

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

**PREQUALIFICATION**

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

**REQUESTS FOR AUTHORIZATION TO BID**

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

**WHO CAN BID ?**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**ADDENDUMS AND REVISIONS TO THE PROPOSAL FORMS**

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

RETURN WITH BID

128

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. 64F11  
CARROLL-OGLE Counties  
Section (114,2,3)RS-6  
District 2 Construction Funds  
Routes FAP 545 & 316**

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)

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

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

RETURN WITH BID



PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

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

\_\_\_\_\_

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

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

**Contract No. 64F11  
CARROLL-OGLE Counties  
Section (114,2,3)RS-6  
Routes FAP 545 & 316  
District 2 Construction Funds**

**This contract consists of 10.69 miles of resurfacing on IL Route 72 from Shannon Road to IL Route 26 and on IL Route 26 from south of IL Route 72 west to Willow Street in Forreston.**

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

**RETURN WITH BID**

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

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

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

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

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

**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 - 64F11

State Job # - C-92-136-09  
 PPS NBR - 2-11670-0100  
 County Name - CARROLL- OGLE-  
 Code - 15 - 141 -  
 District - 2 - 2 -  
 Section Number - (114,2,3)RS-6

Project Number

Route  
 FAP 545  
 FAP 316

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0322729	MATL TRANSFER DEVICE	TON	23,761.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0028415	GEOTECHNICAL REINF	SQ YD	1,231.000				
Z0028700	GRAN SUBGRADE REPL	CU YD	215.000				
Z0040315	PILOT CAR	DAY	7.500				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0055100	RUMBLE RESURF	SQ YD	100.000				
35101400	AGG BASE CSE B	TON	308.000				
40600200	BIT MATLS PR CT	TON	93.100				
40600300	AGG PR CT	TON	253.000				
40600525	LEV BIND HM N50	TON	100.000				
40600625	LEV BIND MM N50	TON	8,773.000				
40600895	CONSTRUC TEST STRIP	EACH	1.000				
40600982	HMA SURF REM BUTT JT	SQ YD	1,821.000				
40600990	TEMPORARY RAMP	SQ YD	1,241.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
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 CONTRACT  
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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40601005	HMA REPL OVER PATCH	TON	1,192.000				
40603310	HMA SC "C" N50	TON	14,989.000				
40800050	INCIDENTAL HMA SURF	TON	1,583.000				
44000158	HMA SURF REM 2 1/4	SQ YD	65,716.000				
44002218	HMA RM OV PATCH 4 1/2	SQ YD	1,218.000				
44002226	HMA RM OV PATCH 6 1/2	SQ YD	2,173.000				
44200079	PAVT PATCH T2 7	SQ YD	1,632.000				
44200084	PAVT PATCH T3 7	SQ YD	544.000				
44200086	PAVT PATCH T4 7	SQ YD	449.000				
44300200	STRIP REF CR CON TR	FOOT	118,651.000				
48102100	AGG WEDGE SHLD TYPE B	TON	4,947.000				
60255500	MAN ADJUST	EACH	39.000				
60265108	INL RECON NEW F&G SPL	EACH	8.000				
60266600	VALVE BOX ADJ	EACH	10.000				
60605000	COMB CC&G TB6.24	FOOT	50.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 64F11

State Job # - C-92-136-09  
 PPS NBR - 2-11670-0100  
 County Name - CARROLL- OGLE-  
 Code - 15 - 141 -  
 District - 2 - 2 -  
 Section Number - (114,2,3)RS-6

Project Number

Route  
 FAP 545  
 FAP 316

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
67000400	ENGR FIELD OFFICE A	CAL MO	8.000				
67100100	MOBILIZATION	L SUM	1.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				
70102620	TR CONT & PROT 701501	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70300100	SHORT-TERM PAVT MKING	FOOT	18,962.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	2,107.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	232.000				
78000400	THPL PVT MK LINE 6	FOOT	776.000				
78000500	THPL PVT MK LINE 8	FOOT	473.000				
78000600	THPL PVT MK LINE 12	FOOT	252.000				
78000650	THPL PVT MK LINE 24	FOOT	136.000				
78001110	PAINT PVT MK LINE 4	FOOT	352,223.000				
78100100	RAISED REFL PAVT MKR	EACH	626.000				





## 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.

## RETURN WITH BID

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## RETURN WITH BID

### **G. Debt Delinquency**

1. The Illinois Procurement Code provides:

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

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

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

1. The Illinois Procurement Code 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 prior to 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.**

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The requirements of this certification and disclosure are a material part of the contract, and the contractor shall require this certification provision to be included in all approved subcontracts. In order to fulfill this requirement, it shall not be necessary that an applicable program sponsor be currently taking or that it will take applications for apprenticeship, training or employment during the performance of the work of this contract.

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

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

## RETURN WITH BID

### **M. Disclosure of Business Operations in Iran**

Section 50-36 of the Illinois Procurement Code, 30ILCS 500/50-36 provides that each bid, offer, or proposal submitted for a State contract shall include a disclosure of whether or not the Company acting as the bidder, 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><b>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.</b></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:

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**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. \_\_\_\_\_

**RETURN WITH BID/OFFER**

- 3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 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 \_\_\_

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(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 \_\_\_

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(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 \_\_\_

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

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(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 \_\_\_

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

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(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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**RETURN WITH BID/OFFER**

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

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

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

**APPLICABLE STATEMENT**

**This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page.**

Completed by:  \_\_\_\_\_ Date \_\_\_\_\_  
Signature of Individual or Authorized Representative

**NOT APPLICABLE STATEMENT**

**I have determined that no individuals associated with this organization meet the criteria that would require the completion of this Form A.**

**This Disclosure Form A is submitted on behalf of the CONTRACTOR listed on the previous page.**

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

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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. 64F11  
CARROLL-OGLE Counties  
Section (114,2,3)RS-6  
Routes FAP 545 & 316  
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. 64F11  
CARROLL-OGLE Counties  
Section (114,2,3)RS-6  
Routes FAP 545 & 316  
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)

Corporate Name \_\_\_\_\_

By \_\_\_\_\_

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

Typed or printed name and title of Authorized Representative \_\_\_\_\_

Attest \_\_\_\_\_

Signature \_\_\_\_\_

(IF A JOINT VENTURE, USE THIS SECTION FOR THE MANAGING PARTY AND THE SECOND PARTY SHOULD SIGN BELOW)

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

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## 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. 64F11  
CARROLL-OGLE Counties  
Section (114,2,3)RS-6  
Routes FAP 545 & 316  
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. 64F11  
CARROLL-OGLE Counties  
Section (114,2,3)RS-6  
Routes FAP 545 & 316  
District 2 Construction Funds**

**This contract consists of 10.69 miles of resurfacing on IL Route 72 from Shannon Road to IL Route 26 and on IL Route 26 from south of IL Route 72 west to Willow Street in Forreston.**

- 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**

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**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 545 (IL 72) & FAP Route 316 (IL 26), Section (114, 2, 3)RS-6, Carroll/Ogle Counties, Contract #64F11, 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**

Intersection of IL 72 and Shannon Route in Shannon east to the intersection of IL 26 and Willow Street in Forreston.

**DESCRIPTION OF PROJECT**

Hot-mix asphalt resurfacing on IL 72 from Shannon Route in Shannon to IL 26, and on IL 26 from south of IL 72(W) to Willow Street in Forreston.

**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:

701006	701011	701201	701301	701306	701311
	701501	701701	701901		

Details:

District Standard 91.2

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 the 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 limit 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.

Devices:

A minimum of 3 drums spaced at 1.2 meters (4 feet) shall be placed at each return when the sideroad is open.

Flaggers:

Flaggers shall comply with all requirements contained in the Department's "Flagger Handbook" with the 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 Shannon Route, Baileyville Road, Freeport Road and Walnut Street.

Pavement Marking:

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.

Highway Standards Application.

Pilot Car: During the bituminous priming operation, the Contractor shall be required to provide a pilot car to lead the traffic through the areas primed.

The pilot car shall be a pickup truck, carrying the Contractor's company insignia, equipped with "PILOT CAR - FOLLOW ME" (G-20-4(0)) signs. Two signs shall be mounted on the vehicle so as to be clearly visible from both directions. The bottom of the sign shall be mounted at least 300 mm (one foot) above the top of the cab. The pilot car shall be equipped with a two-way radio so normal communication with the flagger at each end of the work area can be maintained.

The pilot car shall be paid for by the day. If the pilot car is used less than four hours, the operation will be counted as a half day.

This work will be paid for at the contract unit price Per Day for PILOT CAR for each car required by the Engineer.

Maintenance of Traffic: The mainline shall be kept open to one-way traffic at all times during working hours and two-way traffic during non-working hours.

The Contractor shall be required to notify Carroll and Ogle County Highway Departments, the corresponding Township Commissioners, emergency response agencies (i.e.: fire, ambulance, police), school bus companies and the Department of Transportation (Bureau of Project Implementation) regarding any changes in traffic control.

The Contractor shall submit a maintenance of local traffic plan to the Engineer at the preconstruction meeting telling how local access will be maintained at each access location.

The sawing of patches, resurfacing and placing of shoulder aggregate shall be completed using Traffic Control and Protection Standard 701306 or 701501.

The pavement patch removal and replacement shall be completed using Traffic Control and Protection Standard 701201 or 701501.

Placing and removing pavement marking shall be completed using Traffic Control and Protection Standard 701306, 701311, 701501 and 701701.

Cold milling operations shall be completed using Traffic Control and Protection Standard 701306.

## **RUMBLE RESURFACING**

Effective: January 2, 1996

Rumble Resurfacing shall be either the raised or grooved type as shown on the plans.

### Raised Resurfacing

It shall be a requirement that a representative of the epoxy company be present on at least the first day of construction on the raised rumble strip.

A rumble strip shall consist of a series of ribs as shown on the Plans. The area to be covered shall be cleaned with brooms, using an industrial type detergent mixed with water, in proportions acceptable to the Engineer. The detergent solution shall be vigorously broomed over the surface until complete removal of grime and oil is affected. The surface is considered clean when the surface maintains a continuous water film and no longer breaks into "beads". The surface shall then be very thoroughly rinsed with water until it no longer feels slippery to the touch after which the surface must be allowed to dry completely prior to application of the rumble strip, so as in the opinion of the Engineer, satisfactory bonding will be obtained. Surfaces or locations that show excessive contamination with oil, grease and grime, which in the opinion of the Engineer, will not respond to the detergent specified, shall

be sandblasted in combination with the detergent cleaning. This treatment shall continue until the contamination has been removed to the degree that will permit satisfactory bonding of the epoxy. After the surface has been cleaned to the satisfaction of the Engineer, 200 mm (eight inch) wide beds, consisting of two-component epoxy shall be placed from 3 mm to 6 mm (one-eighth to one-quarter inch) thick. The aggregate shall be hand-placed on top of the epoxy beds at the approximate rate of 11 kg/square meter (pounds per square yard) and lightly pressed into place so that the aggregate is embedded into the epoxy. Rumble Strips shall harden sufficiently before opening it to traffic in approximately 3 to 12 hours.

The epoxy described herein shall meet the requirements of ASTM C-881 specifications and shall be Type III, Grade 2 and the appropriate class as indicated for each temperature range: Class B, 4°C-15°C (40°F - 60°F.); Class C, above 15°C (above 60°F.). The epoxy used shall not be applied unless the air temperature is at least 10°C (50°F).

The aggregate used shall be a 3 mm by 6 mm (1/2" x 1/4") Red Flint Filtered Rock and shall be surface dry (no free moisture). It shall be graded as follows:

<u>Sieve Size</u>	<u>% Passing</u>
12.5 mm (1/2")	95 - 100
9.5 mm (3/8")	25 - 80
3.57 mm (#8)	0 - 5

A 16Kg (35#) sample shall be submitted to the Engineer a minimum of two weeks prior to intended use.

#### Grooved Rumble

The grooves shall be constructed with a milling machine capable of cold milling the existing surface. The cuttings shall be disposed of outside the project limits.

Method of Measurement. Rumble resurfacing shall be measured for payment in place and the area computed in Square Meters (Square Yards). The length shall be the distance from outside edge to outside edge of the groove or raised rumble which will be approximately 7.6 m (25'). The width shall be 300 mm (1') less than lane width.

Rumble Strips shall be constructed as specified herein and as shown on the detail in the plans and paid for per Square Meter (Square Yard) of material placed as RUMBLE RESURFACING.

#### **COMPLETION DATE PLUS WORKING DAYS**

Effective: April 3, 2009

The Contractor shall perform his work in such a manner that all improvements within the city limits of Forreston, Sta. 893+60 (Willow Rd.) – Sta. 962+00 (Baileyville Rd.), shall be completed on or prior to November 1, 2009.

The Contractor will be allowed 30 working days after the November 1, 2009 completion date, to complete ALL remaining work within the project limits (Sta. 893+60 – Sta. 210+77).

No work will be allowed from November 1, 2009 to April 15, 2010. All pavement work started must be completed by November 1, 2009 to include final surface course, pavement markings, and other related items.

**HOT-MIX ASPHALT SURFACE COURSE, CUT OFF DATE**

Effective: December 8, 1998

Revised: October 17, 2007

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

**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.

**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. EVDO (rev.A) must be backward compatible through both EVDO (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.

