and Regulations for Public Contracts adopted as amended on September 17, 1980. If it is determined that the contract awardee's projections reflect an underutilization of minority persons and/or women in any job classification, it shall be advised in writing of the manner in which it is underutilizing and such awardee shall be considered to be in breach of the contract unless, prior to commencement of work on the contract project, it submits revised satisfactory projections or an acceptable written affirmative action plan to correct such underutilization including a specific timetable geared to the completion stages of the contract.
- (c) The Department of Transportation shall provide to the Department of Human Rights a copy of the contract awardee's Employee Utilization Form, a copy of any required written affirmative action plan, and any written correspondence related thereto. The Department of Human Rights may review and revise any action taken by the Department of Transportation with respect to these requirements.





**RETURN WITH BID**

**Contract No. 97378  
MADISON County  
Section 08-00123-07-RS  
Project ACRS-0119 (068)  
Route FAU 8877 (New Poag Road)  
District 8 Construction Funds**

**PART II. WORKFORCE PROJECTION - continued**

- B. Included in "Total Employees" under Table A is the total number of **new hires** that would be employed in the event the undersigned bidder is awarded this contract.

The undersigned bidder projects that: (number) \_\_\_\_\_ new hires would be recruited from the area in which the contract project is located; and/or (number) \_\_\_\_\_ new hires would be recruited from the area in which the bidder's principal office or base of operation is located.

- C. Included in "Total Employees" under Table A is a projection of numbers of persons to be employed directly by the undersigned bidder as well as a projection of numbers of persons to be employed by subcontractors.

The undersigned bidder estimates that (number) \_\_\_\_\_ persons will be directly employed by the prime contractor and that (number) \_\_\_\_\_ persons will be employed by subcontractors.

**PART III. AFFIRMATIVE ACTION PLAN**

- A. The undersigned bidder understands and agrees that in the event the foregoing minority and female employee utilization projection included under **PART II** is determined to be an underutilization of minority persons or women in any job category, and in the event that the undersigned bidder is awarded this contract, he/she will, prior to commencement of work, develop and submit a written Affirmative Action Plan including a specific timetable (geared to the completion stages of the contract) whereby deficiencies in minority and/or female employee utilization are corrected. Such Affirmative Action Plan will be subject to approval by the contracting agency and the **Department of Human Rights**.
- B. The undersigned bidder understands and agrees that the minority and female employee utilization projection submitted herein, and the goals and timetable included under an Affirmative Action Plan if required, are deemed to be part of the contract specifications.

Company \_\_\_\_\_ Telephone Number \_\_\_\_\_

Address \_\_\_\_\_

**NOTICE REGARDING SIGNATURE**

The Bidder's signature on the Proposal Signature Sheet will constitute the signing of this form. The following signature block needs to be completed only if revisions are required.

Signature:  \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

Instructions: All tables must include subcontractor personnel in addition to prime contractor personnel.

Table A - Include both the number of employees that would be hired to perform the contract work and the total number currently employed (Table B) that will be allocated to contract work, and include all apprentices and on-the-job trainees. The "Total Employees" column should include all employees including all minorities, apprentices and on-the-job trainees to be employed on the contract work.

Table B - Include all employees currently employed that will be allocated to the contract work including any apprentices and on-the-job trainees currently employed.

Table C - Indicate the racial breakdown of the total apprentices and on-the-job trainees shown in Table A.

## RETURN WITH BID

### ADDITIONAL FEDERAL REQUIREMENTS

In addition to the Required Contract Provisions for Federal-Aid Construction Contracts (FHWA 1273), all bidders make the following certifications.

- A. By the execution of this proposal, the signing bidder certifies that the bidding entity has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action, in restraint of free competitive bidding in connection with the submitted bid. This statement made by the undersigned bidder is true and correct under penalty of perjury under the laws of the United States.
- B. CERTIFICATION, EQUAL EMPLOYMENT OPPORTUNITY:
1. Have you participated in any previous contracts or subcontracts subject to the equal opportunity clause. YES \_\_\_\_\_ NO \_\_\_\_\_
  2. If answer to #1 is yes, have you filed with the Joint Reporting Committee, the Director of OFCC, any Federal agency, or the former President's Committee on Equal Employment Opportunity, all reports due under the applicable filing requirements of those organizations? YES \_\_\_\_\_ NO \_\_\_\_\_

**RETURN WITH BID**

**Contract No. 97378  
MADISON County  
Section 08-00123-07-RS  
Project ACRS-0119 (068)  
Route FAU 8877 (New Poag Road)  
District 8 Construction Funds**

PROPOSAL SIGNATURE SHEET

The undersigned bidder hereby makes and submits this bid on the subject Proposal, thereby assuring the Department that all requirements of the Invitation for Bids and rules of the Department have been met, that there is no misunderstanding of the requirements of paragraph 3 of this Proposal, and that the contract will be executed in accordance with the rules of the Department if an award is made on this bid.

(IF AN INDIVIDUAL) Firm Name \_\_\_\_\_  
Signature of Owner \_\_\_\_\_  
Business Address \_\_\_\_\_  
\_\_\_\_\_

---

(IF A CO-PARTNERSHIP) Firm Name \_\_\_\_\_  
By \_\_\_\_\_  
Business Address \_\_\_\_\_  
Name and Address of All Members of the Firm: \_\_\_\_\_  
\_\_\_\_\_

---

(IF A CORPORATION) Corporate Name \_\_\_\_\_  
By \_\_\_\_\_  
Signature of Authorized Representative \_\_\_\_\_  
Typed or printed name and title of Authorized Representative \_\_\_\_\_

(IF A JOINT VENTURE, USE THIS SECTION FOR THE MANAGING PARTY AND THE SECOND PARTY SHOULD SIGN BELOW) Attest \_\_\_\_\_  
Signature \_\_\_\_\_  
Business Address \_\_\_\_\_

---

(IF A JOINT VENTURE) Corporate Name \_\_\_\_\_  
By \_\_\_\_\_  
Signature of Authorized Representative \_\_\_\_\_  
Typed or printed name and title of Authorized Representative \_\_\_\_\_

Attest \_\_\_\_\_  
Signature \_\_\_\_\_  
Business Address \_\_\_\_\_  
\_\_\_\_\_

If more than two parties are in the joint venture, please attach an additional signature sheet.



Return with Bid

Division of Highways
Proposal Bid Bond
(Effective November 1, 1992)

Item No.
Letting Date

KNOW ALL MEN BY THESE PRESENTS, That We

as PRINCIPAL, and

as SURETY, are held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price...

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH, that whereas, the PRINCIPAL has submitted a bid proposal to the STATE OF ILLINOIS...

NOW, THEREFORE, if the Department shall accept the bid proposal of the PRINCIPAL; and if the PRINCIPAL shall, within the time and as specified in the bidding and contract documents...

IN THE EVENT the Department determines the PRINCIPAL has failed to comply with any requirement as set forth in the preceding paragraph, then Surety shall pay the penal sum to the Department within fifteen (15) days of written demand therefor.

In TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by

their respective officers day of A.D.,

PRINCIPAL

SURETY

(Company Name)

(Company Name)

By (Signature & Title)

By: (Signature of Attorney-in-Fact)

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
County of

I, a Notary Public in and for said County, do hereby certify that
and
(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...

Given under my hand and notarial seal this day of A.D.

My commission expires

Notary Public

In lieu of completing the above section of the Proposal Bid Form, the Principal may file an Electronic Bid Bond. By signing the proposal and marking the check box next to the Signature and Title line below...

Electronic Bid Bond ID#

Company / Bidder Name

Signature and Title

# PROPOSAL ENVELOPE



## PROPOSALS

for construction work advertised for bids by the  
Illinois Department of Transportation

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

Bidders should use an IDOT proposal envelope or affix this form to the front of a 10" x 13" envelope for the submittal of bids. If proposals are mailed, they should be enclosed in a second or outer envelope addressed to:

Engineer of Design and Environment - Room 326  
Illinois Department of Transportation  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

### **NOTICE**

**Individual bids, including Bid Bond and/or supplemental information if required, should be securely stapled.**

# CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

## NOTICE

None of the following material needs to be returned with the bid package unless the special provisions require documentation and/or other information to be submitted.

**Contract No. 97378  
MADISON County  
Section 08-00123-07-RS  
Project ACRS-0119 (068)  
Route FAU 8877 (New Poag Road)  
District 8 Construction Funds**



**Illinois Department of Transportation**



- 1. TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., June 12, 2009. All bids will be gathered, sorted, publicly opened and read in the auditorium at the Department of Transportation's Harry R. Hanley Building shortly after the 10:00 a.m. cut off time.
- 2. DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 97378  
MADISON County  
Section 08-00123-07-RS  
Project ACRS-0119 (068)  
Route FAU 8877 (New Poag Road)  
District 8 Construction Funds**

**Project consists of 5.39 miles of milling and resurfacing HMA on existing pavement and shoulders. Curb and sidewalk repair, thermoplastic pavement marking, raised reflective pavement markers, guardrail end treatments to complete work on FAU Rte. 8877 (New Poag Road) from east of IL Rte. 111 to Amman Street in Edwardsville.**

- 3. INSTRUCTIONS TO BIDDERS.** (a) This Notice, the invitation for bids, proposal and letter of award shall, together with all other documents in accordance with Article 101.09 of the Standard Specifications for Road and Bridge Construction, become part of the contract. Bidders are cautioned to read and examine carefully all documents, to make all required inspections, and to inquire or seek explanation of the same prior to submission of a bid.  
  
(b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.
- 4. AWARD CRITERIA AND REJECTION OF BIDS.** This contract will be awarded to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the rules, Invitation for Bids and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

By Order of the  
Illinois Department of Transportation

Gary Hannig,  
Acting Secretary



INDEX  
FOR  
SUPPLEMENTAL SPECIFICATIONS  
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2009

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS and frequently used RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-07) (Revised 1-1-09)

SUPPLEMENTAL SPECIFICATIONS

<u>Std. Spec. Sec.</u>	<u>Page No.</u>
201 Clearing, Tree Removal and Protection .....	1
205 Embankment .....	2
251 Mulch .....	3
253 Planting Woody Plants .....	4
280 Temporary Erosion Control .....	6
443 Reflective Crack Control Treatment .....	7
502 Excavation for Structures .....	10
503 Concrete Structures .....	11
504 Precast Concrete Structures .....	12
505 Steel Structures .....	13
540 Box Culverts .....	14
581 Waterproofing Membrane System .....	15
633 Removing and Reerecting Guardrail and Terminals .....	16
669 Removal and Disposal of Regulated Substances .....	17
672 Sealing Abandoned Water Wells .....	18
701 Work Zone Traffic Control and Protection .....	19
733 Overhead Sign Structures .....	20
783 Pavement Marking and Marker Removal .....	21
801 Electrical Requirements .....	22
805 Electrical Service Installation – Traffic Signals .....	23
836 Pole Foundation .....	24
838 Breakaway Devices .....	25
862 Uninterruptable Power Supply .....	26
873 Electric Cable .....	28
878 Traffic Signal Concrete Foundation .....	30
1004 Coarse Aggregates .....	31
1008 Structural Steel Coatings .....	32
1010 Finely Divided Materials .....	33
1020 Portland Cement Concrete .....	34
1022 Concrete Curing Materials .....	43
1024 Nonshrink Grout .....	44
1042 Precast Concrete Products .....	45
1062 Reflective Crack Control System .....	47
1069 Pole and Tower .....	49
1074 Control Equipment .....	52
1076 Wire and Cable .....	57
1081 Materials for Planting .....	58
1083 Elastomeric Bearings .....	60
1094 Overhead Sign Structures .....	61
1101 General Equipment .....	62
1102 Hot-Mix Asphalt Equipment .....	63
1106 Work Zone Traffic Control Devices .....	64

RECURRING SPECIAL PROVISIONS

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

<u>CHECK SHEET #</u>	<u>PAGE NO.</u>
1 <input checked="" type="checkbox"/> Additional State Requirements For Federal-Aid Construction Contracts (Eff. 2-1-69) (Rev. 1-1-07) .....	65
2 <input checked="" type="checkbox"/> Subletting of Contracts (Federal-Aid Contracts) (Eff. 1-1-88) (Rev. 5-1-93) .....	67
3 <input checked="" type="checkbox"/> EEO (Eff. 7-21-78) (Rev. 11-18-80) .....	68
4 <input type="checkbox"/> Specific Equal Employment Opportunity Responsibilities Non Federal-Aid Contracts (Eff. 3-20-69) (Rev. 1-1-94) .....	78
5 <input type="checkbox"/> Required Provisions - State Contracts (Eff. 4-1-65) (Rev. 1-1-07) .....	83
6 <input type="checkbox"/> Reserved .....	88
7 <input type="checkbox"/> Reserved .....	89
8 <input type="checkbox"/> Haul Road Stream Crossings, Other Temporary Stream Crossings, and In-Stream Work Pads (Eff. 1-2-92) (Rev. 1-1-98) .....	90
9 <input type="checkbox"/> Construction Layout Stakes Except for Bridges (Eff. 1-1-99) (Rev. 1-1-07) .....	91
10 <input type="checkbox"/> Construction Layout Stakes (Eff. 5-1-93) (Rev. 1-1-07) .....	94
11 <input type="checkbox"/> Use of Geotextile Fabric for Railroad Crossing (Eff. 1-1-95) (Rev. 1-1-07) .....	97
12 <input type="checkbox"/> Subsealing of Concrete Pavements (Eff. 11-1-84) (Rev. 1-1-07) .....	99
13 <input type="checkbox"/> Hot-Mix Asphalt Surface Correction (Eff. 11-1-87) (Rev. 1-1-09) .....	103
14 <input checked="" type="checkbox"/> Pavement and Shoulder Resurfacing (Eff. 2-1-00) (Rev. 1-1-09) .....	105
15 <input checked="" type="checkbox"/> PCC Partial Depth Hot-Mix Asphalt Patching (Eff. 1-1-98) (Rev. 1-1-07) .....	106
16 <input type="checkbox"/> Patching with Hot-Mix Asphalt Overlay Removal (Eff. 10-1-95) (Rev. 1-1-07) .....	108
17 <input type="checkbox"/> Polymer Concrete (Eff. 8-1-95) (Rev. 1-1-08) .....	109
18 <input type="checkbox"/> PVC Pipeliner (Eff. 4-1-04) (Rev. 1-1-07) .....	111
19 <input type="checkbox"/> Pipe Underdrains (Eff. 9-9-87) (Rev. 1-1-07) .....	112
20 <input checked="" type="checkbox"/> Guardrail and Barrier Wall Delineation (Eff. 12-15-93) (Rev. 1-1-97) .....	113
21 <input type="checkbox"/> Bicycle Racks (Eff. 4-1-94) (Rev. 1-1-07) .....	117
22 <input type="checkbox"/> Temporary Modular Glare Screen System (Eff. 1-1-00) (Rev. 1-1-07) .....	119
23 <input type="checkbox"/> Temporary Portable Bridge Traffic Signals (Eff. 8-1-03) (Rev. 1-1-07) .....	121
24 <input type="checkbox"/> Work Zone Public Information Signs (Eff. 9-1-02) (Rev. 1-1-07) .....	123
25 <input type="checkbox"/> Night Time Inspection of Roadway Lighting (Eff. 5-1-96) .....	124
26 <input type="checkbox"/> English Substitution of Metric Bolts (Eff. 7-1-96) .....	125
27 <input type="checkbox"/> English Substitution of Metric Reinforcement Bars (Eff. 4-1-96) (Rev. 1-1-03) .....	126
28 <input type="checkbox"/> Calcium Chloride Accelerator for Portland Cement Concrete (Eff. 1-1-01) .....	127
29 <input type="checkbox"/> Reserved .....	128
30 <input type="checkbox"/> Quality Control of Concrete Mixtures at the Plant (Eff. 8-1-00) (Rev. 1-1-09) .....	129
31 <input type="checkbox"/> Quality Control/Quality Assurance of Concrete Mixtures (Eff. 4-1-92) (Rev. 1-1-09) .....	137
32 <input type="checkbox"/> Asbestos Bearing Pad Removal (Eff. 11-1-03) .....	149
33 <input type="checkbox"/> Asbestos Hot-Mix Asphalt Surface Removal (Eff. 6-1-89) (Rev. 1-1-09) .....	150
LRS 1 <input type="checkbox"/> Reserved .....	152
LRS 2 <input type="checkbox"/> Furnished Excavation (Eff. 1-1-99) (Rev. 1-1-07) .....	153
LRS 3 <input checked="" type="checkbox"/> Work Zone Traffic Control (Eff. 1-1-99) (Rev. 1-1-07) .....	154
LRS 4 <input type="checkbox"/> Flaggers in Work Zones (Eff. 1-1-99) (Rev. 1-1-07) .....	155
LRS 5 <input type="checkbox"/> Contract Claims (Eff. 1-1-02) (Rev. 1-1-07) .....	156
LRS 6 <input type="checkbox"/> Bidding Requirements and Conditions for Contract Proposals (Eff. 1-1-02) .....	157
LRS 7 <input type="checkbox"/> Bidding Requirements and Conditions for Material Proposals (Eff. 1-1-02) (Rev. 1-1-03) .....	163
LRS 8 <input type="checkbox"/> Failure to Complete the Work on Time (Eff. 1-1-99) .....	169
LRS 9 <input type="checkbox"/> Bituminous Surface Treatments (Eff. 1-1-99) .....	170
LRS 10 <input type="checkbox"/> Reflective Sheeting Type C (Eff. 1-1-99) (Rev. 1-1-02) .....	171
LRS 11 <input type="checkbox"/> Employment Practices (Eff. 1-1-99) .....	172
LRS 12 <input type="checkbox"/> Wages of Employees on Public Works (Eff. 1-1-99) (Rev. 4-1-06) .....	174
LRS 13 <input type="checkbox"/> Selection of Labor (Eff. 1-1-99) .....	175
LRS 14 <input type="checkbox"/> Paving Brick and Concrete Paver Pavements and Sidewalks (Eff. 1-1-04) (Rev. 1-1-09) .....	176
LRS 15 <input type="checkbox"/> Partial Payments (Eff. 1-1-07) .....	179

Index to Special Provisions

LOCATION OF PROJECT:..... 1

DESCRIPTION OF PROJECT: ..... 1

CONSTRUCTION AND MAINTENANCE SIGNS:..... 1

APPLICATION RATES:..... 2

STATUS OF UTILITIES TO BE ADJUSTED ..... 2

JOINT UTILITY LOCATION INFORMATION FOR ESCAVATORS (J.U.L.I.E.):..... 2

TRAFFIC CONTROL: ..... 3

INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE, SPECIAL: ..... 3

COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24:..... 4

COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06: ..... 4

DOWEL BARS..... 5

TIE BARS..... 5

CONCRETE MEDIAN: ..... 5-6

*Mixture Requirements* ..... *7-13*

INDEX LOCAL ROADS AND STREETS SPECIAL PROVISIONS

LR #	Pg #	Special Provision Title	Effective	Revised
LR SD 12		<input type="checkbox"/> Slab Movement Detection Device	Nov. 11, 1984	Jan. 1, 2007
LR SD 13		<input type="checkbox"/> Required Cold Milled Surface Texture	Nov. 1, 1987	Jan. 1, 2007
LR 102		<input type="checkbox"/> Protests on Local Lettings	Jan. 1, 2007	
LR 105		<input type="checkbox"/> Cooperation with Utilities	Jan. 1, 1999	Jan. 1, 2007
LR 107-2		<input type="checkbox"/> Railroad Protective Liability Insurance for Local Lettings	Mar. 1, 2005	Jan. 1, 2006
LR 107-3		<input type="checkbox"/> Disadvantaged Business Enterprise Participation	Jan. 1, 2007	Nov. 1, 2008
LR 107-4	14	<input checked="" type="checkbox"/> Insurance	Feb. 1, 2007	Aug. 1, 2007
LR 107-5		<input type="checkbox"/> Substance Abuse Prevention Program	Jan. 1, 2008	Jan. 8, 2008
LR 108		<input type="checkbox"/> Combination Bids	Jan. 1, 1994	Mar. 1, 2005
LR 212		<input type="checkbox"/> Shaping Roadway	Aug. 1, 1969	Jan. 1, 2002
LR 355-1		<input type="checkbox"/> Asphalt Stabilized Base Course, Road Mix or Traveling Plant Mix	Oct. 1, 1973	Jan. 1, 2007
LR 355-2		<input type="checkbox"/> Asphalt Stabilized Base Course, Plant Mix	Feb. 2, 1963	Jan. 1, 2007
LR 400-1		<input type="checkbox"/> Bituminous Treated Earth Surface	Jan. 1, 2008	
LR 400-2		<input type="checkbox"/> Bituminous Surface Mixture (Class B)	Jan. 1, 2008	
LR 400-3		<input type="checkbox"/> Pavement Rehabilitation by the Heat-Scarify-Overlay Method	Jan. 1, 2008	
LR 402		<input type="checkbox"/> Salt Stabilized Surface Course	Feb. 20, 1963	Jan. 1, 2007
LR 403-2		<input type="checkbox"/> Bituminous Hot Mix Sand Seal Coat	Aug. 1, 1969	Jan. 1, 2007
LR 406	15	<input checked="" type="checkbox"/> Filling HMA Core Holes with Non-shrink Grout	Jan. 1, 2008	
LR 420		<input type="checkbox"/> PCC Pavement (Special)	May 12, 1964	Jan. 2, 2007
LR 442		<input type="checkbox"/> Bituminous Patching Mixtures for Maintenance Use	Jan. 1, 2004	Jun. 1, 2007
LR 451		<input type="checkbox"/> Crack Filling Bituminous Pavement with Fiber-Asphalt	Oct. 1, 1991	Jan. 1, 2007
LR 503-1		<input type="checkbox"/> Furnishing Class SI Concrete	Oct. 1, 1973	Jan. 1, 2002
LR 503-2		<input type="checkbox"/> Furnishing Class SI Concrete (Short Load)	Jan. 1, 1989	Jan. 1, 2002
LR 542		<input type="checkbox"/> Pipe Culverts, Type _____ (Furnished)	Sep. 1, 1964	Jan. 1, 2007
LR 663		<input type="checkbox"/> Calcium Chloride Applied	Jun. 1, 1958	Jan. 1, 2007
LR 702		<input type="checkbox"/> Construction and Maintenance Signs	Jan. 1, 2004	Jun. 1, 2007
LR 1004		<input type="checkbox"/> Coarse Aggregate for Bituminous Surface Treatment	Jan. 1, 2002	Jan. 1, 2007
LR 1013		<input type="checkbox"/> Rock Salt (Sodium Chloride)	Aug. 1, 1969	Jan. 1, 2002
LR 1030		<input type="checkbox"/> Growth Curve	Mar. 1, 2008	
LR 1032-1		<input type="checkbox"/> Penetrating Emulsions	Jan. 1, 2007	Feb. 1, 2007
LR 1032-2		<input type="checkbox"/> Multigrade Cold Mix Asphalt	Jan. 1, 2007	Feb. 1, 2007
LR 1102		<input type="checkbox"/> Road Mix or Traveling Plan Mix Equipment	Jan. 1, 2007	

**BDE SPECIAL PROVISIONS**  
**For the April 24 and June 12, 2009 Lettings**

The following special provisions indicated by an "X" are applicable to this contract. An \* indicates a new or revised special provision for the letting.

<u>File Name</u>	<u>Pg#</u>		<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099			Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2007
80186			Alkali-Silica Reaction for Cast-in-Place Concrete	Aug. 1, 2007	Jan. 1, 2009
80213			Alkali-Silica Reaction for Precast and Precast Prestressed Concrete	Jan. 1, 2009	
* 80243			American Recovery and Reinvestment Act Provisions	April 1, 2009	
* 80236			American Recovery and Reinvestment Act Signing	April 1, 2009	April 2, 2009
80207	16	X	Approval of Proposed Borrow Areas, Use Areas, and/or Waste Areas Inside Illinois State Borders	Nov. 1, 2008	
80192	17	X	Automated Flagger Assistance Device	Jan. 1, 2008	
* 80173	19	X	Bituminous Materials Cost Adjustments	Nov. 2, 2006	April 1, 2009
5026I			Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	Jan. 1, 2007
5048I			Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	Jan. 1, 2007
5049I			Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	Jan. 1, 2007
5053I			Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	Jan. 1, 2007
* 80166	22	X	Cement	Jan. 1, 2007	April 1, 2009
80198			Completion Date (via calendar days)	April 1, 2008	
80199			Completion Date (via calendar days) Plus Working Days	April 1, 2008	
* 80094	25	X	Concrete Admixtures	Jan. 1, 2003	April 1, 2009
80193			Concrete Barrier	Jan. 1, 2008	
80214			Concrete Gutter, Type A	Jan. 1, 2009	
80215			Concrete Joint Sealer	Jan. 1, 2009	
* 80226			Concrete Mix Designs	April 1, 2009	
* 80237			Construction Air Quality – Diesel Vehicle Emissions Control	April 1, 2009	
* 80239			Construction Air Quality – Idling Restrictions	April 1, 2009	
* 80227	29	X	Determination of Thickness	April 1, 2009	
80177			Digital Terrain Modeling for Earthwork Calculations	April 1, 2007	
80029	41	X	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Nov. 1, 2008
80178	49	X	Dowel Bars	April 1, 2007	Jan. 1, 2008
80179			Engineer's Field Office Type A	April 1, 2007	Aug. 1, 2008
80205			Engineer's Field Office Type B	Aug. 1, 2008	
80175			Epoxy Pavement Markings	Jan. 1, 2007	
80189	50	X	Equipment Rental Rates	Aug. 2, 2007	Jan. 2, 2008
* 80228	52	X	Flagger at Side Roads and Entrances	April 1, 2009	
* 80229	53	X	Fuel Cost Adjustment	April 1, 2009	
80169			High Tension Cable Median Barrier	Jan. 1, 2007	
80194			HMA – Hauling on Partially Completed Full-Depth Pavement	Jan. 1, 2008	
80181	57	X	Hot-Mix Asphalt – Field Voids in the Mineral Aggregate	April 1, 2007	April 1, 2008
80201	59	X	Hot-Mix Asphalt – Plant Test Frequency	April 1, 2008	
80202	61	X	Hot-Mix Asphalt – Transportation	April 1, 2008	
80136			Hot-Mix Asphalt Mixture IL-4.75	Nov. 1, 2004	Jan. 1, 2008
80195			Hot-Mix Asphalt Mixture IL-9.5L	Jan. 1, 2008	
80109			Impact Attenuators	Nov. 1, 2003	Nov. 1, 2008
80110			Impact Attenuators, Temporary	Nov. 1, 2003	Jan. 1, 2007
* 80230	62	X	Liquidated Damages	April 1, 2009	
80196			Mast Arm Assembly and Pole	Jan. 1, 2008	Jan. 1, 2009
80045			Material Transfer Device	June 15, 1999	Jan. 1, 2009
* 80203			Metal Hardware Cast into Concrete	April 1, 2008	April 1, 2009
80165			Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2007
* 80238			Monthly Employment Report	April 1, 2009	
80082	63	X	Multilane Pavement Patching	Nov. 1, 2002	
80180			National Pollutant Discharge Elimination System / Erosion and Sediment Control Deficiency Deduction (NOTE: This special provision was previously named "Erosion and Sediment Control Deficiency Deduction".)	April 1, 2007	Nov. 1, 2008
80208			Nighttime Work Zone Lighting	Nov. 1, 2008	
80129			Notched Wedge Longitudinal Joint	July 1, 2004	Jan. 1, 2007
80182			Notification of Reduced Width	April 1, 2007	

File Name	Pg#		Special Provision Title	Effective	Revised
80069			Organic Zinc-Rich Paint System	Nov. 1, 2001	Jan. 1, 2008
80216			Partial Exit Ramp Closure for Freeway/Expressway	Jan. 1, 2009	
* 80231			Pavement Marking Removal	April 1, 2009	
80022	64	X	Payments to Subcontractors	June 1, 2000	Jan. 1, 2006
* 80235	66	X	Payrolls and Payroll Records	Mar. 1, 2009	
80209	68	X	Personal Protective Equipment	Nov. 1, 2008	
* 80232			Pipe Culverts	April 1, 2009	
80134	69	X	Plastic Blockouts for Guardrail	Nov. 1, 2004	Jan. 1, 2007
80119			Polyurea Pavement Marking	April 1, 2004	Jan. 1, 2009
80210			Portland Cement Concrete Inlay or Overlay	Nov. 1, 2008	
80170			Portland Cement Concrete Plants	Jan. 1, 2007	
80217			Post Clips for Extruded Aluminum Signs	Jan. 1, 2009	
80171			Precast Handling Holes	Jan. 1, 2007	
* 80218			Preventive Maintenance – Bituminous Surface Treatment	Jan. 1, 2009	April 1, 2009
* 80219			Preventive Maintenance – Cape Seal	Jan. 1, 2009	April 1, 2009
80220			Preventive Maintenance – Micro-Surfacing	Jan. 1, 2009	
80221			Preventive Maintenance – Slurry Seal	Jan. 1, 2009	
80211			Prismatic Curb Reflectors	Nov. 1, 2008	
80015			Public Convenience and Safety	Jan. 1, 2000	
34261			Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157			Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
80223			Ramp Closure for Freeway/Expressway	Jan. 1, 2009	
* 80172	70	X	Reclaimed Asphalt Pavement (RAP)	Jan. 1, 2007	April 1, 2009
80183	77	X	Reflective Sheeting on Channelizing Devices	April 1, 2007	Nov. 1, 2008
* 80151	78	X	Reinforcement Bars	Nov. 1, 2005	April 1, 2009
* 80206	80	X	Reinforcement Bars – Storage and Protection	Aug. 1, 2008	April 1, 2009
80224			Restoring Bridge Approach Pavements Using High-Density Foam	Jan. 1, 2009	
80184			Retroreflective Sheeting, Nonreflective Sheeting, and Translucent Overlay Film for Highway Signs	April 1, 2007	
* 80233			Right-of-Entry Permit	April 1, 2009	
80131			Seeding	July 1, 2004	Jan. 1, 2009
80152	81	X	Self-Consolidating Concrete for Cast-In-Place Construction	Nov. 1, 2005	Jan. 1, 2009
80132			Self-Consolidating Concrete for Precast Products	July 1, 2004	Jan. 1, 2007
80212			Sign Panels and Sign Panel Overlays	Nov. 1, 2008	
80197			Silt Filter Fence	Jan. 1, 2008	
* 80127			Steel Cost Adjustment	April 2, 2004	April 1, 2009
80153	86	X	Steel Plate Beam Guardrail	Nov. 1, 2005	Aug. 1, 2007
80191			Stone Gradation Testing	Nov. 1, 2007	
* 80234			Storm Sewers	April 1, 2009	
80143	87	X	Subcontractor Mobilization Payments	April 2, 2005	
80075			Surface Testing of Pavements	April 1, 2002	Jan. 1, 2007
80087			Temporary Erosion Control	Nov. 1, 2002	Jan. 1, 2008
80225			Temporary Raised Pavement Marker	Jan. 1, 2009	
80176	88	X	Thermoplastic Pavement Markings	Jan. 1, 2007	
20338			Training Special Provisions	Oct. 15, 1975	
80185			Type ZZ Retroreflective Sheeting, Nonreflective Sheeting, and Translucent Overlay Film for Highway Signs	April 1, 2007	
80149			Variable Spaced Tining	Aug. 1, 2005	Jan. 1, 2007
80071	90	X	Working Days	Jan. 1, 2002	
80204			Woven Wire Fence	April 1, 2008	

The following special provisions are in the 2009 Supplemental Specifications and Recurring Special Provisions:

File Name	Special Provision Title	New Location	Effective	Revised
80108	Asbestos Bearing Pad Removal	Check Sheet #32	Nov. 1, 2003	
72541	Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal	Check Sheet #33	June 1, 1989	Jan. 2, 2007
80167	Electrical Service Installation – Traffic Signals	Section 805	Jan. 1, 2007	
80164	Removal and Disposal of Regulated Substances	Section 669	Aug. 1, 2006	Jan. 1, 2007
80161	Traffic Signal Grounding	Sections 873 and 1076	April 1, 2006	Jan. 1, 2007
80162	Uninterruptable Power Supply (UPS)	Sections 801, 862 and 1074	April 1, 2006	Jan. 1, 2007

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80163	Water Blaster with Vacuum Recovery	Articles 783.02 and 1101.12	April 1, 2006	Jan. 1, 2007

The following special provisions require additional information from the designer. The additional information needs to be included in a separate document attached to this check sheet. The Project Development and Implementation section will then include the information in the applicable special provision. The Special Provisions are:

- Building Removal-Case I
- Building Removal-Case II
- Building Removal-Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Right-of-Entry Permit
- Training Special Provisions
- Working Days

**STATE OF ILLINOIS**

**SPECIAL PROVISIONS**

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction" adopted January 1, 2007; the latest edition of the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways" and the "Manual of Test Procedures for Materials", in effect on the date of invitation for bids, and the "Supplemental Specifications and Recurring Special Provisions" indicated on the Check Sheet included herein which apply to and govern the construction of F.A.U. 8877, New Poag Road, Section 08-00123-07-RS, Madison County, Illinois, Contract No. 97378 and in case of conflict with any part, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

**LOCATION OF PROJECT:**

This project is on New Poag Road from 137 feet East of Illinois Route 111 to St. Louis Street in Edwardsville, Illinois.

**DESCRIPTION OF PROJECT:**

This project consists of resurfacing New Poag Road. It includes patching the existing pavement, minor curb repair, overlaying the existing concrete pavement and adjacent shoulders with 3-1/4" of HMA, removing and replacing 1-1/2" of HMA on the existing bituminous concrete pavement and adjacent shoulders, Thermoplastic Pavement Marking, Raised Reflective Pavement Markers and upgrading existing Guard Rail End treatments.

**CONSTRUCTION AND MAINTENANCE SIGNS:**

This work shall be done according to article 1106 of the Standard Specifications and Highway Standard 701901 except as herein modified.

All construction signs mounted on permanent supports for use in temporary traffic control having an area of 10 square feet or more shall be mounted on two 4" x 4" or two 4" x 6" wood posts.



Type A metal post (two for each sign) conforming to Article 1006.29 of the Standard Specifications may be used in lieu of wood posts. Type A metal posts used for these signs may be unfinished.

This work will not be paid for separately; but shall be considered included in the cost of the traffic control items in this contract.

**APPLICATION RATES:**

The following application rates were used to determine plan quantities:

Bituminous Materials (Prime Coat)-----0.1 Gal./Sq. Yd.  
Aggregate Prime Coat-----4 Lb./Sq. Yd.

**STATUS OF UTILITIES TO BE ADJUSTED**

**NO UTILITIES TO BE ADJUSTED**

The above represents the best information of the Department and is only included for the convenience of the bidder.

The applicable provisions of Sections 102, and Articles 105.07 and 107.20 of the Standard Specifications for Road and Bridge Construction shall apply.

If any utility adjustment or removal has not been completed when required by the Contractor's operation, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's operations were affected.

**JOINT UTILITY LOCATION INFORMATION FOR ESCAVATORS (J.U.L.I.E.):**

This work shall be done according to Article 107.31 of the Standard Specifications except as herein modified.

Because a minimum of 48 hours advanced notice is required for notification to utilities, the contractor will be required to give the Resident Engineer 96 hours notice, in writing, for a specific area prior to beginning any excavation.

If any location markers placed by a utility company in conformance with this procedure are destroyed by contractor operations, the contractor shall immediately notify the utility owner and bear the cost of remarking the facilities. Compliance with this special provision shall be considered incidental to the contract and no additional compensation will be allowed for any costs incurred.

**TRAFFIC CONTROL:**

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

Attention is called to Articles 107.09 and 107.14 of the Standard Specifications for Road and Bridge Construction, Recurring Local Roads and Streets Special Provisions Check Sheet No. LRS 3, and Standards 701201, 701301, 701306, 701311, 701336, 701421, 701426, 701701 and 701901.

Existing roadway signs not applicable shall be covered or removed.

Road Construction Ahead signs shall be erected on IL Route 111, Wanda Road, Poag Road, Stadium Drive, NW University Drive, Bohm School Road, North University Drive, Old Poag Road, Rose Avenue, and Amman Place in advance of the project, or as directed by the Engineer.

This work will be paid for at the contract unit price per Lump Sum for TRAFFIC CONTROL COMPLETE.

**INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE, SPECIAL:**

This work shall be done according to Section 602 and Section 606 of the "Standard Specifications for Road and Bridge Construction", the details contained in the plans, the Standards, and as modified herein.

The contractor will be required to remove and replace a portion of the concrete median surface behind the curb being replaced. The minimum dimensions of this median surface removal shall be 18" from the back of curb and shall extend 18" longitudinally in each direction beyond the limits of curb & gutter removal. After the combination curb and gutter has been completed, the contractor will be required to replace and compact any of the existing aggregate fill before pouring back the 4" concrete median surface. This work will not be paid for separately, but shall be included in the cost of this pay item.

The Contractor will be required to remove and replace 6' of Curb & Gutter on both sides of the proposed inlets to be adjusted, measured from the center of the Inlet.

The inlets rt. station 41+50, 43+00, 44+50 and lt. 543+30 will be replaced with a new Frame and Grate as detailed on Sheet No. 33. The inlet rt. station 543+30 will be replaced with a new Type 4 frame & grate.

This work will be measured as INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE, SPECIAL per each which shall include the cost of removal, disposal, adjusting and resetting the new frame and grate to accommodate the proposed overlay.

This work will be paid for at the contract unit price per each for INLETS TO BE ADJUSTED WITH NEW FRAME AND GRATE, SPECIAL.

**COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24:**

This work shall be done according to Section 440 and Section 606 of the "Standard Specifications for Road and Bridge Construction", the details contained in the plans, the Standards, and as modified herein.

The contractor will be required to remove and replace a portion of the concrete median surface behind the curb being replaced. The minimum dimensions of this median surface removal shall be 18" from the back of curb and shall extend 18" longitudinally in each direction beyond the limits of curb & gutter removal. After the combination curb and gutter has been completed, the contractor will be required to replace and compact the aggregate fill before pouring back the 4" concrete median surface. This work will not be paid for separately, but shall be included in the cost of this pay item.

This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 as measured along the face of the curb and no additional compensation will be allowed.

**COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06:**

This work shall be done according to Section 440 and Section 606 of the "Standard Specifications for Road and Bridge Construction", the details contained in the plans, the Standards, and as modified herein.

The contractor will be required to remove and replace a portion of the concrete median surface behind the curb being replaced. The minimum dimensions of this median surface removal shall be 18" from the back of curb and shall extend 18" longitudinally in each direction beyond the limits of curb & gutter removal. After the combination curb and gutter has been completed, the contractor will be required to replace and compact the aggregate fill before pouring back the 4" concrete median surface. This work will not be paid for separately, but shall be included in the cost of this pay item.

This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06 as measured along the face of the curb and no additional compensation will be allowed:

### **DOWEL BARS**

This work shall consist of furnishing and installing dowels in accordance with Article 442.06 of the Standard Specifications where doweled patches are required on highways with jointed pavements.

This work will be paid for at the contract unit price per each for DOWEL BARS, 1 1/2", which will be payment in full for furnishing and installing each dowel bar in place.

### **TIE BARS**

This work shall consist of furnishing and installing reinforcement bars in accordance with Article 442.06 and 420.05(b) of the Standard Specifications where patches more than 20 ft in length are required. 3/4" diameter bars of the required length will be used.

This work will be paid for at the contract unit price per each for TIE BARS 3/4", which price will be payment in full for furnishing and installing the bars in place.

### **CONCRETE MEDIAN:**

This work shall consist of the removal of the existing combination concrete curb and gutter, concrete median surface, and constructing concrete medians at the locations, of the types, and as detailed in the plans, including ramped noses as shown on Highway Standard 606301, according to Section 440 and Section 606 of the

"Standard Specifications for Road and Bridge Construction", the details contained in the plans, the Standards, and as modified herein.

The contractor shall remove the combination concrete curb and gutter and an additional 18" of concrete median surface across the entire width of the existing island beyond the limits of the curb & gutter removal. Once the median surface has been removed, the Contractor shall remove the existing aggregate fill to the depth of the 4" stabilized sub-base, as shown on the typical section. The Contractor shall then install the Tie Bars in the adjacent pavement with an approved nonshrink grout or chemical adhesive according to Article 420.05b of the "Standard Specifications for Road & Bridge Construction" on 24" centers and then form and pour a solid "ramped nose" as shown on the detail sheet, and Standard 606301. After the ramped nose has been completed, the contractor will be required to replace and compact the aggregate fill before pouring back the 4" concrete median surface. This work will not be paid for separately, but shall be included in the cost of this pay item.

This work will be paid for at the contract unit price per square foot for CONCRETE MEDIAN, which price shall include the removal and disposal of the existing concrete curb and gutter, concrete median, furnishing and placing all concrete, joints, tie bars, and ramp noses adjacent to and including concrete median surface, and no additional compensation will be allowed.

**MIXTURE REQUIREMENTS - H-M-A PROJECT**

97378

ROUTE	New Poag Rd
SECTION	08-00123-07-RS
COUNTY	Madison
CONTRACT	97378

DESCRIPTION:	New Poag Rd from 137 ft. East of IL RTE 111 to St. Louis Street in Edwardsville
--------------	---

ADT (Construction Yr):	10500
MU%:	5
SU%:	7
20 YR. ESAL'S:	3.56

MIXTURE USE	SURFACE	LEVEL BINDER	INCIDENTAL SURF	Partial Depth Patch
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	10%	10%
DESIGN AIR VOIDS	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90
MIX COMPOSITION				
(GRADATION MIXTURE)	IL 12.5	IL 9.5		
FRICITION AGG	MIXTURE "D"	MIXTURE "C"	MIXTURE "C"	MIXTURE "C"

MIXTURE USE	SHOULDERS	TOP LIFT SHOULDERS		
AC/PG	PG 64-22	PG 64-22		
RAP % (MAX)	30%	30%		
DESIGN AIR VOIDS	2.0% @ Ndes=30	**2.0% @ Ndes=30		
MIX COMPOSITION				
(GRADATION MIXTURE)				
FRICITION AGG	BAM	BAM		

**\*\* Top Lift Shoulders - Design this mix at 2.0% voids and add asphalt to reduce voids to 1.5%.**

**Plan quantities for Bituminous Concrete Surface Course items are calculated using a unit weight of 112 lb/sq yd/in (59.8 kg/sq m/25 mm thickness).**

HORIZONTAL CURVE SUMMARY

SECTION : 08-00123-07-RS

ROUTE : FAU 8877

New Poag Road

MADISON COUNTY

**P.I. Sta.: 45+95.87**Delta = 25d 40' 08" LTD = 3d 00'R = 1909.86'T = 435.12'L = 855.63'E = 48.94'S.E. = 0.038 ft/ftP.C. Sta. 41+60.75P.T. Sta. 50+16.38

Superelevation Attained

Station 40+61 to 42+11

Station 49+66 to 51+16

**P.I. Sta.: 76+58.45**Delta = 26d 30' 55" RTD = 3d 00'R = 1909.86'T = 449.98'L = 883.84'E = 52.29'S.E. = 0.038 ft/ftP.C. Sta. 72+08.47P.T. Sta. 80+92.31

Superelevation Attained

Station 71+08 to 72+58

Station 80+42 to 81+92

**P.I. Sta.: 163+67.19**Delta = 21d 04' 26" LTD = 3d 00'R = 1909.86'T = 355.25'L = 702.46'E = 32.76'S.E. = 0.038 ft/ftP.C. Sta. 160+11.94P.T. Sta. 167+14.40

Superelevation Attained

Station 159+12 to 160+02

Station 168+14 to 166+64

**P.I. Sta.: 201+10.40**Delta = 50d 55' LTD = 2d 30'R = 2291.83'T = 1091.10'L = 2036.67'E = 246.47'S.E. = 0.0698 ft/ftP.C. Sta. 190+19.30P.T. Sta. 210+55.97

Superelevation Attained

Station 188+79.7 to 190+89.1

Station 211+95.6 to 209+86.2

**P.I. Sta.: 241+35.82**Delta = 58d 01' RTD = 2d 30'R = 2291.83'T = 1270.82'L = 2320.67'E = 328.75'S.E. = 0.0698 ft/ftP.C. Sta. 228+65.00P.T. Sta. 251+85.67

Superelevation Attained

Station 227+25.4 to 229+34.8

Station 253+25.3 to 251+15.9

**P.I. Sta.: 281+37.87**Delta = 40d 32' RTD = 2d 30'R = 2291.83'T = 846.26'L = 1621.33'E = 151.25'S.E. = 0.0698 ft/ftP.C. Sta. 272+91.61P.T. Sta. 289+12.94

Superelevation Attained

Station 271+52 to 273+61.4

Station 290+52.5 to 288+43.1

HORIZONTAL CURVE SUMMARY

**P.I. Sta.: 298+43.07**  
 Delta = 31d 12' LT  
 D = 2d 30'  
 R = 2291.83'  
 T = 639.89'  
 L = 1248.00'  
 E = 87.65'  
 S.E. = 0.0698 ft/ft  
 P.C. Sta. 292+03.18  
 P.T. Sta. 304+51.18  
 Superelevation Attained  
 Station 290+63.6 to 292+73  
 Transition from  
 S.E. = 0.0698 ft/ft  
 at Sta. 298+00  
 to  
 S.E. = 0.036 ft/ft  
 at Sta. 301+00.  
 0.036 ft/ft Superelevation  
 attained  
 Station 305+40 to 304+02.3

SECTION : 08-00123-07-RS

ROUTE : FAU 765New Poag RoadMADISON COUNTY

**P.I. Sta.: 316+71.42**  
 Delta = 41d 00' RT  
 D = 12d 00'  
 R = 477.465'  
 T = 178.52'  
 L = 341.67'  
 E = 32.28'  
 S.E. = None  
 P.C. Sta. 314+92.90  
 P.T. Sta. 318+32.37

**P.I. Sta.: 320+25.85**  
 Delta = 40d 32' LT  
 D = 12d 00'  
 R = 477.465'  
 T = 176.30'  
 L = 337.78'  
 E = 31.51'  
 S.E. = None  
 P.C. Sta. 318+49.55  
 P.T. Sta. 321+87.33



Section: 08-00123-07-RS  
 FAU 8877  
 New Poag Road  
 Madison County

**VERTICAL CURVE SUMMARY**

Vertical Curve Information:		Sag Curve
PVC Station:	5100.00 Elevation:	427.70
PVI Station:	<b>5400.00</b> Elevation:	<b>428.37</b>
PVT Station:	5700.00 Elevation:	434.37
Grade in (%):	0.224 Grade out (%):	<b>2.000</b>
Change (%):	1.776 K-Value:	338
Curve Length:	<b>600.00</b>	
LOW Station:	5775.68 Elevation:	427.61

Vertical Curve Information:		Sag Curve
PVC Station:	6900.00 Elevation:	436.37
PVI Station:	<b>7200.00</b> Elevation:	<b>430.37</b>
PVT Station:	7500.00 Elevation:	430.17
Grade in (%):	<b>-2.000</b> Grade out (%):	<b>-0.067</b>
Change (%):	1.933 K-Value:	310
Curve Length:	<b>600.00</b>	
LOW Station:	6920.80 Elevation:	430.16

Vertical Curve Information:		Sag Curve
PVC Station:	9700.00 Elevation:	428.69
PVI Station:	<b>9900.00</b> Elevation:	<b>428.56</b>
PVT Station:	10100.00 Elevation:	429.06
Grade in (%):	<b>-0.067</b> Grade out (%):	<b>0.250</b>
Change (%):	0.317 K-Value:	1262
Curve Length:	<b>400.00</b>	
LOW Station:	10015.46 Elevation:	428.67

Vertical Curve Information:		Crest Curve
PVC Station:	10300.00 Elevation:	429.56
PVI Station:	<b>10500.00</b> Elevation:	<b>430.06</b>
PVT Station:	10700.00 Elevation:	430.06
Grade in (%):	<b>0.250</b> Grade out (%):	<b>0.000</b>
Change (%):	-0.250 K-Value:	1600
Curve Length:	<b>400.00</b>	
LOW Station:	10300.00 Elevation:	430.06

Vertical Curve Information:		Sag Curve
PVC Station:	11725.00 Elevation:	430.06
PVI Station:	<b>12025.00</b> Elevation:	<b>430.06</b>
PVT Station:	12325.00 Elevation:	442.06
Grade in (%):	<b>0.000</b> Grade out (%):	<b>4.000</b>
Change (%):	4.000 K-Value:	150
Curve Length:	<b>600.00</b>	
LOW Station:	12325.00 Elevation:	430.06

Section: 08-00123-07-RS  
 FAU 8877  
 New Poag Road  
 Madison County

### VERTICAL CURVE SUMMARY

Vertical Curve Information:		Crest Curve
PVC Station:	12700.00	Elevation: 457.06
PVI Station:	<b>13100.00</b>	Elevation: 473.06
PVT Station:	13500.00	Elevation: 457.06
Grade in (%):	4.000	Grade out (%): -4.000
Change (%):	-8.000	K-Value: 100
Curve Length:	800.00	
LOW Station:	13100.00	Elevation: 465.06

Vertical Curve Information:		Sag Curve
PVC Station:	13700.00	Elevation: 449.06
PVI Station:	<b>14000.00</b>	Elevation: 437.06
PVT Station:	14300.00	Elevation: 436.42
Grade in (%):	-4.000	Grade out (%): -0.215
Change (%):	3.785	K-Value: 159
Curve Length:	600.00	
LOW Station:	13734.08	Elevation: 436.38

Vertical Curve Information:		Sag Curve
PVC Station:	15250.00	Elevation: 434.37
PVI Station:	<b>15450.00</b>	Elevation: 433.94
PVT Station:	15650.00	Elevation: 435.18
Grade in (%):	-0.215	Grade out (%): 0.620
Change (%):	0.835	K-Value: 479
Curve Length:	400.00	
LOW Station:	15547.01	Elevation: 434.26

Vertical Curve Information:		Sag Curve
PVC Station:	18150.00	Elevation: 450.68
PVI Station:	<b>18450.00</b>	Elevation: 452.54
PVT Station:	18750.00	Elevation: 464.24
Grade in (%):	0.620	Grade out (%): 3.900
Change (%):	3.280	K-Value: 183
Curve Length:	600.00	
LOW Station:	18863.41	Elevation: 450.33

Vertical Curve Information:		Crest Curve
PVC Station:	19800.00	Elevation: 506.00
PVI Station:	<b>20800.00</b>	Elevation: 546.00
PVT Station:	21800.00	Elevation: 534.00
Grade in (%):	4.000	Grade out (%): -1.200
Change (%):	-5.200	K-Value: 385
Curve Length:	2000.00	
LOW Station:	20261.54	Elevation: 536.77

Section: 08-00123-07-RS  
 FAU 8877  
 New Poag Road  
 Madison County

**VERTICAL CURVE SUMMARY**

Vertical Curve Information:		Crest Curve
PVC Station:	22500.00	Elevation: 525.60
PVI Station:	<b>23000.00</b>	Elevation: 519.60
PVT Station:	23500.00	Elevation: 500.01
Grade in (%):	-1.200	Grade out (%): -3.918
Change (%):	-2.718	K-Value: 368
Curve Length:	1000.00	
LOW Station:	23941.50	Elevation: 528.25

Vertical Curve Information:		Sag Curve
PVC Station:	24300.00	Elevation: 468.67
PVI Station:	<b>24700.00</b>	Elevation: 453.00
PVT Station:	25100.00	Elevation: 457.80
Grade in (%):	-3.918	Grade out (%): 1.200
Change (%):	5.118	K-Value: 156
Curve Length:	800.00	
LOW Station:	24487.57	Elevation: 456.67

Vertical Curve Information:		Sag Curve
PVC Station:	25750.00	Elevation: 465.60
PVI Station:	<b>25900.00</b>	Elevation: 467.40
PVT Station:	26050.00	Elevation: 471.75
Grade in (%):	1.200	Grade out (%): 2.900
Change (%):	1.700	K-Value: 176
Curve Length:	300.00	
LOW Station:	26261.76	Elevation: 464.33

Vertical Curve Information:		Crest Curve
PVC Station:	26175.00	Elevation: 475.38
PVI Station:	<b>26700.00</b>	Elevation: 490.60
PVT Station:	27225.00	Elevation: 495.85
Grade in (%):	2.900	Grade out (%): 1.000
Change (%):	-1.900	K-Value: 553
Curve Length:	1050.00	
LOW Station:	26727.63	Elevation: 498.61

Vertical Curve Information:		Crest Curve
PVC Station:	27225.00	Elevation: 495.85
PVI Station:	<b>27700.00</b>	Elevation: 500.60
PVT Station:	28175.00	Elevation: 488.23
Grade in (%):	1.000	Grade out (%): -2.6037
Change (%):	-3.604	K-Value: 264
Curve Length:	950.00	
LOW Station:	27911.38	Elevation: 497.17

Section: 08-00123-07-RS  
 FAU 8877  
 New Poag Road  
 Madison County

**VERTICAL CURVE SUMMARY**

Vertical Curve Information:		Sag Curve
PVC Station:	28550.00 Elevation:	478.47
PVI Station:	<b>29050.00</b> Elevation:	<b>465.45</b>
PVT Station:	29550.00 Elevation:	485.18
Grade in (%):	<b>-2.6037</b> Grade out (%):	<b>3.9455</b>
Change (%):	6.549 K-Value:	153
Curve Length:	<b>1000.00</b>	
LOW Station:	29152.44 Elevation:	473.29

Vertical Curve Information:		Crest Curve
PVC Station:	30310.00 Elevation:	515.16
PVI Station:	<b>30610.00</b> Elevation:	<b>527.00</b>
PVT Station:	30910.00 Elevation:	521.13
Grade in (%):	<b>3.9455</b> Grade out (%):	<b>-1.957</b>
Change (%):	-5.903 K-Value:	102
Curve Length:	<b>600.00</b>	
LOW Station:	30508.93 Elevation:	523.08

Vertical Curve Information:		Sag Curve
PVC Station:	31150.00 Elevation:	516.44
PVI Station:	<b>31300.00</b> Elevation:	<b>513.50</b>
PVT Station:	31450.00 Elevation:	516.65
Grade in (%):	<b>-1.957</b> Grade out (%):	<b>2.100</b>
Change (%):	4.057 K-Value:	74
Curve Length:	<b>300.00</b>	
LOW Station:	31305.29 Elevation:	515.02

Vertical Curve Information:		Crest Curve
PVC Station:	32300.00 Elevation:	534.50
PVI Station:	<b>32400.00</b> Elevation:	<b>536.60</b>
PVT Station:	32500.00 Elevation:	536.13
Grade in (%):	<b>2.100</b> Grade out (%):	<b>-0.4700</b>
Change (%):	-2.570 K-Value:	78
Curve Length:	<b>200.00</b>	
LOW Station:	32336.58 Elevation:	536.22

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:

Madison County, Illinois

---

---

---

---

---

---

---

---

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

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

SPECIAL PROVISION  
FOR  
FILLING HMA CORE HOLES WITH NON-SHRINK GROUT

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.

