

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

Technical Questions about downloading these files may be directed to Tim Garman (217)524-1642 or 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?

Questions Regarding	Call
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

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Proposal Submitted By
Name
Address
City

Letting May 15, 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. 64F10
ROCK ISLAND County
Section (5,7,133)RS-2
District 2 Construction Funds
Routes FAP 596 & FAP 300**

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	
Checked by	S

(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
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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) _____ a

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

**Contract No. 64F10
ROCK ISLAND County
Section (5,7,133)RS-2
Routes FAP 596 & FAP 300
District 2 Construction Funds**

This project consists of resurfacing on IL Route 5 from Colona Road to .5 mile west of I-80 in Hampton Township.

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	\$3,000,000	to	\$5,000,000	\$150,000
\$10,000	to	\$50,000	\$5,000,000	to	\$7,500,000	\$250,000
\$50,000	to	\$100,000	\$7,500,000	to	\$10,000,000	\$400,000
\$100,000	to	\$150,000	\$10,000,000	to	\$15,000,000	\$500,000
\$150,000	to	\$250,000	\$15,000,000	to	\$20,000,000	\$600,000
\$250,000	to	\$500,000	\$20,000,000	to	\$25,000,000	\$700,000
\$500,000	to	\$1,000,000	\$25,000,000	to	\$30,000,000	\$800,000
\$1,000,000	to	\$1,500,000	\$30,000,000	to	\$35,000,000	\$900,000
\$1,500,000	to	\$2,000,000	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.

Attach Cashier's Check or Certified Check Here

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.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 64F10

State Job # - C-92-112-09
 PPS NBR - 2-12970-0000
 County Name - ROCK ISLAND- -
 Code - 161 - -
 District - 2 - -
 Section Number - (5,7,133)RS-2

Project Number

Route
 FAP 596
 FAP 300

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0322729	MATL TRANSFER DEVICE	TON	31,746.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0017100	DOWEL BARS	EACH	385.000				
Z0025230	F&I CR-CUSH ATT TERM	EACH	1.000				
Z0028415	GEOTECHNICAL REINF	SQ YD	7,266.000				
Z0028700	GRAN SUBGRADE REPL	CU YD	1,212.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0075310	TIE BARS 3/4	EACH	3,845.000				
21101600	TOPSOIL F & P VAR DP	SQ YD	6,500.000				
25000210	SEEDING CL 2A	ACRE	1.500				
25000400	NITROGEN FERT NUTR	POUND	135.000				
25000500	PHOSPHORUS FERT NUTR	POUND	135.000				
25000600	POTASSIUM FERT NUTR	POUND	135.000				
25000750	MOWING	ACRE	1.500				
25100630	EROSION CONTR BLANKET	SQ YD	6,500.000				

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28000250	TEMP EROS CONTR SEED	POUND	3,900.000				
40600200	BIT MATLS PR CT	TON	230.300				
40600300	AGG PR CT	TON	451.000				
40600525	LEV BIND HM N50	TON	49.000				
40600625	LEV BIND MM N50	TON	2,632.000				
40600735	P LEV BIND HM N70	TON	317.000				
40600837	P LEV BIND MM N70	TON	10,037.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40600982	HMA SURF REM BUTT JT	SQ YD	2,343.000				
40600985	PCC SURF REM BUTT JT	SQ YD	1,224.000				
40600990	TEMPORARY RAMP	SQ YD	1,427.000				
40601005	HMA REPL OVER PATCH	TON	216.000				
40603310	HMA SC "C" N50	TON	6,098.000				
40603540	P HMA SC "D" N70	TON	12,979.000				
40800050	INCIDENTAL HMA SURF	TON	1,821.000				

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44000157	HMA SURF REM 2	SQ YD	8,173.000				
44000159	HMA SURF REM 2 1/2	SQ YD	4,272.000				
44000500	COMB CURB GUTTER REM	FOOT	720.000				
44002210	HMA RM OV PATCH 2 1/2	SQ YD	518.000				
44200517	CL A PATCH T2 7	SQ YD	778.000				
44200521	CL A PATCH T3 7	SQ YD	264.000				
44200523	CL A PATCH T4 7	SQ YD	2,605.000				
44200529	CL A PATCH T2 8	SQ YD	116.000				
44200533	CL A PATCH T3 8	SQ YD	112.000				
44200535	CL A PATCH T4 8	SQ YD	2,953.000				
44200565	CL A PATCH T2 11	SQ YD	116.000				
44200569	CL A PATCH T3 11	SQ YD	23.000				
44200571	CL A PATCH T4 11	SQ YD	32.000				
44201007	CL B PATCH T2 13	SQ YD	107.000				
44201011	CL B PATCH T3 13	SQ YD	13.000				

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 FAP 300

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44201013	CL B PATCH T4 13	SQ YD	147.000				
44201294	CL B PATCH EXPAN JT	FOOT	95.000				
44201296	DEFORMED BARS EXP JT	EACH	95.000				
44213000	PATCH REINFORCEMENT	SQ YD	6,999.000				
44213100	PAVEMENT FABRIC	SQ YD	267.000				
44213200	SAW CUTS	FOOT	21,329.000				
44300200	STRIP REF CR CON TR	FOOT	106.000				
48102100	AGG WEDGE SHLD TYPE B	TON	1,335.000				
60255500	MAN ADJUST	EACH	2.000				
60260200	INLETS ADJUST SPL	EACH	2.000				
60260500	INLETS ADJ NEW T3F&G	EACH	6.000				
60261510	INLETS ADJ NEW T20F&G	EACH	7.000				
60603500	COMB CC&G TB6.06	FOOT	500.000				
60605000	COMB CC&G TB6.24	FOOT	20.000				
60606800	COMB CC&G TB9.18	FOOT	200.000				

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FAP 596

FAP 300

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
63100167	TR BAR TRM T1 SPL TAN	EACH	1.000				
63200310	GUARDRAIL REMOV	FOOT	50.000				
63500205	REM & REP DELINEATORS	EACH	54.000				
64200105	SHOULDER RUMBLE STRIP	FOOT	74,098.000				
67000400	ENGR FIELD OFFICE A	CAL MO	14.000				
67100100	MOBILIZATION	L SUM	1.000				
70100420	TRAF CONT-PROT 701411	EACH	5.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				
70100800	TRAF CONT-PROT 701401	L SUM	1.000				
70102620	TR CONT & PROT 701501	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	600.000				
70300100	SHORT-TERM PAVT MKING	FOOT	19,012.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	3,169.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	1,066.000				

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.

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(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.

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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 provides:

Section 50-60(c).

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.**

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.

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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, offeror, 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

<p>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.</p>		
_____ (Bidding Company)		
<input type="checkbox"/>	_____ 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 \$106,447.20? 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:

**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 7/1/07). **(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 7/1/07) provide the name the State agency for which you are employed and your annual salary. _____

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- 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 7/1/07) 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 7/1/07) are you and your spouse or minor children entitled to receive (i) more than 15 % in the 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 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 7/1/07) provide the name of your 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, (60% of the salary of the Governor as of 7/1/07) are you entitled to receive (i) more then 71/2% 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 7/1/07) are you and your spouse or minor children entitled to receive (i) more than 15 % in the 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 ___

(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 States 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 ___

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(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: _____
Signature of Individual or Authorized Representative Date

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.

Signature of Authorized Representative Date

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**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. 64F10
ROCK ISLAND County
Section (5,7,133)RS-2
Routes FAP 596 & FAP 300
District 2 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 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

**Contract No. 64F10
ROCK ISLAND County
Section (5,7,133)RS-2
Routes FAP 596 & FAP 300
District 2 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)
(IF A JOINT VENTURE, USE THIS SECTION FOR THE MANAGING PARTY AND THE SECOND PARTY SHOULD SIGN BELOW) Corporate Name _____
By _____
Signature of Authorized Representative _____
Typed or printed name and title of Authorized Representative _____
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, or for the amount specified in Article 102.09 of the "Standard Specifications for Road and Bridge Construction" in effect on the date of invitation for bids, whichever is the lesser sum, well and truly to be paid unto said STATE OF ILLINOIS, for the payment of which we bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH, that whereas, the PRINCIPAL has submitted a bid proposal to the STATE OF ILLINOIS, acting through the Department of Transportation, for the improvement designated by the Transportation Bulletin Item Number and Letting Date indicated above.

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, submit a DBE Utilization Plan that is accepted and approved by the Department; and if, after award by the Department, the PRINCIPAL shall enter into a contract in accordance with the terms of the bidding and contract documents including evidence of the required insurance coverages and providing such bond as specified with good and sufficient surety for the faithful performance of such contract and for the prompt payment of labor and material furnished in the prosecution thereof; or if, in the event of the failure of the PRINCIPAL to make the required DBE submission or to enter into such contract and to give the specified bond, the PRINCIPAL pays to the Department the difference not to exceed the penalty hereof between the amount specified in the bid proposal and such larger amount for which the Department may contract with another party to perform the work covered by said bid proposal, then this obligation shall be null and void, otherwise, it shall remain in full force and effect.

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. If Surety does not make full payment within such period of time, the Department may bring an action to collect the amount owed. Surety is liable to the Department for all its expenses, including attorney's fees, incurred in any litigation in which it prevails either in whole or in part.

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

their respective officers this _____ 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, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ 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, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the State of Illinois under the conditions of the bid bond as shown above.

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. 64F10
ROCK ISLAND County
Section (5,7,133)RS-2
Routes FAP 596 & FAP 300
District 2 Construction Funds**



Illinois Department of Transportation



NOTICE TO BIDDERS

- 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., May 15, 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. 64F10
ROCK ISLAND County
Section (5,7,133)RS-2
Routes FAP 596 & FAP 300
District 2 Construction Funds**

This project consists of resurfacing on IL Route 5 from Colona Road to .5 mile west of I-80 in Hampton Township.

- 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)

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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 "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 FAP Route 596 (IL 5) & FAP Route 300 (IL 5/IL 92), Section (5, 7, 133)RS-2, Rock Island County, Contract No. 64F10, 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

The project is located in Hampton Township in the City of Silvis, Rock Island County. The project is located approximately 5 miles west of I-80 at Colona Road in Rock Island County. The project length is 5.19 miles. The project is located in Hampton Township in Township 17N, Range 1E, Sections 5 and 8, and in Township 18N, Range 1E, Sections 22, 23, 28, 32, and 33. This improvement begins at the centerline of IL 5 and Colona Road, extends in the northerly direction for 5.19 miles, and terminates at approximately 2,777 feet west of the interchange of IL 5/IL 92 and I-80. The net length of the improvement is 25,736.30 feet (4.78 mile).

DESCRIPTION OF PROJECT

This project includes the pavement patching, milling, overlaying, and hot-mix asphalt resurfacing of IL 5, IL 5/IL 92 and the side streets.

TRAFFIC CONTROL PLAN

Effective January 14, 1999

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

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

Standards:

701101	701400	701401	701406	701411	701426
701501	701701	701901	720011	729001	

Details:

Rough Grooved Surface Sign (DS 91.2)
Traffic Control & Protection at Turn Bays (To Remain Open to Traffic) (DS 94.2)

All full depth patching will be completed before the leveling binder is paved on the roadway.

In areas schedule for milling and resurfacing with leveling binder and surface curse, the leveling binder shall be placed within three (3) days of the milling operation. Milled areas scheduled for all other bituminous surfacing shall be paved within ten (10) calendar days.

Signs:

No bracing shall be allowed on post-mounted signs.

Post mounted signs shall be installed using standard 720011, 728001, 729001, on 4"x4" wood posts, or on any other "break away" connection if accepted by FHWA and corresponding letter is provided to the resident.

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

"UNEVEN LANES" W8-11(O)48 signs shall be installed at 2 mile intervals or as directed by the Engineer on roadways where the posted speed is greater than 40 mph.

"LOW SHOULDER" W8-9(O)48 signs shall be installed at 2 mile intervals or as directed by the Engineer.

When covering existing Department signs, no tape shall be used on the reflective portion of the sign. Contact the District sign shop for covering techniques.

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

Pavement Markings:

Temporary pavement markings shall not be included in the cost of the standard rather it shall be paid for separately at the contract unit prices of specified temporary pavement marking items.

Devices:

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

Vertical barricades shall not be used in tapers, weaves, or the gores shown on 701411 and on District Std. 94.2.

Flaggers:

Flaggers shall comply with all requirements contained in the Department's "Flagger Handbook" with following exception: The ANSI Class 2 vest will not be supplied by the Department.

In addition to the flaggers shown on applicable standards, on major sideroads listed below, flaggers shall be required on all legs of the intersection. Major sideroads for this project shall be Crosstown Ave., 10th Ave., Barstow Rd., 172nd St. and 179th St.

Traffic Control and Protection Standard 701401 and 701422: This work shall be done according to Standard 701401 and Section 701 of the Standard Specifications. The Contractor shall be required to install the 701401 two (2) calendar days in advance of the areas to be patched for the protection of the State personnel laying out the locations for pavement patching.

The barricades as shown in standard 701401 and 701422 shall not encroach on the lane open to traffic at any time. The only exception to this will be in the immediate work area when workers are present, then the barricades may be moved out to permit the construction operation.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION 701401.

Standard 701400, 701401, 701402, 701406, 701416, 701421, 701422, 701423 and 701446: The Contractor shall equip all machinery and vehicles with revolving amber lights, installed so the illumination is visible from all directions.

The median crossover will not be available for the Contractor to use. It may be used only when both lanes adjacent to the median are closed. Under no condition shall left turn lanes be made to cross the median from lanes open to traffic.

Parking of personal vehicles within the IL 5 / IL 92 right of way will strictly prohibited. Parking of construction equipment within the right of way will be permitted only at locations approved by the Engineer.

Construction traffic will only be allowed to turn left (or turn around) where there is a left turn lane.

Traffic Control and Protection Standard 701701: This work shall be done according to Section 701 of the Standard Specifications and the Typical Application of Traffic Control Devices for Highway Construction, Standard 701701, and as specified herein.

The "left" leg of the intersection shown on this standard also applies when the right turn lane is closed. When the right turn lane is closed, "RIGHT TURN LANE CLOSED AHEAD" shall be substituted for the LEFT TURN LANE CLOSED AHEAD" and the set up would be a mirror image to what is shown.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701701.

Maintenance of Traffic: The Contractor shall be required to notify City of Silvis, Rock Island County Highway Department, and Hampton Township Highway Commissioner for any side road closure or opening. Side roads shall remain open on weekends.

Patching shall be completed using 701401.

Resurfacing and milling shall be completed using 701406.

Striping shall be completed using 701426, 701701, and 701406.

COMPACTION OF POLYMERIZED HOT-MIX ASPHALT CONCRETE

Effective January 16, 2002

This work shall consist of furnishing a pneumatic tired roller as specified in article 406, in addition to all other rollers specified in the Standard Specifications. The spray system shall be in good working order. The tires shall be in good condition and be constructed heavy enough to withstand 90 to 110 psi inflation pressures on a continual basis. An approved water based release agent shall be utilized on the tires similar to, but not limited to Tech Shield that effectively prevents mix adhesion. The dilution rate shall be as per manufacturer's recommendations. The mixture compaction temperature will be the maximum possible without experiencing surface damage to the mix caused by adhesion to the tires. The recommended range is from 200° to 260° Fahrenheit. This work shall be included in the cost of the polymerized Hot-Mix Asphalt concrete of the type and size specified.

DETECTOR LOOP, SPECIAL

Effective: August 5, 2008

This item shall consist of replacing detector loops, furnishing, installing and testing in accordance with Section 886 of the current Standard Specifications for Road and Bridge Construction.

This item shall include replacing any conduit stubs damaged during the surface grinding process.

For appropriate layout of Detector Loop, the Illinois DOT Bureau of Operations, Scott Kullerstrand (815/284-5468), shall be contacted prior to reinstallation to mark the Detector Loop locations.

This work will be paid for at the contract unit price per Foot for DETECTOR LOOP, SPECIAL, which price shall include furnishing, installing all required components, and testing inductance to assure satisfactory operation.

MOWING

This work consists of mowing all Seeding Class 1 and Class 2A at the completion of the project or before winter shut down. The vegetation must be at least 6" long before mowing. The vegetation shall be mowed to obtain a height of not more than 75mm (3 inches). All debris must be cleared from the right-of-way immediately after the mowing.

This work will be paid for at the contract unit price per hectare (acre) for MOWING.

GEOTECHNICAL REINFORCEMENT

Revised September 1, 2004

Biaxial Geogrid Flat Installation

This work consists of furnishing and installing an integrally-formed polypropylene geotechnical grid reinforcement material. The grid shall have an aperture, rib and junction cross-section sufficient to permit significant mechanical interlock with the material being reinforced. There shall be a high continuity of tensile strength through all ribs and junctions of the grid material to reinforce the embankment or subgrade as shown on the plans and specifications.

Materials: Each layer of geogrid shall conform to the property requirements listed below. Multilayer geogrid and multiple layers of lesser strength geogrids will not be accepted.

Reinforcement and Interlock

<u>Property</u>	<u>Test Method</u>	<u>Value</u>
<u>Tensile Modulus:</u>		
• True Tensile Modulus	ASTMD 6637	17,000 lb./ft.(Min.)
• True Tensile Strength @ 2% Strain		280 lb./ft. (Min.)
• True Tensile Strength @ 5% Strain		580 lb./ft. (Min.)
<u>Apertures:</u>		
• Aperture Stability	USACE*	2.7 in.-lb./deg. (Min.)
• Open Area	COE Method Modified**	70% (Nom.)
* Resistance to in-plane rotational movement measured by applying a 20 kg-cm moment to the central junction of a 9 inch x 9 inch specimen restrained at its perimeter (U.S. Army Corps of Engineers Methodology for measurement of Torsional Rigidity).		
** Percent open area measured without magnification by Corps of Engineers method as specified in CW 02215 Civil Works Construction Guide, November, 1977.		

Structural Integrity:

• Flexural Stiffness	ASTM D-5732-95 ***	0.2 in.-lb. (Min.)
• Junction Efficiency	GRI GG2-87****	90% (Min.)
*** Resistance to bending force measured via ASTM D-5732-95, using specimens of width two ribs wide, with transverse ribs cut flush with exterior edges of longitudinal ribs (as a "ladder"), and of length sufficiently long to enable		

measurement of the overhang dimension. The overall Flexural Stiffness is calculated as the square root of the product of machine-and cross-machine-direction Flexural Stiffness values.

**** Load transfer capability measured via GRI-GG2-87. Expressed as a percentage of ultimate tensile strength.

	<u>Material</u>	
Polypropylene GROUP I/CLASS 1/GRADE 2	ASTM D 1401	98% (Min.)
Carbon Black	ASTM 4218	0.5% (Min.)

The supplier should provide a certification that their product meets the above requirements.

The geotechnical reinforcement shall be placed as described herein or as shown on the cross sections.

Geogrid shall be delivered to the jobsite in such a manner as to facilitate handling and incorporation into the work without damage. Material shall be stored in such a manner as to prevent exposure to direct sunlight and damage by other construction activities.

Prior to the installation of the geogrid, the application surface shall be cleared of debris, sharp objects and trees. Tree stumps shall be cut to the level of the ground surface. If the stumps cannot be cut to the ground level, they shall be completely removed. In the case of subgrades, all wheel tracks or ruts in excess of 75 mm (3 inches) in depth shall be graded smooth or otherwise filled with soil to provide a reasonably smooth surface.

The geotechnical reinforcement shall be placed with the "roll length" parallel to the pavement. Fabric of insufficient width or length to fully cover the specified area shall be lapped a minimum of 600 mm (24 inches).

Installation:

The granular blanket shall be constructed to the width and depth required on the plans. Unless otherwise specified, the material shall be back-dumped on the geogrid in a sequence of operations beginning at the outer edges of the treatment area with subsequent placement towards the middle.

Placement of material on the geogrid shall be accomplished by spreading dumped material off of previously placed material with a bulldozer blade or endloader, in such a manner as to prevent tearing or shoving of the geogrid. Dumping of material directly on the geogrid will only be permitted to establish an initial working platform. No construction equipment shall be allowed on the geogrid prior to placement of the granular blanket.

Unless otherwise specified in the plans or Special Provisions, the granular material, shall be placed to the full required thickness and compacted.

Geogrid that is damaged during installation or subsequent placement of granular material, due to failure of the Contractor to comply with these provisions, shall be repaired or replaced at his expense, including costs of removal and replacement of the granular material.

Torn geogrid may be patched in-place by cutting and placing a piece of the same geogrid over the tear. The dimensions of the patch shall be at least 600 mm (2 feet) larger than the largest dimension of the tear and it shall be weighted or otherwise secured to prevent the granular material from causing lap separation.

Method of Measurement: Geotechnical Reinforcement will be measured in square meters (square yards) for the surface area placed. The excavation, replacement and compaction of the granular layer shall be paid for separately. Each layer of geogrid will be paid for separately.

Basis of Payment: This work will be measured in place and the area computed in square yards. The work will be paid for at the contract unit price per Square Yard for GEOTECHNICAL REINFORCEMENT.

HOT-MIX ASPHALT SURFACE COURSE, CUT OFF DATE

Effective December 8, 1998

Placement of Hot-Mix Asphalt Surface Course will not be permitted after October 15 unless approved, in writing, by the Resident Engineer.

ENGINEER'S FIELD OFFICE TYPE A

Effective: December 8, 2006

Revise Article 670.02 (i) of the Standard Specifications to read:

Provide a minimum of two (2) communication paths to each Field Office. The configuration would include (A) three (3) wireless CDMA based mobile phone connections, and (B) one (1) wireless data router with wireless data connection, encryption and WiFi capabilities to access the internet for the exclusive use of the Engineer(s). All wireless communication devices must have a single point of contact for support for the resident engineer and IDOT staff.

Each mobile phone must have the following capabilities:

1. A minimum of 500 anytime minutes per month
2. Voice Mail capabilities
3. On network free minutes
4. Unlimited Long Distance
5. Unlimited Roaming
6. Speaker Phone

Each Wireless Data Router must have the following capabilities:

Connection

1. CDMA wireless technology with authentication and identification system for security
2. CDMA based EV-DO (rev.A) transmission capabilities

3. EV-DO (rev.A) must be backward compatible through both EV-DO (rev0) and 1XRTT
4. Connection must be capable of Compression in order to optimize the connection speed

Router

5. A minimum of four (4) Ethernet ports for wired connection
6. Be capable of 802.11b & g for wireless LAN Interface
7. Configurable ability to port data to fax capabilities through the router using efax or IP fax devices
8. Automatic receipt of IP addresses with DHCP server
9. Configurable OFDM (Orthogonal Frequency Division Multiplexing) technology

Security

10. Configurable capable of 64-bit or 128-bit WEP encryption, WPA-PSK authentication wireless security (WiFi Protected Access- Pre-shared Key Mode)
11. Configurable LAN Security: NAT with DHCP, PPTP VPN Pass-through, MAC Filtering, IP Filtering, Filter Scheduling
12. Configurable firewall security at the router

Misc.

13. Capable of operating temperatures between 32° to 131° F (0° to 55°C)

The Contractor will be responsible for the installation, connection and disconnection of all service. These communication costs shall be contracted at the lowest cost available for the region of service. Any deviation from the desired configurations shall be subject to the approval of the District Construction Engineer.

Should the contractor need technical advice on potential providers or other clarification, they can contact the Regional IT Manager at (815) 284-5495.

WORK ZONE PAVEMENT MARKING AND REMOVAL

Effective: December 29, 2008

This work shall consist of installing and removing temporary pavement marking according to Section 703 of the Standard Specifications and the following:

Paint pavement marking shall be used on the final wearing surface when the temporary pavement marking will conflict with the permanent pavement marking such as on tapers, crossovers and lane shifts.

All temporary paint on the final wearing surface shall be removed according to Article 1101.12 Water Blaster with Vacuum Recovery and the applicable portions of Section 703 of the Standard Specifications and as described herein.

Add the following paragraph to Article 1101.12 of the Standard Specifications.

For the high pressure water spray, the pressure at the nozzle shall be approximately 25,000 psi (172,000 kPa) with maximum flow rate of 15 gal/min (56 L/min). The nozzle shall be in close proximity to the pavement surface.

MATERIAL TRANSFER DEVICE (BDE)

Effective Date: June 15, 1999

Revised Date: January 1, 2009

Description. This work shall consist of placing Mainline Hot-Mix Asphalt Surface Course and Level Binder (MM), except that these materials shall be placed using a material transfer device.

Materials and Equipment. The material transfer device shall have a minimum surge capacity of 15 tons (13.5 metric tons), shall be self-propelled and capable of moving independent of the paver, and shall be equipped with the following:

- (a) Front-Dump Hopper and Conveyor. The conveyor shall provide a positive restraint along the sides of the conveyor to prevent material spillage. Material Transfer devices having paver style hoppers shall have a horizontal bar restraint placed across the foldable wings which prevents the wings from being folded.
- (b) Paver Hopper Insert. The paver hopper insert shall have a minimum capacity of 14 tons (12.7 metric tons).
- (c) Mixer/Agitator Mechanism. This re-mixing mechanism shall consist of a segmented, anti-segregation, re-mixing auger or two full-length longitudinal paddle mixers designed for the purpose of re-mixing the hot-mix asphalt (HMA). The longitudinal paddle mixers shall be located in the paver hopper insert.

CONSTRUCTION REQUIREMENTS

General. The material transfer device shall be used for the placement of Mainline Hot-Mix Asphalt Surface Course and Level Binder (MM). The material transfer device speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

Use of a material transfer device with a roadway contact pressure exceeding 20 psi (138 kPa) will be limited to partially completed segments of full-depth HMA pavement where the thickness of binder in place is 10 in. (250 mm) or greater.

Structures. The material transfer device may be allowed to travel over structures under the following conditions:

- (a) Approval will be given by the Engineer.
- (b) The vehicle shall be emptied of HMA material prior to crossing the structure and shall travel at crawl speed across the structure.
- (c) The tires of the vehicle shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure.

Method of Measurement. This work will be measured for payment in tons (metric tons) for Polymerized Leveling Binder (Machine Method), N70 and Polymerized Hot-Mix Asphalt Surface Course, Mix "D", N70 materials placed with a material transfer device.

Basis of Payment. This work will be paid for at the contract unit price per ton (metric ton) for MATERIAL TRANSFER DEVICE.

The various HMA mixtures placed with the material transfer device will be paid for as specified in their respective specifications. The Contractor may choose to use the material transfer device for other applications on this project; however, no additional compensation will be allowed.

RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE)

Effective: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications, except the limits shall be a minimum of \$5,000,000 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of \$10,000,000 over the life of the policy. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
BNSF Railway 80-44 th Avenue N.E. Minneapolis, Minnesota 55421	0	2 daily at 20 MPH
Craig Rasmussen, Manager Public Projects		
DOT/AAR No.: 069 587K RR Division: Chicago	RR Mile Post: 243.13 RR Sub-Division: Barstow	
For Freight/Passenger Information Contact: Duane Schoonover	Phone: 309-345-6445	
For Insurance Information Contact: Jamie Johnson	Phone: 817-352-3485	

COMMENTS:

Railroad Flaggers are required if within 25 feet of the tracks. Contact Duane Schoonover.

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

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

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall

submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

MAINTENANCE OF ROADWAYS

Effective: September 30, 1985

Revised: November 1, 1996

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

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

ROADWAY

Hot-Mix Asphalt Replacement over Patches

Description: This item shall be completed in accordance with the applicable portions of Section 406 of the Standard Specifications. This work will include the replacing the hot-mix asphalt pavement over patches as shown on the plans or as directed by the Engineer.

Construction:

The sequence of construction shall follow the District Standard 32.4.

Basis of Payment: Payment for Furnishing and Placing of Hot-Mix Asphalt shall be made at the contract unit price bid per Ton for HOT-MIX ASPHALT REPLACEMENT OVER PATCHES. Payment shall be full compensation for all furnishing and placing materials, labor, equipment, and incidentals items necessary to complete the work as specified.

REMOVING AND REPLACING DELINEATORS

Work shall include the removal of the existing delineator post and reflectors and installing a new delineator post and reflectors in accordance with Section 635 of the current Standard Specifications for Road and Bridge Construction.

Basis of Payment: Payment for removal and installation of delineators shall be made at the contract unit price bid per each for REMOVING AND REPLACING DELINEATORS. Payment shall be full compensation for all furnishing and placing materials, removal, labor, equipment, and incidentals items necessary to complete the work as specified.

CLASS A PATCHES

Work shall be in accordance with Section 442 of the current Standard Specifications for Road and Bridge Construction and the Recurring Special Provision for PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL.

Method of Measurement: At locations where HMA overlay exists over the concrete pavement, if the Engineer determines patching to be necessary, the HMA overlay removal shall be included in the cost of CLASS A PATCHES. The depth of the patch shall be measured based on the depth of the final concrete patch that shall be poured so that the surface is flush with the adjacent existing PCC or HMA pavement surface.

Basis of Payment: The work shall be paid for at the contract unit price per square yard for CLASS A PATCHES, of the type and thickness specified.

CLASS B PATCHES

Work shall be in accordance with Section 442 of the current Standard Specifications for Road and Bridge Construction and the Recurring Special Provision for PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL.

Method of Measurement: At locations where HMA overlay exists over the concrete pavement, if the Engineer determines patching to be necessary, the HMA overlay removal shall be included in the cost of CLASS B PATCHES. The depth of the patch shall be measured based on the depth of the final concrete patch that shall be poured so that the surface is flush with the adjacent existing PCC or HMA pavement surface.

Basis of Payment: The work shall be paid for at the contract unit price per square yard for CLASS B PATCHES, of the type and thickness specified.

HOT-MIX ASPHALT SURFACE REMOVAL

Work shall be in accordance with applicable portions of Section 440 of the current Standard Specifications for Road and Bridge Construction except as modified herein. Work for surface removal shall be paid for as HOT-MIX ASPHALT SURFACE REMOVAL, of the specified depth.

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)

Work shall be in accordance with applicable portions of Section 631 of the current Standard Specifications for Road and Bridge Construction. A damaged Traffic Barrier Terminal shall be

replaced at a location to be specified by the Engineer. Work shall include attachment of the terminal to the existing guardrail. The removal of the damaged guardrail terminal shall be paid for as GUARDRAIL REMOVAL.

FURNISHING AND INSTALLING CRASH-CUSHION ATTENUATING TERMINAL

Work includes the removal and disposal of a damaged crash cushion attenuating terminal and the furnishing and installation of a new terminal. The Contractor shall coordinate with IDOT District 2 to determine acceptable replacement terminal manufacturers and models.

Basis of Payment: The work shall be paid for at the contract unit price per each FURNISHING AND INSTALLING CRASH-CUSHION ATTENUATING TERMINAL.

INLETS TO BE ADJUSTED (SPECIAL)

Description: This work shall consist of adjusting the frames of existing drainage structures at locations shown in the plans or as directed by the Engineer.

Construction Requirements: This work shall be completed in accordance with the details listed in the plans and the applicable portions of Section 603 of the Standard Specifications.

The Contractor shall saw cut the existing curb and gutter to nearest expansion joint. This work shall include the removal and disposal of the existing curb and gutter and the replacement of the curb and gutter.

Basis of Payment: Payment for adjusting the inlets shall be made at the contract unit price bid per each for INLETS TO BE ADJUSTED (SPECIAL). Payment shall be full compensation for all furnishing and placing materials, labor, equipment, and incidentals items necessary to complete the work as specified.

INLETS TO BE ADJUSTED WITH NEW TYPE 20 FRAME AND GRATE

Description: This work shall consist of adjusting the frames with new frame and grates of existing drainage structures at locations shown in the plans or as directed by the Engineer.

Construction Requirements: The Contractor shall verify the type of existing frame and grate prior to the start of construction. The Contractor shall document and notify the Engineer of the type. The Contractor shall match the existing frame and grate. No adjustments to the cost of the frame and grate will be made if it is different from a Type 20 frame and grate.

The Contractor shall saw cut a minimum of 6 feet by 6 feet for the removal of the existing portland cement concrete pavement and shoulder to allow access to the existing drainage structure. The adjustment of the inlet and the installation of adjustment rings shall be constructed in accordance with Section 602 and 604 to raise the new frame and grate to match the final grade. The pavement and shoulder shall be replaced in kind.

The existing frame and grate, pavement, and shoulder shall be disposed in accordance with Section 202.

Basis of Payment: Payment for adjusting the inlets shall be made at the contract unit price bid per each for INLETS TO BE ADJUSTED WITH NEW TYPE 20 FRAME AND GRATE. Payment shall include saw cutting, removing and replacing the portland cement concrete pavement and shoulder, disposal of the existing frame and grate, and for providing the new frame and grate. Payment shall also include furnishing and placing materials, labor, equipment, and incidentals items necessary to complete the work as specified.

TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH

Description: This item shall be completed in accordance with the applicable portions of Section 211 of the Standard Specifications with the following general additions. This work will include furnishing and placing, and grading the topsoil material as shown on the typical sections or as directed by the Engineer.

Materials: Topsoil thickness shall be one and one-half (1½) inches in depth at the edge of pavement. The topsoil shall taper to zero (0) inches at a distance of four (4) feet.

Basis of Payment: Payment for furnishing and placing of topsoil shall be made at the contract unit price bid per cubic yard for TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH. Payment shall be full compensation for all furnishing and placing materials, labor, equipment, and incidentals items necessary to complete the work as specified.

TEMPORARY EROSION CONTROL SEEDING

Effective: November 1, 1999

Description: This work shall consist of seeding all erodable/bare earth areas every 7 days to minimize the amount of erodable surface area within the contract limits.

Materials: Seeds shall meet the requirements of Article 1081.04 of the Standard Specifications and shall not consist of Oats from March 1 to July 31 and Winter Wheat from August 1 to November 15. Seed shall be delivered to the job site in unopened, labeled bags. A certification from the supplier stating the weight and contents of the bag shall be printed on or attached to each bag along with a certification stating that the seed meets the requirements of Article 1081.04(c) of the Standard Specifications.

Construction Requirements: Seedbed preparation will not be required for Temporary Erosion Control Seeding if the soil is in a loose condition. Light disking shall be done if the soil is hard or caked. The Contractor shall coordinate his work so no more than a total of 10 acres is disturbed at a time. All earthwork shall be completed, and temporary or permanent seeding complete before additional areas are disturbed. Under no conditions shall the Contractor prolong final grading and shaping so the entire project can be permanently seeded at one time. Wherever possible, final grading should be permanently seeded and the permanent erosion control should be installed. The ditch bottoms and back slopes shall not be disturbed again unless the seeding

has not become established. When fore slopes need to be regarded to the new shoulder, all work shall be confined to the fore slopes, and any damage to the ditch bottom, back slope, or permanent erosion control shall be repaired at the Contractor expense. Fertilizer nutrients will not be required (unless directed by the Engineer).

Hand broadcasting of the seed or other seeding method approved by the Engineer that will achieve a broad and reasonably uniform application, will be allowed. Seed bags shall be opened in the presence of the Engineer and the seed shall be evenly broadcast onto bare earth area at a rate of 110 kg/hectacre (100 lbs./acre). If an area that was seeded is germinating or has growth, it need not be seeded again until it is disturbed.

The Contractor shall apply seed to all erodable bare earth areas within the contract limits every 7 days, regardless of weather conditions or progress of the work unless otherwise directed by the Engineer. The Engineer may require critical locations be given special treatment and seeded immediately. The Contractor shall have 48 hours to comply with the request.

The Contractor shall name a person at the preconstruction meeting who shall be on the jobsite and who is responsible for assuring that the erosion control work is completed in a timely manner.

Method of Measurement: Temporary Erosion Control Seeding will be measured for payment in acres applied. Open, broken, or partial bags of seed will not be acceptable for use and will not be measured for payment.

Basis of Payment: This work will be paid for at the contract unit price per acre for TEMPORARY EROSION CONTROL SEEDING.

HANDHOLE TO BE ADJUSTED

This item shall consist of adjusting an existing handhole up to the proposed grade. The existing frame shall be left in place. No. 4 rebars 9" in length shall be drilled and grouted in place vertically at 9" centers in the top of the existing concrete walls of the handhole leaving approximately a 1-1/2" concrete cover above the rebar. A minimum of 5" of additional concrete must be placed above the existing concrete walls. Meeting this requirement may necessitate the removal of a portion of the existing concrete walls and adjacent shoulder HMA. Removal of HMA shall not exceed a distance of 12" from the edge of the handhole. The wall adjustment shall be cast in place and a new frame and cover shall be placed. Care shall be taken to not damage existing wiring that is to remain operational at all times.

This work shall be constructed in accordance with applicable portions of Section 814 of the current Standard Specifications for Road and Bridge Construction. This work will be paid for at the contract unit price per each for HANDHOLE TO BE ADJUSTED, which price shall include furnishing and installing all required material and components, removal of existing concrete and HMA, and removal and disposal of any debris.

HOT-MIX ASPHALT PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS

Effective: April 4, 2008

Revised: February 3, 2009

Description: This special provision describes the procedures used for production, placement and payment for hot-mix asphalt (HMA). This special provision applies to all HMA surface mixtures that individually have a minimum quantity of 8,000 tons (7,260 metric tons) and are placed at a minimum nominal thickness equal to or greater than 3 times the nominal maximum aggregate size. This work shall be according to the Standard Specifications for Road and Bridge Construction except as specified herein.