### **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.”

**AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)**

Effective: January 1, 2008

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **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 an independent lab. All other information in ASTM C 1582 shall be from an independent lab.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (a) Calcium Nitrite. The corrosion inhibitor shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution, and shall comply with the requirements of AASHTO M 194, Type C (accelerating).

(b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582.”

## **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 (DBE)**

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 4.0% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set forth in this Special Provision:

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

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

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

- (a) In order to assure the timely award of the contract, the as-read low bidder shall submit a Disadvantaged Business Utilization Plan on Department form SBE 2026 within seven working days after the date of letting. To meet the seven day requirement, the bidder may send the Plan by certified mail or delivery service within the seven working day period. If a question arises concerning the mailing date of a Plan, the mailing date will be established by the U.S. Postal Service postmark on the original certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service. It is the responsibility of the bidder to ensure that the postmark or receipt date is affixed within the seven working days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Plan is to be submitted to the Department of

Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). It is the responsibility of the bidder to obtain confirmation of telefax delivery. The Department will not accept a Utilization Plan if it does not meet the seven day submittal requirement and the bid will be declared not responsive. In the event the bid is declared not responsive due to a failure to submit a Plan or failure to comply with the bidding procedures set forth herein, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty, and may deny authorization to bid the project if re-advertised for bids. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration or to extend the time for award.

- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.
- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. The signatures on these forms must be original signatures. All elements of information indicated on the said form shall be provided, including but not limited to the following:
  - (1) The name and address of each DBE to be used;
  - (2) A description, including pay item numbers, of the commercially useful work to be done by each DBE;
  - (3) The price to be paid to each DBE for the identified work specifically stating the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
  - (4) A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform commercially useful work on the project; and
  - (5) If the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s).
- (d) The contract will not be awarded until the Utilization Plan submitted by the bidder is approved. The Utilization Plan will be approved by the Department if the Plan commits sufficient commercially useful DBE work performance to meet the contract goal. The Utilization Plan will not be approved by the Department if the Plan does not commit sufficient DBE performance to meet the contract goal unless the bidder documents that it

made a good faith effort to meet the goal. The good faith procedures of Section VIII of this special provision apply. If the Utilization Plan is not approved because it is deficient in a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no less than a five working day period in order to cure the deficiency.

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

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

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

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

ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
  - (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
  - (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
  - (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines that the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that a good faith effort has not been made, the Department will notify the bidder of that preliminary determination by contacting the responsible company official designated in the Utilization Plan. The preliminary determination shall include a statement of reasons why good faith efforts have not been found, and may include additional good faith efforts that the bidder could take. The notification will designate a five working day period during which the bidder shall take additional efforts. The bidder is not limited by a statement of additional efforts, but may take other action beyond any stated additional efforts in order to obtain additional DBE commitments. The bidder shall submit an amended Utilization Plan if additional DBE commitments to meet the contract goal are secured. If additional DBE commitments sufficient to meet the contract goal are not secured, the bidder shall report the final good faith efforts made in the time allotted. All additional efforts taken by the bidder will be considered as part of the bidder's good faith efforts. If the bidder is not able to meet the goal after taking additional efforts, the Department will make a pre-final determination of the good faith efforts of the bidder and will notify the designated responsible company official of the reasons for an adverse determination.
- (c) The bidder may request administrative reconsideration of a pre-final determination adverse to the bidder within the five working days after the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed

delivery. The pre-final determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal. In addition, the request shall be considered a consent by the bidder to extend the time for award. The request will be forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

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

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

faith efforts following a termination of a DBE for cause are not successful, the Contractor shall contact the Bureau of Small Business Enterprises and provide a full accounting of the efforts undertaken to obtain substitute DBE participation. The Bureau of Small Business Enterprises will evaluate the good faith efforts in light of all circumstances surrounding the performance status of the contract, and determine whether the contract goal should be amended.

- (c) The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment 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	
VMA	-0.7 % <sup>2/</sup>	-0.5 % <sup>2/</sup>	N/A

2/ Allowable limit below minimum design VMA requirement”

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

“CONTROL CHART REQUIREMENTS	High ESAL Low ESAL	All Other
	VMA”	

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

“1. Voids, VMA, and Asphalt Binder Content.”

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

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

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

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

1/ Based on washed ignition.”

**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	
<p>Aggregate Gradation</p> <p>Hot bins for batch and continuous plants.</p> <p>Individual cold-feed or combined belt-feed for drier drum plants.</p> <p>% passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm)</p> <p>Note 1.</p>	<p>1 dry gradation per day of production (either morning or afternoon sample).</p> <p>and</p> <p>1 washed ignition oven test on the mix per day of production (conduct in the afternoon if dry gradation is conducted in the morning or vice versa).</p> <p>Note 3.</p> <p>Note 4.</p>	<p>1 gradation per day of production.</p> <p>The first day of production shall be a washed ignition oven test on the mix. Thereafter, the testing shall alternate between dry gradation and washed ignition oven test on the mix.</p> <p>Note 4.</p>	<p>Illinois Procedure</p>
<p>Asphalt Binder Content by Ignition Oven</p> <p>Note 2.</p>	<p>1 per half day of production</p>	<p>1 per day</p>	<p>Illinois-Modified AASHTO T 308</p>
<p>Air Voids</p> <p>Bulk Specific Gravity of Gyrotory Sample</p>	<p>Day's production ≥ 1200 tons: 1 per half day of production</p> <p>Day's production &lt; 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)</p>	<p>1 per day</p>	<p>Illinois-Modified AASHTO T 312</p>
<p>Maximum Specific Gravity of Mixture</p>	<p>Day's production ≥ 1200 tons: 1 per half day of production</p> <p>Day's production &lt; 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)</p>	<p>1 per day</p>	<p>Illinois-Modified AASHTO T 209"</p>

**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 <sub>DES</sub> =30	4.0	15.0	65-78
IL-19.0L	N <sub>DES</sub> =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"

**MATERIAL TRANSFER DEVICE (BDE)**

Effective Date: June 15, 1999

Revised Date: January 1, 2009

Description. This work shall consist of placing main line leveling binder and surface course, 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 HMA Leveling Binder and HMA Surface Course. 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 HMA Leveling Binder, N50 and HMA Surface Course, Mix "C", N50 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.

**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.”

**RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)**

Effective: December 1, 1986

Revised: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Iowa Chicago Eastern (ICD) Railroad 140 North Phillips Avenue Sioux Falls, South Dakota 57104 Beth Lynn, Office Engineer	0	6 per day at 50 mph
DOT/AAR No.: 372 388P RR Division: Iowa Chicago Eastern	RR Mile Post: 108.80 RR Sub-Division: Chicago	
For Freight/Passenger Information Contact: Tom Goffinet, MTM For Insurance Information Contact: Beth Lynn, Engineering		Phone: 605-321-8466 Phone: 605-782-1550

**Comments:** Railroad Flaggers are required when working within 25 feet of tracks.  
 Contact Tom Goffinet to schedule Railroad Flaggers.

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.

### **RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)**

Effective: January 1, 2007

Revised: April 1, 2009

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

Revise Section 1031 of the Standard Specifications to read:

#### **“SECTION 1031. RECLAIMED ASPHALT PAVEMENT**

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

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

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

(a) Homogeneous. Homogeneous RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures and represent:

1) the same aggregate quality, but shall be at least C quality; 2) the same type of crushed aggregate (either crushed natural aggregate, ACBF slag, or steel slag); 3) similar gradation; and 4) similar asphalt binder content. If approved by the Engineer, combined single pass surface/binder millings may be considered “homogenous” with a quality rating dictated by the lowest coarse aggregate quality present in the mixture.

- (b) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed prior to testing by crushing to where all RAP shall pass the 5/8 in. (16 mm) or smaller screen. Conglomerate RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (c) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from Class I, Superpave (High or Low ESAL), HMA (High or Low ESAL), or equivalent mixtures. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (d) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

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

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

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

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

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

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

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

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

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

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

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

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

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

- (a) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.

- (b) Steel Slag Stockpiles. RAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) surface mixtures only.
- (c) Use in HMA Surface Mixtures (High and Low ESAL). RAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be homogeneous in which the coarse aggregate is Class B quality or better.
- (d) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be homogeneous, or conglomerate, in which the coarse aggregate is Class C quality or better.
- (e) Use in Shoulders and Subbase. RAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be homogeneous, conglomerate, or conglomerate DQ.
- (f) When the Contractor chooses the RAP option, the percentage of RAP shall not exceed the amounts indicated in the table below for a given N Design.

Max RAP Percentage

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

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

Overlays:

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

Full Depth:

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

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

HMA Mixtures <sup>2/, 3/</sup>	Maximum % FRAP		
	Binder/Leveling Binder	Surface	Polymer Modified
Ndesign			
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
.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.”

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

Effective: November 1, 2005

Revised: January 1, 2009

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

For slump flow and visual stability index quality assurance split sample testing, the Engineer will perform tests at the beginning of the project on the first three tests performed by the Contractor.

Thereafter, a minimum of ten percent of total tests required of the Contractor will be performed per plant, which will include a minimum of one test per mix design. The acceptable limit of precision will be 1.5 in. (40 mm) for slump flow and a limit of precision will not apply to the visual stability index.

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

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

### **SELF-CONSOLIDATING CONCRETE FOR PRECAST PRODUCTS (BDE)**

Effective: July 1, 2004

Revised: January 1, 2007

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

Usage. Self-consolidating concrete may be used for precast concrete products.

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

Mix Design Criteria. The mix design criteria shall be as follows:

- (a) The minimum cement factor shall be according to Article 1020.04 of the Standard Specifications. If the maximum cement factor is not specified, it shall not exceed 7.05 cwt/cu yd (418 kg/cu m).
- (b) The maximum allowable water/cement ratio shall be according to Article 1020.04 of the Standard Specifications or 0.44, whichever is lower.
- (c) The slump requirements of Article 1020.04 of the Standard Specifications shall not apply.
- (d) The coarse aggregate gradations shall be CA 13, CA 14, CA 16, or a blend of these gradations. CA 11 may be used when the Contractor provides satisfactory evidence to the Engineer that the mix will not segregate. The fine aggregate proportion shall be a maximum 50 percent by weight (mass) of the total aggregate used.
- (e) The slump flow range shall be  $\pm 2$  in. ( $\pm 50$  mm) of the Contractor target value, and within the overall Department range of 20 in. (510 mm) minimum to 28 in. (710 mm) maximum.

- (f) The visual stability index shall be a maximum of 1.
- (g) The J-ring value shall be a maximum of 4 in. (100 mm). The Contractor may specify a lower maximum in the mix design.
- (h) The L-box blocking ratio shall be a minimum of 60 percent. The Contractor may specify a higher minimum in the mix design.
- (i) The column segregation index shall be a maximum 15 percent.
- (j) The hardened visual stability index shall be a maximum of 1.

Placing and Consolidating. The maximum distance of horizontal flow from the point of deposit shall be 25 ft (7.6 m), unless approved otherwise by the Engineer.

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

Mix Design Approval. The Contractor shall obtain mix design approval according to the Department's Policy Memorandum "Quality Control/Quality Assurance Program for Precast Concrete Products".

#### **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.

#### **THERMOPLASTIC PAVEMENT MARKINGS (BDE)**

Effective: January 1, 2007

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

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

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

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

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

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

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

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456”

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

“k. Accelerated Weathering. After heating the thermoplastic for four hours ± five minutes at 425 ± 3 °F (218.3 ± 2 °C) the thermoplastic shall be applied to a steel wool abraded aluminum alloy panel (Federal Test Std. No. 141, Method 2013) at a film thickness of 30 mils (0.70 mm) and allowed to cool for 24 hours at room temperature. The coated panel shall be subjected to accelerated weathering using the light and water exposure apparatus (fluorescent UV - condensation type) for 75 hours according to ASTM G 53 (equipped with UVB-313 lamps).

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

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

Effective: November 2, 2006

Revised: April 1, 2009

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

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

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

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

Where: CA = Cost Adjustment, \$.

BPI<sub>P</sub> = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).

BPI<sub>L</sub> = Bituminous Price Index, as published by the Department for the month prior to the letting, \$/ton (\$/metric ton).

%AC<sub>V</sub> = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC<sub>V</sub> will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC<sub>V</sub> and undiluted emulsified asphalt will be considered to be 65% AC<sub>V</sub>.

Q = Authorized construction Quantity, tons (metric tons) (see below).