Add the following after the first paragraph of Article 406.07(c) of the Standard Specifications:

“Upon completion of coring for density testing, all free water shall be removed from the core holes prior to filling. All core holes shall be filled with a non-shrink grout from the Department’s approved list, which shall be mixed in a separate container prior to placement in the hole. Only enough water to permit placement and consolidation by rodding shall be used, and the material shall be struck-off flush with the adjacent pavement.”

**APPROVAL OF PROPOSED BORROW AREAS, USE AREAS, AND/OR WASTE AREAS  
INSIDE ILLINOIS STATE BORDERS (BDE)**

Effective: November 1, 2008

Revise the title of Article 107.22 of the Standard Specifications to read:

**"107.22 Approval of Proposed Borrow Areas, Use Areas, and/or Waste Areas Inside  
Illinois State Borders."**

Add the following sentence to the end of the first paragraph of Article 107.22 of the Standard Specifications:

"Proposed borrow areas, use areas, and/or waste areas outside of Illinois shall comply with Article 107.01."

80207

## **AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)**

Effective: January 1, 2008

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

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

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

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

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

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

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

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



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

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

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

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

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

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

80192

## BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)

Effective: November 2, 2006

Revised: April 1, 2009

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and pavement preservation type surface treatments. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, or joint filling/sealing.

The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments.

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

$$CA = (BPI_P - BPI_L) \times (\%AC_V / 100) \times Q$$

- Where: CA = Cost Adjustment, \$.
- BPI<sub>P</sub> = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).
- BPI<sub>L</sub> = Bituminous Price Index, as published by the Department for the month prior to the letting, \$/ton (\$/metric ton).
- %AC<sub>V</sub> = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC<sub>V</sub> will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC<sub>V</sub> and undiluted emulsified asphalt will be considered to be 65% AC<sub>V</sub>.
- Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards:  $Q, \text{ tons} = A \times D \times (G_{mb} \times 46.8) / 2000$ . For HMA mixtures measured in square meters:  $Q, \text{ metric tons} = A \times D \times (G_{mb} \times 24.99) / 1000$ . When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different  $G_{mb}$  and % AC<sub>V</sub>.

For bituminous materials measured in gallons:  $Q, \text{ tons} = V \times 8.33 \text{ lb/gal} \times SG / 2000$

For bituminous materials measured in liters:  $Q, \text{ metric tons} = V \times 1.0 \text{ kg/L} \times SG / 1000$

- Where: A = Area of the HMA mixture, sq yd (sq m).
- D = Depth of the HMA mixture, in. (mm).
- G<sub>mb</sub> = Average bulk specific gravity of the mixture, from the approved mix design.
- V = Volume of the bituminous material, gal (L).
- SG = Specific Gravity of bituminous material as shown on the bill of lading.

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

$$\text{Percent Difference} = \{(BPI_L - BPI_P) \div BPI_L\} \times 100$$

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

Return With Bid

**ILLINOIS DEPARTMENT  
OF TRANSPORTATION**

**OPTION FOR  
BITUMINOUS MATERIALS COST ADJUSTMENTS**

The bidder shall submit this completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments. After award, this form, when submitted, shall become part of the contract.

**Contract No.:** \_\_\_\_\_

**Company Name:** \_\_\_\_\_

**Contractor's Option:**

Is your company opting to include this special provision as part of the contract?

Yes

No

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

80173

## CEMENT (BDE)

Effective: January 1, 2007

Revised: April 1, 2009

Revise Section 1001 of the Standard Specifications to read:

### "SECTION 1001. CEMENT

**1001.01 Cement Types.** Cement shall be according to the following.

- (a) Portland Cement. Acceptance of portland cement shall be according to the current Bureau of Materials and Physical Research's Policy Memorandum, "Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants".

Portland cement shall be according to ASTM C 150, and shall meet the standard physical and chemical requirements. Type I or Type II may be used for cast-in-place, precast, and precast prestressed concrete. Type III may be used according to Article 1020.04, or when approved by the Engineer. All other cements referenced in ASTM C 150 may be used when approved by the Engineer.

The total of all organic processing additions shall be a maximum of 1.0 percent by weight (mass) of the cement. The total of all inorganic processing additions shall be a maximum of 4.0 percent by weight (mass) of the cement. However, a cement kiln dust inorganic processing addition shall be limited to a maximum of 1.0 percent. Organic processing additions shall be limited to grinding aids that improve the flowability of cement, reduce pack set, and improve grinding efficiency. Inorganic processing additions shall be limited to granulated blast-furnace slag according to the chemical requirements of AASHTO M 302, Class C fly ash according to the chemical requirements of AASHTO M 295, and cement kiln dust.

- (b) Portland-Pozzolan Cement. Acceptance of portland-pozzolan cement shall be according to the current Bureau of Materials and Physical Research's Policy Memorandum, "Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants".

Portland-pozzolan cement shall be according to ASTM C 595 and shall meet the standard physical and chemical requirements. Type IP may be used for cast-in-place, precast, and precast prestressed concrete, except when Class PP concrete is used. The pozzolan constituent for Type IP shall be a maximum of 21 percent of the weight (mass) of the portland-pozzolan cement.

For cast-in-place construction, portland-pozzolan cement shall not be used in concrete mixtures when the air temperature is below 40 °F (4 °C) without permission of the Engineer. If permission is given, the mix design strength requirement may require the Contractor to increase the cement or eliminate the cement factor reduction for a water-

reducing or high range water-reducing admixture which is permitted according to Article 1020.05(b).

The total of all organic processing additions shall be a maximum of 1.0 percent by weight (mass) of the cement. Organic processing additions shall be limited to grinding aids as defined in (a) above. Inorganic processing additions shall be limited to cement kiln dust at a maximum of 1.0 percent.

- (c) Portland Blast-Furnace Slag Cement. Acceptance of portland blast-furnace slag cement shall be according to the current Bureau of Materials and Physical Research's Policy Memorandum, "Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants".

Portland blast-furnace slag cement shall be according to ASTM C 595 and shall meet the standard physical and chemical requirements. Type IS portland blast-furnace slag cement may be used for cast-in-place, precast, and precast prestressed concrete, except when Class PP concrete is used. The blast-furnace slag constituent for Type IS shall be a maximum of 25 percent of the weight (mass) of the portland blast-furnace slag cement.

For cast-in-place construction, portland blast-furnace slag cement shall not be used in concrete mixtures when the air temperature is below 40 °F (4 °C) without permission of the Engineer. If permission is given, the mix design strength requirement may require the Contractor to increase the cement or eliminate the cement factor reduction for a water-reducing or high range water-reducing admixture which is permitted according to Article 1020.05(b).

The total of all organic processing additions shall be a maximum of 1.0 percent by weight (mass) of the cement. Organic processing additions shall be limited to grinding aids as defined in (a) above. Inorganic processing additions shall be limited to cement kiln dust at a maximum of 1.0 percent.

- (d) Rapid Hardening Cement. Rapid hardening cement shall be used according to Article 1020.04 or when approved by the Engineer. The cement shall be on the Department's current "Approved List of Packaged, Dry, Rapid Hardening Cementitious Materials for Concrete Repairs", and shall be according to the following.

- (1) The cement shall have a maximum final set of 25 minutes, according to Illinois Modified ASTM C 191.
- (2) The cement shall have a minimum compressive strength of 2000 psi (13,800 kPa) at 3.0 hours, 3200 psi (22,100 kPa) at 6.0 hours, and 4000 psi (27,600 kPa) at 24.0 hours, according to Illinois Modified ASTM C 109.
- (3) The cement shall have a maximum drying shrinkage of 0.050 percent at seven days, according to Illinois Modified ASTM C 596.

(4) The cement shall have a maximum expansion of 0.020 percent at 14 days, according to Illinois Modified ASTM C 1038.

(5) The cement shall have a minimum 80 percent relative dynamic modulus of elasticity; and shall not have a weight (mass) gain in excess of 0.15 percent or a weight (mass) loss in excess of 1.0 percent, after 100 cycles, according to AASHTO T 161, Procedure B.

(e) Calcium Aluminate Cement. Calcium aluminate cement shall be used only where specified by the Engineer. The cement shall meet the standard physical requirements for Type I cement according to ASTM C 150, except the time of setting shall not apply. The chemical requirements shall be determined according to ASTM C 114 and shall be as follows: minimum 38 percent aluminum oxide ( $Al_2O_3$ ), maximum 42 percent calcium oxide (CaO), maximum 1 percent magnesium oxide (MgO), maximum 0.4 percent sulfur trioxide ( $SO_3$ ), maximum 1 percent loss on ignition, and maximum 3.5 percent insoluble residue.

**1001.02 Uniformity of Color.** Cement contained in single loads or in shipments of several loads to the same project shall not have visible differences in color.

**1001.03 Mixing Brands and Types.** Different brands or different types of cement from the same manufacturing plant, or the same brand or type from different plants shall not be mixed or used alternately in the same item of construction unless approved by the Engineer.

**1001.04 Storage.** Cement shall be stored and protected against damage, such as dampness which may cause partial set or hardened lumps. Different brands or different types of cement from the same manufacturing plant, or the same brand or type from different plants shall be kept separate."

80166

## CONCRETE ADMIXTURES (BDE)

Effective: January 1, 2003

Revised: April 1, 2009

Replace the first paragraph of Article 1020.05(b) of the Standard Specifications to read:

“(b) Admixtures. The use of admixtures to increase the workability or to accelerate the hardening of the concrete will be permitted when approved by the Engineer. Admixture dosages shall result in the mixture meeting the specified plastic and hardened properties. The Department will maintain an Approved List of Corrosion Inhibitors. Corrosion inhibitor dosage rates shall be according to Article 1020.05(b)(12). The Department will also maintain an Approved List of Concrete Admixtures, and an admixture technical representative shall be consulted when determining an admixture dosage from this list. The dosage shall be within the range indicated on the approved list unless the influence by other admixtures, jobsite conditions (such as a very short haul time), or other circumstances warrant a dosage outside the range. The Engineer shall be notified when a dosage is proposed outside the range. To determine an admixture dosage, air temperature, concrete temperature, cement source and quantity, finely divided mineral sources(s) and quantity, influence of other admixtures, haul time, placement conditions, and other factors as appropriate shall be considered. The Engineer may request the Contractor to have a batch of concrete mixed in the lab or field to verify the admixture dosage is correct. An admixture dosage or combination of admixture dosages shall not delay the initial set of concrete by more than one hour. When a retarding admixture is required or appropriate for a bridge deck or bridge deck overlayer pour, the initial set time shall be delayed until the deflections due to the concrete dead load are no longer a concern for inducing cracks in the completed work. However, a retarding admixture shall not be used to further extend the pour time and justify the alteration of a bridge deck pour sequence.

When determining water in admixtures for water/cement ratio, the Contractor shall calculate 70 percent of the admixture dosage as water, except a value of 50 percent shall be used for a latex admixture used in bridge deck latex concrete overlays.”

Revise Section 1021 of the Standard Specifications to read:

### “SECTION 1021. CONCRETE ADMIXTURES

**1021.01 General.** Admixtures shall be furnished in liquid form ready for use. The admixtures shall be delivered in the manufacturer's original containers, bulk tank trucks or such containers or tanks as are acceptable to the Engineer. Delivery shall be accompanied by a ticket which clearly identifies the manufacturer and trade name of the material. Containers shall be readily identifiable as to manufacturer and trade name of the material they contain.

Corrosion inhibitors will be maintained on the Department's Approved List of Corrosion Inhibitors. All other concrete admixture products will be maintained on the Department's



Approved List of Concrete Admixtures. For the admixture submittal, a report prepared by an independent laboratory accredited by the AASHTO Materials Reference Laboratory (AMRL) for Portland Cement Concrete shall be provided. The report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications. However, for corrosion inhibitors the ASTM G 109 test information specified in ASTM C 1582 is not required to be from an independent lab. All other information in ASTM C 1582 shall be from an independent lab.

Tests shall be conducted using materials and methods specified on a "test" concrete and a "reference" concrete, together with a certification that no changes have been made in the formulation of the material since the performance of the tests. Per the manufacturer's option, the cement content for all required tests shall either be according to applicable specifications or 5.65 cwt/cu yd (335 kg/cu m). Compressive strength test results for six months and one year will not be required.

Prior to the approval of an admixture, the Engineer reserves the right to request a sample for testing. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 5.65 cwt/cu yd (335 kg/cu m). For freeze-thaw testing, the Department will perform the test according to AASHTO T 161, Procedure B. The flexural strength test will be performed according to AASHTO T 177. If the Engineer decides to test the admixture, the manufacturer shall submit AASHTO T 197 water content and set time test results on the standard cement used by the Department. The test and reference concrete mixture shall contain a cement content of 5.65 cwt/cu yd (335 kg/cu m). The manufacturer may select their lab or an independent lab to perform this testing. The laboratory is not required to be accredited by AASHTO.

The manufacturer shall include in the submittal the following admixture information: the manufacturing range for specific gravity, the midpoint and manufacturing range for residue by oven drying, and the manufacturing range for pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

For air-entraining admixtures according to Article 1021.02, the specific gravity allowable manufacturing range shall be established by the manufacturer and the test method shall be according to ASTM C 494. For residue by oven drying and pH, the allowable manufacturing range and test methods shall be according to ASTM C 260.

For admixtures according to Articles 1021.03, 1021.04, 1021.05, 1021.06, and 1021.07, the pH allowable manufacturing range shall be established by the manufacturer and the test method shall be according to ASTM E 70. For specific gravity and residue by oven drying, the allowable manufacturing range and test methods shall be according to ASTM C 494.

When test results are more than seven years old, the manufacturer shall re-submit the infrared spectrophotometer trace and the report prepared by an independent laboratory accredited by AASHTO.

All admixtures, except chloride-based accelerators, shall contain a maximum of 0.3 percent chloride by weight (mass).

Random field samples may be taken by the Department to verify an admixture meets specification. A split sample will be provided to the manufacturer if requested. Admixtures that do not meet specification requirements or an allowable manufacturing range established by the manufacturer shall be replaced with new material.

**1021.02 Air-Entraining Admixtures.** Air-entraining admixtures shall be according to AASHTO M 154.

**1021.03 Retarding and Water-Reducing Admixtures.** The admixture shall be according to the following.

- (a) The retarding admixture shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).
- (b) The water-reducing admixture shall be according to AASHTO M 194, Type A.
- (c) The high range water-reducing admixture shall be according to AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding).

**1021.04 Accelerating Admixtures.** The admixture shall be according to AASHTO M 194, Type C (accelerating) or Type E (water reducing and accelerating).

**1021.05 Self-Consolidating Admixtures.** The self-consolidating admixture system shall consist of either a high range water-reducing admixture only or a high range water-reducing admixture combined with a separate viscosity modifying admixture. The one or two component admixture system shall be capable of producing a concrete mixture that can flow around reinforcement and consolidate under its own weight without additional effort and without segregation.

The high range water-reducing admixture shall be according to AASHTO M 194, Type F.

The viscosity modifying admixture shall be according to ASTM C 494, Type S (specific performance).

**1021.06 Rheology-Controlling Admixture.** The rheology-controlling admixture shall be capable of producing a concrete mixture with a lower yield stress that will consolidate easier for slipform applications used by the Contractor. The rheology-controlling admixture shall be according to ASTM C 494, Type S (specific performance).

**1021.07 Corrosion Inhibitor.** The corrosion inhibitor shall be according to one of the following.

- (a) Calcium Nitrite. The corrosion inhibitor shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution, and shall comply with the requirements of AASHTO M 194, Type C (accelerating).
- (b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582."

80094

## **DETERMINATION OF THICKNESS (BDE)**

Effective: April 1, 2009

Revise Articles 353.12 and 353.13 of the Standard Specifications to Articles 353.13 and 353.14 respectively.

Add the following Article to the Standard Specifications:

**“353.12 Tolerance in Thickness.** The thickness of base course pay items that individually contain at least 1000 sq yd (840 sq m) of contiguous area, except for temporary construction, bike paths, and individual locations less than 500 ft (150 m) long, will be evaluated. Temporary construction is defined as those areas constructed and removed under the same contract. If the base course cannot be cored for thickness prior to placement of the cover layer(s), the Engineer will determine the thickness of the cover layer(s), and subtract them from the measured core thickness to determine the base course thickness.

The procedure described in Article 407.10(b) will be followed, except the option of correcting deficient pavement with additional lift(s) shall not apply.”

Revise Article 354.09 of the Standard Specifications to read:

**“354.09 Tolerance in Thickness.** The thickness of base course widening pay items that individually contain at least 1000 sq yd (840 sq m) of contiguous area, except for temporary construction; bike paths and individual locations less than 3 ft (1 m) wide or 1000 ft (300 m) long, will be evaluated. Temporary construction is defined as those areas constructed and removed under the same contract. If the base course widening cannot be cored for thickness prior to placement of the cover layer(s), the Engineer will determine the thickness of the cover layer(s), and subtract them from the measured core thickness to determine the base course widening thickness.

The procedure described in Article 407.10(b) will be followed, except:

- (a) The width of a unit shall be the width of the widening along one edge of the pavement.
- (b) The length of the unit shall be 1000 ft (300 m).
- (c) The option of correcting deficient pavement with additional lift(s) shall not apply.”

Revise Article 355.09 of the Standard Specifications to read:

**“355.09 Tolerance in Thickness.** The thickness of HMA base course pay items that individually contain at least 1000 sq yd (840 sq m) of contiguous area, except for temporary construction; bike paths and individual locations less than 500 ft (150 m) long, will be evaluated according to Article 407.10(b). Temporary construction is defined as those areas constructed and removed under the same contract. If the base course cannot be cored for thickness prior to

placement of the cover layer(s), the Engineer will determine the thickness of the cover layer(s), and subtract them from the measured core thickness to determine the base course thickness.”

Revise Article 356.07 of the Standard Specifications to read:

**“356.07 Tolerance in Thickness.** The thickness of HMA base course widening pay items that individually contain at least 1000 sq yd (840 sq m) of contiguous area, except for temporary construction; bike paths and individual locations less than 3 ft (1 m) wide or 1000 ft (300 m) long, will be evaluated according to Article 407.10(b) except, the width of a unit shall be the width of the widening along one edge of the pavement and the length of a unit shall be 1000 ft (300 m). Temporary locations are defined as those constructed and removed under the same contract. If the base course widening cannot be cored for thickness prior to placement of the cover layer(s), the Engineer will determine the thickness of the cover layer(s) and subtract them from the measured core thickness to determine the base course widening thickness.”

Revise Article 407.10 of the Standard Specifications to read:

**“407.10 Tolerance in Thickness.** Determination of pavement thickness shall be performed after the pavement surface tests and corrective action have been completed according to Article 407.09. Pay adjustments made for pavement thickness will be in addition to and independent of those made for pavement smoothness. Pavement pay items that individually contain at least 1000 sq yd (840 sq m) of contiguous pavement shall be evaluated with the following exclusions: temporary pavements; variable width pavements; radius returns; short lengths of contiguous pavements less than 500 ft (125 m) in length; and constant width portions of turn lanes less than 500 ft (125 m) in length. Temporary pavements are defined as pavements constructed and removed under the same contract.

The method described in Article 407.10(a), shall be used except for those pavements constructed in areas where access to side streets and entrances necessitates construction in segments less than 1000 ft (300 m). The method described in Article 407.10(b) shall be used in areas where access to side streets and entrances necessitates construction in segments less than 1000 ft (300 m).

(a) Percent Within Limits. The percent within limits (PWL) method shall be as follows.

- (1) Lots and Sublots. The pavement will be divided into approximately equal lots of not more than 5000 ft (1500 m) in length. When the length of a continuous strip of pavement is 500 ft (150 m) or greater but less than 5000 ft (1500 m), these short lengths of pavement, ramps, turn lanes, and other short sections of continuous pavement will be grouped together to form lots approximately 5000 ft (1500 m) in length. Short segments between structures will be measured continuously with the structure segments omitted. Each lot will be subdivided into ten equal sublots. The width of a subplot and lot will be the width from the pavement edge to the adjacent lane line, from one lane line to the next, or between pavement edges for single-lane pavements.

- (2) Cores. Cores 2 in. (50 mm) in diameter shall be taken from the pavement by the Contractor, at locations selected by the Engineer. The exact location for each core will be selected at random, but will result in one core per subplot. Core locations will be specified prior to beginning the coring operations.

The Contractor and the Engineer shall witness the coring operations, as well as the measuring and recording of the core lengths. The cores will be measured with a device supplied by the Department immediately upon removal from the core bit and prior to moving to the next core location. Upon concurrence of the length, the core samples shall be disposed of according to Article 202.03.

Upon completion of each core, all water shall be removed from the hole and the hole then filled with a rapid hardening mortar or concrete. The material shall be mixed in a separate container, placed in the hole, consolidated by rodding, and struck-off flush with the adjacent pavement.

- (3) Deficient Sublot. When the length of the core in a subplot is deficient by more than ten percent of plan thickness, the Contractor may take three additional cores within that subplot at locations selected at random by the Engineer. If the Contractor chooses not to take additional cores, the pavement in that subplot shall be removed and replaced.

When the three additional cores are taken, the length of those cores will be averaged with the original core length. If the average shows the subplot to be deficient by ten percent or less, no additional action is necessary. If the average shows the subplot to be deficient by more than ten percent, the pavement in that subplot shall be removed and replaced; however, when requested in writing by the Contractor, the Engineer may permit in writing such deficient sublots to remain in place. For deficient sublots allowed to remain in place, additional lift(s) may be placed, at no additional cost to the Department, to bring the deficient pavement to plan thickness when the Engineer determines grade control conditions will permit such lift(s). The area(s) to be overlaid, material to be used, thickness(es) of the lift(s), and method of placement will be approved by the Engineer.

When a deficient subplot is removed and replaced, or additional lifts are placed, the corrected subplot shall be retested for thickness. The length of the new core taken in the subplot will be used in determining the PWL for the lot.

When a deficient subplot is left in place, and no additional lift(s) are placed, no payment will be made for the deficient subplot. The length of the original core taken in the subplot will be used in determining the PWL for the lot.

- (4) Deficient Lot. After addressing deficient sublots, the PWL for each lot will be determined. When the PWL of a lot is 60 percent or less, the pavement in that lot shall be removed and replaced; however, when requested in writing by the Contractor, the Engineer may permit in writing such deficient lots to remain in place.

For deficient lots allowed to remain in place, additional lift(s) may be placed, at no additional cost to the Department, to bring the deficient pavement to plan thickness when the Engineer determines grade control conditions will permit such lift(s). The area(s) to be overlaid, material to be used, thickness(es) of the lift(s), and method of placement will be approved by the Engineer.

When a deficient lot is removed and replaced, or additional lifts are placed, the corrected lot shall be retested for thickness. The PWL for the lot will then be recalculated based upon the new cores; however, the pay factor for the lot shall be a maximum of 100 percent.

When a deficient lot is left in place, and no additional lift(s) are placed, the PWL for the lot will not be recalculated.

- (5) Right of Discovery. When the Engineer has reason to believe the random core selection process will not accurately represent the true conditions of the work, he/she may order additional cores. The additional cores shall be taken at specific locations determined by the Engineer. The Engineer will provide notice to the Contractor containing an explanation of the reasons for his/her action. The need for, and location of, additional cores will be determined prior to commencement of coring operations.

When the additional cores show the pavement to be deficient by more than ten percent of plan thickness, more additional cores shall be taken to determine the limits of the deficient pavement and that area shall be removed and replaced; however, when requested in writing by the Contractor, the Engineer may permit in writing such areas of deficient pavement to remain in place. The area of deficient pavement will be defined using the length between two acceptable cores and the full width of the subplot. An acceptable core is a core with a length of at least 90 percent of plan thickness.

For deficient areas allowed to remain in place, additional lift(s) may be placed, at no additional cost to the Department, to bring the deficient pavement to plan thickness when the Engineer determines grade control conditions will permit such lift(s). The area(s) to be overlaid, material to be used, thickness(es) of the lift(s), and method of placement will be approved by the Engineer.

When an area of deficient pavement is removed and replaced, or additional lifts are placed, the corrected pavement shall be retested for thickness.

When an area of deficient pavement is left in place, and no additional lift(s) are placed, no payment will be made for the deficient pavement.

When the additional cores show the pavement to be at least 90 percent of plan thickness, the additional cores will be paid for according to Article 109.04.

(6) Profile Index Adjustment. After any area of pavement is removed and replaced or any additional lifts are placed, the corrected areas shall be retested for pavement smoothness and any necessary profile index adjustments and/or corrections will be made based on these final profile readings prior to retesting for thickness.

(7) Determination of PWL. The PWL for each lot will be determined as follows.

Definitions:

- $x_i$  = Individual values (core lengths) under consideration
- $n$  = Number of individual values under consideration (10 per lot)
- $\bar{x}$  = Average of the values under consideration
- LSL = Lower Specification Limit (98% of plan thickness)
- $Q_L$  = Lower Quality Index
- $s$  = Sample Standard Deviation
- PWL = Percent Within Limits

Determine  $\bar{x}$  for the lot to the nearest two decimal places.

Determine  $s$  for the lot to the nearest three decimal places using:

$$s = \sqrt{\frac{\sum (x_i - \bar{x})^2}{n-1}} \quad \text{where} \quad \sum (x_i - \bar{x})^2 = (x_1 - \bar{x})^2 + (x_2 - \bar{x})^2 + \dots + (x_{10} - \bar{x})^2$$

Determine  $Q_L$  for the lot to the nearest two decimal places using:

$$Q_L = \frac{(x - LSL)}{s}$$

Determine PWL for the lot using the  $Q_L$  and the following table. For  $Q_L$  values less than zero the value shown in the table must be subtracted from 100 to obtain PWL.

(8) Pay Factors. The pay factor (PF) for each lot will be determined, to the nearest two decimal places, using:

$$PF \text{ (in percent)} = 55 + 0.5 (PWL)$$

If  $\bar{x}$  for a lot is less than the plan thickness, the maximum PF for that lot shall be 100 percent.

(9) Payment. Payment of incentive or disincentive for pay items subject to the PWL method will be calculated using:

$$\text{Payment} = (((TPF/100)-1) \times CUP) \times (TOTPAVT - DEFPAVT)$$

TPF = Total Pay Factor



CUP = Contract Unit Price  
TOTPAVT = Area of Pavement Subject to Coring  
DEFFPAVT = Area of Deficient Pavement

The TPF for the pavement shall be the average of the PF for all the lots; however, the TPF shall not exceed 102 percent.

Area of Deficient pavement (DEFFPAVT) is defined as an area of pavement represented by a subplot deficient by more than ten percent which is left in place with no additional thickness added.

Area of Pavement Subject to Coring (TOTPAVT) is defined as those pavement areas included in lots for pavement thickness determination.

PERCENT WITHIN LIMITS							
Quality Index (Q <sub>L</sub> )*	Percent Within Limits (PWL)	Quality Index (Q <sub>L</sub> )*	Percent Within Limits (PWL)	Quality Index (Q <sub>L</sub> )*	Percent Within Limits (PWL)	Quality Index (Q <sub>L</sub> )*	Percent Within Limits (PWL)
0.00	50.00	0.40	65.07	0.80	78.43	1.20	88.76
0.01	50.38	0.41	65.43	0.81	78.72	1.21	88.97
0.02	50.77	0.42	65.79	0.82	79.02	1.22	89.17
0.03	51.15	0.43	66.15	0.83	79.31	1.23	89.38
0.04	51.54	0.44	66.51	0.84	79.61	1.24	89.58
0.05	51.92	0.45	66.87	0.85	79.90	1.25	89.79
0.06	52.30	0.46	67.22	0.86	80.19	1.26	89.99
0.07	52.69	0.47	67.57	0.87	80.47	1.27	90.19
0.08	53.07	0.48	67.93	0.88	80.76	1.28	90.38
0.09	53.46	0.49	68.28	0.89	81.04	1.29	90.58
0.10	53.84	0.50	68.63	0.90	81.33	1.30	90.78
0.11	54.22	0.51	68.98	0.91	81.61	1.31	90.96
0.12	54.60	0.52	69.32	0.92	81.88	1.32	91.15
0.13	54.99	0.53	69.67	0.93	82.16	1.33	91.33
0.14	55.37	0.54	70.01	0.94	82.43	1.34	91.52
0.15	55.75	0.55	70.36	0.95	82.71	1.35	91.70
0.16	56.13	0.56	70.70	0.96	82.97	1.36	91.87
0.17	56.51	0.57	71.04	0.97	83.24	1.37	92.04
0.18	56.89	0.58	71.38	0.98	83.50	1.38	92.22
0.19	57.27	0.59	71.72	0.99	83.77	1.39	92.39
0.20	57.65	0.60	72.06	1.00	84.03	1.40	92.56
0.21	58.03	0.61	72.39	1.01	84.28	1.41	92.72
0.22	58.40	0.62	72.72	1.02	84.53	1.42	92.88
0.23	58.78	0.63	73.06	1.03	84.79	1.43	93.05
0.24	59.15	0.64	73.39	1.04	85.04	1.44	93.21
0.25	59.53	0.65	73.72	1.05	85.29	1.45	93.37
0.26	59.90	0.66	74.04	1.06	85.53	1.46	93.52
0.27	60.28	0.67	74.36	1.07	85.77	1.47	93.67
0.28	60.65	0.68	74.69	1.08	86.02	1.48	93.83
0.29	61.03	0.69	75.01	1.09	86.26	1.49	93.98
0.30	61.40	0.70	75.33	1.10	86.50	1.50	94.13
0.31	61.77	0.71	75.64	1.11	86.73	1.51	94.27
0.32	62.14	0.72	75.96	1.12	86.96	1.52	94.41
0.33	62.51	0.73	76.27	1.13	87.20	1.53	94.54
0.34	62.88	0.74	76.59	1.14	87.43	1.54	94.68
0.35	63.25	0.75	76.90	1.15	87.66	1.55	94.82
0.36	63.61	0.76	77.21	1.16	87.88	1.56	94.95
0.37	63.98	0.77	77.51	1.17	88.10	1.57	95.08
0.38	64.34	0.78	77.82	1.18	88.32	1.58	95.20
0.39	64.71	0.79	78.12	1.19	88.54	1.59	95.33

\*For Q<sub>L</sub> values less than zero, subtract the table value from 100 to obtain PWL

PERCENT WITHIN LIMITS (continued)					
Quality Index (Q <sub>L</sub> )*	Percent Within Limits (PWL)	Quality Index (Q <sub>L</sub> )*	Percent Within Limits (PWL)	Quality Index (Q <sub>L</sub> )*	Percent Within Limits (PWL)
1.60	95.46	2.00	98.83	2.40	99.89
1.61	95.58	2.01	98.88	2.41	99.90
1.62	95.70	2.02	98.92	2.42	99.91
1.63	95.81	2.03	98.97	2.43	99.91
1.64	95.93	2.04	99.01	2.44	99.92
1.65	96.05	2.05	99.06	2.45	99.93
1.66	96.16	2.06	99.10	2.46	99.94
1.67	96.27	2.07	99.14	2.47	99.94
1.68	96.37	2.08	99.18	2.48	99.95
1.69	96.48	2.09	99.22	2.49	99.95
1.70	96.59	2.10	99.26	2.50	99.96
1.71	96.69	2.11	99.29	2.51	99.96
1.72	96.78	2.12	99.32	2.52	99.97
1.73	96.88	2.13	99.36	2.53	99.97
1.74	96.97	2.14	99.39	2.54	99.98
1.75	97.07	2.15	99.42	2.55	99.98
1.76	97.16	2.16	99.45	2.56	99.98
1.77	97.25	2.17	99.48	2.57	99.98
1.78	97.33	2.18	99.50	2.58	99.99
1.79	97.42	2.19	99.53	2.59	99.99
1.80	97.51	2.20	99.56	2.60	99.99
1.81	97.59	2.21	99.58	2.61	99.99
1.82	97.67	2.22	99.61	2.62	99.99
1.83	97.75	2.23	99.63	2.63	100.00
1.84	97.83	2.22	99.66	2.64	100.00
1.85	97.91	2.25	99.68	≥ 2.65	100.00
1.86	97.98	2.26	99.70		
1.87	98.05	2.27	99.72		
1.88	98.11	2.28	99.73		
1.89	98.18	2.29	99.75		
1.90	98.25	2.30	99.77		
1.91	98.31	2.31	99.78		
1.92	98.37	2.32	99.80		
1.93	98.44	2.33	99.81		
1.94	98.50	2.34	99.83		
1.95	98.56	2.35	99.84		
1.96	98.61	2.36	99.85		
1.97	98.67	2.37	99.86		
1.98	98.72	2.38	99.87		
1.99	98.78	2.39	99.88		

\*For Q<sub>L</sub> values less than zero, subtract the table value from 100 to obtain PWL

(b) Minimum Thickness. The minimum thickness method shall be as follows.

- (1) Length of Units. The length of a unit will be a continuous strip of pavement 500 ft (150 m) in length.
- (2) Width of Units. The width of a unit will be the width from the pavement edge to the adjacent lane line, from one lane line to the next, or between pavement edges for single-lane pavements.
- (3) Thickness Measurements. Pavement thickness will be based on 2 in. (50 mm) diameter cores.

Cores shall be taken from the pavement by the Contractor at locations selected by the Engineer. When determining the thickness of a unit, one core shall be taken in each unit.

The Contractor and the Engineer shall witness the coring operations, as well as the measuring and recording of the cores. Core measurements will be determined immediately upon removal from the core bit and prior to moving to the next core location. Upon concurrence of the length, the core samples may be disposed of according to Article 202.03.

Upon completion of each core, all water shall be removed from the hole and the hole then filled with a rapid hardening mortar or concrete. The material shall be mixed in a separate container, placed in the hole, consolidated by rodding, and struck-off flush with the adjacent pavement.

- (4) Unit Deficient in Thickness. In considering any portion of the pavement that is deficient, the entire limits of the unit will be used in computing the deficiency or determining the remedial action required.
- (5) Thickness Equals or Exceeds Specified Thickness. When the thickness of a unit equals or exceeds the specified plan thickness, payment will be made at the contract unit price per square yard (square meter) for the specified thickness.
- (6) Thickness Deficient by Ten Percent or Less. When the thickness of a unit is less than the specified plan thickness by ten percent or less, a deficiency deduction will be assessed against payment for the item involved. The deficiency will be a percentage of the contract unit price as given in the following table.

Percent Deficiency (of Plan Thickness)	Percent Deduction (of Contract Unit Price)
0.0 to 2.0	0
2.1 to 3.0	20
3.1 to 4.0	28
4.1 to 5.0	32
5.1 to 7.5	43
7.6 to 10.0	50

- (7) Thickness Deficient by More than Ten Percent. When a core shows the pavement to be deficient by more than ten percent of plan thickness, additional cores shall be taken on each side of the deficient core, at stations selected by the Contractor and offsets selected by the Engineer, to determine the limits of the deficient pavement. No core shall be located within 5 ft (1.5 m) of a previous core obtained for thickness determination. The first acceptable core obtained on each side of a deficient core will be used to determine the length of the deficient pavement. An acceptable core is a core with a thickness of at least 90 percent of plan thickness. The area of deficient pavement will be defined using the length between two acceptable cores and the full width of the unit. The area of deficient pavement shall be removed and replaced; however, when requested in writing by the Contractor, the Engineer may permit in writing such areas of deficient pavement to remain in place. For deficient areas allowed to remain in place, additional lift(s) may be placed, at no additional cost to the Department, to bring the deficient pavement to plan thickness when the Engineer determines grade control conditions will permit such lift(s). The area(s) to be overlaid, material to be used, thickness(es) of the lift(s), and method of placement will be approved by the Engineer.

When an area of deficient pavement is removed and replaced, or additional lifts are placed, the corrected pavement shall be retested for thickness. The thickness of the new core will be used to determine the pay factor for the corrected area.

When an area of deficient pavement is left in place, and no additional lift(s) are placed, no payment will be made for the deficient pavement. In addition, an amount equal to two times the contract cost of the deficient pavement will be deducted from the compensation due the Contractor.

The thickness of the first acceptable core on each side of the core more than ten percent deficient will be used to determine any needed pay adjustments for the remaining areas on each side of the area deficient by more than ten percent. The pay adjustment will be determined according to Article 407.10(b)(6).

- (8) Right of Discovery. When the Engineer has reason to believe any core location does not accurately represent the true conditions of the work, he/she may order additional cores. These additional cores shall be taken at specific locations determined by the

Engineer. The Engineer will provide notice to the Contractor containing an explanation of the reasons for his/her action.

When the additional cores show the pavement to be deficient by more than ten percent of plan thickness, the procedures outlined in Article 407.10(b)(7) shall be followed, except the Engineer will determine the additional core locations.

When the additional cores, ordered by the Engineer, show the pavement to be at least 90 percent of plan thickness, the additional cores will be paid for according to Article 109.04.

- (9) Profile Index Adjustment. After any area of pavement is removed and replaced or any additional lifts are added, the corrected areas shall be retested for pavement smoothness and any necessary profile index adjustments and/or corrections will be made based on these final profile readings prior to retesting for thickness."

Revise Article 482.06 of the Standard Specifications to read:

**"482.06 Tolerance in Thickness.** The shoulder shall be constructed to the thickness shown on the plans. When the contract includes square yards (square meters) as the unit of measurement for HMA shoulder, thickness determinations shall be made according to Article 407.10(b)(3) and the following.

- (a) Length of the Units. The length of a unit shall be a continuous strip of shoulder 2500 ft (750 m) long.
- (b) Width of the Units. The width of the unit shall be the full width of the shoulder.
- (c) Thickness Deficient by More than Ten Percent. When a core shows the shoulder to be deficient by more than ten percent of plan thickness, additional cores shall be taken on each side of the deficient core, at stations selected by the Contractor and offsets selected by the Engineer, to determine the limits of the deficient shoulder. No core shall be located within 5 ft (1.5 m) of a previous core obtained for thickness determination. The first acceptable core obtained on each side of a deficient core will be used to determine the length of the deficient shoulder. An acceptable core is a core with a thickness of at least 90 percent of plan thickness. The area of deficient shoulder will be defined using the length between two acceptable cores and the full width of the unit. The area of deficient shoulder shall be brought to specified thickness by the addition of the applicable mixture, at no additional cost to the Department and subject to the lift thickness requirements of Article 312.05, or by removal and replacement with a new mixture. However, the surface elevation of the completed shoulder shall not exceed by more than 1/8 in. (3 mm) the surface elevation of the adjacent pavement. When requested in writing by the Contractor, the Engineer may permit in writing such thin shoulder to remain in place. When an area of thin shoulder is left in place, and no additional lift(s) are placed, no payment will be made for the thin shoulder. In addition,

an amount equal to two times the contract unit price of the shoulder will be deducted from the compensation due the Contractor.

When an area of deficient shoulder is removed and replaced, or additional lifts are placed, the corrected pavement shall be retested for thickness.

- (d) Right of Discovery. When the Engineer has reason to believe any core location does not accurately represent the true conditions of the work, he/she may order additional cores. When the additional cores, ordered by the Engineer, show the shoulder to be at least 90 percent of plan thickness, the additional cores will be paid for according to Article 109.04. When the additional core shows the shoulder to be less than 90 percent of plan thickness, the procedure in (c), above shall be followed."

Revise Article 483.07 of the Standard Specifications to read:

**"483.07 Tolerance in Thickness.** The shoulder shall be constructed to the thickness shown on the plans. Thickness determinations shall be made according to Article 482.06 except the option of correcting deficient pavement with additional lift(s) shall not apply."

80227

## **DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)**

Effective: September 1, 2000

Revised: November 1, 2008

**FEDERAL OBLIGATION.** The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory or most recent addendum.

**STATE OBLIGATION.** This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

**CONTRACTOR ASSURANCE.** The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor:

The Contractor, subrecipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

**OVERALL GOAL SET FOR THE DEPARTMENT.** As a requirement of compliance with 49 CFR part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

**CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR.** This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. This determination is



based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform 5% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set forth in this Special Provision:

- (a) The bidder documents that firmly committed DBE participation has been obtained to meet the goal; or
- (b) The bidder documents that a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

DBE LOCATOR REFERENCES. Bidders may consult the IL UCP DBE Directory as a reference source for DBE-certified companies. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217)785-4611, or by visiting the Department's web site at [www.dot.il.gov](http://www.dot.il.gov).

BIDDING PROCEDURES. Compliance with the bidding procedures of this Special Provision is required prior to the award of the contract and the failure of the as-read low bidder to comply will render the bid not responsive.

- (a) In order to assure the timely award of the contract, the as-read low bidder shall submit a Disadvantaged Business Utilization Plan on Department form SBE 2026 within seven working days after the date of letting. To meet the seven day requirement, the bidder may send the Plan by certified mail or delivery service within the seven working day period. If a question arises concerning the mailing date of a Plan, the mailing date will be established by the U.S. Postal Service postmark on the original certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service. It is the responsibility of the bidder to ensure that the postmark or receipt date is affixed within the seven working days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Plan is to be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). It is the responsibility of the bidder to obtain confirmation of telefax delivery. The Department will not accept a Utilization Plan if it does not meet the seven day submittal requirement and the bid will be declared not responsive. In the event the bid is declared not responsive due to a failure to submit a Plan or failure to comply with the bidding procedures set forth herein, the Department may elect to cause the forfeiture of the

penal sum of the bidder's proposal guaranty, and may deny authorization to bid the project if re-advertised for bids. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration or to extend the time for award.

- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.
- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. The signatures on these forms must be original signatures. All elements of information indicated on the said form shall be provided, including but not limited to the following:
  - (1) The name and address of each DBE to be used;
  - (2) A description, including pay item numbers, of the commercially useful work to be done by each DBE;
  - (3) The price to be paid to each DBE for the identified work specifically stating the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
  - (4) A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform commercially useful work on the project; and
  - (5) If the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s).
- (d) The contract will not be awarded until the Utilization Plan submitted by the bidder is approved. The Utilization Plan will be approved by the Department if the Plan commits sufficient commercially useful DBE work performance to meet the contract goal. The Utilization Plan will not be approved by the Department if the Plan does not commit sufficient DBE performance to meet the contract goal unless the bidder documents that it made a good faith effort to meet the goal. The good faith procedures of Section VIII of this special provision apply. If the Utilization Plan is not approved because it is deficient in a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no less than a five working day period in order to cure the deficiency.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR part 26.55, the provisions of which govern over the summary contained herein.