- Delete Articles:
- 406.06(b), 2nd Paragraph (Temperature requirements)
 - 406.06 (e) 3rd Paragraph (Pavers speed requirements)
 - 406.07 (Compaction)
 - 1030.05(a) (4, 5, 7, 8, 9, & 10) (QC/QA Documents)
 - 1030.05(d) (2) a. (Plant Tests)
 - 1030.05(d) (2) b. (Dust-to-Asphalt and Moisture Content)
 - 1030.05(d) (2) d. (Small Tonnage)
 - 1030.05(d) (2) f. (HMA Sampling)
 - 1030.05(d) (3) (Required Field Tests)
 - 1030.05(d) (4) (Control Limits)
 - 1030.05(d) (5) (Control Charts)
 - 1030.05(d) (6) (Corrective Action for Required Plant Tests)
 - 1030.05(d) (7) (Corrective Action for Field Tests (Density))
 - 1030.05(e) (Quality Assurance by the Engineer)
 - 1030.05(f) (Acceptance by the Engineer)
 - 1030.06(a) (3, 7, 8, & 9):
 - 3 (Before start-up...)
 - 7 (After an acceptable...)
 - 8 (If a mixture...)
 - 9 (A nuclear/core...)

The following documents have been added or modified to replace the equivalent documents in the current Manual of Test Procedures for Materials.

Existing	Replacement (attached)
ERS - HMA QC/QA Initial Daily Plant & Random Samples; Appendix E2	PFP Hot-Mix Asphalt Random Plant Samples
ERS - Determination of Random Density Test Site Locations; Appendix E3	PFP Random Density Procedure
ERS - Quality Level Analysis; Appendix E1	PFP Quality Level Analysis

Definitions:

- A. Quality Control (QC): All production and construction activities by the Contractor required to achieve the required level of quality.
- B. Quality Assurance (QA): All monitoring and testing activities by the Engineer required to assess product quality, level of payment, and acceptability of the product.

- C. Percent Within Limits (PWL): The percentage of material within the quality limits for a given quality characteristic.
- D. Quality Characteristic: The characteristics that are evaluated by the Department for payment using PWL. The quality characteristics for this project are field VMA, voids, and density. Field VMA will be calculated using the combined G_{sb} from the mix design
- E. Quality Level Analysis (QLA): QLA is a statistical procedure for estimating the amount of product within specification limits.
- F. Sublot: The subplot for field VMA and voids will be 1000 tons. The subplot for density will be 1 mile. If a mixture subplot consists of less than 200 tons or a density subplot consists of less than 200 feet, it shall be combined with the previous subplot.
- G. Lot: A lot consists of 10 sublots. If seven or less sublots remain at the end of production of a mixture, the test results for these sublots will be combined with the previous lot for evaluation of percent within limits and pay factors.
- H. Density Test: A density test consists of a core taken at a random longitudinal and transverse offset.

Pre-production Meeting:

The Engineer will schedule a pre-production meeting a minimum of seven calendar days prior to the start of production. The HMA QC Plan, test frequencies, random test locations, and responsibilities of all parties involved in testing and determining the PWL will be addressed.

Personnel attending the meetings will include the following:

- Resident Engineer
- District Mixture Control Representative
- QC Manager
- Contractor Paving Superintendent
- Any consultant involved in any part of the HMA sampling or testing on this project

Quality Control (QC) by the Contractor:

The Contractor's quality control plan shall include the schedule of testing for both quality characteristics and non-quality characteristics required to control the product such as asphalt binder and gradation. The schedule shall include sample location. The minimum test frequency shall not be less than outlined in the Minimum Quality Control Sampling and Testing Requirements table below.

Minimum Quality Control Sampling and Testing Requirements

Quality Characteristic	Minimum Test Frequency	Sampling Location
Mixture Gradation	1/day	per QC Plan
Binder Content	1/day	per QC Plan
G _{mm}	1/day	per QC Plan
G _{mb}	1/day	per QC Plan
Density	per QC plan	per QC Plan

Revise Article 1030.05(d) (4) to read:

“(4) The QC Manager shall notify the Engineer when corrective action limits are exceeded and describe corrective action.

Quality Control Limits

Characteristic	Corrective Action Limit
Gradation	Moving Average of 4
½ inch	± 6 %
No. 4	± 5 %
No. 8	± 5 %
No. 30	± 4 %
No. 200	± 1.5 %
Voids	± 1.2 %
Field VMA	- 0.7 % or + 2.0 % from Spec Limit
Dust/AC Ratio	Min. 0.6 - Max 1.2
HMA Moisture Content	Max 0.3%”

Initial Production Testing: Three way splits will occur on the first two sublots of a given mixture. The Contractor and Engineer’s laboratory shall each run a split and the third portion will be retained for potential dispute resolution. The Contractor and Engineer’s laboratory shall complete all tests and report all results to the Engineer within two working days of sampling. If a test strip is utilized, the comparison evaluation may be utilized on the test strip samples.

The Contractor and Engineer’s test results will be evaluated for acceptable precision limits listed in the following table.

Acceptable Limits of Precision

Test Parameter	Limits of Precision
½ 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 %
No. 200 (75 µm)	2.2 %
Binder Content	0.3%
G _{mm}	± 0.026
G _{mb}	± 0.030
Core Density	1.0%

Upon approval of the initial production testing, production of subplot 1 shall begin. If the initial production testing test results do not meet the acceptable limits of precision, the Contractor and Engineer will jointly review the results, check equipment and review the test procedures for all testing laboratories to determine if there is an identifiable cause for the discrepancy. If the Department results are acceptable, production of subplot 1 shall then begin.

Quality Assurance (QA) by the Engineer:

The Engineer will test each subplot for field VMA, voids, dust/ac ratio and density to determine payment for each lot. A subplot shall begin once an acceptable test-strip has been completed and the AJMF has been determined. If the test strip is waived, a subplot shall begin with the start of production.

Voids, field VMA, and Dust/AC ratio: The mixture subplot size is 1000 tons. The Engineer will determine the random tonnage and the Contractor shall be responsible for obtaining the sample according to the "PFP Hot-Mix Asphalt Random Plant Samples" procedure.

Density: The subplot size for density is one mile. The Engineer will identify three locations within each subplot and the Contractor shall be responsible for obtaining the cores according to the "PFP Random Density Procedure". The locations will be identified after final rolling and cores shall be obtained under the supervision of the Engineer.

Test Results: The Department test results for the first subplot of every lot will be available to the Contractor five working days from the time the subplot has been delivered to a Department's Testing Facility or a location designated by the Engineer. Test results for the completed lot will be available to the Contractor 14 working days from the time the last subplot has been delivered to a Department testing facility or a location designated by the Engineer. All Department testing will be performed in a qualified laboratory by personnel who have successfully completed the Department HMA Level I training.

The Engineer will maintain a complete record of all Department test results. Copies will be furnished upon request. The records will contain, as a minimum, the originals of all Department test results and raw data, random numbers used and resulting calculations for sampling locations, and quality level analysis calculations.

Dispute Resolution:

If dispute resolution is necessary, the Contractor shall submit a request in writing within four working days of receipt of the results of the quality index analysis for the lot. The request for dispute resolution must include the Contractor's quality control and, if available, split sample test results for the lot. The Engineer will document receipt of the request. The Department central laboratory will be used for dispute resolution testing.

For density disputes, the Engineer will locate and mark the dispute resolution core locations by adding 1.0 ft longitudinally to the location of the original cores tested using the same transverse offset. The Engineer will witness the coring process and take possession of the cores and submit them to the Department central laboratory for testing. The G_{mm} from the original QA test

results will be used to calculate the new density values. If, in addition to density, either voids or field VMA are in dispute for the same lot, the new G_{mm} value will be used only to calculate the new density values for the disputed tests.

All dispute resolution results will replace original quality assurance test results. The overall lot pay factor and the lot pay adjustment for the lot under dispute resolution will be recalculated.

If the recalculated overall lot pay factor is less than or equal to the original overall lot pay factor, all costs associated with completing the dispute resolution sample testing will be borne by the Contractor.

If the recalculated overall lot pay factor is greater than the original pay factor, all costs associated with completing the dispute resolution sample testing will be borne by the Department.

Department central laboratory test costs are as follows:

Test	Cost
Mix Testing	\$600.00 / subplot
Core Density	\$150.00 / subplot

Acceptance by the Engineer and Basis of Payment:

The Engineer may cease production and reject material produced under the following circumstances:

- If the Contractor is not following the approved quality control plan
- If PWL for any quality characteristic is below 50% for any lot
- If visible pavement distress occurs such as segregation or flushing
- If any subplot test exceeds the acceptable limits listed below:

Acceptable Limits	
Parameter	Acceptable Range
Field VMA	-1.0 -+3.0%
Voids	2.0 – 6.0 ^{1/}
Density:	
IL-9.5, IL-12.5	89.0 – 98.0%
IL-4.75, IL-19.0, IL-25.0	90.0 – 98.0%
SMA	92.0 – 98.0%
Dust / AC Ratio	0.4 – 1.5

1/ The acceptable range for SMA mixtures shall be 2.0% - 5.0%

Payment will be based on the calculation of the quantity within specification limits for each quality characteristic according to the “PFP Quality Level Analysis” document.

For this contract only the contractor minimum pay will be limited to 92% even if the calculated final pay is less than 92%. However the contractor will still have the possibility of receiving the maximum 103% if the calculated final pay so indicates. This special provision shall only apply to the surface course mixtures.

Dust / AC Ratio

In addition to the PWL on VMA, voids, and density, a monetary deduction will be made using the pay adjustment table below for dust/AC ratios that deviate from the 0.6 to 1.2 range.

Dust / AC Pay Adjustment Table

Range	Deduct / subplot
$0.6 \leq X \leq 1.2$	\$0
$0.5 \leq X < 0.6$ or $1.2 < X \leq 1.4$	\$1000
$0.4 \leq X < 0.5$ or $1.4 < X \leq 1.6$	\$3000
$X < 0.4$ or $X > 1.6$	Shall be removed and replaced

PPF Hot-Mix Asphalt Random Plant Samples

Effective: May 1, 2008

Samples shall be obtained at the frequency specified in the Hot Mix Asphalt Pay for Performance Using Percent within Limits special provision.

- A. The random plant samples shall be taken at the randomly selected tonnage within a subplot. The random tonnage will be determined by the Engineer using the "Random Numbers" table as specified herein or an approved software program. The tonnage shall be calculated according to the following:
1. Unless otherwise known, determine the random locations for a tonnage in excess of five percent over plan quantity by multiplying the plan quantity tonnage by 1.05 to determine an over-projected final quantity. If the over-projected final quantity is not achieved, disregard the additional random values.
 2. Determine the maximum number of sublots needed for the given mixture by dividing the over-projected tonnage calculated above by the subplot size in tons (metric tons). This will determine the maximum number of sublots for the given mixture.
 3. Multiply the subplot tonnage by a three-digit random number, expressed as a decimal. The number obtained (rounded to a whole number) shall be the random sampling tonnage within the given subplot.
 4. The individual subplot random tonnages shall then be converted to the cumulative random tonnages. This is accomplished by using the following equation for each subplot.

$$CT_n = [(ST) * (n - 1)] + RT_n$$

Where: n = the subplot number
CT = Cumulative tonnage
RT = Random tonnage as determined in #3 above
ST = Sublot tonnage (typically 1000 tons)

- B. If the paving is completed for a particular mixture before the specified sampling tonnage for the last subplot is achieved, the partial subplot shall be omitted.
- C. Plant truck samples shall be taken of the mixture for testing. Two sampling platforms (one on each side of the truck) shall be provided for sampling of the mix. In order to obtain a representative sample of the entire truck, an equal amount of material shall be taken from each quarter point around the circumference of each pile in the truck to obtain a composite sample weighing approximately 200lbs. (95 kg). All truck samples shall be obtained by using a "D"-handled, square-ended shovel with built-up sides and back (1 to 1-1/2 in. [25 to 38 mm]). The sample shall be taken out of the truck containing the random tonnage as determined by the Engineer following the procedure described herein. The sample tonnage will be disclosed no more than 30 minutes prior to sampling. Sampling shall be performed by the Contractor under the supervision of the Engineer.
- D. The truck sample shall be divided into three approximately equal size (split) samples by the use of an approved mechanical sample splitter. The Engineer will witness all splitting. Two split samples for Department testing shall be placed in Department-approved sample containers provided by the Contractor and identified as per the Engineer's direction. The Engineer will gain immediate possession of both Department split samples. The Contractor may store, discard, or test the remaining split as described in Section 1030 of the Standard Specifications. However, the Contractor must test and provide the sample results in order to initiate the dispute resolution process as described in the Hot Mix Asphalt Pay for Performance Special Provision.

Example:

Given: - Plan quantity = 10,000 tons for a given mixture. - Sublot = 1000 tons
(725 metric tons).

1. Determine the over-projected final tonnage.

$$10,000 \text{ tons} * 1.05 = 10,500 \text{ tons (Note: Always round up)}$$

2. Determine the maximum number of sublots needed for the project based on the over-projected tonnage.

$$10,500 \text{ tons}/1000 \text{ tons} = 10.5 \text{ (Note: Always round up)}$$

Therefore, 11 maximum sublots

3. Obtain random numbers from the table and apply a different random number to each subplot.

$$1000 * 0.546 = 546$$

$$1000 * 0.123 = 123$$

Repeat for each subplot.

4. Convert **individual** tonnage to cumulative job tonnage.

$$[1000*(1-1)] + 546 = 546$$

$$[1000*(2-1)] + 123 = 1123$$

Repeat for each subplot.

The following contains a completed table for the eleven plant random samples:

Lot Number	Sublot Number	Random Number	Tonnage within Sublot	Cumulative Job Tonnage
1	1	0.546	1000 * 0.546 = 546	[1000 * (1-1)] + 546 = 546
	2	0.123	1000 * 0.123 = 123	[1000 * (2-1)] + 123 = 1123
	3	0.789	1000 * 0.789 = 789	[1000 * (3-1)] + 789 = 2789
	4	0.372	1000 * 0.372 = 372	[1000 * (4-1)] + 372 = 3372
	5	0.865	1000 * 0.865 = 865	[1000 * (5-1)] + 865 = 4865
	6	0.921	1000 * 0.921 = 921	[1000 * (6-1)] + 921 = 5921
	7	0.037	1000 * 0.037 = 37	[1000 * (7-1)] + 37 = 6037
	8	0.405	1000 * 0.405 = 405	[1000 * (8-1)] + 405 = 7405
	9	0.214	1000 * 0.214 = 214	[1000 * (9-1)] + 214 = 8214
	10	0.698	1000 * 0.698 = 698	[1000 * (10-1)] + 698 = 9698
	11	0.711	1000 * 0.711 = 711	[1000 * (11-1)] + 711 = 10711

RANDOM NUMBERS

0.576	0.730	0.430	0.754	0.271	0.870	0.732	0.721	0.998	0.239
0.892	0.948	0.858	0.025	0.935	0.114	0.153	0.508	0.749	0.291
0.669	0.726	0.501	0.402	0.231	0.505	0.009	0.420	0.517	0.858
0.609	0.482	0.809	0.140	0.396	0.025	0.937	0.301	0.253	0.761
0.971	0.824	0.902	0.470	0.997	0.392	0.892	0.957	0.040	0.463
0.053	0.899	0.554	0.627	0.427	0.760	0.470	0.040	0.904	0.993
0.810	0.159	0.225	0.163	0.549	0.405	0.285	0.542	0.231	0.919
0.081	0.277	0.035	0.039	0.860	0.507	0.081	0.538	0.986	0.501
0.982	0.468	0.334	0.921	0.690	0.806	0.879	0.414	0.106	0.031
0.095	0.801	0.576	0.417	0.251	0.884	0.522	0.235	0.389	0.222
0.509	0.025	0.794	0.850	0.917	0.887	0.751	0.608	0.698	0.683
0.371	0.059	0.164	0.838	0.289	0.169	0.569	0.977	0.796	0.996
0.165	0.996	0.356	0.375	0.654	0.979	0.815	0.592	0.348	0.743
0.477	0.535	0.137	0.155	0.767	0.187	0.579	0.787	0.358	0.595
0.788	0.101	0.434	0.638	0.021	0.894	0.324	0.871	0.698	0.539
0.566	0.815	0.622	0.548	0.947	0.169	0.817	0.472	0.864	0.466
0.901	0.342	0.873	0.964	0.942	0.985	0.123	0.086	0.335	0.212
0.470	0.682	0.412	0.064	0.150	0.962	0.925	0.355	0.909	0.019
0.068	0.242	0.777	0.356	0.195	0.313	0.396	0.460	0.740	0.247
0.874	0.420	0.127	0.284	0.448	0.215	0.833	0.652	0.701	0.326
0.897	0.877	0.209	0.862	0.428	0.117	0.100	0.259	0.425	0.284
0.876	0.969	0.109	0.843	0.759	0.239	0.890	0.317	0.428	0.802
0.190	0.696	0.757	0.283	0.777	0.491	0.523	0.665	0.919	0.146
0.341	0.688	0.587	0.908	0.865	0.333	0.928	0.404	0.892	0.696
0.846	0.355	0.831	0.281	0.945	0.364	0.673	0.305	0.195	0.887
0.882	0.227	0.552	0.077	0.454	0.731	0.716	0.265	0.058	0.075
0.464	0.658	0.629	0.269	0.069	0.998	0.917	0.217	0.220	0.659
0.123	0.791	0.503	0.447	0.659	0.463	0.994	0.307	0.631	0.422
0.116	0.120	0.721	0.137	0.263	0.176	0.798	0.879	0.432	0.391
0.836	0.206	0.914	0.574	0.870	0.390	0.104	0.755	0.082	0.939
0.636	0.195	0.614	0.486	0.629	0.663	0.619	0.007	0.296	0.456
0.630	0.673	0.665	0.666	0.399	0.592	0.441	0.649	0.270	0.612
0.804	0.112	0.331	0.606	0.551	0.928	0.830	0.841	0.702	0.183
0.360	0.193	0.181	0.399	0.564	0.772	0.890	0.062	0.919	0.875
0.183	0.651	0.157	0.150	0.800	0.875	0.205	0.446	0.648	0.685

Note: Always select a new set of numbers in a systematic manner, either horizontally or vertically. Once used, the set should be crossed out.

PFP Random Density Procedure

Effective: May 1, 2008 Revised: January 1, 2009

Density tests (core samples) shall be obtained at the frequency specified in the Hot Mix Asphalt Pay for Performance Using Percent within Limits special provision. The random test locations shall be determined as follows:

- A. The beginning station number shall be established daily and the estimated paving distance computed for the day's production. The total distance paved shall then be subdivided into sublots of one mile each.
- B. Three core locations shall be determined for each subplot. Each core location within the subplot shall be determined with two random numbers. The first random number shall be used to determine the longitudinal distance into the one-mile subplot, and the second random number shall be used to determine the transverse offset from the left edge of the paving lane. The entire width of the pavement shall be used in calculating transverse offset when both edges are confined. Unconfined edges of pavement shall omit the outer 1.0 foot from the calculation. Areas outside the mainline pavement that are paved concurrently with the mainline pavement (e.g. three-foot wide left shoulders, driveways) are not considered part of the paved mainline mat.

This example illustrates the determination of the three core locations within a subplot:

The first mile of pavement consists of a 13.0-foot-wide mat with the left edge unconfined and the right edge confined. The random numbers for the longitudinal direction are 0.917, 0.289, and 0.654. The random numbers for the transverse direction are 0.890, 0.317, and 0.428. The core locations are determined by multiplying the longitudinal random numbers by 5280, and transverse random number by multiplying the width of the paved mat less the one, 1.0 foot edge for the left unconfined edge. In this case, the width of the paved mat available for coring is 12.0 feet. Therefore, these are the random cores locations, measured from the beginning of the subplot and the left edge of the paved mainline mat:

Core Number	Longitudinal location	Transverse location
1	$5280 \times 0.917 = 4841.8$ feet	$12.0 \times 0.890 = 10.7$ feet
2	$5280 \times 0.289 = 1525.9$ feet	$12.0 \times 0.317 = 3.8$ feet
3	$5280 \times 0.654 = 3453.1$ feet	$12.0 \times 0.428 = 5.1$ feet

- C. This process shall be repeated for the subsequent sublots for the day's production, using a random number for each location.
- D. A core shall be cut along each unconfined edge at a rate of 1 per subplot. A random number shall be used to determine the longitudinal distance into the one-mile subplot. This core shall be located a distance equal to the mat thickness from the unconfined edge. This core shall have a minimum density of 90.0%. Failing cores shall require corrective action on the following days paving.

RANDOM NUMBERS

0.576	0.730	0.430	0.754	0.271	0.870	0.732	0.721	0.998	0.239
0.892	0.948	0.858	0.025	0.935	0.114	0.153	0.508	0.749	0.291
0.669	0.726	0.501	0.402	0.231	0.505	0.009	0.420	0.517	0.858
0.609	0.482	0.809	0.140	0.396	0.025	0.937	0.301	0.253	0.761
0.971	0.824	0.902	0.470	0.997	0.392	0.892	0.957	0.040	0.463
0.053	0.899	0.554	0.627	0.427	0.760	0.470	0.040	0.904	0.993
0.810	0.159	0.225	0.163	0.549	0.405	0.285	0.542	0.231	0.919
0.081	0.277	0.035	0.039	0.860	0.507	0.081	0.538	0.986	0.501
0.982	0.468	0.334	0.921	0.690	0.806	0.879	0.414	0.106	0.031
0.095	0.801	0.576	0.417	0.251	0.884	0.522	0.235	0.389	0.222
0.509	0.025	0.794	0.850	0.917	0.887	0.751	0.608	0.698	0.683
0.371	0.059	0.164	0.838	0.289	0.169	0.569	0.977	0.796	0.996
0.165	0.996	0.356	0.375	0.654	0.979	0.815	0.592	0.348	0.743
0.477	0.535	0.137	0.155	0.767	0.187	0.579	0.787	0.358	0.595
0.788	0.101	0.434	0.638	0.021	0.894	0.324	0.871	0.698	0.539
0.566	0.815	0.622	0.548	0.947	0.169	0.817	0.472	0.864	0.466
0.901	0.342	0.873	0.964	0.942	0.985	0.123	0.086	0.335	0.212
0.470	0.682	0.412	0.064	0.150	0.962	0.925	0.355	0.909	0.019
0.068	0.242	0.777	0.356	0.195	0.313	0.396	0.460	0.740	0.247
0.874	0.420	0.127	0.284	0.448	0.215	0.833	0.652	0.701	0.326
0.897	0.877	0.209	0.862	0.428	0.117	0.100	0.259	0.425	0.284
0.876	0.969	0.109	0.843	0.759	0.239	0.890	0.317	0.428	0.802
0.190	0.696	0.757	0.283	0.777	0.491	0.523	0.665	0.919	0.146
0.341	0.688	0.587	0.908	0.865	0.333	0.928	0.404	0.892	0.696
0.846	0.355	0.831	0.281	0.945	0.364	0.673	0.305	0.195	0.887
0.882	0.227	0.552	0.077	0.454	0.731	0.716	0.265	0.058	0.075
0.464	0.658	0.629	0.269	0.069	0.998	0.917	0.217	0.220	0.659
0.123	0.791	0.503	0.447	0.659	0.463	0.994	0.307	0.631	0.422
0.116	0.120	0.721	0.137	0.263	0.176	0.798	0.879	0.432	0.391
0.836	0.206	0.914	0.574	0.870	0.390	0.104	0.755	0.082	0.939
0.636	0.195	0.614	0.486	0.629	0.663	0.619	0.007	0.296	0.456
0.630	0.673	0.665	0.666	0.399	0.592	0.441	0.649	0.270	0.612
0.804	0.112	0.331	0.606	0.551	0.928	0.830	0.841	0.702	0.183
0.360	0.193	0.181	0.399	0.564	0.772	0.890	0.062	0.919	0.875
0.183	0.651	0.157	0.150	0.800	0.875	0.205	0.446	0.648	0.685

Note: Always select a new set of numbers in a systematic manner, either horizontally or vertically. Once used, the set should be crossed out.

PFP Quality Level Analysis
Effective: May 1, 2008

This stand-alone document explains the statistical procedure used to determine the pay factor for Hot-Mix Asphalt (HMA) mixture based on VMA, voids and in-place density.

Test results will be analyzed statistically by the Quality Level Analysis method using the procedures listed to determine the total estimated percent of the lot that is within specification limits (PWL). Quality Level Analysis is a statistical procedure for estimating the percent compliance to a specification and is affected in the arithmetic mean and the sample standard deviation. Two measures of quality are required to establish the contract unit price adjustment. The first measure is the Acceptable Quality Level (AQL) which is the PWL at which the lot will receive 100 percent pay. The second measure of quality is the Rejectable Quality Level (RQL) at which the Department has determined the material may not perform as desired and may be rejected.

The pay factor on full-depth projects shall be determined by combining pay factors for each mixture proportional to the quantity.

QUALITY LEVEL ANALYSIS

Note: Table 1: Pay Attributes and Price Adjustment Factors contain the UL, LL, and pay factor "F" weights.

The following procedure will be repeated for each pay factor parameter.

- (1) Determine the arithmetic mean (\bar{x}) of the test results:

$$\bar{x} = \frac{\sum x}{n}$$

Where:

\sum = summation of

x = individual test value

n = total number of test values

- (2) Calculate the sample standard deviation(s):

$$S = \sqrt{\frac{n \cdot \sum (x)^2 - (\sum x)^2}{n(n-1)}}$$

Where:

$\sum(x^2) =$ summation of the squares of individual test values

$(\sum x)^2 =$ summation of the individual test values squared

- (3) Calculate the upper quality index (Q_U):

$$Q_U = \frac{UL - \bar{x}}{s}$$

Where:

UL = upper specification limit or target value (TV) plus allowable deviation

- (4) Calculate the lower quality index (Q_L):

$$Q_L = \frac{\bar{x} - LL}{s}$$

Where:

LL = lower specification limit or target value (TV) minus allowable deviation

- (5) Determine P_U (percent within the upper specification limit which corresponds to a given Q_U) from Table 2. (Note: Round up to nearest Q_U in table 2.)

Note: If a UL is not specified, P_U will be 100.

- (6) Determine P_L (percent within the lower specification limit which corresponds to a give Q_L) from Table 2. (Note: Round up to nearest Q_L in table 2.)

Note: If a LL is not specified, P_L will be 100.

- (7) Determine the Quality Level or PWL (the total percent within specification limits).

$$PWL = (P_U + P_L) - 100$$

- (8) To determine the pay factor for each individual parameter lot:

$$\text{Pay Factor (PF)} = 53 + 0.5 (PWL)$$

Determine the Composite Pay Factor (CPF) for each lot. The CPF shall be rounded to 3 decimal places.

$$CPF = \left[f_{VMA} (PF_{VMA}) + f_{voids} (PF_{voids}) + f_{density} (PF_{density}) \right] / 100$$

Substituting from Table 1:

$$CPF = \left[0.3(PF_{VMA}) + 0.3(PF_{voids}) + 0.4(PF_{density}) \right] / 100$$

Where:

F_{VMA} , f_{voids} , and $f_{density}$ = Price Adjustment Factor listed in Table 1

PF_{VMA} , PF_{voids} , and $PF_{density}$ = Pay Factor for the designated measured attribute

Determine the final pay for a given mixture.

Final Pay = Mixture Unit Price * Quantity * CPF

Table 1: Pay Attributes and Price Adjustment Factors			
Measured Attribute	Weight Factor "f"	UL	LL
VMA	.3	$MDR^{/1} + 3.0$	$MDR^{/1} - 0.7$
Plant Voids	.3	$AJMF + 1.35$	$AJMF - 1.35$
In-Place Density:	.4	$97.0\%^2$	$91.5\%^2$
	IL 4.75	97.0%	92.5%
	IL-19.0 & 25.0	97.0%	92.2%
	SMA	98.0%	93.0%

1. MDR = Minimum Design Requirement
2. Applies to all HMA mixes other than IL-4.75, IL-19.0, IL25.0 and SMA

Example:

The average and standard deviation of a N90 HMA binder have been calculated using the given results:

NOTE: Sublot Number 1 for plant samples may not include the same material as Sublot Number 1 for density.

Lot #	Sublot #	Voids TV = 4.0	VMA AJMF = 13.0	Density
1	1	4.2	13.0	91.5
	2	4.5	12.5	93.0
	3	3.3	13.0	92.9
	4	5.0	13.3	93.5
	5	5.4	12.9	93.0
	6	2.5	12.4	94.0
	7	3.8	13.4	92.8
	8	4.1	13.0	93.5
	9	4.3	12.6	91.0
	10	4.5	12.8	92.7
Average:		4.16	12.89	92.79
Standard Deviation:		0.825	0.325	0.910

Determine the pay factor for each parameter.

Voids:

Lot: Average = 4.16
 Standard Deviation = 0.825

$$Q_U = \frac{(4.0 + 1.35) - 4.16}{0.825} = 1.44$$

$$Q_L = \frac{4.16 - (4.0 - 1.35)}{0.825} = 1.83$$

N = 10 sublots (from table)

$$P_U = 94$$

$$P_L = 98$$

$$PWL = (94 + 98) - 100$$

$$PWL = 92$$

$$PF = 53 + 0.5 (92)$$

$$PF = 99.0$$

Determine the pay factor for Voids.

$$PF_{\text{Voids}} = 99.0$$

VMA:

Lot: Average = 12.89
Standard Deviation = 0.325

$$Q_U = \frac{(13.0 + 3.0) - 12.89}{0.325} = 9.57$$

$$Q_L = \frac{12.89 - (13.0 - 0.7)}{0.325} = 1.82$$

N = 10 sublots (from table)

$$P_U = 100$$

$$P_L = 98$$

$$PWL = (100 + 98) - 100$$

$$PWL = 98$$

$$PF = 53 + 0.5 (98)$$

$$PF = 102.0$$

Determine the pay factor for VMA.

$$PF_{VMA} = 102.0$$

Density:

Lot: Average = 92.79
Standard Deviation = 0.910

$$Q_U = \frac{97.0 - 92.79}{0.910} = 4.63$$

$$Q_L = \frac{92.79 - 91.5}{0.910} = 1.42$$

N = 10 Density measurements (from table)

$$P_U = 100$$

$$P_L = 93$$

$$PWL = (100 + 93) - 100$$

$$PWL = 93$$

$$PF = 53 + 0.5(93)$$

$$PF = 99.5$$

Determine the pay factor for Density.

$$PF_{\text{Density}} = 99.5$$

Determine the pay factor for the given mixture using the above pay factors for each parameter.

$$CPF = [0.3(99.0) + 0.3(102.0) + 0.4(99.5)] / 100$$

$$CPF = 1.001$$

Determine the price paid for the given mixture.

Given that the mixture bid price per ton = \$35.00 and 10,000 tons were placed.

$$\text{Final Pay} = \$35.00/\text{ton} * 10,000 \text{ tons} * 1.001 = \$350,350$$

$$\text{Final Pay} = \$350,350$$

Full Depth Examples:

Given a full-depth project with two mixtures whose pay factors were determined to be 101.5% and 99.2%. The full-depth pay factor shall be calculated as follows:

$$101.5(1/2) + 99.2(1/2) = 100.4\%$$

Determine the adjusted pay for the full-depth pay factor.

Given that the bid price per square yard = \$25.00 and 1400 yd² were placed.

$$\text{Final Pay} = \$25.00/\text{yd}^2 * 1400 \text{ yd}^2 * 1.004 = \$35,140$$

$$\text{Final Pay} = \$35,140$$

Given a full-depth project with three mixtures whose pay factors were determined to be 98.9%, 101.5% and 99.2%. The full depth pay factor shall be calculated as follows:

$$98.9(1/3) + 101.5(1/3) + 99.2(1/3) = 99.9\%$$

Determine the adjusted pay for the full-depth pay factor.

Given that the bid price per square yard = \$25.00 and 1400 yd² were placed.

Final Pay = \$25.00/ yd² * 1400 yd² * 0.999 = \$34,965

Final Pay = \$34,965

TABLE 2: QUALITY LEVELS
QUALITY LEVEL ANALYSIS BY STANDARD DEVIATION METHOD

P _U OR P _L PERCENT WITHIN LIMITS FOR POSITIVE VALUES OF Q _U OR Q _L	UPPER QUALITY INDEX Q _U OR LOWER QUALITY INDEX Q _L														
	n=3	n=4	n=5	n=6	n=7	n=8	n=9	n=10 to n=11	n=12 to n=14	n=15 to n=18	n=19 to n=25	n=26 to n=37	n=38 to n=69	n=70 to n=200	n=201 to infinity
100	1.16	1.50	1.79	2.03	2.23	2.39	2.53	2.65	2.83	3.03	3.20	3.38	3.54	3.70	3.83
99		1.47	1.67	1.80	1.89	1.95	2.00	2.04	2.09	2.14	2.18	2.22	2.26	2.29	2.31
98	1.15	1.44	1.60	1.70	1.76	1.81	1.84	1.86	1.91	1.93	1.96	1.99	2.01	2.03	2.05
97		1.41	1.54	1.62	1.67	1.70	1.72	1.74	1.77	1.79	1.81	1.83	1.85	1.86	1.87
96	1.14	1.38	1.49	1.55	1.59	1.61	1.63	1.65	1.67	1.68	1.70	1.71	1.73	1.74	1.75
95		1.35	1.44	1.49	1.52	1.54	1.55	1.56	1.58	1.59	1.61	1.62	1.63	1.63	1.64
94	1.13	1.32	1.39	1.43	1.46	1.47	1.48	1.49	1.50	1.51	1.52	1.53	1.54	1.55	1.55
93		1.29	1.35	1.38	1.40	1.41	1.42	1.43	1.44	1.44	1.45	1.46	1.46	1.47	1.47
92	1.12	1.26	1.31	1.33	1.35	1.36	1.36	1.37	1.37	1.38	1.39	1.39	1.40	1.40	1.40
91	1.11	1.23	1.27	1.29	1.30	1.30	1.31	1.31	1.32	1.32	1.33	1.33	1.33	1.34	1.34
90	1.10	1.20	1.23	1.24	1.25	1.25	1.26	1.26	1.26	1.27	1.27	1.27	1.28	1.28	1.28
89	1.09	1.17	1.19	1.20	1.20	1.21	1.21	1.21	1.21	1.22	1.22	1.22	1.22	1.22	1.23
88	1.07	1.14	1.15	1.16	1.16	1.16	1.16	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
87	1.06	1.11	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.13	1.13
86	1.04	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
85	1.03	1.05	1.05	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
84	1.01	1.02	1.01	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
83	1.00	0.99	0.98	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.95	0.95	0.95
82	0.97	0.96	0.95	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
81	0.96	0.93	0.91	0.90	0.90	0.89	0.89	0.89	0.89	0.88	0.88	0.88	0.88	0.88	0.88
80	0.93	0.90	0.88	0.87	0.86	0.86	0.86	0.85	0.85	0.85	0.85	0.84	0.84	0.84	0.84
79	0.91	0.87	0.85	0.84	0.83	0.82	0.82	0.82	0.82	0.81	0.81	0.81	0.81	0.81	0.81
78	0.89	0.84	0.82	0.80	0.80	0.79	0.79	0.79	0.78	0.78	0.78	0.78	0.77	0.77	0.77
77	0.87	0.81	0.78	0.77	0.76	0.76	0.76	0.75	0.75	0.75	0.75	0.74	0.74	0.74	0.74
76	0.84	0.78	0.75	0.74	0.73	0.73	0.72	0.72	0.72	0.71	0.71	0.71	0.71	0.71	0.71
75	0.82	0.75	0.72	0.71	0.70	0.70	0.69	0.69	0.69	0.68	0.68	0.68	0.68	0.68	0.67
74	0.79	0.72	0.69	0.68	0.67	0.66	0.66	0.66	0.66	0.65	0.65	0.65	0.65	0.64	0.64
73	0.76	0.69	0.66	0.65	0.64	0.63	0.63	0.63	0.62	0.62	0.62	0.62	0.62	0.61	0.61
72	0.74	0.66	0.63	0.62	0.61	0.60	0.60	0.60	0.59	0.59	0.59	0.59	0.59	0.58	0.58
71	0.71	0.63	0.60	0.59	0.58	0.57	0.57	0.57	0.57	0.56	0.56	0.56	0.56	0.55	0.55
70	0.68	0.60	0.57	0.56	0.55	0.55	0.54	0.54	0.54	0.53	0.53	0.53	0.53	0.53	0.53

TABLE 2 (continued): QUALITY LEVELS
QUALITY LEVEL ANALYSIS BY STANDARD DEVIATION METHOD

P _U OR P _L PERCENT WITHIN LIMITS FOR POSITIVE VALUES OF Q _U OR Q _L	UPPER QUALITY INDEX Q _U OR LOWER QUALITY INDEX Q _L														
	n=3	n=4	n=5	n=6	n=7	n=8	n=9	n=10 to n=11	n=12 to n=14	n=15 to n=18	n=19 to n=25	n=26 to n=37	n=38 to n=69	n=70 to n=200	n=201 to infinity
69	0.65	0.57	0.54	0.53	0.52	0.52	0.51	0.51	0.51	0.50	0.50	0.50	0.50	0.50	0.50
68	0.62	0.54	0.51	0.50	0.49	0.49	0.48	0.48	0.48	0.48	0.47	0.47	0.47	0.47	0.47
67	0.59	0.51	0.47	0.47	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.44	0.44	0.44	0.44
66	0.56	0.48	0.45	0.44	0.44	0.43	0.43	0.43	0.42	0.42	0.42	0.42	0.41	0.41	0.41
65	0.52	0.45	0.43	0.41	0.41	0.40	0.40	0.40	0.40	0.39	0.39	0.39	0.39	0.39	0.39
64	0.49	0.42	0.40	0.39	0.38	0.38	0.37	0.37	0.37	0.37	0.36	0.36	0.36	0.36	0.36
63	0.46	0.39	0.37	0.36	0.35	0.35	0.35	0.34	0.34	0.34	0.34	0.34	0.33	0.33	0.33
62	0.43	0.36	0.34	0.33	0.32	0.32	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31	0.31
61	0.39	0.33	0.31	0.30	0.30	0.29	0.29	0.29	0.29	0.29	0.28	0.28	0.28	0.28	0.28
60	0.36	0.30	0.28	0.27	0.27	0.27	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25
59	0.32	0.27	0.25	0.25	0.24	0.24	0.24	0.24	0.23	0.23	0.23	0.23	0.23	0.23	0.23
58	0.29	0.24	0.23	0.22	0.21	0.21	0.21	0.21	0.21	0.21	0.20	0.20	0.20	0.20	0.20
57	0.25	0.21	0.20	0.19	0.19	0.19	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
56	0.22	0.18	0.17	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.15	0.15	0.15	0.15	0.15
55	0.18	0.15	0.14	0.14	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
54	0.14	0.12	0.11	0.11	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
53	0.11	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
52	0.07	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: For negative values of Q_U or Q_L, P_U or P_L is equal to 100 minus the table P_U or P_L. If the value of Q_U or Q_L does not correspond exactly to a figure in the table, use the next higher value.