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

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

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

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

Basis of Payment. Bituminous materials cost adjustments may be positive or negative but will only be made when there is a difference between the BPI<sub>L</sub> and BPI<sub>P</sub> 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<sub>P</sub> = Fuel Price Index, as published by the Department for the month the work is performed, \$/gal (\$/liter)  
FPI<sub>L</sub> = Fuel Price Index, as published by the Department for the month prior to the letting, \$/gal (\$/liter)  
FUF = Fuel Usage Factor in the pay item(s) being adjusted  
Q = Authorized construction Quantity, tons (metric tons) or cu yd (cu m)

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

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

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

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

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

## RETURN WITH BID

### ILLINOIS DEPARTMENT OF TRANSPORTATION

### OPTION FOR FUEL COST ADJUSTMENT

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

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

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

#### **Contractor's Option:**

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

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

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

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 64F11 (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 64F11], 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  
PLANS FOR PROPOSED ROAD WORK**

**FAP ROUTE 545 (IL 72)  
FAP ROUTE 316 (IL 26 / IL 72)  
SECTION (114,2,3)RS-6**

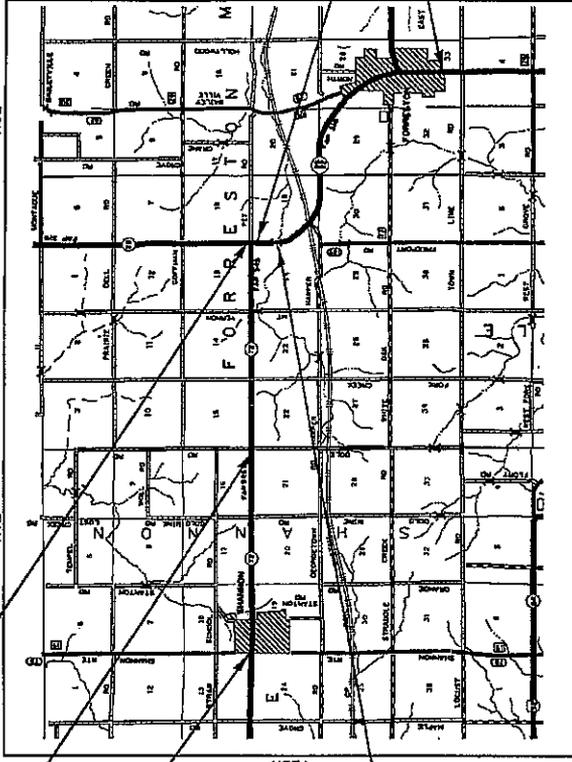
**CARROLL & OGLE COUNTY**

**PROJECT /IMPROVEMENT ENDS**  
STA 158+41

**PROJECT /IMPROVEMENT BEGINS**  
STA 210+77

**STA EQUATION = STA 370+10.80 (CARROLL COUNTY)**  
**STA 0+00 (OGLE COUNTY)**

RBE R7E R8E  
C92-136-09



GROSS LENGTH OF SECTION = 55180 FT = 10.43 MILES  
NET LENGTH OF SECTION = 54977 FT = 10.41 MILES



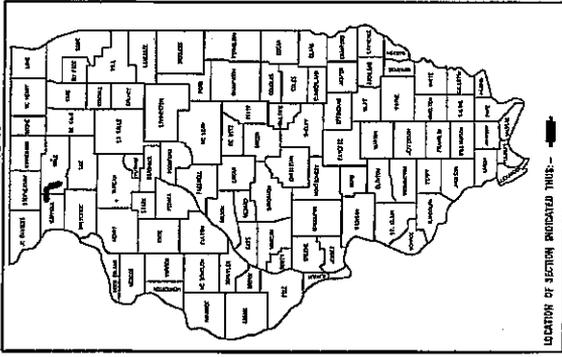
**JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION**  
1-KC-882-0123

CHERRY GROVE TOWNSHIP, SECTION 13,24  
SHANNON TOWNSHIP, SECTION 16,17,18,19,20,21  
FORESTON TOWNSHIP, SECTION 13,14,15,22,23,24,19,20,23,24,23,33

**CONTRACT NO. 64F11**

CONTRACT NO. 64F11	SECTION	COUNTY	PROJECT NO.
	114,2,3	RS-6	1
* FAP 545 (IL 72), FAP 316 (IL 26/IL 72)			
** CARROLL & OGLE			

D-92-072-09



**PROJECT /IMPROVEMENT ENDS**  
STA 1127+66

**PROJECT /IMPROVEMENT BEGINS**  
STA 893+60

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED Feb 6 1909 TO 09

BY W. G. F. P. [Signature]  
CHIEF ENGINEER OF HIGHWAYS

\_\_\_\_\_  
ENGINEER OF DESIGN AND ESTIMATION

\_\_\_\_\_  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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DISTRICT 2 DIXON IL.

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780001-02	Typical Pavement Markings
781001-03	Typical Applications Raised Reflective Pavement Markers
000001-05	Standard Symbols, Abbreviations and Patterns
001001-02	Areas of Reinforcement Bars
001006	Decimal of an Inch and of a Foot

## SUMMARY OF QUANTITIES

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	100% STATE	
				1000	
				CARROLL	OGLE
				QUANTITY	
35101400	AGGREGATE BASE COURSE, TYPE B ✓	TON	308	69	239
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	93.1	28.4	64.7
40600300	AGGREGATE (PRIME COAT)	TON	253	75	178
40600525	LEVELING BINDER (HAND METHOD), N50 ✓	TON	100	60	40
40600625	LEVELING BINDER (MACHINE METHOD), N50 ✓	TON	8773	2572	6201
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1821	957	864
40600990	TEMPORARY RAMP	SQ YD	1241	459	782
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES ✓	TON	1192	586	606
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 ✓	TON	14989	3850	11139
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1583	538	1045
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" ✓	SQ YD	65716	5700	60016
44002218	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4 1/2" ✓	SQ YD	1218		1218
44002226	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 6 1/2" ✓	SQ YD	2173	1495	678
44200079	PAVEMENT PATCHING, TYPE II, 7 INCH ✓	SQ YD	1632	1448	184
44200084	PAVEMENT PATCHING, TYPE III, 7 INCH ✓	SQ YD	544	404	140
44200086	PAVEMENT PATCHING, TYPE IV, 7 INCH ✓	SQ YD	449	216	233
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT ✓	FOOT	118651	47798	70853
48102100	AGGREGATE WEDGE SHOULDER, TYPE B ✓	TON	4947	1403	3544
60255500	MANHOLES TO BE ADJUSTED ✓	EACH	39	10	29
60265108	INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL ✓	EACH	8	3	5
60266600	VALVE BOXES TO BE ADJUSTED ✓	EACH	10	3	7
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 ✓	FOOT	50		50
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8		8
67100100	MOBILIZATION ✓	L SUM	1	0.5	0.5
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 ✓	L SUM	1	0.5	0.5

**SUMMARY OF QUANTITIES**

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	100% STATE	
				1000	
				CARROLL	OGLE
				QUANTITY	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.5	0.5
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.5	0.5
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.5	0.5
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	18962	4780	14182
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2107	531	1576
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS <sup>AND</sup> SYMBOLS	SQ FT	232		232
* 78001110	PAINT PAVEMENT MARKING - LINE 4" ✓	FOOT	352223	142992	209231
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6" ✓	FOOT	776		776
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8" ✓	FOOT	473		473
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12" ✓	FOOT	252		252
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24" ✓	FOOT	136		136
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER ✓	EACH	626	399	227
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	626	399	227
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
Z0028415	GEOTECHNICAL REINFORCEMENT ✓	SQ YD	1231	735	496
Z0028700	GRANULAR SUBGRADE REPLACEMENT ✓	CU YD	215	122	93
Z0040315	PILOT CAR	DAY	7.5	3.5	4
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1
* Z0055100	RUMBLE RESURFACING ✓	SQ YD	100		100
X0322729	MATERIAL TRANSFER DEVICE ✓	TON	23761	6421	17340

\* SPECIALTY ITEM

### GENERAL NOTES

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.

The minimum patch dimension for full-depth patches will be as shown on State Standard 442201.

The existing hot-mix asphalt on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. This could be the entire entrance or tapered at the end depending on if the mainline is resurfaced or milled and resurfaced. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING.

The drop off that occurs at entrance edges as a result of resurfacing of the entrance shall be corrected using aggregate shoulder material. This work shall be included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING.

Milling machines on this project shall be capable of removing a layer of bituminous a minimum 6' wide and 1-1/2 inches in depth in a single pass.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface	Level Binder	Binder Over Patches
PG:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4.0 @ N50	4 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 19.0
Friction Aggregate	C	N/A	N/A
20 Year ESAL	1.1	1.1	

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, 2 1/4".

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.

Reflective Crack Control shall be placed on the existing surface prior to any resurfacing, unless pavement is milled then it will be placed on the binder course.

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.

Temporary tapers shall be constructed on all bridges when the adjacent resurfacing cannot be placed before winter. Quantities have been included in the plans for a 1 to 360 V/H (30' to 1") taper on Interstate and 1 to 240 V/H (20' to 1") taper on all other highways. The taper shall be removed before resurfacing and will be paid for as HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4".

All frames and grates of drainage structures to be removed or filled shall be carefully salvaged and shall remain the property of the Contractor.

Valve Boxes shall be adjusted to the final grade as shown on the plans. The cost of adjusting Valve Boxes shall not be paid for as VALVE BOXES TO BE ADJUSTED.

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:

BP Pipelines North America, Inc.  
Verizon  
Frontier/Citizens

Commonwealth Edison Co.  
NICOR Gas Co.

Following are the known utilities located within the project limits or immediately adjacent to the project construction limits which are not members of JULIE and should be notified individually by the contractor:

Mr. Alan Cruthis  
Village of Forreston  
P.O. Box 206/102 S. Walnut Ave.  
Forreston, IL 61030  
Ph. 815/938-2100

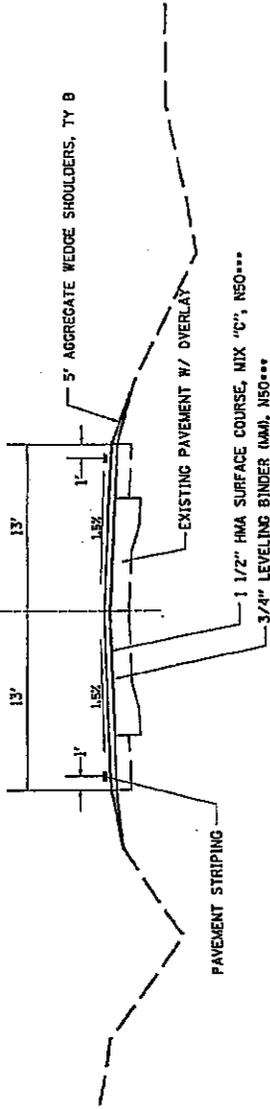
Mr. Ron Zimmerman  
Village of Shannon  
P.O. Box 514/17 E. Market  
Shannon, IL 61078  
Ph. 815/864-2195

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 Iowa Chicago Eastern (ICE) Railroad. 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 ICE 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.

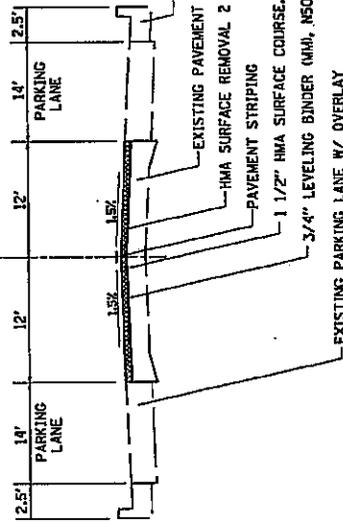
STA 211+23 - 222+88  
 STA 238+77 - 370+10.80 (IC+00)  
 STA 0+00 - 158+41

CL IL 72



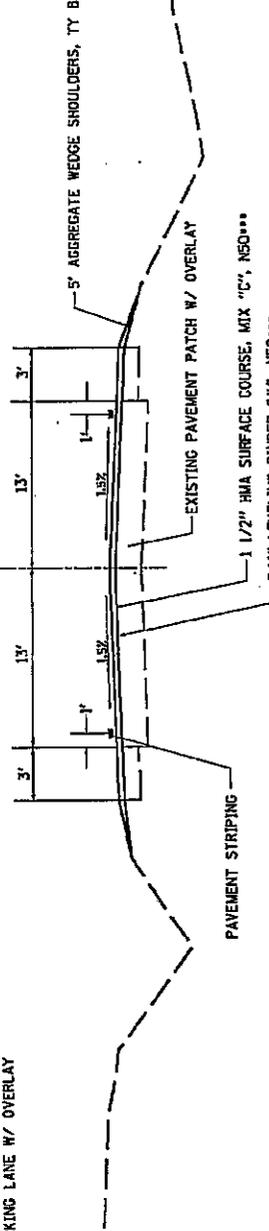
STA 222+88 - 238+77

CL IL 72



STA 242+00 - 245+60 LT  
 STA 241+68 - 245+60 RT  
 STA 311+00 - 315+25 LT & RT  
 STA 321+25 - 324+25 LT & RT  
 STA 36+75 - 41+20 LT & RT  
 STA 109+75 - 123+50 LT & RT  
 STA 143+80 - 148+00 LT  
 STA 144+08 - 148+00 RT

CL IL 72 @ CULVERTS



\*\*\* 112 LBS/SQ. YD/IN

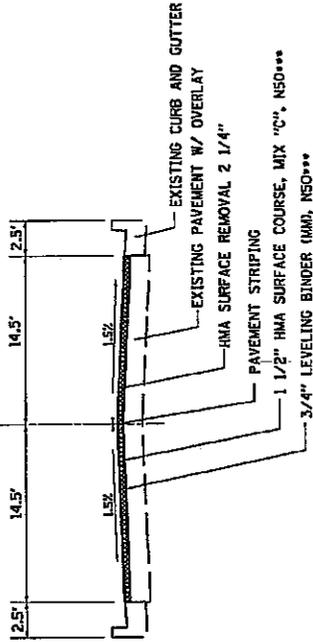
• FAP 545 (IL 72), FAP 315 (IL 26/IL 72)