- (a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.
- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.
- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the full value of all such DBE trucks operated using DBE employed drivers. Goal credit will be limited to the value of the reasonable fee or commission received by the DBE if trucks are leased from a non-DBE company.
- (e) DBE as a material supplier:
  - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
  - (2) 100 percent goal credit for the cost of materials or supplies obtained from a DBE manufacturer.
  - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

GOOD FAITH EFFORT PROCEDURES. If the bidder cannot obtain sufficient DBE commitments to meet the contract goal, the bidder must document in the Utilization Plan the good faith efforts made in the attempt to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which could reasonably be expected to obtain sufficient DBE participation. The Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts are not good faith efforts; rather, the bidder is expected to have taken those efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases, and will be considered by the Department.
- (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.
  - (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.
  - (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
  - (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.  
b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and

using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
  - (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
  - (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
  - (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines that the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that a good faith effort has not been made, the Department will notify the bidder of that preliminary determination by contacting the responsible company official designated in the Utilization Plan. The preliminary determination shall include a statement of reasons why good faith efforts have not been found, and may include additional good faith efforts that the bidder could take. The notification will designate a five working day period during which the bidder shall take additional efforts. The bidder is not limited by a statement of additional efforts, but may take other action beyond any stated additional efforts in order to obtain additional DBE commitments. The bidder shall submit an amended Utilization Plan if additional DBE commitments to meet the contract goal are secured. If additional DBE commitments sufficient to meet the contract goal are not secured, the bidder shall report the final good faith efforts made in the time allotted. All additional efforts taken by the bidder will be considered as part of the bidder's good faith efforts. If the bidder is not able to meet the goal after taking additional efforts, the Department will make a pre-final determination of the good faith efforts of the bidder and will notify the designated responsible company official of the reasons for an adverse determination.
- (c) The bidder may request administrative reconsideration of a pre-final determination adverse to the bidder within the five working days after the notification date of the

determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The pre-final determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal. In addition, the request shall be considered a consent by the bidder to extend the time for award. The request will be forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CONTRACT COMPLIANCE. Compliance with this Special Provision is an essential part of the contract. The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal.

- (a) No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764. Telephone number (217) 785-4611. Telefax number (217) 785-1524.
- (b) All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the Participation Statement. The Contractor shall not terminate for convenience a DBE listed in the Utilization Plan and then perform the work of the terminated DBE with its own forces, those of an affiliate or those of another subcontractor, whether DBE or not, without first obtaining the written consent of the Bureau of Small Business Enterprises to amend the Utilization Plan. If a DBE listed in the Utilization Plan is terminated for reasons other than convenience, or fails to complete its work on the contract for any reason, the Contractor shall make good faith efforts to

find another DBE to substitute for the terminated DBE. The good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, but only to the extent needed to meet the contract goal or the amended contract goal. The Contractor shall notify the Bureau of Small Business Enterprises of any termination for reasons other than convenience, and shall obtain approval for inclusion of the substitute DBE in the Utilization Plan. If good faith efforts following a termination of a DBE for cause are not successful, the Contractor shall contact the Bureau of Small Business Enterprises and provide a full accounting of the efforts undertaken to obtain substitute DBE participation. The Bureau of Small Business Enterprises will evaluate the good faith efforts in light of all circumstances surrounding the performance status of the contract, and determine whether the contract goal should be amended.

- (c) The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefor to the DBE by the Contractor, but not later than thirty calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Regional Engineer. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Plan, the Department will deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.
- (d) The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.
- (e) Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department.

**DOWEL BARS (BDE)**

Effective: April 1, 2007

Revised: January 1, 2008

Revise the fifth and sixth sentences of Article 1006.11(b) of the Standard Specifications to read:

“The bars shall be epoxy coated according to AASHTO M 284, except the thickness of the epoxy shall be 7 to 12 mils (0.18 to 0.30 mm) and patching of the ends will not be required. The epoxy coating applicator shall be certified according to the current Bureau of Materials and Physical Research Policy Memorandum, “Epoxy Coating Plant Certification Procedure”. The Department will maintain an approved list.”

80178



## EQUIPMENT RENTAL RATES (BDE)

Effective: August 2, 2007

Revised: January 2, 2008

Replace the second and third paragraphs of Article 105.07(b)(4)a. of the Standard Specifications with the following:

“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).”

Replace Article 109.04(b)(4) of the Standard Specifications with the following:

“(4) Equipment. Equipment used for extra work shall be authorized by the Engineer. The equipment shall be specifically described, be of suitable size and capacity for the work to be performed, and be in good operating condition. For such equipment, the Contractor will be paid as follows.

- a. Contractor Owned Equipment. Contractor owned equipment will be paid for by the hour using the applicable FHWA hourly rate from the “Equipment Watch Rental Rate Blue Book” (Blue Book) in effect when the force account work begins. The FHWA hourly rate is calculated as follows.

$$\text{FHWA hourly rate} = (\text{monthly rate}/176) \times (\text{model year adj.}) \times (\text{Illinois adj.}) + \text{EOC}$$

Where: EOC = Estimated Operating Costs per hour (from the Blue Book)

The time allowed will be the actual time the equipment is operating on the extra work. For the time required to move the equipment to and from the site of the extra work and any authorized idle (standby) time, payment will be made at the following hourly rate:  $0.5 \times (\text{FHWA hourly rate} - \text{EOC})$ .

All time allowed shall fall within the working hours authorized for the extra work.

The rates above include the cost of fuel, oil, lubrication, supplies, small tools, necessary attachments, repairs, overhaul and maintenance of any kind, depreciation, storage, overhead, profits, insurance, and all incidentals. The rates do not include labor.

The Contractor shall submit to the Engineer sufficient information for each piece of equipment and its attachments to enable the Engineer to determine the proper equipment category. If a rate is not established in the Blue Book for a particular piece of equipment, the Engineer will establish a rate for that piece of equipment that is consistent with its cost and use in the industry.

- b. Rented Equipment. Whenever it is necessary for the Contractor to rent equipment to perform extra work, the rental and transportation costs of the equipment plus five percent for overhead will be paid. In no case shall the rental rates exceed those of established distributors or equipment rental agencies.

All prices shall be agreed to in writing before the equipment is used.”

80189

## **FLAGGER AT SIDE ROADS AND ENTRANCES (BDE)**

Effective: April 1, 2009

Revise the second paragraph of Article 701.13(a) of the Standard Specifications to read:

“The Engineer will determine when a side road or entrance shall be closed to traffic. A flagger will be required at each side road or entrance remaining open to traffic within the operation where two-way traffic is maintained on one lane of pavement. The flagger shall be positioned as shown on the plans or as directed by the Engineer.”

Revise the first and second paragraph of Article 701.20(i) of the Standard Specifications to read:

“Signs, barricades, or other traffic control devices required by the Engineer over and above those specified will be paid for according to Article 109.04. All flaggers required at side roads and entrances remaining open to traffic including those that are shown on the Highway Standards and/or additional barricades required by the Engineer to close side roads and entrances will be paid for according to Article 109.04.”

80228

## FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)

Effective: April 1, 2009

Description. Fuel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in fuel prices when optioned by the Contractor. The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form or failure to indicate contract number, company name and sign and date the form shall make this contract exempt of fuel cost adjustments for all categories of work. Failure to indicate "Yes" for any category of work will make that category of work exempt from fuel cost adjustment.

General. The fuel cost adjustment shall apply to contract pay items as grouped by category. The adjustment shall only apply to those categories of work checked "Yes", and only when the cumulative plan quantities for a category exceed the required threshold. Adjustments to work items in a category, either up or down, and work added by adjusted unit price will be subject to fuel cost adjustment only when the category representing the added work was subject to the fuel cost adjustment. Added work paid for by time and materials will not be subject to fuel cost adjustment. Category descriptions and thresholds for application and the fuel usage factors which are applicable to each are as follows:

(a) Categories of Work.

- (1) Category A: Earthwork. Contract pay items performed under Sections 202, 204, and 206 including any modified standard or nonstandard items where the character of the work to be performed is considered earthwork. The cumulative total of all applicable item plan quantities shall exceed 25,000 cu yd (20,000 cu m). Included in the fuel usage factor is a weighted average 0.10 gal/cu yd (0.50 liters/cu m) factor for trucking.
- (2) Category B: Subbases and Aggregate Base Courses. Contract pay items constructed under Sections 311, 312 and 351 including any modified standard or nonstandard items where the character of the work to be performed is considered construction of a subbase or aggregate, stabilized or modified base course. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is a 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.
- (3) Category C: Hot-Mix Asphalt (HMA) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 355, 406, 407 and 482 including any modified standard or nonstandard items where the character of the work to be performed is considered HMA bases, pavements and shoulders. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

(4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 including any modified standard or nonstandard items where the character of the work to be performed is considered PCC base, pavement or shoulder. The cumulative total of all applicable item plan quantities shall exceed 7500 sq yd (6000 sq m). Included in the fuel usage factor is 1.20 gal/cu yd (5.94 liters/cu m) factor for trucking.

(5) Category E: Structures. Structure items having a cumulative bid price that exceeds \$250,000 for pay items constructed under Sections 502, 503, 504, 505, 512, 516 and 540 including any modified standard or nonstandard items where the character of the work to be performed is considered structure work when similar to that performed under these sections and not included in categories A through D.

(b) Fuel Usage Factors.

English Units		
Category	Factor	Units
A - Earthwork	0.34	gal / cu yd
B - Subbase and Aggregate Base courses	0.62	gal / ton
C - HMA Bases, Pavements and Shoulders	1.05	gal / ton
D - PCC Bases, Pavements and Shoulders	2.53	gal / cu yd
E - Structures	8.00	gal / \$1000

Metric Units		
Category	Factor	Units
A - Earthwork	1.68	liters / cu m
B - Subbase and Aggregate Base courses	2.58	liters / metric ton
C - HMA Bases, Pavements and Shoulders	4.37	liters / metric ton
D - PCC Bases, Pavements and Shoulders	12.52	liters / cu m
E - Structures	30.28	liters / \$1000

(c) Quantity Conversion Factors.

Category	Conversion	Factor
B	sq yd to ton	0.057 ton / sq yd / in depth
	sq m to metric ton	0.00243 metric ton / sq m / mm depth
C	sq yd to ton	0.056 ton / sq yd / in depth
	sq m to metric ton	0.00239 m ton / sq m / mm depth
D	sq yd to cu yd	0.028 cu yd / sq yd / in depth
	sq m to cu m	0.001 cu m / sq m / mm depth

Method of Adjustment. Fuel cost adjustments will be computed as follows.

$$CA = (FPI_P - FPI_L) \times (FUF / 100) \times Q$$

Where: CA = Cost Adjustment, \$  
FPI<sub>P</sub> = Fuel Price Index, as published by the Department for the month the work is performed, \$/gal (\$/liter)  
FPI<sub>L</sub> = Fuel Price Index, as published by the Department for the month prior to the letting, \$/gal (\$/liter)  
FUF = Fuel Usage Factor in the pay item(s) being adjusted  
Q = Authorized construction Quantity, tons (metric tons) or cu yd (cu m)

The entire FUF indicated in paragraph (b) will be used regardless of use of trucking to perform the work.

**Progress Payments.** Fuel cost adjustments will be calculated for each calendar month in which applicable work is performed; and will be paid or deducted when all other contract requirements for the items of work are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

**Final Quantities.** Upon completion of the work and determination of final pay quantities, an adjustment will be prepared to reconcile any differences between estimated quantities previously paid and the final quantities. The value for the balancing adjustment will be based on a weighted average of FPI<sub>P</sub> and Q only for those months requiring the cost adjustment. The cost adjustment will be applicable to the final measured quantities of all applicable pay items.

**Basis of Payment.** Fuel cost adjustments may be positive or negative but will only be made when there is a difference between the FPI<sub>L</sub> and FPI<sub>P</sub> in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(FPI_L - FPI_P) \div FPI_L\} \times 100$$

Return With Bid

**ILLINOIS DEPARTMENT  
OF TRANSPORTATION**

**OPTION FOR  
FUEL COST ADJUSTMENT**

The bidder shall submit this completed form with his/her bid. Failure to submit the form or properly complete contract number, company name, and sign and date the form shall make this contract exempt of fuel cost adjustments in all categories. Failure to indicate "Yes" for any category of work at the time of bid will make that category of work exempt from fuel cost adjustment. After award, this form, when submitted shall become part of the contract.

**Contract No.:** \_\_\_\_\_

**Company Name:** \_\_\_\_\_

**Contractor's Option:**

Is your company opting to include this special provision as part of the contract plans for the following categories of work?

- |  |     |                          |
|--|-----|--------------------------|
| Category A Earthwork.                          | Yes | <input type="checkbox"/> |
| Category B Subbases and Aggregate Base Courses | Yes | <input type="checkbox"/> |
| Category C HMA Bases, Pavements and Shoulders  | Yes | <input type="checkbox"/> |
| Category D PCC Bases, Pavements and Shoulders  | Yes | <input type="checkbox"/> |
| Category E Structures                          | Yes | <input type="checkbox"/> |

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

80229

**HOT-MIX ASPHALT - FIELD VOIDS IN THE MINERAL AGGREGATE (BDE)**

Effective: April 1, 2007

Revised: April 1, 2008

Add the following to the table in Article 1030.05(d)(2)a. of the Standard Specifications:

"Parameter	Frequency of Tests	Frequency of Tests	Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture	All Other Mixtures	
VMA  Note 5.	Day's production ≥ 1200 tons:  1 per half day of production	N/A	Illinois-Modified AASHTO R 35
	Day's production < 1200 tons:  1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		

Note 5. The  $G_{sb}$  used in the voids in the mineral aggregate (VMA) calculation shall be the same average  $G_{sb}$  value listed in the mix design."

Add the following to the Control Limits table in Article 1030.05(d)(4) of the Standard Specifications:

"CONTROL LIMITS			
Parameter	High ESAL Low ESAL	High ESAL Low ESAL	All Other
	Individual Test	Moving Avg. of 4	
VMA	-0.7 % <sup>2/</sup>	-0.5 % <sup>2/</sup>	N/A

2/ Allowable limit below minimum design VMA requirement"

Add the following to the table in Article 1030.05(d)(5) of the Standard Specifications:



"CONTROL CHART REQUIREMENTS	High ESAL Low ESAL	All Other
	VMA"	

Revise the heading of Article 1030.05(d)(6)a.1. of the Standard Specifications to read:

"1. Voids, VMA, and Asphalt Binder Content."

Revise the first sentence of the first paragraph of Article 1030.05(d)(6)a.1.(a.) of the Standard Specifications to read:

"If the retest for voids, VMA, or asphalt binder content exceeds control limits, HMA production shall cease and immediate corrective action shall be instituted by the Contractor."

Revise the table in Article 1030.05(e) of the Standard Specifications to read:

"Test Parameter	Acceptable Limits of Precision
% Passing: <sup>1/</sup>	
1/2 in. (12.5 mm)	5.0 %
No. 4 (4.75 mm)	5.0 %
No. 8 (2.36 mm)	3.0 %
No. 30 (600 μm)	2.0 %
Total Dust Content No. 200 (75 μm) <sup>1/</sup>	2.2 %
Asphalt Binder Content	0.3 %
Maximum Specific Gravity of Mixture	0.026
Bulk Specific Gravity	0.030
VMA	1.4 %
Density (% Compaction)	1.0 % (Correlated)

1/ Based on washed ignition."

80181

## HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE)

Effective: April 1, 2008

Revise the table in Article 1030.05(d)(2)a. of the Standard Specifications to read:

"Parameter	Frequency of Tests	Frequency of Tests All Other Mixtures	Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture		
<p>Aggregate Gradation</p> <p>Hot bins for batch and continuous plants.</p> <p>Individual cold-feed or combined belt-feed for drier drum plants.</p> <p>% passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 µm) No. 200 (75 µm)</p> <p>Note 1.</p>	<p>1 dry gradation per day of production (either morning or afternoon sample).</p> <p>and</p> <p>1 washed ignition oven test on the mix per day of production (conduct in the afternoon if dry gradation is conducted in the morning or vice versa).</p> <p>Note 3.</p> <p>Note 4.</p>	<p>1 gradation per day of production.</p> <p>The first day of production shall be a washed ignition oven test on the mix. Thereafter, the testing shall alternate between dry gradation and washed ignition oven test on the mix.</p> <p>Note 4.</p>	<p>Illinois Procedure</p>
<p>Asphalt Binder Content by Ignition Oven</p> <p>Note 2.</p>	<p>1 per half day of production</p>	<p>1 per day</p>	<p>Illinois-Modified AASHTO T 308</p>
<p>Air Voids</p> <p>Bulk Specific Gravity of Gyratory Sample</p>	<p>Day's production ≥ 1200 tons: 1 per half day of production</p> <p>Day's production &lt; 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)</p>	<p>1 per day</p>	<p>Illinois-Modified AASHTO T 312</p>

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Frequency of Tests All Other Mixtures	Test Method See Manual of Test Procedures for Materials
Maximum Specific Gravity of Mixture	Day's production $\geq$ 1200 tons:  1 per half day of production	1 per day	Illinois-Modified AASHTO T 209"
	Day's production < 1200 tons:  1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		

80201

## HOT-MIX ASPHALT – TRANSPORTATION (BDE)

Effective: April 1, 2008

Revise Article 1030.08 of the Standard Specifications to read:

**"1030.08 Transportation.** Vehicles used in transporting HMA shall have clean and tight beds. The beds shall be sprayed with asphalt release agents from the Department's approved list. In lieu of a release agent, the Contractor may use a light spray of water with a light scatter of manufactured sand (FA 20 or FA 21) evenly distributed over the bed of the vehicle. After spraying, the bed of the vehicle shall be in a completely raised position and it shall remain in this position until all excess asphalt release agent or water has been drained.

When the air temperature is below 60 °F (15 °C), the bed, including the end, endgate, sides and bottom shall be insulated with fiberboard, plywood or other approved insulating material and shall have a thickness of not less than 3/4 in (20 mm). When the insulation is placed inside the bed, 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 is present.

- (a) Ambient air temperature is below 60 °F (15 °C).
- (b) The weather is inclement.
- (c) The temperature of the HMA immediately behind the paver screed is below 250 °F (120 °C).

The cover shall extend down over the sides and ends of the bed for a distance of approximately 12 in. (300 mm) and shall be fastened securely. The covering shall be rolled back before the load is dumped into the finishing machine."

80202

**LIQUIDATED DAMAGES (BDE)**

Effective: April 1, 2009

Revise the table in Article 108.09 of the Standard Specifications to read:

"Schedule of Deductions for Each Day of Overrun in Contract Time"			
Original Contract Amount		Daily Charges	
From More Than	To and Including	Calendar Day	Work Day
\$ 0	\$ 100,000	\$ 375	\$ 500
100,000	500,000	625	875
500,000	1,000,000	1,025	1,425
1,000,000	3,000,000	1,125	1,550
3,000,000	5,000,000	1,425	1,950
5,000,000	10,000,000	1,700	2,350
10,000,000	And over	3,325	4,650"

80230

## **MULTILANE PAVEMENT PATCHING (BDE)**

Effective: November 1, 2002

Pavement broken and holes opened for patching shall be completed prior to weekend or holiday periods. Should delays of any type or for any reason prevent the completion of the work, temporary patches shall be constructed. Material able to support the average daily traffic and meeting the approval of the Engineer shall be used for the temporary patches. The cost of furnishing, placing, maintaining, removing and disposing of the temporary work, including traffic control, shall be the responsibility of the Contractor.

80082

## **PAYMENTS TO SUBCONTRACTORS (BDE)**

Effective: June 1, 2000

Revised: January 1, 2006

Federal regulations found at 49 CFR §26.29 mandate the Department to establish a contract clause to require Contractors to pay subcontractors for satisfactory performance of their subcontracts and to set the time for such payments.

State law also addresses the timing of payments to be made to subcontractors and material suppliers. Section 7 of the Prompt Payment Act, 30 ILCS 540/7, requires that when a Contractor receives any payment from the Department, the Contractor shall make corresponding, proportional payments to each subcontractor and material supplier performing work or supplying material within 15 calendar days after receipt of the Department payment. Section 7 of the Act further provides that interest in the amount of two percent per month, in addition to the payment due, shall be paid to any subcontractor or material supplier by the Contractor if the payment required by the Act is withheld or delayed without reasonable cause. The Act also provides that the time for payment required and the calculation of any interest due applies to transactions between subcontractors and lower-tier subcontractors and material suppliers throughout the contracting chain.

This Special Provision establishes the required federal contract clause, and adopts the 15 calendar day requirement of the State Prompt Payment Act for purposes of compliance with the federal regulation regarding payments to subcontractors. This contract is subject to the following payment obligations.

When progress payments are made to the Contractor according to Article 109.07 of the Standard Specifications, the Contractor shall make a corresponding payment to each subcontractor and material supplier in proportion to the work satisfactorily completed by each subcontractor and for the material supplied to perform any work of the contract. The proportionate amount of partial payment due to each subcontractor and material supplier throughout the contracting chain shall be determined by the quantities measured or otherwise determined as eligible for payment by the Department and included in the progress payment to the Contractor. Subcontractors and material suppliers shall be paid by the Contractor within 15 calendar days after the receipt of payment from the Department. The Contractor shall not hold retainage from the subcontractors. These obligations shall also apply to any payments made by subcontractors and material suppliers to their subcontractors and material suppliers; and to all payments made to lower tier subcontractors and material suppliers throughout the contracting chain. Any payment or portion of a payment subject to this provision may only be withheld from the subcontractor or material supplier to whom it is due for reasonable cause.

This Special Provision does not create any rights in favor of any subcontractor or material supplier against the State or authorize any cause of action against the State on account of any payment, nonpayment, delayed payment, or interest claimed by application of the State Prompt Payment Act. The Department will not approve any delay or postponement of the 15 day requirement except for reasonable cause shown after notice and hearing pursuant to Section

| 7(b) of the State Prompt Payment Act. State law creates other and additional remedies available to any subcontractor or material supplier, regardless of tier, who has not been paid for work properly performed or material furnished. These remedies are a lien against public funds set forth in Section 23(c) of the Mechanics Lien Act, 770 ILCS 60/23(c), and a recovery on the Contractor's payment bond according to the Public Construction Bond Act, 30 ILCS 550.

80022



## **PAYROLLS AND PAYROLL RECORDS (BDE)**

Effective: March 1, 2009

FEDERAL AID CONTRACTS. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

### **"STATEMENTS AND PAYROLLS**

The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit payroll records to the Engineer each week from the start to the completion of their respective work, except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number.). The submittals shall be on the Department's form SBE 48, or an approved facsimile. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate box ("No Work", "Suspended", or "Complete") checked on the form."

STATE CONTRACTS. Revise Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

### **"IV.COMPLIANCE WITH THE PREVAILING WAGE ACT**

1. **Prevailing Wages.** All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto. If the Department of Labor revises the wage rates, the Contractor will not be allowed additional compensation on account of said revisions.
2. **Payroll Records.** The Contractor and each subcontractor shall make and keep, for a period of three years from the date of completion of this contract, records of the wages paid to his/her workers. The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid. Upon two business days' notice, these records shall be available, at all reasonable hours at a location within the State, for inspection by the Department or the Department of Labor.

3. Submission of Payroll Records. The Contractor and each subcontractor shall submit payroll records to the Engineer each week from the start to the completion of their respective work, except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). The submittals shall be on the Department's form SBE 48, or an approved facsimile. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate box ("No Work", "Suspended", or "Complete") checked on the form.

Each submittal shall be accompanied by a statement signed by the Contractor or subcontractor which avers that: (i) such records are true and accurate; (ii) the hourly rate paid to each worker is not less than the general prevailing rate of hourly wages required by the Act; and (iii) the Contractor or subcontractor is aware that filing a payroll record that he/she knows to be false is a Class B misdemeanor.

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

80235

**PERSONAL PROTECTIVE EQUIPMENT (BDE)**

Effective: November 1, 2008

Revise the first sentence of Article 701.12 of the Standard Specifications to read:

“All personnel on foot, excluding flaggers, within the highway right-of-way shall wear a fluorescent orange, fluorescent yellow/green, or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of ANSI/ISEA 107-2004 for Conspicuity Class 2 garments.”

80209

## **PLASTIC BLOCKOUTS FOR GUARDRAIL (BDE)**

Effective: November 1, 2004

Revised: January 1, 2007

Add the following to Article 630.02 of the Standard Specifications:

“(g) Plastic Blockouts (Note 1.)

Note 1. Plastic blockouts may be used in lieu of wood blockouts for steel plate beam guardrail. The plastic blockouts shall be the minimum dimensions shown on the plans and shall be on the Department’s approved list.”

80134

## RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)

Effective: January 1, 2007

Revised: April 1, 2009

In Article 1030.02(g), delete the last sentence of the first paragraph in (Note 2).

Revise Section 1031 of the Standard Specifications to read:

### "SECTION 1031. RECLAIMED ASPHALT PAVEMENT

**1031.01 Description.** Reclaimed asphalt pavement (RAP) is reclaimed asphalt pavement resulting from cold milling or crushing of an existing dense graded hot-mix asphalt (HMA) pavement. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.

**1031.02 Stockpiles.** The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. No additional RAP shall be added to the pile after the pile has been sealed. Stockpiles shall be sufficiently separated to prevent intermingling at the base. Stockpiles shall be identified by signs indicating the type as listed below (i.e. "Homogeneous Surface").

Prior to milling, the Contractor shall request the District to provide verification of the quality of the RAP to clarify appropriate stockpile.

- (a) Homogeneous. Homogeneous RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures and represent:  
1) the same aggregate quality, but shall be at least C quality; 2) the same type of crushed aggregate (either crushed natural aggregate, ACBF slag, or steel slag); 3) similar gradation; and 4) similar asphalt binder content. If approved by the Engineer, combined single pass surface/binder millings may be considered "homogenous" with a quality rating dictated by the lowest coarse aggregate quality present in the mixture.
- (b) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed prior to testing by crushing to where all RAP shall pass the 5/8 in. (16 mm) or smaller screen. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (c) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from Class I, Superpave (High or Low ESAL), HMA (High or Low ESAL), or equivalent mixtures. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder

content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

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

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

**1031.03 Testing.** When used in HMA, the RAP shall be sampled and tested either during or after stockpiling.

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

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

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

**Evaluation of Test Results.** All of the extraction results shall be compiled and averaged for asphalt binder content and gradation and, when applicable  $G_{mm}$ . Individual extraction test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	Homogeneous / Conglomerate	Conglomerate "D" Quality
1 in. (25 mm)		± 5 %
1/2 in. (12.5 mm)	± 8 %	± 15 %
No. 4 (4.75 mm)	± 6 %	± 13 %
No. 8 (2.36 mm)	± 5 %	
No. 16 (1.18 mm)		± 15 %
No. 30 (600 μm)	± 5 %	
No. 200 (75 μm)	± 2.0 %	± 4.0 %
Asphalt Binder	± 0.4 % <sup>1/</sup>	± 0.5 %

1/ The tolerance for fractionated reclaimed asphalt pavement (FRAP) shall be  $\pm 0.3\%$ .

If more than 20 percent of the individual sieves are out of the gradation tolerances, or if more than 20 percent of the asphalt binder content test results fall outside the appropriate tolerances, the RAP shall not be used in HMA unless the RAP representing the failing tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the Illinois Test Procedure, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)".

**1031.04 Quality Designation of Aggregate in RAP.** The quality of the RAP shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

- (a) RAP from Class I, Superpave (High ESAL), or HMA (High ESAL) surface mixtures are designated as containing Class B quality coarse aggregate.
- (b) RAP from Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder and IL-9.5L surface mixtures are designated as Class D quality coarse aggregate.
- (c) RAP from Class I, Superpave (High ESAL), or HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.
- (d) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

**1031.05 Use of RAP in HMA.** The use of RAP shall be a Contractor's option when constructing HMA in all contracts. The use of RAP in HMA shall be as follows.

- (a) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
- (b) Steel Slag Stockpiles. RAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) surface mixtures only.
- (c) Use in HMA Surface Mixtures (High and Low ESAL). RAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be homogeneous in which the coarse aggregate is Class B quality or better.
- (d) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be homogeneous, or conglomerate, in which the coarse aggregate is Class C quality or better.

- (e) Use in Shoulders and Subbase. RAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be homogeneous, conglomerate, or conglomerate DQ.
- (f) When the Contractor chooses the RAP option, the percentage of RAP shall not exceed the amounts indicated in the table below for a given N Design.

Max RAP Percentage

HMA Mixtures <sup>1/, 3/</sup>	Maximum % RAP		
	Ndesign	Binder/Leveling Binder	Surface
30	30	30	10
50	25	15	10
70	15 / 25 <sup>2/</sup>	10 / 15 <sup>2/</sup>	10
90	10	10	10
105	10	10	10

- 1/ For HMA shoulder and stabilized subbase (HMA) N-30, the amount of RAP shall not exceed 50% of the mixture.
- 2/ Value of Max % RAP if homogeneous RAP stockpile of IL-9.5 RAP is utilized.
- 3/ When RAP exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275°F (135 °C) the grades shall be reduced as follows:

Overlays:

When WMA contains between 20 and 30 percent RAP the high temperature shall be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-22). When WMA contains 30 percent or more RAP the high and low temperature grades shall each be reduced by one grade (i.e. 35 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

Full Depth:

When WMA contains between 20 and 30 percent RAP, the low temperature shall be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG64-28). When the WMA contains 30 percent or more RAP the high and low temperature grades shall each be reduced by one grade (i.e. 35 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).



- (g) When the Contractor chooses the FRAP option, the percentage of FRAP shall not exceed the amounts indicated in the table below for a given N Design.

Max FRAP Percentage<sup>1/</sup>

HMA Mixtures <sup>2/, 3/</sup>	Maximum % FRAP		
	Ndesign	Binder/Leveling Binder	Surface
30	35	35	10
50	30	25	10
70	25	20	10
90	20	15	10
105	10	10	10

- 1/ Minimum of two fractions for surface and binder applications.
- 2/ For HMA shoulder and stabilized subbase (HMA) N30, the amount of RAP shall not exceed 50 percent of the mixture.
- 3/ When FRAP exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275°F (135 °C) the grades shall be reduced as follows:

Overlays:

When WMA contains between 20 and 30 percent FRAP the high temperature shall be reduced by one grade (i.e. 25 percent FRAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-22). When WMA contains 30 percent or more FRAP the high and low temperature grades shall each be reduced by one grade (i.e. 35 percent FRAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

Full Depth:

When WMA contains between 20 and 30 percent FRAP, the low temperature shall be reduced by one grade (i.e. 25 percent FRAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG64-28). When the WMA contains 30 percent or more FRAP the high and low temperature grades shall each be reduced by one grade (i.e. 35 percent FRAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

**1031.06 HMA Mix Designs.** At the Contractor's option, HMA mixtures may be constructed utilizing RAP material meeting the above detailed requirements.

RAP designs shall be submitted for volumetric verification. If additional RAP stockpiles are tested and found that no more than 20 percent of the results, as defined under "Testing" herein,

are outside of the control tolerances set for the original RAP stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP stockpiles may be used in the original mix design at the percent previously verified.

**1031.07 HMA Production.** The coarse aggregate in all RAP used shall be equal to or less than the nominal maximum size requirement for the HMA mixture being produced.

To remove or reduce agglomerated material, a scalping screen, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

If the RAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP and either switch to the virgin aggregate design or submit a new RAP design.

HMA plants utilizing RAP shall be capable of automatically recording and printing the following information.

(a) Dryer Drum Plants.

- (1) Date, month, year, and time to the nearest minute for each print.
- (2) HMA mix number assigned by the Department.
- (3) Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- (4) Accumulated dry weight of RAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- (5) Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
- (6) Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
- (7) Residual asphalt binder in the RAP material as a percent of the total mix to the nearest 0.1 percent.
- (8) Aggregate and RAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP are printed in wet condition.)

(b) Batch Plants.

- (1) Date, month, year, and time to the nearest minute for each print.
- (2) HMA mix number assigned by the Department.
- (3) Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
- (4) Mineral filler weight to the nearest pound (kilogram).
- (5) RAP weight to the nearest pound (kilogram).
- (6) Virgin asphalt binder weight to the nearest pound (kilogram).
- (7) Residual asphalt binder in the RAP material as a percent of the total mix to the nearest 0.1 percent.

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

**1031.08 RAP in Aggregate Surface Course and Aggregate Shoulders.** The use of RAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Other". The testing requirements of Article 1031.03 shall not apply.
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

80172

## REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)

Effective: April 1, 2007

Revised: November 1, 2008

Revise the seventh paragraph of Article 1106.02 of the Standard Specifications to read:

"At the time of manufacturing, the retroreflective prismatic sheeting used on channelizing devices shall meet or exceed the initial minimum coefficient of retroreflection as specified in the following table. Measurements shall be conducted according to ASTM E 810, without averaging. Sheeting used on cones, drums and flexible delineators shall be reboundable as tested according to ASTM D 4956. Prestriped sheeting for rigid substrates on barricades shall be white and orange. The sheeting shall be uniform in color and devoid of streaks throughout the length of each roll. The color shall conform to the latest appropriate standard color tolerance chart issued by the U.S. Department of Transportation, Federal Highway Administration, and to the daytime and nighttime color requirements of ASTM D 4956.

Initial Minimum Coefficient of Retroreflection candelas/foot candle/sq ft (candelas/lux/sq m) of material				
Observation Angle (deg.)	Entrance Angle (deg.)	White	Orange	Fluorescent Orange
0.2	-4	365	160	150
0.2	+30	175	80	70
0.5	-4	245	100	95
0.5	+30	100	50	40"

Revise the first sentence of the first paragraph of Article 1106.02(c) of the Standard Specifications to read:

"Barricades and vertical panels shall have alternating white and orange stripes sloping downward at 45 degrees toward the side on which traffic will pass."

Revise the third sentence of the first paragraph of Article 1106.02(d) of the Standard Specifications to read:

"The bottom panels shall be 8 x 24 in. (200 x 600 mm) with alternating white and orange stripes sloping downward at 45 degrees toward the side on which traffic will pass."

80183

## REINFORCEMENT BARS (BDE)

Effective: November 1, 2005

Revised: April 1, 2009

Revise Article 1006.10(a) of the Standard Specifications to read:

“(a) Reinforcement Bars. Reinforcement bars will be accepted according to the current Bureau of Materials and Physical Research Policy Memorandum, “Reinforcement Bar and/or Dowel Bar Plant Certification Procedure”. The Department will maintain an approved list of producers.

(1) Reinforcement Bars (Non-Coated). Reinforcement bars shall be according to ASTM A 706 (A 706M), Grade 60 (420) for deformed bars and the following.

- a. For straight bars furnished in cut lengths and with a well-defined yield point, the yield point shall be determined as the elastic peak load, identified by a halt or arrest of the load indicator before plastic flow is sustained by the bar and dividing it by the nominal cross-sectional area of the bar.
- b. Tensile strength shall be a minimum of 1.20 times the yield strength.
- c. For bars straightened from coils or bars bent from fabrication, there shall be no upper limit on yield strength; and for bar designation Nos. 3 - 6 (10 - 19), the elongation after rupture shall be at least 9%.
- d. Heat Numbers. Bundles or bars at the construction site shall be marked or tagged with heat identification numbers of the bar producer.
- e. Guided Bend Test. Bars may be subject to a guided bend test across two pins which are free to rotate, where the bending force shall be centrally applied with a fixed or rotating pin of a certain diameter as specified in Table 3 of ASTM A 706 (A 706M). The dimensions and clearances of this guided bend test shall be according to ASTM E 190.
- f. Spiral Reinforcement. Spiral reinforcement shall be deformed or plain bars conforming to the above requirements or cold-drawn steel wire conforming to AASHTO M 32.

(2) Epoxy Coated Reinforcement Bars. Epoxy coated reinforcement bars shall be according to Article 1006.10(a)(1) and shall be epoxy coated according to AASHTO M 284 (M 284M) and the following.

- a. Certification. The epoxy coating applicator shall be certified according to the current Bureau of Materials and Physical Research Policy Memorandum, “Epoxy

Coating Plant Certification Procedure". The Department will maintain an approved list.

- b. Coating Thickness. When spiral reinforcement is coated after fabrication, the thickness of the epoxy coating shall be 7 to 20 mils (0.18 to 0.50 mm).
- c. Cutting Reinforcement. Reinforcement bars may be sheared or sawn to length after coating, providing the end damage to the coating does not extend more than 0.5 in. (13 mm) back and the cut is patched before any visible rusting appears. Flame cutting will not be permitted."

80151

## REINFORCEMENT BARS - STORAGE AND PROTECTION (BDE)

Effective: August 1, 2008

Revised: April 1, 2009

Revise Article 508.03 of the Standard Specifications to read:

**508.03 Storage and Protection.** Reinforcement bars shall be stored off the ground using platforms, skids, or other supports; and shall be protected from mechanical injury and from deterioration by exposure. Epoxy coated bars shall be stored on wooden or padded steel cribbing and all systems for handling shall have padded contact areas. The bars or bundles shall not be dragged or dropped.

When epoxy coated bars are stored in a manner where they will be exposed to the weather more than 60 days prior to use, they shall be protected from deterioration such as that caused by sunlight, salt spray, and weather exposure. The protection shall consist of covering with opaque polyethylene sheeting or other suitable opaque material. The covering shall be secured and allow for air circulation around the bars to minimize condensation under the cover.

Covering of the epoxy coated bars will not be required when the bars are installed and tied, or when they are partially incorporated into the concrete."

80206

## SELF-CONSOLIDATING CONCRETE FOR CAST-IN-PLACE CONSTRUCTION (BDE)

Effective: November 1, 2005

Revised: January 1, 2009

Definition. Self-consolidating concrete is a flowable mixture that does not require mechanical vibration for consolidation.

Usage. Self-consolidating concrete may be used for cast-in-place concrete construction items involving Class MS, DS, and SI concrete.

Materials. Materials shall be according to Section 1021 of the Standard Specifications.

Mix Design Criteria. Article 1020.04 of the Standard Specifications shall apply, except as follows:

- (a) The cement factor shall be according to Article 1020.04 of the Standard Specifications. If the maximum cement factor is not specified, it shall not exceed 7.05 cwt/cu yd (418 kg/cu m). The cement factor shall not be reduced if a water-reducing, retarding, or high range water-reducing admixture is used.
- (b) The maximum allowable water/cement ratio shall be according to Article 1020.04 of the Standard Specifications or 0.44, whichever is lower.
- (c) The slump requirements shall not apply.
- (d) The coarse aggregate gradations shall be CA 13, CA 14, CA 16, or a blend of these gradations. CA 11 may be used when the Contractor provides satisfactory evidence to the Engineer that the mix will not segregate. The fine aggregate proportion shall be a maximum 50 percent by weight (mass) of the total aggregate used.
- (e) The slump flow range shall be  $\pm 2$  in. ( $\pm 50$  mm) of the Contractor target value, and within the overall Department range of 20 in. (510 mm) minimum to 28 in. (710 mm) maximum.
- (f) The visual stability index shall be a maximum of 1.
- (g) The J-ring value shall be a maximum of 4 in. (100 mm). The Contractor may specify a lower maximum in the mix design.
- (h) The L-box blocking ratio shall be a minimum of 60 percent. The Contractor may specify a higher minimum in the mix design.
- (i) The column segregation index shall be a maximum 15 percent.
- (j) The hardened visual stability index shall be a maximum of 1.



Test Methods. Illinois Test Procedures SCC-1, SCC-2, SCC-3, SCC-4, SCC-5, SCC-6, and Illinois Modified AASHTO T 22, 23, 121, 126, 141, 152, 177, 196, and 309 shall be used for testing of self-consolidating concrete mixtures.

Mix Design Submittal. The Contractor's Level III PCC Technician shall submit a mix design according to the "Portland Cement Concrete Level III Technician" course manual, except target slump information is not applicable and will not be required. However, a slump flow target range shall be submitted. In addition, the design mortar factor may exceed 1.10 and durability test data will be waived.

A J-ring value shall be submitted if a lower mix design maximum will apply. An L-box blocking ratio shall be submitted if a higher mix design minimum will apply. The Contractor shall also indicate applicable construction items for the mix design.

Trial mixture information will be required by the Engineer. A trial mixture is a batch of concrete tested by the Contractor to verify the Contractor's mix design will meet specification requirements. Trial mixture information shall include test results as specified in the "Portland Cement Concrete Level III Technician" course manual. Test results shall also include slump flow, visual stability index, J-ring value, L-box blocking ratio, column segregation index, and hardened visual stability index. For the trial mixture, the slump flow shall be near the midpoint of the proposed slump flow target range.

Trial Batch. A minimum 2 cu yd (1.5 cu m) trial batch shall be produced, and the self-consolidating concrete admixture dosage proposed by the Contractor shall be used. The slump flow shall be within 1.0 in. (25 mm) of the maximum slump flow range specified by the Contractor, and the air content shall be within the top half of the allowable specification range.

The trial batch shall be scheduled a minimum of 21 calendar days prior to anticipated use and shall be performed in the presence of the Engineer.

The Contractor shall provide the labor, equipment, and materials to test the concrete. The mixture will be evaluated by the Engineer for strength, air content, slump flow, visual stability index, J-ring value, L-box blocking ratio, column segregation index, and hardened visual stability index.

Upon review of the test data from the trial batch, the Engineer will verify or deny the use of the mix design and notify the Contractor. Verification by the Engineer will include the Contractor's target slump flow range. If applicable, the Engineer will verify the Contractor's maximum J-ring value and minimum L-box blocking ratio.

A new trial batch will be required whenever there is a change in the source of any component material, proportions beyond normal field adjustments, dosage of the self-consolidating concrete admixture, batch sequence, mixing speed, mixing time, or as determined by the Engineer. The testing criteria for the new trial batch will be determined by the Engineer.

When necessary, the trial batches shall be disposed of according to Article 202.03 of the Standard Specifications.

Mixing Portland Cement Concrete. In addition to Article 1020.11 of the Standard Specifications, the mixing time for central-mixed concrete shall not be reduced as a result of a mixer performance test. Truck-mixed or shrink-mixed concrete shall be mixed in a truck mixer for a minimum of 100 revolutions.

Wash water, if used, shall be completely discharged from the drum or container before the succeeding batch is introduced.

The batch sequence, mixing speed, and mixing time shall be appropriate to prevent cement balls and mix foaming for central-mixed, truck-mixed, and shrink-mixed concrete.

Falsework and Forms. In addition to Articles 503.05 and 503.06 of the Standard Specifications, the Contractor shall ensure the design of the falsework and forms is adequate for the additional form pressure caused by the fluid concrete. Forms shall be tight to prevent leakage of fluid concrete.

When the form height for placing the self-consolidating concrete is greater than 10.0 ft (3.0 m), direct monitoring of form pressure shall be performed according to Illinois Test Procedure SCC-10. The monitoring requirement is a minimum, and the Contractor shall remain responsible for adequate design of the falsework and forms. A minimum of one sensor will be required below each point of concrete placement to measure the maximum pressure. The first sensor below the point of concrete placement shall be approximately 12 in. (300 mm) above the base of the formwork. Additional sensors shall be installed above the bottom sensor when the form height is greater than 10.0 ft (3.0 m) above the bottom sensor. The additional sensors shall be installed at a maximum vertical spacing of 10.0 ft (3.0 m). The Contractor shall record the formwork pressure during concrete placement. This information shall be used by the Contractor to prevent the placement rate from exceeding the maximum formwork pressure allowed, to monitor the thixotropic change in the concrete during the pour, and to make appropriate adjustments to the mix design. This information shall be provided to the Engineer during the pour.

Placing and Consolidating. Concrete placement and consolidation shall be according to Article 503.07 of the Standard Specifications, except as follows:

Revise the third paragraph of Article 503.07 of the Standard Specifications to read:

"Open troughs and chutes shall extend as nearly as practicable to the point of deposit. The drop distance of concrete shall not exceed 5 ft (1.5 m). If necessary, a tremie shall be used to meet this requirement. The maximum distance of horizontal flow from the point of deposit shall be 25 ft (7.6 m), unless approved otherwise by the Engineer. For drilled shafts, free fall placement will not be permitted."

Delete the seventh, eighth, ninth, and tenth paragraphs of Article 503.07 of the Standard Specifications.

Add to the end of the eleventh paragraph of Article 503.07 of the Standard Specifications the following:

"Concrete shall be rodded with a piece of lumber, conduit, or vibrator if the material has lost its fluidity prior to placement of additional concrete. The vibrator shall be the pencil head type with a maximum diameter or width of 1 in. (25 mm). Any other method for restoring the fluidity of the concrete shall be approved by the Engineer."

Quality Control by Contractor at Plant. The specified test frequencies for aggregate gradation, aggregate moisture, air content, unit weight/yield, and temperature shall be performed as indicated in the contract.

Slump flow, visual stability index, and J-ring or L-box tests shall be performed as needed to control production. The column segregation index test and hardened visual stability index test will not be required to be performed at the plant.

Quality Control by Contractor at Jobsite. The specified test frequencies for air content, strength, and temperature shall be performed as indicated in the contract.

Slump flow, visual stability index, and J-ring or L-box tests shall be performed on the first two truck deliveries of the day, and every 50 cu yd (40 cu m) thereafter. The Contractor shall select either the J-ring or L-box test for jobsite testing.

The column segregation index test will not be required to be performed at the jobsite. The hardened visual stability index test shall be performed on the first truck delivery of the day, and every 300 cu yd (230 cu m) thereafter. Slump flow, visual stability index, J-ring value or L-box blocking ratio, air content, and concrete temperature shall be recorded for each hardened visual stability index test.

The Contractor shall retain all hardened visual stability index cut cylinder specimens until the Engineer notifies the Contractor that the specimens may be discarded.

If mix foaming or other potential detrimental material is observed during placement or at the completion of the pour, the material shall be removed while the concrete is still plastic.

Quality Assurance by Engineer at Plant. For air content and aggregate gradation, quality assurance independent sample testing and split sample testing will be performed as indicated in the contract.

For slump flow, visual stability index, and J-ring or L-box tests, quality assurance independent sample testing and split sample testing will be performed as determined by the Engineer.

Quality Assurance by Engineer at Jobsite. For air content and strength, quality assurance independent sample testing and split sample testing will be performed as indicated in the contract.

For slump flow, visual stability index, J-ring or L-box, and hardened visual stability index tests, quality assurance independent sample testing will be performed as determined by the Engineer.

For slump flow and visual stability index quality assurance split sample testing, the Engineer will perform tests at the beginning of the project on the first three tests performed by the Contractor. Thereafter, a minimum of ten percent of total tests required of the Contractor will be performed per plant, which will include a minimum of one test per mix design. The acceptable limit of precision will be 1.5 in. (40 mm) for slump flow and a limit of precision will not apply to the visual stability index.

For the J-ring or the L-box quality assurance split sample testing, a minimum of 80 percent of the total tests required of the Contractor will be witnessed by the Engineer per plant, which will include a minimum of one witnessed test per mix design. The Engineer reserves the right to conduct quality assurance split sample testing. The acceptable limit of precision will be 1.5 in. (40 mm) for the J-ring value and ten percent for the L-box blocking ratio.

For each hardened visual stability index test performed by the Contractor, the cut cylinders shall be presented to the Engineer for determination of the rating. The Engineer reserves the right to conduct quality assurance split sample testing. A limit of precision will not apply to the hardened visual stability index.

80152

## STEEL PLATE BEAM GUARDRAIL (BDE)

Effective: November 1, 2005

Revised: August 1, 2007

Revise the first paragraph of Article 1006.25 of the Standard Specifications to read:

**"1006.25 Steel Plate Beam Guardrail.** Steel plate beam guardrail, including bolts, nuts, and washers, shall be according to AASHTO M 180. The guardrail shall be Class A, with a Type II galvanized coating; except the weight (mass) of the coating for each side of the guardrail shall be at least 2.00 oz/sq ft (610 g/sq m). The coating will be determined for each side of the guardrail using the average of at least three non-destructive test readings taken on that side of the guardrail. The minimum average thickness for each side shall be 3.4 mils (86  $\mu\text{m}$ )."

80153

## **SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)**

Effective: April 2, 2005

To account for the preparatory work and operations necessary for the movement of subcontractor personnel, equipment, supplies, and incidentals to the project site and for all other work or operations that must be performed or costs incurred when beginning work approved for subcontracting in accordance with Article 108.01 of the Standard Specifications, the Contractor shall make a mobilization payment to each subcontractor.

This mobilization payment shall be made at least 14 days prior to the subcontractor starting work. The amount paid shall be equal to 3 percent of the amount of the subcontract reported on form BC 260A submitted for the approval of the subcontractor's work.

This provision shall be incorporated directly or by reference into each subcontract approved by the Department.

80143

## THERMOPLASTIC PAVEMENT MARKINGS (BDE)

Effective: January 1, 2007

Revise Article 1095.01(a)(2) of the Standard Specifications to read:

"(2) Pigment. The pigment used for the white thermoplastic compound shall be a high-grade pure (minimum 93 percent) titanium dioxide (TiO<sub>2</sub>). The white pigment content shall be a minimum of ten percent by weight and shall be uniformly distributed throughout the thermoplastic compound.

The pigments used for the yellow thermoplastic compound shall not contain any hazardous materials listed in the Environmental Protection Agency Code of Federal Regulations (CFR) 40, Section 261.24, Table 1. The combined total of RCRA listed heavy metals shall not exceed 100 ppm when tested by X-ray fluorescence spectroscopy. The pigments shall also be heat resistant, UV stable and color-fast yellows, golds, and oranges, which shall produce a compound which shall match Federal Standard 595 Color No. 33538. The pigment shall be uniformly distributed throughout the thermoplastic compound."