WORK RESTRICTIONS

No work will be allowed November 1, 2009 to April 15, 2010. All pavement work begun this year must be completed by November 1, 2009 including final pavement markings, final surface course, and other related items.

**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.”

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.”

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 overlay 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 and independent lab. All other information in ASTM C 1582 shall be from and 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.”

CONSTRUCTION AIR QUALITY - IDLING RESTRICTIONS (BDE)

Effective: April 1, 2009

Idling Restrictions. The Contractor shall establish truck-staging areas for all diesel powered vehicles that are waiting to load or unload material at the jobsite. Staging areas shall be located where the diesel emissions from the equipment will have a minimum impact on adjacent sensitive receptors. The Department will review the selection of staging areas, whether within or outside the existing highway right-of-way, to avoid locations near sensitive areas or populations to the extent possible. Sensitive receptors include, but are not limited to, hospitals, schools, residences, motels, hotels, daycare facilities, elderly housing and convalescent facilities. Diesel powered engines shall also be located as far away as possible from fresh air intakes, air conditioners, and windows. The Engineer will approve staging areas before implementation.

Diesel powered vehicle operators may not cause or allow the motor vehicle, when it is not in motion, to idle for more than a total of 10 minutes within any 60 minute period, except under any of the following circumstances:

- 1) The motor vehicle has a gross vehicle weight rating of less than 8000 lb (3630 kg).
- 2) The motor vehicle idles while forced to remain motionless because of on-highway traffic, an official traffic control device or signal, or at the direction of a law enforcement official.
- 3) The motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency.
- 4) A police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator.
- 5) The primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity.
- 6) A motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection.
- 7) When idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations, lumbering operations; oil or gas well servicing; or farming operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions.
- 8) When the motor vehicle idles due to mechanical difficulties over which the operator has no control.
- 9) The outdoor temperature is less than 32 °F (0 °C) or greater than 80 °F (26 °C).

When the outdoor temperature is greater than or equal to 32 °F (0 °C) or less than or equal to 80 °F (26 °C), a person who operates a motor vehicle operating on diesel fuel shall not cause or allow the motor vehicle to idle for a period greater than 30 minutes in any 60 minute period while waiting to weigh, load, or unload cargo or freight, unless the vehicle is in a line of vehicles that regularly and periodically moves forward.

The above requirements do not prohibit the operation of an auxiliary power unit or generator set as an alternative to idling the main engine of a motor vehicle operating on diesel fuel.

Environmental Deficiency Deduction. When the Engineer is notified, or determines that an environmental control deficiency exists based on non-compliance with the idling restrictions, he/she will notify the Contractor, and direct the Contractor to correct the deficiency.

If the Contractor fails to correct the deficiency a monetary deduction will be imposed. The monetary deduction will be \$1,000.00 for each deficiency identified.

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 **6.00%** 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.

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 therefore 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."

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.”

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.”

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	Day's production ≥ 1200 tons: 1 per half day of production	N/A	Illinois-Modified AASHTO R 35
Note 5.	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	Individual Test
VMA	-0.7 % ^{2/}	-0.5 % ^{2/}	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: ^{1/}	
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) ^{1/}	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.”

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		Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture	All Other Mixtures	
Aggregate Gradation Hot bins for batch and continuous plants. Individual cold-feed or combined belt-feed for drier drum plants. % 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) Note 1.	1 dry gradation per day of production (either morning or afternoon sample). and 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). Note 3. Note 4.	1 gradation per day of production. 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. Note 4.	Illinois Procedure
Asphalt Binder Content by Ignition Oven Note 2.	1 per half day of production	1 per day	Illinois-Modified AASHTO T 308
Air Voids Bulk Specific Gravity of Gyrotory Sample	Day's production ≥ 1200 tons: 1 per half day of production 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)	1 per day	Illinois-Modified AASHTO T 312
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons: 1 per half day of production 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)	1 per day	Illinois-Modified AASHTO T 209"

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.”

HOT-MIX ASPHALT MIXTURE IL-9.5L (BDE)

Effective: January 1, 2008

Revise the table entry for C Surface Mixture in Article 1004.03(a) of the Standard Specifications to read:

“Use	Mixture	Aggregates Allowed
HMA High ESAL Low ESAL	C Surface IL-12.5, IL-9.5, or IL-9.5L	Crushed Gravel Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag (except when used as leveling binder)”

Revise the second sentence of the first paragraph of Article 1004.03(b) of the Standard Specifications to read:

“For Class A (seal or cover coat), and other binder courses, the coarse aggregate shall be Class C quality or better.”

Revise the table in Article 1030.04(b)(2) of the Standard Specifications to read:

"VOLUMETRIC REQUIREMENTS Low ESAL				
Mixture Composition	Design Compactive Effort	Design Air Voids Target %	VMA (Voids in the Mineral Aggregate), % min.	VFA (Voids Filled with Asphalt Binder), %
IL-9.5L	N _{DES} =30	4.0	15.0	65-78
IL-19.0L	N _{DES} =30	4.0	13.0	N/A"

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"

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.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE)

Effective: April 1, 2007

Revised: November 1, 2008

Revise Article 105.03(a) of the Standard Specifications to read:

“(a) National Pollutant Discharge Elimination System (NPDES) / Erosion and Sediment Control Deficiency Deduction. When the Engineer is notified or determines an erosion and/or sediment control deficiency(s) exists, or the Contractor’s activities represents a violation of the Department’s NPDES permits, the Engineer will notify and direct the Contractor to correct the deficiency within a specified time. The specified time, which begins upon notification to the Contractor, will be from 1/2 hour to 1 week based on the urgency of the situation and the nature of the work effort required. The Engineer will be the sole judge.

A deficiency may be any lack of repair, maintenance, or implementation of erosion and/or sediment control devices included in the contract, or any failure to comply with the conditions of the Department’s NPDES permits. A deficiency may also be applied to situations where corrective action is not an option such as the failure to participate in a jobsite inspection of the project, failure to install required measures prior to initiating earth moving operations, disregard of concrete washout requirements, or other disregard of the NPDES permit.

If the Contractor fails to correct a deficiency within the specified time, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency exists. The calendar day(s) will begin with notification to the Contractor and end with the Engineer’s acceptance of the correction. The daily monetary deduction will be either \$1000.00 or 0.05 percent of the awarded contract value, whichever is greater. For those deficiencies where corrective action was not an option, the monetary deduction will be immediate and will be valued at one calendar day.”

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.

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.”

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.”

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 restocking. 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 % ^{1/}	± 0.5 %

1/ The tolerance for fractionated reclaimed asphalt pavement (FRAP) shall be ± 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 ^{1/, 3/}	Maximum % RAP		
	Ndesign	Binder/Leveling Binder	Surface
30	30	30	10
50	25	15	10
70	15 / 25 ^{2/}	10 / 15 ^{2/}	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^{1/}

HMA Mixtures ^{2/, 3/}	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."

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.”

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."

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."

SEEDING (BDE)

Effective: July 1, 2004

Revised: January 1, 2009

Revise the following seeding mixtures shown in Table 1 of Article 250.07 of the Standard Specifications to read:

"Table 1 - SEEDING MIXTURES		
Class – Type	Seeds	lb/acre (kg/hectare)
2 Roadside Mixture 7/	Tall Fescue (Inferno, Tarheel II, Quest, Blade Runner, or Falcon IV)	100 (110)
	Perennial Ryegrass	50 (55)
	Creeping Red Fescue	40 (50)
	Red Top	10 (10)
2A Salt Tolerant Roadside Mixture 7/	Tall Fescue (Inferno, Tarheel II, Quest, Blade Runner, or Falcon IV)	60 (70)
	Perennial Ryegrass	20 (20)
	Red Fescue (Audubon, Sea Link, or Epic)	30 (20)
	Hard Fescue (Rescue 911, Spartan II, or Reliant IV)	30 (20)
	Fults Salt Grass 1/	60 (70)"

Revise Note 7 of Table 1 – Seeding Mixtures of Article 250.07 of the Standard Specifications to read:

"7/ In Districts 1 through 6, the planting times shall be April 1 to June 15 and August 1 to November 1. In Districts 7 through 9, the planting times shall be March 1 to June 1 and August 1 to November 15. Seeding may be performed outside these dates provided the Contractor guarantees a minimum of 75 percent uniform growth over the entire seeded area(s) after a period of establishment. Inspection dates for the period of establishment will be as follows: Seeding conducted in Districts 1 through 6 between June 16 and July 31 will be inspected after April 15 and seeding conducted between November 2 and March 31 will be inspected after September 15. Seeding conducted in Districts 7 through 9 between June 2 and July 31 will be inspected after April 15 and seeding conducted between November 16 and February 28 will be inspected after September 15. The guarantee shall be submitted to the Engineer in writing prior to performing the work. After the period of establishment, areas not exhibiting 75 percent uniform growth shall be interseeded or reseeded, as determined by the Engineer, at no additional cost to the Department."

Revise Table II of Article 1081.04(c)(6) of the Standard Specifications to read:

TABLE II						
Variety of Seeds	Hard Seed % Max.	Purity % Min.	Pure Live Seed % Min.	Weed % Max.	Secondary * Noxious Weeds No. per oz (kg) Max. Permitted	Notes
Alfalfa	20	92	89	0.50	6 (211)	1/
Clover, Alsike	15	92	87	0.30	6 (211)	2/
Red Fescue, Audubon	0	97	82	0.10	3 (105)	-
Red Fescue, Creeping	-	97	82	1.00	6 (211)	-
Red Fescue, Epic	-	98	83	0.05	1 (35)	-
Red Fescue, Sea Link	-	98	83	0.10	3 (105)	-
Tall Fescue, Blade Runner	-	98	83	0.10	2 (70)	-
Tall Fescue, Falcon IV	-	98	83	0.05	1 (35)	-
Tall Fescue, Inferno	0	98	83	0.10	2 (70)	-
Tall Fescue, Tarheel II	-	97	82	1.00	6 (211)	-
Tall Fescue, Quest	0	98	83	0.10	2 (70)	-
Fults Salt Grass	0	98	85	0.10	2 (70)	-
Kentucky Bluegrass	-	97	80	0.30	7 (247)	4/
Oats	-	92	88	0.50	2 (70)	3/
Redtop	-	90	78	1.80	5 (175)	3/
Ryegrass, Perennial, Annual	-	97	85	0.30	5 (175)	3/
Rye, Grain, Winter	-	92	83	0.50	2 (70)	3/
Hard Fescue, Reliant IV	-	98	83	0.05	1 (35)	-
Hard Fescue, Rescue 911	0	97	82	0.10	3 (105)	-
Hard Fescue, Spartan II	-	98	83	0.10	3 (105)	-
Timothy	-	92	84	0.50	5 (175)	3/
Wheat, hard Red Winter	-	92	89	0.50	2 (70)	3/

Revise the first sentence of the first paragraph of Article 1081.04(c)(7) of the Standard Specifications to read:

“The seed quantities indicated per acre (hectare) for Prairie Grass Seed in Classes 3, 3A, 4, 4A, 6, and 6A in Article 250.07 shall be the amounts of pure, live seed per acre (hectare) for each species listed.”

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.

TEMPORARY EROSION CONTROL (BDE)

Effective: November 1, 2002

Revised: January 1, 2008

Revise the third paragraph of Article 280.03 of the Standard Specifications to read:

“Erosion control systems shall be installed prior to beginning any activities which will potentially create erodible conditions. Erosion control systems for areas outside the limits of construction such as storage sites, plant sites, waste sites, haul roads, and Contractor furnished borrow sites shall be installed prior to beginning soil disturbing activities at each area. These offsite systems shall be designed by the Contractor and be subject to the approval of the Engineer.”

Add the following paragraph after the third paragraph of Article 280.03 of the Standard Specifications:

“The temporary erosion and sediment control systems shown on the plans represent the minimum systems anticipated for the project. Conditions created by the Contractor’s operations, or for the Contractor’s convenience, which are not covered by the plans, shall be protected as directed by the Engineer at no additional cost to the Department. Revisions or modifications of the erosion and sediment control systems shall have the Engineer’s written approval.”

Add the following paragraph after the ninth paragraph of Article 280.07 of the Standard Specifications:

“Temporary or permanent erosion control systems required for areas outside the limits of construction will not be measured for payment.”

Delete the tenth (last) paragraph of Article 280.08 of the Standard Specifications.

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 (TiO₂). 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 \pm 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 Reflectance75 percent min.

*Yellow: Daylight Reflectance45 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 \pm 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.”

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within **130** working days.

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_P = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).
BPI_L = Bituminous Price Index, as published by the Department for the month prior to the letting, \$/ton (\$/metric ton).
%AC_V = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC_V will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC_V and undiluted emulsified asphalt will be considered to be 65% AC_V.
Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards: $Q, \text{ tons} = A \times D \times (G_{mb} \times 46.8) / 2000$. 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_V.

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_{mb} = Average bulk specific gravity of the mixture, from the approved mix design.
V = Volume of the bituminous material, gal (L).
SG = Specific Gravity of bituminous material as shown on the bill of lading.

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

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

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:** _____

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_P = Fuel Price Index, as published by the Department for the month the work is performed, \$/gal (\$/liter)

- FPI_L = 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_P 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_L and FPI_P 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:** _____

BNSF RAILWAY COMPANY

LAW DEPARTMENT APPROVED

EXHIBIT A

C-1

**Agreement
Between
BNSF RAILWAY COMPANY
and the
CONTRACTOR**

Attention: Manager Public Projects

Railway File: _____

Agency Project: _____

Gentlemen:

The undersigned (hereinafter called, the "Contractor"), has entered into a contract (the "Contract") dated _____, 200_, **[***Drafter's Note: insert the date of the contract between the Agency and the Contractor here]** with **[Drafter's Note: insert the name of the Agency here]** for the performance of certain work in connection with the following project

_____. Performance of such work will necessarily require contractor to enter BNSF RAILWAY COMPANY ("Railway") right of way and property ("Railway Property"). The Contract provides that no work will be commenced within Railway Property until the Contractor employed in connection with said work for **[insert Agency name here]** (i) executes and delivers to Railway an Agreement in the form hereof, and (ii) provides insurance of the coverage and limits specified in such Agreement and Section 3 herein. If this Agreement is executed by a party who is not the Owner, General Partner, President or Vice President of Contractor, Contractor must furnish evidence to Railway certifying that the signatory is empowered to execute this Agreement on behalf of Contractor.

Accordingly, in consideration of Railway granting permission to Contractor to enter upon Railway Property and as an inducement for such entry, Contractor, effective on the date of the Contract, has agreed and does hereby agree with Railway as follows:

Section 1. RELEASE OF LIABILITY AND INDEMNITY

Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and Contractor's officers and employees, and for loss and damage to property belonging to any person, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way. **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT**

BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DESTRUCTION, DAMAGE, DEATH, OR INJURY WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF RAILWAY, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENTIONAL MISCONDUCT OR GROSS NEGLIGENCE OF RAILWAY. [Note to Drafter: Check with appropriate local counsel to ensure that the indemnity language is enforceable. In California, replace the word "INTENTIONAL" in the last sentence with the word "WILLFUL". Further, replace the word "GROSS" in the last sentence with the word "SOLE".]

THE INDEMNIFICATION OBLIGATION ASSUMED BY CONTRACTOR INCLUDES ANY CLAIMS, SUITS OR JUDGMENTS BROUGHT AGAINST RAILWAY UNDER THE FEDERAL EMPLOYEE'S LIABILITY ACT, INCLUDING CLAIMS FOR STRICT LIABILITY UNDER THE SAFETY APPLIANCE ACT OR THE BOILER INSPECTION ACT, WHENEVER SO CLAIMED.

Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and thereupon Contractor must proceed to adjust and handle to a conclusion such claims, and in the event of a suit being brought against Railway, Railway may forward summons and complaint or other process in connection therewith to Contractor, and Contractor, at Railway's discretion, must defend, adjust, or settle such suits and protect, indemnify, and save harmless Railway from and against all damages, judgments, decrees, attorney's fees, costs, and expenses growing out of or resulting from or incident to any such claims or suits.

It is mutually understood and agreed that the assumption of liabilities and indemnification provided for in this Agreement survive any termination of this Agreement.

Section 2. TERM

This Agreement is effective from the date of the Contract until (i) the completion of the project set forth herein, and (ii) full and complete payment to Railway of any and all sums or other amounts owing and due hereunder.

Section 3. INSURANCE

Contractor must, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

- A. Commercial General Liability insurance. This insurance must contain broad form contractual liability with a combined single limit of a minimum of \$2,000,000 each occurrence and an aggregate limit of at least \$4,000,000. Coverage must be purchased on a post 1998 ISO occurrence form or equivalent and include coverage for, but not limit to the following:

- ◆ Bodily Injury and Property Damage
- ◆ Personal Injury and Advertising Injury
- ◆ Fire legal liability
- ◆ Products and completed operations

This policy must also contain the following endorsements, which must be indicated on the certificate of insurance:

- ◆ It is agreed that any workers' compensation exclusion does not apply to **Railroad** payments related to the Federal Employers Liability Act or a **Railroad** Wage Continuation Program or similar programs and any payments made are deemed not to be either payments made or obligations assumed under any Workers Compensation, disability benefits, or unemployment compensation law or similar law.
- ◆ The definition of insured contract must be amended to remove any exclusion or other limitation for any work being done within 50 feet of railroad property.
- ◆ Any exclusions related to the explosion, collapse and underground hazards must be removed.

No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy.

B. Business Automobile Insurance. This insurance must contain a combined single limit of at least \$1,000,000 per occurrence, and include coverage for, but not limited to the following:

- ◆ Bodily injury and property damage
- ◆ Any and all vehicles owned, used or hired

C. Workers Compensation and Employers Liability insurance including coverage for, but not limited to:

- ◆ _____'s statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
- ◆ Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.

D. Railroad Protective Liability insurance naming only the **Railroad** as the Insured with coverage of at least \$5,000,000 per occurrence and \$10,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 10 93 and include the following:

- ◆ Endorsed to include the Pollution Exclusion Amendment (ISO form CG 28 31 10 93)
- ◆ Endorsed to include the Limited Seepage and Pollution Endorsement.
- ◆ Endorsed to remove any exclusion for punitive damages.
- ◆ No other endorsements restricting coverage may be added.
- ◆ The original policy must be provided to the **Railroad** prior to performing any work or services under this Agreement

Other Requirements:

All policies (applying to coverage listed above) must not contain an exclusion for punitive damages and certificates of insurance must reflect that no exclusion exists.

Contractor agrees to waive its right of recovery against **Railroad** for all claims and suits against **Railroad**. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against **Railroad** for all claims and suits. The certificate of insurance must reflect the waiver of subrogation endorsement. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against **Railroad** for loss of its owned or leased property or property under contractor's care, custody or control.

Contractor's insurance policies through policy endorsement, must include wording which states that the policy is primary and non-contributing with respect to any insurance carried by **Railroad**. The certificate of insurance must reflect that the above wording is included in evidenced policies.

All policy(ies) required above (excluding Workers Compensation and if applicable, Railroad Protective) must include a severability of interest endorsement and **Railroad** must be named as an additional insured with respect to work performed under this agreement. Severability of interest and naming **Railroad** as additional insured must be indicated on the certificate of insurance.

Contractor is not allowed to self-insure without the prior written consent of **Railroad**. If granted by **Railroad**, any deductible, self-insured retention or other financial responsibility for claims must be covered directly by contractor in lieu of insurance. Any and all **Railroad** liabilities that would otherwise, in accordance with the provisions of this **Agreement**, be covered by contractor's insurance will be covered as if contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.

Prior to commencing the Work, contractor must furnish to **Railroad** an acceptable certificate(s) of insurance including an original signature of the authorized representative evidencing the required coverage, endorsements, and amendments and referencing the contract audit/folder number if available. The policy(ies) must contain a provision that obligates the insurance company(ies) issuing such policy(ies) to notify **Railroad** in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration. This cancellation provision must be indicated on the certificate of insurance. Upon request from **Railroad**, a certified duplicate original of any required policy must be furnished. Contractor should send the certificate(s) to the following address:

BNSF RAILWAY COMPANY
P.O. Box 12010-BN
Hemet, California 92546-8010
Fax: 909-766-2299

Any insurance policy must be written by a reputable insurance company acceptable to **Railroad** or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provide.

Contractor represents that this **Agreement** has been thoroughly reviewed by contractor's insurance agent(s)/broker(s), who have been instructed by contractor to procure the insurance coverage required by this **Agreement**. Allocated Loss Expense must be in addition to all policy limits for coverages referenced above.

Not more frequently than once every five years, **Railroad** may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.

If any portion of the operation is to be subcontracted by contractor, contractor must require that the subcontractor provide and maintain the insurance coverages set forth herein, naming **Railroad** as an additional insured, and requiring that the subcontractor release, defend and indemnify **Railroad** to the same extent and under the same terms and conditions as contractor is required to release, defend and indemnify **Railroad** herein.

Failure to provide evidence as required by this section will entitle, but not require, **Railroad** to terminate this **Agreement** immediately. Acceptance of a certificate that does not comply with this section will not operate as a waiver of contractor's obligations hereunder.

The fact that insurance (including, without limitation, self-insurance) is obtained by contractor will not be deemed to release or diminish the liability of contractor including, without limitation, liability under the indemnity provisions of this **Agreement**. Damages recoverable by **Railroad** will not be limited by the amount of the required insurance coverage.

For purposes of this section, **Railroad** means "Burlington Northern Santa Fe Corporation", "BNSF RAILWAY COMPANY" and the subsidiaries, successors, assigns and affiliates of each.

Section 4. EXHIBIT "C" CONTRACTOR REQUIREMENTS

The Contractor must observe and comply with all provisions, obligations, requirements and limitations contained in the Contract, and the Contractor Requirements set forth on Exhibit "C" attached to the Contract and this Agreement, , including, but not be limited to, payment of all costs incurred for any damages to Railway roadbed, tracks, and/or appurtenances thereto, resulting from use, occupancy, or presence of its employees, representatives, or agents or subcontractors on or about the construction site.

Section 5. TRAIN DELAY

Contractor is responsible for and hereby indemnifies and holds harmless Railway (including its affiliated railway companies, and its tenants) for, from and against all damages arising from any unscheduled delay to a freight or passenger train which affects Railway's ability to fully utilize its equipment and to meet customer service and contract obligations. Contractor will be billed, as further provided below, for the economic losses arising from loss of use of equipment, contractual loss of incentive pay and bonuses and contractual penalties resulting from train delays, whether caused by Contractor, or subcontractors, or by the Railway performing work under this Agreement. Railway agrees that it will not perform any act to unnecessarily cause train delay.

For loss of use of equipment, Contractor will be billed the current freight train hour rate per train as determined from Railway's records. Any disruption to train traffic may cause delays to multiple trains at the same time for the same period.

Additionally, the parties acknowledge that passenger, U.S. mail trains and certain other grain, intermodal, coal and freight trains operate under incentive/penalty contracts between Railway and its customer(s). Under these arrangements, if Railway does not meet its contract service commitments, Railway may suffer loss of performance or incentive pay and/or be subject to penalty payments. Contractor is responsible for any train performance and incentive penalties or other contractual economic losses actually incurred by Railway which are attributable to a train delay caused by Contractor or its subcontractors.

The contractual relationship between Railway and its customers is proprietary and confidential. In the event of a train delay covered by this Agreement, Railway will share information relevant to any train delay to the extent consistent with Railway confidentiality obligations. Damages for train delay for certain trains may be as high as \$50,000.00 per incident.

Contractor and its subcontractors must give Railway's representative (_____) _____ weeks advance notice of the times and dates for proposed work windows. Railway and Contractor will establish mutually agreeable work windows for the project. Railway has the right at any time to revise or change the work windows due to train operations or service obligations. Railway will not be responsible for any additional costs or expenses resulting from a change in work windows. Additional costs or expenses resulting from a change in work windows shall be accounted for in Contractor's expenses for the project.

Contractor and subcontractors must plan, schedule, coordinate and conduct all Contractor's work so as to not cause any delays to any trains.

Kindly acknowledge receipt of this letter by signing and returning to the Railway two original copies of this letter, which, upon execution by Railway, will constitute an Agreement between us.

(Contractor) **BNSF Railway Company**

By: _____

Printed By: _____ Name: _____

Name: _____

Title: _____ Manager Public Projects

Contact Person: _____ Accepted and effective this _____ day of
20__.

Address: _____

City: _____ State: ___ Zip: _____

Fax: _____

Phone: _____

E-mail: _____

Illinois Department of Transportation
PROJECT LABOR AGREEMENT

This Project Labor Agreement ("PLA") is entered into this _____ day of _____, 2007, by and between the Illinois Department of Transportation ("IDOT" or "Department") in its proprietary capacity, and each relevant Illinois AFL-CIO Building Trades Council made signatory hereto by the Illinois AFL-CIO Statewide Project Labor Agreement Committee on behalf of itself and each of its affiliated members (individually and collectively, the "Union"). This PLA shall apply to Construction Work (as defined herein) to be performed by IDOT's Prime Contractor and each of its relevant subcontractors of whatever tier ("Subcontractor" or "Subcontractors") on Contract 64F10 (hereinafter, the "Project").

ARTICLE 1 - INTENT AND PURPOSES

- 1.1. This PLA is entered into in furtherance of Illinois Executive Order No. 2003-13. It is mutually understood and agreed that the terms and conditions of this PLA are intended to promote the public interest in obtaining timely and economical completion of the Project by encouraging productive and efficient construction operations; by establishing a spirit of harmony and cooperation among the parties; and by providing for peaceful and prompt settlement of any and all labor grievances or jurisdictional disputes of any kind without strikes, lockouts, slowdowns, delays or other disruptions to the prosecution of the work.
- 1.2. As a condition of the award of the contract for performance of work on the Project, IDOT's Prime Contractor and each of its Subcontractors shall be required to sign a "Contractor Letter of Assent", in the form attached hereto as Exhibit A, prior to commencing Construction Work on the Project. Each Union affiliate and separate local representing workers engaged in Construction Work on the Project in accordance with this PLA are bound to this agreement by the Illinois AFL-CIO Statewide Project Labor Agreement Committee which is the central committee established with full authority to negotiate and sign PLAs with the State on behalf of all respective crafts. Upon their signing the Letter of Assent, the Prime Contractor, each Subcontractor, and the individual Unions shall thereafter be deemed a party to this PLA. No party signatory to this PLA shall, contract or subcontract, nor permit any other person, firm, company or entity to contract or subcontract for the performance of Construction Work for the Project to any person, firm, company or entity that does not agree in writing to become bound by the terms of this PLA prior to commencing such work.
- 1.3. It is understood that the Prime Contractor(s) and each Subcontractor will be considered and accepted by the Unions as separate employers for the purposes of collective bargaining, and it is further agreed that the employees working under this PLA shall constitute a bargaining unit separate and distinct from all others. The Parties hereto also agree that this PLA shall be applicable solely with respect to this Project, and shall have no bearing on the interpretation of any other collective bargaining agreement or as to the recognition of any bargaining unit other than for the specific purposes of this Project.

- 1.4. In the event of a variance or conflict, whether explicit or implicit, between the terms and conditions of this PLA and the provisions of any other applicable national, area, or local collective bargaining agreement, the terms and conditions of this PLA shall supercede and control. For any work performed under the NTL Articles of Agreement, the National Stack/Chimney Agreement, the National Cooling Tower Agreement, the National Agreement of the International Union of Elevator Constructors, and for any instrument calibration work and loop checking performed under the UA/IBEW Joint National Agreement for Instrument and Control Systems Technicians, the preceding sentence shall apply only with respect to Articles I, II, V, VI, and VII.
- 1.5. Subject to the provisions of paragraph 1.4 of this Article, it is the parties' intent to respect the provisions of any other collective bargaining agreements that may now or hereafter pertain, whether between the Prime Contractor and one or more of the Unions or between a Subcontractor and one or more of the Unions. Accordingly, except and to the extent of any contrary provision set forth in this PLA, the Prime Contractor and each of its Subcontractors agrees to be bound and abide by the terms of the following in order of precedence: (a) the applicable collective bargaining agreement between the Prime Contractor and one or more of the Unions made signatory hereto; (b) the applicable collective bargaining agreement between a Subcontractor and one or more of the Unions made signatory hereto; or (c) the current applicable area collective bargaining agreement for the relevant Union that is the agreement certified by the Illinois Department of Labor for purposes of establishing the Prevailing Wage applicable to the Project. The Union will provide copies of the applicable collective bargaining agreements pursuant to part (c) of the preceding sentence to the Prime Contractor. Assignments by the Contractors amongst the trades shall be consistent with area practices; in the event of unresolved disagreements as to the propriety of such assignments, the provisions of Article VI shall apply.
- 1.6. Subject to the limitations of paragraphs 1.4 and 1.5 of this Article, the terms of each applicable collective bargaining agreement as determined in accordance with paragraph 1.5 are incorporated herein by reference, and the terms of this PLA shall be deemed incorporated into such other applicable collective bargaining agreements only for purposes of their application to the Project.
- 1.7. To the extent necessary to comply with the requirements of any fringe benefit fund to which the Prime Contractor or Subcontractor is required to contribute under the terms of an applicable collective bargaining agreement pursuant to the preceding paragraph, the Prime Contractor or Subcontractor shall execute all "Participation Agreements" as may be reasonably required by the Union to accomplish such purpose; provided, however, that such Participation Agreements shall, when applicable to the Prime Contractor or Subcontractor solely as a result of this PLA, be amended as reasonably necessary to reflect such fact. Upon written notice from any applicable fringe benefit fund, IDOT will withhold from the Prime Contractor payment of any delinquencies arising from this Project.

- 1.8. In the event that the applicable collective bargaining agreement between a Prime Contractor and the Union or between the Subcontractor and the Union expires prior to the completion of this Project, the expired applicable contract's terms will be maintained until a new applicable collective bargaining agreement is ratified. The wages and fringe benefits included in any new applicable collective bargaining agreement will apply on and after the effective date of the newly negotiated collective bargaining agreement, except to the extent wage and fringe benefit retroactivity is specifically agreed upon by the relevant bargaining parties.

ARTICLE II – APPLICABILITY, RECOGNITION, AND COMMITMENTS

- 2.1 The term Construction Work as used herein shall include all “construction, prosecution, completion, or repair” work performed by a “laborer or mechanic” at the “site of the work” for the purpose of “building” the specific structures and improvements that constitute the Project. Terms appearing within quotation marks in the preceding sentence shall have the meaning ascribed to them pursuant to 29 CFR Part 5.
- 2.2 By executing the Letters of Assent, Prime Contractor and each of its Subcontractors recognizes the Unions signatory to this PLA as the sole and exclusive bargaining representatives for their craft employees employed on the jobsite for this Project. Unions who are signatory to this PLA will have recognition on the Project for their craft.
- 2.3 The Prime Contractor and each of its Subcontractors retains and shall be permitted to exercise full and exclusive authority and responsibility for the management of its operations, except as expressly limited by the terms of this PLA or by the terms and conditions of the applicable collective bargaining agreement.
- 2.4 Except to the extent contrary to an express provision of the relevant collective bargaining agreement, equipment or materials used in the Project may be pre-assembled or pre-fabricated, and there shall be no refusal by the Union to handle, transport, install, or connect such equipment or materials. Equipment or materials delivered to the job-site will be unloaded and handled promptly without regard to potential jurisdictional disputes; any such disputes shall be handled in accordance with the provisions of this PLA.
- 2.5 Unions commit to furnishing qualified and skilled craft persons as required by the Prime Contractor and its Subcontractors in fulfillment of their obligations to complete the Project. In order to promote the long-term development of a skilled and knowledgeable work force, the parties are encouraged to utilize apprentices to the maximum extent permitted by the applicable collective bargaining agreement.
- 2.6 The parties are mutually committed to promoting a safe working environment for all personnel at the job site. It shall be the responsibility of each employer to which this PLA applies to provide and maintain safe working conditions for its employees, and to comply with all applicable federal, state, and local health and safety laws and regulations.

- 2.7 The use or furnishing of alcohol or drugs and the conduct of any other illegal activity at the job-site is strictly prohibited. The parties shall take every practical measure consistent with the terms of applicable collective bargaining agreements to ensure that the job-site is free of alcohol and drugs.
- 2.8 All parties to this PLA agree that they shall not discriminate against any employee based on race, creed, color, national origin, union activity, age, or gender as required by all applicable federal, state, and local laws.
- 2.9 The Parties hereto agree that engineering consultants and materials testing employees, to the extent subject to the terms of this PLA, shall be fully expected to objectively and responsibly perform their duties and obligations owed to the Department without regard to the potential union affiliation of such employees or of other employees on the Project.

ARTICLE III - ADMINISTRATION OF AGREEMENT

- 3.1 In order to assure that all parties have a clear understanding of the PLA and to promote harmony, a post-award pre-job conference will be held among the Prime Contractor, all Subcontractors and Union representatives prior to the start of any Construction Work on the Project. No later than the conclusion of such pre-job conference, the parties shall, among other matters, provide to one another contact information for their respective representatives (including name, address, phone number, facsimile number, e-mail). Nothing herein shall be construed to limit the right of the Department to discuss or explain the purpose and intent of this PLA with prospective bidders or other interested parties prior to or following its award of the job.
- 3.2 Representatives of the Prime Contractor and the Unions shall meet as often as reasonably necessary following award until completion of the Project to assure the effective implementation of this PLA.
- 3.3 Not less than once per month, Prime Contractor and all Subcontractors shall make available in writing to the Unions a Project status report that shall include, though not necessarily be limited to, planned activities for the next 30 day period and estimated numbers of employees by craft required for the next 30 day period. The purpose of this Project status report is to promote effective workforce planning and to facilitate resolution of any potential jurisdictional or other problems.
- 3.4 Not later than the earlier of (a) five business days following the pre-job conference, or (b) commencement of Construction Work, the Unions and Prime Contractor (on behalf of itself and all its subcontractors of whatever tier) shall confer and jointly designate a slate of three (3) permanent arbitrators (each a "Permanent Arbitrator") for the purpose of hearing disputes pursuant to Articles V and VII of this PLA. The slate of Permanent Arbitrators shall be selected from among the following individuals: Jack P. Cerone, Thomas F. Gibbons, Thomas G. Pagan, Robert Perkovich, Byron Yaffee, and Glenn A. Zipp. In the event that the Unions and Prime Contractor are not able to agree on a full

slate of three Permanent Arbitrators, the Department, after consultation with the Unions and Prime Contractor, shall designate such additional Permanent Arbitrators as may be necessary to establish the full slate. A single Permanent Arbitrator shall be selected from the slate of three on a rotating basis to adjudicate each arbitrable matter as it arises. In the event a Permanent Arbitrator is not available to adjudicate a particular matter in the order of rotation, the arbitration assignment shall pass to the next available Permanent Arbitrator.

ARTICLE IV - HOURS OF WORK AND GENERAL CONDITIONS

- 4.1 The standard work day for Construction Work on the Project shall be an established consecutive eight (8) hour period between the hours of 7:00 a.m. and 5:00 p.m. with one-half hour designated as unpaid period for lunch. The standard work week shall be five (5) consecutive days of work commencing on Monday. Starting time shall be established at the pre-job conference, and shall be applicable to all craft employees on the Project unless otherwise expressly agreed in writing. In the event Project site or other job conditions dictate a change in the established starting time and/or a staggered lunch period for portions of the Project or for specific crafts, the Prime Contractor, relevant Subcontractors and business managers of the specific crafts involved shall confer and mutually agree to such changes as appropriate. If proposed work schedule changes cannot be mutually agreed upon between the parties, the hours fixed at the time of the pre-job meeting shall prevail.
- 4.2 Shift work may be established and directed by the Prime Contractor or relevant Subcontractor as reasonably necessary or appropriate to fulfill the terms of its contract with the Department. If used, shift hours, rates and conditions shall be as provided in the applicable collective bargaining agreement.
- 4.3 The parties agree that chronic and/or unexcused absenteeism is undesirable and must be controlled in accordance with procedures established by the applicable collective bargaining agreement. Any employee disciplined for absenteeism in accordance with such procedures shall be suspended from all work on the Project for not less than the maximum period permitted under the applicable collective bargaining agreement.
- 4.4 Except as may be otherwise expressly provided by the applicable collective bargaining agreement, employment begins and ends at the Project site; employees shall be at their place of work at the starting time; and employees shall remain at their place of work until quitting time.
- 4.5 Except as may be otherwise expressly provided by the applicable collective bargaining agreement, there shall be no limit on production by workmen, no restrictions on the full use of tools or equipment, and no restrictions on efficient use of manpower or techniques of construction other than as may be required by safety regulations.

- 4.6 The parties recognize that specialized or unusual equipment may be installed on the Project. In such cases, the Union recognizes the right of the Prime Contractor or Subcontractor to involve the equipment supplier or vendor's personnel in supervising the setting up of the equipment, making modifications and final alignment, and performing similar activities that may be reasonably necessary prior to and during the start-up procedure in order to protect factory warranties. The Prime Contractor or Subcontractor shall notify the Union representatives in advance of any work at the job-site by such vendor personnel in order to promote a harmonious relationship between the equipment vendor's personnel and other Project employees.
- 4.7 For the purpose of promoting full and effective implementation of this PLA, authorized Union representatives shall have access to the Project job-site during scheduled work hours. Such access shall be conditioned upon adherence to all reasonable visitor and security rules of general applicability that may be established for the Project site at the pre-job conference or from time to time thereafter.