•• CARROLL & OGLE

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PLOT DATE = Thu Feb 05 09:07:29 2009			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					
			CONTRACT NO. 54E11					

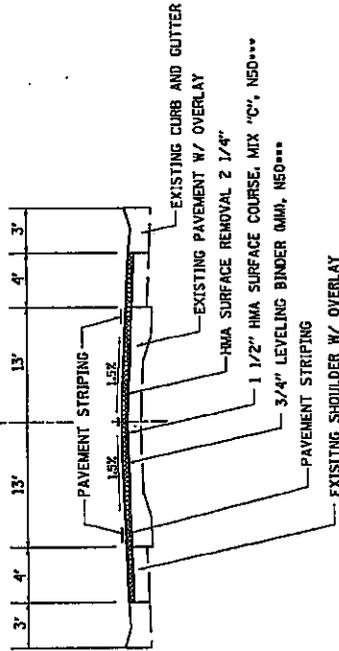
STA 894+00 - 913+00  
 STA. 921+65 - 935+70

§ IL 26



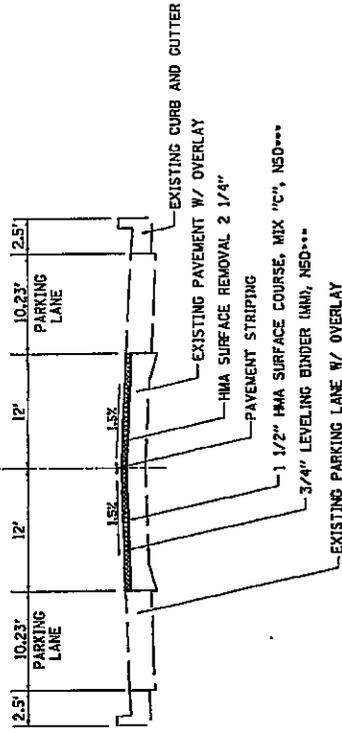
STA 935+70 - 952+00

§ IL 26



STA 913+00 - 921+65  
 MAIN ST.

§ IL 26



... 112 LBS/50. YD/IN

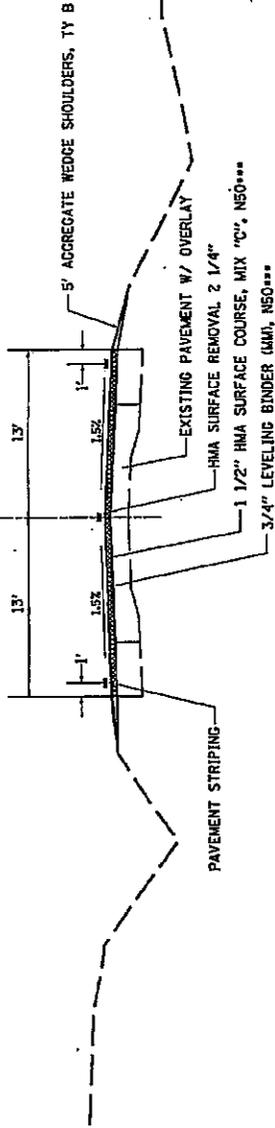
• FAP 545 (IL 72), FAP 316 (IL 26/IL 72)

•• CARROLL & OGLE

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PLOT DATE = Thu Feb 05 09:07:35 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A. RTE.	RS-6
	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTRACT NO. 64E11	
	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT	

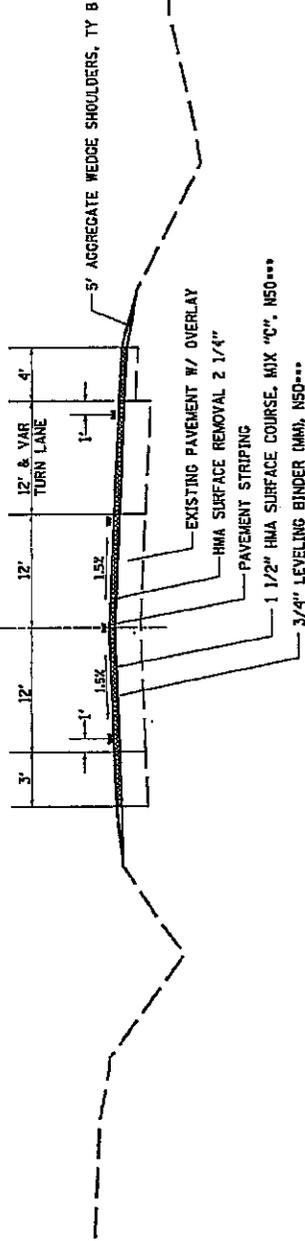
STA 952+00 - 956+80

CL 26



STA 956+80 - 959+68 RT  
STA 1077+45 - 1079+30 LT

CL 28



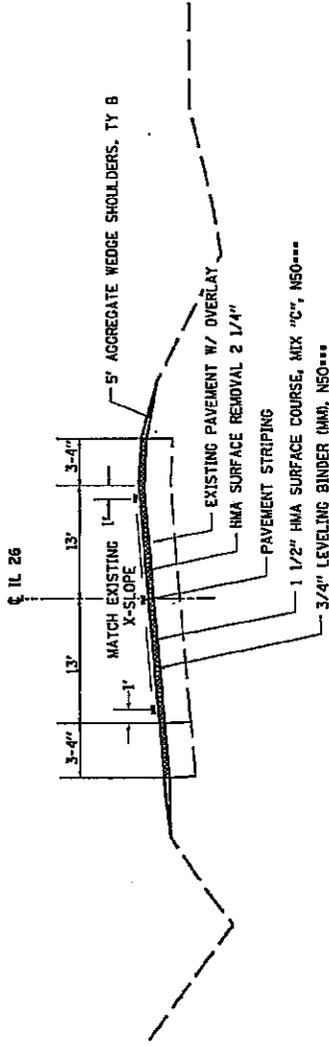
\*\*\* 112 LBS/SQ. YD/IN

FAP 545 (IL 72), FAP 316 (IL 26/IL 72)

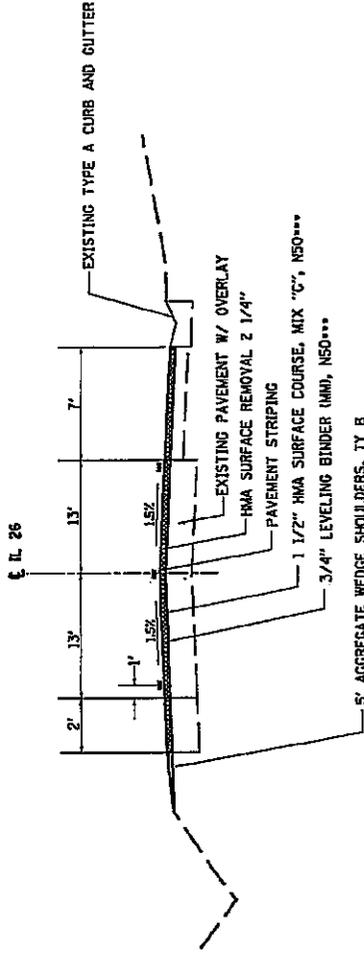
\*\* CARROLL & OGLE

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	PLOT DATE = Thu Feb 05 09:07:42 2009			
		***** TYPICAL SECTIONS *****		
		FED. ROAD DIST. NO. 114.2.31 BS-6	ILLINOIS FED. AID PROJECT	

STA 964+17 - 993+17  
 STA 1065+59 - 1075+38  
 STA 1082+29 - 1093+82



STA 1006+70 - 1011+83  
 STA 1045+34 - 1048+80



\*\*\* 112 LBS/50, YD/IN

• FAP 545 (IL 72), FAP 316 (IL 26/IL 72)

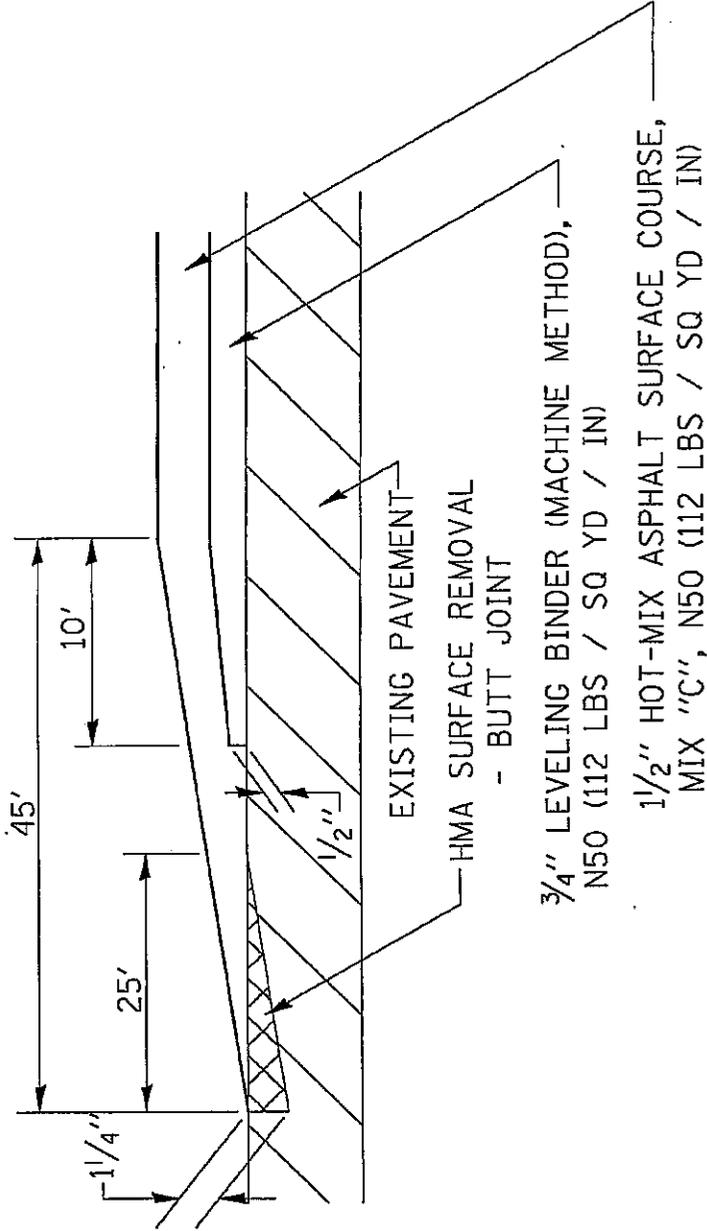
\*\* CARROLL & OGLE

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	PLOT DATE = Thu Feb 05 09:07:47 2009						CONTRACT NO. 64E11	



# TYPICAL TAPER IL 72 / IL 26

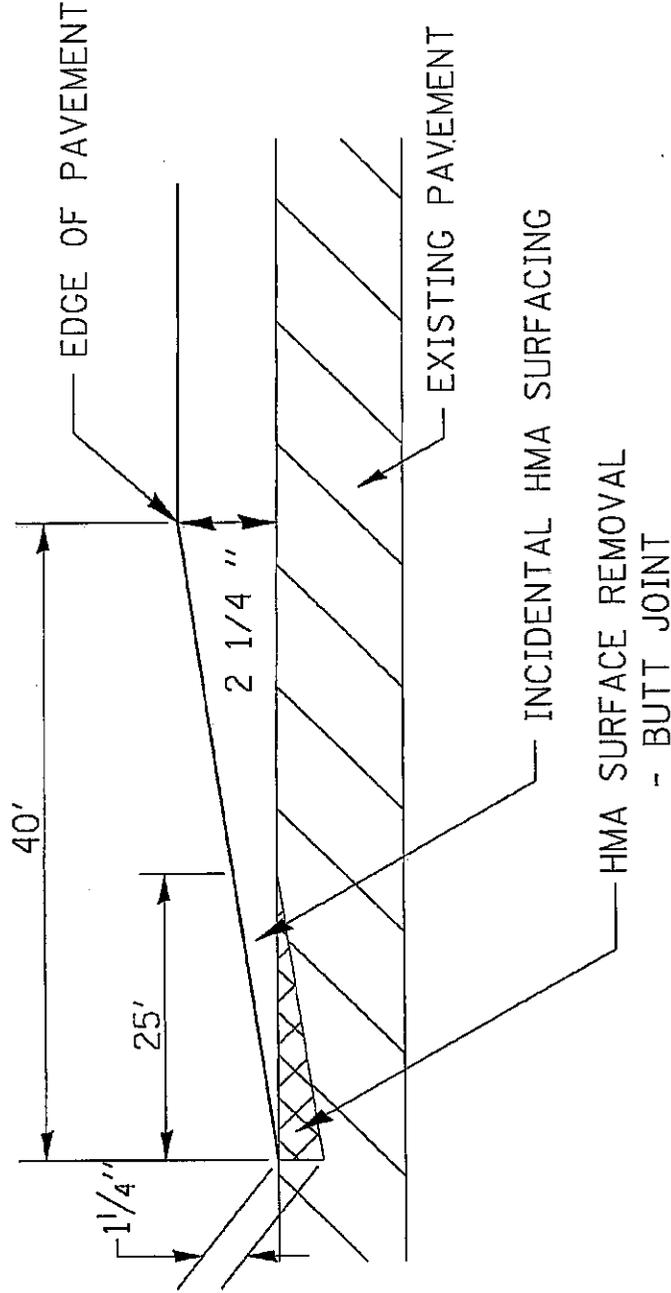
STA 210+78 - 211+23  
STA 893+60 - 894+05