Revise Article 1095.01(b)(1)e. of the Standard Specifications to read:

"e. Daylight Reflectance and Color. The thermoplastic compound after heating for four hours ± five minutes at 425 ± 3 °F (218.3 ± 2 °C) and cooled at 77 °F (25 °C) shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degree circumferential/zero degree geometry, illuminant C, and two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

White: Daylight Reflectance .....75 percent min.

\*Yellow: Daylight Reflectance .....45 percent min.

\*Shall meet the coordinates of the following color tolerance chart.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456"

Revise Article 1095.01(b)(1)k. of the Standard Specifications to read:

"k. Accelerated Weathering. After heating the thermoplastic for four hours ± five minutes at 425 ± 3 °F (218.3 ± 2 °C) the thermoplastic shall be applied to a steel wool abraded aluminum alloy panel (Federal Test Std. No. 141, Method 2013) at a film thickness of 30 mils (0.70 mm) and allowed to cool for 24 hours at room temperature. The coated panel shall be subjected to accelerated weathering

using the light and water exposure apparatus (fluorescent UV - condensation type) for 75 hours according to ASTM G 53 (equipped with UVB-313 lamps).

The cycle shall consist of four hours UV exposure at 122 °F (50 °C) followed by four hours of condensation at 104 °F (40 °C). UVB 313 bulbs shall be used. At the end of the exposure period, the panel shall not exceed 10 Hunter Lab Delta E units from the original material.”

80176



**WORKING DAYS (BDE)**

Effective: January 1, 2002

The Contractor shall complete the work within **75** working days.

80071

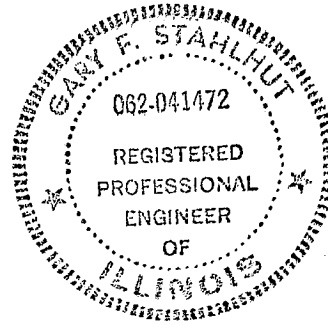
Madison County  
 Section 08-00123-07-RS  
 Route F.A.U. 8877 (New Poag Road)  
 Project A $\Delta$  RS-0119 (068)  
 Job No. C-98-327-09  
 Contract No. 97378  
 Federal Aid Project

LAYOUT

Gross Length 28,733 Feet / 5.442 Miles  
 Net Length 28,445 Feet / 5.387 Miles

This proposal was prepared by myself  
 (or a full time member of my staff working  
 under my personal supervision).

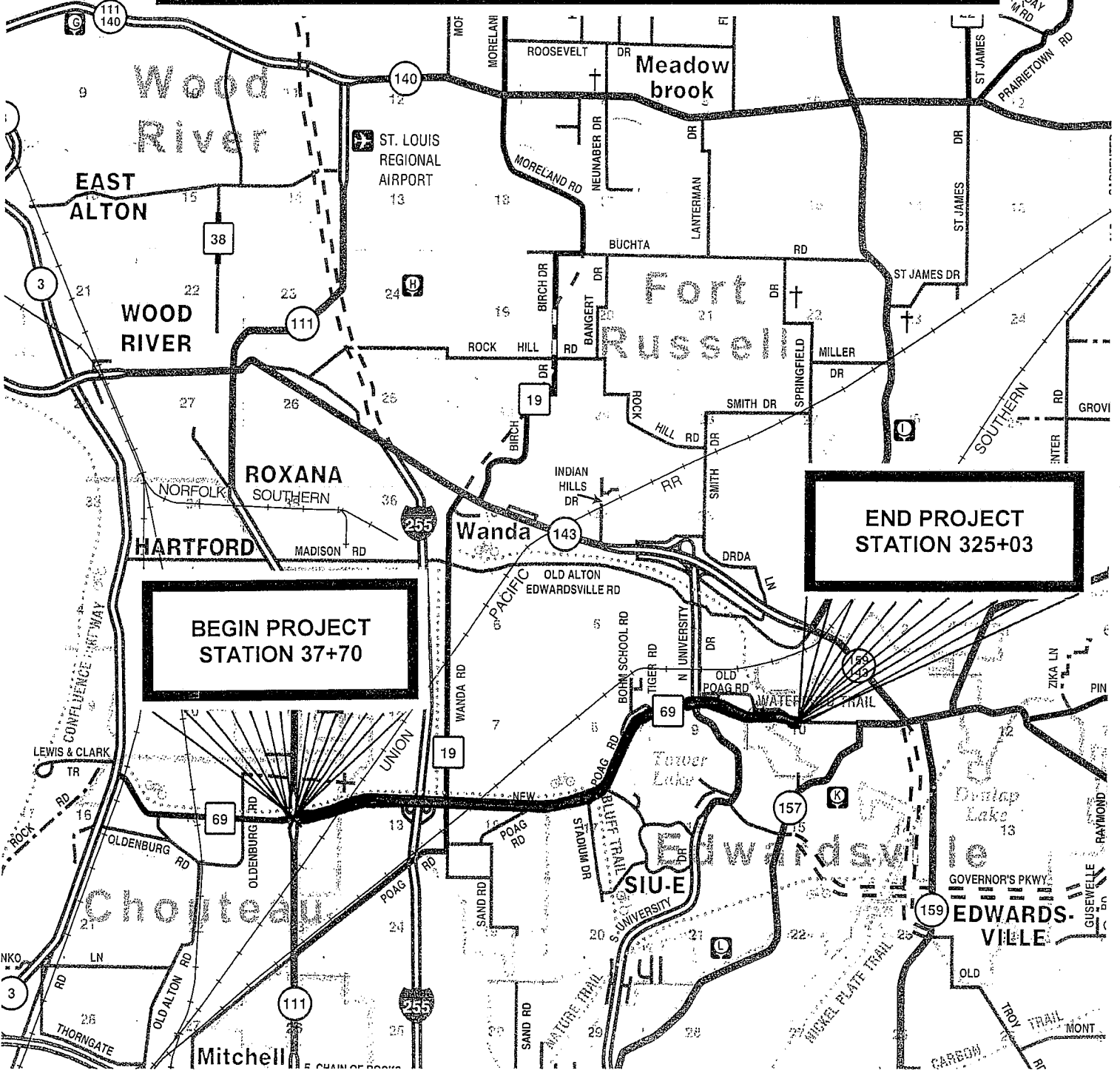
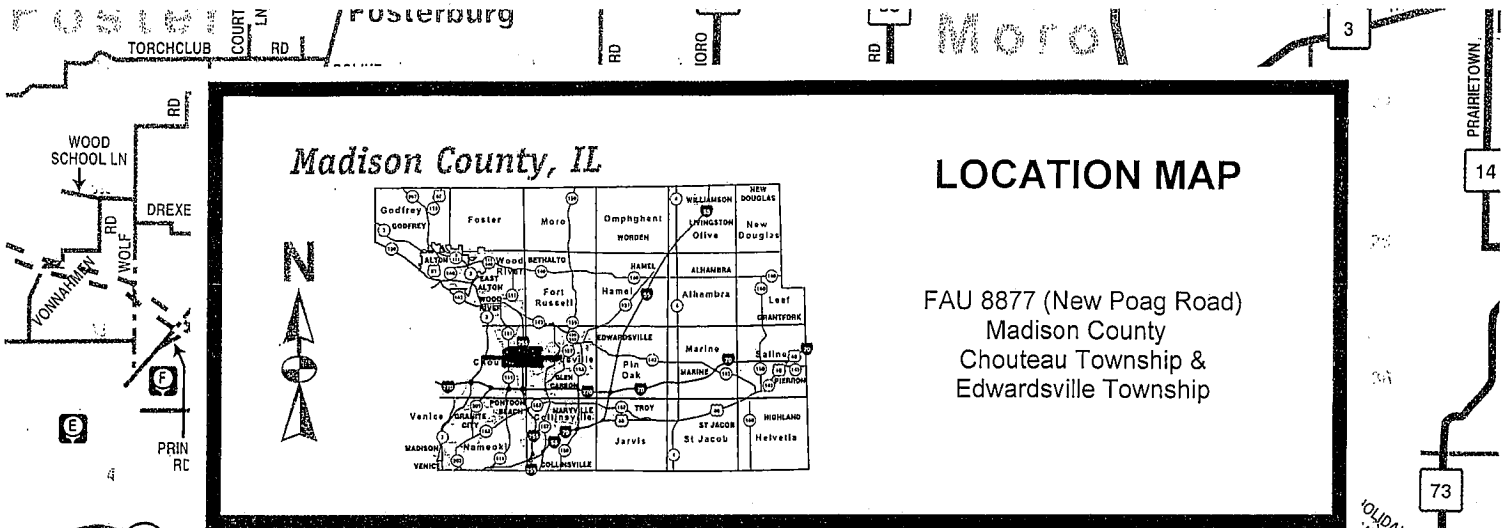
*Gary F. Stahlhut*  
 County Engineer and Registered  
 Professional Engineer # 062-041472



4-7-09  
 Date

Date of License Expiration: 11-30-2009

<b>DESIGN DESIGNATION</b> RURAL TWO-LANE COLLECTORS  <b>FUNCTIONAL CLASSIFICATION</b> URBAN MINOR ARTERIAL  <b>DESIGN TRAFFIC</b> (10,500) 2008  <b>DESIGN SPEED</b> 50 MPH	<b>STATE OF ILLINOIS,</b> <b>DEPARTMENT OF TRANSPORTATION</b>
	APPROVED <u>April 7<sup>th</sup> 2009</u> <u><i>Gary F. Stahlhut</i></u> Madison County, County Engineer
J.U.L.I.E. JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 800-892-0123	Passed <u>4/16/09</u> <u><i>[Signature]</i></u> District 8 Engineer of Local Roads & Streets
	Releasing for Bid Based on Limited Review <u>4/16/09</u> <u><i>[Signature]</i></u> Deputy Director of Highways, Region 5 Engineer



TOTAL SHEETS	SHEET NUMBER
36	3
CONTRACT NO. 97378	

## INDEX OF SHEETS

## HIGHWAY STANDARDS

1	COVER SHEET	424001-05	701301-03
2	LOCATION MAP	442101-07	701306-02
3	INDEX OF SHEETS, STANDARDS AND GENERAL NOTES	604016-02	701311-03
		606001-04	701336-05
4-7	SUMMARY OF QUANTITIES	606301-04	701421-02
		630001-08	701426-03
8-21	TYPICAL SECTIONS	630301-05	701701-06
		635006-03	701901-01
		635011-02	780001-02
		701201-03	781001-03
22-29	SCHEDULES OF QUANTITIES		
30-36	DETAILS		
37-69	Highway Standards		

## GENERAL NOTES

1. THE STANDARDS AND REVISION NUMBERS LISTED ON THIS SHEET SHALL APPLY TO THIS PROJECT.
2. THE CONTRACTOR SHALL BE AWARE THAT THERE MAY BE VALVES LOCATED WITHIN THE RESURFACING LIMITS. CARE SHALL BE TAKEN IN THE LOCATIONS DURING MILLING OPERATIONS. ANY DAMAGE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. THE THICKNESS OF HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
4. THE CONTRACTOR AND ENGINEER SHALL BE AWARE THAT NO SURVEY WAS PERFORMED FOR THIS PROJECT. THE STATIONING SHOWN IN THE PLANS WAS CREATED UTILIZING EXISTING PLANS AND FIELD MEASUREMENTS. THIS INFORMATION SHALL BE ASSUMED TO BE APPROXIMATE.
5. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
6. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS AND WILL BE INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE 48"X48" AND FLUORESCENT ORANGE. ALL "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE REMOVED AFTER ALL WORK AND OPERATIONS ARE COMPLETED.
7. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED, LEVELING BINDER AND FINAL HMA SURFACE. A QUANTITY FOR TEMPORARY PAVEMENT MARKING EQUAL TO THE AMOUNT OF PERMANENT PAVEMENT MARKING HAS BEEN ADDED TO THE PLANS. ONLY REMOVAL OF SHORT TERM PAVEMENT MARKING FROM FINAL SURFACE IS TO BE PAID AS "WORK ZONE PAVEMENT MARKING REMOVAL".
8. ALL TEMPORARY PAVEMENT MARKING WILL BE PLACED IN SUCH A MANNER SO AS TO NOT INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
9. FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS SHOULD MATCH THE EXISTING UNLESS OTHERWISE SPECIFIED BY THE ENGINEER OR IN THE PLANS.
10. TAPER HMA SURFACE REMOVAL FROM 0" AT STA. 84+69 TO 1.5" AT STA. 84+99 AND FROM 0" AT STA. 123+30 TO 1.5" AT STA. 123+00.

UTILITY AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

*AMEREN IP	618-236-6207
*AMEREN UE	618-463-4041
*AT&T (TRANSMISSION)	847-420-9115
*AT&T DISTRIBUTION	630-573-5450
*CHARTER COMMUNICATIONS	636-387-6643
*CITY OF EDWARDSVILLE	618-692-7535
*MARATHON PIPELINE, LLC	217-382-2266
*MITCHELL PUBLIC WATER DISTRICT	618-931-0164
*NORTHEAST CENTRAL PUBLIC WATER DISTRICT	618-692-0030
*SOUTHERN ILLINOIS UNIVERSITY	618-650-3711
*WOOD RIVER PIPELINE COMPANY	618-254-2915

(MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY \*. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)

INDEX OF SHEETS, STANDARDS  
AND GENERAL NOTES

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

<u>SUMMARY OF QUANTITIES</u>			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	15,520
40600300	AGGREGATE (PRIME COAT)	TON	312
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	9,894
40600895	CONSTRUCTING TEST STRIP	EACH	2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,559
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1,378
40600990	TEMPORARY RAMP	SQ YD	143
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	8,541
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	637
42400100	PORTLAND CEMENT CONCRETE SIDEWALK, 4"	SQ FT	37
42400800	DETECTABLE WARNINGS	SQ FT	9
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	26,670
44000500	COMBINATION CURB & GUTTER REMOVAL	FOOT	53
44000600	SIDEWALK REMOVAL	SQ FT	37
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	5,505
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	371

\* - SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAU 8877

SECTION 08-00123-07-RS

MADISON COUNTY

<u>SUMMARY OF QUANTITIES</u>			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES
44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	32
44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	96
44213100	PAVEMENT FABRIC	SQ YD	96
44213200	SAW CUTS	FOOT	2,996
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	40,127
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	239
48203100	HOT-MIX ASPHALT SHOULDERS	TON	5,554
60265108	INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL	EACH	5
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	31
60605600	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.06	FOOT	22
60623711	CONCRETE MEDIAN	SQ FT	254.1
*	63000003 STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	87.5
*	63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	15
*	63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1
	63200310 GUARDRAIL REMOVAL	FOOT	400
	67100100 MOBILIZATION	L SUM	1

\* - SPECIALTY ITEM

SUMMARY OF QUANTITIES  
FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

<u>SUMMARY OF QUANTITIES</u>			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES
70103700	TRAFFIC CONTROL COMPLETE	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	11,562
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	512.4
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	69,435
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	102
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	466
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,854
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	512.4
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	69,435
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	102
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	466
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	900
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	16
* 78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	351
X4421000	PARTIAL DEPTH PATCHING	TON	14
X4422025	PARTIAL DEPTH REMOVAL 2"	SQ YD	123

\* - SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAU 8877

SECTION 08-00123-07-RS

MADISON COUNTY

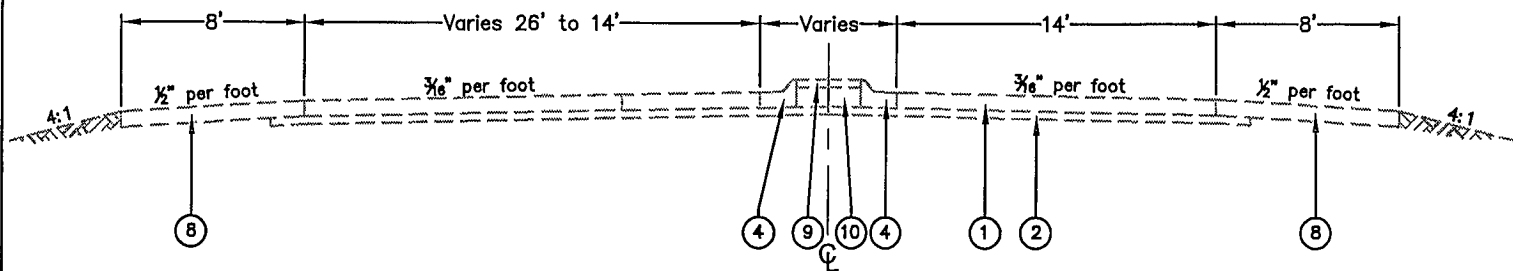
<u>SUMMARY OF QUANTITIES</u>			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES
Z0017202	DOWEL BARS, 1 1/2"	EACH	1,102
Z0075310	TIE BARS 3/4"	EACH	54

\* - SPECIALTY ITEM

SUMMARY OF QUANTITIES  
 FAU 8877  
 SECTION 08-00123-07-RS  
 MADISON COUNTY

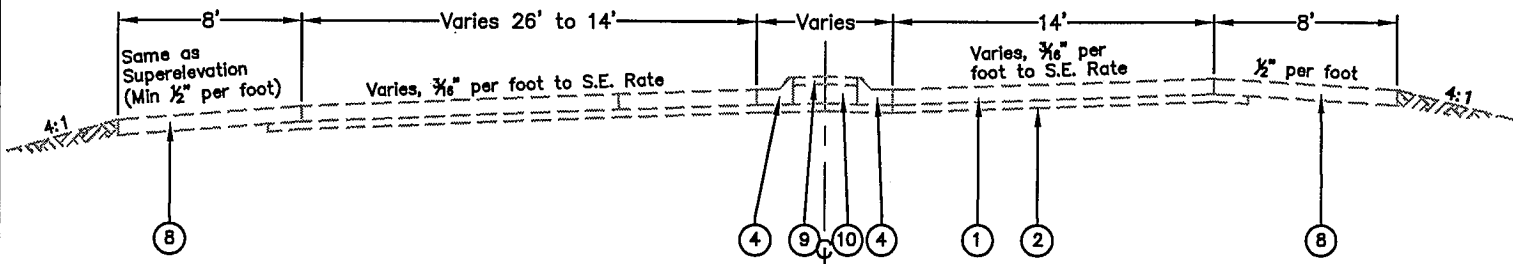


TOTAL SHEETS	SHEET NUMBER
36	8
CONTRACT NO. 97378	



**NEW POAG ROAD**

Sta. 37+70 to Sta. 40+61



**NEW POAG ROAD**

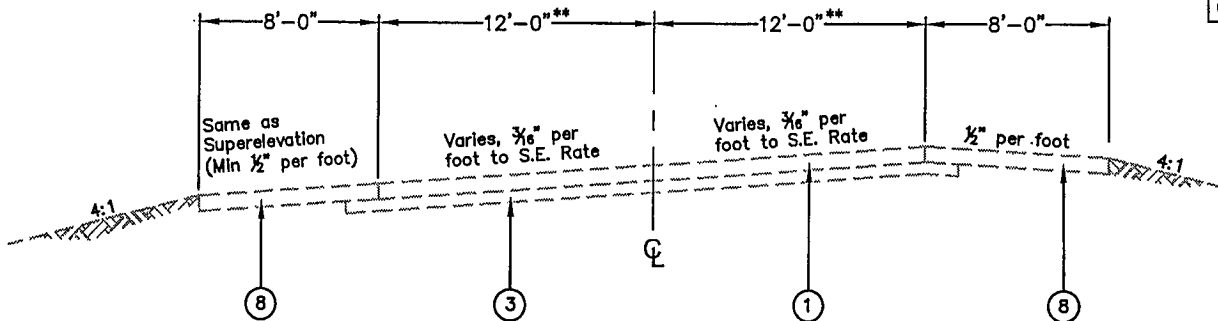
Sta. 40+61 to Sta. 46+03 (Existing S.E. 0.038 FT./FT. Sta. 42+11 to Sta. 46+03)

**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7½"
- 14 EXISTING HMA SURFACE COURSE, 1½"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9¾"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1¾")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1½")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

**EXISTING TYPICAL SECTIONS**

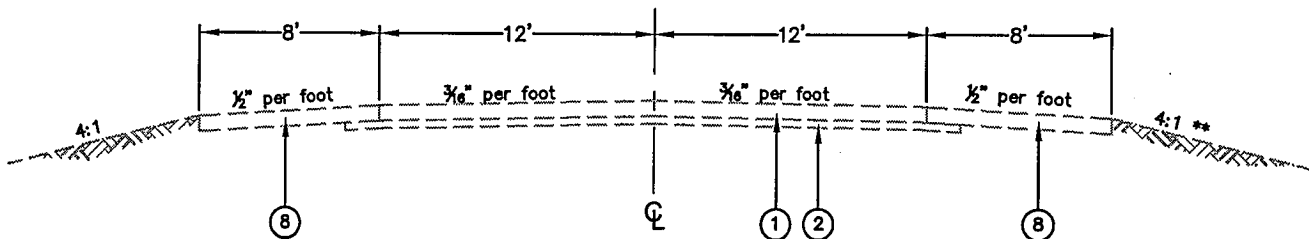
FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



**NEW POAG ROAD**

Sta. 46+03 to Sta. 51+16	(Existing S.E. 0.038 FT./FT.	Sta. 46+03 to Sta. 49+66)
Sta. 71+08 to Sta. 81+92	(Existing S.E. 0.038 FT./FT.	Sta. 72+58 to Sta. 80+42)
Sta. 159+12 to Sta. 168+14	(Existing S.E. 0.038 FT./FT.	Sta. 160+02 to Sta. 166+64)
Sta. 188+80 to Sta. 211+96	(Existing S.E. 0.0698 FT./FT.	Sta. 190+89 to Sta. 209+86)
Sta. 227+25 to Sta. 253+25	(Existing S.E. 0.0698 FT./FT.	Sta. 229+35 to Sta. 251+16)
Sta. 279+79 to Sta. 290+53	(Existing S.E. 0.0698 FT./FT.	Sta. 279+79 to Sta. 288+43)
Sta. 290+64 to Sta. 298+00	(Existing S.E. 0.0698 FT./FT.	Sta. 292+73 to Sta. 298+00)
Sta. 298+00 to Sta. 305+40	(Existing S.E. 0.036 FT./FT.	Sta. 301+00 to Sta. 304+02)

\*\* Transitions from 12' to 44' Sta. 299+84 to Sta. 305+01.13



**NEW POAG ROAD**

Sta. 51+16 to Sta. 62+53
Sta. 65+41 to Sta. 71+08
Sta. 81+92 to Sta. 84+69
Sta. 123+30 to Sta. 129+71.08
Sta. 131+89.74 to Sta. 159+12
Sta. 168+14 to Sta. 188+80
Sta. 211+96 to Sta. 227+25
Sta. 253+25 to Sta. 255+43
Sta. 290+53 to Sta. 290+64

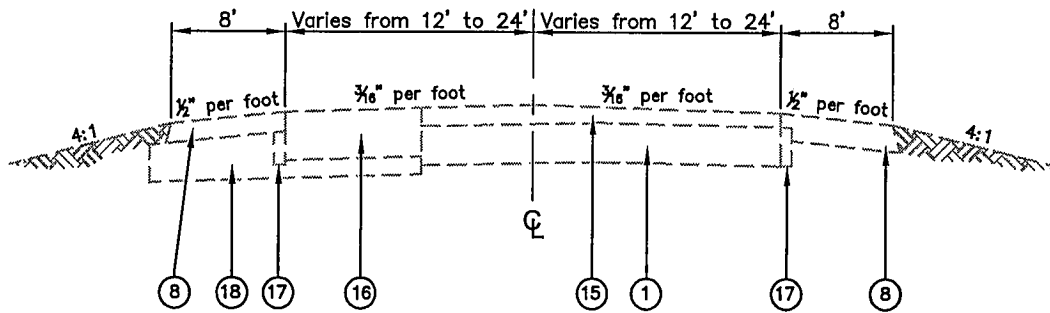
\*\* - Front Slopes  
 Sta. 212+50 to 214+00 - 3:1  
 Sta. 287+00 to 290+63.6 - 2:1

**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

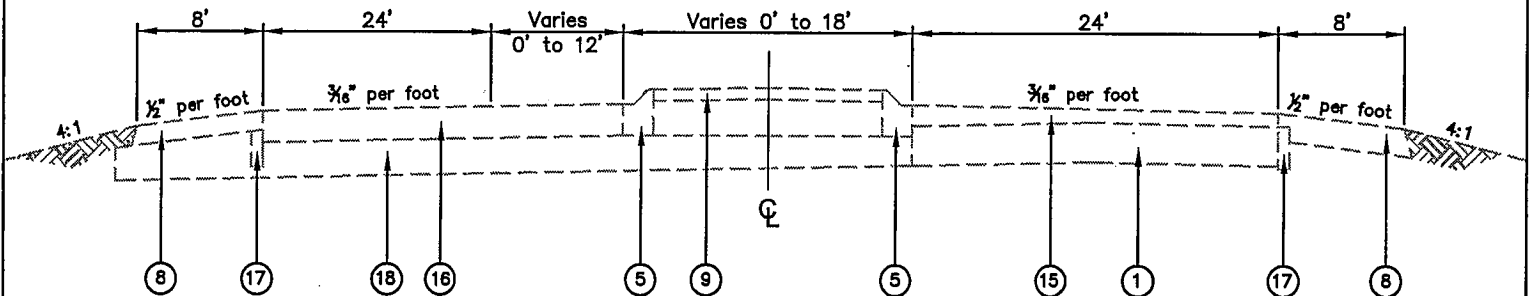
EXISTING TYPICAL SECTIONS

FAU 8877  
 SECTION 08-00123-07-RS  
 MADISON COUNTY



**NEW POAG ROAD**

Sta. 84+69 to Sta. 89+67  
Sta. 117+01 to Sta. 123+30



**NEW POAG ROAD**

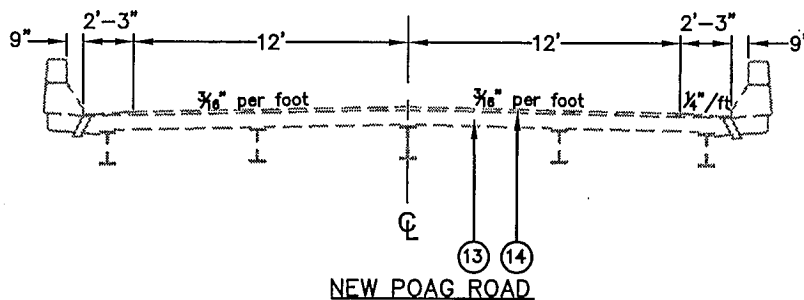
Sta. 89+67 to Sta. 117+01

**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

EXISTING TYPICAL SECTIONS

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



Structure No. 060-3223  
Sta. 129+71.08 to Sta. 131+89.74

North University Drive Omission  
Sta. 269+53 to Sta. 270+45  
(To be included with North University Drive Quantities)

Railroad Crossing Omission

NEW POAG ROAD

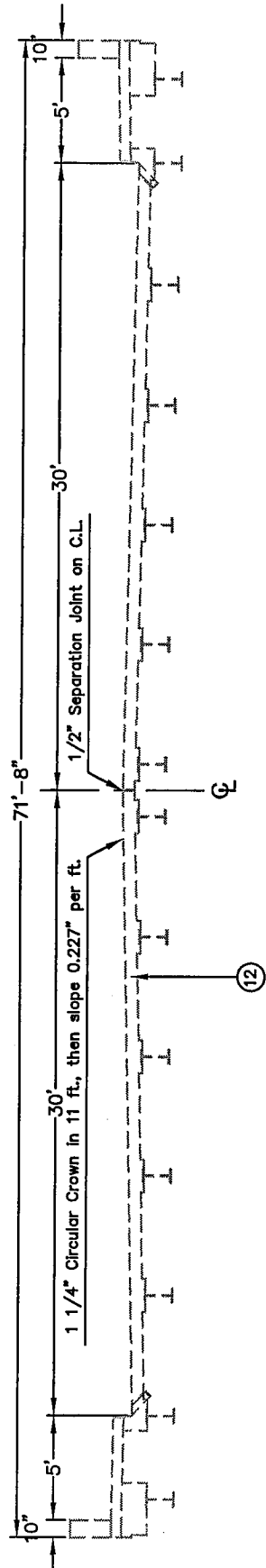
Sta. 62+53 to Sta. 65+41

LEGEND

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7½"
- 14 EXISTING HMA SURFACE COURSE, 1½"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9¾"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1¾")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1½")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

EXISTING TYPICAL SECTIONS

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



NEW POAG ROAD

Structure No. 060-0183  
Sta. 305+47.02 to Sta. 306+90.48

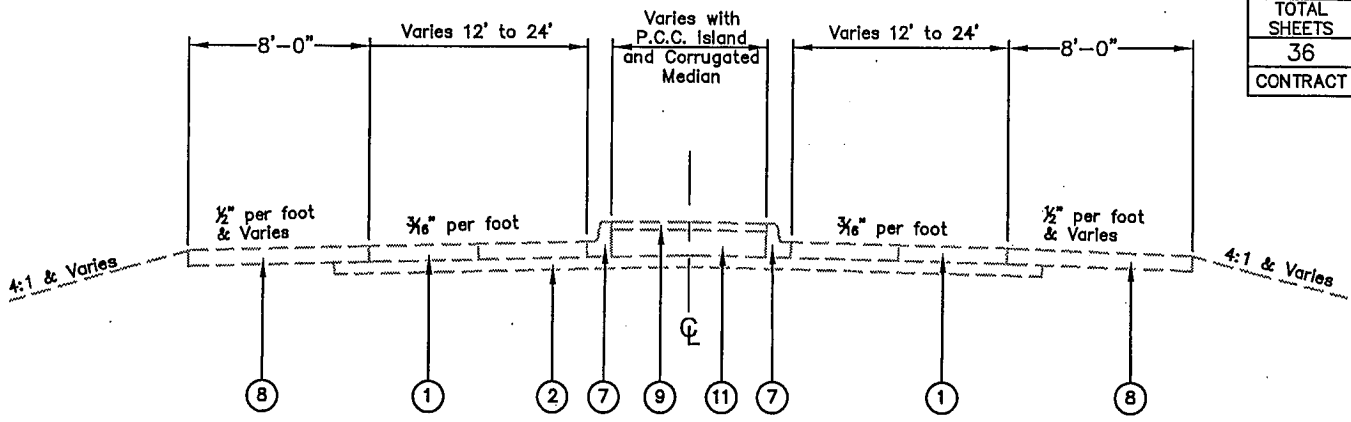
**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

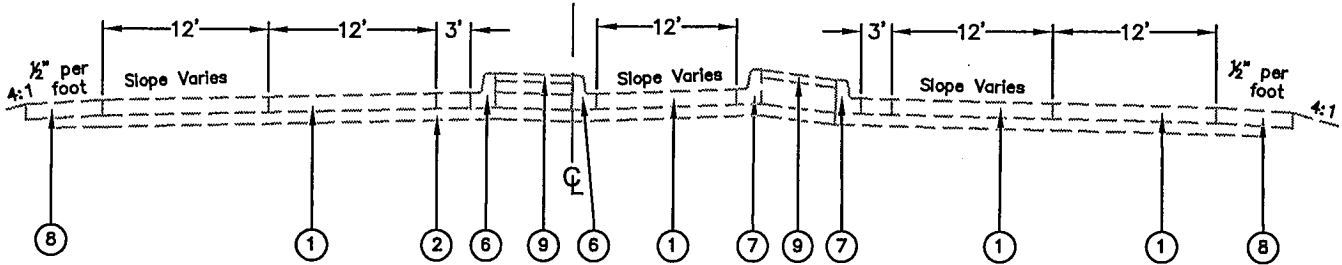
EXISTING TYPICAL SECTIONS

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

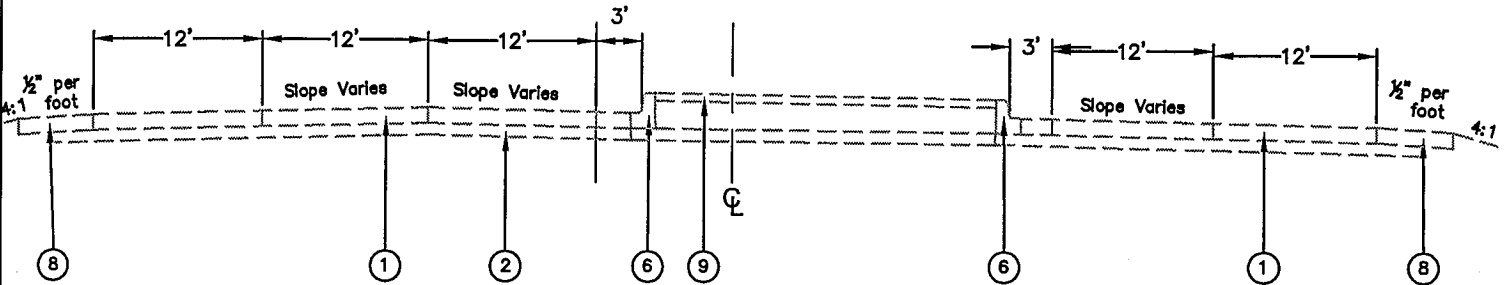
TOTAL SHEETS	SHEET NUMBER
36	13
CONTRACT NO. 97378	



**NEW POAG ROAD**  
 Sta. 255+43 to Sta. 269+53  
 Sta. 270+45 to Sta. 279+79



**NORTH UNIVERSITY DRIVE**  
 Sta. 540+10 to Sta. 541+60



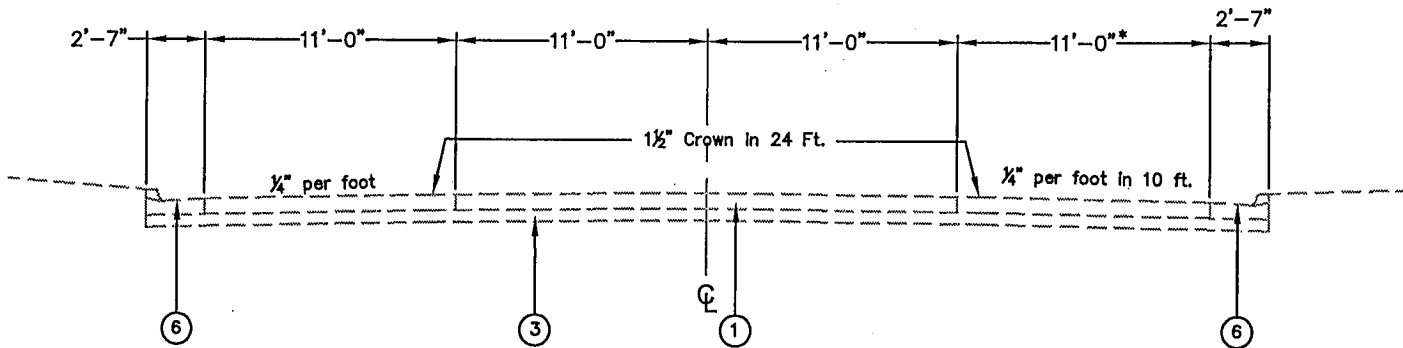
**NORTH UNIVERSITY DRIVE**  
 Sta. 542+50 to Sta. 544+30

**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

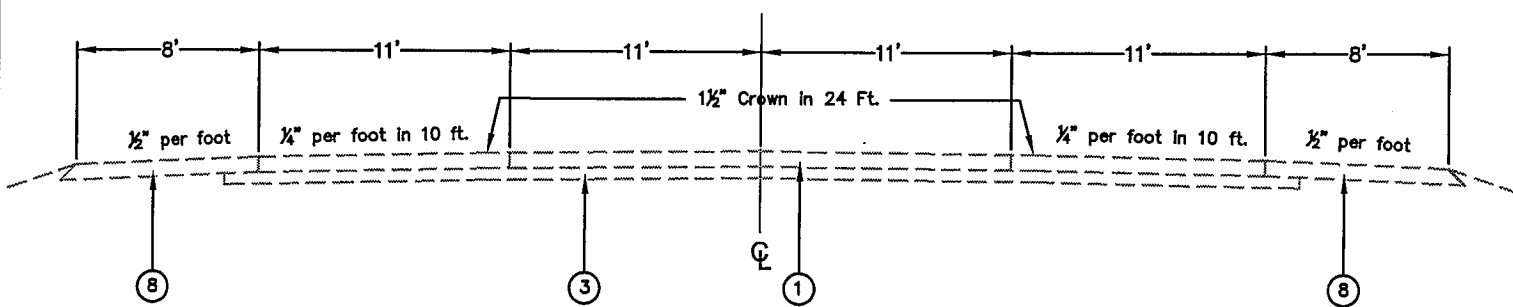
EXISTING TYPICAL SECTIONS

FAU 8877  
 SECTION 08-00123-07-RS  
 MADISON COUNTY



**NEW POAG ROAD**  
Sta. 309+00 to Sta. 325+03

\*Transitions from 11' to 2'  
Sta. 323+24 to Sta. 325+03



**NEW POAG ROAD**  
Sta. 305+40 to Sta. 305+47.02  
306+90.48 to Sta. 309+00

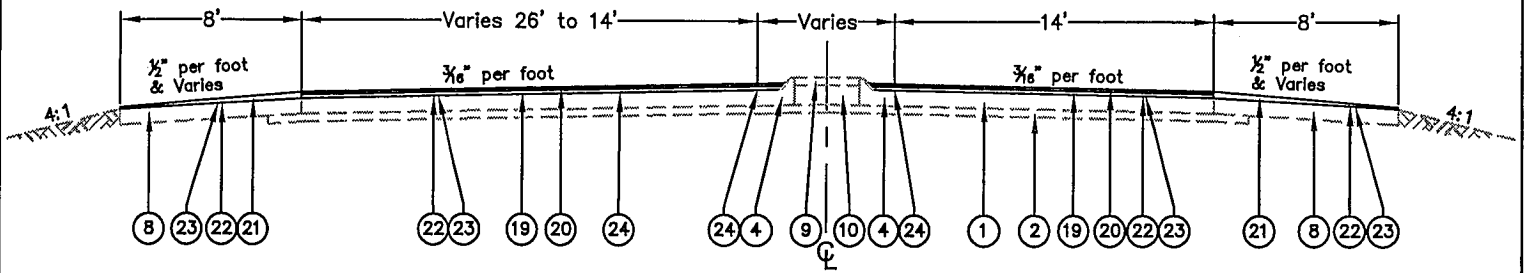
**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

EXISTING TYPICAL SECTIONS

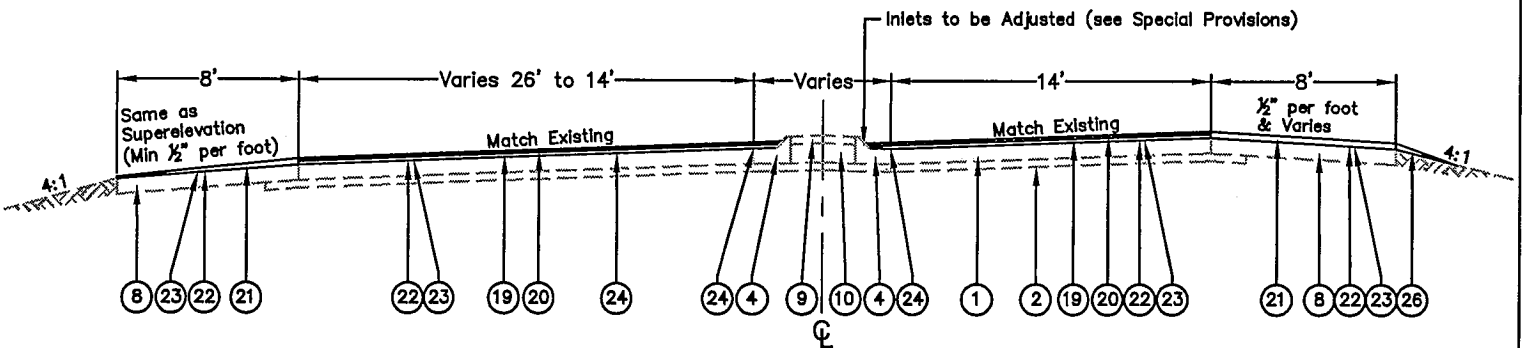
FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

TOTAL SHEETS	SHEET NUMBER
36	15
CONTRACT NO. 97378	



**NEW POAG ROAD**

Sta. 37+70 to Sta. 40+61



**NEW POAG ROAD**

Sta. 40+61 to Sta. 46+03 (Existing S.E. 0.038 FT./FT. Sta. 42+11 to Sta. 46+03)

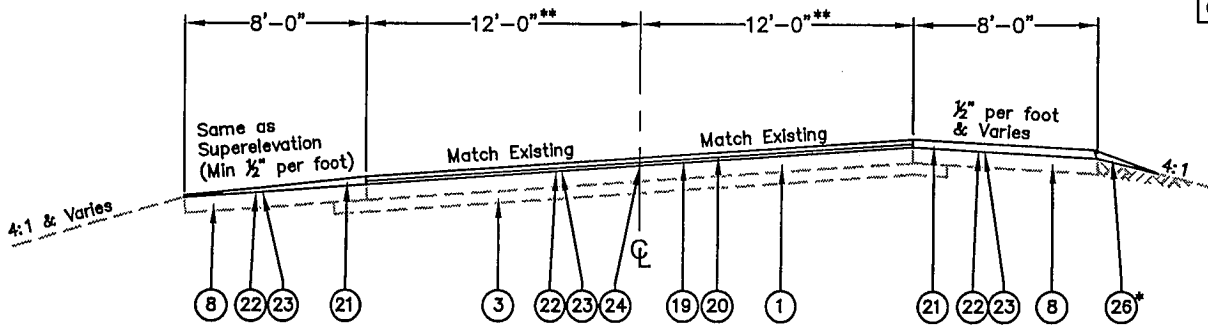
**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

PROPOSED TYPICAL SECTIONS

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

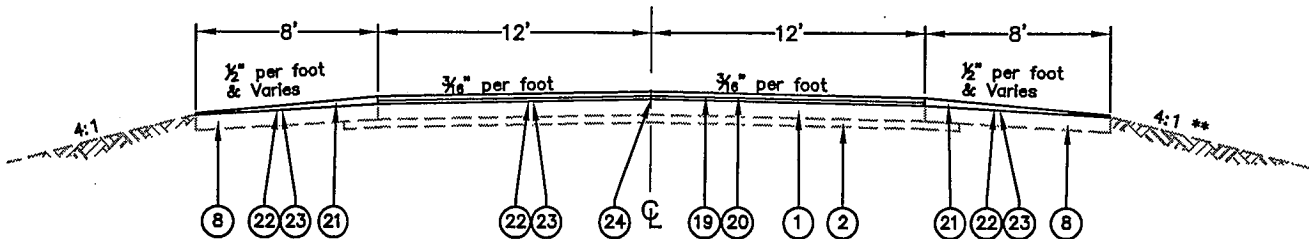




**NEW POAG ROAD**

Sta. 46+03 to Sta. 51+16	(Existing S.E. 0.038 FT./FT.)	Sta. 46+03 to Sta. 49+66
Sta. 71+08 to Sta. 81+92	(Existing S.E. 0.038 FT./FT.)	Sta. 72+58 to Sta. 80+42
Sta. 159+12 to Sta. 168+14	(Existing S.E. 0.038 FT./FT.)	Sta. 160+02 to Sta. 166+64
*Sta. 188+80 to Sta. 211+96	(Existing S.E. 0.0698 FT./FT.)	Sta. 190+89 to Sta. 209+86
*Sta. 227+25 to Sta. 253+25	(Existing S.E. 0.0698 FT./FT.)	Sta. 229+35 to Sta. 251+16
*Sta. 279+79 to Sta. 290+53	(Existing S.E. 0.0698 FT./FT.)	Sta. 279+79 to Sta. 288+43
*Sta. 290+64 to Sta. 298+00	(Existing S.E. 0.0698 FT./FT.)	Sta. 292+73 to Sta. 298+00
Sta. 298+00 to Sta. 305+40	(Existing S.E. 0.036 FT./FT.)	Sta. 301+00 to Sta. 304+02

\*\* Transitions from 12' to 22' Sta. 299+84 to Sta. 305+01.13



**NEW POAG ROAD**

Sta. 51+16 to Sta. 62+53
Sta. 65+41 to Sta. 71+08
Sta. 81+92 to Sta. 84+69
Sta. 123+30 to Sta. 129+71.08
Sta. 131+89.74 to Sta. 159+12
Sta. 168+14 to Sta. 188+80
Sta. 211+96 to Sta. 227+25
Sta. 253+25 to Sta. 255+43
Sta. 290+53 to Sta. 290+64

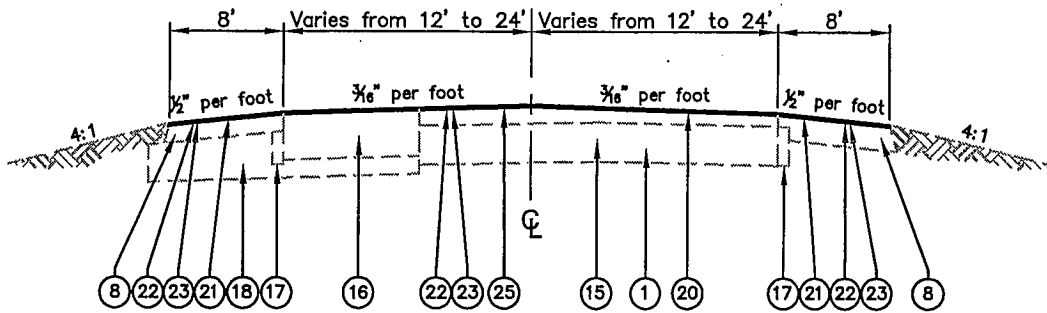
\*\* - Front Slopes  
 Sta. 212+50 to 214+00 - 3:1  
 Sta. 287+00 to 290+63.6 - 2:1

**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

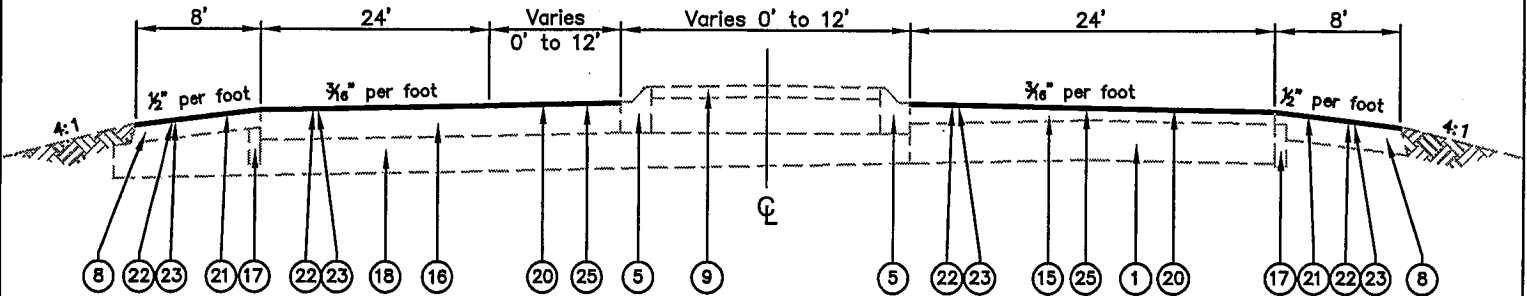
**PROPOSED TYPICAL SECTIONS**

FAU 8877  
 SECTION 08-00123-07-RS  
 MADISON COUNTY



**NEW POAG ROAD**

Sta. 84+69 to Sta. 89+67  
Sta. 117+01 to Sta. 123+30



**NEW POAG ROAD**

Sta. 89+67 to Sta. 117+01

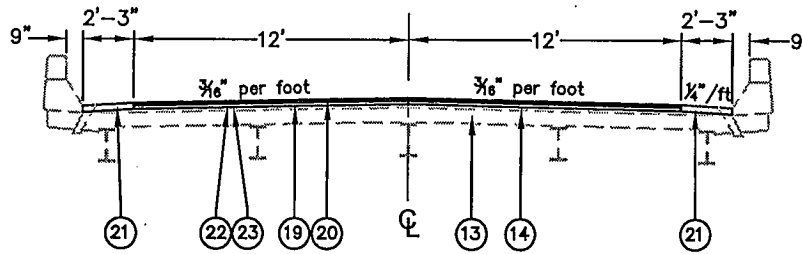
**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 1/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

**PROPOSED TYPICAL SECTIONS**

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

TOTAL SHEETS	SHEET NUMBER
36	18
CONTRACT NO. 97378	



NEW POAG ROAD

Structure No. 060-3223  
Sta. 129+71.08 to Sta. 131+89.74

North University Drive Omission  
Sta. 269+53 to Sta. 270+45  
(To be included with North University Drive Quantities)