ARTICLE V - GRIEVANCE AND ARBITRATION PROCEDURES

- 5.1 Except as provided in Articles VI or VII, it is specifically agreed among the parties that any grievance or dispute arising out of the interpretation or application of this PLA shall be settled by means of the expedited arbitration process set forth in Paragraph 5.2 below. No such grievance or dispute shall be recognized unless called to the attention of the Prime Contractor and relevant Subcontractor by the Union or to the Union by the Prime Contractor or relevant Subcontractor within five (5) working days after the alleged violation was committed or discovered by the grieving party.
- 5.2 Grievances shall be settled according to the following procedure:
- 5.2.A. Step 1. The dispute shall be referred to the Steward of the craft union involved and a representative of the Prime Contractor and relevant Subcontractor at the job-site.
- 5.2.B. Step 2. In the event that the Steward and the contractors' representatives at the job-site cannot reach agreement within two (2) working days after a meeting is arranged and held, the matter shall be referred to the Union Business Manager and to executive representatives of the Prime Contractor and relevant Subcontractor.
- 5.2.C. Step 3. In the event the dispute is not resolved within five (5) working days after completion of Step 2, the relevant parties shall request a Permanent Arbitrator as determined in accordance with paragraph 3.4 of this PLA, who shall, within ten (10) working days, hear the grievance and make a written decision. Such decisions shall be final and binding on all parties. The parties shall each pay the expense of their own representative. The expense of the Permanent Arbitrator shall be divided equally between (1) the Prime Contractor and/or relevant Subcontractor, and (2) the involved Union.

- 5.3 Any failure of a party to comply fully with such final and binding decision of the Permanent Arbitrator may result in removal of the non-complying party from the site, in a holdback from the Prime Contractor or Subcontractor of any amounts awarded, or in such other relief as the Department may reasonably determine is necessary to promote final resolution of the dispute.
- 5.4 In the event any dispute or grievance should arise, the parties expressly agree that it shall be resolved without occurrence of any strike, work stoppage, slow-down or other prohibited activities as provided in Article VII of this PLA. Individuals or parties violating this section shall be subject to immediate discharge or other discipline.

ARTICLE VI - JURISDICTIONAL DISPUTES

- 6.1 As used in this Agreement, the term "jurisdictional dispute" shall be defined as any dispute, difference or disagreement involving the assignment of particular work to one class or craft of employees rather than to a different class or craft of employees, regardless of that Contractor's contractual relationship to any other employer, contractor, or organization on the site.
- 6.2 It is agreed by and between the parties to this Agreement that any and all jurisdictional disputes shall be resolved in the following manner; each of the steps hereinafter listed shall be initiated by the parties in sequence as set forth:
 - (a) Negotiation by and between the Local Business Representative of the disputing Union and Employer shall take place within two (2) business days. Business days are defined as Monday through Friday excluding contract holidays. Such negotiations shall be pursued until it is apparent that the dispute cannot be resolved at the local level.
 - (b) The International Representatives of the disputing Union shall meet or confer and attempt to resolve said dispute. This meeting shall take place within two (2) business days. Business days are defined as Monday through Friday excluding contract holidays.
 - (c) The parties to the Jurisdictional Dispute shall submit the dispute directly to an Arbitrator after complying with paragraph (2b) above. The parties shall meet with the Arbitrator within three (3) business days. Business days are defined as Monday through Friday excluding contract holidays. An Arbitrator will be selected based on availability from the slate of permanent Arbitrators. The Arbitrator's bench decision will be given the day of the hearing and will be final and legally binding on this project only. The Arbitrator's bench decision will be implemented without delay. The cost of Arbitration will be shared equally by the disputing parties. Any party to the dispute can require that a "long form" written decision be provided from the Arbitrator, however the cost of the "long form" written decision will be the responsibility of the party making the request.

Notes:

- A jurisdictional dispute may be submitted based upon a pre-job assignment.
 - If any party to the jurisdictional disputes does not fully comply with the steps and time limits with each step, then the party in non-compliance will lose by “automatic default”.
 - Time limits at any step can be extended if all parties to the jurisdictional dispute mutually agree in writing.
 - All parties to a jurisdictional dispute can mutually agree to waive the time limits in steps (a) and (b) and proceed directly to an expedited arbitration hearing.
- (d) In rendering his decision, the Arbitrator shall determine:
- (1) First whether a previous agreement of record or applicable agreement, including a disclaimer agreement, between the National or International Unions to the dispute governs;
 - (2) Only if the Arbitrator finds that the dispute is not covered by an appropriate or applicable agreement of record or agreement between the crafts to the dispute, he shall then consider whether there is a previous decision of record governing the case;
 - (3) If the Arbitrator finds that a previous decision of record governs the case, the Arbitrator shall apply the decision of record in rendering his decision except under the following circumstances. After notice to the other parties to the dispute prior to the hearing that it intends to challenge the decision of record, if a trade challenging the decision of record is able to demonstrate that the recognized and established prevailing practice in the locality of the work has been contrary to the applicable decision of record, and that historically in that locality the work in dispute has not been performed by the other craft or crafts, the Arbitrator may rely on such prevailing practice rather than the decision of record. If the craft relying on the decision of record demonstrates that it has performed the work in dispute in the locality of the job, then the Arbitrator shall apply the decision of record in rendering his decision. If the Arbitrator finds that a craft has improperly obtained the prevailing practice in the locality through raiding, the undercutting of wagers or by the use of vertical agreements, the Arbitrator shall rely on the decision of record rather than the prevailing practice in the locality.
 - (4) If no decision of record is applicable, the Arbitrator shall then consider the established trade practice in the industry and prevailing practice in the locality; and

- (5) Only if none of the above criteria is found to exist, the Arbitrator shall then consider that because efficiency, cost or continuity and good management are essential to the well being of the industry, the interest of the consumer or the past practice of the employer shall not be ignored.

The Arbitrator shall set forth the basis for his decision and shall explain his findings regarding the applicability of the above criteria. If lower-ranked criteria are relied upon, the Arbitrator shall explain why the higher-ranked criteria were not deemed applicable. The Arbitrator's decision shall only apply to the job in dispute.

- (6) Agreements of record are applicable only to the party's signatory to such agreements. Decision of record are applicable to all trades.
- (7) The Arbitrator is not authorized to award back pay or any other damages for a mis-assignment of work. Nor may any party bring an independent action for back pay or any other damages, based upon a decision of an Arbitrator.

6.3 The signatory parties to this Agreement agree that jurisdictional disputes cannot and shall not interfere with the efficient and continuous operations required for the successful application of this Agreement. In the event a dispute arises, the Contractor's assignment shall be followed until the dispute is resolved.

6.4 Equipment or material delivered to the job site will be unloaded promptly without regard to jurisdictional disputes which will be handled as per the provisions of this Agreement. The Contractor will supply the Union with delivery schedules, allowing as much time as possible to insure the appropriate crafts will be available to unload the materials or equipment.

6.5 All signatory affiliates agree that upon request, a representative shall be assigned without delay to attempt a settlement in the event of a question on assignments.

ARTICLE VII - WORK STOPPAGES AND LOCKOUTS

7.1 During the term of this PLA, no Union or any of its members, officers, stewards, employees, agents or representatives shall instigate, support, sanction, maintain, or participate in any strike, picketing, walkout, work stoppage, slow down or other activity that interferes with the routine and timely prosecution of work at the Project site or at any other contractor's or supplier's facility that is necessary to performance of work at the Project site. Hand billing at the Project site during the designated lunch period and before commencement or following conclusion of the established standard workday shall not, in itself, be deemed an activity that interferes with the routine and timely prosecution of work on the Project.

- 7.2 Should any activity prohibited by paragraph 7.1 of this Article occur, the Union shall undertake all steps reasonably necessary to promptly end such prohibited activities. No Union complying with its obligations under this Article shall be liable for acts of employees for which it has no responsibility or for the unauthorized acts of employees it represents. Any employee who participates in or encourages any activity prohibited by paragraph 7.1 shall be immediately suspended from all work on the Project for a period equal to the greater of (a) 60 days; or (b) the maximum disciplinary period allowed under the applicable collective bargaining agreement for engaging in comparable unauthorized or prohibited activity.
- 7.3 During the term of this PLA, the Prime Contractor and its Subcontractors shall not engage in any lockout at the Project site of employees covered by this Agreement.
- 7.4 Upon notification of violations of this Article, the principal officer or officers of the local area Building and Construction Trades Council, and the Illinois AFL-CIO Statewide Project Labor Agreement Committee as appropriate, will immediately instruct, order and use their best efforts to cause the affiliated union or unions to cease any violations of this Article. A Trades Council and the Committee otherwise in compliance with the obligations under this paragraph shall not be liable for unauthorized acts of its affiliates.
- 7.5 In the event that activities in violation of this Article are not immediately halted through the efforts of the parties, any aggrieved party may invoke the special arbitration provisions set forth in paragraph 7.6 of this Article.
- 7.6 Upon written notice to the other involved parties by the most expeditious means available, any aggrieved party may institute the following special arbitration procedure when a breach of this Article is alleged:
- 7.6.A The party invoking this procedure shall notify the individual designated as the Permanent Arbitrator pursuant to Article III of the nature of the alleged violation; such notice shall be by the most expeditious means possible. The initiating party may also furnish such additional factual information as may be reasonably necessary for the Permanent Arbitrator to understand the relevant circumstances. Copies of any written materials provided to the arbitrator shall also be contemporaneously provided by the most expeditious means possible to the party alleged to be in violation and to all other involved parties.
- 7.6.B Upon receipt of said notice the Permanent Arbitrator shall set and hold a hearing within twenty-four (24) hours if it is contended the violation is ongoing, but not before twenty-four (24) hours after the written notice to all parties involved as required above.
- 7.6.C The Permanent Arbitrator shall notify the parties by facsimile or any other effective written means, of the place and time chosen by the Permanent Arbitrator for this hearing. Said hearing shall be completed in one session. A failure of any party or parties to attend said hearing shall not delay the hearing of evidence or issuance of an Award by the Permanent Arbitrator.

7.6.D The sole issue at the hearing shall be whether a violation of this Article has, in fact, occurred. An Award shall be issued in writing within three (3) hours after the close of the hearing, and may be issued without a written opinion. If any party desires a written opinion, one shall be issued within fifteen (15) days, but its issuance shall not delay compliance with, or enforcement of, the Award. The Permanent Arbitrator may order cessation of the violation of this Article, and such Award shall be served on all parties by hand or registered mail upon issuance.

7.6.E Such Award may be enforced by any court of competent jurisdiction upon the filing of the Award and such other relevant documents as may be required. Facsimile or other hardcopy written notice of the filing of such enforcement proceedings shall be given to the other relevant parties. In a proceeding to obtain a temporary order enforcing the Permanent Arbitrator's Award as issued under this Article, all parties waive the right to a hearing and agree that such proceedings may be ex parte. Such agreement does not waive any party's right to participate in a hearing for a final order of enforcement. The Court's order or orders enforcing the Permanent Arbitrator's Award shall be served on all parties by hand or by delivery to their last known address or by registered mail.

7.7 Individuals found to have violated the provisions of this Article are subject to immediate termination. In addition, IDOT reserves the right to terminate this PLA as to any party found to have violated the provisions of this Article.

7.8 Any rights created by statute or law governing arbitration proceedings inconsistent with the above procedure or which interfere with compliance therewith are hereby waived by parties to whom they accrue.

7.9 The fees and expenses of the Permanent Arbitrator shall be borne by the party or parties found in violation, or in the event no violation is found, such fees and expenses shall be borne by the moving party.

ARTICLE VIII – MISCELLANEOUS

8.1 If any Article or provision of this PLA shall be declared invalid, inoperative or unenforceable by operation of law or by final non-appealable order of any tribunal of competent jurisdiction, such provision shall be deemed severed or limited, but only to the extent required to render the remaining provisions of this PLA enforceable consistent with the intent of the parties. The remainder of this PLA or the application of such Article or provision to persons or circumstances other than those as to which it has been held invalid, inoperative or unenforceable shall not be affected thereby.

8.2 The term of this PLA shall commence as of and from the date of the notice of award to the Prime Contractor and shall end upon final acceptance by IDOT of all work on the Project by the parties hereto.

- 8.3 This PLA may not be changed or modified except by the subsequent written agreement of the parties. All parties represent that they have the full legal authority to enter into this PLA. This PLA may be executed by the parties in one or more counterparts.
- 8.4 Any liability arising out of this PLA shall be several and not joint. IDOT shall not be liable to any person or other party for any violation of this PLA by any other party, and no Contractor or Union shall be liable for any violation of this PLA by any other Contractor or Union.
- 8.5 The failure or refusal of a party to exercise its rights hereunder in one or more instances shall not be deemed a waiver of any such rights in respect of a separate instance of the same or similar nature.

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Execution Page

Illinois Department of Transportation

Christine M. Reed, P.E., Director of Highways

Ann Schneider, Director Finance & Administration

Ellen Schanzle-Haskins, Chief Counsel

Gary Hannig, Acting Secretary

(Date)

Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:

(Date)

List Union Locals:

**** RETURN WITH BID ****

Exhibit A – Contractor Letter of Assent

(Date)

To All Parties:

In accordance with the terms and conditions of the contract for Construction Work on [Contract 64F10], this Letter of Assent hereby confirms that the undersigned Prime Contractor or Subcontractor agrees to be bound by the terms and conditions of the Project Labor Agreement established and entered into by the Illinois Department of Transportation in connection with said Project.

It is the understanding and intent of the undersigned party that this Project Labor Agreement shall pertain only to the identified Project. In the event it is necessary for the undersigned party to become signatory to a collective bargaining agreement to which it is not otherwise a party in order that it may lawfully make certain required contributions to applicable fringe benefit funds, the undersigned party hereby expressly conditions its acceptance of and limits its participation in such collective bargaining agreement to its work on the Project.

(Authorized Company Officer)

(Company)

**** RETURN WITH BID ****

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**

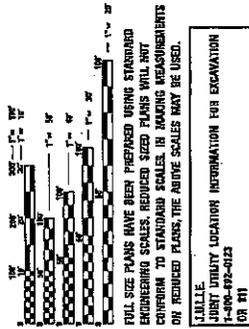
FAP ROUTE 596 (IL 5) & FAP 300 (IL 5 / IL 92)
 SECTION (5,7,133)RS-2

ROCK ISLAND COUNTY
 C-92-112-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2
 FOR STATE STANDARDS, SEE SHEET NO. 2

OMISSION
 STA 620+66 TO STA 636+98.3
 STA 681+57.94 TO STA 681+87.94

TOWNSHIP 17N SECTIONS - 5 & 8
 TOWNSHIP 18N SECTIONS - 22, 23, 28, 32, & 33



FOR FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
 ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT
 CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
 ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

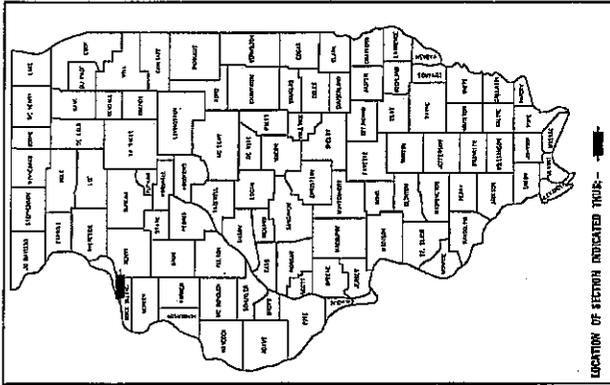
TABLE
 JUSTY UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-692-0123
 OR 811

PROJECT ENGINEER: BECKY MARRUFFO
 STUDIES & PLANS SQUAD ENGINEER: CHRISTOPHER CONDERMAN (615) 284-5955
 CONTRACT NO. 64F10

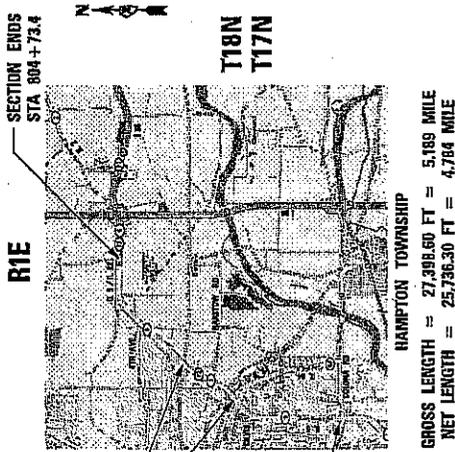
FAP 596 (IL 5) & FAP 300 (IL 5 / IL 92) SECTION (5,7,133)RS-2 ROCK ISLAND COUNTY

SECTION	COUNTY	SHEET	PART
5,7,133	ROCK ISLAND	112	09
DESIGN NO.	CONTRACT NO.	DATE	

D-92-011-09



LOCATION OF SECTION INDICATED THEREIN



GROSS LENGTH = 5.189 MILE
 NET LENGTH = 4.794 MILE

RHAA

Robert H. Anderson & Associates, Inc.
 Consulting Engineers
 Professional Center
 2000 North St., Morris, IL 60556
 Phone: 618.564.1330 Fax: 618.564.3047

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 3/6 2009
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

ENGINEER OF DESIGN AND ENVIRONMENT _____
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER _____

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

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STATE STANDARDS

420001 - 07	PAVEMENT JOINTS
442001 - 04	CLASS A PATCHES
442101 - 07	CLASS B PATCHES
482011 - 03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
642001 - 01	SHOULDER RUMBLE STRIP
701101 - 02	OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701400 - 03	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701401 - 05	LANE CLOSURE, FREEWAY / EXPRESSWAY
701406 - 05	LANE CLOSURE, FREEWAY / EXPRESSWAY, DAY OPERATIONS ONLY
701411 - 05	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS \geq 45 MPH
701426 - 03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \geq 45 MPH
701501 - 65	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701 - 06	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901 - 01	TRAFFIC CONTROL DEVICES
720011 - 01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
729001 - 01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001 - 02	TYPICAL PAVEMENT MARKINGS
781001 - 03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001 - 01	DETECTOR LOOP INSTALLATIONS
886006 - 01	TYPICAL LAYOUTS FOR DETECTION LOOPS
BLR 23-6	TRAFFIC BARRIER TERMINAL TYPE 1

SUMMARY OF QUANTITIES						100% STATE
SI	CODE NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	1000 RURAL	Y031 - SIGNALS
	21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	6,500	6,500	
	25000210	SEEDING, CLASS 2A	ACRE	1.50	1.50	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	135	135	
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	135	135	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	135	135	
	25000750	MOWING	ACRE	1.50	1.50	
	25100630	EROSION CONTROL BLANKET	SQ YD	6,500	6,500	
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	3,900	3,900	
	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	203.3	203.3	
	40600300	AGGREGATE (PRIME COAT)	TON	451	451	
	40600525	LEVELING BINDER (HAND METHOD), N50	TON	49	49	
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	2,632	2,632	
	40600735	POLYMERIZED LEVELING BINDER (HAND METHOD), N70	TON	317	317	
	40800837	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70	TON	10,037	10,037	
	40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2,343	2,343	
	40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1,224	1,224	
	40600990	TEMPORARY RAMP	SQ YD	1,427	1,427	
	40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	216	216	
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	6,098	6,098	
	40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	12,979	12,979	
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1,821	1,821	
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	8,173	8,173	
	44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	4,272	4,272	
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	720	720	
	44002210	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 2 1/2"	SQ YD	518	518	
	44200517	CLASS A PATCHES, TYPE II, 7 INCH	SQ YD	778	778	
	44200521	CLASS A PATCHES, TYPE III, 7 INCH	SQ YD	264	264	
	20048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
	44200523	CLASS A PATCHES, TYPE IV, 7 INCH	SQ YD	2,605	2,605	

SUMMARY OF QUANTITIES				100% STATE		
SI	CODE NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	1000 RURAL	Y031 - SIGNALS
	44200529	CLASS A PATCHES, TYPE II, 8 INCH	SQ YD	116	116	
	44200533	CLASS A PATCHES, TYPE III, 8 INCH	SQ YD	112	112	
	44200535	CLASS A PATCHES, TYPE IV, 8 INCH	SQ YD	2,953	2,953	
	44200565	CLASS A PATCHES, TYPE II, 11 INCH	SQ YD	116	116	
	44200569	CLASS A PATCHES, TYPE III, 11 INCH	SQ YD	23	23	
	44200571	CLASS A PATCHES, TYPE IV, 11 INCH	SQ YD	32	32	
	44201007	CLASS B PATCHES, TYPE II, 13 INCH	SQ YD	107	107	
	44201011	CLASS B PATCHES, TYPE III, 13 INCH	SQ YD	13	13	
	44201013	CLASS B PATCHES, TYPE IV, 13 INCH	SQ YD	147	147	
	44201294	CLASS B PATCH-EXPANSION JOINT	FOOT	95	95	
	44201296	DEFORMED BARS - EXPANSION JOINT	EACH	95	95	
	44213000	PATCHING REINFORCEMENT	SQ YD	6,999	6,999	
	44213100	PAVEMENT FABRIC	SQ YD	267	267	
	44213200	SAW CUTS	FOOT	21,329	21,329	
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	106	106	
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1,335	1,335	
	60255500	MANHOLES TO BE ADJUSTED	EACH	2	2	
	60260200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	2	2	
	60260500	INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	6	6	
	60261510	INLETS TO BE ADJUSTED WITH NEW TYPE 20 FRAME AND GRATE	EACH	7	7	
	60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	500	500	
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	20	20	
	60606800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.18	FOOT	200	200	
	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	
	63200310	GUARDRAIL REMOVAL	FOOT	50	50	
	63500205	REMOVING AND REPLACING DELINEATORS	EACH	54	54	
	64200105	SHOULDER RUMBLE STRIP	FOOT	74,098	74,098	

IF

SUMMARY OF QUANTITIES

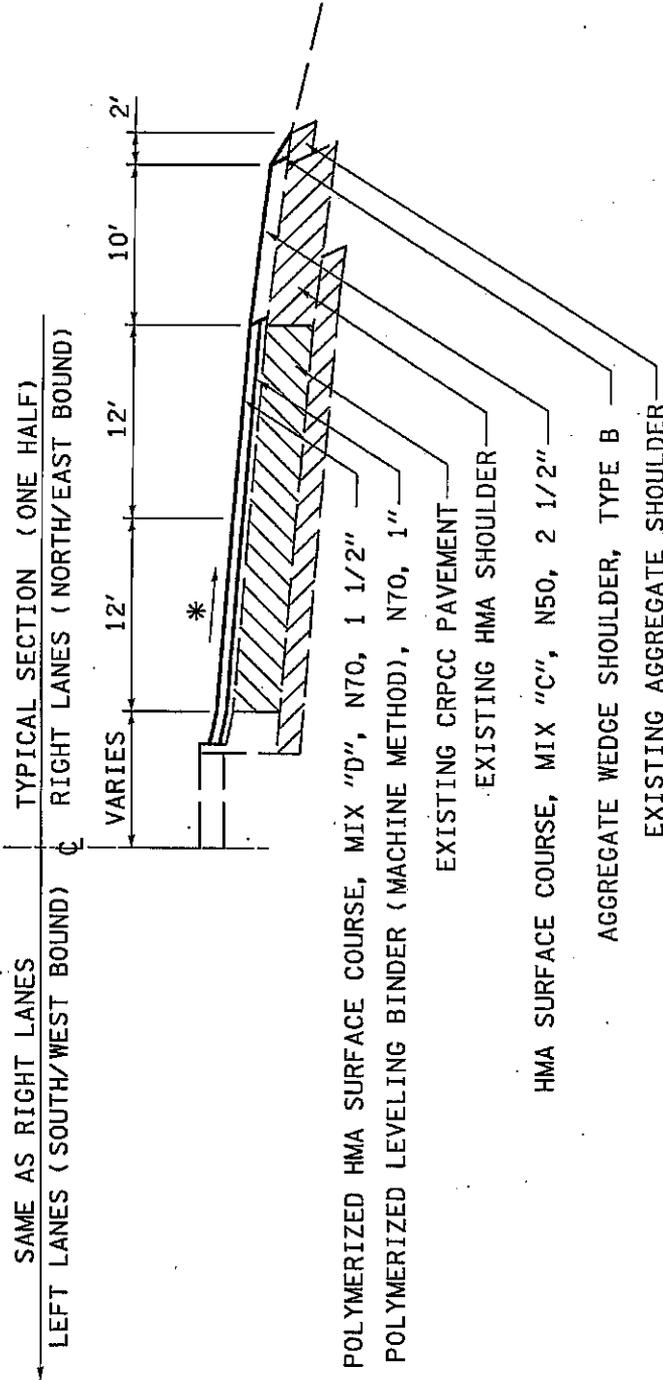
100% STATE

SI	CODE NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	1000 RURAL	Y031 - SIGNALS
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	14	14	
	67100100	MOBILIZATION	L SUM	1	1	
	70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	5	5	
	70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
	70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	600	600	
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	19,012	19,012	
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3,169	3,169	
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1,066	1,066	
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	123,554	123,554	
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	270	270	
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	6,791	6,791	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,444	1,444	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1,358	1,358	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	832	832	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	832	832	
*	81400115	HANDHOLE TO BE ADJUSTED	EACH	12		12
*	88600400	DETECTOR LOOP, SPECIAL	FOOT	7,786		7,786
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0017100	DOWEL BARS	EACH	385	385	
	Z0025230	FURNISHING AND INSTALLING CRASH-CUSHION ATTENUATING TERMINAL	EACH	1	1	
	Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	7,266	7,266	
	Z0028700	GRANULAR SUBGRADE REPLACEMENT	CU YD	1,212	1,212	
	Z0075310	TIE BARS 3/4"	EACH	3,845	3,845	
	X0322729	MATERIAL TRANSFER DEVICE	TON	31,746	31,746	

* SPECIALTY ITEM

TYPICAL SECTION

STA. 591+50.2 TO STA. 605+00.0
(2 1/2" OVERLAY PAVING)



* MAINTAIN EXISTING CROSS SLOPE

MIX "C" SURFACE COURSE 112 lb/sy/in
POLYMERIZED LEVELING BINDER AND
MIX "D" POLYMERIZED SURFACE COURSE 112 lb/sy/in

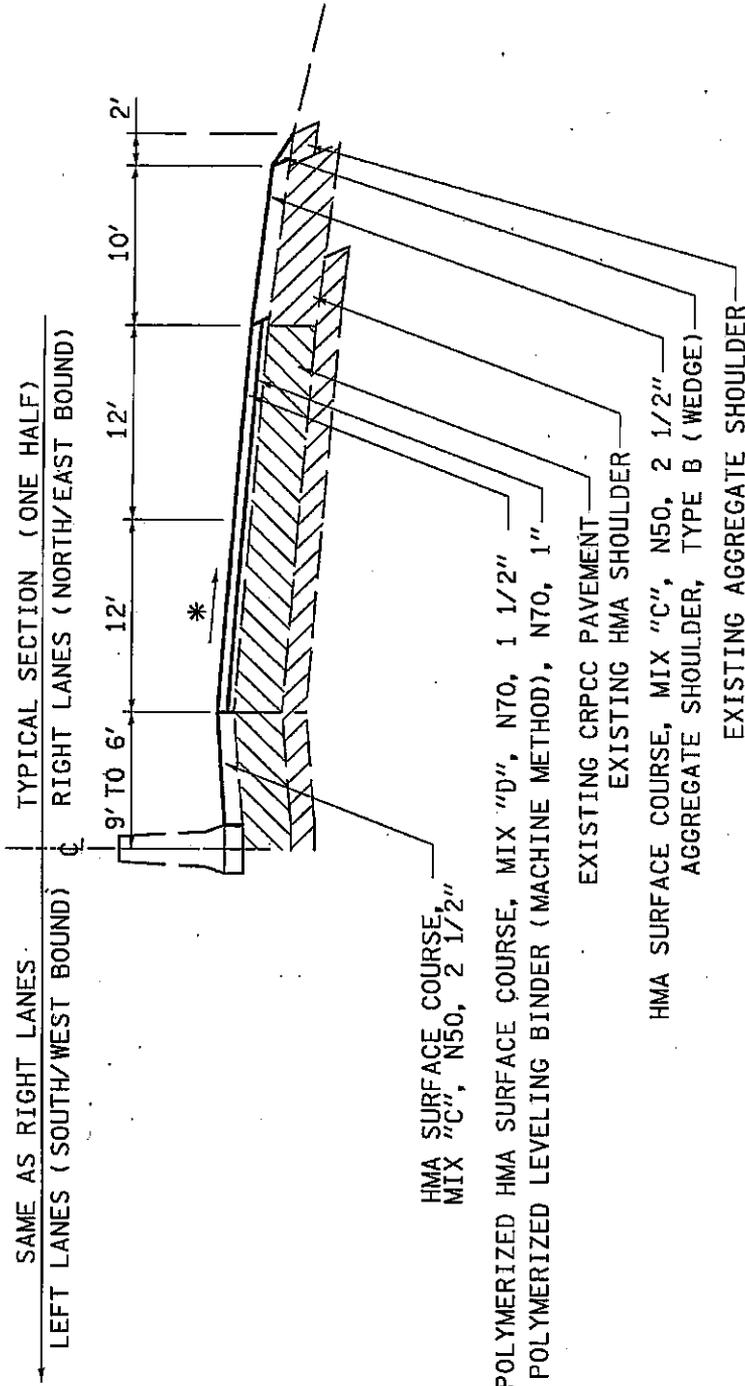
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SCALE:		SHEET NO. OF SHEETS STA. TO STA.		JOB NO. 0-92-071-09		CONTRACT NO. 64F10		FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT	

TYPICAL SECTION

STA. 605+00.0 TO STA. 620+66.0

(2 1/2" OVERLAY PAVING)

(PAVING OMISSION STA. 620+66.0 TO STA. 636+98.3)



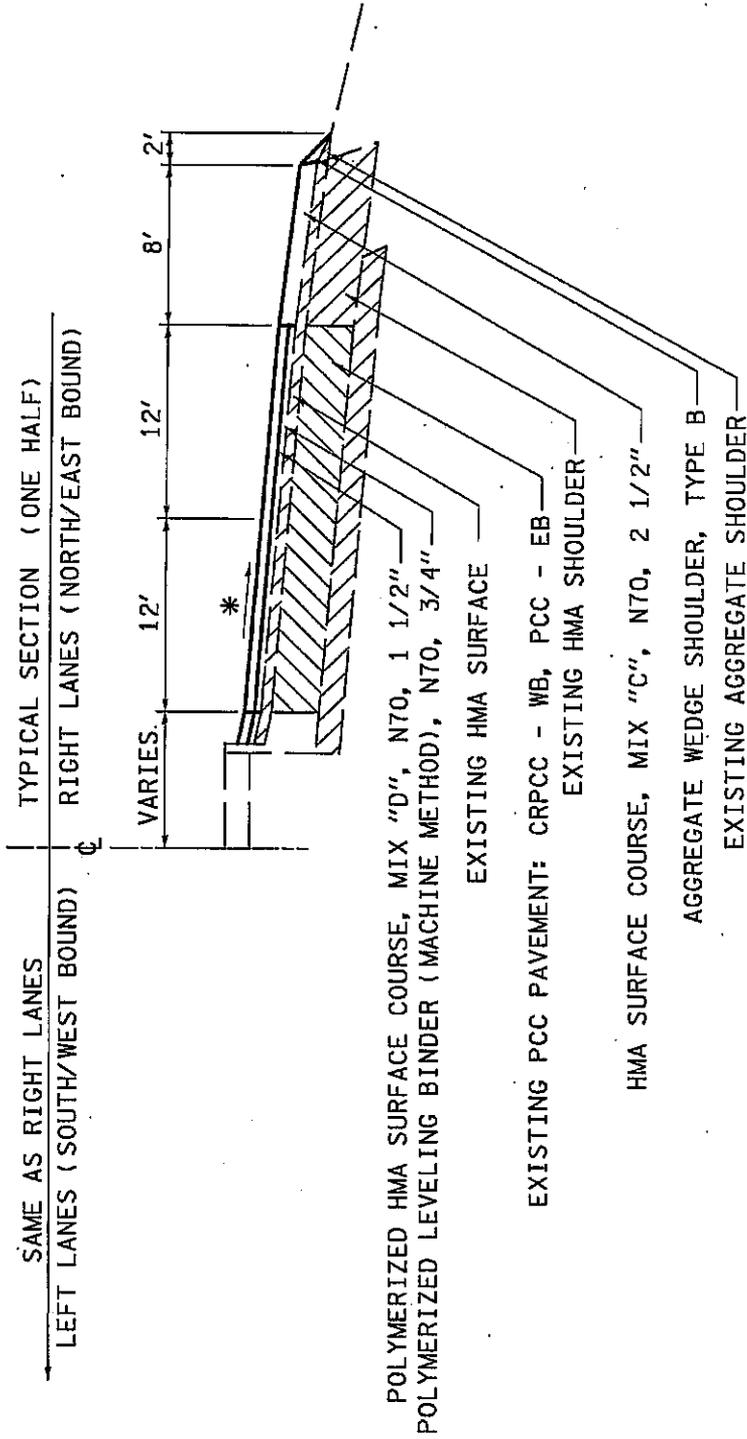
MIX "C" SURFACE COURSE 112 lb/sy/in
 POLYMERIZED LEVELING BINDER AND
 MIX "D" POLYMERIZED SURFACE COURSE 112 lb/sy/in

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 /IL92 TYPICAL SECTIONS		SECTION		COUNTY		TOTAL SHEET	
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	596	ROCK ISLAND	54	8
						65-7433 RS-2			
						A. 300 JOB NO. 0-92-071-09			
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TYPICAL SECTION

STA. 642+10 TO STA. 686+06
(2 1/4" OVERLAY PAVING)

(OMISSION: STA. 681+57.94 TO STA. 681+87.94)



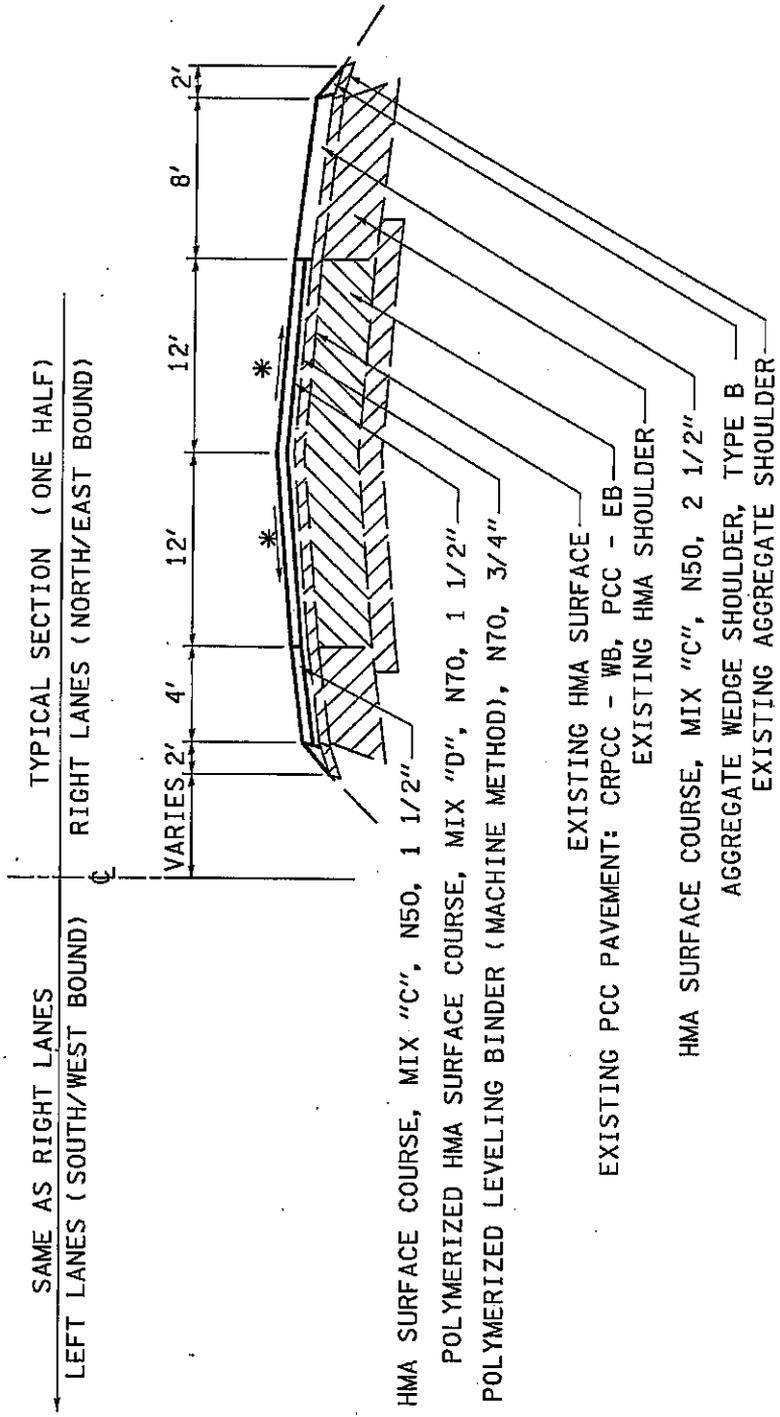
* MAINTAIN EXISTING CROSS SLOPE

MIX "C" SURFACE COURSE 112 lb/sy/in
POLYMERIZED LEVELING BINDER AND
MIX "D" POLYMERIZED SURFACE COURSE 112 lb/sy/in

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 /1192 TYPICAL SECTIONS		SECTION		COUNTY		TOTAL SHEETS	
SCALE		SHEET NO. OF SHEETS STA. TO STA.		P&E RITE.		JOB NO.		CONTRACT NO.	
				556		67A1391 RS-2		54	
				A. 300		D-92-071-09		64F10	
				ILLINOIS		FED. AID PROJECT			