• FAP 545 (IL 72), FAP 316 (IL 26/IL 72)  
• CARROLL & OGLE

FILE NAME = O:\Projects\Ogle\IL72-IL26-Forreston to	USER NAME = grantpm N:\Paul.Drezen.Files\Paul's CAD\apccol.dgn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION 114.231 RS-6	COUNTY ••	TOTAL SHEETS -90-	SHEET NO. -13-
PLOT DATE = Thu Feb 05 09:07:59 2009			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				CONTRACT NO. 94E11				

# BUTT JOINT SIDE STREETS



• FAP 545 (IL 72), FAP 316 (IL 26/IL 72)  
 \*\* CARROLL & OGLE

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PLOT DATE = Thu Feb 05 09:08:05 2009		TYPICAL SECTIONS	
F.A. RTL. =	SECTION = (114.2.3) RS-5	COUNTY =	TOTAL SHEETS = 40 SHEET NO. = 14
			CONTRACT NO. 54E11

2/5/2009

SCHEDULE OF QUANTITIES

D-92-072-09  
 FAP 545 (IL 72) FAP 318 (IL 72/IL 26)  
 (114,2,3)RS-6  
 CARROLL/CLE  
 84F11  
 SHEET 15 OF 40

40600525 LEVELING BINDER (HAND METHOD), N50

TON	LOCATION
100.0	Entire Job
100.0	TOTAL

REMARKS

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

FOOT	LOCATION			
47798.4	IL 72	210+78.0	TO	370+10.8
47623.0	Sta.	00+00.0	TO	158+41.0
23330.0	IL 26	894+05.0	TO	1127+35.0
118651.4	Sta.			
	TOTAL			

REMARKS

Middle of RT lane, middle of LT lane and Centerline  
 Middle of RT lane, middle of LT lane and Centerline  
 Along centerline

48102100 AGGREGATE WEDGE SHOULDERS, TYPE B

TON	LOCATION			WIDTH (FT)	REMARKS
701.3	IL 72	238+77.0	TO	370+10.8	MATCH EXISTING
845.7	LT Sta.	00+00.0	TO	158+41.0	MATCH EXISTING
701.3	RT Sta.	238+77.0	TO	370+10.8	MATCH EXISTING
845.7	RT Sta.	00+00.0	TO	158+41.0	MATCH EXISTING
681.3	IL 26	852+00.0	TO	1079+80.0	MATCH EXISTING
137.4	LT Sta.	1079+80.0	TO	1105+52.0	MATCH EXISTING
107.4	LT Sta.	1107+55.0	TO	1127+66.0	MATCH EXISTING
288.3	RT Sta.	952+00.0	TO	1006+00.0	MATCH EXISTING
31.2	RT Sta.	1006+00.0	TO	1011+83.0	MATCH EXISTING
179.0	RT Sta.	1011+83.0	TO	1045+35.0	MATCH EXISTING
23.9	RT Sta.	1045+35.0	TO	1049+80.0	MATCH EXISTING
157.8	RT Sta.	1049+80.0	TO	1079+35.0	MATCH EXISTING
139.1	RT Sta.	1079+50.0	TO	1105+52.0	MATCH EXISTING
107.4	RT Sta.	1107+55.0	TO	1127+66.0	MATCH EXISTING
4846.6	TOTAL				

60255500 MANHOLES TO BE ADJUSTED

EACH	LOCATION			OFFSET	REMARKS
1.0	IL 72	225+30.0		43'	
1.0	RT Sta.	225+75.0		25'	
1.0	RT Sta.	228+70.0		28'	
3.0	Sta	211+23.0	TO	238+77.0	At Engineers Discretion
2.0	S. HICKORY				
1.0	N. LINN				
1.0	S. LINN				
1.0	IL 26	894+40.0		15'	
1.0	RT Sta.	899+00.0		15'	
1.0	LT Sta.	899+00.0		15'	
1.0	RT Sta.	903+65.0		15'	
1.0	LT Sta.	903+65.0		15'	
1.0	LT Sta.	908+30.0		15'	
1.0	RT Sta.	922+00.0		12'	
1.0	LT Sta.	922+70.0		15'	
1.0	LT Sta.	922+70.0		15'	
1.0	RT Sta.	926+08.0		15'	
1.0	LT Sta.	926+08.0		15'	
1.0	RT Sta.	926+27.0		15'	
1.0	LT Sta.	926+27.0		15'	
1.0	RT Sta.	931+00.0		15'	
1.0	LT Sta.	931+00.0		15'	
1.0	RT Sta.	936+80.0		15'	
1.0	LT Sta.	936+80.0		15'	
1.0	RT Sta.	938+80.0		15'	
1.0	LT Sta.	940+45.0		15'	
1.0	RT Sta.	940+45.0		15'	
1.0	LT Sta.	942+95.0		15'	
1.0	LT Sta.	945+15.0		15'	
1.0	LT Sta.	947+80.0		15'	
1.0	LT Sta.	950+50.0		15'	
5.0	Sta	894+05.0	TO	960+00.0	At Engineers Discretion
39.0	TOTAL				

SCHEDULE OF QUANTITIES

60265108 INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE

EACH	LOCATION	OFFSET	REMARKS
3.0	IL 72 Sta 211+23.0 TO 238+77.0		At Engineers Discretion
5.0	IL 26 Sta 894+05.0 TO 960+00.0		At Engineers Discretion
8.0	TOTAL		

60266600 VALVE BOXES TO BE ADJUSTED

EACH	LOCATION	OFFSET	REMARKS
3.0	IL 72 Sta 211+23.0 TO 238+77.0		At Engineers Discretion
1.0	LT Sta 912+62.0	15'	
1.0	LT Sta 912+62.0	15'	
5.0	Sta 894+05.0 TO 960+00.0		At Engineers Discretion
10.0	TOTAL		

60505000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

FOOT	LOCATION	REMARKS
50.0	Entire Job	At Inlets if needed - At Engineers Discretion
50.0	TOTAL	

70300100 SHORT-TERM PAVEMENT MARKING

FOOT	LOCATION	OFFSET	REMARKS
4779.8	IL 72 Sta. 210+78.0 TO 370+10.8		Yellow CL, 3 lifts
4752.3	Sta. 00+00.0 TO 158+41.0		Yellow CL, 3 lifts
6999.0	IL 26 Sta. 894+05.0 TO 1127+35.0		Yellow CL, 3 lifts
75.0	RT Sta. 957+87.0		White RT Turn Arrow, 3 lifts
75.0	RT Sta. 958+87.0		White RT Turn Arrow, 3 lifts
270.0	RT Sta. 1072+07.0	X=40, RR=50	White RR Crossing Symbol, 3 lifts
75.0	LT Sta. 1077+72.0		White RT Turn Arrow, 3 lifts
75.0	LT Sta. 1078+35.0		White RT Turn Arrow, 3 lifts
75.0	LT Sta. 1078+94.0		White RT Turn Arrow, 3 lifts
270.0	LT Sta. 1087+00.0	X=40, RR=50	White RR Crossing Symbol, 3 lifts
86.4	RT Sta. 956+80.0 TO 959+58.0	12' RT	White RT Turn Lane, 3 lifts
55.5	LT Sta. 1077+45.0 TO 1079+30.0	12' LT	White RT Turn Lane, 3 lifts
108.0	RT Sta. 1071+80.0		3 Stripes Wide, White Stop Bar, 3 lifts
108.0	RT Sta. 1072+32.0		3 Stripes Wide, White Stop Bar, 3 lifts
108.0	RT Sta. 1079+00.0		3 Stripes Wide, White Stop Bar, 3 lifts
108.0	LT Sta. 1080+10.0		3 Stripes Wide, White Stop Bar, 3 lifts
108.0	LT Sta. 1086+75.0		3 Stripes Wide, White Stop Bar, 3 lifts
108.0	LT Sta. 1087+25.0		3 Stripes Wide, White Stop Bar, 3 lifts
	<u>BAILEYVILLE RD</u>		
75.0	CL of Baileyville to the Island		LT Turn Arrow, 3 lifts
75.0	RT Turn Lane		RT Turn Arrow, 3 lifts
126.0	CL of Baileyville to the Island		3 Stripes Wide, White Stop Bar, 3 lifts
162.0	RT Turn Lane		3 Stripes Wide, White Stop Bar, 3 lifts
	<u>FREEPORT RD</u>		
99.0	CL of Freeport to the Island		3 Stripes Wide, White Stop Bar, 3 lifts
189.0	RT Turn Lane		3 Stripes Wide, White Stop Bar, 3 lifts
18962.0	TOTAL		

2/5/2009

SCHEDULE OF QUANTITIES

D-92-072-09  
 FAP 645 (IL 72) FAP 316 (IL 72/IL 26)  
 (114,2,3)RS-6  
 CARROLL/ OGLE  
 84F11  
 SHEET 17 OF 40

70301000

WORK ZONE PAVEMENT MARKING REMOVAL

<u>SQ FT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>IL 72</u>				
531.1	Sta.	210+78.0	TO	370+10.8	Yellow CL
528.0	Sta.	00+00.0	TO	158+41.0	Yellow CL
	<u>IL 26</u>				
777.7	Sta.	894+05.0	TO	1127+35.0	Yellow CL
8.3	RT Sta.	957+87.0			White RT Turn Arrow
8.3	RT Sta.	958+87.0			White RT Turn Arrow
30.0	RT Sta.	1072+07.0		X=40, RR=50	White RR Crossing Symbol
8.3	LT Sta.	1077+72.0			White RT Turn Arrow
8.3	LT Sta.	1078+35.0			White RT Turn Arrow
8.3	LT Sta.	1078+94.0			White RT Turn Arrow
30.0	LT Sta.	1087+00.0		X=40, RR=50	White RR Crossing Symbol
9.6	RT Sta.	956+80.0	TO	959+68.0	12' RT
6.2	LT Sta.	1077+45.0	TO	1079+30.0	12' LT
12.0	RT Sta.	1071+80.0			3 Stripes Wide, White Stop Bar
12.0	RT Sta.	1072+32.0			3 Stripes Wide, White Stop Bar
12.0	RT Sta.	1079+00.0			3 Stripes Wide, White Stop Bar
12.0	LT Sta.	1080+10.0			3 Stripes Wide, White Stop Bar
12.0	LT Sta.	1085+75.0			3 Stripes Wide, White Stop Bar
12.0	LT Sta.	1087+25.0			3 Stripes Wide, White Stop Bar
	<u>BAILEYVILLE RD</u>				
8.3	CL of Baileyville to the Island				LT Turn Arrow
8.3	RT Turn Lane				RT Turn Arrow
14.0	CL of Baileyville to the Island				3 Stripes Wide, White Stop Bar
18.0	RT Turn Lane				3 Stripes Wide, White Stop Bar
	<u>FREEPORT RD</u>				
11.0	CL of Freeport to the Island				3 Stripes Wide, White Stop Bar
21.0	RT Turn Lane				3 Stripes Wide, White Stop Bar
<u>2106.9</u>	<b>TOTAL</b>				

78000100

THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

<u>SQ FT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>IL 26</u>				
15.6	RT Sta.	957+87.0			RT Turn Arrow
15.6	RT Sta.	958+87.0			RT Turn Arrow
61.2	RT Sta.	1072+07.0			RR Crossing Symbol
15.6	LT Sta.	1077+72.0			RT Turn Arrow
15.6	LT Sta.	1078+35.0			RT Turn Arrow
15.6	LT Sta.	1078+94.0			RT Turn Arrow
61.2	LT Sta.	1087+00.0			RR Crossing Symbol
	<u>BAILEYVILLE RD</u>				
15.6	CL of Baileyville to the Island				LT Turn Arrow
15.6	RT Turn Lane				RT Turn Arrow
<u>231.6</u>	<b>TOTAL</b>				

78001110

PAIN T PAVEMENT MARKING - LINE 4"