Railroad Crossing Omission

NEW POAG ROAD

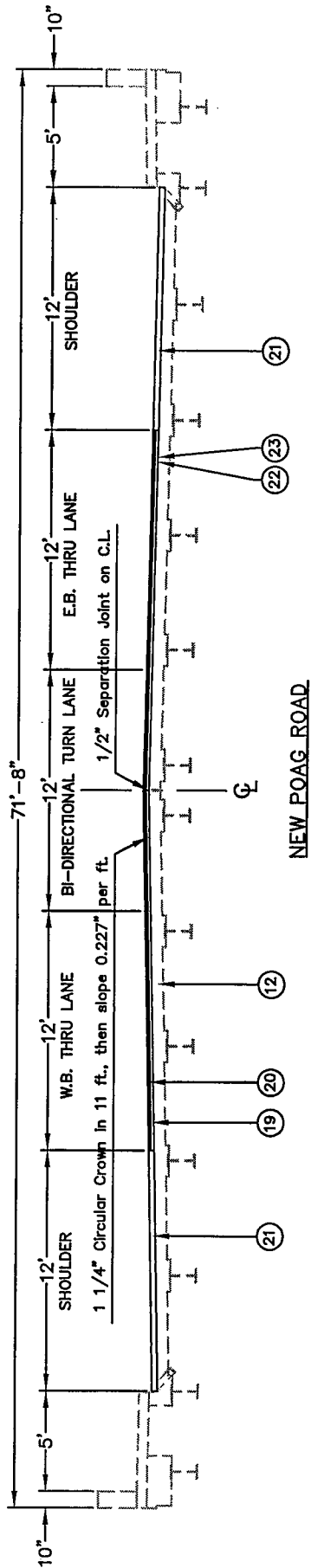
Sta. 62+53 to Sta. 65+41

LEGEND

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7½"
- 14 EXISTING HMA SURFACE COURSE, 1½"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9¾"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1¾")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1½")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

PROPOSED TYPICAL SECTIONS

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



**NEW POAG ROAD**

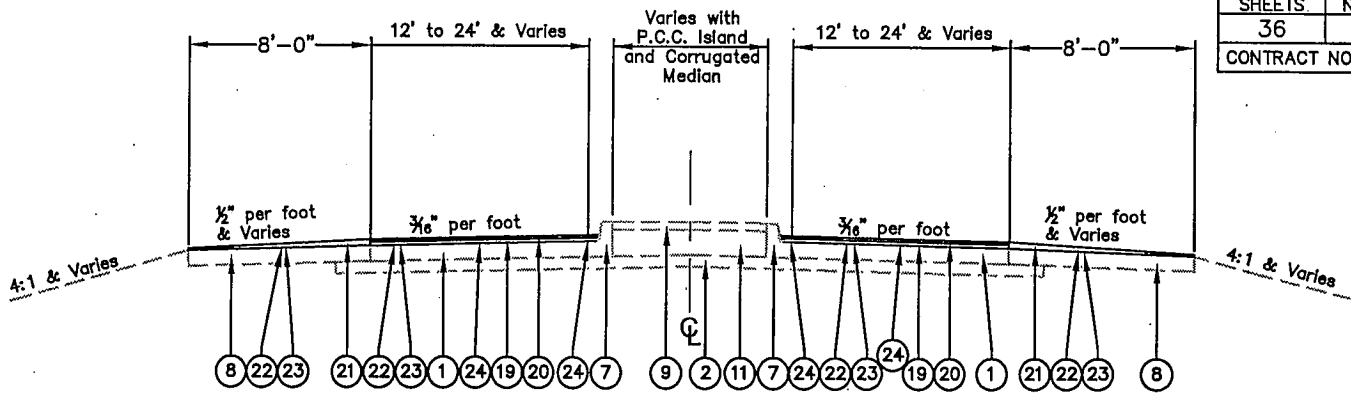
Structure No. 060-0183  
Sta. 305+47.02 to Sta. 306+90.48

**LEGEND**

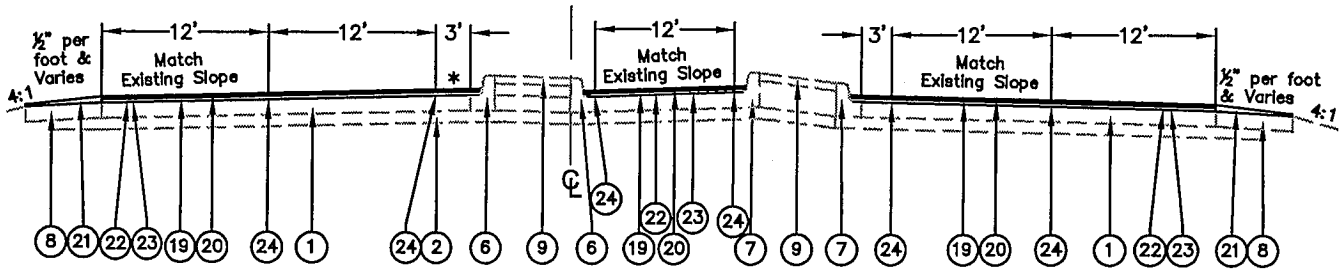
- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

PROPOSED TYPICAL SECTIONS

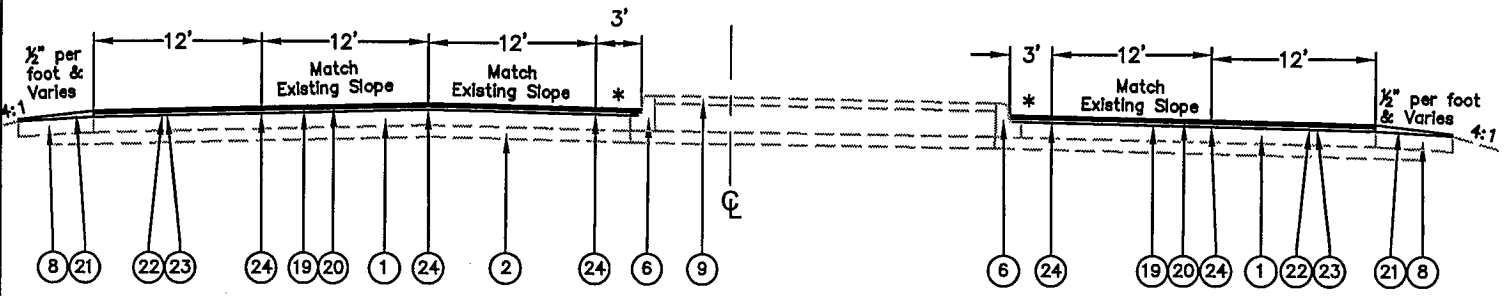
FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



**NEW POAG ROAD**  
Sta. 255+43 to Sta. 269+53  
Sta. 270+45 to Sta. 279+79



**NORTH UNIVERSITY DRIVE**  
Sta. 540+10 to Sta. 541+60

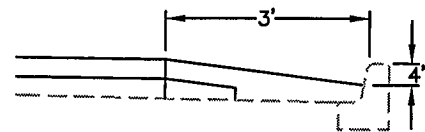


**NORTH UNIVERSITY DRIVE**  
Sta. 542+50 to Sta. 544+30

**LEGEND**

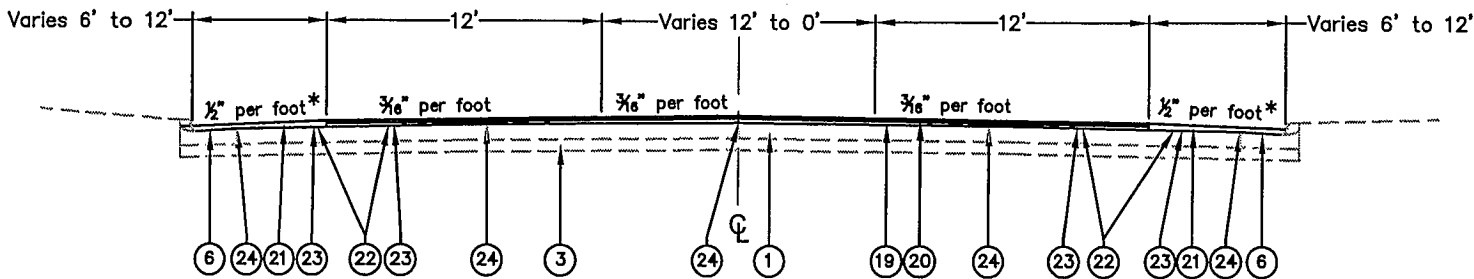
- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

\*IN ORDER TO MINIMIZE PLACEMENT OF HMA IN GUTTER PANS, TAPER THE SLOPE OF THE 3' SHOULDER AREAS SO THAT 4"± OF CURB HEIGHT REMAINS.



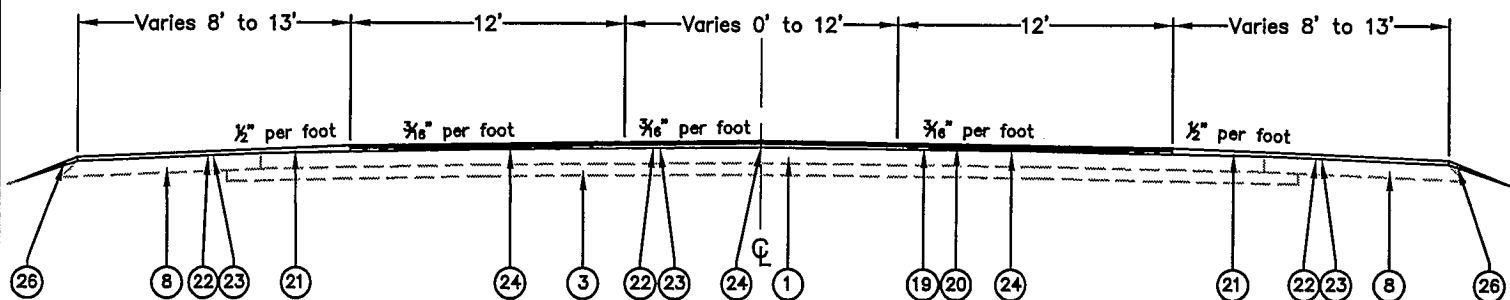
**PROPOSED TYPICAL SECTIONS**

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



**NEW POAG ROAD**

Sta. 309+00 to Sta. 323+23



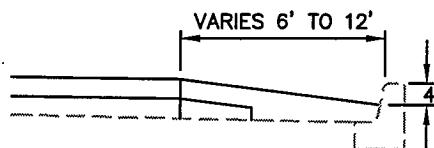
**NEW POAG ROAD**

Sta. 305+40 to Sta. 305+47.02  
306+90.48 to Sta. 309+00

**LEGEND**

- 1 EXISTING PCC PAVEMENT, 8"
- 2 EXISTING 4" STABILIZED SUB-BASE
- 3 EXISTING 6" SUB-BASE GRANULAR MATERIAL
- 4 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-6.12
- 5 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.06
- 6 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- 7 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-9.06
- 8 EXISTING BITUMINOUS SHOULDER, 8"
- 9 EXISTING CONCRETE MEDIAN SURFACE, 4"
- 10 EXISTING SAND FILL
- 11 EXISTING COURSE AGGREGATE
- 12 EXISTING CONCRETE SUPERSTRUCTURE, 7"
- 13 EXISTING CONCRETE SUPERSTRUCTURE, 7 1/2"
- 14 EXISTING HMA SURFACE COURSE, 1 1/2"
- 15 EXISTING HMA PAVEMENT, 3"
- 16 EXISTING FULL DEPTH HMA PAVEMENT, 9 3/4"
- 17 EXISTING DRAINAGE MAT UNDERDRAIN
- 18 EXISTING STABILIZED SUB-BASE
- 19 LEVELING BINDER (MACHINE METHOD), N90 (1 3/4")
- 20 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- 21 HOT-MIX ASPHALT SHOULDERS (TON)
- 22 BITUMINOUS MATERIALS (PRIME COAT)
- 23 AGGREGATE (PRIME COAT)
- 24 STRIP REFLECTIVE CRACK CONTROL TREATMENT
- 25 HOT-MIX ASPHALT SURFACE REMOVAL
- 26 AGGREGATE WEDGE SHOULDER, TYPE B

\*IN ORDER TO MINIMIZE PLACEMENT OF HMA IN GUTTER PANS, TAPER THE SLOPE OF THE 6'-12' SHOULDER AREAS SO THAT 4"\* OF CURB HEIGHT REMAINS.



**PROPOSED TYPICAL SECTIONS**

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

## PAVEMENT SCHEDULE

LOCATION	HMA SURFACE REMOVAL, 1 1/2" (SQ YD)	BITUMINOIS MATERIALS (PRIME COAT) (GAL)	AGGREGATE (PRIME COAT) (TON)	LEVELING BINDER MACHINE METHOD, N90 (TON)	HMA SURFACE COURSE "D" N-90 (TON)	STRIP REFLECTIVE CRACK CONTROL TREATMENT (FOOT)
37+50 to 62+53		776	16	984	651	4,149
65+41 to 84+70		523	11	667	440	1,928
84+70 to 123+20	19,825	1,982	40		1,665	
123+20 to 129+10		158	3	198	132	132
129+10 to 132+50		108	3	106	91	
132+50 to 189+00		1,507	30	1,898	1,266	6,355
189+00 to 305+01		3,917	78	4,935	3,290	17,137
195+46 to 200+00 TURN LANE		48	1	47	40	460
305+01 to 325+03		721	15	706	606	8,894
540+10 to 544+30		429	8	353	360	1,072
<b>Totals</b>	<b>19,825</b>	<b>10,169</b>	<b>205</b>	<b>9,894</b>	<b>8,541</b>	<b>40,127</b>

LOCATION	MEDIAN REMOVAL PARTIAL DEPTH (SQ FT)	HMA SURFACE REMOVAL - BUTT JOINT (SQ YD)	PCC SURFACE REMOVAL - BUTT JOINT (SQ YD)	TEMPORARY RAMP (SQ YD)
37+70		54	134	22
44+23 to 46+03	705			
62+53		54	80	13
65+41		134		13
88+56 to 99+78	1,200			
115+90 to 118+12	1,200			
260+28 to 262+50	1,200			
277+57 to 279+79	1,200			
325+03			100	17
540+10			234	39
544+30		234		39
<b>Totals</b>	<b>5,505</b>	<b>476</b>	<b>548</b>	<b>143</b>

PAVING SCHEDULE

### SHOULDER SCHEDULE

LOCATION	HMA SURFACE REMOVAL, 1 1/2" (SQ YD)	BITUMINOUS MATERIALS (PRIME COAT)  (GAL)	AGGREGATE (PRIME COAT)  (TON)	HMA SHOULDERS  (TON)	AGGREGATE WEDGE SHOULDER, TYPE B  (TON)
37+50 to 62+53		439	9	525	
65+41 to 84+70		349	7	415	
84+70 to 123+20	6845	685	14	535	
123+20 to 129+10		105	2	125	
132+50 to 305+01		3067	61	3594	234
305+01 to 325+03		302	6	360	5
<b>Totals</b>	<b>6845</b>	<b>4947</b>	<b>99</b>	<b>5554</b>	<b>239</b>

### SIDE ROAD SCHEDULE

LOCATION	HMA SURFACE REMOVAL - BUTT JOINT (SQ YD)	PCC SURFACE REMOVAL - BUTT JOINT (SQ YD)	BITUMINOUS MATERIALS (PRIME COAT)  (GAL)	AGGREGATE (PRIME COAT)  (TON)	INCIDENTAL HMA SURFACING  (TON)
118+55 L	193		77	1.53	130
118+55 R	190		83	1.61	141
157+00 R	316		32	0.63	42
190+01 R		203	20	0.41	27
200+98 R	131		85	1.71	149
225+30 R		33	3	0.07	4
228+76 L		141	14	0.28	19
228+76 R	37		4	0.07	5
247+12 L		251	25	0.50	33
280+27 L		155	16	0.31	21
300+99 L	155		16	0.31	21
317+49 L		29	12	0.24	21
321+09 L	61		6	0.12	9
321+09 R			8	0.16	11
323+53 L		18	3	0.05	4
<b>Totals</b>	<b>1083</b>	<b>830</b>	<b>404</b>	<b>8</b>	<b>637</b>

SHOULDER AND SIDE ROAD SCHEDULES



STATION	Location	Lane	Dimensions	CLASS B PATCHES, TYPE II, 8 INCH	CLASS B PATCHES, TYPE III, 8 INCH	CLASS B PATCHES, TYPE IV, 8 INCH	SAWCUTS	DOWEL BARS, 1 1/2"	TIE BARS, 3/4"	PAVEMENT FABRIC
			L x W	SQ YD	SQ YD	SQ YD	FOOT	EACH	EACH	SQ YD
<b>New Poag Road</b>										
56+50	RT.		6 x 12	8			54	22		
58+00	RT.		6 x 12	8			54	22		
59+00	LT.		6 x 12	8			54	22		
59+50	LT.		6 x 12	8			54	22		
67+50	LT.		6 x 12	8			54	22		
69+50	LT.		6 x 12	8			54	22		
71+00	LT.		6 x 12	8			54	22		
75+50	LT.		6 x 12	8			54	22		
81+50	RT.		6 x 12	8			54	22		
82+00	LT.		6 x 12	8			54	22		
124+00	LT.		6 x 12	8			54	22		
138+75	LT.		6 x 12	8			54	22		
140+50	LT.		6 x 12	8			54	22		
141+50	RT.		6 x 12	8			54	22		
142+00	LT.		6 x 12	8			54	22		
157+00	LT.		6 x 12	8			54	22		
160+00	LT.		6 x 12	8			54	22		
167+00	LT.		6 x 12	8			54	22		
167+50	LT.		6 x 12	8			54	22		
168+50	LT.		6 x 12	8			54	22		
171+50	RT.		6 x 12	8			54	22		
172+00	RT.		6 x 12	8			54	22		
177+50	LT.		6 x 12	8			54	22		
194+00	LT.		6 x 12	8			54	22		
198+00	RT.		6 x 12	8			54	22		
204+00	LT.		6 x 12	8			54	22		
213+00	LT.		6 x 12	8			54	22		
218+00	LT.		6 x 12	8			54	22		

PAVEMENT PATCHING SCHEDULE

STATION	Location	Lane	Dimensions L x W	CLASS B PATCHES, TYPE II, 8 INCH SQ YD	CLASS B PATCHES, TYPE III, 8 INCH SQ YD	CLASS B PATCHES, TYPE IV, 8 INCH SQ YD	SAWCUTS FOOT	DOWEL BARS, 1 1/2" EACH	TIE BARS, 3/4" EACH	PAVEMENT FABRIC SQ YD
<b>New Poag Road</b>										
225+00	LT.		6 x 12	8			54	22		
225+12	RT.		6 x 12	8			54	22		
279+00	RT.		6 x 12	8			54	22		
285+00	RT.		6 x 12	8			54	22		
287+00	RT.		6 x 12	8			54	22		
310+00	LT.		6 x 12	8			54	22		
311+00	LT.	INNER	6 x 12	8			54	22		
311+00	LT.	OUTER	6 x 12	8			54	22		
312+00	LT.	INNER	6 x 12	8			54	22		
312+00	LT.	OUTER	6 x 12	8			54	22		
<b>North University Drive</b>										
540+87.5	RT.	WING WEDGE	35 x 4		15.6		119			
541+13	LT.	INNER	36 x 12			48	144	22	36	48
541+13	LT.	OUTTER	36 x 12			48	144	22	18	48
541+25	LT.	WING	6 x 20	13.3			78	37		
541+25	CL	TURN LANE	6 x 14	9.3			60	26		
541+25	RT.	INNER	6 x 12	8.0			54	22		
541+25	RT.	OUTTER	6 x 12	8.0			54	22		
541+25	RT.	WING	6 x 7	4.7			39	12		
541+60	LT.	INNER	6 x 7	4.7			39	12		
541+60	RT.	WING	6 x 24		16.0		90	45		
541+70	RT.	WING	6 x 20	13.3			78	38		
541+75	RT.	WING	6 x 9	6.0			45	8		
<b>TOTALS</b>				<b>371</b>	<b>32</b>	<b>96</b>	<b>2996</b>	<b>1102</b>	<b>54</b>	<b>96</b>

PAVEMENT PATCHING SCHEDULE

## PARTIAL DEPTH PATCHING SCHEDULE

STARTING STATION	Location		Dimensions		PARTIAL DEPTH REMOVAL, 2"	PARTIAL DEPTH PATCHING
			L	W	SQ YD	TON
<b>North University Drive</b>						
540+92	33'	LT.	3	2	0.7	0.08
541+05	45'	RT.	17	x 2	3.8	0.42
541+28	45'	RT.	29	x 2	6.4	0.70
541+28	27'	LT.	29	x 2	6.4	0.70
541+60	0'	CL.	83	x 2	18.4	2.02
541+63	27'	LT.	103	x 2	22.9	2.52
541+64	27'	LT.	22	x 2	4.9	0.54
541+70	21'	RT.	18	x 2	4.0	0.44
451+70	21'	RT.	91	x 2	20.2	2.22
541+99	45'	LT.	30	x 2	6.7	0.74
542+28	15'	RT.	18	x 2	4.0	0.44
542+35	45'	LT.	55	x 2	12.2	1.34
542+37	0'	CL.	21	x 2	4.7	0.52
542+58	21'	RT.	4	x 4	1.8	0.20
542+60	45'	RT.	8	x 2	1.8	0.20
542+62	21'	RT.	18	x 2	4.0	0.44
<b>TOTALS</b>					<b>123</b>	<b>14</b>

**COMBINATION CONCRETE CURB & GUTTER SCHEDULE**

LOCATION		CONCRETE MEDIAN  SQ FT	COMB. CURB & GUTTER REMOVAL  FOOT	COMB. CONCRETE CURB & GUTTER, TYPE B-6.24 FOOT	COMB. CONCRETE CURB & GUTTER, TYPE B-9.06 FOOT
<b>NEW POAG ROAD</b>					
260+90	MEDIAN	33.8			
269+47	MEDIAN	56.3			
270+59	MEDIAN	53			
<b>NORTH UNIVERSITY DRIVE</b>					
540+97 TO 541+28	21' LT		31	31	
541+25 TO 541+34	8' RT		9		9
541+25 TO 541+38	16' RT		13		13
541+68 MEDIAN	11' RT	111			
<b>TOTAL</b>		<b>254.1</b>	<b>53</b>	<b>31</b>	<b>22</b>

**SIDEWALK SCHEDULE**

LOCATION		PC CONCRETE SIDEWALK 4"  SQ FT	DETECTABLE WARNINGS  SQ FT	SIDEWALK REMOVAL  SQ FT
<b>NEW POAG ROAD</b>		<b>(NEW POAG ROAD &amp; AMMAN PLACE INTERSECTION)</b>		
323+70	LT	37	9	37
<b>TOTAL</b>		<b>37</b>	<b>9</b>	<b>37</b>

**SIDEWALK NOTES:**

SIDEWALK RAMPS ACCESSIBLE TO THE DISABLED ARE REQUIRED.  
SEE HIGHWAY STANDARD 424001 FOR SIDEWALK RAMP DETAILS.

## RRPM & RRPM REMOVAL SCHEDULE

LOCATION	RAISED REFL. PAVEMENT MARKER REMOVAL (EACH)	RAISED REFLECTIVE PAVEMENT MARKERS		
		ONE WAY CRYSTAL (EACH)	ONE WAY AMBER (EACH)	TWO WAY AMBER (EACH)
37+70 to 325+03	351			
37+70 TO 90+19		3	42	53
90+19 to 116+50		75	150	
116+50 to 302+55		99	98	239
302+55 to 325+03			26	90
WANDA ROAD (S)				3
WANDA ROAD (N)				3
NW UNIVERSITY DR.		8		3
N. UNIVERSITY DR		36	25	
Sub-Totals		177	341	382
<b>Totals</b>	<b>351</b>	<b>900</b>		

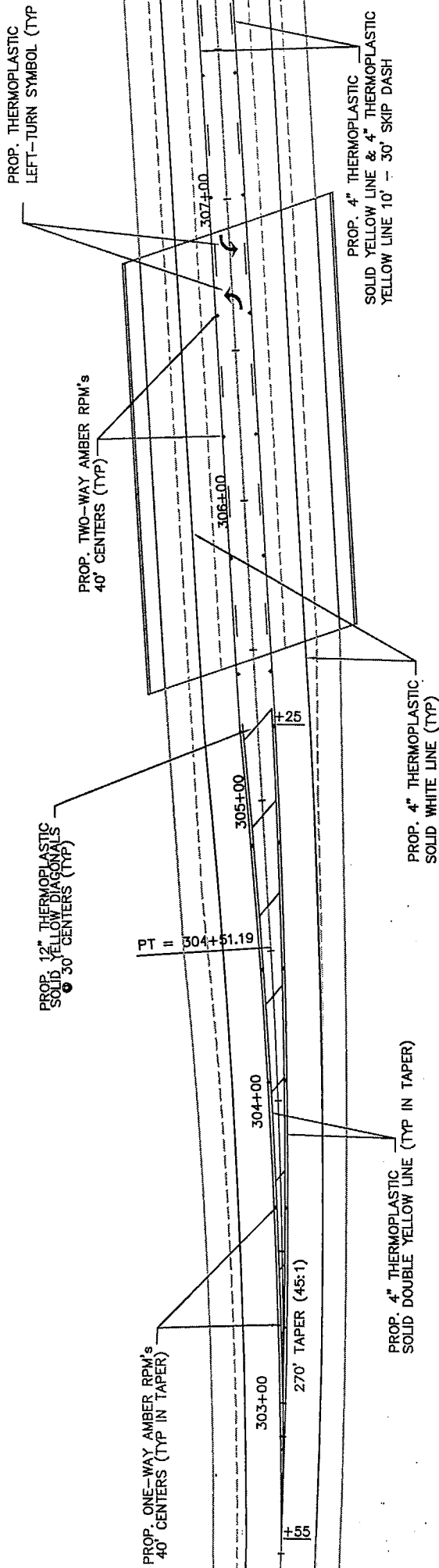
## GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL FOOT	SPBGR, TYPE A, 9 FOOT POSTS FOOT	TBT, TYPE 1 (SPECIAL) TANGENT EACH	TBT, TYPE 1 (SPECIAL) FLARED EACH	TERMINAL MARKER - DA EACH
61+75 RT	25		1		1
65+50 LT	25		1		1
127+75 RT	25		1		1
127+75 LT	25		1		1
134+50 RT	25		1		1
134+50 LT	25		1		1
173+50 RT	25			1	1
173+50 LT	25		1		1
174+00 RT	25		1		1
174+00 LT	25		1		1
286+00 RT	25	62.5	1		1
286+75 LT	25		1		1
297+00 LT	25	25	1		1
301+00 RT	25		1		1
301+75 RT	25		1		1
317+00 LT	25		1		1
<b>TOTAL</b>	<b>400</b>	<b>87.5</b>	<b>15</b>	<b>1</b>	<b>16</b>

GUARDRAIL SCHEDULE

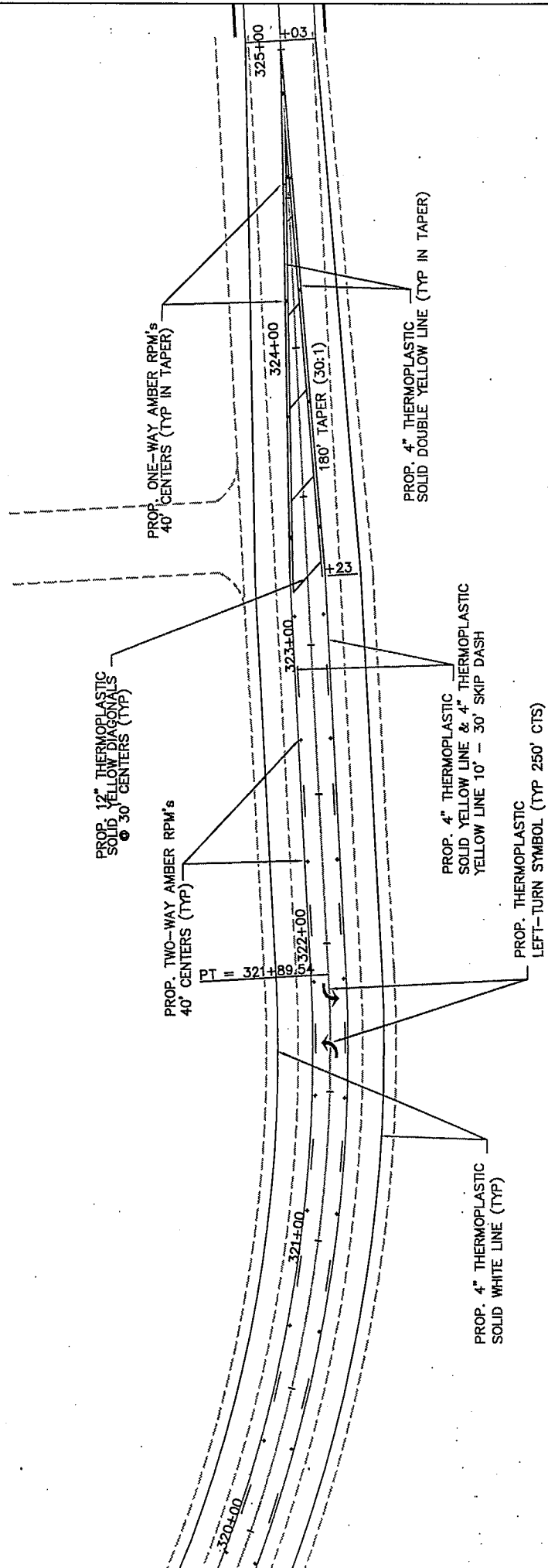


TOTAL SHEETS	SHEET NUMBER
36	30
CONTRACT NO. 97378	



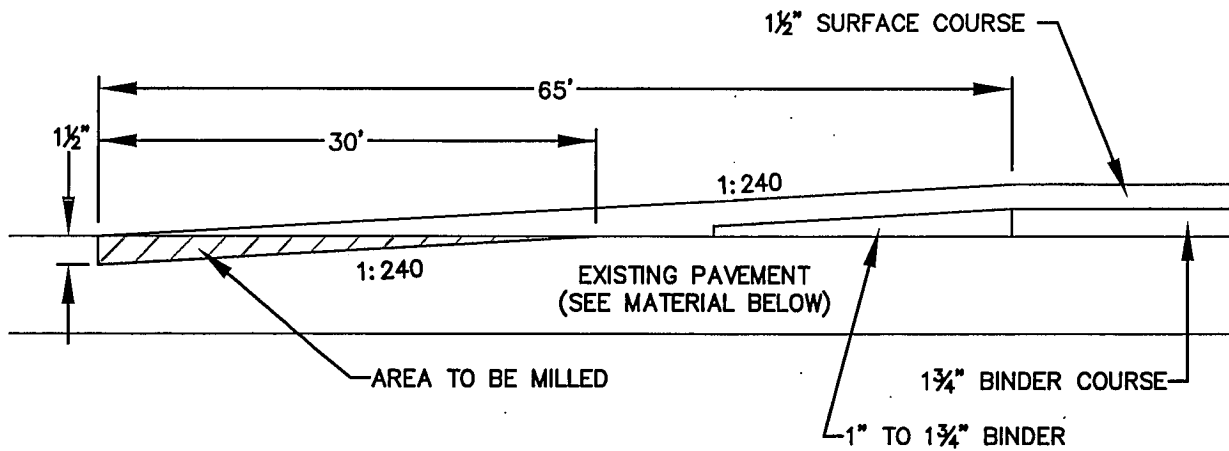
PAVEMENT MARKING  
 DETAIL 1  
 FAU 8877  
 SECTION 08-00123-07-RS  
 MADISON COUNTY

TOTAL SHEETS	SHEET NUMBER
36	31
CONTRACT NO. 97378	



PAVEMENT MARKING  
 DETAIL 2  
 FAU 8877  
 SECTION 08-00123-07-RS  
 MADISON COUNTY

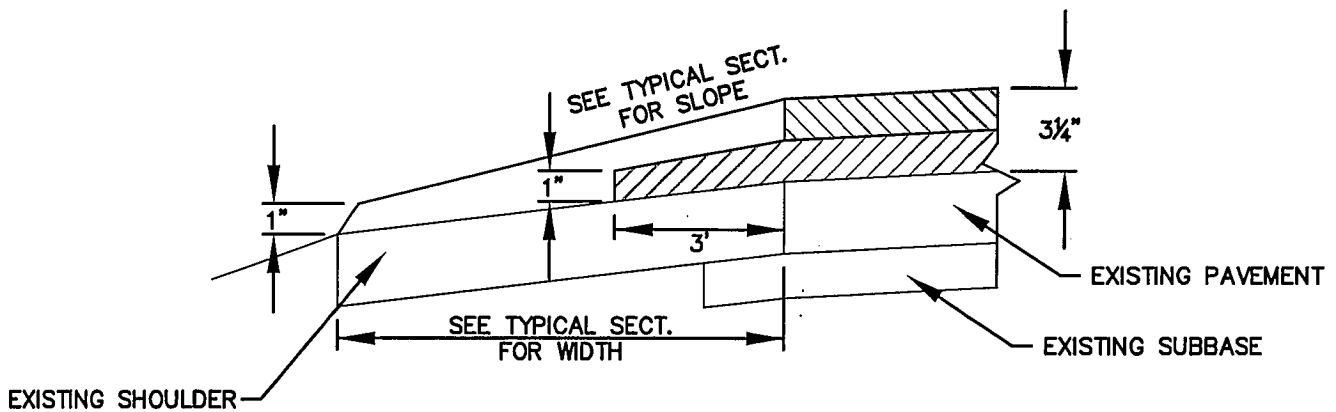




**TYPICAL HMA BUTT JOINT – MAINLINE PAVEMENT**  
N.T.S.

STA. 37+70 TO STA. 38+35	CONCRETE
STA. 61+88 TO STA. 62+53	CONCRETE
STA. 65+41 TO STA. 66+06	BITUMINOUS
STA. 324+62 TO STA. 325+03	CONCRETE
STA. 540+10 TO STA. 540+75	CONCRETE
STA. 543+65 TO STA. 544+30	BITUMINOUS

SHOULDER NOTE: HOT MIX ASPHALT SHOULDER OVERLAY TO TAPER IN DEPTH FROM 3 1/4" AT EDGE OF ROAD TO 1" AT EDGE OF SHOULDER

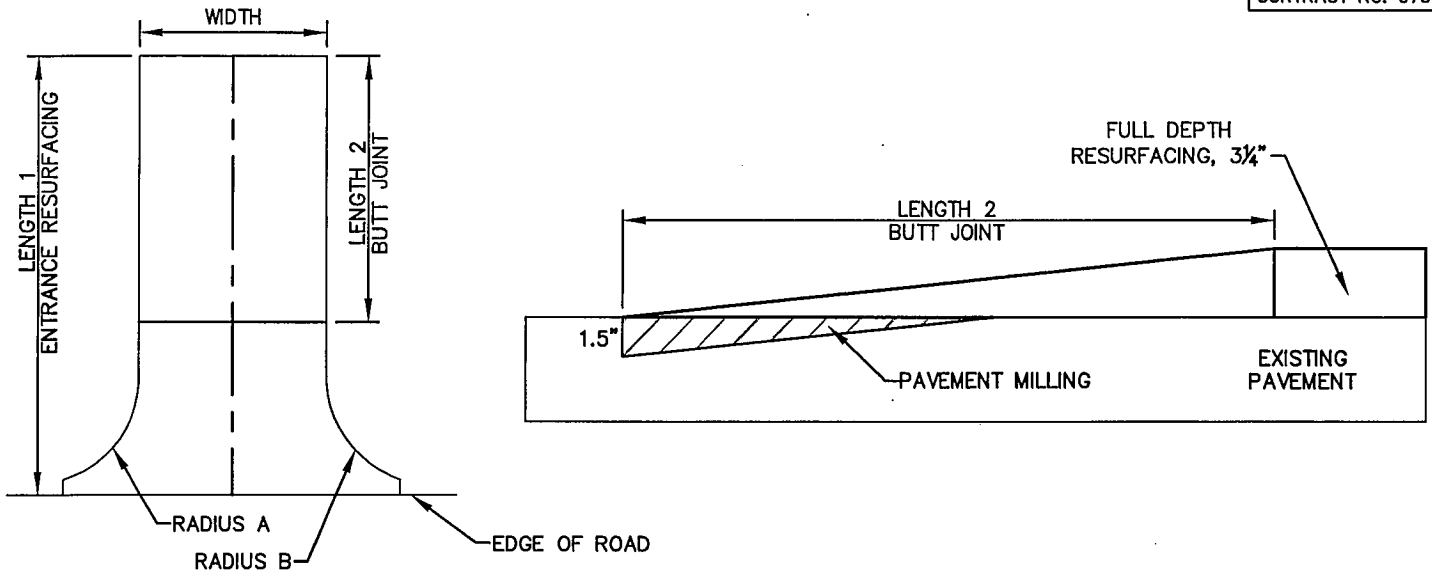


**TYPICAL HMA SHOULDER OVERLAY DETAIL**  
N.T.S.

BUTT JOINT AND SHOULDER  
DETAILS

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

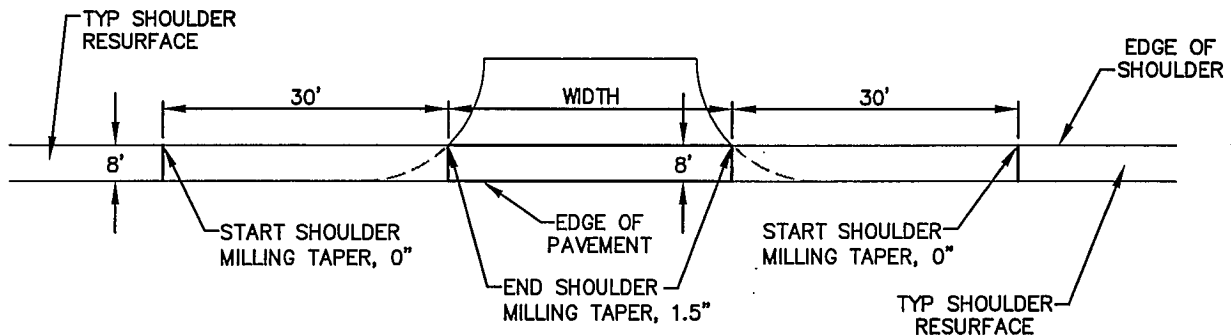
### TYPICAL SIDE ROAD BUTT JOINT, 1.5"



STREET	STATION	PAVEMENT	WIDTH	LENGTH 1	LENGTH 2	RADIUS A	RADIUS B	AREA (SQ YD)
WANDA ROAD	118+55 L	BITUMINOUS	23.8	115	50	65-160	65-225	764.5
WANDA ROAD	118+55 R	BITUMINOUS	23.6	115	50	65-160	65-225	825.5
POAG ROAD	157+00 R	BITUMINOUS	29.5	45	45	55	55	316.0
NW UNIVERSITY DRIVE	200+98 R	BITUMINOUS	34.5	96.1	30	SEE SHEET 34		852.9
BOHM SCHOOL ROAD	228+76 L	CONCRETE	28.3	30	30	28	30	141.2
OLD POAG ROAD	247+12 L	CONCRETE	30.2	45	45	45	50	250.6
OLD POAG ROAD	280+27 L	CONCRETE	27.4	30	30	35	40	155.1
ROSE AVENUE	317+49 L	CONCRETE	29.3	25	8	28	28	121.4
WOODLAWN GARDENS ENT.	321+09 L	BITUMINOUS	37.0	12	12	20	20	60.9
WOODLAWN CEMETARY ENT.	321+09 R	CONCRETE	18.7	26	NONE	20	30	80.1
AMMAN PLACE	323+53 L	CONCRETE	21.7	8	5.7	15	20	27.4

ALL VALUES IN FEET UNLESS NOTED

### TYPICAL SHOULDER WIDTH SIDE ROAD BUTT JOINT, 1.5"



STREET	STATION	PAVEMENT	WIDTH	AREA (SQ YD)
STADIUM DRIVE	190+01 R	CONCRETE	221.0	202.6
SIUE ENVIRONMENTAL ENT.	225+30 R	CONCRETE	37.3	33.2
SIUE ENVIRONMENTAL ENT.	228+76 R	BITUMINOUS	41.3	36.7
OLD POAG ROAD	300+99 L	BITUMINOUS	176.0	154.6

ALL VALUES IN FEET UNLESS NOTED

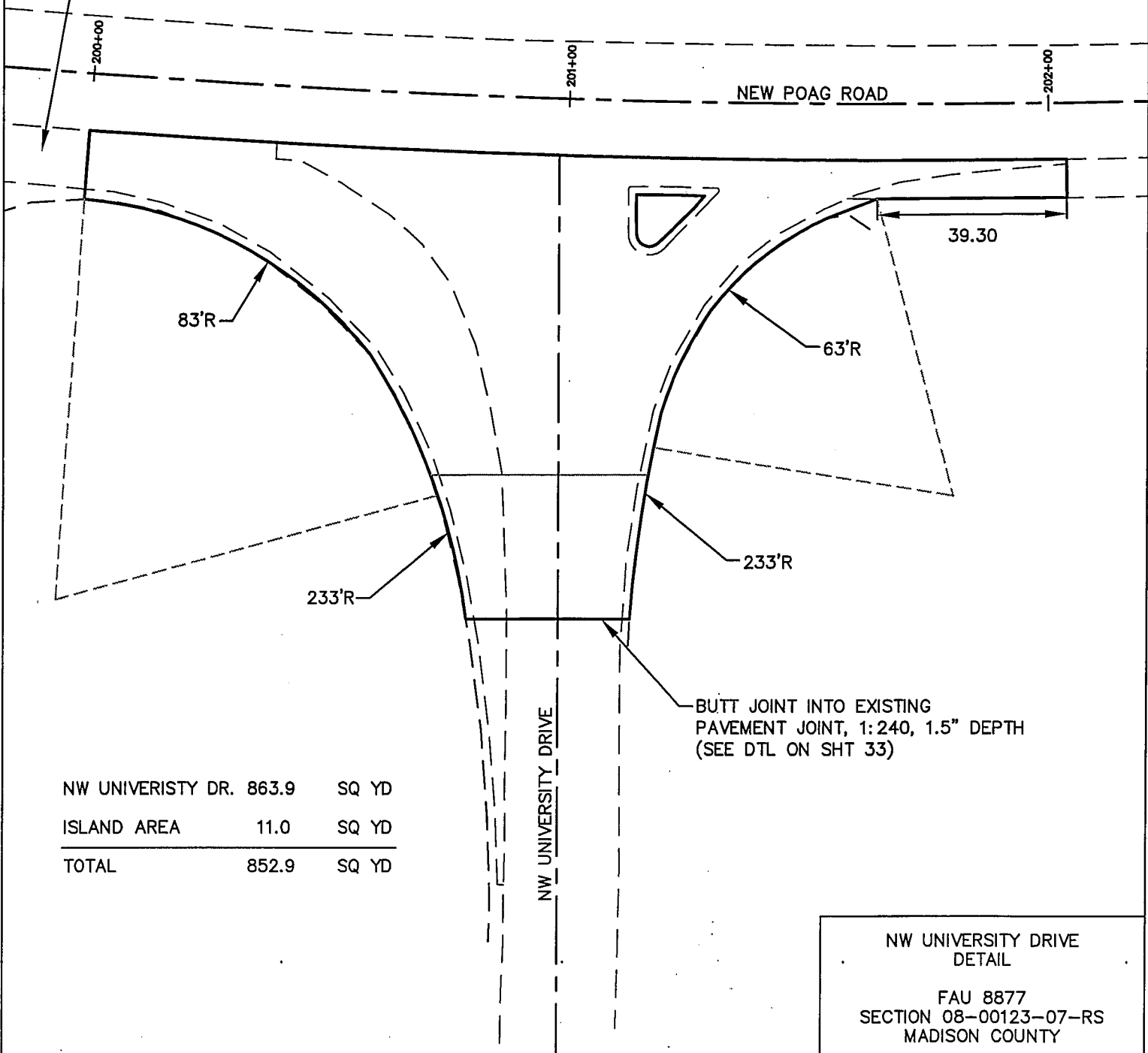
SIDE ROAD DETAILS

FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



DEDICATED RIGHT TURN  
LANE NOT SHOWN FROM  
STA. 195+45 TO 200+00

PAVING NOTE: SIDE ROAD RESURFACING  
SHALL BE TO FACE OF CURB.



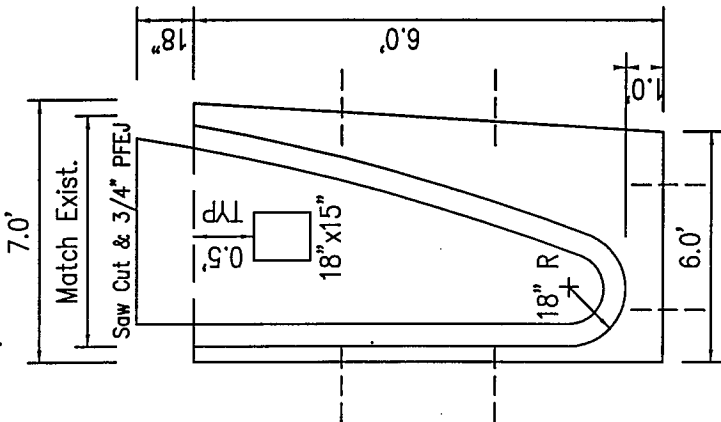
NW UNIVERISTY DR.	863.9	SQ YD
ISLAND AREA	11.0	SQ YD
<b>TOTAL</b>	<b>852.9</b>	<b>SQ YD</b>

NW UNIVERSITY DRIVE

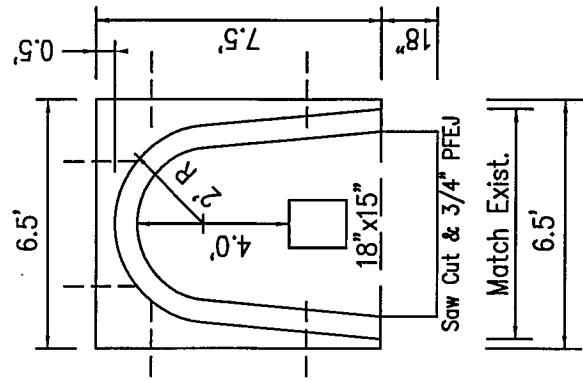
BUTT JOINT INTO EXISTING  
PAVEMENT JOINT, 1:240, 1.5" DEPTH  
(SEE DTL ON SHT 33)

NW UNIVERSITY DRIVE  
DETAIL  
  
FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY

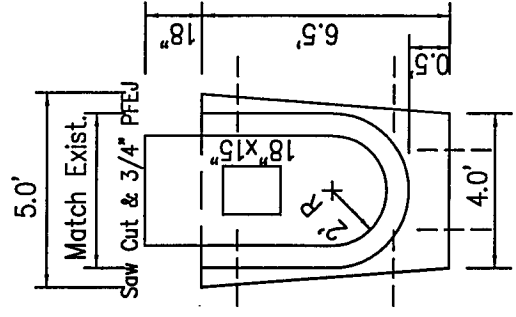




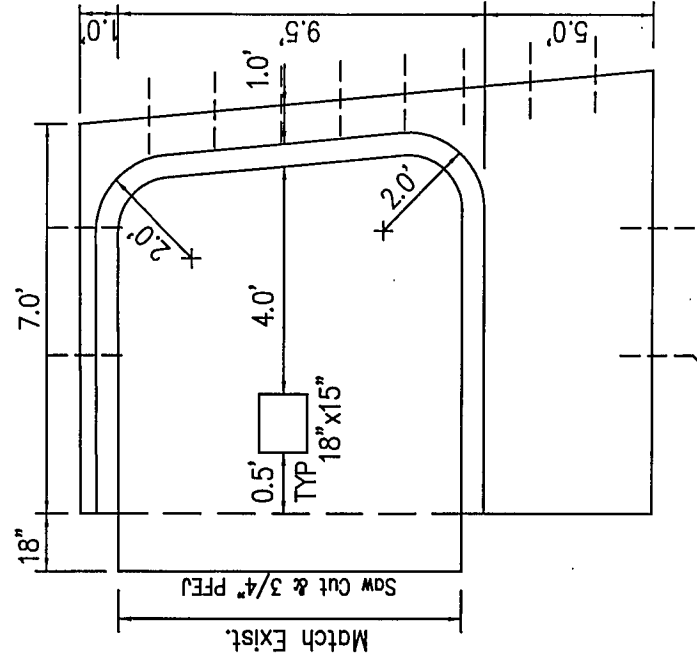
NEW POAG ROAD  
Sta. 270+59, 5' Right  
N.T.S.



NEW POAG ROAD  
Sta. 269+47, 5' Left  
N.T.S.



NEW POAG ROAD  
Sta. 260+90, 9' Left  
N.T.S.