TYPICAL SECTION

STA. 686+06.0 TO STA. 804+73.4
(2 1/4" OVERLAY PAVING)



* MAINTAIN EXISTING CROSS SLOPE

MIX "C" SURFACE COURSE 112 lb/sy/in
 POLYMERIZED LEVELING BINDER AND
 MIX "D" POLYMERIZED SURFACE COURSE 112 lb/sy/in

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 / IL 92 TYPICAL SECTIONS		SECTION		COUNTY		TOTAL SHEET	
SCALE:	SHEET NO. OF	SHEETS	STA.	TO	STA.	F.A.P. RITE:	596 & 300	ROCK ISLAND	54
						JOB NO. D-92-071-09		CONTRACT NO. 64F0	11
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TYPICAL SECTION ALONG EXISTING GUARD RAIL

STA. 531+79.8 TO STA. 533+51.8 LT
 STA. 540+64.8 TO STA. 543+75.8 RT
 STA. 540+65.6 TO STA. 543+87.6 LT
 STA. 560+64.8 TO STA. 563+75.8 RT
 STA. 560+71.8 TO STA. 563+68.8 LT



GENERAL NOTES

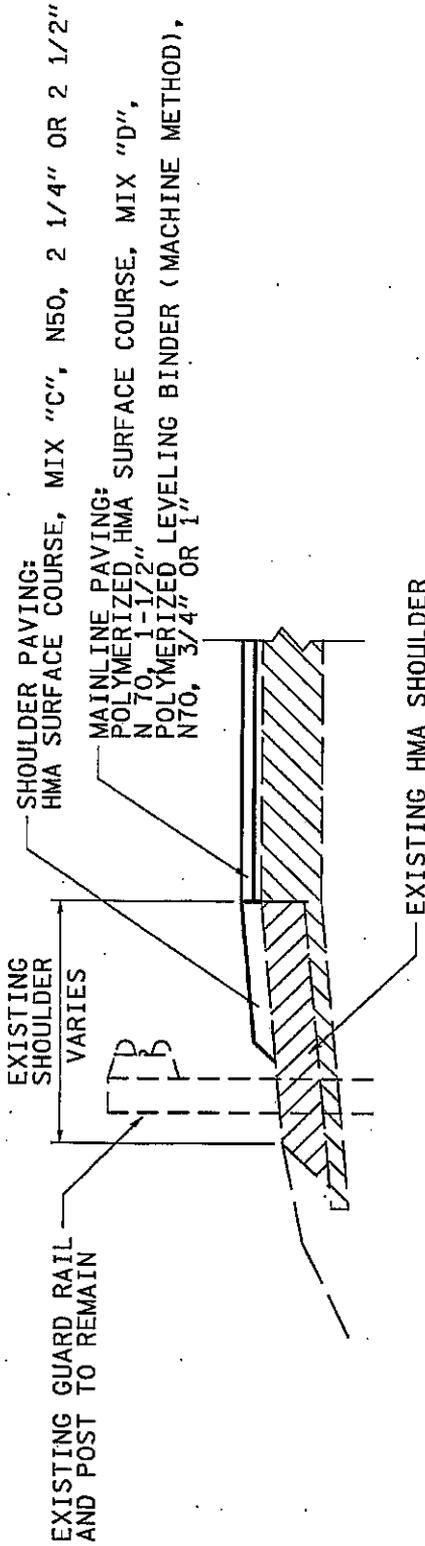
LIMIT OF MILLING AND PAVING ALONG GUARDRAIL SHALL BE AS CLOSE TO GUARDRAIL FACE AS POSSIBLE.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 / IL 92 TYPICAL SECTIONS		COUNTY ROCK ISLAND		TOTAL SHEET SHEETS NO. 54 12	
SCALE:		SHEET NO. OF SHEETS STA. TO STA.		SECTION 65.7133 RS-2		CONTRACT NO. 64F10	
				JOB NO. D-92-071-09		ILLINOIS FEEL AND PROJECT	
				F.P.S. FILE 596 & 300			

TYPICAL SECTION

ALONG EXISTING GUARD RAIL

STA. 636+98.3 TO STA. 638+63.8 LT
 STA. 753+30.1 TO STA. 755+82.1 LT
 STA. 793+16.1 TO STA. 794+98.1 RT
 STA. 793+23.4 TO STA. 795+76.4 LT



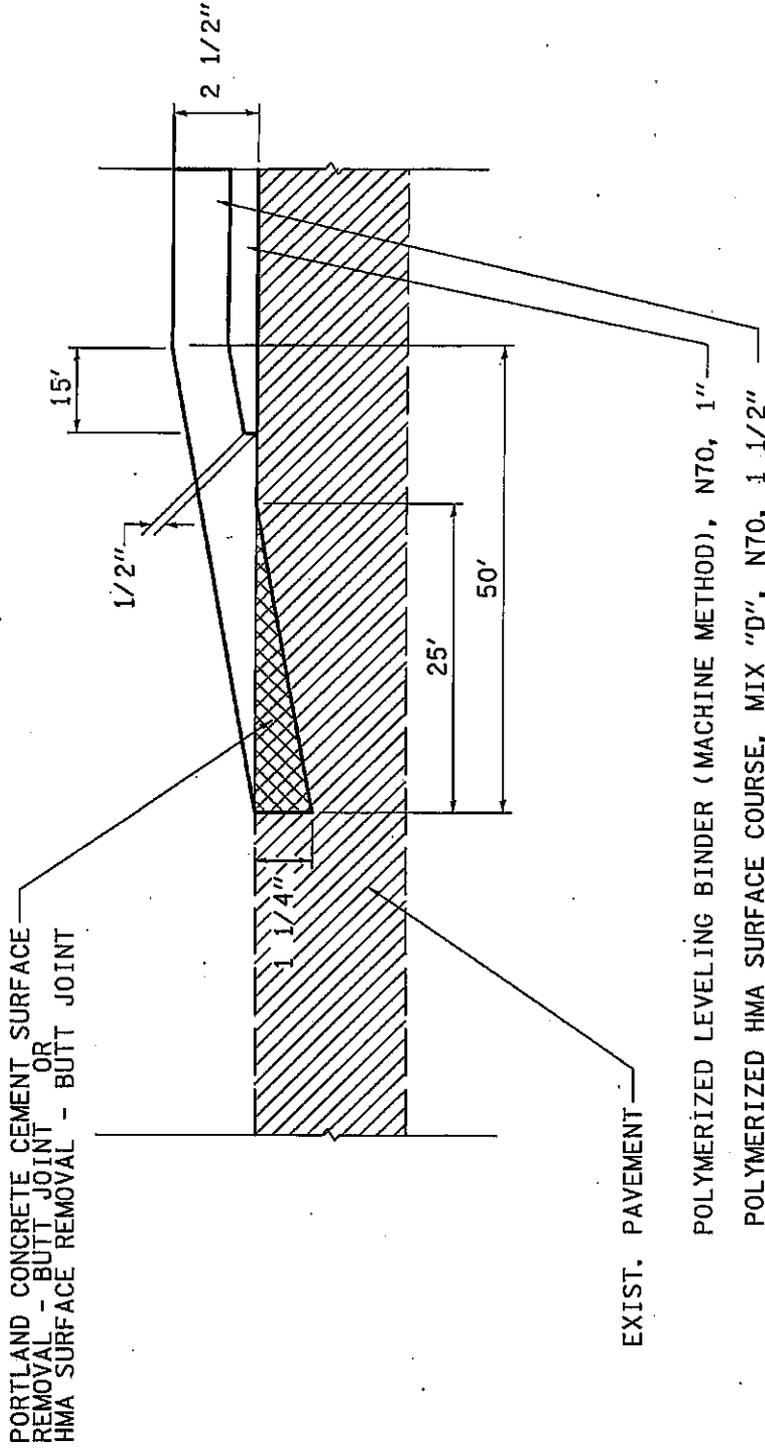
GENERAL NOTES

LIMIT OF MILLING AND PAVING ALONG GUARDRAIL SHALL BE AS CLOSE TO GUARDRAIL FACE AS POSSIBLE.

STATE OF ILLINOIS		IL 5 /1L 92		COUNTY		TOTAL SHEETS	
DEPARTMENT OF TRANSPORTATION		TYPICAL SECTIONS		ROCK ISLAND		84	
SCALE:		SHEET NO. OF		JOB NO. D-92-071-08		CONTRACT NO. 64F10	
		SHEETS		ILLINOIS/FED. AID PROJECT			
		STA.		FED. ROAD DIST. NO.		SHEET NO.	
		TO STA.		586		13	
				SECTION			
				(5,713) RS-2			
				& 300			

TYPICAL SECTION BUTT JOINT DETAIL

MAINLINE

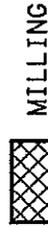


PORTLAND CONCRETE CEMENT SURFACE
REMOVAL - BUTT JOINT OR
HMA SURFACE REMOVAL - BUTT JOINT

EXIST. PAVEMENT

POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70, 1"

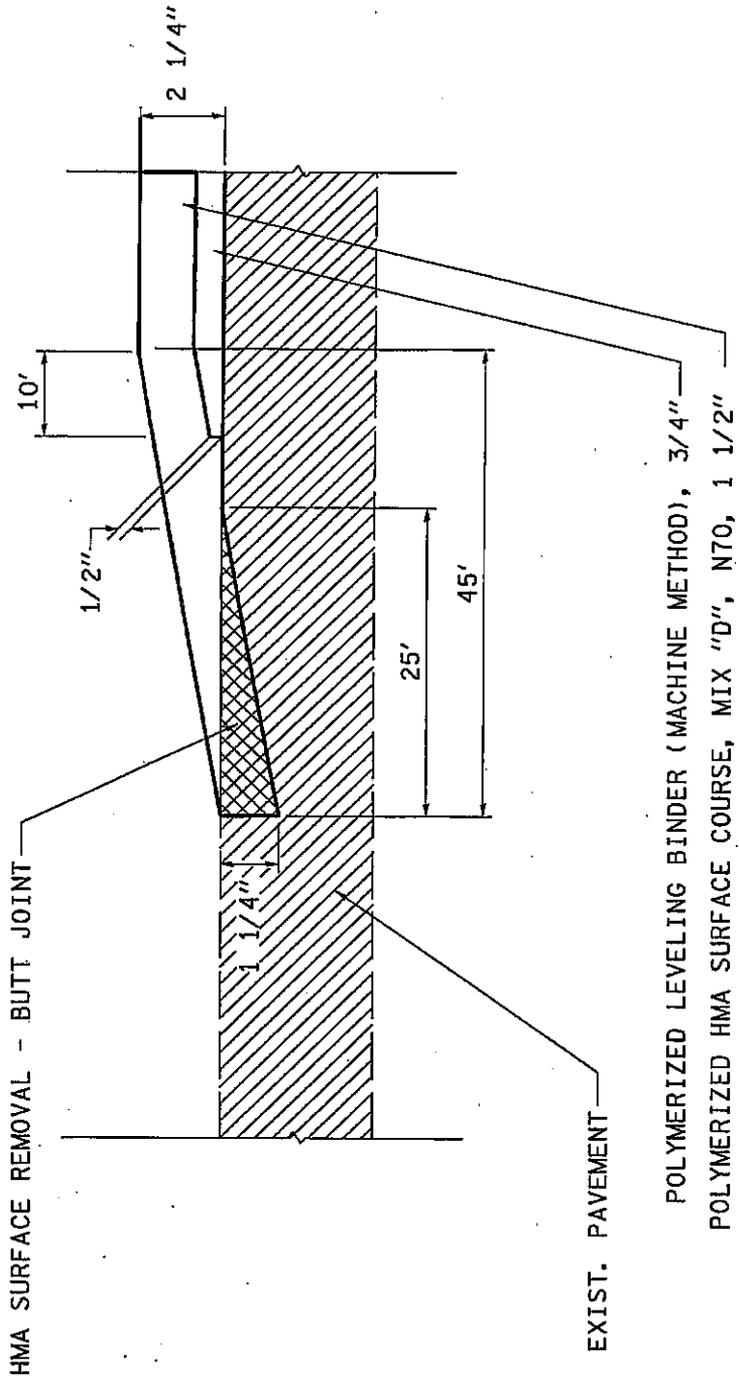
POLYMERIZED HMA SURFACE COURSE, MIX "D", N70, 1 1/2"



MILLING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 /IL 92 TYPICAL SECTIONS		COUNTY ROCK ISLAND		TOTAL SHEET SHEETS 54	
SCALE:		SHEET NO. OF SHEETS STA. TO STA.		SECTION 65.7.133 RS-2		CONTRACT NO. 64F0	
				JOB NO. D-92-071-09		ILLINOIS FED. AID PROJECT	
				FED. ROAD DIST. NO.			

TYPICAL SECTION BUTT JOINT DETAIL MAINLINE

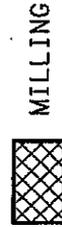
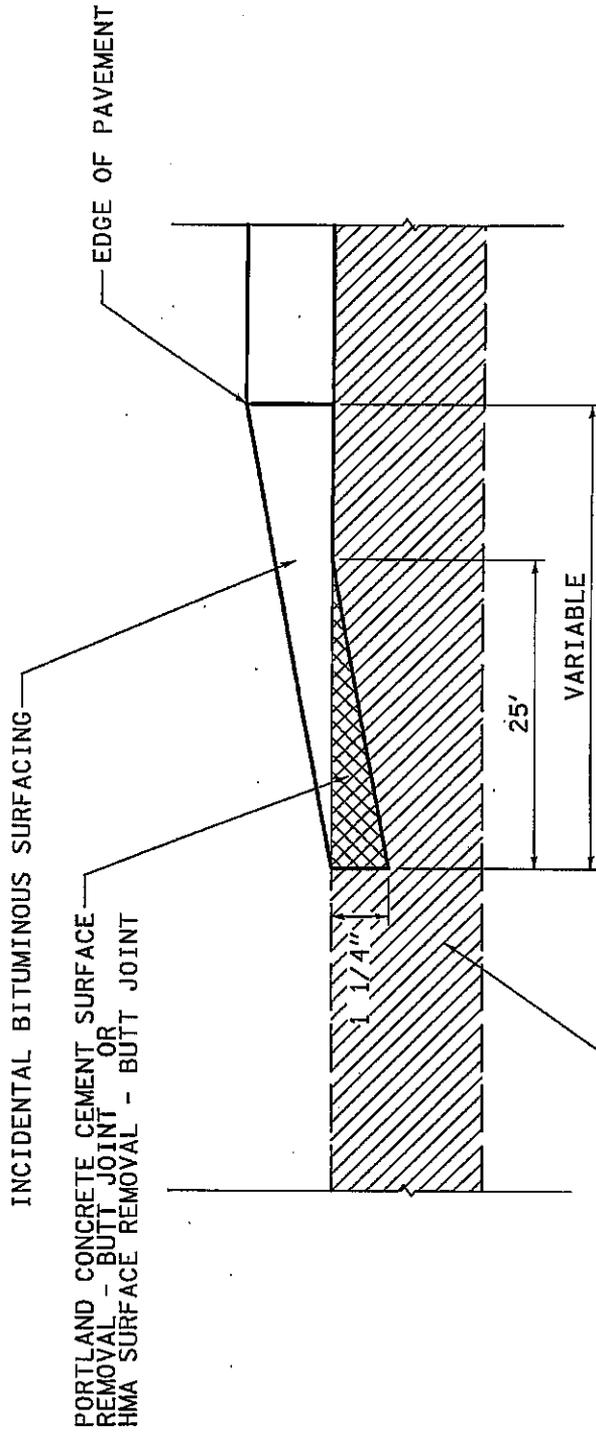


 MILLING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 / IL 92 TYPICAL SECTIONS		SECTION 65.7133 RS-2		COUNTY ROCK ISLAND		TOTAL SHEET SHEETS NO. 15	
SHEET NO. OF SHEETS STA. TO STA.		SCALE		JOB NO. D-92-071-09		CONTRACT NO. 64F10		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

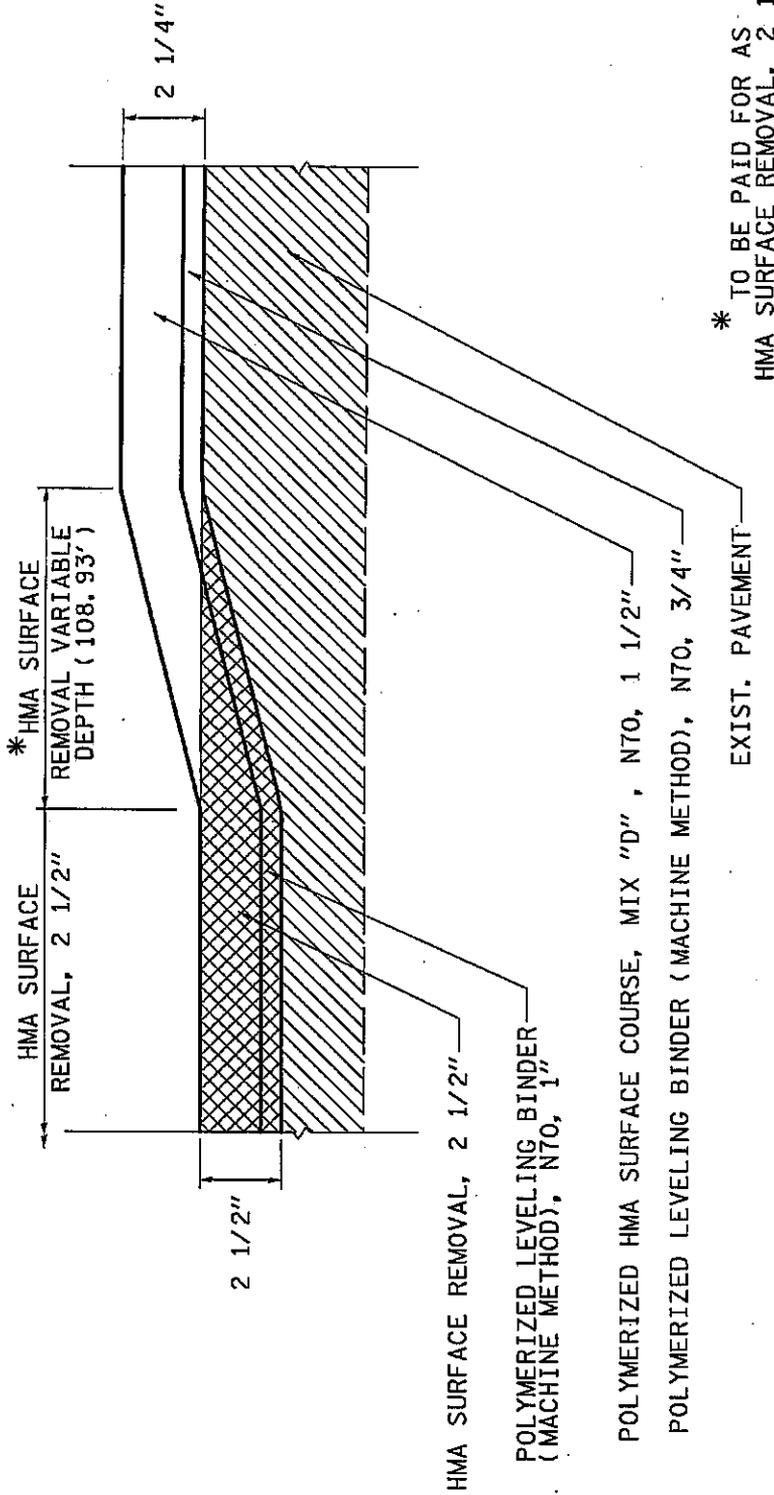
TYPICAL SECTION BUTT JOINT DETAIL

SIDEROAD



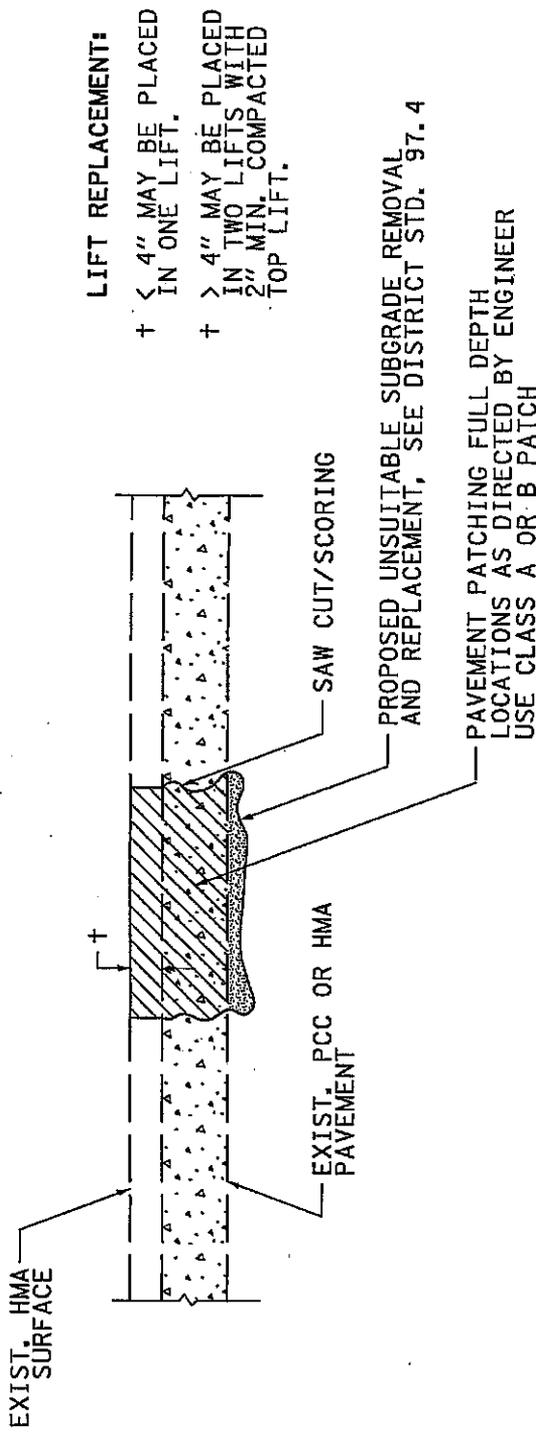
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 / IL 92 TYPICAL SECTIONS		SECTION 15.7.133) BS-2		COUNTY ROCK ISLAND		TOTAL SHEET NO. 54	
SCALE:		SHEET NO. OF SHEETS STA. TO STA.		JOB NO. D-92-071-09		FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT		CONTRACT NO. 64F10	
MILLING				596				16	

TYPICAL SECTION MILLING TRANSITION DETAIL STA. 642+10 TO STA. 643+18.93



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 / IL 92 TYPICAL SECTIONS		SECTION 15.1333 BS-2		COUNTY ROCK ISLAND		TOTAL SHEET NO. 54	
SCALE:		SHEET NO. OF		JOB NO. D-92-071-09		CONTRACT NO. 64F10		SHEET NO. 11	
TO STA.		FROM STA.		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

TYPICAL SECTION PAVEMENT PATCHING - FULL DEPTH



SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HMA SURFACE.
2. RESIDENT ENGINEER WITH DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HMA SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE WITH FULL DEPTH PATCHES.

GENERAL NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12" WIDER ON EACH SIDE OF THE TRENCH.
2. FOR BASIS OF PAYMENT: PAVEMENT PATCHING OF THE THICKNESS SPECIFIED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		IL 5 /IL 92		COUNTY		TOTAL SHEETS	
		TYPICAL SECTIONS		ROCK ISLAND		54	
SCALE:		SHEET NO. OF		SECTION		CONTRACT NO. 64F10	
		SHEETS STA.		15.7.133 15-2		ILLINOIS FED. AID PROJECT	
		TO STA.		JOB NO. D-92-071-09			
				FED. ROAD DIST. NO.			
				FILE NO.		SHEET NO.	
				596		18	
				R 300			

GENERAL NOTES

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 4.6 m (15 feet). When patch spacing is less than 4.6 m (15 feet), the pavement between patches shall also be removed and replaced.

All mandatory joint sealing for Class A, Class B, and Class B (Hinge Jointed) patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

For all concrete patching that will not be resurfaced, the concrete shall be struck off flush with the existing pavement surface at each end of the patch.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/16" tolerance in the wheel paths. Any patch areas higher than 3/16" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bushhammer or other impact devices will not be permitted. Any patch with depressions greater than 3/16" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:

Class A Patch: Cut two transverse saw cuts at each end of the patch; one full depth and one partial depth. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

Class B Patch: Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

The mandatory saw cuts will be paid for at the contract unit price per Meter (Foot) for SAW CUTS.

The minimum patch dimension for full-depth patches will be 1.2 m (four feet) and half-lane width. Half-lane patches shall be confined to the outside edges of the pavement.

The existing hot-mix asphalt on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING.

The millings from the Hot-Mix Asphalt Surface Removal shall be stockpiled at the Illinois Department of Transportation's Silvis Maintenance Yard. Once the material is stockpiled the material will become the property of the Illinois Department of Transportation. Coordination shall be done with the Illinois Department of Transportation Field Engineer - Trisha Thompson at (309) 945-5008 for the location to stockpile the material. Estimated: **1700 tons** of Millings. The cost shall be included in the contract unit price for HOT-MIX ASPHALT SURFACE REMOVAL specified.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Mainline & Sideroads	Shoulder Top Lift	Leveling Binder	Leveling Binder (Shoulder)
PG:	SBS/SBR PG 70-22	PG 58-22	SBS PG 70-22	PG 58-22
Design Air Voids	4% @ N70	3% @ N50	4% @ N70	3% @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 mm or 12.5 mm	IL 9.5 mm or 12.5 mm	IL 9.5 mm	IL 9.5 mm or 12.5 mm
Friction Aggregate	D	C	N/A	N/A
20 Year ESAL	5.9	5.9	5.9	5.9
Mix Unit Weight	112 lbs/sy/in	112 lbs/sy/in	112 lbs/sy/in	112 lbs/sy/in

Mixture Uses(s):	HMA Over Patches			
PG:	PG 64-22			
Design Air Voids	4% @ N70			
Mixture Composition (Gradation Mixture)	IL 19.0			
Friction Aggregate	N/A			
20 Year ESAL				
Mix Unit Weight	112 lbs/sy/in			

The Contractor shall place temporary hot-mix asphalt tapers along all sides of the utility structures protruding above the milled surface. The temporary tapers shall extend 2' outside of the castings, except for the approach side to traffic shall have a 4' taper length. Hot-mix asphalt meeting the approval of the Engineer shall be used, no cold millings will be allowed. The cost of the material, placement, maintenance, removal and disposal of said work will be included in the Pay Item for Hot-Mix Asphalt Surface Removal.

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA the same day, unless otherwise permitted by the Engineer.

To help avoid excess drop offs at the edge of pavement, the existing aggregate wedge or shoulder is to be pulled up and rolled to match the edge of pavement before placing any bituminous material. All costs associated with pulling up the shoulders shall be considered included in the contract unit price per TON for HOT-MIX ASPHALT SURFACE COURSE of the type specified.

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders on both sides of the pavement.

If, during the grinding or resurfacing operations, the existing mailboxes become a hindrance, the Contractor shall be required to carefully remove and reinstall the mailboxes as directed by the

Engineer. This work shall be included in the contract unit price for the INCIDENTAL HOT-MIX ASPHALT SURFACING.

Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted.

Delineators shall be placed at the ends of approach guardrail terminal sections, and at each headwall or end section of AR Culverts. This work will be paid for at the contract unit price each for DELINEATORS.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

Detector Loop, Special

1. Seven (7) days prior to any work that may affect the operation of the Detector Loops, and for signal timing adjustments to be made for the construction period, notice shall be given to Scott Kullerstrand at the Illinois Department of Transportation, District 2 (815/284-5468).
2. Each Detector Loop shall have an individual conduit stub.
3. The Detector Loop Cable, from the end of the saw cut to the splice in the handhole, shall be considered included in the cost of the Detector Loop.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

AT&T	Mediacom	Frontier Communications
LightCore	MidAmerican Energy	MCI
McLeodUSA	City of Silvis	

It shall be the Contractor's responsibility to contact the municipality to determine approved methods of utility structure adjustment. Utility structures may include, but are not limited to, manholes, water valves, handholes, etc. All materials and work necessary to complete adjustments per municipality requirements shall be considered included in the cost of the associated adjustment pay item.

Work on this project may be in progress at the same time as work on the BNSF (BNSF) Railway. Work on these projects shall be scheduled to keep interference between all projects to a minimum. The contractor shall not perform any work within one hundred-twenty (120) feet on either side of the existing railroad tracks. The Contractor shall notify BNSF and/or its Contractor at least forty-eight (48) hours in advance of any work that may encroach within one hundred twenty (120) feet on either side of the railroad tracks in order to update project schedules and identify/resolve possible conflicts in work.

SCHEDULE OF QUANTITIES

21101600 TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH

<u>SQ YD</u>	<u>LOCATION</u>
320	Where Back of Curb is Replaced
667	Misc (Inlets, Handholes, Missing Agg Shoulder)
2,711	531+20.00 - 592+20.00 LT
2,711	531+20.00 - 592+20.00 RT
6,500 TOTAL	

25000210 SEEDING, CLASS 2A

<u>ACRE</u>	<u>LOCATION</u>
1.50	SAME LOCATIONS AS TOPSOIL
1.50 TOTAL	

25000400 NITROGEN FERTILIZER NUTRIENT

<u>POUNDS</u>	<u>LOCATION</u>
135	SAME LOCATIONS AS SEEDING CLASS 1
135 TOTAL	

25000500 PHOSPHORUS FERTILIZER NUTRIENT

<u>POUNDS</u>	<u>LOCATION</u>
135	SAME LOCATIONS AS SEEDING CLASS 1
135 TOTAL	

25000600 POTASSIUM FERTILIZER NUTRIENT

<u>POUNDS</u>	<u>LOCATION</u>
135	SAME LOCATIONS AS SEEDING CLASS 1
135 TOTAL	

25000750 MOWING

<u>ACRE</u>	<u>LOCATION</u>
1.50	SAME LOCATIONS AS SEEDING CLASS 1
1.50 TOTAL	

25100630 EROSION CONTROL BLANKET

<u>SQ YD</u>	<u>LOCATION</u>
6500	SAME LOCATIONS AS TOPSOIL
6,500 TOTAL	

28000250 TEMPORARY EROSION CONTROL SEEDING

<u>POUND</u>	<u>LOCATION</u>
3,900	SAME LOCATION AS SEEDING CLASS 2A
3,900 = 100 POUND/ACRE x 14 WEEKS	
3,900 TOTAL	

SCHEDULE OF QUANTITIES

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

<u>SQ YD</u>	<u>LOCATION</u>	
<u>MAINLINE & SIDEROADS</u>		
256	530+74.81	- 530+99.81 IL 5
87	548+36.77	- 548+36.77 JOHN DEERE ROAD - EAST LEG
178	576+21.74	- 576+21.74 CROSSTOWN AVE - WEST LEG
183	576+21.74	- 576+21.74 CROSSTOWN AVE - EAST LEG
87	642+76.92	- 642+76.92 BRAKESHOE CT - EAST LEG
108	652+56.38	- 652+56.38 40TH ST - WEST LEG
100	652+56.38	- 652+56.38 BARSTOW RD - EAST LEG
78	678+58.44	- 678+58.44 163RD ST - WEST LEG
72	678+58.44	- 678+58.44 163RD ST - EAST LEG
192	681+87.94	- 681+87.94 RAILROAD CROSSING - SOUTH APPROACH
192	681+87.94	- 682+12.94 RAILROAD CROSSING - NORTH APPROACH
67	689+65.53	- 689+65.53 MORTON DR - EAST LEG
139	730+17.07	- 730+17.07 4TH AVE - WEST LEG
97	730+17.07	- 730+17.07 4TH AVE - EAST LEG
72	763+13.10	- 763+13.10 179TH ST - NORTH LEG
69	763+13.10	- 763+13.10 179TH ST - SOUTH LEG
56	773+55.15	- 773+55.15 FRONTAGE RD
76	790+33.35	- 790+33.35 DENNHARDT RD - NORTH LEG
75	790+33.35	- 790+33.35 IL 92 - SOUTH LEG
200	804+48.38	- 804+73.38 IL 5
2,343 TOTAL		

40600985 PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT

<u>SQ YD</u>	<u>LOCATION</u>	
<u>MAINLINE & SIDEROADS</u>		
122	534+91.23	- 534+91.23 MEGAN DR - EAST LEG
72	555+79.74	- 555+79.74 18TH AVE - WEST LEG
172	555+79.74	- 555+79.74 18TH AVE - EAST LEG
158	568+32.83	- 568+32.83 16TH AVE - WEST LEG
147	568+32.83	- 568+32.83 16TH AVE - EAST LEG
61	602+61.16	- 602+66.16 IL 5 SB ENTRANCE RAMP
61	608+44.49	- 608+69.49 IL 5 NB EXIT RAMP
58	619+87.00	- 620+12.00 IL 5 NB ENTRANCE RAMP
28	618+61.00	- 618+88.00 IL 5 SB EXIT RAMP
225	620+41.00	- 620+68.00 2ND AVE - SOUTH BRIDGE APPROACH
122	689+65.53	- 689+65.53 MORTON DR - WEST LEG
1,224 TOTAL		

40600980 TEMPORARY RAMP

<u>SQ YD</u>	<u>LOCATION</u>	
102	530+74.81	- 530+84.81 IL 5
49	534+91.23	- 534+91.23 MEGAN DR - EAST LEG
27	548+36.77	- 548+36.77 JOHN DEERE ROAD - EAST LEG
29	555+79.74	- 555+79.74 18TH AVE - WEST LEG
69	555+79.74	- 555+79.74 18TH AVE - EAST LEG
63	568+32.83	- 568+32.83 16TH AVE - WEST LEG
59	568+32.83	- 568+32.83 16TH AVE - EAST LEG
71	576+21.74	- 576+21.74 CROSSTOWN AVE - WEST LEG
73	576+21.74	- 576+21.74 CROSSTOWN AVE - EAST LEG
24	602+76.18	- 602+86.16 IL 5 SB ENTRANCE RAMP
24	608+79.49	- 608+89.49 IL 5 NB EXIT RAMP
22	619+87.00	- 619+97.00 IL 5 NB ENTRANCE RAMP
11	620+61.00	- 620+71.00 IL 5 SB EXIT RAMP
90	620+56.00	- 620+66.00 2ND AVE - SOUTH BRIDGE APPROACH
27	642+76.92	- 642+76.92 BRAKESHOE CT - EAST LEG
43	652+56.38	- 652+56.38 40TH ST - WEST LEG
40	652+56.38	- 652+56.38 BARSTOW RD - EAST LEG
31	678+58.44	- 678+58.44 163RD ST - WEST LEG
29	678+58.44	- 678+58.44 163RD ST - EAST LEG
77	681+47.94	- 681+57.94 RAILROAD CROSSING - SOUTH APPROACH
77	681+87.94	- 681+97.94 RAILROAD CROSSING - NORTH APPROACH
49	689+65.53	- 689+65.53 MORTON DR - WEST LEG
27	689+65.53	- 689+65.53 MORTON DR - EAST LEG
58	730+17.07	- 730+17.07 4TH AVE - WEST LEG
39	730+17.07	- 730+17.07 4TH AVE - EAST LEG
29	763+13.10	- 763+13.10 179TH ST - NORTH LEG

SCHEDULE OF QUANTITIES

28	763+13.10 -	763+13.10	179TH ST - SOUTH LEG
22	773+55.15 -	773+55.15	FRONTAGE RD
30	780+33.35 -	790+33.35	DENNHARDT RD - NORTH LEG
30	790+33.35 -	790+33.35	IL 92 - SOUTH LEG
80	804+63.38 -	804+73.38	IL 5

1,427 TOTAL

44000500 COMBINATION CURB AND GUTTER REMOVAL

FOOT LOCATION

500 SAME LOCATIONS AS PROPOSED LOCATION
 20 SAME LOCATIONS AS PROPOSED LOCATION
 200 SAME LOCATIONS AS PROPOSED LOCATION

720 TOTAL

44201294 CLASS B PATCH-EXPANSION JOINT

FOOT LOCATION

95 SEE PATCHING TABLE

95 TOTAL

44201296 DEFORMED BARS - EXPANSION JOINT

FOOT LOCATION

95 SEE PATCHING TABLE

95 TOTAL

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

FOOT LOCATION

53 639+00.00 - 639+00.00
 53 642+00.00 - 642+00.00

106 TOTAL

48102100 AGGREGATE WEDGE SHOULDER, TYPE B

thickness of shoulder at bare concrete = 2.5 in
 thickness of shoulder at HMA overlay = 2.25 in

TON LOCATION

69	591+50.20 -	621+12.92	IL 5 - NB
69	591+50.20 -	621+12.92	IL 5 - SB
11	625+78.91 -	630+99.83	IL 5 - NB
90	638+27.58 -	681+57.94	IL 5 - NB
90	638+27.58 -	681+57.94	IL 5 - SB
258	681+87.94 -	804+73.38	IL 5 - NB
256	681+87.94 -	804+73.38	IL 5 - SB
247	685+99.66 -	804+73.38	IL 5 - NB
247	685+99.66 -	804+73.38	IL 5 - SB

1,335 TOTAL

60255500 MANHOLES TO BE ADJUSTED

EACH LOCATION

1 575+81.00
 1 576+80.00

2 TOTAL

SCHEDULE OF QUANTITIES

60260200 INLETS TO BE ADJUSTED (SPECIAL)

<u>EACH</u>	<u>LOCATION</u>
1	698+16.00
1	699+14.00

2 TOTAL

60260500 INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE

<u>EACH</u>	<u>LOCATION</u>
1	597+76.00
1	598+81.00
1	599+81.00
1	600+81.00
1	601+71.00
1	603+01.00