FOOT	LOCATION	2 COATS AT ALL LOCATIONS		REMARKS
	<u>IL 72</u>			
	<u>YELLOW</u>			
2294.0	Sta. 210+78.0	TO	222+25.0	Overlay White Edge Line LT
2580.0	Sta. 210+78.0	TO	223+68.0	Overlay White Edge Line RT
1399.5	Sta. 210+78.0	TO	238+77.0	Overlay Yellow Skip Dash
26269.6	Sta. 238+77.0	TC	370+11.8	Overlay White Edge Line LT/RT
574.0	Sta. 238+77.0	TC	250+25.0	Overlay Yellow Skip Dash
2175.0	Sta. 250+25.0	TC	258+95.0	Overlay Yellow Skip Dash/Yellow CL RT
93.0	Sta. 258+95.0	TC	260+81.0	Overlay Yellow Skip Dash
1962.5	Sta. 260+81.0	TC	268+66.0	Overlay Yellow Skip Dash/Yellow CL LT
403.5	Sta. 268+66.0	TC	284+80.0	Overlay Yellow Skip Dash
2370.0	Sta. 284+80.0	TC	294+28.0	Overlay Yellow Skip Dash/Yellow CL RT
91.5	Sta. 294+28.0	TC	295+11.0	Overlay Yellow Skip Dash
2030.0	Sta. 296+11.0	TC	304+23.0	Overlay Yellow Skip Dash/Yellow CL LT
1958.0	Sta. 304+23.0	TC	343+39.0	Overlay Yellow Skip Dash
1805.0	Sta. 343+39.0	TC	350+81.0	Overlay Yellow Skip Dash/Yellow CL RT
123.5	Sta. 350+81.0	TC	353+08.0	Overlay Yellow Skip Dash
2140.0	Sta. 353+08.0	TC	361+64.0	Overlay Yellow Skip Dash/Yellow CL LT
211.7	Sta. 361+64.0	TC	370+10.8	Overlay Yellow Skip Dash
63364.0	Sta. 0+00	TO	158+41.0	STA EQUATION White Edge Line LT/RT
397.0	Sta. 0+00	TO	7+94.0	Overlay Yellow Skip Dash
1725.0	Sta. 7+94.0	TO	14+84.0	Overlay Yellow Skip Dash/Yellow CL RT
98.0	Sta. 14+84.0	TO	16+80.0	Overlay Yellow Skip Dash
1470.0	Sta. 16+80.0	TO	22+68.0	Overlay Yellow Skip Dash/Yellow CL LT
1429.0	Sta. 22+68.0	TO	51+26.0	Overlay Yellow Skip Dash
1707.5	Sta. 51+26.0	TO	58+09.0	Overlay Yellow Skip Dash/Yellow CL RT
61.5	Sta. 58+09.0	TO	59+32.0	Overlay Yellow Skip Dash
2270.0	Sta. 59+32.0	TO	68+40.0	Overlay Yellow Skip Dash/Yellow CL LT
681.0	Sta. 68+40.0	TO	82+02.0	Overlay Yellow Skip Dash
1730.0	Sta. 82+02.0	TO	88+94.0	Overlay Yellow Skip Dash/Yellow CL RT
66.5	Sta. 88+94.0	TO	90+27.0	Overlay Yellow Skip Dash
2155.0	Sta. 90+27.0	TO	99+05.0	Overlay Yellow Skip Dash/Yellow CL LT
1504.5	Sta. 99+05.0	TO	129+14.0	Overlay Yellow Skip Dash
1805.0	Sta. 129+14.0	TO	136+36.0	Overlay Yellow Skip Dash/Yellow CL RT
49.5	Sta. 136+36.0	TO	137+35.0	Overlay Yellow Skip Dash
1890.0	Sta. 137+35.0	TO	144+91.0	Overlay Yellow Skip Dash/Yellow CL LT
675.0	Sta. 144+91.0	TO	158+41.0	Overlay Yellow Skip Dash
	<u>IL 26</u>			
	<u>WHITE</u>			
2294.0	Sta. 210+78.0	TO	222+25.0	Overlay White Edge Line LT
2580.0	Sta. 210+78.0	TO	223+68.0	Overlay White Edge Line RT
26267.6	Sta. 238+77.0	TC	370+10.8	STA EQUATION White Edge Line LT/RT
63364.0	Sta. 0+00	TO	158+41.0	Overlay White Edge Line LT/RT
	<u>IL 26</u>			
	<u>YELLOW</u>			
1320.0	Sta. 893+60.0	TO	920+00.0	Overlay Yellow Skip Dash
558.5	Sta. 920+00.0	TO	931+17.0	Overlay Yellow Skip Dash
595.0	Sta. 931+17.0	TO	933+55.0	Overlay Yellow Skip Dash/Yellow CL RT
828.0	Sta. 933+55.0	TO	935+82.0	Overlay DBL Yellow CL
1432.5	Sta. 935+82.0	TO	941+35.0	Overlay Yellow Skip Dash/Yellow CL LT
255.0	Sta. 941+35.0	TO	946+45.0	Overlay Yellow Skip Dash
3075.0	Sta. 946+45.0	TO	958+75.0	Overlay Yellow Skip Dash/Yellow CL RT
2500.0	Sta. 958+75.0	TO	965+00.0	Overlay DBL Yellow CL
525.0	Sta. 965+00.0	TO	967+10.0	Overlay Yellow Skip Dash/Yellow CL LT
1342.5	Sta. 967+10.0	TO	993+95.0	Overlay Yellow Skip Dash
2250.0	Sta. 993+95.0	TO	1002+95.0	Overlay Yellow Skip Dash/Yellow CL RT
7408.0	Sta. 1002+95.0	TO	1021+47.0	Overlay DBL Yellow CL
2782.5	Sta. 1021+47.0	TO	1032+60.0	Overlay Yellow Skip Dash/Yellow CL LT
442.0	Sta. 1032+60.0	TO	1041+44.0	Overlay Yellow Skip Dash
2302.5	Sta. 1041+44.0	TO	1050+85.0	Overlay Yellow Skip Dash/Yellow CL RT
33.5	Sta. 1050+85.0	TO	1051+32.0	Overlay Yellow Skip Dash
1870.0	Sta. 1051+32.0	TO	1058+80.0	Overlay Yellow Skip Dash/Yellow CL LT
548.0	Sta. 1058+80.0	TO	1060+17.0	Overlay DBL Yellow CL
2490.0	Sta. 1060+17.0	TO	1070+13.0	Overlay Yellow Skip Dash/Yellow CL RT
7364.0	Sta. 1070+13.0	TO	1088+54.0	Overlay DBL Yellow CL
2480.0	Sta. 1088+54.0	TO	1096+46.0	Overlay Yellow Skip Dash/Yellow CL LT
670.5	Sta. 1098+46.0	TO	1111+87.0	Overlay Yellow Skip Dash
2867.5	Sta. 1111+87.0	TO	1123+34.0	Overlay Yellow Skip Dash/Yellow CL RT
1728.0	Sta. 1123+34.0	TO	1127+66.0	Overlay DBL Yellow CL
	<u>IL 26</u>			
	<u>WHITE</u>			
9216.0	Sta. 935+96.0	TO	959+00.0	Overlay White Edge Line LT/RT
600.0	Sta. 959+00.0	TO	962+00.0	Overlay White Edge Line LT
45500.0	Sta. 962+00.0	TO	1075+75.0	Overlay White Edge Line LT/RT
450.0	Sta. 1075+75.0	TO	1078+00.0	Overlay White Edge Line RT
19864.0	Sta. 1078+00.0	TO	1127+66.0	Overlay White Edge Line LT/RT
	<u>BAILEYVILLE RD</u>			
	<u>YELLOW</u>			
400.0	Cl. of Baileyville Rd			Overlay DBL Yellow CL
	<u>WHITE</u>			
400.0	Around Return on RT			White Edge Line RT
400.0	Around Return on LT			White Edge Line LT
320.0	RT Sta. 980+65.0			12' RT Island Perimeter
	<u>FREEMPORT RD</u>			
	<u>YELLOW</u>			
400.0	Cl. of Freemport Rd			Overlay DBL Yellow CL
	<u>WHITE</u>			
300.0	Around Return on LT			White Edge Line LT
300.0	Around Return on RT			White Edge Line RT
800.0	LT Sta. 1076+70.0			12' LT Island Perimeter
<b>352222.9</b>	<b>TOTAL</b>			

78000400

THERMOPLASTIC PAVEMENT MARKING - LINE 6"

FOOT	LOCATION	REMARKS
	<u>IL 26</u>	
	<u>WHITE</u>	
29.0	Sta. 907+30.0	Crosswalk
58.0	Sta. 907+40.0	2 Crosswalk Stripes
29.0	Sta. 907+50.0	Crosswalk
80.0	Sta. 913+25.0	2 Crosswalk Stripes
80.0	Sta. 916+00.0	2 Crosswalk Stripes
100.0	RT Sta 916+15.0 TO 917+00.0	2 Crosswalk Stripes @ IL 26 and Main St
80.0	Sta. 916+85.0	2 Crosswalk Stripes
80.0	LT Sta 917+34.0 TO 917+84.0	2 Crosswalk Stripes @ IL 26 and Balsam St
140.0	Sta. 920+08.0	2 Crosswalk Stripes
100.0	Sta. 920+00.0	2 Crosswalk Stripes
<u>776.0</u>	<b>TOTAL</b>	

78000500

THERMOPLASTIC PAVEMENT MARKING - LINE 8"

FOOT	LOCATION	REMARKS
	<u>IL 26</u>	
	<u>WHITE</u>	
268.0	RT Sta. 956+80.0 TO 959+68.0	12' RT
165.0	LT Sta. 1077+45.0 TO 1079+30.0	12' LT
<u>473.0</u>	<b>TOTAL</b>	

78000600

THERMOPLASTIC PAVEMENT MARKING - LINE 12"

FOOT	LOCATION	REMARKS
	<u>IL 26</u>	
	<u>WHITE</u>	
102.0	Sta 907+40.0	Crosswalk Diagonals
75.0	RT Sta. 960+65.0	12' RT White Island Diagonals
75.0	LT Sta. 1076+70.0	12' LT White Island Diagonals
<u>252.0</u>	<b>TOTAL</b>	

78000650

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

FOOT	LOCATION	REMARKS
	<u>IL 26</u>	
	<u>WHITE STOP BAR</u>	
12.0	RT Sta. 1071+80.0	White Stop Bar
12.0	RT Sta. 1072+32.0	White Stop Bar
12.0	RT Sta. 1079+00.0	White Stop Bar
12.0	LT Sta. 1080+10.0	White Stop Bar
12.0	LT Sta. 1086+75.0	White Stop Bar
12.0	LT Sta. 1087+25.0	White Stop Bar
	<u>BAILEYVILLE RD</u>	
14.0	CL of Baileyville to the Island	White Stop Bar
18.0	RT Turn Lane	White Stop Bar
	<u>FREEPORT RD</u>	
11.0	CL of Freeport to the Island	White Stop Bar
21.0	RT Turn Lane	White Stop Bar
<u>136.0</u>	<b>TOTAL</b>	

78100100

RAISED REFLECTIVE PAVEMENT MARKER

EACH	LOCATION	REMARKS
	<u>IL 72</u>	
200	Sta. 210+78.0 TO 370+10.8	STA EQUATION 2 way - Amber @ CL
199	Sta. 0+00 TO 158+41.0	2 way - Amber @ CL
	<u>IL 26</u>	
220	Sta. 952+00.0 TO 1127+66.0	2 way - Amber @ CL
4	RT Sta. 956+80.0 TO 959+68.0	12' RT 1 way -Crystal @ Turn Bay
3	LT Sta. 1077+45.0 TO 1079+30.0	12' LT 1 way -Crystal @ Turn Bay
<u>626</u>	<b>TOTAL</b>	

78300200

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH	LOCATION	REMARKS
	<u>IL 72</u>	
200	Sta. 210+78.0 TO 370+10.8	STA EQUATION 2 way - Amber @ CL
199	Sta. 0+00 TO 158+41.0	2 way - Amber @ CL
	<u>IL 26</u>	
220	Sta. 952+00.0 TO 1127+66.0	2 way - Amber @ CL
4	RT Sta. 956+80.0 TO 959+68.0	12' RT 1 way -Crystal @ Turn Bay
3	LT Sta. 1077+45.0 TO 1079+30.0	12' LT 1 way -Crystal @ Turn Bay
<u>626</u>	<b>TOTAL</b>	

Z0055100

RUMBLE RESURFACING

EACH	LOCATION	REMARKS
	<u>IL 72</u>	
33.3	RT Sta. 151+10.0	IL 72 / IL 26 Intersection
33.3	RT Sta. 154+73.0	IL 72 / IL 26 Intersection
33.3	RT Sta. 156+73.0	IL 72 / IL 26 Intersection
<u>100.0</u>	<b>TOTAL</b>	