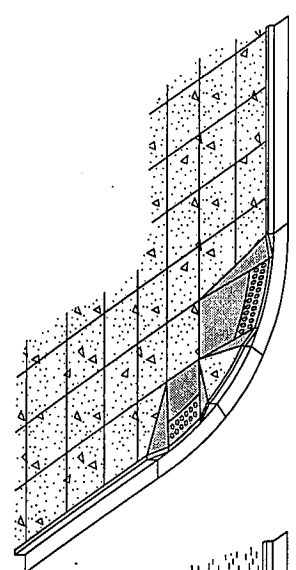
Tie Bars @ 2'-0" o.c.  
Epoxy Coated (Typ.)  
(Not Measured for Payment)

UNIVERSITY DRIVE  
Sta. 541+68, 11' Right  
N.T.S.

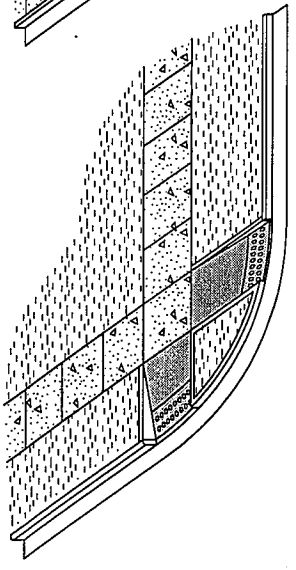
NOTE: Refer to IDOT Standard 606301-04 for further dimensions and specifications.

CONCRETE MEDIAN  
DETAIL

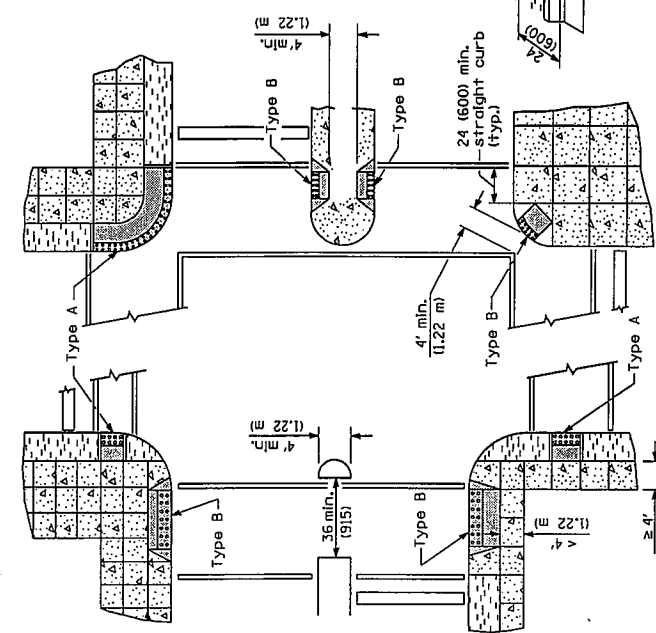
FAU 8877  
SECTION 08-00123-07-RS  
MADISON COUNTY



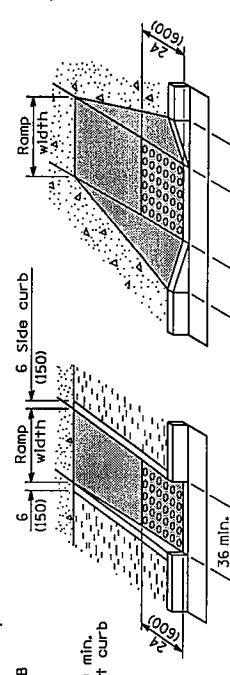
**TYPE B RAMP**



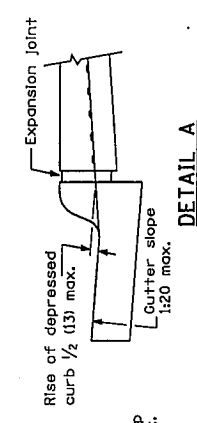
**TYPE A RAMP**



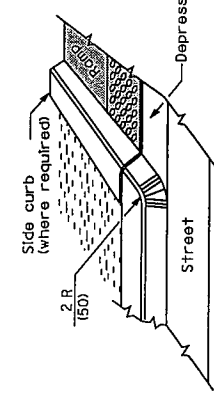
**RECOMMENDED LOCATION OF RAMP**



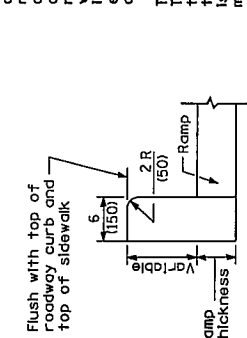
**TYPE A DETAILS OF RAMP**  
**TYPE B DETAILS OF RAMP**



**RAMP PROFILE**



**DETAIL B**

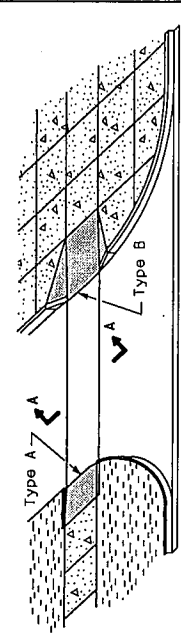


**DETAIL OF SIDE CURB**  
(Side curb may be constructed monolithically with ramp)

**LEGEND**

- Sidewalk
- Ramp
- Detectable Warnings
- Non walking area

**RAMP AT ALLEYS OR ENTRANCES**



**SECTION A-A**

**GENERAL NOTES**

Detectable warnings shall be installed at curb ramps, medians and pedestrian refuge islands, at-grade railroad crossings, transit platform edges, and other locations where pedestrians are required to cross a hazardous vehicular way. Detectable warnings shall also be installed at alleys and commercial entrances when permanent traffic control devices are present.

The maximum slope of the side flare for Type B ramps shall be 1:12; however, if the top of the landing area between the top of the ramp and the construction is less than 4'-0" (1.22 m) then the maximum slope shall be 1:12.

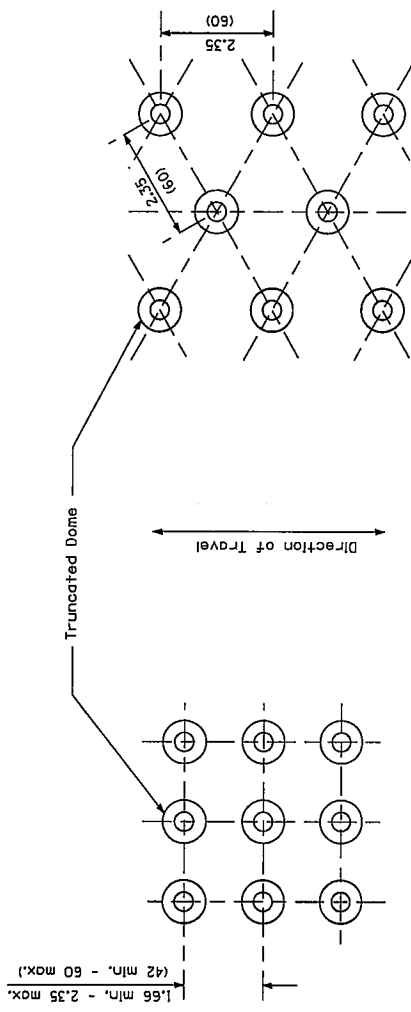
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H). All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-08	Switched units to English (metric).
8-1-05	Revised placement of detectable warnings.
	FILE.

<b>CURB RAMP FOR SIDEWALKS</b>	
(Sheet 1 of 2)	
<b>STANDARD 424001-05</b>	

Illinois Department of Transportation	
PASSED	JANUARY 1, 2008
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	JANUARY 1, 2008
ILLINOIS DEPARTMENT OF TRANSPORTATION	
ENGINEER OF DESIGN AND ENVIRONMENT	

CURB RAMPS  
FOR SIDEWALKS  
(Sheet 2 of 2)  
STANDARD 424001-05



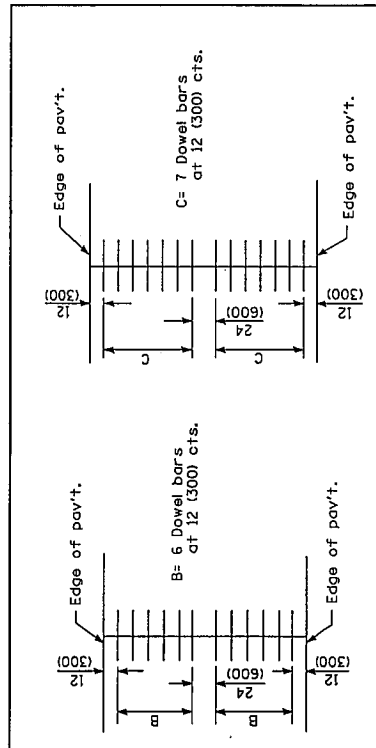
TRUNCATED DOME DETAIL

TRIANGULAR PATTERN

SQUARE PATTERN  
(Parallel Alignment)

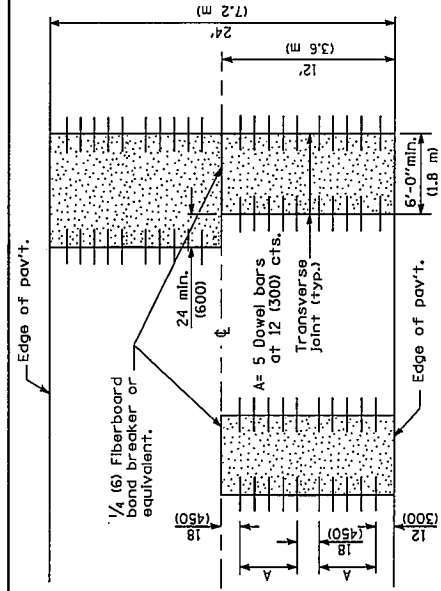
DETECTABLE WARNINGS DETAIL

Illinois Department of Transportation  
PASSED January 1, 2008  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED [Signature] January 1, 2008  
ENGINEER OF DESIGN AND ENVIRONMENT [Signature] 1-1-08

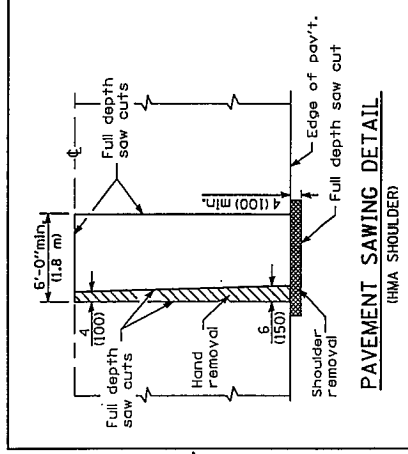


16' (4.8 m) WIDE RAMP

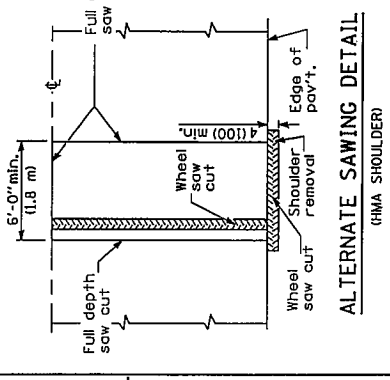
14' (4.2 m) WIDE RAMP



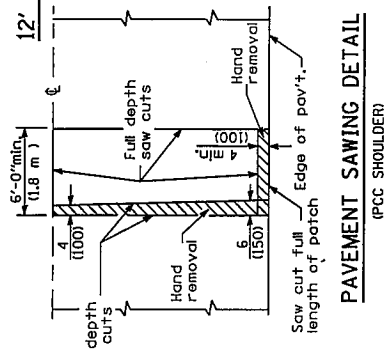
12' (3.6 m) WIDE LANES



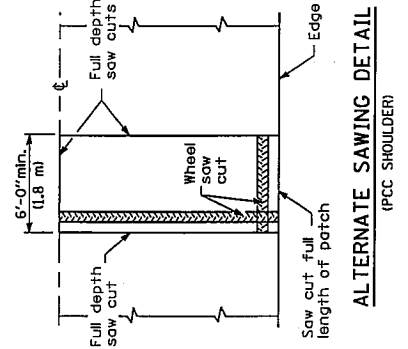
PAVEMENT SAWING DETAIL (HMA SHOULDER)



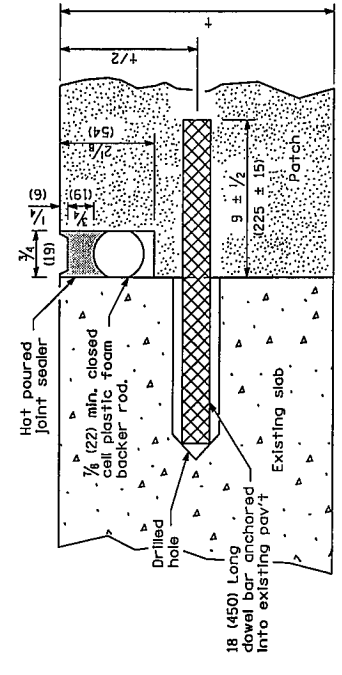
ALTERNATE SAWING DETAIL (HMA SHOULDER)



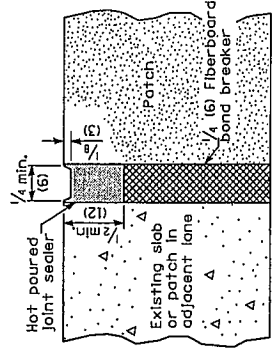
PAVEMENT SAWING DETAIL (PCC SHOULDER)



ALTERNATE SAWING DETAIL (PCC SHOULDER)



TRANSVERSE JOINT



CENTERLINE JOINT

GENERAL NOTES

The transverse joints for Class B patches shall align with joints or cracks in the adjacent lane whenever possible. See Standard 420701 for details of pavement fabric. All dimensions are in inches (millimeters) unless otherwise shown.

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	HOLE DIAMETER
8 (200) or greater	1/2 (38)	1 1/8 (41)
7 (180) thru 1.59 (159)	1/4 (32)	1 1/8 (35)
Less than 7 (180)	1 (25)	1 1/8 (29)

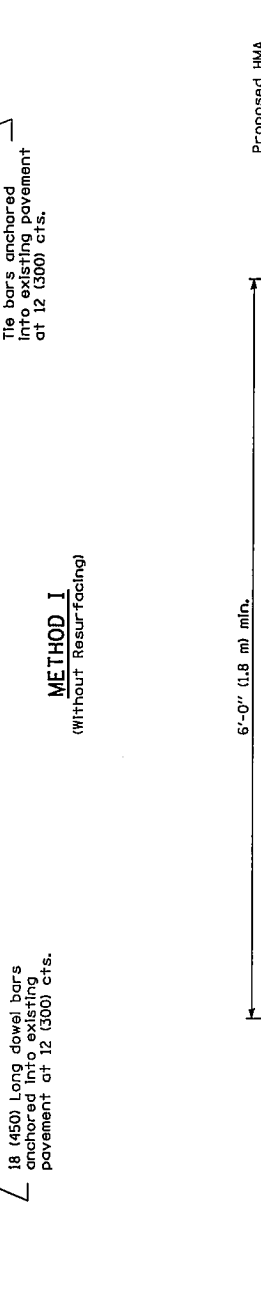
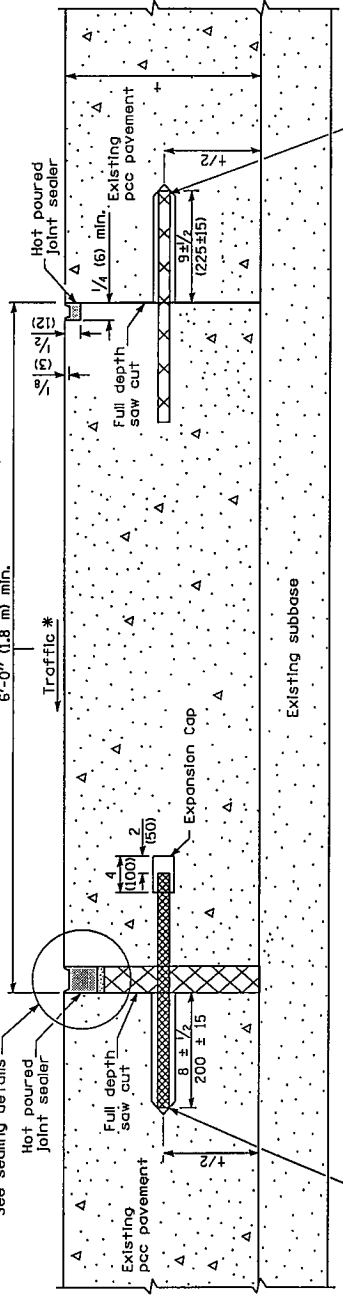
DATE	REVISIONS
1-1-08	Switched units to English (metric).
1-1-07	Revised General Notes.

Illinois Department of Transportation  
 PASSED January 1, 2008  
 ENGINEER OF PAVEMENT AND PROCEDURES  
 APPROVED January 1, 2008  
 ENGINEER OF DESIGN AND ENVIRONMENT

CLASS B PATCHES  
 STANDARD 442101-07  
 (Sheet 1 of 2)

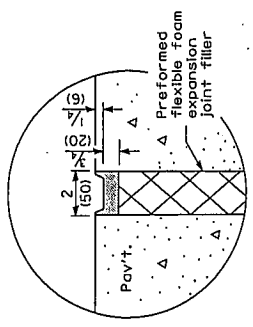


TRANSVERSE EXPANSION JOINTS

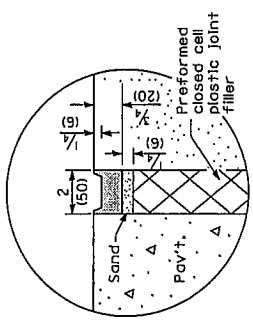


**METHOD I**  
(Without Resurfacing)

**METHOD II**  
(With Resurfacing)



**SEALING DETAIL**



**SEALING DETAIL**

NOTE

\* When re-establishing a transverse expansion joint on a two-lane, two-way road, reverse the orientation of the dowel bars with respect to traffic for one of the patches such that the joint will be continuous across both lanes.

No. 10x18 (No. 32x450) Tie bars anchored into existing pavement at 12 (300) cts.

No. 10x18 (No. 32x450) Tie bars anchored into existing pavement at 12 (300) cts.

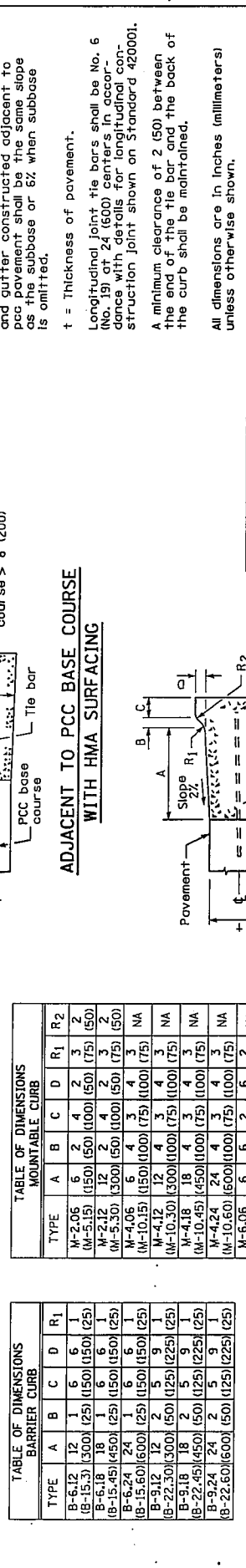
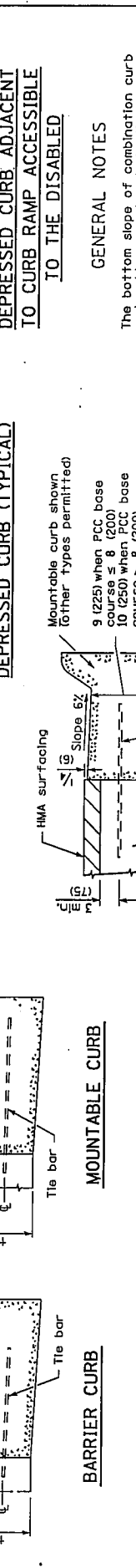
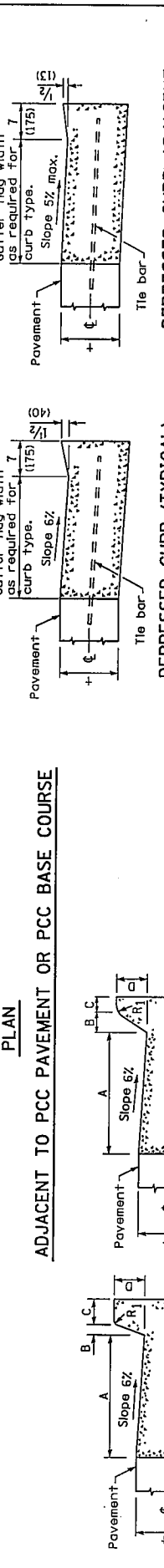
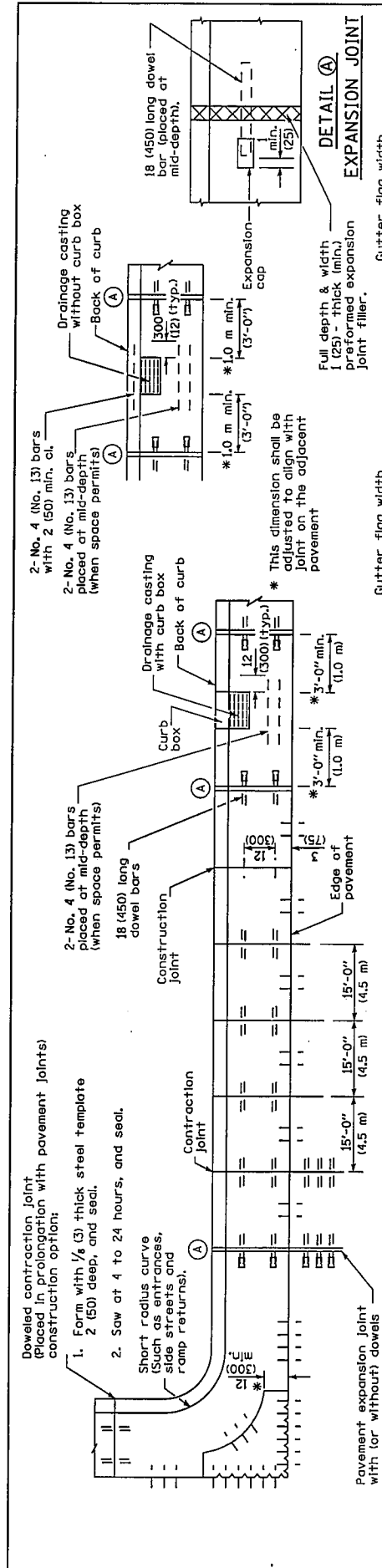
18 (450) Long dowel bars anchored into existing pavement at 12 (300) cts.

18 (450) Long dowel bars anchored into existing pavement at 12 (300) cts.

CLASS B PATCHES  
(Sheet 2 of 2)  
STANDARD 442101-07

Illinois Department of Transportation  
PASSED JANUARY 1, 2008  
ISSUED 1-1-97  
ENGINEER OF POLICY AND PROCEDURES  
APPROVED JANUARY 1, 2008  
ENGINEER OF DESIGN AND ENVIRONMENT





**TABLE OF DIMENSIONS BARRIER CURB**

TYPE	A	B	C	D	R1	R2
B-6.12	12	1	6	6	1	
(B-15.3)	(300)	(25)	(150)	(150)	(25)	
B-6.18	18	1	6	6	1	
(B-15.45)	(450)	(25)	(150)	(150)	(25)	
B-6.24	24	1	6	6	1	
(B-15.60)	(600)	(25)	(150)	(150)	(25)	
B-9.12	12	2	5	9	1	
(B-22.30)	(300)	(50)	(125)	(225)	(25)	
B-9.18	18	2	5	9	1	
(B-22.45)	(450)	(50)	(125)	(225)	(25)	
B-9.24	24	2	5	9	1	
(B-22.60)	(600)	(50)	(125)	(225)	(25)	

**TABLE OF DIMENSIONS MOUNTABLE CURB**

TYPE	A	B	C	D	R1	R2
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	2	2	6	2	NA
(M-15.15)	(150)	(50)	(50)	(150)	(50)	NA
M-6.12	12	2	2	6	2	NA
(M-15.30)	(300)	(50)	(50)	(150)	(50)	NA
M-6.18	18	2	2	6	2	NA
(M-15.45)	(450)	(50)	(50)	(150)	(50)	NA
M-6.24	24	2	2	6	2	NA
(M-15.60)	(600)	(50)	(50)	(150)	(50)	NA

**GENERAL NOTES**

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) with 24 (600) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

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

**EXPANSION JOINT (A)**

Full depth & width performed expansion joint filler.

Expansion cap

\* 1.0 m min. (3'-0")

\* 1.0 m min. (3'-0")

18 (450) long dowel bar (placed at mid-depth).

Drainage casting without curb box

Back of curb

2-No. 4 (No. 13) bars with 2 (50) min. cl. placed at mid-depth (when space permits)

2-No. 4 (No. 13) bars placed at mid-depth (when space permits)

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

Gutter flag width as required for curb type. Slope 5% max.

Pavement

Tile bar

**DEPRESSED CURB (TYPICAL)**

Gutter flag width as required for curb type. Slope 6%.

Pavement

Tile bar

Mountable curb shown (other types permitted)

9 (225) when PCC base course <= 8 (200) 10 (250) when PCC base course > 8 (200)

**ADJACENT TO PCC BASE COURSE WITH HMA SURFACING**

Pavement

Tile bar

HMA surfacing

PCC base course

Slope 6%

Slope 2%

A, B, C, D, R1, R2

**CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER** (Sheet 1 of 2)

**STANDARD 606001-04**

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Switched to Hot-Mix Asphalt (HMA) terminology.

**M-2.06 (M-5.15) and M-2.12 (M-5.30)**

Illinois Department of Transportation

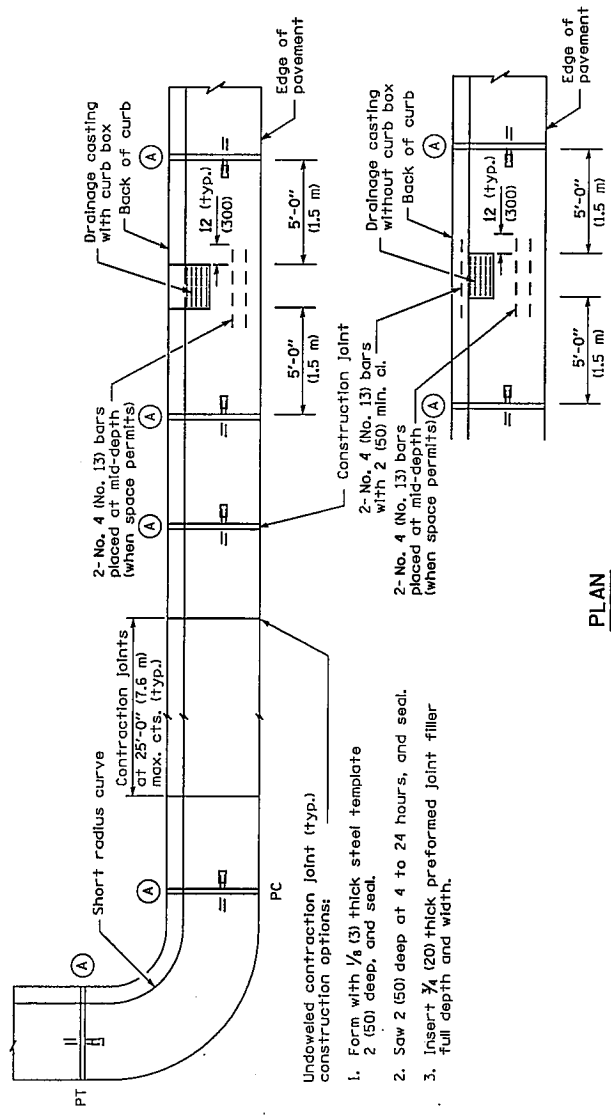
PASSED: [Signature] 2009

ENGINEER OF POLICY AND PROCEDURES

APPROVED: [Signature] 2009

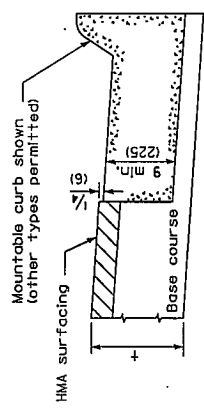
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



- Undoweled contraction joint (typ.) construction options:
1. Form with 1/8 (3) thick steel template 2 (50) deep, and seal.
  2. Saw 2 (50) deep at 4 to 24 hours, and seal.
  3. Insert 3/4 (20) thick preformed joint filler full depth and width.

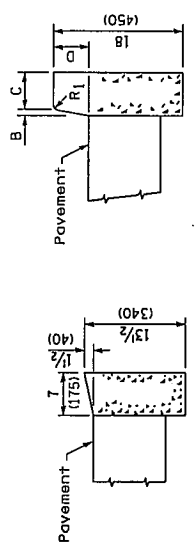
PLAN



ON DISTURBED SUBGRADE

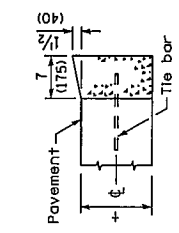
ADJACENT TO FLEXIBLE PAVEMENT

ON UNDISTURBED SUBGRADE

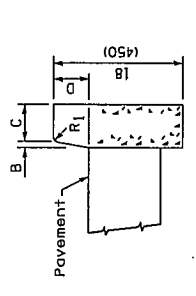


DEPRESSED CURB

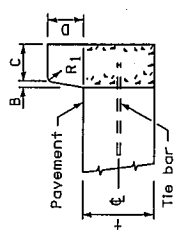
ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB



BARRIER CURB



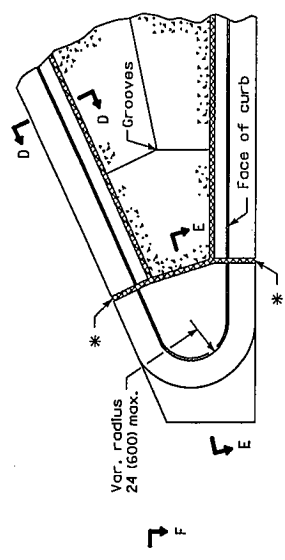
BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

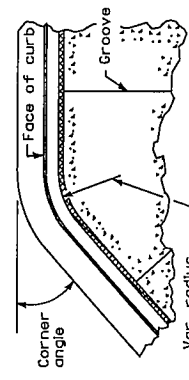
CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER (Sheet 2 of 2)
STANDARD 606001-04

Illinois Department of Transportation PASSED JANUARY 1, 2009 ENGINEER OF POLICY AND PROCEDURES APPROVED [Signature] JANUARY 1, 2009 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-97
--	---------------



**DETAIL I**

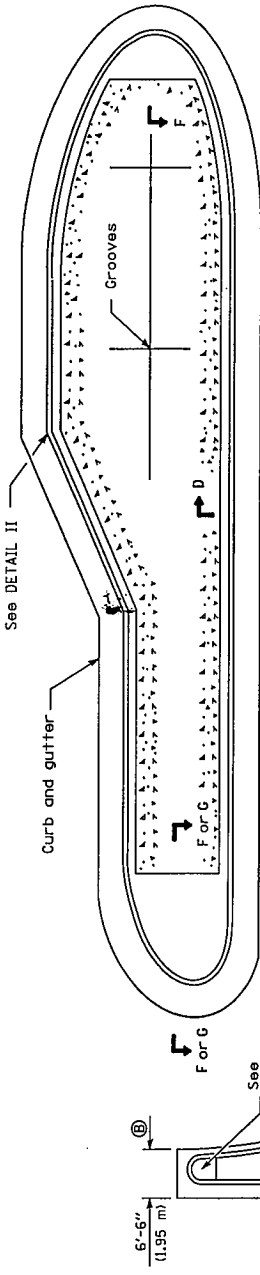


**DETAIL II**

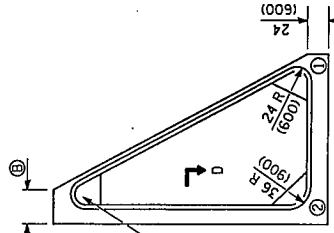
Typical detail when corner angle is less than 90° and for other corners with radius greater than 24 (600).

**GENERAL NOTES**

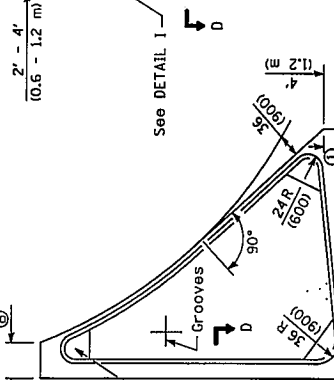
- PEJF = Preformed expansion joint filler.
- Median layout and radii shall be as shown on the plans.
- Keyed longitudinal construction joints shall be constructed without tie bars.
- See Standard 420001 and 606001 for details not shown.
- \* 3/4 (20) PEJF conforming to the full cross section of the curb, gutter and median surface.
- X = PCC base course plus HMA thickness.
- t = Pavement or pcc base course thickness.
- All dimensions are in inches (millimeters) unless otherwise shown.



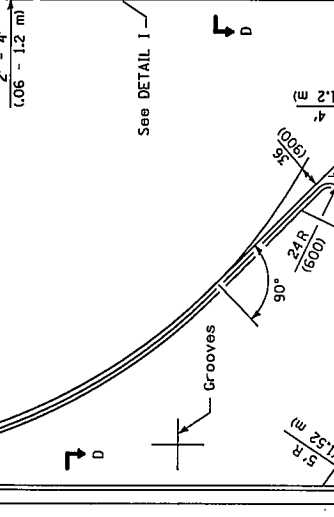
**TYPICAL PLAN OF MEDIAN ISLAND**  
(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



**SMALL ISLAND**



**INTERMEDIATE ISLAND**  
(FOR RIGHT TURN LANE DESIGN)

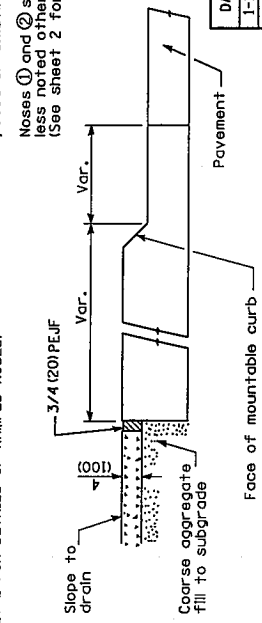


**LARGE ISLAND**  
(FREE FLOW DESIGN)

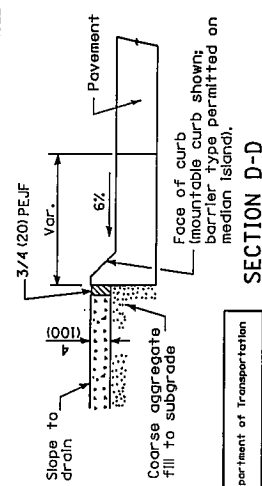
**NOTE**

The blockouts (B) for the islands shall be extended so that the termination will line up with proposed or existing pavement joint.

Noses (1) and (2) shall be ramped unless noted otherwise on the plans. (See sheet 2 for length)



**SECTION E-E**



**SECTION D-D**

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Switched to Hot-Mix Asphalt (HMA) terminology.

**PC CONCRETE ISLANDS AND MEDIANS**  
(Sheet 1 of 2)

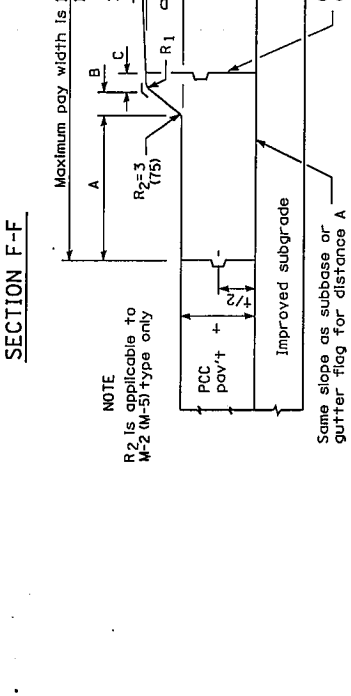
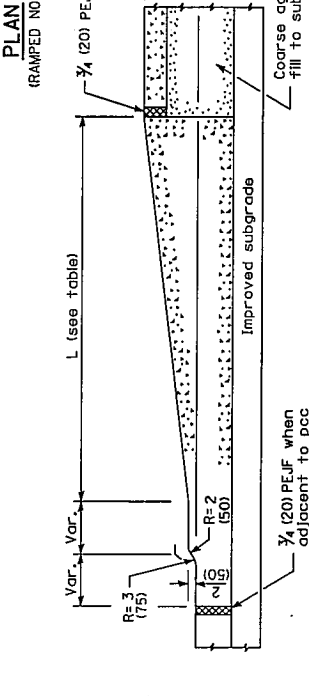
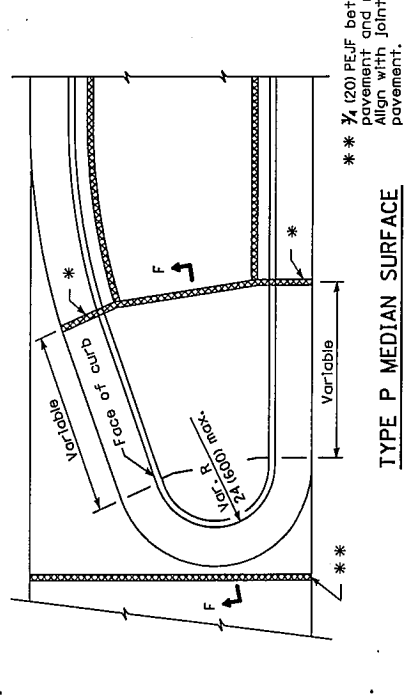
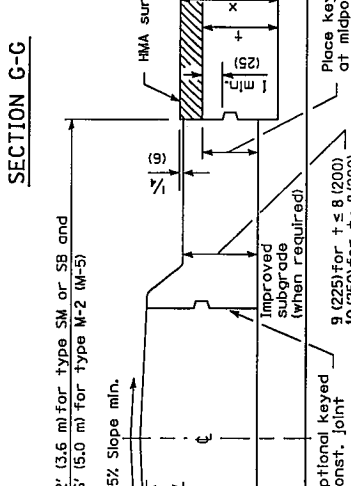
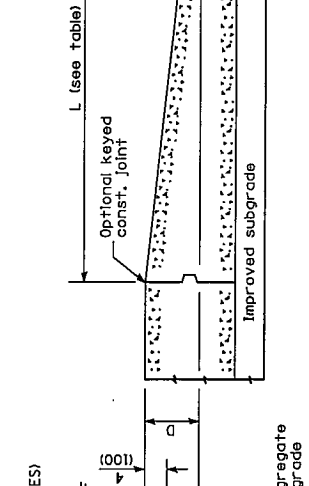
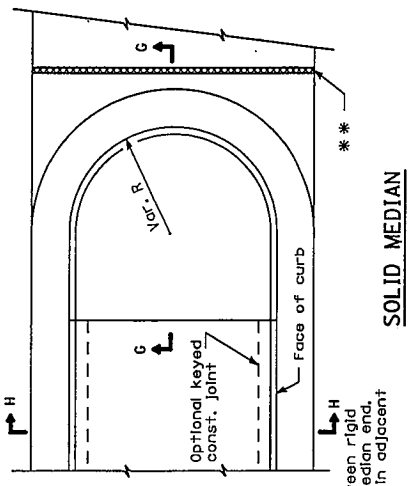
**STANDARD 606301-04**

Illinois Department of Transportation  
 PASSED JANUARY 1, 2009  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED JANUARY 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

TYPE M AND SM MEDIANS					
TYPE	A	B	C	D	R <sub>1</sub>
M-2.06 (M-5.15)	5	2	4	2	(50)
M-2.12	12	2	4	2	(50)
M-5.30	12	2	4	2	(50)
SM-4.06	6	4	3	4	(75)
SM-4.15	12	4	3	4	(75)
SM-4.18	18	4	3	4	(75)
SM-4.24	24	4	3	4	(75)
SM-6.06	6	6	2	6	(50)
SM-6.12	12	6	2	6	(50)
SM-6.18	18	6	2	6	(50)
SM-6.24	24	6	2	6	(50)
SM-15.60	600	150	150	150	(150)

TYPE SB MEDIANS					
TYPE	A	B	C	D	R <sub>1</sub>
SB-6.06	6	1	6	5	1
SB-15.15	(150)	(25)	(150)	(150)	(25)
SB-6.12	12	1	6	5	1
SB-15.30	(300)	(25)	(150)	(150)	(25)
SB-6.18	18	1	6	5	1
SB-15.45	(450)	(25)	(150)	(150)	(25)
SB-6.24	24	1	6	5	1
SB-15.60	(600)	(25)	(150)	(150)	(25)
SB-9.06	6	2	6	5	1
SB-22.12	(120)	(50)	(125)	(225)	(25)
SB-9.18	18	2	6	5	1
SB-22.45	(450)	(50)	(125)	(225)	(25)
SB-9.24	24	2	6	5	1
SB-22.60	(600)	(50)	(125)	(225)	(25)

TYPE OF NOSE	L
Median	6' (1.8 m)
Small Island	24' (600)
Intermediate Island	4' (1.2 m)
Large Island	6' (1.8 m)

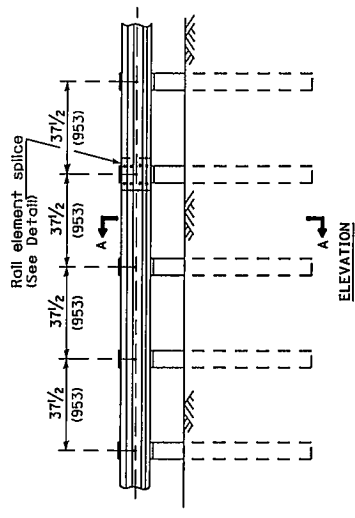


PC CONCRETE ISLANDS AND MEDIANS  
(Sheet 2 of 2)  
STANDARD 606301-04

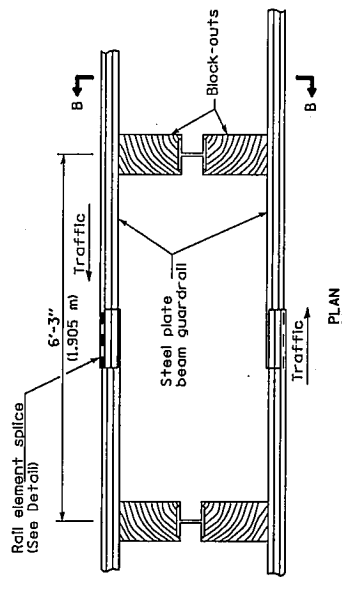
HALF SECTION FOR PCC PAVEMENT  
SECTION H-H  
(TYPE SM, SB & M-5 (M-2) MEDIANS)

HALF SECTION FOR PCC BASE COURSE  
SECTION H-H  
(TYPE SM, SB & M-5 (M-2) MEDIANS)

Illinois Department of Transportation  
 PASSED January 1, 2003  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED January 1, 2003  
 EXCHIEF OF DESIGN AND ENVIRONMENT  
 ISSUED 1-1-97



**ELEVATION**  
**TYPE B**  
37 1/2 (953) Closed post spacing



**PLAN**  
**TYPE D**  
Double steel plate beam guardrail  
6'-3" (1,905 m) typical post spacing

**GENERAL NOTES**

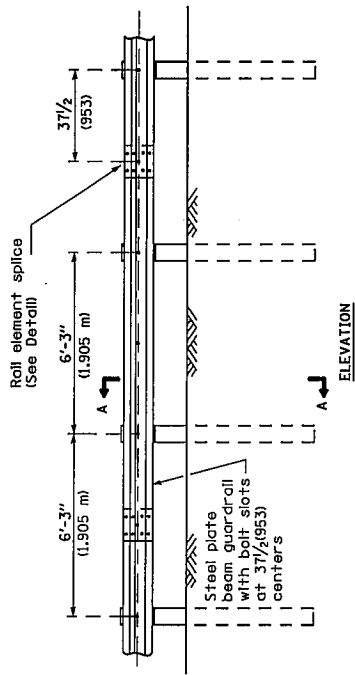
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).  
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Sw'd units to Eng. (met.)
	Mod. Steel Post Detail & C.R. Behind Curb Detail.
1-1-07	Changes adopted to implement the Midwest Guardrail System.

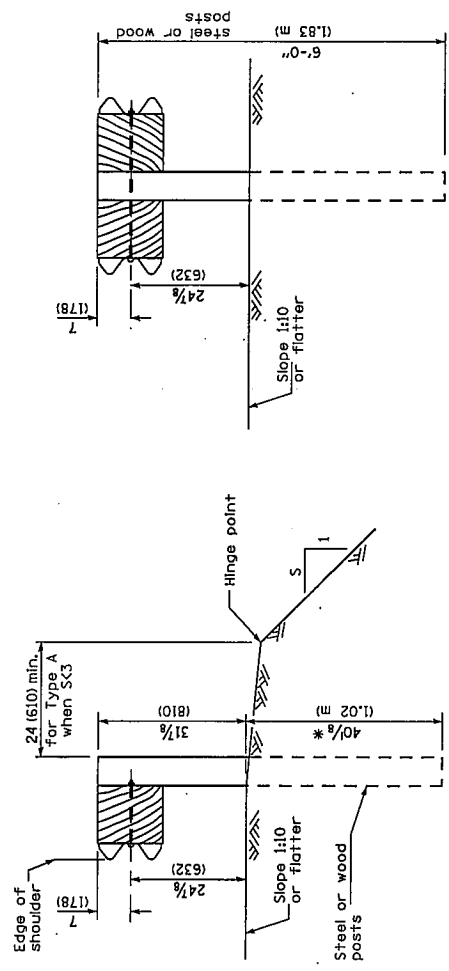
**STEEL PLATE BEAM GUARDRAIL**

(Sheet 1 of 4)

**STANDARD 630001-08**



**ELEVATION**  
**TYPE A**  
6'-3" (1,905 m) Typical post spacing



**SECTION A-A**

\* When "S" is less than 3 and the distance from the back of post is less than 24 (610), the post embedment shall be 75/8 (1934).

**SECTION B-B**

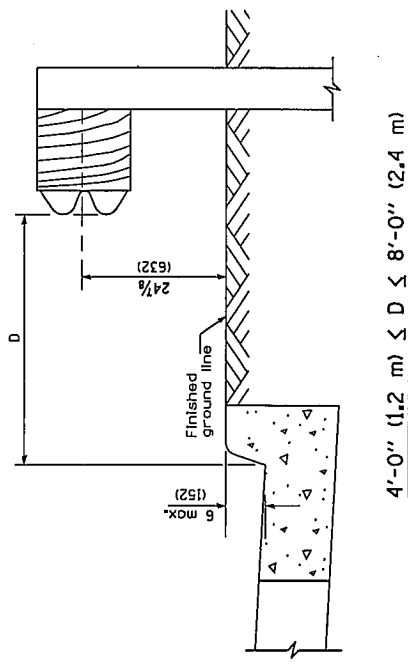
Illinois Department of Transportation  
 PASSED JANUARY 1, 2009  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED JANUARY 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

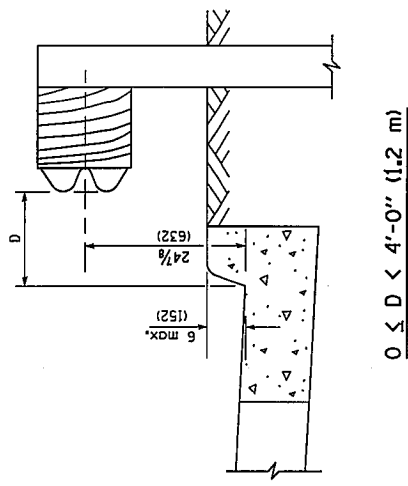








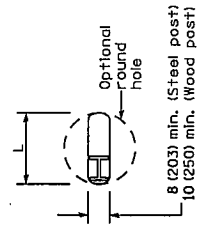
4'-0" (1.2 m) ≤ D ≤ 8'-0" (2.4 m)



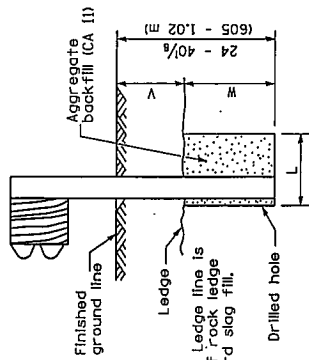
0 ≤ D < 4'-0" (1.2 m)

**GUARDRAIL PLACED BEHIND CURB**

Note: The preferred dimension of D is 6 (152).