6 TOTAL

60261510 INLETS TO BE ADJUSTED WITH NEW TYPE 20 FRAME AND GRATE

<u>EACH</u>	<u>LOCATION</u>
1	605+01.00
1	608+01.00
1	611+01.00
1	614+01.00
1	617+01.00
1	618+71.00
1	619+91.00

7 TOTAL

60603500 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.08

<u>FOOT</u>	<u>LOCATION</u>
531+19.81 -	590+20.80 LEFT SIDE
638+27.58 -	685+99.65 LEFT SIDE
531+29.82 -	590+20.80 RIGHT SIDE
638+27.58 -	685+99.65 RIGHT SIDE
EST. REPLACEMENT RATE 2%	

500 TOTAL

60605000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

<u>FOOT</u>	<u>LOCATION</u>
585+59.65 -	585+99.65 LEFT SIDE
589+80.80 -	590+20.80 RIGHT SIDE
EST. REPLACEMENT RATE 25%	

20 TOTAL

60606800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.18

<u>FOOT</u>	<u>LOCATION</u>
590+20.80 -	624+51.85 LEFT SIDE
590+20.80 -	624+51.85 RIGHT SIDE
EST. REPLACEMENT RATE 2%	

200 TOTAL

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

<u>EACH</u>	<u>LOCATION</u>
1	620+00.00 620+50.00 RT

1 TOTAL

SCHEDULE OF QUANTITIES

63200310 GUARDRAIL REMOVAL

FOOT	LOCATION	
50	620+00.00 -	620+50.00 RT
50 TOTAL		

64200105 SHOULDER RUMBLE STRIP

FOOT	LOCATION	
346	531+20.00 -	534+66.00 LT
395	535+15.00 -	539+10.00 LT
844	539+50.00 -	547+94.00 LT
710	548+37.00 -	555+47.00 LT
1,148	556+11.00 -	567+57.00 LT
597	569+05.00 -	575+02.00 LT
2,824	577+26.00 -	805+50.00 LT
1,737	602+09.00 -	619+48.00 LT
1,513	635+95.00 -	661+08.00 LT
2,510	653+09.00 -	678+19.00 LT
214	679+24.00 -	681+38.00 LT
1,583	681+62.00 -	697+45.00 LT
2,942	689+84.00 -	729+26.00 LT
3,172	731+18.00 -	762+90.00 LT
957	763+70.00 -	773+27.00 LT
1,575	773+83.00 -	789+58.00 LT
2,925	791+08.00 -	820+33.00 LT
1,135	686+00.00 -	697+35.00 LT
2,917	699+96.00 -	729+13.00 LT
3,158	730+95.00 -	762+63.00 LT
957	763+70.00 -	773+27.00 LT
1,575	773+83.00 -	789+58.00 LT
1,365	791+08.00 -	804+73.38 LT
261	531+30.00 -	533+81.00 RT
1,190	535+91.00 -	547+81.00 RT
642	548+53.00 -	554+95.00 RT
1,050	558+65.00 -	567+15.00 RT
557	569+38.00 -	574+95.00 RT
3,320	577+49.00 -	810+89.00 RT
1,138	608+08.00 -	619+46.00 RT
635	635+95.00 -	642+30.00 RT
889	643+26.00 -	652+15.00 RT
2,448	653+62.00 -	678+10.00 RT
280	678+94.00 -	681+84.00 RT
1,598	682+14.00 -	688+12.00 RT
3,076	698+95.00 -	729+72.00 RT
3,196	730+55.00 -	762+52.00 RT
1,007	763+39.00 -	773+46.00 RT
1,634	773+62.00 -	789+96.00 RT
2,962	790+71.00 -	820+33.00 RT
1,135	686+00.00 -	697+35.00 RT
2,917	699+96.00 -	729+13.00 RT
3,158	730+95.00 -	762+63.00 RT
957	763+70.00 -	773+27.00 RT
1,575	773+83.00 -	789+58.00 RT
1,365	791+08.00 -	804+73.38 RT
74,098 TOTAL		

SCHEDULE OF QUANTITIES

63500205 REMOVING AND REPLACING DELINEATORS

<u>EACH</u>	<u>LOCATION</u>	
4	532+00.00	Guardrail Ends
2	540+00.00	Culvert
4	543+00.00	Guardrail Ends
2	555+21.00	Culvert
4	561+00.00	Guardrail Ends
2	653+93.00	Culvert
2	680+50.00	Culvert
2	683+24.00	Culvert
2	692+00.00	Culvert
2	700+07.00	Culvert
2	700+13.00	Culvert
2	729+18.00	Culvert
2	729+28.00	Culvert
2	730+80.00	Culvert
2	731+00.00	Culvert
2	736+47.00	Culvert
2	752+00.00	Culvert
2	763+13.00	Culvert
2	763+76.00	Culvert
2	763+76.00	Culvert
2	774+74.00	Culvert
2	790+33.00	Culvert
4	793+88.00	Guardrail Ends

54 TOTAL

70300100 SHORT-TERM PAVEMENT MARKING

ALL MEASUREMENTS TO CENTERLINE TO CENTERLINE

<u>FOOT</u>	<u>LOCATION</u>	<u>TYPE</u>
<u>MAINLINE & SIDEROADS</u>		
12	COLONA RD TO MEGAN DR	DOUBLE CENTERLINE
32	COLONA RD TO MEGAN DR	LT & RT EDGE LINE
75	COLONA RD TO MEGAN DR	LT & RT SKIP-DASH
111	COLONA RD TO MEGAN DR	TURN LANE & ISLAND
112	COLONA RD TO MEGAN DR	STOPBAR
12	MEGAN DR TO 18TH AVE	DOUBLE CENTERLINE
150	MEGAN DR TO 18TH AVE	LT & RT EDGE LINE
364	MEGAN DR TO 18TH AVE	LT & RT SKIP-DASH
88	MEGAN DR TO 18TH AVE	TURN LANE & ISLAND
151	MEGAN DR TO 18TH AVE	STOPBAR
12	18TH AVE TO 16TH AVE	DOUBLE CENTERLINE
91	18TH AVE TO 16TH AVE	LT & RT EDGE LINE
222	18TH AVE TO 16TH AVE	LT & RT SKIP-DASH
93	18TH AVE TO 18TH AVE	TURN LANE & ISLAND
200	18TH AVE TO 16TH AVE	STOPBAR
30	16TH AVE TO CROSSTOWN A	DOUBLE CENTERLINE
44	16TH AVE TO CROSSTOWN A	LT & RT EDGE LINE
131	16TH AVE TO CROSSTOWN A	LT & RT SKIP-DASH
95	16TH AVE TO CROSSTOWN A	TURN LANE & ISLAND
164	16TH AVE TO CROSSTOWN A	STOPBAR
244	18TH AVE TO CROSSTOWN A	CROSSWALK
32	CROSSTOWN AVE TO BARST	DOUBLE CENTERLINE
646	CROSSTOWN AVE TO BARST	LT & RT EDGE LINE
1,391	CROSSTOWN AVE TO BARST	LT & RT SKIP-DASH
57	CROSSTOWN AVE TO BARST	TURN LANE & ISLAND
152	CROSSTOWN AVE TO BARST	STOPBAR
46	BARSTOW RD TO MORTON D	DOUBLE CENTERLINE
349	BARSTOW RD TO MORTON D	LT & RT EDGE LINE
779	BARSTOW RD TO MORTON D	LT & RT SKIP-DASH
45	BARSTOW RD TO MORTON D	TURN LANE & ISLAND
211	BARSTOW RD TO MORTON D	STOPBAR
264	BARSTOW RD TO MORTON D	RAILROAD CROSSING
13	MORTON DR TO 4TH AVE	DOUBLE CENTERLINE
244	MORTON DR TO 4TH AVE	LT & RT EDGE LINE
560	MORTON DR TO 4TH AVE	LT & RT SKIP-DASH
61	MORTON DR TO 4TH AVE	TURN LANE & ISLAND
97	MORTON DR TO 4TH AVE	STOPBAR

SCHEDULE OF QUANTITIES

24 4TH AVE TO 179TH ST	DOUBLE CENTERLINE
250 4TH AVE TO 179TH ST	LT & RT EDGE LINE
579 4TH AVE TO 179TH ST	LT & RT SKIP-DASH
62 4TH AVE TO 179TH ST	STOPBAR
21 179TH ST TO DENNHARDT RD	DOUBLE CENTERLINE
200 179TH ST TO DENNHARDT RD	LT & RT EDGE LINE
468 179TH ST TO DENNHARDT RD	LT & RT SKIP-DASH
139 179TH ST TO DENNHARDT RD	STOPBAR
6 DENNHARDT RD TO PROJEC	DOUBLE CENTERLINE
107 DENNHARDT RD TO PROJEC	LT & RT EDGE LINE
252 DENNHARDT RD TO PROJEC	LT & RT SKIP-DASH
38 DENNHARDT RD TO PROJEC	STOPBAR
<hr/>	
9,808	SUBTOTAL FOR ONE APPLICATION
2 APPLICATIONS OF SHORT-TERM MARKING	
<hr/>	
19,012	TOTAL

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

<u>SQ FT</u>	<u>LOCATION</u>
SAME LOCATIONS AS SHORT-TERM PAVEMENT MARKING FOR ONE APPLICATION	
3,169 TOTAL MAINLINE & SIDEROADS	
<hr/>	
3,169	TOTAL

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

ALL MEASUREMENTS TO CENTERLINE TO CENTERLINE		
<u>SQ FT</u>	<u>LOCATION</u>	<u>TYPE</u>
79	COLONA RD INTERSECTION	LT & RT ARROW
31.6	MEGAN DR INTERSECTION	LT & RT ARROW
168.2	18TH INTERSECTION	LT, RT, & THRU/LT ARROW
189.6	16TH INTERSECTION	LT & RT ARROW
270.2	CROSSTOWN AVE INTERSECTION	LT, RT, THRU/RT, & THRU ARROW
110.6	BARSTOW INTERSECTION	LT & RT ARROW
122.4	TWO RAILROAD CROSSING	RAILROAD CROSSING
84.8	MORTON DR INTERSECTION	LT & RT ARROW
<hr/>		
1066.4	TOTAL	

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

<u>FOOT</u>	<u>LOCATION</u>	<u>TYPE</u>
<u>MAINLINE & SIDEROAD</u>		
130	COLONA RD TO MEGAN DR	DOUBLE CENTERLINE
795	COLONA RD TO MEGAN DR	LT & RT MEDIAN LINE
735	COLONA RD TO MEGAN DR	LT & RT EDGE LINE
193	COLONA RD TO MEGAN DR	LT & RT SKIP-DASH
132	MEGAN DR TO 18TH AVE	DOUBLE CENTERLINE
3,978	MEGAN DR TO 18TH AVE	LT & RT MEDIAN LINE
3,889	MEGAN DR TO 18TH AVE	LT & RT EDGE LINE
1,000	MEGAN DR TO 18TH AVE	LT & RT SKIP-DASH
136	18TH AVE TO 18TH AVE	DOUBLE CENTERLINE
2,380	18TH AVE TO 18TH AVE	LT & RT MEDIAN LINE
2,356	18TH AVE TO 18TH AVE	LT & RT EDGE LINE
618	18TH AVE TO 16TH AVE	LT & RT SKIP-DASH
328	16TH AVE TO CROSSTOWN AVE	DOUBLE CENTERLINE
1,385	16TH AVE TO CROSSTOWN AVE	LT & RT MEDIAN LINE
1,154	16TH AVE TO CROSSTOWN AVE	LT & RT EDGE LINE
361	16TH AVE TO CROSSTOWN AVE	LT & RT SKIP-DASH
354	CROSSTOWN AVE TO BARSTOW RD	DOUBLE CENTERLINE
14,982	CROSSTOWN AVE TO BARSTOW RD	LT & RT MEDIAN LINE
16,792	CROSSTOWN AVE TO BARSTOW RD	LT & RT EDGE LINE
3,828	CROSSTOWN AVE TO BARSTOW RD	LT & RT SKIP-DASH
504	BARSTOW RD TO MORTON DR	DOUBLE CENTERLINE
8,740	BARSTOW RD TO MORTON DR	LT & RT MEDIAN LINE
9,073	BARSTOW RD TO MORTON DR	LT & RT EDGE LINE
2,141	BARSTOW RD TO MORTON DR	LT & RT SKIP-DASH
146	MORTON DR TO 4TH AVE	DOUBLE CENTERLINE
6,142	MORTON DR TO 4TH AVE	LT & RT MEDIAN LINE
6,404	MORTON DR TO 4TH AVE	LT & RT EDGE LINE
1,542	MORTON DR TO 4TH AVE	LT & RT SKIP-DASH
265	4TH AVE TO 179TH ST	DOUBLE CENTERLINE
6,508	4TH AVE TO 179TH ST	LT & RT MEDIAN LINE

SCHEDULE OF QUANTITIES

6,504 4TH AVE TO 179TH ST	LT & RT EDGE LINE
1,593 4TH AVE TO 179TH ST	LT & RT SKIP-DASH
232 179TH ST TO DENNHARDT RD	DOUBLE CENTERLINE
5,378 179TH ST TO DENNHARDT RD	LT & RT MEDIAN LINE
5,187 179TH ST TO DENNHARDT RD	LT & RT EDGE LINE
1,289 179TH ST TO DENNHARDT RD	LT & RT SKIP-DASH
70 DENNHARDT RD TO PROJECT END	DOUBLE CENTERLINE
2,840 DENNHARDT RD TO PROJECT END	LT & RT MEDIAN LINE
2,769 DENNHARDT RD TO PROJECT END	LT & RT EDGE LINE
683 DENNHARDT RD TO PROJECT END	LT & RT SKIP-DASH

123,554 TOTAL

78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"

ALL MEASUREMENTS TO CENTERLINE TO CENTERLINE

<u>FOOT</u>	<u>LOCATION</u>	<u>TYPE</u>
<u>MAINLINE & SIDEROAD</u>		
270	16TH AVE TO CROSSTOWN AVE	CROSSWALK

270 TOTAL

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

ALL MEASUREMENTS TO CENTERLINE TO CENTERLINE

<u>FOOT</u>	<u>LOCATION</u>	<u>TYPE</u>
<u>MAINLINE & SIDEROAD</u>		
531	COLONA RD TO MEGAN DR	TURN LANE & ISLAND
107	COLONA RD TO MEGAN DR	TURN LANE EXTENSION
750	MEGAN DR TO 18TH AVE	TURN LANE & ISLAND
148	MEGAN DR TO 18TH AVE	TURN LANE EXTENSION
1,023	18TH AVE TO 18TH AVE	TURN LANE & ISLAND
117	18TH AVE TO 18TH AVE	TURN LANE EXTENSION
1,048	16TH AVE TO CROSSTOWN AVE	TURN LANE & ISLAND
121	16TH AVE TO CROSSTOWN AVE	TURN LANE EXTENSION
1,488	CROSSTOWN AVE TO BARSTOW RD	TURN LANE & ISLAND
126	CROSSTOWN AVE TO BARSTOW RD	TURN LANE EXTENSION
484	BARSTOW RD TO MORTON DR	TURN LANE & ISLAND
110	BARSTOW RD TO MORTON DR	TURN LANE EXTENSION
688	MORTON DR TO 4TH AVE	TURN LANE & ISLAND
53	MORTON DR TO 4TH AVE	TURN LANE EXTENSION

6,781 TOTAL

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

ALL MEASUREMENTS TO CENTERLINE TO CENTERLINE

<u>FOOT</u>	<u>LOCATION</u>	<u>TYPE</u>
<u>MAINLINE & SIDEROAD</u>		
83	MEGAN DR TO 18TH AVE	DIAGONAL
107	18TH AVE TO 16TH AVE	DIAGONAL
264	16TH AVE TO CROSSTOWN AVE	DIAGONAL
727	CROSSTOWN AVE TO BARSTOW RD	DIAGONAL
164	BARSTOW RD TO MORTON DR	DIAGONAL
99	MORTON DR TO 4TH AVE	DIAGONAL

1,444 TOTAL

SCHEDULE OF QUANTITIES

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

ALL MEASUREMENTS TO CENTERLINE TO CENTERLINE

<u>FOOT</u>	<u>LOCATION</u>	<u>TYPE</u>
MAINLINE & SIDEROAD		
151	MEGAN DR TO 18TH AVE	STOPBAR
200	18TH AVE TO 18TH AVE	STOPBAR
164	16TH AVE TO CROSSTOWN AVE	STOPBAR
152	CROSSTOWN AVE TO BARSTOW RD	STOPBAR
211	BARSTOW RD TO MORTON DR	STOPBAR
144	BARSTOW RD TO MORTON DR	RAIL CROSSING
97	MORTON DR TO 4TH AVE	STOPBAR
62	4TH AVE TO 179TH ST	STOPBAR
139	179TH ST TO DENNHARDT RD	STOPBAR
38	DENNHARDT RD TO PROJECT END	STOPBAR

1,358 TOTAL

78100100 RAISED REFLECTIVE PAVEMENT MARKER

<u>EACH</u>	<u>LOCATION</u>	<u>PLACEMENT</u>	<u>DISTANCE</u>	<u>SPACING</u>	<u>ONE-WAY CRYSTAL</u>
10	COLONA RD TO MEGAN DR	LT & RT SKIP-DASH	773	80' C-C	10
27	COLONA RD TO MEGAN DR	TURN LANE	531	20' C-C	27
50	MEGAN DR TO 18TH AVE	LT & RT SKIP-DASH	4,000	80' C-C	50
29	MEGAN DR TO 18TH AVE	TURN LANE	570	20' C-C	29
31	18TH AVE TO 16TH AVE	LT & RT SKIP-DASH	2,439	80' C-C	31
38	18TH AVE TO 16TH AVE	TURN LANE	750	20' C-C	38
18	16TH AVE TO CROSSTOWN AVE	LT & RT SKIP-DASH	1,376	80' C-C	18
18	16TH AVE TO CROSSTOWN AVE	TURN LANE	344	20' C-C	18
115	CROSSTOWN AVE TO STA 621+12	LT & RT SKIP-DASH	9,188	80' C-C	115
31	CROSSTOWN AVE TO STA 621+12	TURN LANE	613	20' C-C	31
14	STA 625+77 TO STA 631+00	LT & RT SKIP-DASH	1,048	80' C-C	14
34	STA 638+28 TO BARSTOW RD	LT & RT SKIP-DASH	2,660	80' C-C	34
12	STA 638+28 TO BARSTOW RD	TURN LANE	229	20' C-C	12
108	BARSTOW RD TO MORTON DR	LT & RT SKIP-DASH	8,664	80' C-C	108
22	BARSTOW RD TO MORTON DR	TURN LANE	429	20' C-C	22
78	MORTON DR TO 4TH AVE	LT & RT SKIP-DASH	6,167	80' C-C	78
17	MORTON DR TO 4TH AVE	TURN LANE	340	20' C-C	17
80	4TH AVE TO 179TH ST	LT & RT SKIP-DASH	6,373	80' C-C	80
65	179TH ST TO DENNHARDT RD	LT & RT SKIP-DASH	5,155	80' C-C	65
35	DENNHARDT RD TO PROJECT END	LT & RT SKIP-DASH	2,770	80' C-C	35

832 TOTAL

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

<u>EACH</u>	<u>LOCATION</u>
832	SAME AS PROPOSED LOCATIONS

832 TOTAL

81400115 HANDHOLE TO BE ADJUSTED

<u>EACH</u>	<u>LOCATION</u>
12	NOMINAL QUANTITY (2 PER INTERSECTION)

12 TOTAL

88600400 DETECTOR LOOP, SPECIAL

<u>FOOT</u>	<u>LOCATION</u>
7,786	AT 6 INTERSECTIONS

7,786 TOTAL

SCHEDULE OF QUANTITIES

Z0025230 FURNISHING AND INSTALLING CRASH-CUSHION ATTENUATING TERMINAL

<u>EACH</u>	<u>LOCATION</u>
1	604+24.00 - 604+50.00
1	TOTAL

Z0028415 GEOTECHNICAL REINFORCEMENT

<u>SQ YD</u>	<u>LOCATION</u>
7,266	FROM PATCHING SCHEDULE
7,266	TOTAL

X0322729 MATERIAL TRANSFER DEVICE

<u>TON</u>	<u>LOCATION</u>
2,632	SAME LOCATIONS AS LEVELING BINDER (MACHINE METHOD), N70
10,037	SAME LOCATIONS AS POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70
12,979	SAME LOCATIONS AS POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "
6,098	SAME LOCATIONS AS HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70
31,746	TOTAL

LOCATION	SURFACE		AREA SQ YD	44000187 HMA SURFACE REMOVAL 2" 2-1/2"	40800050 INCIDENTAL HMA SURFACING	40600200 BIT. MAT. PRIME COAT (2 APPS.)	40600300 AGG. PRIME COAT	40603540 POLYM. HMA SURF. MIX "D", N70 (MAINLINE) 1.5"	40603310 HMA SURF. MIX "C", N50 (SHOULDER)	40600735/40600837/40600525/40600625 POLYMERIZED LEVELOING BINDER, N70		40600525/40600625 LEVELOING BINDER, N50					
	LENGTH FT	WIDTH FT								SQ YD	TON	TON	(HM) (MM)	TON	TON	(HM) (MM)	TON
531+19.82 TO 532+46.23 LT	126.41	49 - 37	604.0			0.5	1.2	50.7		1.2	42.3						
532+46.23 TO 532+73.22 LT	26.99	37	111.0			0.1	0.2	9.3		0.2	7.8						
532+73.22 TO 533+91.09 LT	117.87	37 - 30	438.7			0.3	0.8	36.9		0.9	30.7						
533+91.09 TO 534+41.24 LT	50.15	30 - 27	158.8			0.1	0.4	13.3		0.3	11.1						
531+29.82 TO 532+59.24 RT	129.42	25 - 37	445.8			0.4	0.8	37.4		0.9	31.2						
532+59.24 TO 533+91.09 RT	131.85	37	542.0			0.4	1.0	45.5		1.1	37.9						
533+91.09 TO 534+41.24 RT	50.15	37	206.2			0.2	0.4	17.3		0.4	14.4						
534+41.24 TO 534+66.27 CT	25.03	78	216.9			0.2	0.4	18.2		0.4	15.2						
534+66.27 TO 535+41.16 CT	74.89	78	649.0			0.5	1.2	54.5		1.3	45.4						
535+41.16 TO 536+09.29 LT	68.13	37	280.1			0.2	0.6	23.5		0.6	19.6						
536+09.29 TO 537+86.24 LT	176.95	37 - 25	609.5			0.5	1.2	51.2		1.2	42.7						
537+86.24 TO 547+66.83 LT	980.59	25	2,723.9			2.2	5.4	228.8		5.4	190.7						
535+41.16 TO 547+66.83 RT	1,225.67	25	3,404.6			2.7	6.8	286.0		6.8	238.3						
547+66.83 TO 548+66.98 CT	100.15	66	734.4			0.6	1.4	61.7		1.5	51.4						
548+66.98 TO 555+29.24 LT	662	25	1,839.6			1.5	3.6	154.5		3.6	128.8						
548+66.98 TO 550+49.65 RT	183	25	507.4			0.4	1.0	42.6		1.0	35.5						
550+49.65 TO 552+60.41 RT	211	25 - 47	843.0			0.7	1.6	70.8		1.7	59.0						
552+60.41 TO 553+36.68 RT	76	47 - 49	406.8			0.3	0.8	34.2		0.8	28.5						
553+36.68 TO 555+29.24 RT	183	49	1,048.4			0.8	2.0	88.1		2.1	73.4						
555+29.24 TO 558+33.77 CT	105	78	905.9			0.7	1.8	76.1		1.8	63.4						
556+33.77 TO 558+65.78 LT	232	37	953.8			0.8	2.0	80.1		1.9	66.8						
558+65.78 TO 560+99.69 LT	234	37 - 25	805.7			0.6	1.6	67.7		1.6	56.4						
560+99.69 TO 567+83.77 LT	684	25	1,900.2			1.5	3.8	159.6		3.8	133.0						
556+33.77 TO 563+16.90 RT	683	25	1,897.6			1.5	3.8	159.4		3.8	132.8						
563+16.90 TO 563+76.82 RT	60	25 - 29	179.8			0.1	0.4	15.1		0.4	12.6						
563+76.82 TO 564+99.95 RT	123	29 - 45	506.2			0.4	1.0	42.5		1.0	35.4						
564+99.95 TO 565+42.79 RT	43	45 - 48	221.3			0.2	0.4	18.6		0.4	15.5						
565+42.79 TO 567+83.77 RT	241	48	1,285.2			1.0	2.6	108.0		2.6	90.0						
567+83.77 TO 568+81.82 CT	98	78	849.8			0.7	1.6	71.4		1.7	59.5						
568+81.82 TO 570+94.96 LT	213.14	37	876.2			0.7	1.8	73.6		1.8	61.3						
570+94.96 TO 572+59.80 LT	164.84	37 - 25	567.8			0.5	1.2	47.7		1.1	39.7						
572+59.80 TO 575+66.67 LT	306.87	25	852.4			0.7	1.8	71.6		1.7	59.7						
PAGE SUB-TOTAL				0.0	0.0	22.0	54.6	2,315.9	0.0	55.1	1,930.0	0.0	0.0				

HOT-MIX ASPHALT SCHEDULE

1 OF 6

LOCATION	SURFACE		AREA	SQ.YD.	SQ.YD.	SQ.YD.	TON	40600200 BIT. MAT. PRIME COAT (2 APPS.)	TON	40600300 AGG. PRIME COAT	TON	40603540 POLYM. HMA SURF. MIX "D", N70 (MAINLINE) 1.5"	TON	40603310 HMA SURF. MIX "C", N60 (SHOULDER)	TON	POLYMERIZED LEVELING BINDER, N70		LEVELING BINDER, N50			
	LENGTH	WIDTH														2"		(MM)		(MM)	
																FT	FT	TON	TON	TON	TON
568+81.82 TO 570+20.51 RT	138.69	25	385.3				0.8	0.8	32.4	0.8	27.0	0.8	27.0	0.8	27.0	0.8	27.0	0.8	27.0		
570+20.51 TO 571+17.54 RT	97.03	25 - 30	296.5				0.6	0.6	24.9	0.6	20.8	0.6	20.8	0.6	20.8	0.6	20.8	0.6	20.8		
571+17.54 TO 572+59.61 RT	142.07	30 - 46	599.9				1.2	1.2	50.4	1.2	42.0	1.2	42.0	1.2	42.0	1.2	42.0	1.2	42.0		
572+59.61 TO 573+20.64 RT	61.03	46 - 49	322.1				0.3	0.3	27.1	0.3	22.5	0.3	22.5	0.3	22.5	0.3	22.5	0.3	22.5		
573+20.64 TO 575+66.67 RT	246.03	49	1,339.5				1.1	1.1	112.5	1.1	93.8	1.1	93.8	1.1	93.8	1.1	93.8	1.1	93.8		
575+66.67 TO 576+51.76 CT	85.09	90	850.9				0.7	0.7	71.5	0.7	59.6	0.7	59.6	0.7	59.6	0.7	59.6	0.7	59.6		
576+51.76 TO 578+73.73 LT	221.97	49	1,208.5				1.0	1.0	101.5	1.0	84.6	1.0	84.6	1.0	84.6	1.0	84.6	1.0	84.6		
578+73.73 TO 580+69.11 LT	195.38	49 - 37	933.5				0.7	0.7	78.4	0.7	65.3	0.7	65.3	0.7	65.3	0.7	65.3	0.7	65.3		
580+69.11 TO 582+78.02 LT	208.91	37 - 25	719.6				0.6	0.6	60.4	0.6	50.4	0.6	50.4	0.6	50.4	0.6	50.4	0.6	50.4		
582+78.02 TO 605+00.00 LT	2,221.98		6,172.2				4.9	4.9	518.5	4.9	432.1	4.9	432.1	4.9	432.1	4.9	432.1	4.9	432.1		
605+00.00 TO 620+66.00 LT	1,566.00	25	4,350.0				3.5	3.5	365.4	3.5	304.5	3.5	304.5	3.5	304.5	3.5	304.5	3.5	304.5		
620+66.00 TO 625+00.00 RT	2,848.24	25	7,911.8				6.3	6.3	684.6	6.3	553.8	6.3	553.8	6.3	553.8	6.3	553.8	6.3	553.8		
625+00.00 TO 620+66.00 RT	1,566.00	25	4,350.0				3.5	3.5	365.4	3.5	304.5	3.5	304.5	3.5	304.5	3.5	304.5	3.5	304.5		
620+66.00 TO 605+51.44 LT	1,401.21	Ramp	1,392.1				1.1	1.1	116.9	1.1	97.4	1.1	97.4	1.1	97.4	1.1	97.4	1.1	97.4		
605+51.44 TO 610+69.23 RT	853.77	Ramp	970.1				0.8	0.8	81.5	0.8	67.9	0.8	67.9	0.8	67.9	0.8	67.9	0.8	67.9		
OMIT BRIDGE																					
636+98.30 TO 642+10.00 LT	511.70	24	1,364.5		1,364.5		1.1	1.1	114.6	1.1	76.4	1.1	76.4	1.1	76.4	1.1	76.4	1.1	76.4		
642+10.00 TO 642+34.90 LT	24.90	25	69.2		69.2		0.1	0.1	5.8	0.1	3.9	0.1	3.9	0.1	3.9	0.1	3.9	0.1	3.9		
642+34.90 TO 642+10.00 RT	511.90	24	1,365.1		1,365.1		1.1	1.1	114.7	1.1	76.4	1.1	76.4	1.1	76.4	1.1	76.4	1.1	76.4		
642+10.00 TO 642+34.90 RT	24.90	25	69.2		69.2		0.1	0.1	5.8	0.1	3.9	0.1	3.9	0.1	3.9	0.1	3.9	0.1	3.9		
642+34.90 TO 643+18.93 CT	84.03	53	494.8		494.8		0.4	0.4	41.6	0.4	27.7	0.4	27.7	0.4	27.7	0.4	27.7	0.4	27.7		
643+18.93 TO 651+97.48 LT	878.55	25	2,440.4				1.9	1.9	205.0	1.9	136.7	1.9	136.7	1.9	136.7	1.9	136.7	1.9	136.7		
643+18.93 TO 647+49.93 RT	431.00	25	1,197.2				1.0	1.0	100.6	1.0	67.0	1.0	67.0	1.0	67.0	1.0	67.0	1.0	67.0		
647+49.93 TO 649+75.79 RT	225.86	25 - 37	778.0				0.6	0.6	65.3	0.6	43.6	0.6	43.6	0.6	43.6	0.6	43.6	0.6	43.6		
649+75.79 TO 651+97.48 RT	221.69	37	911.4				0.7	0.7	76.6	0.7	51.0	0.7	51.0	0.7	51.0	0.7	51.0	0.7	51.0		
651+97.48 TO 653+22.40 CT	124.92	66	916.1				0.7	0.7	77.0	0.7	51.3	0.7	51.3	0.7	51.3	0.7	51.3	0.7	51.3		
653+22.40 TO 655+17.30 LT	194.90	37	801.3				0.6	0.6	67.3	0.6	44.9	0.6	44.9	0.6	44.9	0.6	44.9	0.6	44.9		
655+17.30 TO 657+01.56 LT	184.26	37 - 25	634.7				0.5	0.5	53.3	0.5	35.5	0.5	35.5	0.5	35.5	0.5	35.5	0.5	35.5		
657+01.56 TO 678+10.38 LT	2,108.82	25	5,857.8				4.6	4.6	492.1	4.6	328.0	4.6	328.0	4.6	328.0	4.6	328.0	4.6	328.0		
678+10.38 TO 679+06.48 CT	2,487.98	25	6,911.1				5.5	5.5	580.5	5.5	387.0	5.5	387.0	5.5	387.0	5.5	387.0	5.5	387.0		
679+06.48 TO 681+84.30 LT	96.10	53	565.9				0.4	0.4	47.5	0.4	31.7	0.4	31.7	0.4	31.7	0.4	31.7	0.4	31.7		
681+84.30 TO 679+06.48 CT	2,487.98	25	6,911.1				5.5	5.5	580.5	5.5	387.0	5.5	387.0	5.5	387.0	5.5	387.0	5.5	387.0		
679+06.48 TO 681+84.30 LT	277.82	25	771.7				0.6	0.6	64.8	0.6	43.2	0.6	43.2	0.6	43.2	0.6	43.2	0.6	43.2		
681+84.30 TO 679+06.48 CT	277.82	25	771.7				0.6	0.6	64.8	0.6	43.2	0.6	43.2	0.6	43.2	0.6	43.2	0.6	43.2		
OMIT RAILROAD XING																					
PAGE SUB-TOTAL					0.0	3,362.8	0.0	46.0	116.0	4,848.7	0.0	115.4	3,677.6	0.0	0.0	0.0	0.0	0.0	0.0		

LOCATION	SURFACE		AREA SQ YD	HMA SURFACE REMOVAL 2" 2-1/2"	40800050 INCIDENTAL HMA SURFACING	40600200 BIT. MAT. PRIME COAT (2 APPS.)	40600300 AGG. PRIME COAT	40603540 POLYMER HMA SURF. MIX "D", N70 (MAINLINE) 1.5"	40603310 HMA SURF. MIX "C", N50 (SHOULDER)	40600735 POLYMERIZED LEVELING BINDER, N70		40600525 LEVELING BINDER, N50					
	LENGTH FT	WIDTH FT								SQ YD	TON	(MM)	TON	(MM)	TON	(MM)	TON
681+86.52 TO 686+06.00 LT	419.48	25	1,165.2			0.9	2.4	97.9		2.3	65.3						
681+86.52 TO 686+06.00 RT	419.48	25	1,165.2			0.9	2.4	97.9		2.3	65.3						
686+06.00 TO 697+45.26 LT	1,139.26	24	3,068.0			2.4	6.0	255.2		6.1	170.1						
697+45.26 TO 698+07.95 LT	62.69	25	174.1			0.1	0.4	14.6		0.3	9.8						
686+06.00 TO 692+33.51 RT	627.51	24	1,673.4			1.3	3.4	140.6		3.3	93.7						
692+33.51 TO 695+87.40 RT	353.89	24 - 36	1,179.6			0.9	2.4	99.1		2.4	66.1						
695+87.40 TO 697+35.29 RT	147.89	36	591.6			0.5	1.2	49.7		1.2	33.1						
697+35.29 TO 698+07.95 RT	72.66	37	298.7			0.2	0.6	25.1		0.6	16.7						
698+07.95 TO 699+23.26 CT	115.31	76	973.7			0.8	2.0	81.8		1.9	54.5						
699+23.26 TO 699+83.79 LT	60.53	27	181.6			0.1	0.4	15.3		0.4	10.2						
699+83.79 TO 703+34.94 LT	351.15	36	1,404.6			1.1	2.8	118.0		2.8	76.7						
703+34.94 TO 706+00.11 LT	265.17	36 - 24	883.9			0.7	1.8	74.2		1.8	49.5						
706+00.11 TO 729+13.70 LT	2,313.59	24	6,169.6			4.9	12.4	518.2		12.3	345.5						
699+23.26 TO 699+95.58 RT	72.32	25	200.9			0.2	0.4	16.9		0.4	11.2						
699+95.58 TO 729+13.70 RT	2,918.12	24	7,781.7			6.2	15.6	653.7		15.6	435.8						
729+13.70 TO 730+94.97 CT	181.27	77	1,550.9			1.2	3.2	130.3		3.1	86.8						
730+94.97 TO 762+53.53 LT	3,158.56	24	8,422.8			6.7	16.8	707.5		16.8	471.7						
730+94.97 TO 762+53.53 RT	3,158.56	24	8,422.8			6.7	16.8	707.5		16.8	471.7						
762+53.53 TO 763+69.68 CT	116.15	86	1,109.9			0.9	2.2	93.2		2.2	62.2						
763+69.68 TO 773+27.40 LT	957.72	24	2,553.9			2.0	5.2	214.5		5.1	143.0						
763+69.68 TO 773+27.40 RT	957.72	24	2,553.9			2.0	5.2	214.5		5.1	143.0						
773+27.40 TO 773+83.41 CT	56.01	89	553.9			0.4	1.2	46.5		1.1	31.0						
773+83.41 TO 789+58.39 LT	1,574.98	24	4,199.9			3.3	8.4	352.8		8.4	235.2						
773+83.41 TO 789+58.39 RT	1,574.98	24	4,199.9			3.3	8.4	352.8		8.4	235.2						
789+58.39 TO 791+08.39 CT	150.00	89	1,483.3			1.2	3.0	124.6		3.0	83.1						
791+08.39 TO 804+73.38 LT	1,364.99	24	3,640.0			2.9	7.2	305.8		7.3	203.8						
791+08.39 TO 804+73.38 RT	1,364.99	24	3,640.0			2.9	7.2	305.8		7.3	203.8						
PAGE SUB-TOTAL				0.0	0.0	54.7	139.0	5,814.0	0.0	138.4	3,876.0	0.0	0.0				