# HOT MIX ASPHALT SCHEDULE

STATIONING	REMARKS	H.M.A.		H.M.A. AREA	* BIT PRIME TON	* AGG. PRIME TON	* H.M.A. SURF REM BUTT JOINT SQ. YD.	* TEMP. RAMP SQ. YD.	HMA SURF REM 2.25" SQ YD	LEV. BIND. (M.M.) N50 TON	H.M.A. SURF. CSE. MIX "C", N50 TON	40600825	40600982	40600990	44000158	40600825	40600825	40600825	SURFACE INCH	LEVEL BINDER INCH
		LENGTH FEET	WIDTH FEET																	
<b>IL 72 - Shannon to IL 26 (West to East) - Mainline</b>																				
210+78.0 - 211+23.0	Butt Joint	45	26	1170	0.07	0.20	72.2	12.0		1.0	9.7								Var -1.5	Var -0.75
211+23.0 - 215+56.0	No Grind	433	26	11258	0.72	1.88				70.0	105.1								1.5	0.75
215+56.0 - 216+01.0	Grind 0" to 2.25"	45	26	1170	0.07	0.20			130.0	7.3	10.9								1.5	0.75
216+01.0 - 218+05.0	Grind 2.25"	204	26	5304	0.34	0.88			589.3	33.0	49.5								1.5	0.75
218+05.0 - 218+50.0	Grind 2.25" to 0"	45	26	1170	0.07	0.20			130.0	7.3	10.9								1.5	0.75
218+50.0 - 222+43.0	No Grind	393	26	10218	0.65	1.70				63.6	95.4								1.5	0.75
222+43.0 - 222+88.0	Grind 0" to 2.25"	45	26	1170	0.07	0.20			130.0	7.3	10.9								1.5	0.75
222+88.0 - 238+77.0	Grind 2.25"	1589	26	41314	2.63	6.89			4590.4	257.1	385.6								1.5	0.75
238+77.0 - 239+22.0	Grind 2.25" to 0"	45	26	1170	0.07	0.20			130.0	7.3	10.9								1.5	0.75
239+22.0 - 370+10.8	Station Equation	13089	26	340309	21.83	56.72				2117.5	3176.2								1.5	0.75
00+00.0 - 157+96.0	No Grind	15796	26	410696	26.10	68.45				2555.4	3833.2								1.5	0.75
157+96.0 - 158+41.0	Butt Joint	45	26	1170	0.07	0.20	72.2	12.0		1.0	9.7								Var -1.5	Var -0.75
<b>IL 26(IL 72 - Forreston to IL 72 (North to South) - Mainline</b>																				
894+05.0 - 912+55.0	Grind 2.25"	1850	29	53850	3.41	8.94			5861.1	333.8	500.7								1.5	0.75
912+55.0 - 921+36.0	Grind 2.25"	861	24	21144	1.34	3.52			2349.3	131.6	197.3								1.5	0.75
921+36.0 - 935+96.0	Grind 2.25"	1460	29	42940	2.69	7.06			4704.4	263.4	395.2								1.5	0.75
935+96.0 - 951+33.0	Grind 2.25"	1537	26	39962	2.54	6.66			4440.2	248.7	373.0								1.5	0.75
951+33.0 - 951+98.0	Grind 2.25" - LT lane 13', RT lane 12'	65	25	1625	0.10	0.27			180.6	10.1	15.2								1.5	0.75
951+98.0 - 1006+70.0	Grind 2.25"	5472	24	131328	8.35	21.89			14592.0	817.2	1225.7								1.5	0.75
1006+70.0 - 1011+83.0	Grind 2.25" - LT lane 13', RT lane 14'	513	27	13851	0.88	2.31			1539.0	86.2	129.3								1.5	0.75
1011+83.0 - 1045+34.0	Grind 2.25"	3351	24	80424	5.11	13.40			8936.0	500.4	750.6								1.5	0.75
1045+34.0 - 1049+60.0	Grind 2.25" - LT lane 13', RT lane 14'	446	27	12042	0.77	2.01			1338.0	74.9	112.4								1.5	0.75
1049+60.0 - 1079+46.0	Grind 2.25" up to RR	2966	24	71184	4.52	11.86			7909.3	442.9	664.4								1.5	0.75
1079+46.0 - 1079+60.0	Omission - RR	14																		
1079+60.0 - 1105+52.0	Grind 2.25" RR to Bridge	2592	24	62208	3.95	10.37			6912.0	387.1	580.6								1.5	0.75
1105+52.0 - 1107+55.0	Omission - Bridge	203																		
1107+55.0 - 1109+00.0	Butt Joint	45	24	1080	0.07	0.18	66.7	11.1		0.9	9.0								Var -1.5	Var -0.75
1109+00.0 - 1126+90.0	No Grind	1890	24	45360	2.88	7.56				282.2	423.4								1.5	0.75
1126+90.0 - 1127+35.0	Butt Joint	45	24	1080	0.07	0.18	66.7	11.1		0.9	9.0								Var -1.5	Var -0.75

# HOT MIX ASPHALT SCHEDULE

STATIONING	REMARKS	H.M.A.		H.M.A. AREA		BIT PRIME TON	* AGG. PRIME TON	* H.M.A. SURF REM BUTT JOINT SQ. YD.	* TEMP. RAMP SQ. YD.	HMA SURF REIM 2.25" SQ YD	LEV. BIND. (M.M.) N50 TON	H.M.A. SURF. CSE. MIX "C", N50 TON	SURFACE INCH	** LEVEL BINDER INCH
		LENGTH FEET	WIDTH FEET	SQ. FT.	SQ. YD.									
<b>IL 72/IL 26 - Turn Lanes</b>														
956+05.0 - 959+23.0	Baileyville Turn Lane	318	VAR	2838	315	0.18	0.47			315.3	17.7	26.5	1.5	1.75
1077+94.0 - 1080+19.0	Freaport Turn Lane	225	VAR	1965	218	0.12	0.33			218.3	12.2	18.3	1.5	1.75
<b>IL 72/IL 26 - IL 72 in Forreston (S of the IL 26 intersection)</b>														
919+92.0 - 921+48.0		156	VAR	5581	620	0.35	0.93		35.8	620.1	34.7	52.1	1.5	1.75
<b>IL 72 - Shannon to IL 26 (West to East) - Shoulders</b>														
242+00.0 - 245+60.0	LT (culvert widening)	360	3	1080	120							15.1	2.25	
241+68.0 - 245+60.0	RT (culvert widening)	382	3	1146	127							16.0	2.25	
311+00.0 - 315+25.0	LT (culvert widening)	425	3	1275	142							17.9	2.25	
311+00.0 - 315+25.0	RT (culvert widening)	425	3	1275	142							17.9	2.25	
321+25.0 - 324+25.0	LT (culvert widening)	300	3	900	100							12.6	2.25	
321+25.0 - 324+25.0	RT (culvert widening)	300	3	900	100							12.6	2.25	
36+75.0 - 41+20.0	LT (culvert widening)	445	3	1335	148							18.7	2.25	
36+75.0 - 41+20.0	RT (culvert widening)	445	3	1335	148							18.7	2.25	
119+75.0 - 123+50.0	LT (culvert widening)	375	3	1125	125							15.8	2.25	
119+75.0 - 123+50.0	RT (culvert widening)	375	3	1125	125							15.8	2.25	
143+80.0 - 148+00.0	LT (culvert widening)	420	3	1260	140							17.6	2.25	
143+80.0 - 148+00.0	RT (culvert widening)	420	3	1260	140							17.6	2.25	

# HOT MIX ASPHALT SCHEDULE

STATIONING	REMARKS	H.M.A.		H.M.A. AREA	BIT PRIME TON	* AGG. PRIME TON	* H.M.A. SURF REM BUTT JOINT SQ. YD.	* H.M.A. SURF REM TEMP. RAMP SQ. YD.	44000158 HMA SURF REM 2.25" SQ YD.	40600525 LEV. BIND. (M.M.) N50 TON	H.M.A. SURF. CSE. MIX "C", N50 TON	SURFACE INCH	** LEVEL BINDER INCH
		LENGTH FEET	WIDTH FEET										
IL 26/IL 72 - Forreton to IL 72 (North to South) -- Shoulders													
935+96.0 - 951+98.0	LT	1602	4	6408							89.7	2.25	
951+98.0 - 1006+70.0	LT	5472	3	16416							229.8	2.25	
1006+70.0 - 1071+83.0	LT	513	2	1026							14.4	2.25	
1071+83.0 - 1045+34.0	LT	3351	3	10053							140.7	2.25	
1045+34.0 - 1049+80.0	LT	446	2	892							12.5	2.25	
1049+80.0 - 1075+82.0	LT	2602	3	7806							109.3	2.25	
1077+84.0 - 1105+52.0	LT	2758	3	8274							115.8	2.25	
1107+55.0 - 1108+00.0	LT - Butt Joint	45	3	135							0.9	0-2.25	
1108+00.0 - 1126+90.0	LT	1890	3	5670							79.4	2.25	
1126+90.0 - 1127+35.0	LT - Butt Joint	45	3	135							0.9	0-2.25	
935+96.0 - 951+33.0	RT	1537	4	6148							86.1	2.25	
951+33.0 - 959+23.0	RT	790	3	2370							33.2	2.25	
951+86.0 - 1006+70.0	RT	4484	3	13452							188.3	2.25	
1006+70.0 - 1011+83.0	RT	513	2	1026							14.4	2.25	
1011+83.0 - 1045+34.0	RT	3351	3	10053							140.7	2.25	
1045+34.0 - 1049+80.0	RT	446	2	892							12.5	2.25	
1049+80.0 - 1105+52.0	RT	5572	3	16716							234.0	2.25	
1107+55.0 - 1108+00.0	RT - Butt Joint	45	3	135							0.9	0-2.25	
1108+00.0 - 1126+90.0	RT	1890	3	5670							79.4	2.25	
1126+90.0 - 1127+35.0	RT - Butt Joint	45	3	135							0.9	0-2.25	
<b>GRAND TOTALS</b>					<b>89.95</b>	<b>235.63</b>	<b>277.8</b>	<b>146.3</b>	<b>55715.6</b>	<b>8772.7</b>	<b>14988.5</b>		

\* ADDITIONAL QUANTITIES ON ENTRANCE SCHEDULE

\*\* CALCULATED AT 1"





ENTRANCE SCHEDULE

LOCATION	ENT. TYPE	NOTE	APPRX ROW FT	** SIDE ROAD WIDTH FT	** BUTT JOINT AREA SQ.FT	** TOTAL AGGREGATE AREA SQ.FT	** TOTAL BITUMINOUS AREA SQ.FT	TOTAL AGGREGATE AREA SQ.YD	TOTAL BITUMINOUS AREA SQ.YD	* BIT PRIME COAT TON	* AGG PRIME COAT TON	* H.M.A. SURF REM - BUTT JOINT SQ.YD	* TEMP RAMP SQ.YD	AGG BASE CSE T.B	2" INC H.M.A. SURF TON
IL 72 - SHANNON TO IL 26 (WEST TO EAST)															
211+83 SR - SHANNON RT	LT	25' WIDE BUTT JOINT		38.0	967		1768		195.3	0.06	0.29	107.44	17.59		27.9
211+88 SR - SHANNON RT	RT	25' WIDE BUTT JOINT		43.0	1181		2811		312.3	0.09	0.47	125.67	19.91		43.7
212+67 OE	LT						191		21.2	0.01	0.03				3.0
213+41 OE	RT	6' WIDE BUTT JOINT		35.0	214		1123		124.8	0.04	0.19	23.78	16.20		17.5
214+77 MB	LT	AGG				677	582	75.2	62.4	0.02	0.08			34.3	8.7
215+52 SR - BROAD	LT	25' WIDE BUTT JOINT		42.0	1029		506		56.2	0.02	0.08	114.33	19.44		7.9
215+52 SR - BROAD	RT	25' WIDE BUTT JOINT		30.0	904		1021		113.4	0.03	0.17	100.44	13.89		15.9
219+08 SR - MARKET	LT	25' WIDE BUTT JOINT		31.0	758		474		52.7	0.02	0.08	84.22	14.35		7.4
218+89 SR - MARKET	RT	25' WIDE BUTT JOINT		20.0	543		286		31.8	0.01	0.05	60.33	9.26		4.4
222+04 SR - WALNUT	LT	25' WIDE BUTT JOINT		20.0	600		642		71.3	0.02	0.11	66.67	9.26		10.0
221+97 PE	RT						176		19.6	0.01	0.03				2.7
222+64 MB	LT	AGG				677	582	75.2	62.4	0.02	0.09			34.3	8.7
225+73 SR - LOCUST	RT	GRIND		54.0			4800		533.3	0.15	0.80		45.00		74.7
226+63 SR - LOCUST	LT	GRIND		56.0			1925		213.9	0.08	0.82		48.33		26.9
228+45 SR - HICKORY	LT	GRIND		44.0			1552		172.4	0.05	0.26		38.67		24.1
228+45 SR - HICKORY	RT	GRIND		47.0			1367		151.9	0.04	0.23		39.17		21.3
231+80 SR - LINN	LT	GRIND		31.0			1484		164.9	0.05	0.25		35.83		23.1
231+80 SR - LINN	RT	GRIND		48.0			1308		145.3	0.04	0.22		40.00		20.3
238+24 SR - STANTON	LT	GRIND		52.0			978		108.7	0.03	0.16		43.33		16.2
238+24 SR - STANTON	RT	GRIND TO SLTD DRAIN		30.0			602		66.9	0.02	0.10		26.00		9.4
239+82 MB	LT						196		21.8	0.01	0.03				3.0
240+65 MB	LT						114		12.7	0.00	0.02				1.8
240+75 CE	RT		35.0				528		58.7	0.02	0.08				8.2
241+45 CE	RT		35.0				492		54.7	0.02	0.08				7.7
245+98 PE & MB	LT		35.0				868		95.3	0.03	0.14				13.3
246+50 PE & MB	RT		35.0				606		67.4	0.02	0.10				9.4
251+52 PE	LT		35.0				412		45.3	0.01	0.07				6.4
272+10 PE	RT		35.0				396		44.0	0.01	0.07				6.2