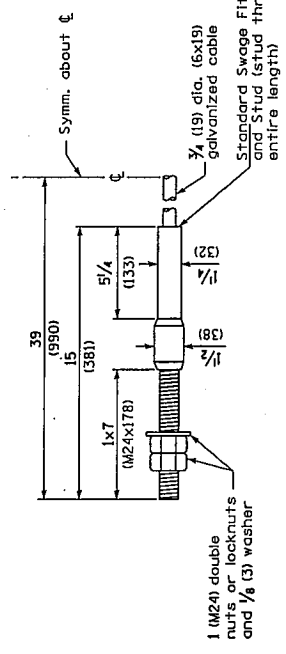


**PLAN**



**ELEVATION**

**FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED**



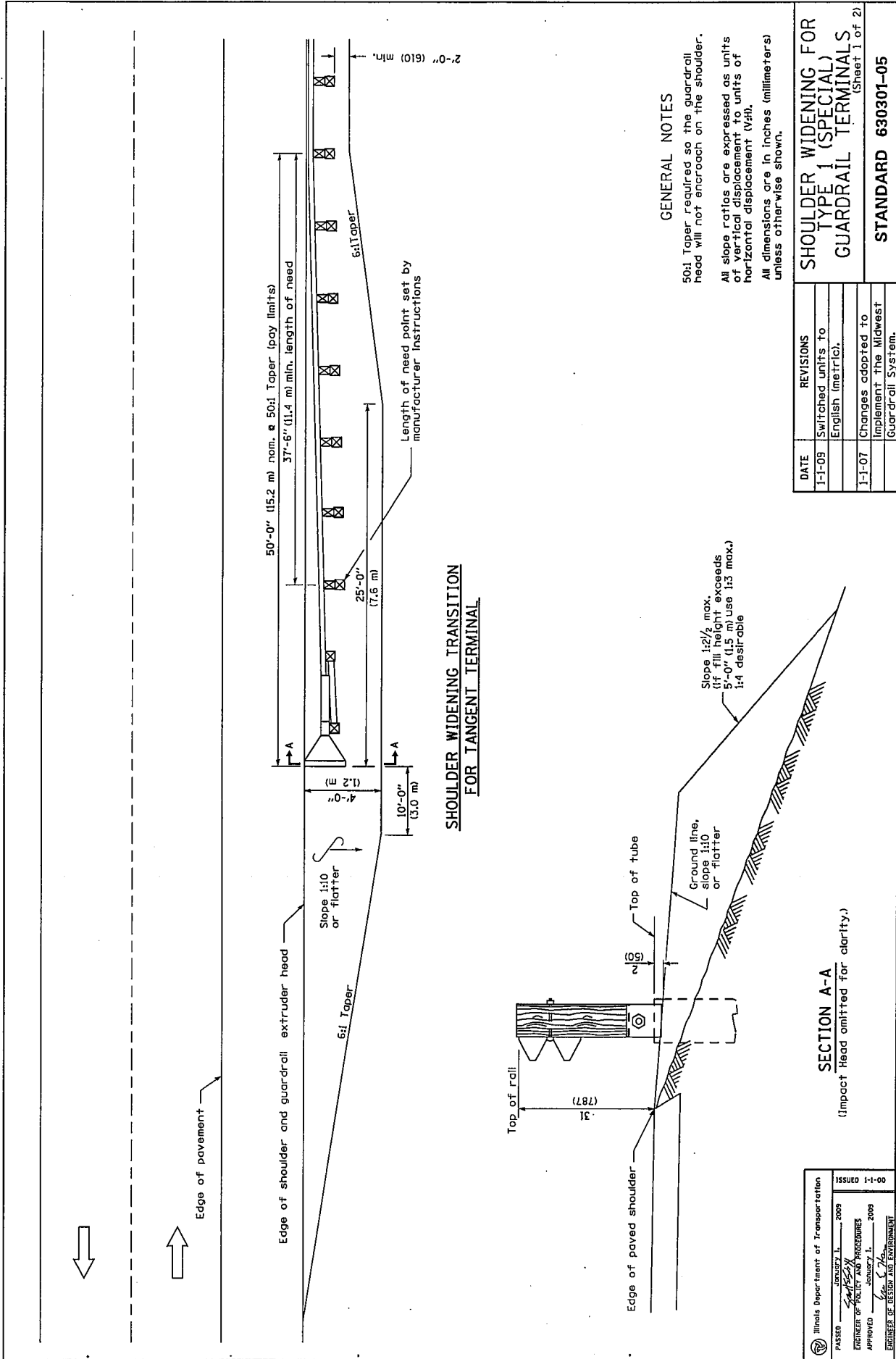
**CABLE ASSEMBLY**

(40,000 lbs. (18,100 kg) min. breaking strength)  
Tighten to taut tension.

V	W	L	
		Steel Post	Wood Post
0 - 16 7/8 (0 - 410)	24 (610)	21 (530)	23 (580)
> 16 7/8 - 28 7/8 (> 410 - 714)	12 (305)	8 (203)	10 (250)
> 28 7/8 - 40 7/8 (> 714 - 1.02 m)	12 - 0 (305 - 0)	8 (203)	10 (250)

Illinois Department of Transportation  
 PASSED JASQUEY, I., 2009  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED JASQUEY, I., 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

**STEEL PLATE BEAM GUARDRAIL**  
 (Sheet 4 of 4)  
**STANDARD 630001-08**



**GENERAL NOTES**

50:1 Taper required so the guardrail head will not encroach on the shoulder.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

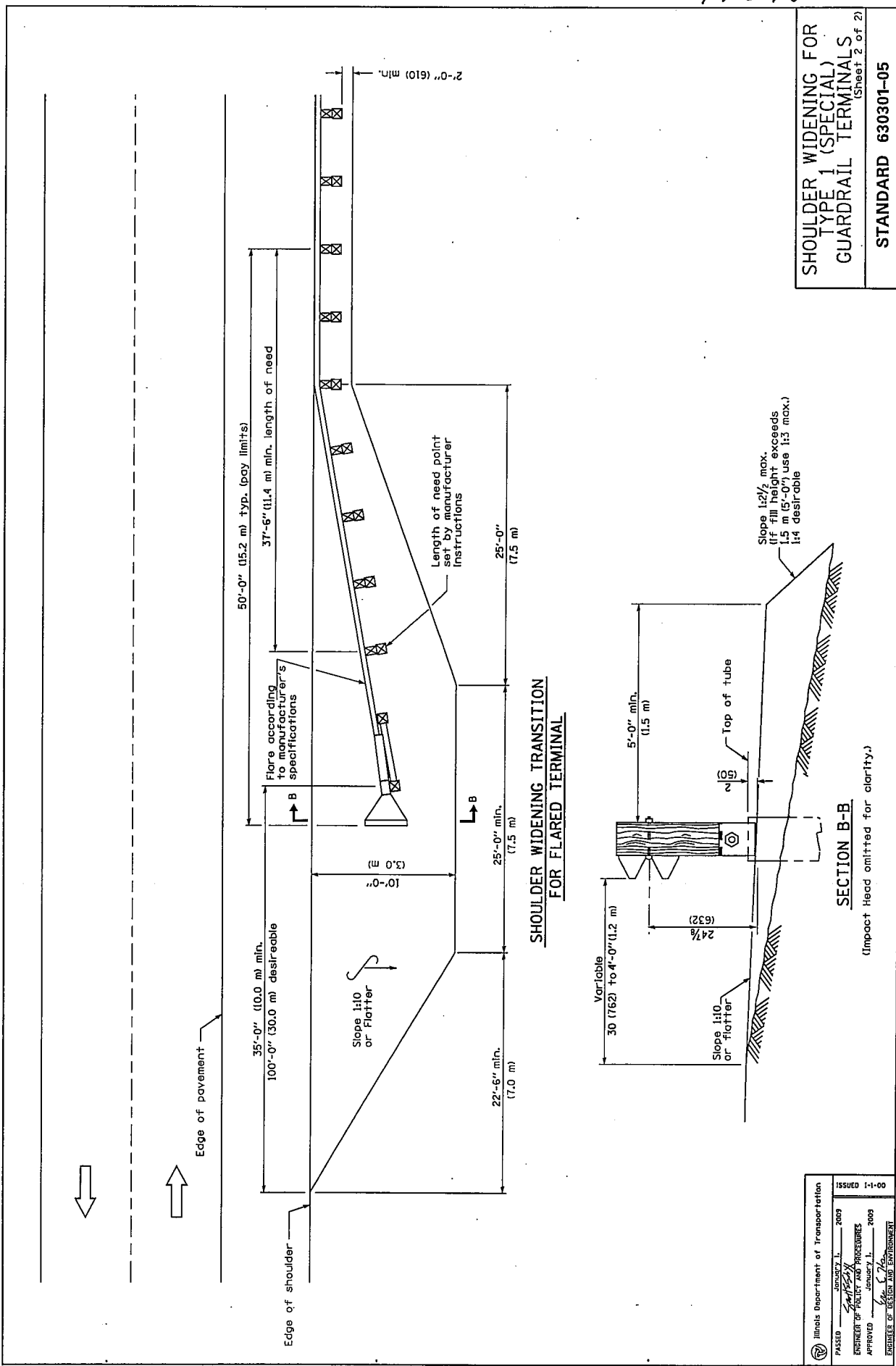
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Changes adopted to implement The Midwest Guard-rail System.

**SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS**  
(Sheet 1 of 2)

**STANDARD 630301-05**

Illinois Department of Transportation  
 PASSED JANUARY 1, 2009  
 ENGINEER OF POLICY AND PROCEDURES  
 APPROVED [Signature] JANUARY 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT [Signature]

ISSUED 1-1-00



SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS (Sheet 2 of 2)

STANDARD 630301-05

Illinois Department of Transportation

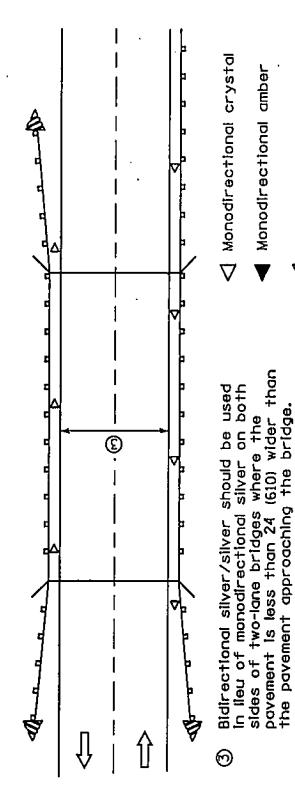
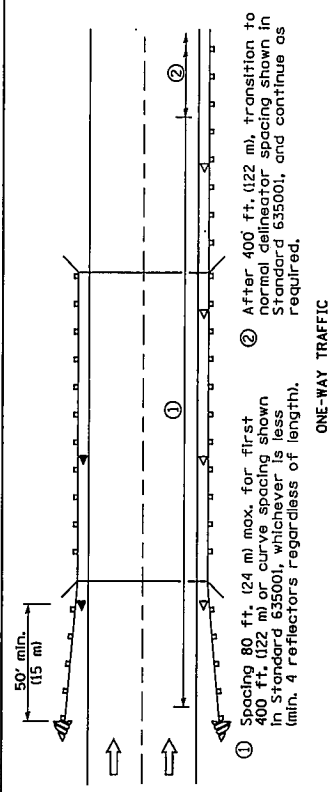
PASSED January 1, 2009

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2009

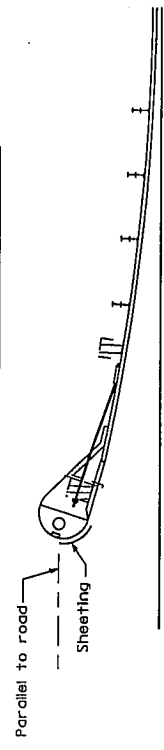
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-00



Terminal Marker - Black/Yellow  
Left or Right as appropriate

**GUARDRAIL / BARRIER WALL /  
BRIDGE RAIL REFLECTORS**



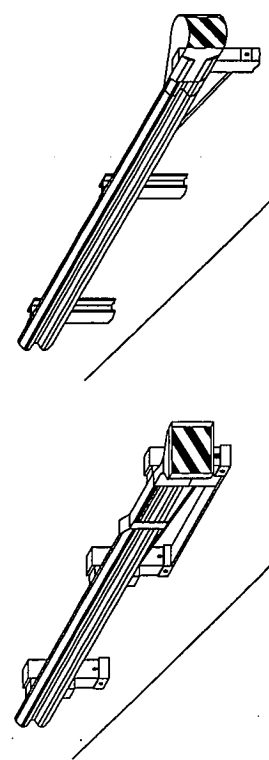
**SHEETING POSITION: CASE II**

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

DATE	REVISIONS
1-1-09	Switched units to English (metric). Changed 'white' to 'crystal' ref.
1-1-02	Revise Case I Dimension and removed alternate detail.

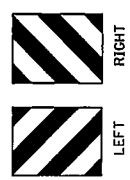
**REFLECTOR AND TERMINAL MARKER PLACEMENT**

**STANDARD 635006-03**



**CASE II**

**CASE I**



DIMENSION	CASE I	CASE II
a	*	18 (450)
b	*	16 (406)

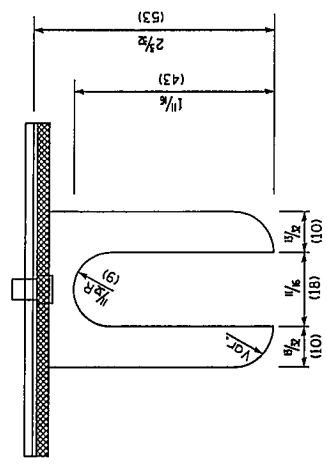
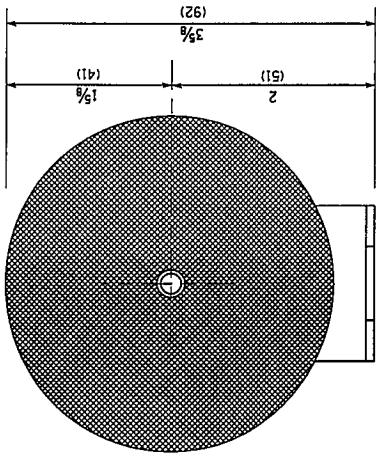
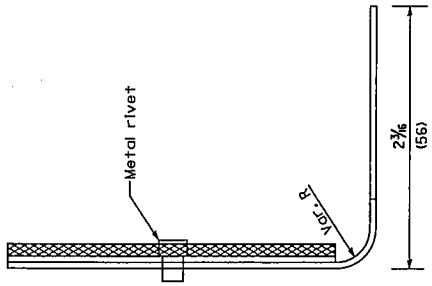
\* The width and height (a, b) of the terminal marker shall be within approximately 1 (25) of the outer edge of the terminal end, with a minimum reflective area of 288 sq. in. (0.18 m<sup>2</sup>).

**TERMINAL MARKER DETAILS**

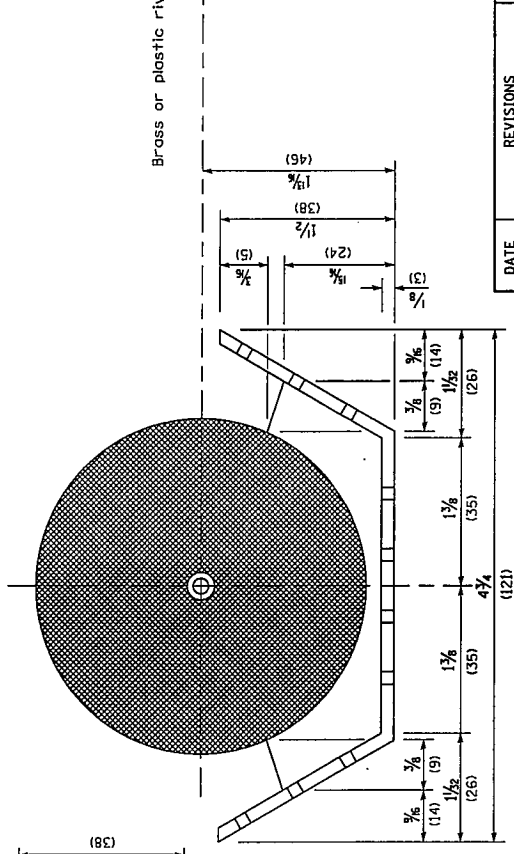
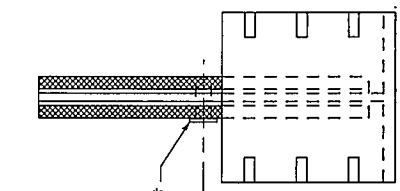
Color: Black / Yellow reflectorized

Illinois Department of Transportation  
 APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2005  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2000



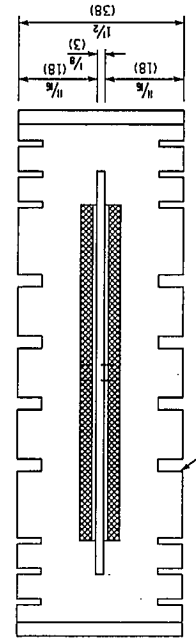
REFLECTOR MARKER TYPE A



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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-01	Revised signature block.

REFLECTOR MARKER TYPE B



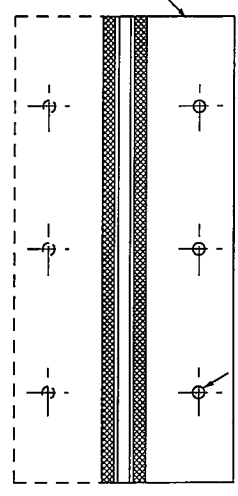
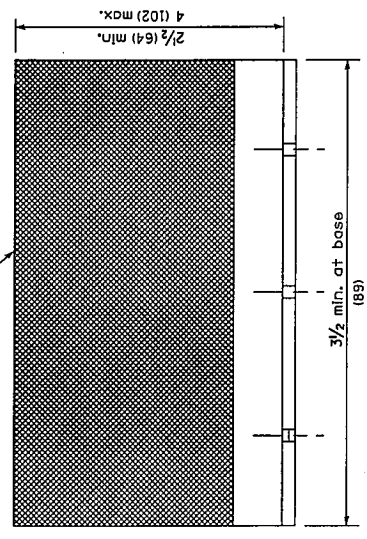
Adhesive weep slots or holes equally spaced on both sides

Illinois Department of Transportation  
 APPROVED: [Signature] JANUARY 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED: [Signature] JANUARY 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

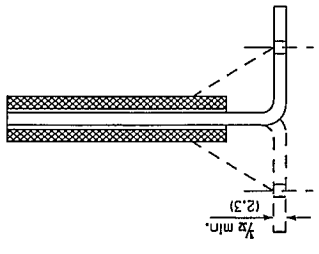
ISSUED 1-1-2005

REFLECTOR MARKER AND MOUNTING DETAILS  
 (Sheet 1 of 3)  
 STANDARD 635011-02

Min. reflective area  
 6 1/2 sq. in. (4,194 mm<sup>2</sup>)  
 each side. May be  
 rectangular or slight  
 trapezoid.

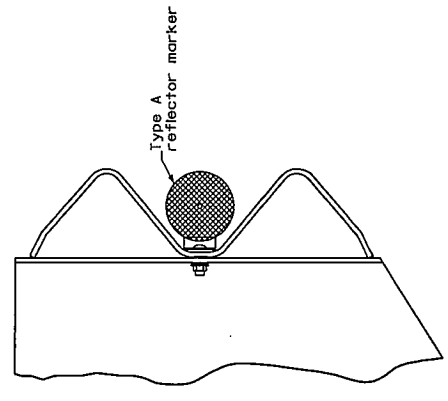


Minimum total area of base 7.0 sq. in. (4,516 mm<sup>2</sup>)

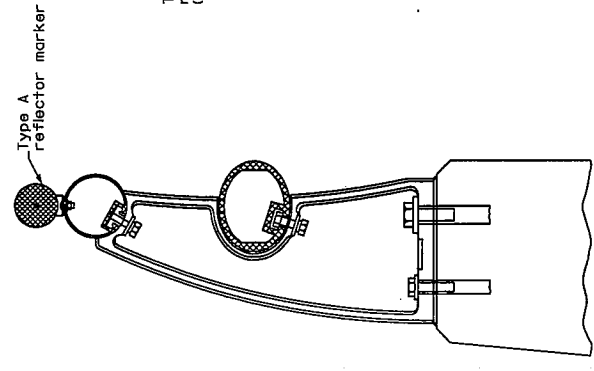


Cross section may be "I" or "L" shaped and may have side supports at ends.

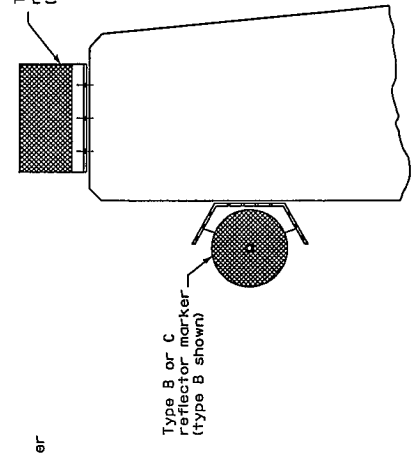
REFLECTOR MARKER TYPE C



TYPICAL MOUNTING WITH REFLECTOR



TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR

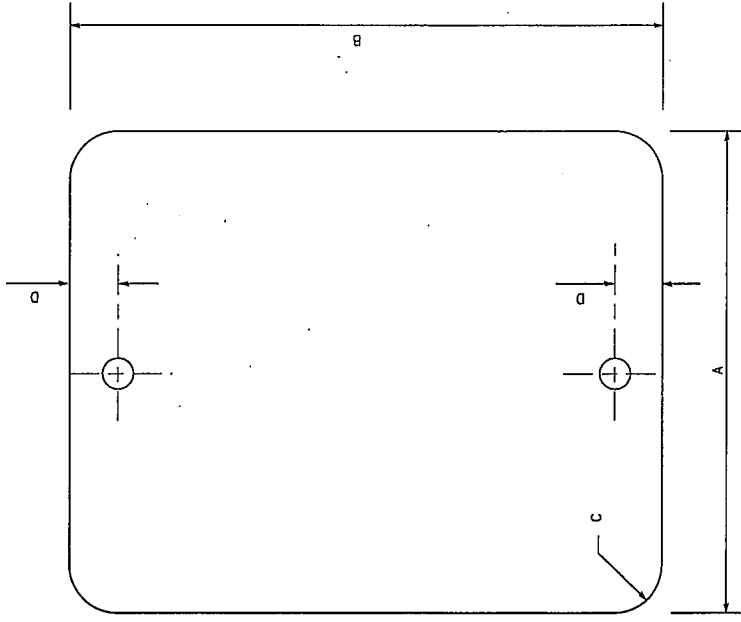


TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

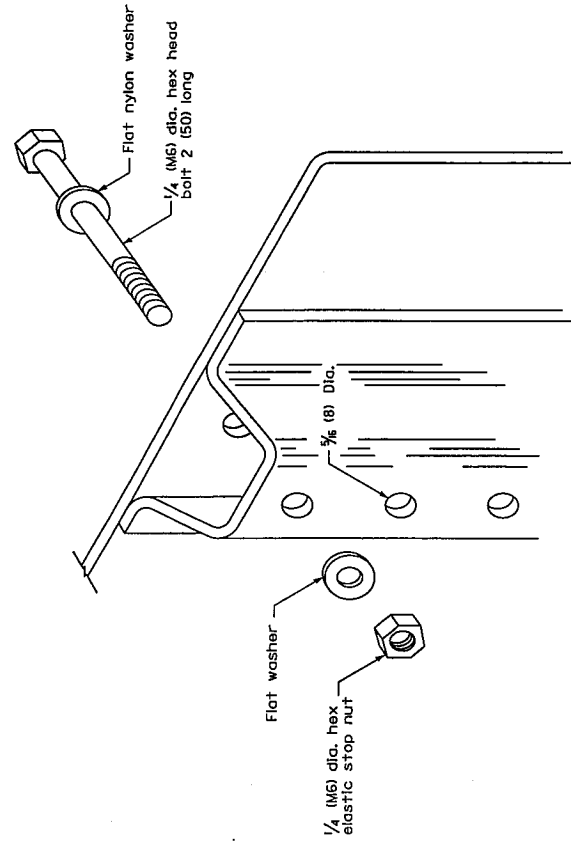
Illinois Department of Transportation  
 APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2000

REFLECTOR MARKER AND MOUNTING DETAILS  
 (Sheet 2 of 3)  
**STANDARD 635011-02**



STANDARD TERMINAL MARKER



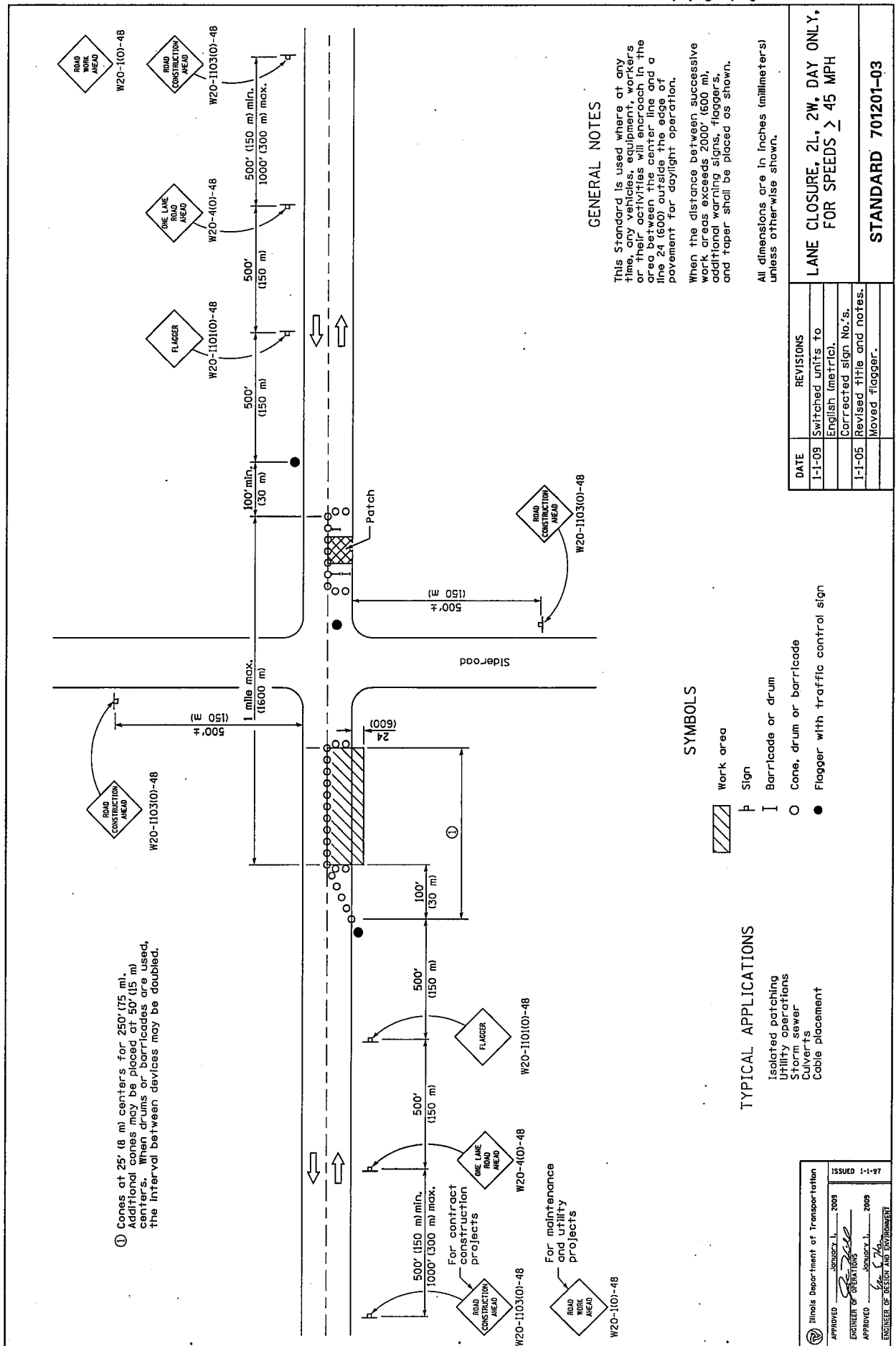
DETAIL OF MOUNTING TERMINAL MARKER TO POST

SIGN SIZE	DIMENSIONS			
	A	B	C	D
12x16 (305x406)	12.0 (305)	16.0 (406)	1.5 (38)	2.0 (50)

REFLECTOR MARKER AND MOUNTING DETAILS  
(Sheet 3 of 3)  
STANDARD 635011-02

Illinois Department of Transportation  
APPROVED JANUARY 1, 2009  
ENGINEER OF OPERATIONS  
APPROVED JANUARY 1, 2009  
ENGINEER OF DESIGN AND ENVIRONMENT





① Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or barricades are used, the interval between devices may be doubled.

**GENERAL NOTES**

This Standard is used where at any time, changes in traffic patterns or other activities will occur in the area between the center line and a line 24 (600) outside the edge of pavement for daylight operation. When the distance between successive work areas exceeds 2000' (600 m), additional warning signs, flaggers, and taper shall be placed as shown.

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

**SYMBOLS**

- Work area
- Sign
- Barricade or drum
- Cone, drum or barricade
- Flagger with traffic control sign

**TYPICAL APPLICATIONS**

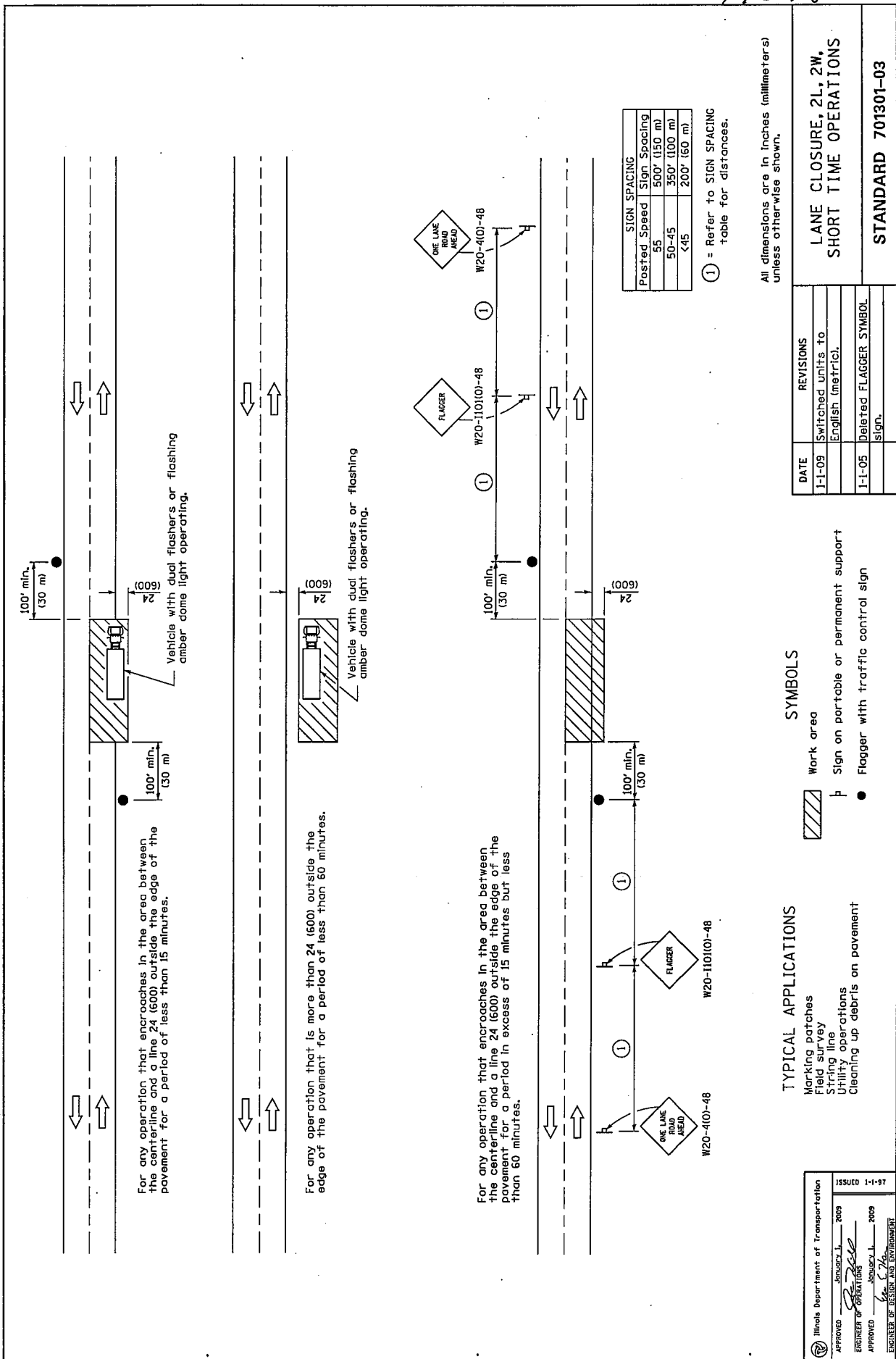
- Isolated patching
- Utility operations
- Storm sewer
- Culverts
- Cable placement

DATE	REVISIONS
I-1-09	Switched units to English (metric).
	Corrected sign No.'s.
I-1-05	Revised title and notes.
	Moved flagger.

Illinois Department of Transportation APPROVED _____ SOURCE: I. 2009 ENGINEER OF OPERATIONS APPROVED _____ SOURCE: I. 2009 ENGINEER OF DESIGN AND ENVIRONMENT	ISSUED 1-1-97
---	---------------

**LANE CLOSURE, 2L, 2W, DAY ONLY,  
FOR SPEEDS > 45 MPH**

**STANDARD 701201-03**



Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
45	200' (60 m)

① = Refer to SIGN SPACING table for distances.

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

DATE	REVISIONS
J-1-09	Switched units to English (metric).
J-1-05	Deleted FLAGGER SYMBOL SIGN.

**LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS**

**STANDARD 701301-03**

**SYMBOLS**

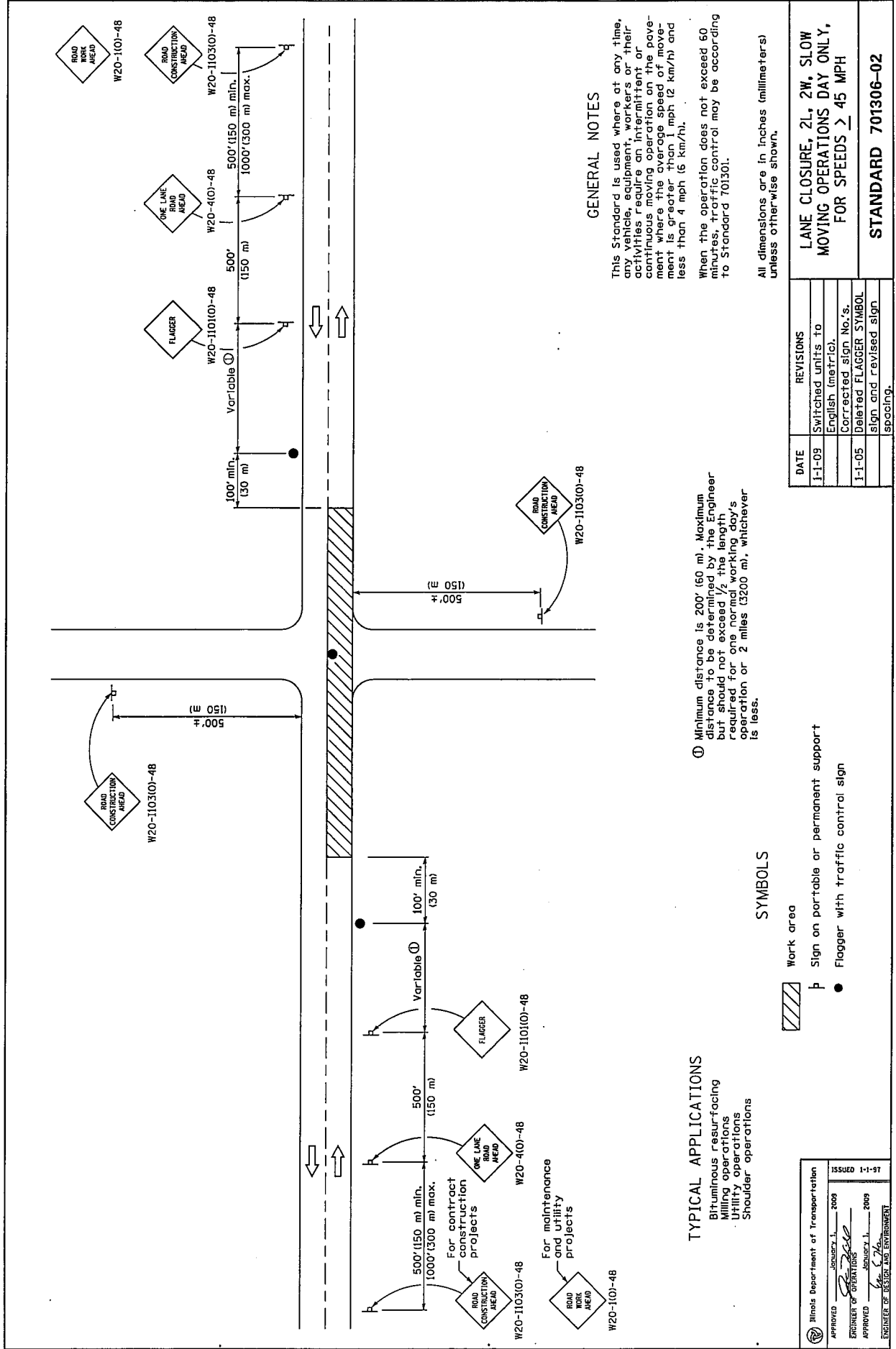
- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

**TYPICAL APPLICATIONS**

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

Illinois Department of Transportation  
 APPROVED [Signature] 2009  
 ENGINEER OF OPERATIONS  
 APPROVED [Signature] 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



**GENERAL NOTES**

This Standard is used where, at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the pavement where the average speed of movement is greater than 1 mph (2 km/h) and less than 4 mph (6 km/h).

When the operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

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

Ⓞ Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed 1/2 the length required for one normal working day's operation or 2 miles (3200 m), whichever is less.

**TYPICAL APPLICATIONS**

- Bituminous resurfacing
- Milling operations
- Utility operations
- Shoulder operations

**SYMBOLS**

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Corrected sign No.'s
	Deleted FLAGGER SYMBOL sign and revised sign spacing.

ILLINOIS DEPARTMENT OF TRANSPORTATION

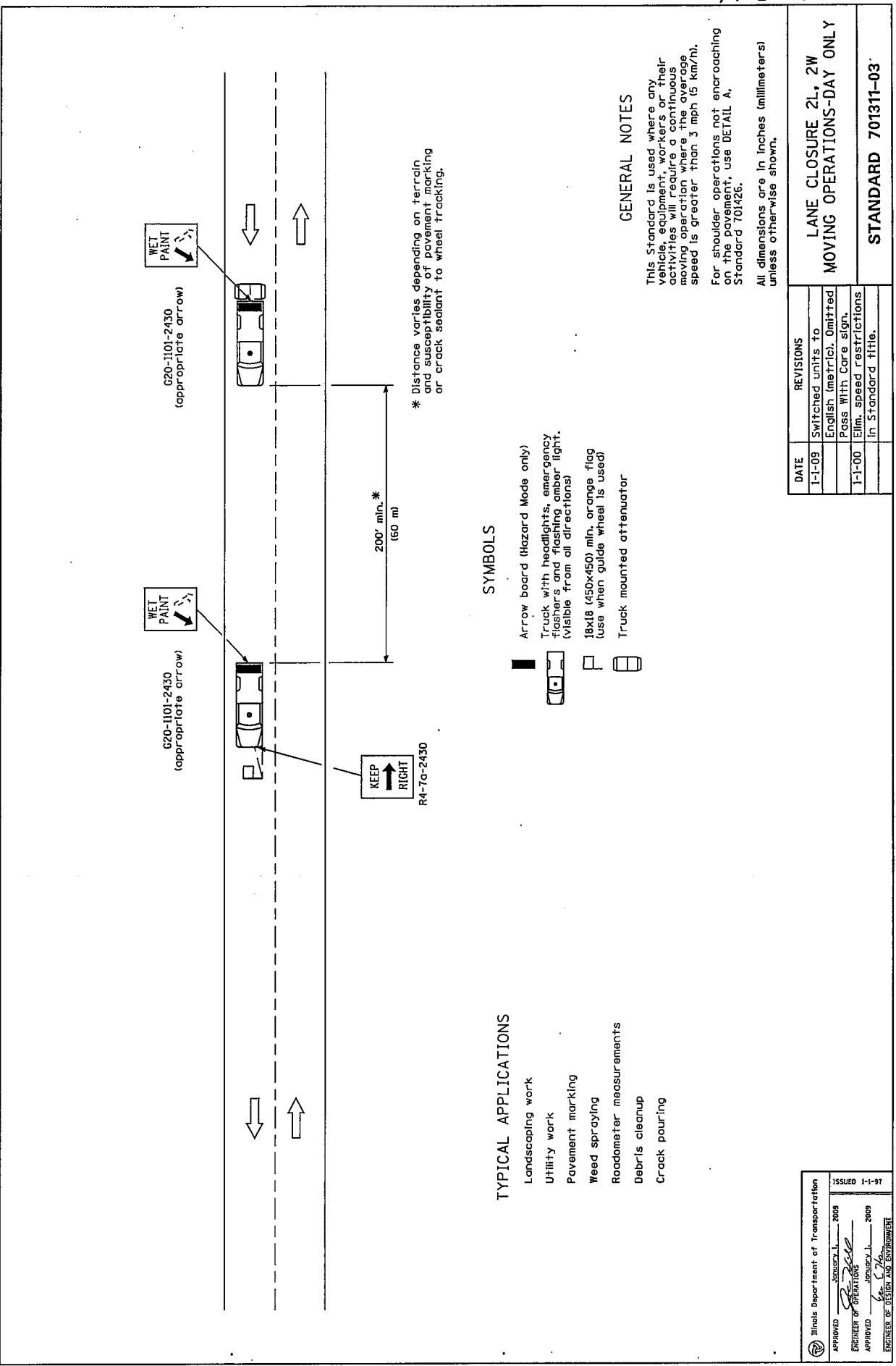
APPROVED: [Signature] JANUARY 1, 2009  
 ENGINEER OF OPERATIONS

APPROVED: [Signature] JANUARY 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH**

**STANDARD 701306-02**



**TYPICAL APPLICATIONS**

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

**SYMBOLS**

- Arrow board (hazard mode only)
- Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
- 18x18 (450x450) min. orange flag (use when guide wheel is used)
- Truck mounted attenuator

**GENERAL NOTES**

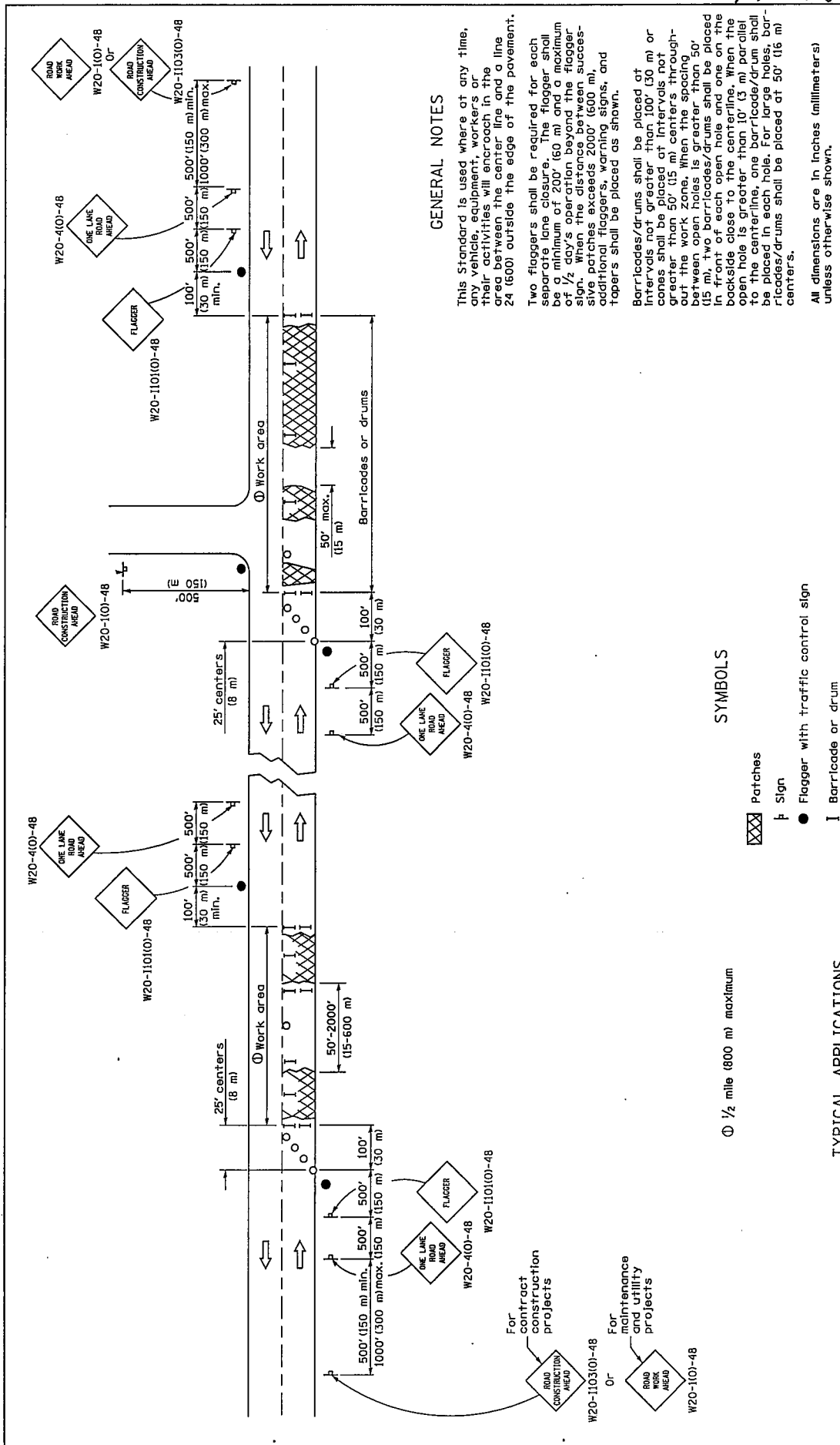
This Standard is used where any vehicle equipment, work or activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).  
 For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.  
 All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation		ISSUED 1-1-97
APPROVED	January 1, 2009	
ENGINEER OF OPERATIONS	<i>[Signature]</i>	
APPROVED	January 1, 2009	
ENGINEER OF DESIGN AND ENVIRONMENT	<i>[Signature]</i>	

DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted Pass With Care sign.
1-1-00	Elim. speed restrictions in Standard title.

**LANE CLOSURE 2L, 2W  
MOVING OPERATIONS-DAY ONLY**

**STANDARD 701311-03**



**GENERAL NOTES**

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach in the area between the center line and a line 24 (600) outside the edge of the pavement.

Two flaggers shall be required for each separate lane closure. The flagger shall be a minimum of 200' (60 m) and a maximum of 1/2 day's operation beyond the flagger sign. When the distance between successive patches exceeds 2000' (600 m), additional flaggers, warning signs, and tapers shall be placed as shown.

Barricades/drums shall be placed at intervals not greater than 100 (30 m) or greater than 50' (15 m) centers throughout the work zone. When the spacing between open holes is greater than 50' (15 m), two barricades/drums shall be placed in front of each open hole and one on the backside close to the centerline. When the open hole is greater than 10' (3 m) parallel to the centerline, one barricade/drum shall be placed in each hole. For large holes, barricades/drums shall be placed at 50' (15 m) centers.

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

**SYMBOLS**

- ⊗ Patches
- ⊥ Sign
- Flagger with traffic control sign
- I Barricade or drum
- Cone, barricade or drum

⊙ 1/2 mile (800 m) maximum

**TYPICAL APPLICATIONS**  
Patching

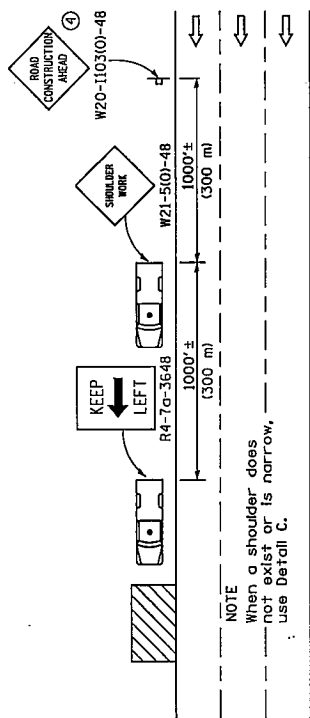
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Corrected sign No.'s.
1-1-05	Deleted FLAGGER SYMBOL sign and revised sign spacing.

**LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH**

**STANDARD 701336-05**

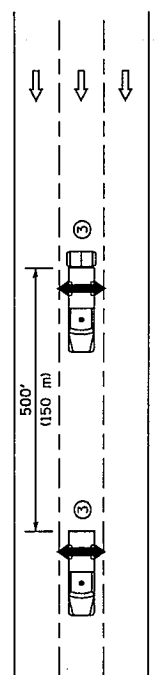
Illinois Department of Transportation  
 APPROVED: J. L. ... 2009  
 ENGINEER OF OPERATIONS  
 APPROVED: ... 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT



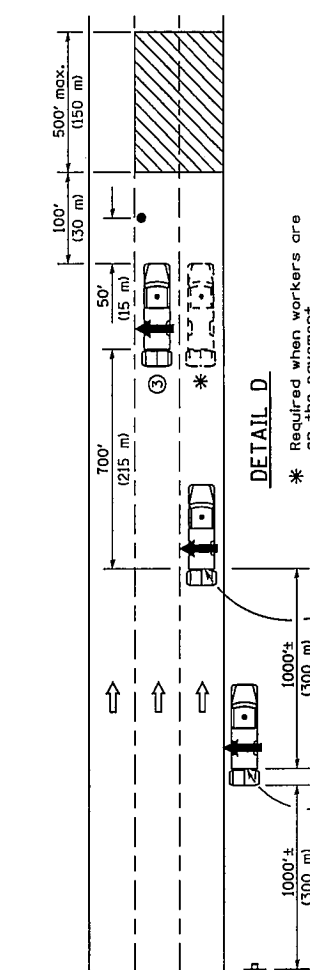


NOTE  
When a shoulder does not exist or is narrow, use Detail C.

**DETAIL A**



**DETAIL B**  
① Pavement marking operations of an interior lane only



**DETAIL D**

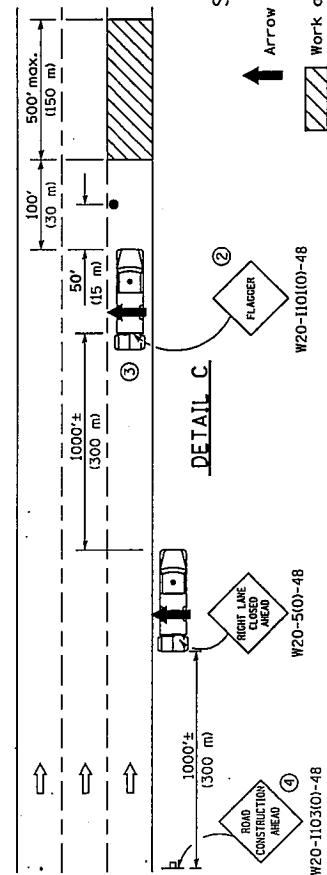
\* Required when workers are on the pavement.

**TYPICAL APPLICATIONS**

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

- ① DETAIL B shall be used only for pavement marking operations where workers are not present on the pavement. For other operations involving an interior lane, use DETAIL D.
- ② Flaggers are required when workers are on the pavement.
- ③ For striping operations only. See sign arrow detail on this standard.
- ④ For operations which are on the roadway or shoulder, greater than 15 minutes and up to 1 hour.

WET PAINT  
G20-1101-2430  
(appropriate arrow)  
③ (when striping only)



**DETAIL C**

**SYMBOLS**

- ↑ Arrow board
- Work area
- Truck with flashing amber light
- Truck mounted attenuator
- Flagger with traffic control sign

**GENERAL NOTES**

This Standard is used where any vehicle, equipment, workers or their activities will require: 1) stationary operations up to 1 hour, or 2) a continuous or intermittent moving operation where the average speed of movement is greater than 2 km/h (1 mph).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.
1-1-05	Revised Detail A and cabinet FLAGGER SYMBOL sign.

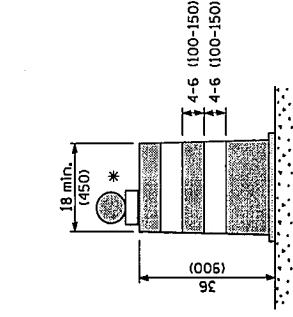
**LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS FOR SPEEDS ≥ 45 MPH**

**STANDARD 701426-03**

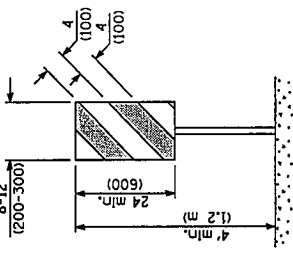
Illinois Department of Transportation  
 ISSUED 1-1-97  
 APPROVED January 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED January 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT



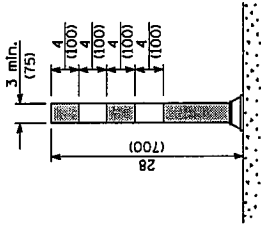




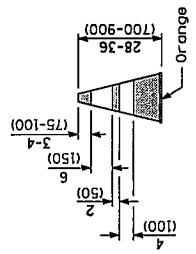
DRUM



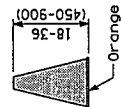
VERTICAL PANEL  
POST MOUNTED



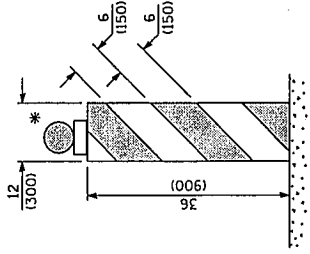
FLEXIBLE DELINEATOR



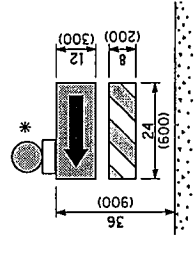
REFLECTORIZED CONE



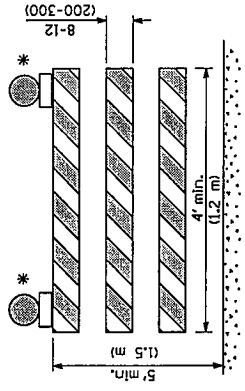
CONE



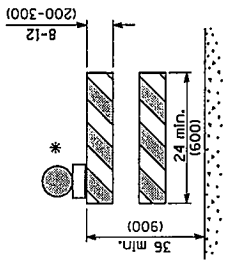
VERTICAL BARRICADE



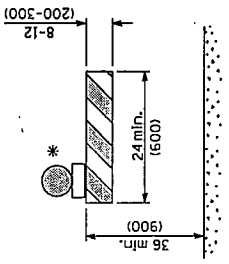
DIRECTION INDICATOR  
BARRICADE



TYPE III BARRICADE



TYPE II BARRICADE



TYPE I BARRICADE

\* Warning lights (if required)

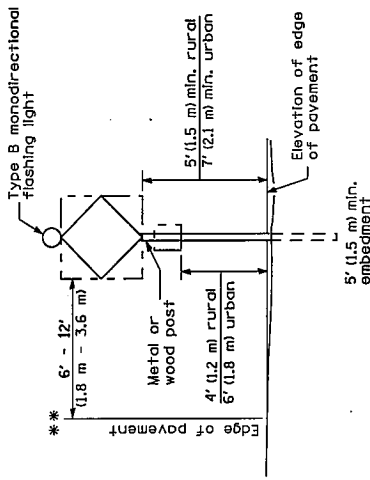
GENERAL NOTES

All heights shown shall be measured above the pavement surface.  
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted light on vertical panel.
1-1-08	Renumbered Standard 702001-06. Rev. note for temp. signs on Sheet 2.

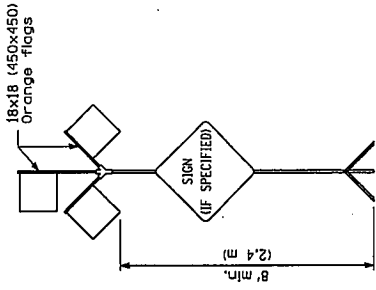
TRAFFIC CONTROL DEVICES  
STANDARD 701901-01  
(Sheet 1 of 3)

Illinois Department of Transportation	ISSUED 1-1-11
APPROVED January 1, 2009	
ENGINEER OF OPERATIONS	
APPROVED January 1, 2009	
ENGINEER OF DESIGN AND ENVIRONMENT	



**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.



**HIGH LEVEL WARNING DEVICE**

**ROAD CONSTRUCTION NEXT X MILES**  
G20-110)-6036

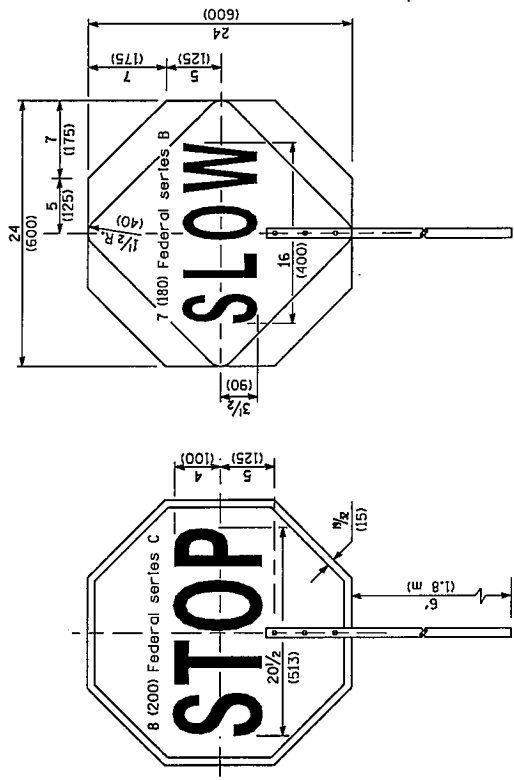
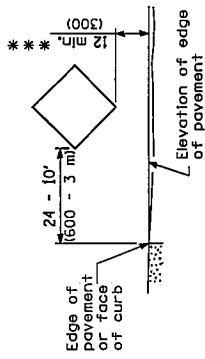
**END CONSTRUCTION**  
G20-2a(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.  
ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.  
END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).  
Dual sign displays shall be utilized on multi-lane highways.

**WORK LIMIT SIGNING**

**SIGNS ON TEMPORARY SUPPORTS**

\*\*\* When work operations exceed four days, this dimension shall be 6' (1.8 m) min. If located behind other devices, the height shall be sufficient to be seen by motorists.

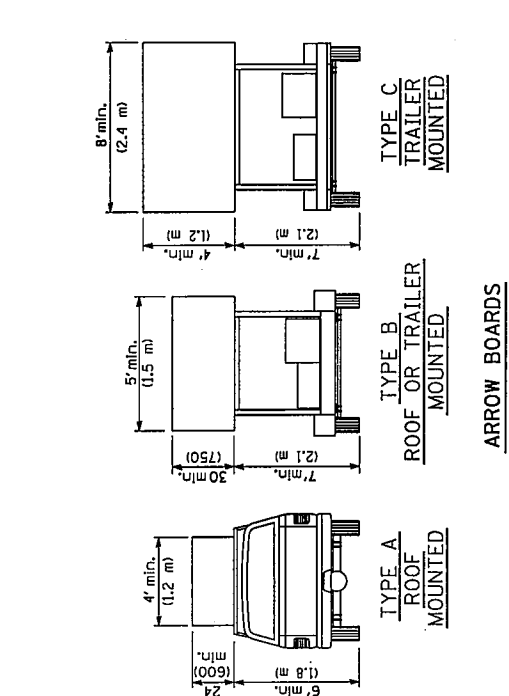
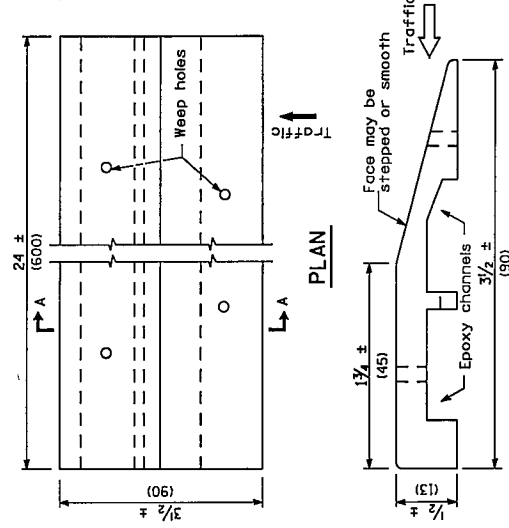
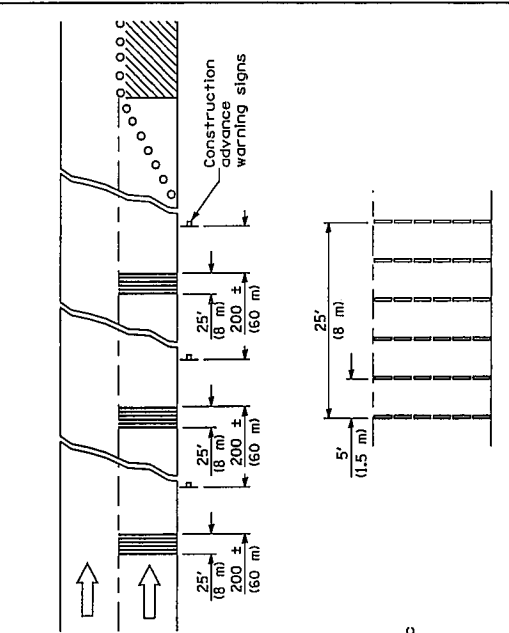


**FLAGGER TRAFFIC CONTROL SIGN**

Illinois Department of Transportation  
 APPROVED: [Signature] JANUARY 1, 2009  
 ENGINEER OF OPERATIONS  
 APPROVED: [Signature] JANUARY 1, 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT

TRAFFIC CONTROL DEVICES (Sheet 2 of 3)  
 STANDARD 701901-01

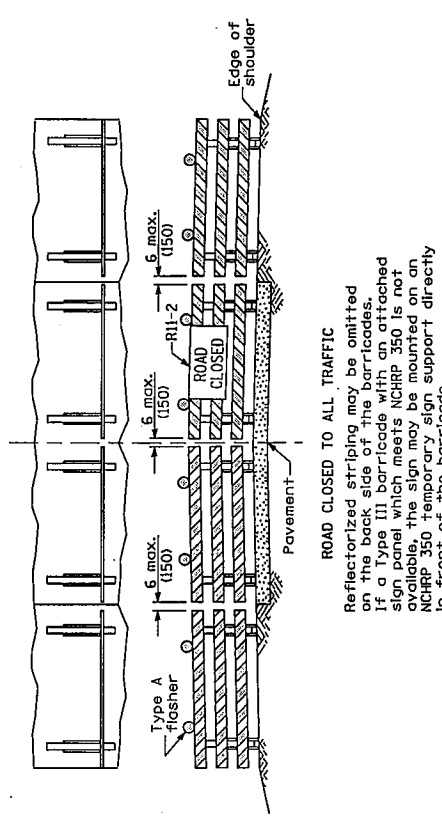
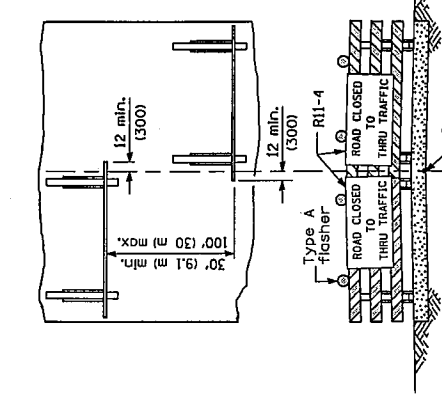
All dimensions are in inches (millimeters) unless otherwise shown.



TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS

SECTION A-A



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

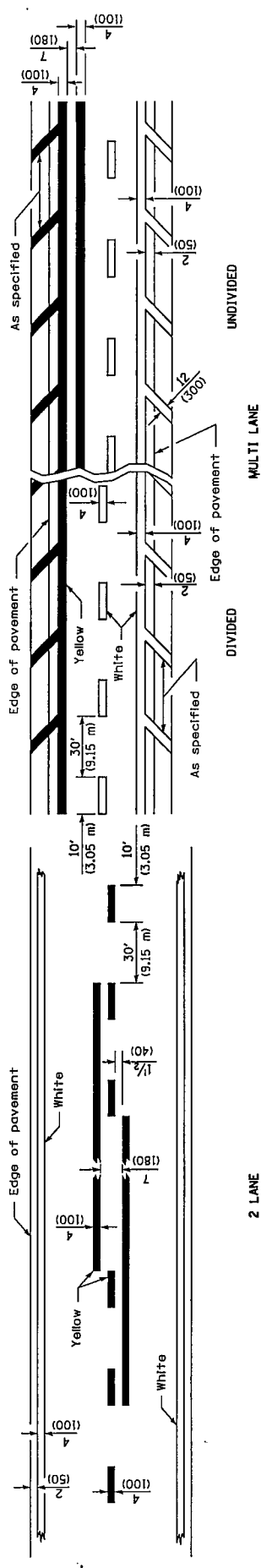
**TRAFFIC CONTROL DEVICES**  
(Sheet 3 of 3)  
**STANDARD 701901-01**

**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.

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

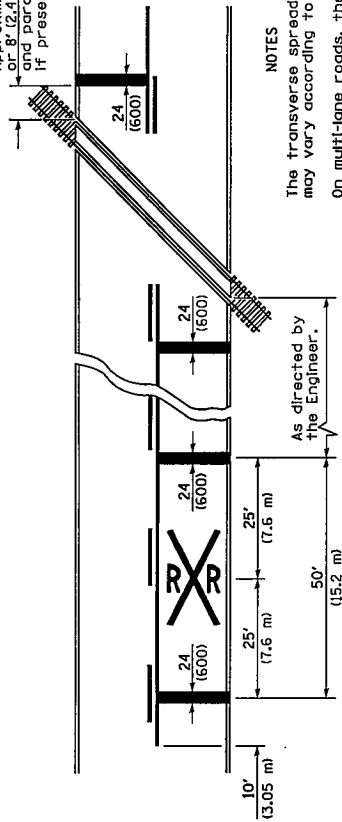
Illinois Department of Transportation  
APPROVED: [Signature] 2008  
ENGINEER OF OPERATIONS  
APPROVED: [Signature] 2008  
ENGINEER OF DESIGN AND ENVIRONMENT

**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.



**LANE AND EDGE LINES**

Approximately 15' (4.5 m) or 8' (2.4 m) back from, and parallel to gate, if present.

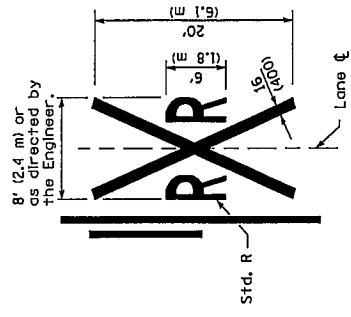


**NOTES**

The transverse spread of the "X" may vary according to lane width.

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

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table II-1, condition B of the MUTCD.



**PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING**

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-99	Rev. dimen. & added 3rd note to pav't markings
	g RR-hwy grade Xing.

**TYPICAL PAVEMENT MARKINGS** (Sheet 1 of 2)

**STANDARD 780001-02**

Illinois Department of Transportation

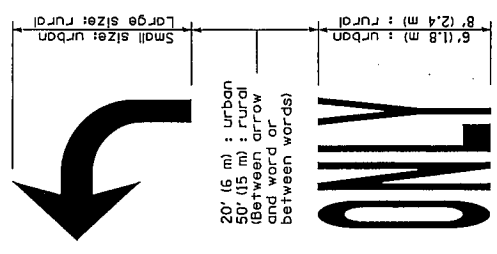
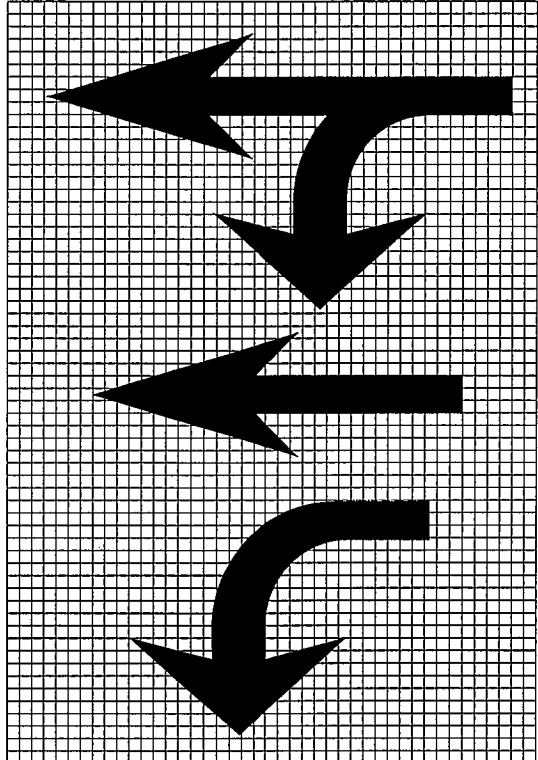
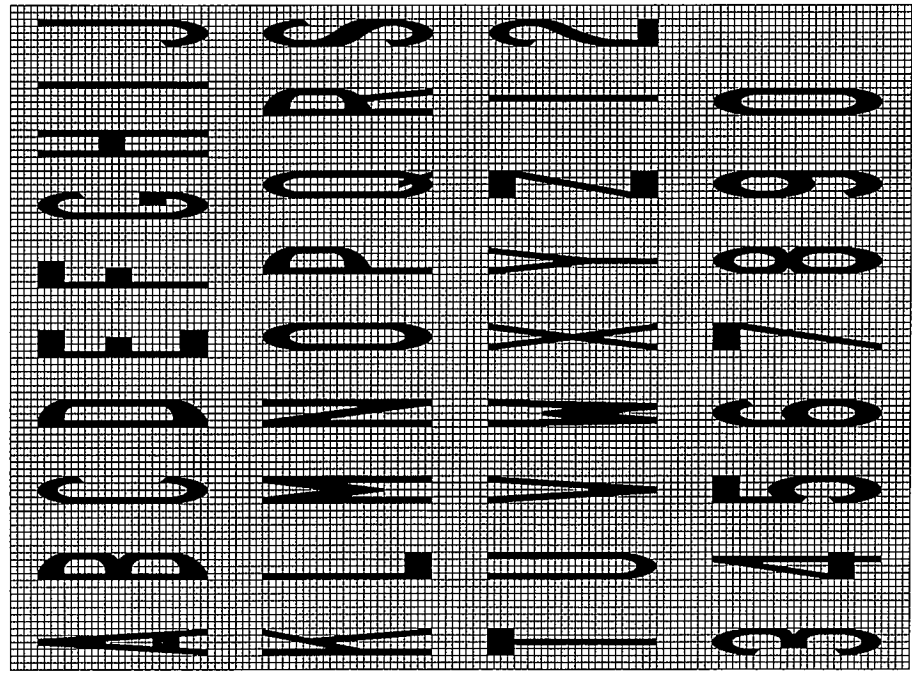
APPROVED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

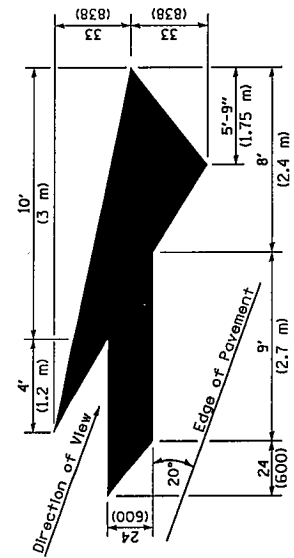


**WORD AND ARROW LAYOUT**

Legend	Arrow Size	a
Small	Small	2.9 (74)
Large	Large	3.8 (96)

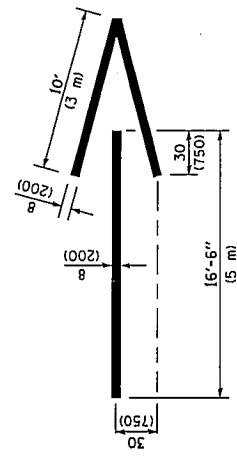
The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

**LETTER AND ARROW GRID SCALE**



**LANE DROP ARROW**

Right lane drop arrow shown.  
Use mirror image for left lane.



**WRONG WAY ARROW**

**TYPICAL PAVEMENT MARKINGS**

(Sheet 2 of 2)

**STANDARD 780001-02**

Illinois Department of Transportation

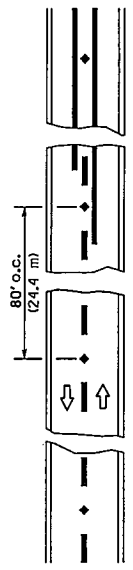
APPROVED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

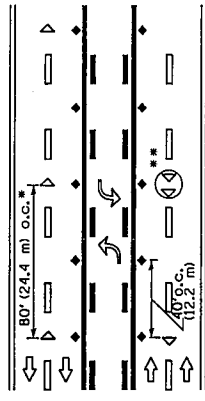
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



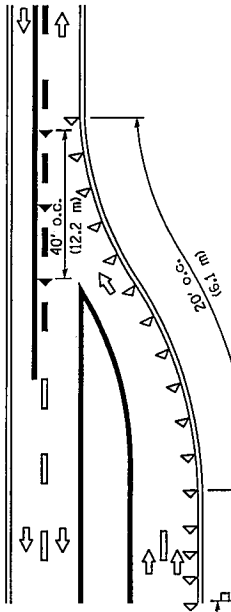
Reduce to 40' (12.2 m) o.c. on curves with posted or advisory speeds of 45 mph (70 km/h) or less.

**TWO-LANE / TWO-WAY**



\*\*\* See MULTI LANE DIVIDED detail for lane marker notes.

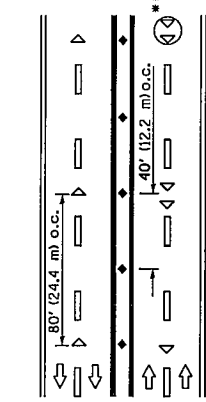
**TWO-WAY LEFT TURN**



**LANE REDUCTION TRANSITION**

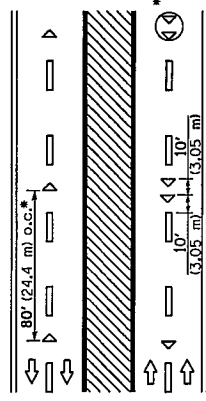


W 4-2



\*\*\* See MULTI LANE DIVIDED detail for lane marker notes.

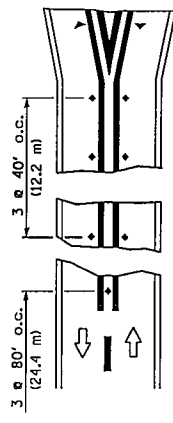
**MULTI-LANE UNDIVIDED**



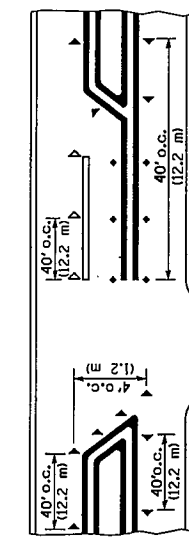
\* Reduce to 40' (12.2 m) o.c. on curves where advisory speeds are 10 mph (15 km/h) lower than posted speeds.

\*\* Where double lane line markers are specified, they shall be spaced as shown.

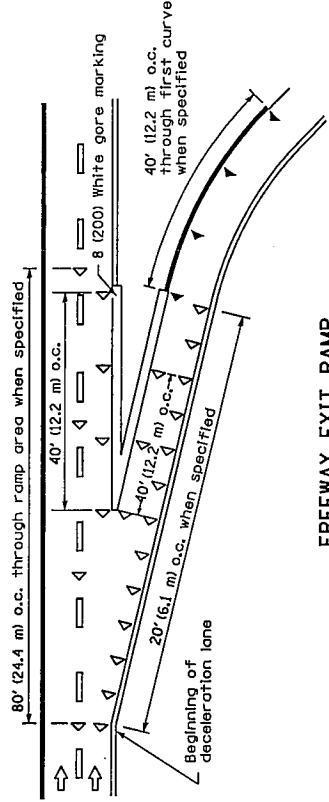
**MULTI-LANE DIVIDED**



**RURAL LEFT TURN**



**FREEWAY EXIT RAMP**



**SYMBOLS**

- Yellow stripe
- White stripe
- One-way amber marker
- One-way crystal marker
- Two-way amber marker

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-99	Extended double line to show different scenario in RURAL LEFT TURN.

**TYPICAL APPLICATIONS  
RAISED REFLECTIVE  
PAVEMENT MARKERS**

**STANDARD 781001-03**

Illinois Department of Transportation  
 APPROVED: [Signature] JENKINS, J. 2009  
 ENGINEER OF OPERATIONS  
 APPROVED: [Signature] JENKINS, J. 2009  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 ISSUED 1-1-97

**REQUIRED CONTRACT PROVISIONS  
FEDERAL-AID CONSTRUCTION CONTRACTS**

	Page
I. General .....	1
II. Nondiscrimination .....	1
III. Nonsegregated Facilities .....	3
IV. Payment of Predetermined Minimum Wage.....	3
V. Statements and Payrolls .....	5
VI. Record of Materials, Supplies, and Labor.....	6
VII. Subletting or Assigning the Contract.....	6
VIII. Safety: Accident Prevention .....	7
IX. False Statements Concerning Highway Projects.....	7
X. Implementation of Clean Air Act and Federal Water Pollution Control Act .....	7
XI. Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion .....	8
XII. Certification Regarding Use of Contract Funds for Lobbying .....	9

**ATTACHMENTS**

**A. Employment Preference for Appalachian Contracts  
(included in Appalachian contracts only)**

**I. GENERAL**

1. These contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.
2. Except as otherwise provided for in each section, the contractor shall insert in each subcontract all of the stipulations contained in these Required Contract Provisions, and further require their inclusion in any lower tier subcontract or purchase order that may in turn be made. The Required Contract Provisions shall not be incorporated by reference in any case. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.
3. A breach of any of the stipulations contained in these Required Contract Provisions shall be sufficient grounds for termination of the contract.
4. A breach of the following clauses of the Required Contract Provisions may also be grounds for debarment as provided in 29 CFR 5.12:
  - Section I, paragraph 2;
  - Section IV, paragraphs 1, 2, 3, 4 and 7;
  - Section V, paragraphs 1 and 2a through 2g.
5. Disputes arising out of the labor standards provisions of Section IV (except paragraph 5) and Section V of these Required Contract Provisions shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the U.S. Department of Labor (DOL) as set forth in 29 CFR 5, 6 and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the DOL, or the contractor's employees or their representatives.
6. Selection of Labor: During the performance of this contract, the contractor shall not:

- a. Discriminate against labor from any other State, possession, or territory of the United States (except for employment preference for Appalachian contracts, when applicable, as specified in Attachment A), or
- b. Employ convict labor for any purpose within the limits of the

project unless it is labor performed by convicts who are on parole, supervised release, or probation.

**II. NONDISCRIMINATION**

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

**1. Equal Employment Opportunity:** Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630 and 41 CFR 60 (and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The Equal Opportunity Construction Contract Specifications set forth under 41 CFR 60-4.3 and the provisions of the American Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

- a. The contractor will work with the State highway agency (SHA) and the Federal Government in carrying out EEO obligations and in their review of his/her activities under the contract.
- b. The contractor will accept as his operating policy the following statement: "It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job-training."

**2. EEO Officer:** The contractor will designate and make known to the SHA contracting officers an EEO Officer who will have the responsibility for an must be capable of effectively administering and promoting an active contractor program of EEO and who must be assigned adequate authority and responsibility to do so.

**3. Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

- a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.
- b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.
- c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minority group employees.
- d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.
- e. The contractor's EEO policy and the procedures to

implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

**4. Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area from which the project work force would normally be derived.

- a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employees referral sources likely to yield qualified minority group applicants. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish which such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.
- b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, he is expected to observe the provisions of that agreement to the extent that the system permits the contractor's compliance with EEO contract provisions. (The DOL has held that where implementation of such agreements have the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Executive Order 11246, as amended.)
- c. The contractor will encourage his present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

**5. Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

- a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.
- b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.
- c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
- d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of his avenues of appeal.

**6. Training and Promotion:**

- a. The contractor will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment.
- b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special

provision.

- c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.
- d. The contractor will periodically review the training and promotion potential of minority group and women employees and will encourage eligible employees to apply for such training and promotion.

**7. Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use his/her best efforts to obtain the cooperation of such unions to increase opportunities for minority groups and women within the unions, and to effect referrals by such unions of minority and female employees. Actions by the contractor either directly or through a contractor's association acting as agent will include the procedures set forth below:

- a. The contractor will use best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members and women for membership in the unions and increasing the skills of minority group employees and women so that they may qualify for higher paying employment.
- b. The contractor will use best efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.
- c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the SHA and shall set forth what efforts have been made to obtain such information.
- d. In the event the union is unable to provide the contractor with a reasonable flow of minority and women referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minority group persons and women. (The DOL has held that it shall be no excuse that the union with which the contractor has a collective bargaining agreement providing for exclusive referral failed to refer minority employees.) In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the SHA.

**8. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:** The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment.

- a. The contractor shall notify all potential subcontractors and suppliers of his/her EEO obligations under this contract.
- b. Disadvantaged business enterprises (DBE), as defined in 49 CFR 23, shall have equal opportunity to compete for and perform subcontracts which the contractor enters into pursuant to this contract. The contractor will use his best efforts to solicit bids from and to utilize DBE subcontractors or subcontractors with meaningful minority group and female representation among their employees. Contractors shall obtain lists of DBE construction firms from SHA personnel.
- c. The contractor will use his best efforts to ensure subcontractor compliance with their EEO obligations.



**9. Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the SHA and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women;

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees; and

(4) The progress and efforts being made in securing the services of

DBE subcontractors or subcontractors with meaningful minority and

female representation among their employees.

b. The contractors will submit an annual report to the SHA each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data.

### III. NONSEGREGATED FACILITIES

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$10,000 or more.)

a. By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement or purchase order, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, material supplier, or vendor, as appropriate, certifies that the firm does not maintain or provide for its employees any segregated facilities at any of its establishments, and that the firm does not permit its employees to perform their services at any location, under its control, where segregated facilities are maintained. The firm agrees that a breach of this certification is a violation of the EEO provisions of this contract. The firm further certifies that no employee will be denied access to adequate facilities on the basis of sex or disability.

b. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive, or are, in fact, segregated on the basis of race, color, religion, national origin, age or disability, because of habit, local custom, or otherwise. The only exception will be for the disabled when the demands for accessibility override (e.g. disabled parking).

c. The contractor agrees that it has obtained or will obtain identical certification from proposed subcontractors or material suppliers prior to award of subcontracts or consummation of material supply agreements of \$10,000 or more and that it will retain such certifications in its files.

### IV. PAYMENT OF PREDETERMINED MINIMUM WAGE

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural minor collectors, which are exempt.)

#### 1. General:

a. All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week and without subsequent deduction or rebate on any account [except such payroll deductions as are permitted by regulations (29 CFR 3) issued by the Secretary of Labor under the Copeland Act (40 U.S.C. 276c)] the full amounts of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment. The payment shall be computed at wage rates not less than those contained in the wage determination of the Secretary of Labor (hereinafter "the wage determination") which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor or its subcontractors and such laborers and mechanics. The wage determination (including any additional classifications and wage rates conformed under paragraph 2 of this Section IV and the DOL poster (WH-1321) or Form FHWA-1495) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers. For the purpose of this Section, contributions made or costs reasonably anticipated for bona fide fringe benefits under Section 1(b)(2) of the Davis-Bacon Act (40 U.S.C. 276a) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also, for the purpose of this Section, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs, which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in paragraphs 4 and 5 of this Section IV.

b. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein, provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

c. All rulings and interpretations of the Davis-Bacon Act and related acts contained in 29 CFR 1, 3, and 5 are herein incorporated by reference in this contract.

#### 2. Classification:

a. The SHA contracting officer shall require that any class of laborers or mechanics employed under the contract, which is not listed in the wage determination, shall be classified in conformance with the wage determination.

b. The contracting officer shall approve an additional classification, wage rate and fringe benefits only when the following criteria have been met:

(1) the work to be performed by the additional classification requested is not performed by a classification in the wage determination;

(2) the additional classification is utilized in the area by the construction industry;

(3) the proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination; and

(4) with respect to helpers, when such a classification prevails in the area in which the work is performed.

c. If the contractor or subcontractors, as appropriate, the laborers and mechanics (if known) to be employed in the additional classification or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the DOL, Administrator of the Wage and

Hour Division, Employment Standards Administration, Washington, D.C. 20210. The Wage and Hour Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

d. In the event the contractor or subcontractors, as appropriate, the laborers or mechanics to be employed in the additional classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the question, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. Said Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

e. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 2c or 2d of this Section IV shall be paid to all workers performing work in the additional classification from the first day on which work is performed in the classification.

### 3. Payment of Fringe Benefits:

a. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not

expressed as an hourly rate, the contractor or subcontractors, as appropriate, shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly case equivalent thereof.

b. If the contractor or subcontractor, as appropriate, does not make payments to a trustee or other third person, he/she may consider as a part of the wages of any laborer or mechanic the amount of any cost reasonably anticipated in providing bona fide fringe benefits under a plan or program, provided that the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

### 4. Apprentices and Trainees (Programs of the U.S. DOL) and Helpers:

a. Apprentices:

(1) Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the DOL, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau, or if a person is employed in his/her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State apprenticeship agency (where appropriate) to be eligible for probationary employment as an apprentice.

(2) The allowable ratio of apprentices to journeyman-level employees on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate listed in the wage determination for the classification of work actually

performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor or subcontractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman-level hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

(3) Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid

the full amount of fringe benefits listed on the wage determination

for the applicable classification. If the Administrator for the Wage

and Hour Division determines that a different practice prevails for

the applicable apprentice classification, fringes shall be paid in accordance with that determination.

(4) In the event the Bureau of Apprenticeship and Training, or a State apprenticeship agency recognized by the Bureau, withdraws approval of an apprenticeship program, the contractor or subcontractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the comparable work performed by regular employees until an acceptable program is approved.

b. Trainees:

(1) Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the DOL, Employment and Training Administration.

(2) The ratio of trainees to journeyman-level employees on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(3) Every trainee must be paid at not less than the rate specified in the approved program for his/her level of progress, expressed as a percentage of the journeyman-level hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman-level wage rate on the wage determination which provides for less than full fringe benefits for apprentices, in which cases such trainees shall receive the same fringe benefits as apprentices.

(4) In the event the Employment and Training Administration withdraws approval of a training program, the contractor or subcontractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

**c. Helpers:**

Helpers will be permitted to work on a project if the helper classification is specified and defined on the applicable wage determination or is approved pursuant to the conformance procedure set forth in Section IV. 2. Any worker listed on a payroll at a helper wage rate, who is not a helper under a approved definition, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed.

**5. Apprentices and Trainees (Programs of the U.S. DOT):**

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

**6. Withholding:**

The SHA shall upon its own action or upon written request of an authorized representative of the DOL withhold, or cause to be withheld, from the contractor or subcontractor under this contract or any other Federal contract with the same prime contractor or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements which is held by the same prime contractor, as much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainee's and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the SHA contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

**7. Overtime Requirements:**

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen, or guards (including apprentices, trainees, and helpers described in paragraphs 4 and 5 above) shall require or permit any laborer, mechanic, watchman, or guard in any workweek in which he/she is employed on such work, to work in excess of 40 hours in such workweek unless such laborer, mechanic, watchman, or guard receives compensation at a rate not less than one-and-one-half times his/her basic rate of pay for all hours worked in excess of 40 hours in such workweek.

**8. Violation:**

Liability for Unpaid Wages; Liquidated Damages: In the event of any violation of the clause set forth in paragraph 7 above, the contractor and any subcontractor responsible thereof shall be liable to the affected employee for his/her unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory) for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman, or guard employed in violation of the clause set forth in paragraph 7, in the sum of \$10 for each calendar day on which such employee was required or permitted to work in excess of the standard work week of 40 hours without payment of the overtime wages required by the clause set forth in paragraph 7.

**9. Withholding for Unpaid Wages and Liquidated Damages:**

The SHA shall; upon its own action or upon written request of any authorized representative of the DOL withhold, or cause to be withheld, from any monies payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 8 above.

**V. STATEMENTS AND PAYROLLS**

(Applicable to all Federal-aid construction contracts exceeding \$2,000 and to all related subcontracts, except for projects located on roadways classified as local roads or rural collectors, which are exempt.)

**1. Compliance with Copeland Regulations (29 CFR 3):**

The contractor shall comply with the Copeland Regulations of the Secretary of Labor which are herein incorporated by reference.

**2. Payrolls and Payroll Records:**

- a. Payrolls and basic records relating thereto shall be maintained by the contractor and each subcontractor during the course of the work and preserved for a period of 3 years from the date of completion of the contract for all laborers, mechanics, apprentices, trainees, watchmen, helpers, and guards working at the site of the work.
- b. The payroll records shall contain the name, social security number, and address of each such employee; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalent thereof the types described in Section 1(b)(2)(B) of the Davis Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. In addition, for Appalachian contracts, the payroll records shall contain a notation indicating whether the employee does, or does not, normally reside in the labor area as defined in Attachment A, paragraph 1. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in Section 1(b)(2)(B) of the Davis Bacon Act, the contractor and each subcontractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, that the plan or program has been communicated in writing to the laborers or mechanics affected, and show the cost anticipated or the actual cost incurred in providing benefits. Contractors or subcontractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprentices and trainees, and ratios and wage rates prescribed in the applicable programs.
- c. Each contractor and subcontractor shall furnish, each week in which any contract work is performed, to the SHA resident engineer a payroll of wages paid each of its employees (including apprentices trainees, and helpers, described in Section IV, paragraphs 4 and 5, and watchmen and guards engaged on work during the preceding weekly payroll period). The payroll submitted shall set out accurately and completely all of the information required to be maintained under paragraph 2b of this Section V. This information may be submitted in any form desired. Optional Form WH-347 is available for this purpose and may be purchased from the

Superintendent of Documents (Federal stock number 029-005-0014-1), U.S. Government Printing Office, Washington, D.C. 20402. The prime contractor is responsible for submitting payroll copies of all subcontractors.

d. Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his/her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) that the payroll for the payroll period contains the information required to be maintained under paragraph 2b of this Section V and that such information is correct and complete;

(2) that such laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in the Regulations, 29 CFR 3;

(3) that each laborer or mechanic has been paid not less than the applicable wage rate and fringe benefits or cash equivalent for

the classification of work performed, as specified in the applicable

wage determination incorporated into the contract.

e. The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 2d of this Section V.

f. The falsification of any of the above certifications may subject the contractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

g. The contractor or subcontractor shall make the records required under paragraph 2b of this Section V available for inspection, copying, or transcription by authorized representatives of the SHA, the FHWA, or the DOL, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the SHA, the FHWA, the DOL, or all may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

## VI. RECORD OF MATERIALS, SUPPLIES, AND LABOR

1. On all federal-aid contracts on the national highway system, except those which provide solely for the installation of protective devices at railroad grade crossings, those which are constructed on a force account or direct labor basis, highway beautification contracts, and contracts for which the total final construction cost for roadway and bridge is less than \$1,000,000 (23 CFR 635) the contractor shall:

a. Become familiar with the list of specific materials and supplies contained in Form FHWA-47, "Statement of Materials and Labor Used by Contractor of Highway Construction Involving Federal Funds," prior to the commencement of work under this contract.

b. Maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form FHWA-47, and in the units shown on Form FHWA-47.

c. Furnish, upon the completion of the contract, to the SHA resident engineer on Form FHWA-47 together with the data required in paragraph 1b relative to materials and supplies, a final labor summary of all contract work indicating the total hours worked and the total amount earned.

2. At the prime contractor's option, either a single report

covering all contract work or separate reports for the contractor and for each subcontract shall be submitted.

## VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the State. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractors' own organization (23 CFR 635).

a. "Its own organization" shall be construed to include only workers employed and paid directly by the prime contractor and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor, assignee, or agent of the prime contractor.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph 1 of Section VII is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the SHA contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the SHA contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the SHA has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

## VIII. SAFETY: ACCIDENT PREVENTION

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the SHA contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with

Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 333).

#### IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

##### NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

18 U.S.C. 1020 reads as follows:

*"Whoever, being an officer, agent or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or*

*Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or*

*Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;*

*Shall be fined not more than \$10,000 or imprisoned not more than 5 years or both."*

#### X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

(Applicable to all Federal-aid construction contracts and to all related subcontracts of \$100,000 or more).

By submission of this bid or the execution of this contract, or subcontract, as appropriate, the bidder, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any facility that is or will be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 *et seq.*, as amended by Pub.L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 *et seq.*, as amended by Pub.L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 CFR 15) is not listed, on the date of contract award, on the U.S. Environmental Protection Agency (EPA) List of Violating Facilities pursuant to 40 CFR 15.20.

2. That the firm agrees to comply and remain in compliance with all the requirements of Section 114 of the Clean Air Act and Section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. That the firm shall promptly notify the SHA of the receipt of any communication from the Director, Office of Federal Activities, EPA indicating that a facility that is or will be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. That the firm agrees to include or cause to be included the requirements of paragraph 1 through 4 of this Section X in every nonexempt subcontract, and further agrees to take such action as the government may direct as a means of enforcing such requirements.

#### XI. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

1. Instructions for Certification - Primary Covered Transactions:

(Applicable to all Federal-aid contracts - 49 CFR 29)

- a. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
- b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.
- c. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause of default.
- d. The prospective primary participant shall provide immediate written notice to the department or agency to whom this proposal is submitted if any time the prospective primary participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- e. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the department or agency to which this proposal is submitted for assistance in obtaining a copy of those regulations.
- f. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be

entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

**g.** The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification in all lower tier covered

transactions

and in all solicitations for lower tier covered transactions.

**h.** A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the nonprocurement portion of the "Lists of Parties Excluded from Federal Procurement or Nonprocurement Programs" (Nonprocurement List) which is compiled by the General Services Administration.

**i.** Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

**j.** Except for transactions authorized under paragraph f of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

\*\*\*\*\*

#### **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Primary Covered Transactions**

1. The prospective primary participant certifies to the best of its knowledge and belief, that it and its principals:

**a.** Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;

**b.** Have not within a 3-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

**c.** Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph 1b of this certification; and

**d.** Have not within a 3-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\*\*\*\*\*

#### **2. Instructions for Certification - Lower Tier Covered Transactions:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions of \$25,000 or more - 49 CFR 29)

**a.** By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

**b.** The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**c.** The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

**d.** The terms "covered transaction," "debarred," "suspended," "ineligible," "primary covered transaction," "participant," "person," "principal," "proposal," and "voluntarily excluded," as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations.

**e.** The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

**f.** The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

**g.** A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the Nonprocurement List.

**h.** Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealing.

**i.** Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

\*\*\*\*\*

#### **Certification Regarding Debarment, Suspension, Ineligibility And Voluntary Exclusion-Lower Tier Covered Transactions:**

1. The prospective lower tier participant certifies, by submission

of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

\* \* \* \* \*

## **XII. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING**

(Applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 - 49 CFR 20)

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting his or her bid or proposal that he or she shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

**MINIMUM WAGES FOR FEDERAL AND FEDERALLY  
ASSISTED CONSTRUCTION CONTRACTS**

This project is funded, in part, with Federal-aid funds and, as such, is subject to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Sta. 1494, as amended, 40 U.S.C. 276a) and of other Federal statutes referred to in a 29 CFR Part 1, Appendix A, as well as such additional statutes as may from time to time be enacted containing provisions for the payment of wages determined to be prevailing by the Secretary of Labor in accordance with the Davis-Bacon Act and pursuant to the provisions of 29 CFR Part 1. The prevailing rates and fringe benefits shown in the General Wage Determination Decisions issued by the U.S. Department of Labor shall, in accordance with the provisions of the foregoing statutes, constitute the minimum wages payable on Federal and federally assisted construction projects to laborers and mechanics of the specified classes engaged on contract work of the character and in the localities described therein.

General Wage Determination Decisions, modifications and supersedes decisions thereto are to be used in accordance with the provisions of 29 CFR Parts 1 and 5. Accordingly, the applicable decision, together with any modifications issued, must be made a part of every contract for performance of the described work within the geographic area indicated as required by an applicable DBRA Federal prevailing wage law and 29 CFR Part 5. The wage rates and fringe benefits contained in the General Wage Determination Decision shall be the minimum paid by contractors and subcontractors to laborers and mechanics.

**NOTICE**

The most current **General Wage Determination Decisions** (wage rates) are available on the IDOT web site. They are located on the Letting and Bidding page at <http://www.dot.state.il.us/desenv/delett.html>.

In addition, ten (10) days prior to the letting, the applicable Federal wage rates will be e-mailed to subscribers. It is recommended that all contractors subscribe to the Federal Wage Rates List or the Contractor's Packet through IDOT's subscription service.

PLEASE NOTE: if you have already subscribed to the Contractor's Packet you will automatically receive the Federal Wage Rates.

The instructions for subscribing are at <http://www.dot.state.il.us/desenv/subsc.html>.

If you have any questions concerning the wage rates, please contact IDOT's Chief Contract Official at 217-782-7806.