HOT-MIX ASPHALT SCHEDULE

HOT-MIX ASPHALT SCHEDULE															5 OF 6								
LOCATION	SURFACE		AREA	SQ YD	SQ YD	SQ YD	TON	40800050 INCIDENTAL HMA SURFACING	40600200 BIT. MAT. PRIME COAT (2 APPS.)	40600300 AGG. PRIME COAT	40603540 POLYM. HMA SURF. MIX "D", N70 (MAINLINE) 1.5"	40603310 HMA SURF. MIX "C", N60 (SHOULDER)	406007351 406008371 406005251 406006252		LEVELING BINDER, N50								
	LENGTH	WIDTH											(HM)	TON	(HM)	TON	(HM)	TON					
	FT	FT	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON							
SHOULDERS (CONVD)																							
681+61.65 TO 697+45.26 LT	1,583.61	8	1,407.7			1.1			2.8			118.2			1.2	78.8							
682+14.48 TO 698+12.36 RT	1,420.3	8	1,420.3			1.1			2.8			119.3			1.2	79.5							
685+89.65 TO 697+35.29 LT	1,135.64	4	504.7			0.4			1.0			42.4	0.4	28.3									
685+89.65 TO 697+35.29 RT	1,135.64	4	504.7			0.4			1.0			42.4	0.4	28.3									
MORTON RD. NW						0.1			0.4			14.4			0.1	9.6							
MORTON RD. SE						0.1			0.4			13.6			0.1	9.1							
699+83.79 TO 729+25.94 LT	2,942.15	8	2,615.2			2.2			5.2			219.7			2.2	146.5							
698+95.98 TO 729+72.42 RT	3,076.44	8	2,794.6			2.2			5.4			229.7			2.3	153.1							
699+95.58 TO 729+13.70 LT	2,918.12	4	1,296.9			1.0			2.6			108.9	1.1	72.6									
699+95.58 TO 729+13.70 RT	2,918.12	4	1,296.9			1.0			2.6			108.9	1.1	72.6									
731+18.09 TO 762+90.12 LT	3,172.03	8	2,819.6			2.2			5.6			236.8			2.4	157.9							
730+56.49 TO 762+52.14 RT	3,195.65	8	2,840.6			2.3			5.6			236.8			2.4	159.1							
730+94.97 TO 762+53.53 LT	3,158.56	4	1,403.8			1.1			2.8			117.9	1.2	78.6									
730+94.97 TO 762+53.53 RT	3,158.56	4	1,403.8			1.1			2.8			117.9	1.2	78.6									
763+69.98 TO 773+27.40 LT	957.42	8	851.0			0.7			1.8			71.5			0.7	47.7							
763+38.52 TO 773+46.63 RT	1,008.11	8	896.1			0.7			1.8			75.3			0.8	50.2							
763+69.98 TO 773+27.40 LT	957.42	4	425.5			0.3			0.8			35.7	0.4	23.8									
763+69.98 TO 773+27.40 RT	957.42	4	425.5			0.3			0.8			35.7	0.4	23.8									
773+83.41 TO 789+58.39 LT	1,574.98	8	1,400.0			1.1			2.8			117.6			1.2	78.4							
773+62.04 TO 789+95.90 RT	1,633.86	8	1,452.3			1.2			3.0			122.0			1.2	81.3							
773+83.41 TO 789+58.39 LT	1,574.98	4	700.0			0.6			1.4			58.8	0.6	39.2									
773+83.41 TO 789+58.39 RT	1,574.98	4	700.0			0.6			1.4			58.8	0.6	39.2									
791+08.39 TO 804+73.38 LT	1,364.99	8	1,213.3			1.0			2.4			101.9			1.0	67.9							
790+70.90 TO 804+73.38 RT	1,402.48	8	1,246.6			1.0			2.4			104.7			1.0	69.8							
791+08.39 TO 804+73.38 LT	1,364.99	4	606.7			0.5			1.2			51.0	0.5	34.0									
791+08.39 TO 804+73.38 RT	1,364.99	4	606.7			0.5			1.2			51.0	0.5	34.0									
PAGE SUB-TOTAL													0.0	0.0	0.0	24.7	62.0	0.0	2,612.7	8.4	553.0	17.8	1,188.9

HOT-MIX ASPHALT SCHEDULE												6 OF 6								
LOCATION	SURFACE WIDTH		AREA	44000167		40800050		40600200		40600300		40603540		40603310		40600735		40600525		
	LENGTH	WIDTH		HMA SURFACE REMOVAL, 2"	2-1/2"	INCIDENTAL HMA SURFACING	BIT. MAT. PRIME COAT (2 APPS.)	AGG. PRIME COAT	POLYM. HMA SURF. MIX "D", N70 (MAINLINE) 1.5"	HMA SURF. MIX "C", N50 (SHOULDER) 1.5"	POLYMERIZED LEVELING BINDER, N70 (HM)	LEVELING BINDER, N50 (HM)								
FT	FT	SQ YD	SQ YD	SQ YD	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	TON	
SIDE STREETS / ENTRANCES																				
MEGAN DR. (P.E.) (W)	1,405		156.1 †		24.0	0.4														
CEMETERY (W)	6,087		876.3 †		104.2	1.9														
P.E. (548+00) (W)	1,008		112.0 †		17.2	0.3														
C.E. (548+00) (E)	1,756		195.1 †		30.0	0.6														
18TH AVE (W)	1,524		169 †		26.1	0.5														
18TH AVE (E)	6,458		718 †		110.5	2.1														
MAJ. C.E. (568+00) (W)	5,771		641 †		98.7	1.8														
MAJ. C.E. (568+00) (E)	10,161		1,129 †		173.9	3.2														
11TH AVE (W)	6,547		727 †		112.0	2.1														
11TH AVE (E)	10,290		1,143 †		176.1	3.3														
3RD AVE (E)	2,330		259 †		39.9	0.7														
BARSTOW RD. (W)	10,056		1,117 †		172.1	3.2														
BARSTOW RD. (E)	5,001		586 †		85.6	1.6														
163RD (NW)	2,353		261 †		40.3	0.7														
163RD (SE)	1,959		218 †		33.5	0.6														
MORTON (NW)	9,427		1,047 †		161.3	3.0														
MORTON (SE)	2,238		249 †		38.3	0.7														
4TH AVE (NW)	7,862		874 †		134.5	2.5														
4TH AVE (SE)	1,982		220 †		33.9	0.6														
179TH ST (N)	1,602		178 †		27.4	0.5														
179TH ST (S)	2,174		242 †		37.2	0.7														
STREET (773+50) (N)	1,000		111 †		17.1	0.3														
F.E. (773+50) (S)	268		30 †		4.6	0.1														
193RD (N)	4,365		485 †		74.7	1.4														
193RD (S)	1,684		187 †		28.8	0.5														
TOTAL FROM THIS PAGE					1,821.3	33.8														
TOTAL FROM PAGE 1					0.0	0.0														
TOTAL FROM PAGE 2					0.0	3,362.8														
TOTAL FROM PAGE 3					0.0	0.0														
TOTAL FROM PAGE 4					8,173.5	909.7														
TOTAL FROM PAGE 5					0.0	0.0														
GRAND TOTAL					1,821	203.3														

† Area Measured in CADD.
 - Bit Materials (Prime Coat) is calculated based on 2 applications at 0.1 gal/sy at 252 gal/ton.
 - Aggregate (Prime Coat) is calculated based 2 applications at 4 lbs/sy.
 - Leveling Binder (Hand Method) is estimated to be 1.5% of Leveling Binder (Machine Method)

PATCHING SCHEDULE - CLASS A, 7" DEPTH																		
LOCATION		DIMENSIONS			4421200	44200517	44200521	44200523	44002210	40601005	44213000	20028415	20028700	44213100	20075310	20017100	44201294	44201296
STA.	LANE	Length	Width	Area	SAW CUTS	CLASS A PATCHES, 7"			HMA REM. OVER PATCHES, 2-1/2"	HMA REPL. OVER PATCHES	PATCHING REINF.	GEO. REINF.	GRAN. SUBGR. REPL.	PVT. FABRIC	TIE BARS 3/4"	DOWEL BARS	CLASS PATCH EXP. JOINT	DEF. BARS - EXP. JOINT
						TYPE II	TYPE III	TYPE IV										
(FT)	(FT)	(SY)	(FT)	(SY)	(FT)	(SY)	(SY)	(SY)	(SY)	(TON)	(SY)	(SY)	(CY)	(SY)	(EA)	(EA)	(FT)	(EA)
531+89	NB/RT	15	6	10.0	54	10					10.0	10.0	1.7	0.0				
532+67	NB/R	21	12	28.0	90			28			28.0	28.0	4.7	0.0	15			
532+67	NB/L	30	12	40.0	108			40			40.0	40.0	6.7	0.0	16			
533+24	NB/RT	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
534+56	NB/R	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
534+56	NB/L	5	12	8.0	60	8					8.0	8.0	1.3	0.0				
535+47	NB/R	33	12	44.0	114			44			44.0	44.0	7.3	0.0	35			
536+03	NB/R	8	12	12.0	66	12					12.0	12.0	2.0	0.0				
536+03	NB/L	12	12	16.0	72		16				16.0	16.0	2.7	0.0				
536+35	NB/R	38	12	52.0	126			52			52.0	52.0	8.7	0.0	40			
536+35	NB/L	35	12	46.7	118			47			46.7	46.7	7.8	0.0	18			
538+00	NB/L	12	12	16.0	72		16				16.0	16.0	2.7	0.0				
539+27	NB/R	12	12	16.0	72		16				16.0	16.0	2.7	0.0				
539+68	NB/L	18	12	24.0	84		24				24.0	24.0	4.0	0.0				
540+39	NB/R	10	12	13.3	68	13					13.3	13.3	2.2	0.0				
540+76	NB/R	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
540+76	NB/L	10	12	13.3	68	13					13.3	13.3	2.2	0.0				
544+22	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
544+74	NB/R	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
547+03	NB/L	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
548+42	NB/R	10	12	13.3	68	13					13.3	13.3	2.2	0.0				
548+83	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
549+37	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
550+56	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
550+56	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
551+05	NB/L	30	12	40.0	108			40			40.0	40.0	6.7	0.0	30			
552+16	NB/R	15	12	20.0	78		20				20.0	20.0	3.3	0.0				
552+67	NB/R	30	12	40.0	108			40			40.0	40.0	6.7	0.0	30			
552+67	NB/L	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
556+16	NB/L	30	12	40.0	108			40			40.0	40.0	6.7	0.0	30			
556+87	NB/R	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
557+20	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
559+38	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
559+44	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
559+91	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
560+80	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
560+80	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
564+75	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
565+46	NB/R	15	12	20.0	78		20				20.0	20.0	3.3	0.0				
565+88	NB/L	21	12	28.0	90			28			28.0	28.0	4.7	0.0	21			
565+90	NB/R	15	12	20.0	78		20				20.0	20.0	3.3	0.0				
566+45	NB/R	8	12	8.0	60	8					8.0	8.0	1.3	0.0				
568+19	NB/L	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
570+93	NB/L	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
571+52	NB/R	8	12	12.0	66	12					12.0	12.0	2.0	0.0				
572+71	NB/LT	60	12	80.0	168			80			80.0	80.0	13.3	0.0	60			
573+23	NB/R	15	12	20.0	78		20				20.0	20.0	3.3	0.0				
573+36	NB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
574+14	NB/LT	210	6	140.0	444			140			140.0	140.0	23.3	0.0	210			
575+78	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
575+78	NB/L	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
575+91	NB/M	70	21	163.3	224			163			163.3	163.3	27.2	0.0	70			
578+44	NB/R	27	12	36.0	102			36			36.0	36.0	6.0	0.0	14			
579+46	NB/R	24	12	32.0	96			32			32.0	32.0	5.3	0.0	12			
579+46	NB/L	36	12	48.0	120			48			48.0	48.0	8.0	0.0	18			
579+88	NB/R	18	12	24.0	84		24				24.0	24.0	4.0	0.0				
580+59	NB/R	15	12	20.0	78		20				20.0	20.0	3.3	0.0				
581+87	NB/R	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
582+02	NB/L	27	12	36.0	102			36			36.0	36.0	6.0	0.0	27			
583+30	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
584+63	NB/L	54	12	72.0	168			72			72.0	72.0	12.0	0.0	54			
585+10	NB/R	40	12	53.3	128			53			53.3	53.3	8.9	0.0	20			
587+44	NB/L	135	12	180.0	318			180			180.0	180.0	30.0	0.0	135			
587+56	NB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
590+15	NB/L	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
589+49	SB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
589+49	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
588+35	SB/L	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
587+61	SB/L	168	12	224.0	384			224			224.0	224.0	37.3	0.0	168			
585+07	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
584+19	SB/R	10	12	13.3	68	13					13.3	13.3	2.2	0.0				
584+19	SB/L	10	12	13.3	68	13					13.3	13.3	2.2	0.0				
580+19	SB/L	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
578+07	SB/R	20	12	26.7	88			27			26.7	26.7	4.5	0.0	10			
578+07	SB/L	20	12	26.7	88			27			26.7	26.7	4.5	0.0	20			
578+07	SB/LT	160	5	83.3	320			83			83.3	83.3	13.9	0.0	160			
575+05	SB/L	5	12	6.7	58	7					6.7	6.7	1.1	0.0				
574+83	SB/R	8	12	10.7	64	11					10.7	10.7	1.8	0.0				
573+15	SB/L	6	12	6.7	58	7					6.7	6.7	1.1	0.0				
571+68	SB/R	5	12	6.7	58	7					6.7	6.7	1.1	0.0				

PATCHING SCHEDULE - CLASS A, 7" DEPTH

LOCATION		DIMENSIONS			44213200	CLASS A PATCHES, 7"			4402210	40601005	44213000	20028415	20028700	44213100	20075310	20071100	44201284	44201286
STA.	LANE	Length	Width	Area	SAW CUTS	TYPE II	TYPE III	TYPE IV	HMA REM. OVER PATCHES, 2-1/2"	HMA REPL. OVER PATCHES	PATCHING REINF.	GEO. REINF.	GRAN. SUBGR. REPL.	PVT. FABRIC	TIE BARS 3/4"	DOWEL BARS	CLASS PATCH EXP. JOINT	DEF. BARS - EXP. JOINT
		(FT)	(FT)	(SY)	(FT)	(SY)	(SY)	(SY)	(SY)	(TON)	(SY)	(SY)	(CY)	(SY)	(EA)	(EA)	(FT)	(EA)
571+68	SB/L	8	12	8.0	80	8					8.0	8.0	1.3	0.0				
570+27	SB/L	5	12	6.7	58	7					6.7	6.7	1.1	0.0				
568+80	SB/L	50	12	85.7	148			67			66.7	66.7	11.1	0.0	60			
568+51	SB/R	21	12	28.0	90			28			28.0	28.0	4.7	0.0	11			
567+98	SB/R	8	12	10.7	84	11					10.7	10.7	1.8	0.0				
567+98	SB/L	8	12	10.7	84	11					10.7	10.7	1.8	0.0				
567+98	SB/M	42	18	84.0	155			64			84.0	84.0	14.0	0.0	42			
567+48	SB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
567+48	SB/L	15	12	20.0	78		20				20.0	20.0	3.3	0.0				
567+21	SB/L	21	12	28.0	90			28			28.0	28.0	4.7	0.0	21			
566+81	SB/L	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
566+73	SB/L	60	12	80.0	168			80			80.0	80.0	13.3	0.0	60			
566+22	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
563+43	SB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
563+31	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
559+76	SB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
559+76	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
559+20	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
558+54	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
556+84	SB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
556+54	SB/L	8	12	12.0	66	12					12.0	12.0	2.0	0.0				
556+51	SB/R	8	12	12.0	66	12					12.0	12.0	2.0	0.0				
555+63	SB/R	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
555+63	SB/L	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
551+82	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
548+64	SB/L	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
548+96	SB/L	8	12	12.0	66	12					12.0	12.0	2.0	0.0				
548+96	SB/R	8	12	8.0	60	8					8.0	8.0	1.3	0.0				
548+67	SB/R	46	12	80.0	138			80			60.0	60.0	10.0	0.0	23			
548+67	SB/R	40	12	53.3	128			53			53.3	53.3	8.9	0.0	20			
546+63	SB/L	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
546+67	SB/R	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
543+81	SB/L	12	12	16.0	72		16				16.0	16.0	2.7	0.0				
543+42	SB/R	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
540+39	SB/R	21	12	28.0	90			28			28.0	28.0	4.7	0.0	11			
540+13	SB/R	21	12	28.0	90			28			28.0	28.0	4.7	0.0	11			
540+13	SB/L	12	12	16.0	72		16				16.0	16.0	2.7	0.0				
539+88	SB/L	5	12	6.7	58	7					6.7	6.7	1.1	0.0				
539+02	SB/L	21	12	28.0	90			28			28.0	28.0	4.7	0.0	21			
538+28	SB/L	36	12	48.0	120			48			48.0	48.0	8.0	0.0	36			
537+29	SB/L	21	12	28.0	90			28			28.0	28.0	4.7	0.0	21			
537+08	SB/L	24	12	32.0	96			32			32.0	32.0	5.5	0.0	24			
536+36	SB/R	5	12	6.7	58	7					6.7	6.7	1.1	0.0				
535+84	SB/L	36	12	46.7	118			47			46.7	46.7	7.8	0.0	35			
535+66	SB/R	27	12	36.0	102			36			36.0	36.0	6.0	0.0	14			
534+90	SB/M	35	18	70.0	142			70			70.0	70.0	11.7	0.0	35			
534+32	SB/L	12	12	16.0	72		16				16.0	16.0	2.7	0.0				
534+01	SB/R	9	12	12.0	66	12					12.0	12.0	2.0	0.0				
532+74	SB/LT	226	12	300.0	498			300			300.0	300.0	60.0	0.0	225			
532+65	SB/R	10	12	13.3	66	13					13.3	13.3	2.2	0.0				
532+65	SB/RT	10	12	13.3	66	13					13.3	13.3	2.2	0.0				
532+65	SB/R	10	12	13.3	66	13					13.3	13.3	2.2	0.0				
532+65	SB/L	10	12	13.3	66	13					13.3	13.3	2.2	0.0				
531+42	SB/LT	6	12	8.0	60	8					8.0	8.0	1.3	0.0				
SUB-TOTAL					12,128	778	264	2,605	0	0	3,647	3,647	606	0	1,862	0	0	0
CLASS A PATCHES, 7" EST. REPLACEMENT RATE: 100%					12,128	778	264	2,605	0	0	3,647	3,647	606	0	1,862	0	0	0
PROJECT SUB-TOTAL					12,128	778	264	2,605	0	0	3,647	3,647	606	0	1,862	0	0	0
- Note: All CLASS A PATCHES, 7" are in locations without HMA overlay.																		
PROJECT TOTAL (EST. REPL. RATE APPLIED)					21,329	778	264	2,605	518	216	6,995	7,266	1,212	267	3,845	385	95	95

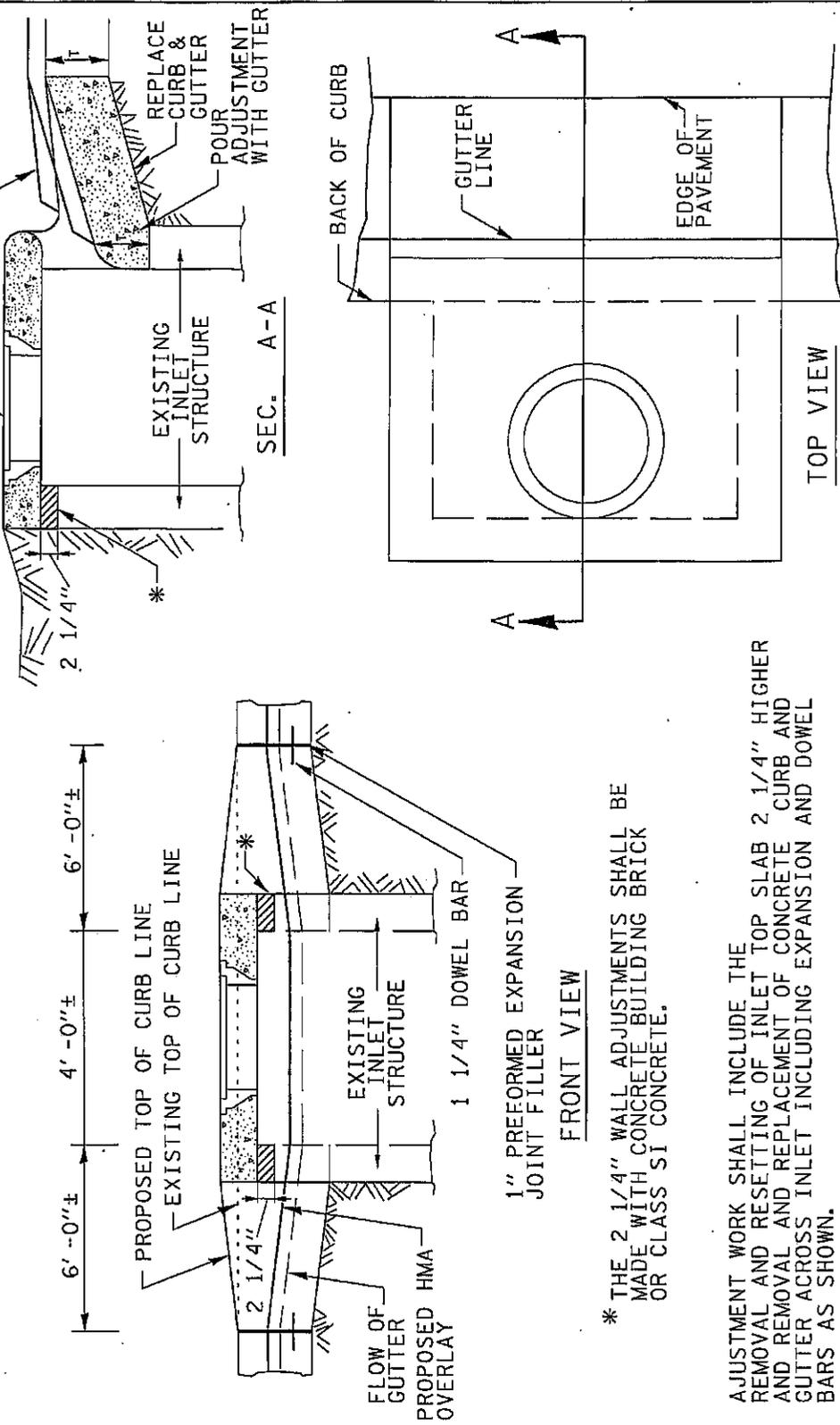
PATCHING SCHEDULE - CLASS A, 8" DEPTH																				
LOCATION		DIMENSIONS			44213280	CLASS A PATCHES, 8"			44002210	40601005	44213000	20028415	20029700	44213100	20075310	20017100	44201284	44201296		
STA.	LANE	Length	Width	Area	SAW CUTS	CLASS A PATCHES, 8"			HMA REM. OVER PATCHES, 2-1/2"	HMA REPL. OVER PATCHES	PATCHING REINF.	GEO. REINF.	GRAN. SUBGR. REPL.	PVT. FABRIC	TIE BARS 3/4"	DOWEL BARS	CLASS PATCH EXP. JOINT	DEF. BARS - EXP. JOINT		
		(FT)	(FT)	(SY)	(FT)	TYPE II	TYPE III	TYPE IV	(SY)	(TON)	(SY)	(SY)	(CY)	(SY)	(EA)	(EA)	(FT)	(EA)		
580+85	NB/L	16	12	20.0	78				20			20.0	20.0	3.3	0.0					
591+72	NB/L	27	12	36.0	102				36			36.0	36.0	6.0	0.0	27				
593+39	NB/L	300	12	400.0	648				400			400.0	400.0	66.7	0.0	300				
595+70	NB/R	6	12	8.0	60		8					8.0	8.0	1.3	0.0					
596+85	NB/L	6	12	8.0	60		8					8.0	8.0	1.3	0.0					
598+56	NB/L	8	12	10.7	84		11					10.7	10.7	1.8	0.0					
598+85	NB/R	12	12	16.0	72		16					16.0	16.0	2.7	0.0					
599+65	NB/L	45	12	60.0	138				60			60.0	60.0	10.0	0.0	45				
601+11	NB/R	10	12	13.3	68		13					13.3	13.3	2.2	0.0					
601+44	NB/L	8	12	12.0	68		12					12.0	12.0	2.0	0.0					
603+41	NB/R	200	6	133.3	424				133			133.3	133.3	22.2	0.0	100				
603+41	NB/L	30	12	40.0	108				40			40.0	40.0	6.7	0.0	15				
604+64	NB/R	10	12	13.3	68		13					13.3	13.3	2.2	0.0					
604+64	NB/L	45	12	60.0	138				60			60.0	60.0	10.0	0.0	23				
604+64	NB/R	25	12	33.3	98				33			33.3	33.3	5.6	0.0	13				
605+38	NB/L	45	12	60.0	138				60			60.0	60.0	10.0	0.0	45				
606+16	NB/R	45	12	60.0	138				60			60.0	60.0	10.0	0.0	23				
613+24	NB/R	36	12	48.0	120				48			48.0	48.0	8.0	0.0	36				
614+24	NB/L	81	12	108.0	210				108			108.0	108.0	18.0	0.0	81				
616+70	NB/R	90	12	120.0	228				120			120.0	120.0	20.0	0.0	90				
617+86	NB/R	75	12	100.0	198				100			100.0	100.0	16.7	0.0	75				
619+27	NB/L	111	12	148.0	270				148			148.0	148.0	24.7	0.0	111				
619+29	SB/R	5	12	6.7	58		7					6.7	6.7	1.1	0.0					
617+37	SB/R	5	12	6.7	58		7					6.7	6.7	1.1	0.0					
614+70	SB/R	5	12	6.7	58		7					6.7	6.7	1.1	0.0					
614+20	SB/L	5	12	6.7	58		7					6.7	6.7	1.1	0.0					
613+60	SB/R	6	12	8.0	60		6					8.0	8.0	1.3	0.0					
611+84	SB/L	20	12	26.7	88				27			26.7	26.7	4.5	0.0	20				
610+32	SB/L	24	12	32.0	98				32			32.0	32.0	5.3	0.0	24				
610+07	SB/R	6	12	8.0	60		8					8.0	8.0	1.3	0.0					
609+14	SB/R	12	12	16.0	72			16				16.0	16.0	2.7	0.0					
604+18	SB/L	130	12	173.3	308				173			173.3	173.3	28.9	0.0	130				
602+15	SB/R	12	12	16.0	72			16				16.0	16.0	2.7	0.0					
601+77	SB/R	18	12	24.0	84			24				24.0	24.0	4.0	0.0					
601+44	SB/R	6	12	8.0	60		8					8.0	8.0	1.3	0.0					
600+94	SB/R	15	12	20.0	78			20				20.0	20.0	3.3	0.0					
600+03	SB/L	26	12	33.3	98				33			33.3	33.3	5.6	0.0	25				
599+41	SB/R	45	12	60.0	138				60			60.0	60.0	10.0	0.0	23				
599+31	SB/L	21	12	28.0	90				28			28.0	28.0	4.7	0.0	21				
599+01	SB/L	225	12	300.0	458				300			300.0	300.0	50.0	0.0	225				
598+81	SB/R	25	12	33.3	98				33			33.3	33.3	5.6	0.0	13				
598+51	SB/R	75	12	100.0	198				100			100.0	100.0	16.7	0.0	38				
585+35	SB/L	270	12	360.0	588				360			360.0	360.0	60.0	0.0	270				
584+71	SB/R	210	12	280.0	468				280			280.0	280.0	46.7	0.0	105				
591+28	SB/L	90	12	120.0	228				120			120.0	120.0	20.0	0.0	90				
SUB-TOTAL																				
CLASS A PATCHES, 8"					7,108	116	112	2,953	0	0	3,181	3,181	530	0	1,968	0	0	0	0	
EST. REPLACEMENT RATE: 100%																				
PROJECT SUB-TOTAL					7,108	116	112	2,953	0	0	3,181	3,181	530	0	1,968	0	0	0	0	
-Note: All CLASS A PATCHES, 8" are in locations without HMA overlay.																				
PROJECT TOTAL (EST. REPL. RATE APPLIED)					21,329	116	112	2,953	518	216	6,999	7,266	1,212	267	3,845	385	95	95		

PATCHING SCHEDULE - CLASS A, 11" DEPTH																		
LOCATION		DIMENSIONS			4421320B	CLASS A PATCHES, 11"			44082210	40601005	4421300B	20028416	20028700	44213400	20075310	20017100	44201294	44201295
STA.	LANE	Length	Width	Area	SAW CUTS	TYPE II	TYPE III	TYPE IV	HMA REM. OVER PATCHES, 2-1/2"	HMA REPL. OVER PATCHES	PATCHING REINF.	GEO. REINF.	GRAN. SUBGR. REPL.	PVT. FABRIC	TIE BARS 3/4"	DOWEL BARS	CLASS PATCH EXP. JOINT	DEF. BARS - EXP. JOINT
		(FT)	(FT)	(SY)	(FT)	(SY)	(SY)	(SY)	(SY)	(TON)	(SY)	(SY)	(CY)	(SY)	(EA)	(EA)	(FT)	(EA)
796+41	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
798+41	SB/L	25	12	33.3	98			33	37.6	5.3	33.3	33.3	5.6	0.0	12			
793+56	SB/R	15	12	20.0	76		20		23.1	3.2	20.0	20.0	3.3	0.0				
787+85	SB/L	8	12	10.7	64	11			13.0	1.8	10.7	10.7	1.8	0.0				
783+48	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
782+84	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
782+25	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
778+74	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
776+43	SB/L	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
775+36	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
773+18	SB/L	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
764+26	SB/L	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
762+05	SB/L	9	12	12.0	66	12			14.4	2.0	12.0	12.0	2.0	0.0				
759+63	SB/L	8	12	10.7	64	11			13.0	1.8	10.7	10.7	1.8	0.0				
752+84	SB/R	8	12	10.7	64	11			13.0	1.8	10.7	10.7	1.8	0.0				
752+10	SB/L	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
749+06	SB/L	6	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
743+27	SB/L	9	12	12.0	66	12			14.4	2.0	12.0	12.0	2.0	0.0				
737+58	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
737+35	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
736+82	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
736+47	SB/L	6	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
734+86	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
734+83	SB/L	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
734+68	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
725+30	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
725+30	SB/L	15	12	20.0	76		20		23.1	3.2	20.0	20.0	3.3	0.0				
717+73	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
716+90	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
716+58	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
714+35	SB/R	10	6	6.7	44	7			8.6	1.2	6.7	6.7	1.1	0.0				
714+23	SB/L	25	6	16.7	74		17		20.2	2.8	16.7	16.7	2.8	0.0	13			
712+44	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
712+21	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
711+66	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
705+31	SB/R	8	6	5.3	40	5			7.0	1.0	5.3	5.3	0.9	0.0				
699+64	SB/R	50	12	66.7	148			67	73.7	10.3	66.7	66.7	11.1	0.0	25			
685+73	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
682+99	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
678+82	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
677+49	SB/R	8	12	10.7	64	11			13.0	1.8	10.7	10.7	1.8	0.0				
676+92	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
667+98	SB/L	10	12	13.3	69	13			15.9	2.2	13.3	13.3	2.2	0.0				
664+54	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
664+54	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
660+70	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
660+70	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
658+23	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
658+07	SB/R	8	12	10.7	64	11			13.0	1.8	10.7	10.7	1.8	0.0				
657+23	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
657+23	SB/L	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
656+54	SB/R	15	12	20.0	76		20		23.1	3.2	20.0	20.0	3.3	0.0				
655+85	SB/R	8	12	10.7	64	11			13.0	1.8	10.7	10.7	1.8	0.0				
655+85	SB/L	9	12	12.0	66	12			14.4	2.0	12.0	12.0	2.0	0.0				
654+27	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
654+27	SB/L	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
653+27	SB/R	9	12	12.0	66	12			14.4	2.0	12.0	12.0	2.0	0.0				
650+70	SB/R	10	12	13.3	69	13			15.9	2.2	13.3	13.3	2.2	0.0				
650+13	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
649+79	SB/R	20	12	26.7	88			27	30.3	4.2	26.7	26.7	4.5	0.0	10			
647+17	SB/R	12	12	16.0	72		16		18.8	2.6	16.0	16.0	2.7	0.0				
646+31	SB/R	7	12	9.3	62	9			11.6	1.6	9.3	9.3	1.6	0.0				
645+73	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
640+32	SB/R	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
640+32	SB/L	6	12	8.0	60	8			10.1	1.4	8.0	8.0	1.3	0.0				
638+66	SB/R	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
638+66	SB/L	5	12	6.7	58	7			8.7	1.2	6.7	6.7	1.1	0.0				
SUB-TOTAL					4,084	465	93	127	836	116	684	684	114	0	60	0	0	0
CLASS A PATCHES, 11" EST. REPLACEMENT RATE: 25%					1,021	116	23	32	209	87	171	171	29	0	15	0	0	0
PROJECT SUB-TOTAL					1,021	116	23	32	209	87	171	171	29	0	15	0	0	0
PROJECT TOTAL (EST. REPL. RATE APPLIED)					21,329	116	23	32	510	216	6,999	7,266	1,212	267	3,845	385	95	95

PATCHING SCHEDULE - CLASS B, 13" DEPTH																				
LOCATION		DIMENSIONS			44213200	44201007 44201011 44201013			44022210	40601005	44213000	20028415	20028700	44213100	20075310	20017100	44201294	44201296		
STA.	LANE	Length	Width	Area	SAW CUTS	CLASS B PATCHES, 13"			HMA REM. OVER PATCHES, 2-1/2"	HMA REPL. OVER PATCHES	PATCHING REINF.	GEO. REINF.	GRAN. SUBGR. REPL.	PVT. FABRIC	TIE BARS 3/4"	DOWEL BARS	CLASS PATCH EXP. JOINT	DEF. BARS - EXP. JOINT		
		(FT)	(FT)	(SY)	(FT)	TYPE II	TYPE III	TYPE IV	(SY)	(TON)	(SY)	(SY)	(CY)	(SY)	(EA)	(EA)	(FT)	(EA)		
639+20	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
639+20	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
641+64	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
641+64	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
642+61	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
642+61	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
643+62	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
643+62	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
644+29	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
644+29	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
649+03	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
649+03	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
653+57	NB/R	10	12	13.3	66	13			15.9	2.2	0.0	13.3	2.2	13.3			20			
659+05	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
661+39	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
669+72	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
673+59	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
673+59	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
674+30	NB/R	15	12	20.0	78		20		23.1	3.2	0.0	20.0	3.3	20.0			30	12	12	
674+30	NB/L	9	12	12.0	66	12			14.4	2.0	0.0	12.0	2.0	12.0			18			
679+56	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
679+56	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
686+99	NB/R	9	12	12.0	66	12			14.4	2.0	0.0	12.0	2.0	12.0			18			
686+99	NB/L	9	12	12.0	66	12			14.4	2.0	0.0	12.0	2.0	12.0			18			
695+23	NB/LT	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
696+53	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
696+53	NB/LT	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
699+04	NB/M	25	27	75.0	158			75	80.9	11.3	0.0	75.0	12.5	75.0			60	54	54	
706+13	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
716+13	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
719+13	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
734+13	NB/R	9	12	10.7	64	11			13.0	1.8	0.0	10.7	1.8	10.7			16			
735+16	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
735+16	NB/L	12	12	16.0	72		16		18.8	2.6	0.0	16.0	2.7	16.0			24			
743+14	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
743+15	NB/L	8	12	10.7	64	11			13.0	1.8	0.0	10.7	1.8	10.7			16			
760+60	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
760+60	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
763+78	NB/L	12	12	16.0	72		16		18.8	2.6	0.0	16.0	2.7	16.0			24			
764+72	NB/R	10	12	13.3	66	13			15.9	2.2	0.0	13.3	2.2	13.3			20			
776+81	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
776+81	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
783+32	NB/L	225	12	300.0	498			300	325.4	45.7	0.0	300.0	50.0	300.0			450	180	180	
783+31	NB/R	100	12	133.3	246			133	145.8	20.4	0.0	133.3	22.2	133.3			200	84	84	
786+86	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
786+86	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
787+42	NB/R	10	12	13.3	66	13			15.9	2.2	0.0	13.3	2.2	13.3			20			
787+85	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
788+82	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
793+52	NB/R	8	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
793+52	NB/L	8	12	10.7	64	11			13.0	1.8	0.0	10.7	1.8	10.7			16			
793+93	NB/R	60	12	60.0	168			60	65.1	12.3	0.0	60.0	13.3	60.0			120	48	48	
795+12	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
802+85	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
802+85	NB/L	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
804+73	NB/R	6	12	8.0	60	8			10.1	1.4	0.0	8.0	1.3	8.0			12			
SUB-TOTAL																				
CLASS A PATCHES, 13"					4,288	428	52	588	1,236	172	0	1,068	178	1,068	0	1,540	378	378		
EST. REPLACEMENT RATE: 25%																				
PROJECT SUB-TOTAL					1,072	107	13	147	309	129	0	267	45	267	0	385	95	95		
PROJECT TOTAL (EST. REPL. RATE APPLIED)					21,329	107	13	147	518	216	6,999	7,266	1,212	267	3,845	385	95	95		

CONSTRUCTION DETAIL

ADJUSTMENT INLET SPECIAL

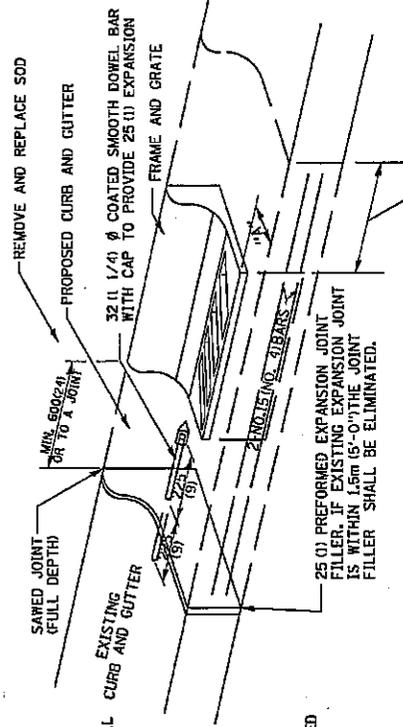


* THE 2 1/4" WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE.

ADJUSTMENT WORK SHALL INCLUDE THE REMOVAL AND RESETTING OF INLET TOP SLAB 2 1/4" HIGHER AND REMOVAL AND REPLACEMENT OF CONCRETE CURB AND GUTTER ACROSS INLET INCLUDING EXPANSION AND DOWEL BARS AS SHOWN.

STATE OF ILLINOIS		IL 5 / IL 92		TOTAL SHEET	
DEPARTMENT OF TRANSPORTATION		CONSTRUCTION DETAILS		SHEETS 54 & 43	
SCALE:	SHEET NO. OF	SHEETS	STA.	TO STA.	CONTRACT NO. 64F10
					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
		SECTION	COUNTY		
		596 (S.7133) RS-2	ROCK ISLAND		
		JOB NO. D-52-011-09			

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED (DETAILS FOR CURB & GUTTER REPLACEMENT)



CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS ST. CONCRETE SHALL BE USED THROUGHOUT. A HOLE 40 (1 1/2) IN. DIAMETER AND 225 (9) DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 32x450 (1 1/4 X 18) SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A-TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.

REVISED - 5-4-94

WHEN "A" IS GREATER THAN 50 (2), 2-NO. 15 (NO. 4) BARS SHALL BE PLACED AS SHOWN.

SAME REPAIR AS INDICATED ON OTHER SIDE OF FRAME AND GRATE.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

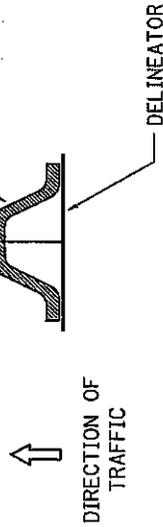
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 20		SECTION		COUNTY		TOTAL SHEET	
		REGION 2 / DISTRICT 2 STANDARD		05.133BRS-2		ROCK ISLAND		SHEETS	
SCALE		SHEET NO. OF		JOB NO. D-92-071-09		CONTRACT NO.		SHEET NO.	
		STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT		64FD		64FD	
								17.48	

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED

DELINEATOR AND POST ORIENTATION



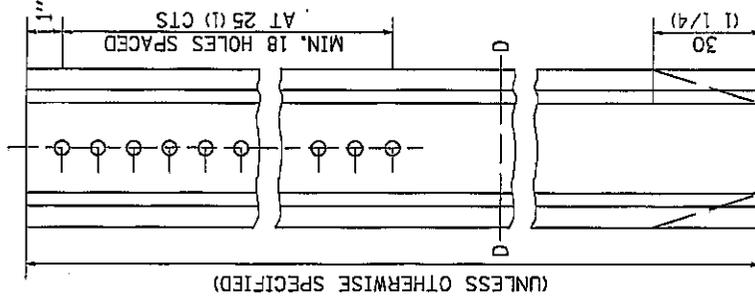
SECTION D-D



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

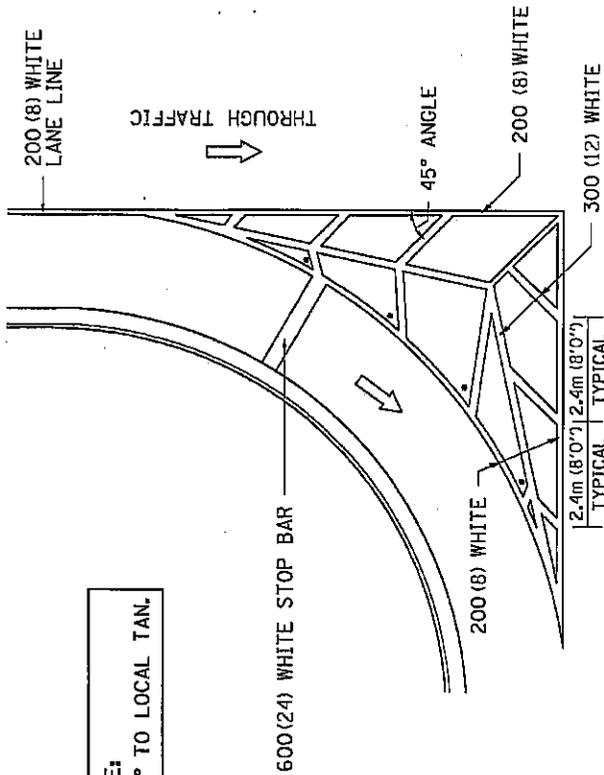
REVISED - 11-01-07



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 20 REGION 2 / DISTRICT 2 STANDARD		TOTAL SHEET SHEETS NO.	
SCALE:		SHEET NO. OF SHEETS STA. TO STA.		COUNTY	
				ROCK ISLAND	
				CONTRACT NO.	
				54 45	
				64F10	
				ILLINOIS REG. AID PROJECT	
				SECTION	
				65,71331RS-2	
				JOB NO. D-92-071-09	
				PK. 300	
				F.A. R.T.C.	
				FED. ROAD DIST. NO.	
				37.4	

DELINEATOR AND POST ORIENTATION

TYPICAL MARKING FOR PAINTED ISLANDS



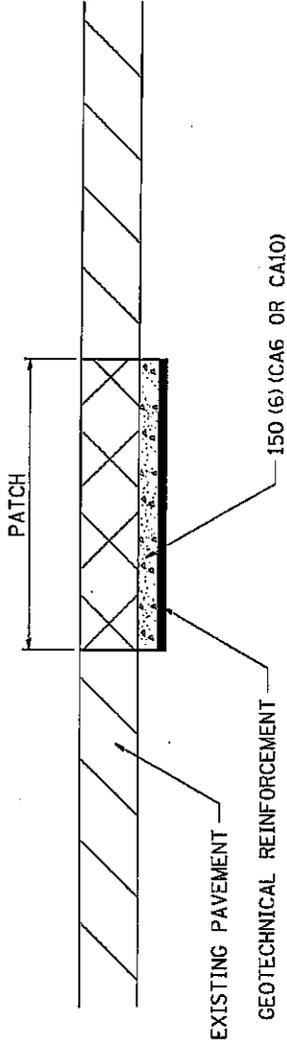
NOTE:
* 45° TO LOCAL TAN.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 2-7-05

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 20		TOTAL SHEETS	
		REGION 2 / DISTRICT 2 STANDARD		94	
SCALE:		SHEET NO. OF SHEETS		CONTRACT NO.	
TO STA.		FROM STA.		64F10	
F.A. RTE.		SECTION		COUNTY	
94A, 300		15, 13/MS-2		ROCK ISLAND	
JOB NO. D-92-071-09		ILLINOIS FED. AID PROJECT		94	
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		64F10	
TYPICAL MARKING FOR PAINTED ISLANDS 93.4					

SUBGRADE REPLACEMENT



NOTES:

THE CA 6 OR CA 10 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER, IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.

THE CA 6 OR CA 10 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR GRANULAR SUBGRADE REPLACEMENT

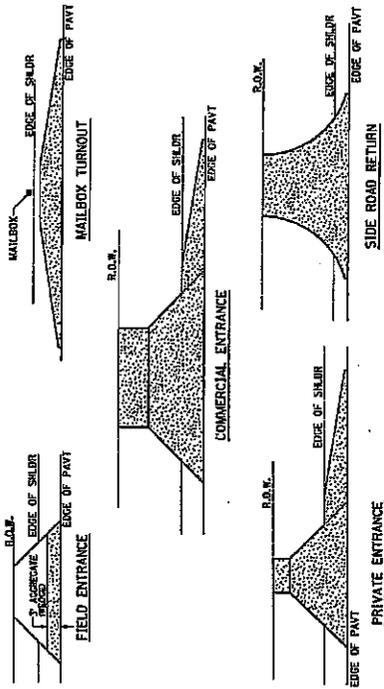
THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-08-08

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 20		SECTION C5,133RMS-2	COUNTY ROCK ISLAND	TOTAL SHEET SHEETS 54	SHEET NO. 47
		REGION 2 / DISTRICT 2 STANDARD					
SCALE		SHEET NO.	DF	SHEETS	STA.	TO STA.	
					FED. ROAD DIST. NO. ILLINOIS	SUBGRADE REPLACEMENT 97.4	

HOT-MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS

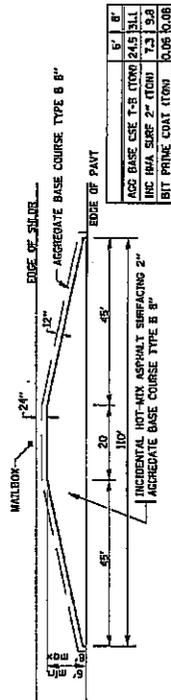


NOTES
 EXISTING HMA FE's, CE's, SR's, & MB TURNOUTS
 Place 2 1/4" Incidental Hot-Mix Asphalt Surfacing #40800050
 on entrance to conform to the existing configuration.

EXISTING AGG. PE's & CE's
 Place 2" Incidental Hot-Mix Asphalt Surfacing #40800050 on
 existing entrance to conform to the present configuration.

EXISTING AGG. SIDEROADS
 Place 3" Incidental Hot-Mix Asphalt Surfacing #40800050 on
 sideroad to conform to the present configuration.

EXISTING AGG. MAILBOX TURNOUTS
 Existing Agg. Mailbox Turnouts shall be constructed
 as shown below.



REVISED - 10-21-08

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

US 20
 REGION 2 / DISTRICT 2 STANDARD

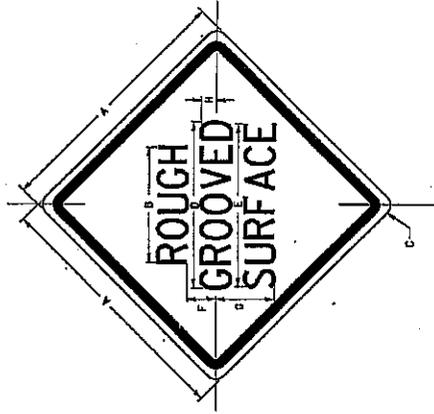
SCALE: SHEET NO. OF SHEETS STA. TO STA.

HOT-MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS

F/A	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2008	US 20/2008-2	ROCK ISLAND	54	46
JOB NO. D-52-071-09	ILLINOIS STATE ROAD DIST. NO.	CONTRACT NO.	64F10	

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-1107
SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-SELECTIVE BACKGROUND - GRANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
200x200	1700	800	75	850	825	150	375	88
300x300	2600	1250	100	1350	1325	200	525	138

SIGN SIZE	SERIES LINES			MARGIN	BLANK STA.
	1	2	3		
200x200	7C	7C	7C	30	30
300x300	7C	7C	7C	40	40

ALL DIMENSIONS IN INCHES.

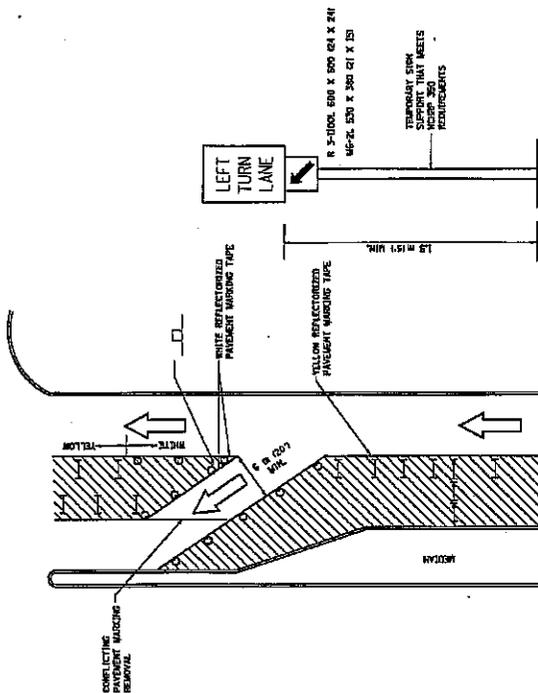
GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS
METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 72001.
ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.
ALL DIMENSIONS ARE IN MILLIMETERS (UNLESS UNLESS OTHERWISE NOTED).

REVISED - 8-29-99

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20		REGION 2 / DISTRICT 2 STANDARD		COUNTY		TOTAL SHEET		
	SHEET NO. OF		SHEETS		TO STA.		SHEETS NO.		
	SCALE:		STA.		TO STA.		CONTRACT NO.		
				JOB NO. D-92-071-09		CONTRACT NO. 6-4F10		91.2	
				FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT		SECTION		ROUGH GROOVED SURFACE SIGN	
				57.133RGS-2		ROCK ISLAND		52	
				49		49		49	

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRIAGE OR DIRM WITH FLASHING BURNING LIGHT
- DIRM OR BARRIAGE WITH STEADY BURN LIGHT
- SIGN USE DETAIL
- TYPE I OR II CHECK BARRIAGE WITH STEADY LIGHT BURN

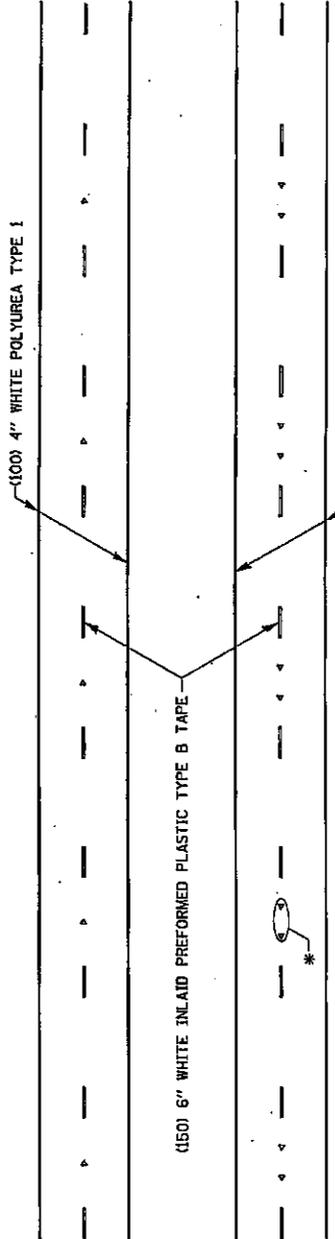
REVISION - 10-20-04

GENERAL NOTES

- WORKS MAY BE SCHEDULED FOR SUBSEQUENT WORKS AT ANY TIME DURING THE WORKING PERIOD. CHECKS SHALL BE A MINIMUM OF TWO (2) IN HEIGHT.
- STEADY BURNING LIGHTS SHALL NOT BE REQUIRED ON BARRIAGES OR DIRMS FOR THIS APPLICATION. ALL LIGHTS SHALL BE PHOTOCHROMATIC.
- TRAFFIC CONTROL AND PROTECTION SHALL MEET REQUIREMENTS FOR THE WORKING AREA OF EACH BAY WITH THE EXCEPTED TURN BAY AS SHOWN ON THIS DRAWING.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, THE WORKING AREA OF EACH BAY WITH THE EXCEPTED TURN BAY AS SHOWN ON THIS DRAWING SHALL BE USED.
- TRAFFIC CONTROL AND PROTECTION SHALL MEET REQUIREMENTS FOR EACH TURN BAY. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE ILLINOIS TRAFFIC CONTROL AND PROTECTION MANUAL. DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS TO REMAIN OPEN TO TRAFFIC SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL, PROTECTION OR TRAFFIC CONTROL AND PROTECTION.

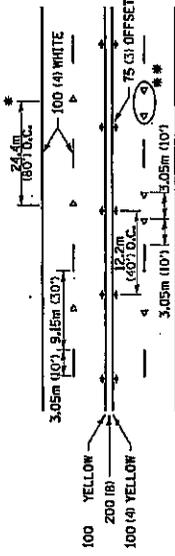
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 20 REGION 2 / DISTRICT 2 STANDARD		SECTION 05.7133BRS-2		COUNTY ROCK ISLAND		TOTAL SHEETS 54		SHEET NO. 50	
SCALE:		SHEET NO. OF SHEETS		JOB NO. D-92-071-09		FED. ROAD DIST. NO. ILLINOIS		CONTRACT NO.		64F10	
		STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS		CONTRACT NO.		64F10		942	
		TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)									

TYPICAL PAVEMENT MARKINGS



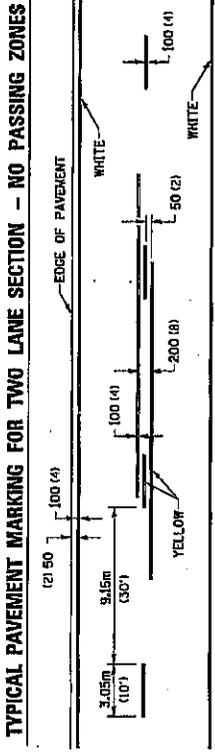
* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI-LANE / DIVIDED



* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/h (10MPH) LOWER THAN POSTED SPEEDS.
** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES

SYMBOLS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
REGION 2 / DISTRICT 2 STANDARD

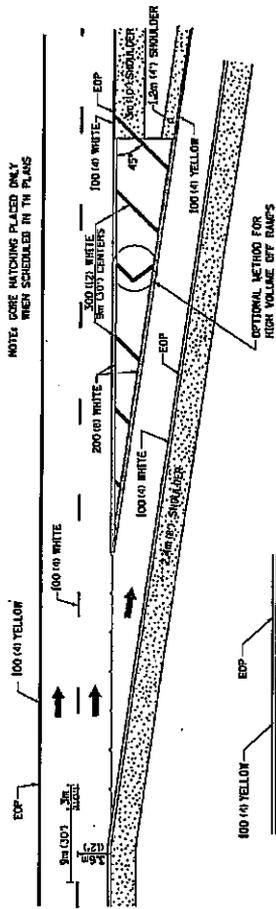
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. TYPE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
996.300	15-7.133RMS-2	ROCK ISLAND	54	53
JOB NO. D-92-071-09	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64F10		
FED. ROAD DIST. NO.				

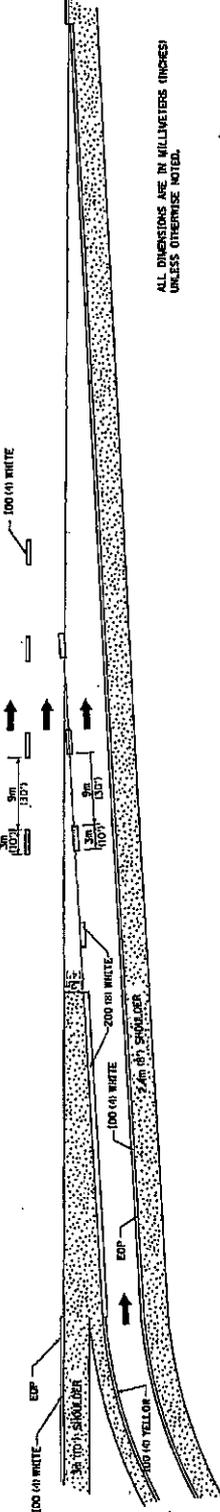
TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1

PAINTING DETAILS

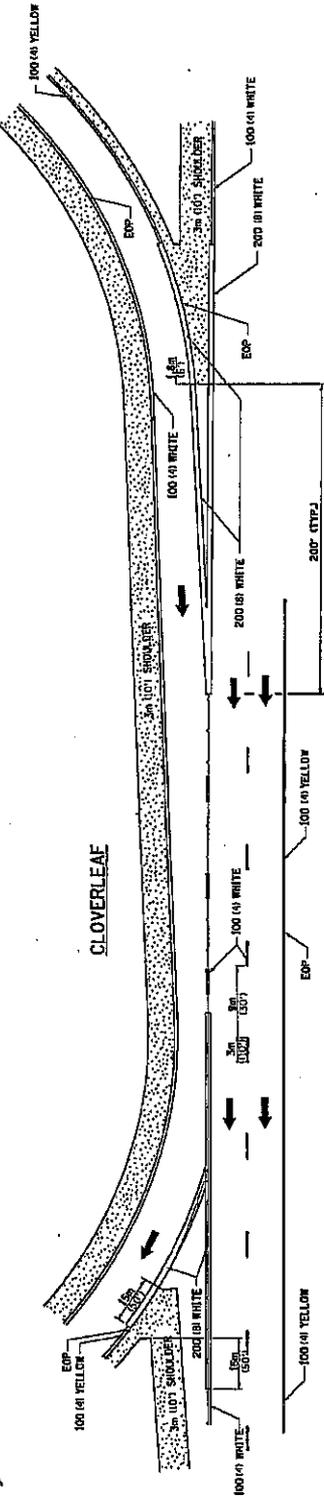
EXIT RAMP



ENTRANCE RAMP



CLOVERLEAF



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 20 REGION 2 / DISTRICT 2 STANDARD		COUNTY ROCK ISLAND		TOTAL SHEETS 54	
SCALE		SHEET NO. OF SHEETS		SECTION 15.7133MS-2		CONTRACT NO. 64F10	
TO STA.		FROM STA.		JOB NO. D-92-071-09		ILLINOIS FED. AID PROJECT	
				FED. ROAD DIST. NO.		PAINTING DETAILS	

ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR ROCK ISLANDS COUNTY EFFECTIVE MAY 2009

The Prevailing rates of wages are included in the Contract proposals which are subject to Check Sheet #5 of the Supplemental Specifications and Recurring Special Provisions. The rates have been ascertained and certified by the Illinois Department of Labor for the locality in which the work is to be performed and for each craft or type of work or mechanic needed to execute the work of the Contract. As required by Prevailing Wage Act (820 ILCS 130/0.01, et seq.) and Check Sheet #5 of the Contract, not less than the rates of wages ascertained by the Illinois Department of Labor and as revised during the performance of a Contract shall be paid to all laborers, workers and mechanics performing work under the Contract. Post the scale of wages in a prominent and easily accessible place at the site of work.

If the Illinois Department of Labor revises the prevailing rates of wages to be paid as listed in the specification of rates, the contractor shall post the revised rates of wages and shall pay not less than the revised rates of wages. Current wage rate information shall be obtained by visiting the Illinois Department of Labor web site at <http://www.state.il.us/agency/idol/> or by calling 312-793-2814. It is the responsibility of the contractor to review the rates applicable to the work of the contract at regular intervals in order to insure the timely payment of current rates. Provision of this information to the contractor by means of the Illinois Department of Labor web site satisfies the notification of revisions by the Department to the contractor pursuant to the Act, and the contractor agrees that no additional notice is required. The contractor shall notify each of its subcontractors of the revised rates of wages.

Rock Island County Prevailing Wage for May 2009

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN		BLD		22.860	23.360	1.5	1.5	2.0	5.600	4.900	0.000	0.700
ASBESTOS ABT-GEN		HWY		24.260	25.260	1.5	1.5	2.0	5.750	5.550	0.000	0.800
ASBESTOS ABT-MEC		BLD		18.750	19.750	1.5	1.5	2.0	4.750	2.000	0.000	0.000
BOILERMAKER		BLD		34.170	37.170	2.0	2.0	2.0	6.820	8.550	0.000	0.350
BRICK MASON		BLD		26.040	27.540	1.5	1.5	2.0	6.400	4.920	0.000	0.400
CARPENTER		BLD		26.150	27.460	1.5	1.5	2.0	5.800	6.160	0.000	0.500
CARPENTER		HWY		26.940	28.690	1.5	1.5	2.0	5.960	7.860	0.000	0.400
CEMENT MASON		BLD		24.140	25.640	1.5	1.5	2.0	5.300	6.300	0.000	0.450
CEMENT MASON		HWY		24.110	25.110	1.5	1.5	2.0	5.450	7.150	0.000	0.500
CERAMIC TILE FNSHER		BLD		18.160	0.000	1.5	1.5	2.0	6.400	4.910	0.000	0.220
ELECTRIC PWR EQMT OP		ALL		26.260	0.000	1.5	1.5	2.0	4.750	7.360	0.000	0.200
ELECTRIC PWR GRNDMAN		ALL		21.950	0.000	1.5	1.5	2.0	4.750	6.150	0.000	0.160
ELECTRIC PWR LINEMAN		ALL		33.120	35.770	1.5	1.5	2.0	4.750	9.270	0.000	0.250
ELECTRICIAN		BLD		30.520	32.520	1.5	1.5	2.0	5.500	8.390	0.000	0.310
ELECTRONIC SYS TECH		BLD		22.000	23.750	1.5	1.5	2.0	6.230	5.010	0.000	0.310
ELEVATOR CONSTRUCTOR		BLD		35.510	39.950	2.0	2.0	2.0	9.525	8.210	2.310	0.000
GLAZIER		BLD		23.870	25.290	1.5	1.5	2.0	5.600	4.750	0.000	0.350
HT/FROST INSULATOR		BLD		26.860	28.060	1.5	1.5	2.0	5.000	10.30	0.000	0.800
IRON WORKER		ALL		26.160	28.250	1.5	1.5	2.0	8.140	8.580	0.000	0.420
LABORER		BLD	1	21.360	21.860	1.5	1.5	2.0	5.600	4.900	0.000	0.700
LABORER		BLD	2	22.860	23.360	1.5	1.5	2.0	5.600	4.900	0.000	0.700
LABORER		BLD	3	23.510	24.010	1.5	1.5	2.0	5.600	4.900	0.000	0.700
LABORER		HWY	1	23.760	24.760	1.5	1.5	2.0	5.750	5.550	0.000	0.800
LABORER		HWY	2	24.260	25.260	1.5	1.5	2.0	5.750	5.550	0.000	0.800
LABORER		HWY	3	24.890	25.890	1.5	1.5	2.0	5.750	5.550	0.000	0.800
LATHER		BLD		26.150	27.460	1.5	1.5	2.0	5.800	6.160	0.000	0.500
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		18.160	0.000	1.5	1.5	2.0	6.400	4.910	0.000	0.220
MARBLE MASON		BLD		22.500	23.000	1.5	1.5	2.0	6.400	4.910	0.000	0.220
MILLWRIGHT	N	BLD		34.400	37.840	1.5	1.5	2.0	6.100	12.10	0.000	0.560
MILLWRIGHT	S	BLD		27.250	28.950	1.5	1.5	2.0	5.550	9.140	0.000	0.560
OPERATING ENGINEER		BLD	1	26.300	0.000	1.5	1.5	2.0	10.75	6.200	1.500	0.650
OPERATING ENGINEER		BLD	2	23.650	0.000	1.5	1.5	2.0	10.75	6.200	1.500	0.650
OPERATING ENGINEER		BLD	3	22.600	0.000	1.5	1.5	2.0	10.75	6.200	1.500	0.650
OPERATING ENGINEER		HWY	1	26.300	27.300	1.5	1.5	2.0	10.75	6.200	1.500	0.650
OPERATING ENGINEER		HWY	2	24.700	27.300	1.5	1.5	2.0	10.75	6.200	1.500	0.650
OPERATING ENGINEER		HWY	3	23.550	27.300	1.5	1.5	2.0	10.75	6.200	1.500	0.650
PAINTER		ALL		25.270	26.270	1.5	1.5	1.5	4.750	5.000	0.000	0.600
PAINTER OVER 30FT		ALL		26.520	27.520	1.5	1.5	1.5	4.750	5.000	0.000	0.600
PAINTER PWR EQMT		ALL		25.770	26.770	1.5	1.5	1.5	4.750	5.000	0.000	0.600
PILEDRIVER		BLD		26.150	27.460	1.5	1.5	2.0	5.800	6.160	0.000	0.500
PILEDRIVER		HWY		26.940	28.690	1.5	1.5	2.0	5.960	7.860	0.000	0.400
PIPEFITTER		ALL		32.400	35.640	1.5	1.5	2.0	5.000	8.810	0.000	0.800
PLASTERER		BLD		27.300	29.300	1.5	1.5	2.0	4.000	5.200	0.000	0.250
PLUMBER		ALL		32.400	35.640	1.5	1.5	2.0	5.000	8.810	0.000	0.800
ROOFER		BLD		23.350	24.600	1.5	1.5	2.0	6.790	5.120	0.000	0.190
SHEETMETAL WORKER		BLD		28.270	30.100	1.5	1.5	2.0	6.790	8.540	0.000	0.380
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STONE MASON		BLD		26.040	27.540	1.5	1.5	2.0	6.400	4.920	0.000	0.400
TERRAZZO FINISHER		BLD		18.160	0.000	1.5	1.5	2.0	6.400	4.910	0.000	0.220
TERRAZZO MASON		BLD		22.500	23.000	1.5	1.5	2.0	6.400	4.910	0.000	0.220
TILE LAYER		BLD		26.150	27.460	1.5	1.5	2.0	5.800	6.160	0.000	0.500
TILE MASON		BLD		22.500	23.000	1.5	1.5	2.0	6.400	4.910	0.000	0.220
TRUCK DRIVER		ALL	1	27.580	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER		ALL	2	27.980	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER		ALL	3	28.180	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER		ALL	4	28.430	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER		ALL	5	29.180	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250

TRUCK DRIVER	O&C 1	20.685	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER	O&C 2	20.985	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER	O&C 3	21.135	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER	O&C 4	21.323	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TRUCK DRIVER	O&C 5	21.885	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.250
TUCKPOINTER	BLD	26.040	27.540	1.5	1.5	2.0	6.400	4.920	0.000	0.400

Legend:

M-F>8 (Overtime is required for any hour greater than 8 worked each day, Monday through Friday.)

OSA (Overtime is required for every hour worked on Saturday)

OSH (Overtime is required for every hour worked on Sunday and Holidays)

H/W (Health & Welfare Insurance)

Pensn (Pension)

Vac (Vacation)

Trng (Training)

Explanations

ROCK ISLAND COUNTY

MILLWRIGHT (SOUTH) - South of Interstate 80.

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

Oil and chip resealing (O&C) means the application of road oils and liquid asphalt to coat an existing road surface, followed by application of aggregate chips or gravel to coated surface, and subsequent rolling of material to seal the surface.

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

Assisting, helping or supporting the tile, marble and terrazzo mechanic by performing their historic and traditional work assignments required to complete the proper installation of the work covered by said crafts. The term "Ceramic" is used for naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

ELECTRONIC SYSTEMS TECHNICIAN

Installing, assembling and maintaining sound and intercom, protection alarm (security), master antenna television, closed circuit television, computer hardware and software programming and installation to the network's outlet and input (EXCLUDING all cabling, power and cable termination work historically performed by wiremen), door monitoring and control, nurse and emergency call programming and installation to the system's outlet and input (EXCLUDING all cabling, power and cable termination work historically performed by wiremen), clock and timing; and the installation and maintenance of transmit and receive antennas, transmitters, receivers, and associated apparatus which operates in conjunction with the above systems. All work associated with these system installations will be included EXCEPT (1) installation of protective metallic conduit, excluding less than ten-foot runs strictly for protection of cable, and (2) 120 volt AC (or higher) power wiring and associated hardware.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vector trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

This shall encompass laborers, workers and mechanics who drive contractor or subcontractor owned, leased, or hired pickup, dump, service, or oil distributor trucks. The work includes transporting materials and equipment (including but not limited to, oils, aggregate supplies, parts, machinery and tools) to or from the job site; distributing oil or liquid asphalt and aggregate; stock piling material when in connection with the actual oil and chip contract. The Truck Driver (Oil & Chip Resealing) wage classification does not include supplier delivered materials.

OPERATING ENGINEERS - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. An engineer on Crane, Shovel, Clamshell, Dragline, Backhoe,

Derrick, Tower Crane, Cable Way, Concrete Spreader (servicing two pavers), Asphalt Spreader, Asphalt Mixer, Plant Engineer, Dipper Dredge Operator, Dipper Dredge Craneman, Dual Purpose Truck (boom or winch), Leverman or Engineman (hydraulic dredge), Mechanic, Paving Mixer with tower attached, Pile Driver, Boom Tractor, Stationary, Portable or Floating Mixing Plant, Trenching Machine (over 40 H.P.), Building Hoist (two drums), Hot Paint Wrapping Machine, Cleaning and Priming Machine, Backfiller (throw bucket), Locomotive Engineer, Qualified Welder, Tow or Push Boat, Concrete Paver, Seaman Trav-L-Plant or similar machines, CMI Autograder or similar machines, Slip Form Paver, Caisson Augering Machine, Mucking Machine, Asphalt Heater-Planer Unit, Hydraulic Cranes, Mine Hoists. An engineer on Athey, Barber-Green, Euclid or Haiss Loader, Asphalt Pug Mill, Fireman and Drier, Concrete Pump, Concrete Spreader (servicing one paver) Bulldozer, Endloader, Log Chippers or similar machines, Elevating Grader, Group Equipment Greaser, LeTourneaupul and similar machines, off-road haul units, DW-10 Hyster Winch and similar machines, Motor Patrol, Power Blade, Push Cat, Tractor Pulling elevating Grader or Power Blade, Tractor Operating Scoop or Scraper, Tractor with Power Attachment, Roller on Asphalt or Blacktop, Single Drum Hoist, Jaeger Mix and Place Machine, Pipe Bending Machine, Flexaplane or similar machines, Automatic Curbing Machines, Automatic Cement and Gravel Batch Plants (one stop set-up), Seaman Pulvi-Mixer or similar machines, Blastholer Self-propelled Rotary Drill or similar machines, Work Boat, Combination Concrete Finishing Machine and Float, Self-propelled Sheep Foot Roller or Compactor (used in conjunction with a Grading Spread), Asphalt Spreader Screed Operator, Apsco spreader or similar machine, Slusher, Forklift (over 6000 lb. cap. or working at heights above 28 ft.) Concrete Conveyors, Chip Spreader, Underground Boring Machine (BUILDING ONLY), Straddle Carrier, Hydro-Hammer (BUILDING ONLY), Hydraulic Pumps or Power Units Driven by any power source (except manually), used to hoist or lift machinery or material.

Class 2. An engineer on Asphalt Booster, Fireman and Pump Operator at Asphalt Plant, Mud Jack, Underground Boring Machine (HIGHWAY ONLY), Concrete Finishing Machine, Form Grader with Roller on Earth, Mixers (3 bag to 16E), Power Operated Bull Float, Tractor without Power attachment, Dope Pot (agitating motor), Dope Chop Machine, Distributor (back end), Straddle Carrier, Portable Machine Fireman, Hydro-Hammer (HIGHWAY ONLY), Power Winch on Paving Work, Self-propelled Roller or Compactor (other than provided for above), Pump Operator (more than one well-point pump), Portable Crusher Operator, Trench Machine (under 40 H.P.), Power Subgrader (on forms) or similar machines, Forklift (6000 or less cap.) Gypsum Pump, Conveyor over 20 H.P., Fuller Kenyon Cement Pump or similar machines. An engineer on Air Compressor (400 c.f.m. or over HIGHWAY ONLY), Light Plant, Mixers (1 or 2 bag), Power Batching Machine (Cement Auger or Conveyor), Boiler (Engineer or Fireman), Water Pumps (HIGHWAY ONLY), Mechanical Broom, Automatic Cement and Gravel Batch Plants (two or three stop set-up), Small Rubber-tired Tractors (not including backhoes or endloaders), Self-propelled Curing Machine, Brush Chipper, Driver on Truck Crane or similar machines.

Class 3. Oiler, Mechanic's Helper, Mechanical Heater (other than steam boiler), Belt Machine, Small Outboard Motor Boats (Safety Boat and Life Boat), Engine Driven Welding Machine, and Small Tractors (used to unroll or roll wire mesh), Water pumps (BUILDING ONLY), Air Compressors (BUILDING ONLY), Permanent Automatic Elevators.

LABORER - BUILDING

Class 1: General laborer, carpenter tender, tool cribman, salamander

tender, flagman, form handler, floor sweeper, material handler, fencing laborer, cleaning lumber, landscaper, unloading explosives, laying of sod, planting/removal of trees, wrecking laborer, unloading of Re-Bars, scaffold worker, signal man on crane.

Class 2: Handling of materials treated with creosote, kettle men, prime mover or motorized unit used for wet concrete or handling of building materials, vibrator operator, mortar mixer, power tools used under the jurisdiction of laborers, sand points, gunnite nozzle men, welders, cutters, burners and torchmen, chain saw operator, jackhammer and drill operators, paving breakers, air tamping hammerman, concrete saw operator, concrete burning machine operator, coring machine operator - hod carrier and plasterer tender.

Class 3: Caisson worker after 6 foot depth, dynamite man, asbestos abatement worker, tunnel miners - mixerman (plaster only), pump man.

LABORER - HEAVY & HIGHWAY

Class 1: Rod or chain man, flagman, dumpman, spotter, broom man, landscaper, planting and removal of trees, fencing laborers, dispatcher, ticket writer, scaleman, cleaning of forms or lumber (in bone yard), laying of sod, moving and/or maintenance of flares and barricades.

Class 2: Operation of all hand, electric, air, hydraulic or mechanically powered tools under the jurisdiction of Laborers' including jackhammers, tempers, air spades, augers, concrete saws, chain saws, utility saws, rock drills, vibrators, mortar mixer, power and hand saw (when clearing timber) general laborer (not elsewhere covered), craft-tender, material checker, material handler, form handler, concrete dumper, puddler, form setter helper, explosives handler, dynamite helper, center strip, reinforcing in concrete, wire mesh handler and installer, prime mover or any mechanical device taking the place of concrete buggy or wheelbarrow, sandpoint setter, asphalt kettleman. Sheeting hammer drivers, laying and jointing of telephone conduit, gas distribution men, pipe setter on laterals, drain tiles, culvert pipe, and storm sewer catch basin leads, catch basins, manholes, batch dumpers, tank cleaners, cofferdam workers, bankman on floating plant, jointman with pipelayers. Back-up man (corker, joint maker) with pipe setter on sewer and water mains, batterboard man or laser operator on sewer and water main, labor in ditch, or tunnel, on sewer or water mains and telephone conduit. Cutters, burners, torchman, gravel box man, asphalt plant laborers, concrete plant laborer, deck hand, unloading of steel and rebar, laser beam operator, wrecking laborers.

Class 3: Asphalt raker or luteman, head form setter, head dynamite man (powderman) head string or wireline man (on paving), pipe setter on sewer or water main, gunnite nozzle man, asphalt or concrete curb machine operator, head grade man, head tunnel miner, concrete burning machine operator, coring machine operator, welder.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this

determination. If a project requires these, or any classification not listed, please contact IDOL at 618/993-7271 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.