ENTRANCE SCHEDULE

LOCATION	ENT. TYPE	NOTE	APPRX ROW FT	** SIDE ROAD WIDTH FT	** BUTT JOINT AREA SQ.FT	** TOTAL AGGREGATE AREA SQ.FT	** TOTAL BITUMINOUS AREA SQ.FT	TOTAL AGGREGATE AREA SQ.YD	TOTAL BITUMINOUS AREA SQ.YD	* BIT PRIME CDAT TON	* BIT PRIME COAT TON	* H.M.A. SURF REM - BUTT JOINT SQ.YD	* TEMP RAMP SQ.YD	* AGG BASE CSE T-B TON	2" ING H.M.A. SURF** TON
278+05	MB	LT					211		23.4	0.01	0.04				3.3
283+26	MB & FE	LT					336		45.7	0.01	0.07				6.1
283+37	PE	RT	33.0				609		87.7	0.02	0.10				9.5
292+36	CE	LT	33.0				221		24.6	0.01	0.04				3.4
316+48	PE	RT	33.0				440		48.9	0.01	0.07				5.8
317+48	SR - GOLD MINE RD	LT		26.0	1057	1295	1295		143.9	0.04	0.22	117.44	12.04		20.1
317+49	SR - GOLD MINE RD	RT		26.0	763	1059	1059		117.7	0.03	0.16	84.78	12.04		16.5
329+37	PE	RT	33.0				542		60.2	0.02	0.09				8.4
329+41	MB	LT					231		25.7	0.01	0.04				3.5
341+53	PE	RT	33.0				514		57.1	0.02	0.09				6.0
341+55	MB	LT					282		31.3	0.01	0.05				4.4
351+85	MB	LT					611		87.9	0.02	0.10				9.5
351+85	PE	RT	33.0				483		54.8	0.02	0.08				7.7
STATION EQUATION	OGLE RD														
0+00	SR - OGLE RD	LT		28.0	930	1272	1272		162.4	0.04	0.23	103.33	12.96		21.3
0+00	SR - OGLE RD	RT		26.0	828	1116	1116		124.0	0.04	0.19	103.11	12.04		17.4
15+61	PE	RT	33.0				688		76.4	0.02	0.11				10.7
15+67	MB	LT					398		44.2	0.01	0.07				6.2
31+68	PE	LT	33.0				576		63.9	0.02	0.10				8.9
32+05	MB	LT					178		19.9	0.01	0.03				2.6
32+43	PE	LT	33.0				591		65.7	0.02	0.10				9.2
54+03	SR - FORK CREEK RD	LT		27.0	1000	1423	1423		158.1	0.05	0.24	111.11	12.50		22.1
64+04	SR - FORK CREEK RD	RT		26.0	841	1074	1074		119.3	0.03	0.16	104.56	12.04		16.7
56+27	PE	LT	33.0				1064		116.2	0.03	0.16				16.5
56+17	MB	RT					143		15.9	0.00	0.02				2.2
60+70	PE & MB	RT	33.0				477		53.0	0.02	0.08				7.4
107+17	SR - MOUNT VERNON RD	LT		33.0	1112	1464	1464		161.6	0.05	0.24	123.56	15.28		22.6
107+17	SR - MOUNT VERNON RD	RT		27.0	1009	1185	1185		123.6	0.04	0.19	112.11	12.50		18.1

ENTRANCE SCHEDULE

LOCATION	ENT. TYPE	NOTE	APPR ROW FT	** SIDE ROAD WIDTH FT	** BUTT JOINT AREA SQ.FT	** TOTAL AGGREGATE AREA SQ.FT	** TOTAL BITUMINOUS AREA SQ.FT	TOTAL AGGREGATE AREA SQ.YD	TOTAL BITUMINOUS AREA SQ.YD	* BIT PRIME COAT TON	* H.M.A. SURF REM - BUTT JOINT SQ.YD	* TEMP RAMP SQ.YD	AGG BASE CSE T-B TON	2" INC H.M.A. SURF*** TON
										* AGG PRIME COAT TON	* H.M.A. SURF REM - BUTT JOINT SQ.YD	* TEMP RAMP SQ.YD	AGG BASE CSE T-B TON	2" INC H.M.A. SURF*** TON
128+72	MB RT					139	15.4			0.00				2.2
128+78	PE LT		33.0			764	83.8			0.02			0.13	11.7
133+91	PE & MB RT					655	72.8			0.02			0.11	10.2
144+22	MB RT					254	29.3			0.01			0.04	4.1
144+25	PE LT		33.0			549	60.7			0.02			0.09	8.5
57+89	OE RT		33.0			825	91.7			0.03			0.14	12.8
IL 72 - SHANNON TO IL 26 (SOUTH TO NORTH)														
894+84	SR - WILLOW LT	GRIND		22.0		1012	112.4			0.03			0.17	15.7
894+84	SR - WILLOW RT	GRIND		22.0		1279	142.1			0.04			0.21	19.9
899+02	SR - PINE LT	GRIND		25.0		1290	142.2			0.04			0.21	19.9
899+02	SR - PINE RT	GRIND		22.0		1425	153.3			0.05			0.24	22.2
903+67	SR - ELM LT	GRIND		24.0		1527	169.7			0.05			0.25	23.8
903+67	SR - ELM RT	GRIND		25.0		1444	160.4			0.05			0.24	22.5
908+30	SR - BIRCH LT	GRIND		25.0		1220	135.6			0.04			0.20	19.0
912+97	SR - CHERRY LT	GRIND		29.0		1250	138.9			0.04			0.21	19.4
912+97	SR - CHERRY RT	GRIND		38.0		1406	155.2			0.04			0.23	21.9
916+58	SR - KAIN RT	GRIND		49.0		2859	317.7			0.09			0.48	44.5
917+59	SR - BALSAM RT	GRIND		38.0		1305	145.0			0.04			0.22	20.3
921+91	SR - STATE RT	GRIND		52.0		1742	193.6			0.09			0.29	27.1
922+57	SR - WHITE OAK LT	GRIND		18.0		1865	218.3			0.06			0.33	30.6
926+28	SR - AVON LT	GRIND		30.0		1275	141.7			0.04			0.21	19.6
926+28	SR - AVON RT	GRIND		26.0		1084	118.2			0.03			0.18	16.6
931+00	SR - GREEN LT	GRIND		26.0		1189	132.1			0.04			0.20	18.5
931+00	SR - GREEN RT	GRIND		23.0		1075	119.4			0.03			0.18	16.7
935+58	SR - LOGAN LT	GRIND		21.0		933	103.7			0.03			0.16	14.5
935+58	SR - LOGAN RT	GRIND		22.0		1129	125.4			0.04			0.19	17.6
940+43	SR - SPRUCE RT	GRIND		19.0		684	76.0			0.02			0.11	10.6

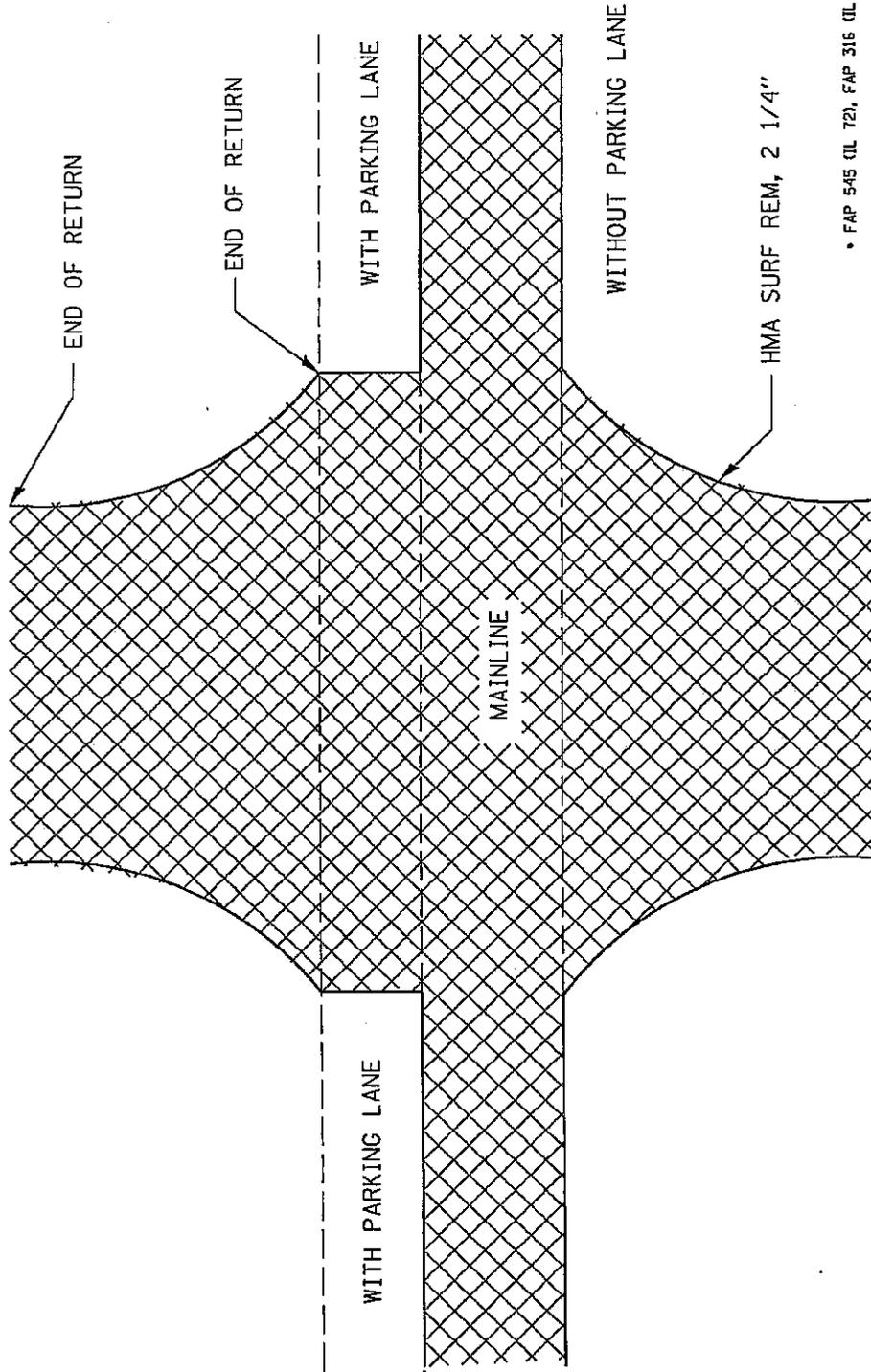
ENTRANCE SCHEDULE

LOCATION	ENT. TYPE	NOTE	APPRX ROW FT	** SIDE ROAD WIDTH FT	** BUTT JOINT AREA SQ.FT	** TOTAL AGGREGATE AREA SQ.FT	** TOTAL BITUMINOUS AREA SQ.FT	** TOTAL BITUMINOUS AREA SQ.YD	** TOTAL AGGREGATE AREA SQ.YD	TOTAL BITUMINOUS AREA SQ.YD	TOTAL AGGREGATE AREA SQ.YD	* BIT PRIME COAT TON	* AGG PRIME COAT TON	* H.M.A. SURF REM-BUTT JOINT SQ.YD	* TEMP RAMP SQ.YD	AGG BASE CSE T-5 TON	2" INC H.M.A. SURF*** TON
945+14 SR-MAGNOLIA	LT BIT	GRIND		20.0		847		94.1				0.03	0.14		15.67		18.2
947+80 SR-PHIL PARKWAY	LT BIT	GRIND		21.0		782		86.9				0.02	0.13		17.50		12.2
900+70 SR-BAILEYVILLE	RT BIT	GRIND		44.0		10160		1128.9				0.32	1.69		36.67		158.0
1031+85 MB	RT AGG				677	562	75.2	62.4	75.2			0.02	0.09			34.3	8.7
1073+82 MB	LT AGG				677	562	75.2	62.4	75.2			0.02	0.09			34.3	8.7
1075+93 SR-FREEPORT RD	LT BIT	GRIND		33.0		8442		1048.1				0.30	1.57		32.50		146.9
5 additional mailboxes (at Engineer's discretion)		562 SQ FT BIT EACH, 677 SQ FT				3385	2810	312.2	376.1			0.09	0.47			171.3	48.7
GRAND TOTALS											3.2	17.0	1542.9	1094.5	308.4	1688.0	

\* ADDITIONAL QUANTITY IS ON THE BITUMINOUS SCHEDULE  
 \*\* MEASUREMENTS TAKEN OFF MICROSTATION FILE AND AERIAL PHOTOS  
 \*\*\* CALCULATED AT 2.5"



# TYPICAL GRINDING AT SIDEROADS



• FAP 545 (IL 72), FAP 316 (IL 26/IL 72)

\*\* CARROLL & OGLE

FILE NAME = D:\P-objects\Ogle\IL72-IL26-Forreston to N\Paul.Drezan-Files\Paul's CAD\Typicals.dgn	USER NAME = grentom N\Paul.Drezan-Files\Paul's CAD\Typicals.dgn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL GRINDING AT SIDEROADS	F.A. RTE. •	SECTION (114.2.3) RS-6	COUNTY ••	TOTAL SHEET SHEETS 40	SHEET NO. 30
PLOT DATE = Thu Feb 05 09:08:12 2009			FED. ROAD DIST. NO. - ILLINOIS		FED. AID PROJECT		CONTRACT NO. 54F11	

# 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 SJ 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.

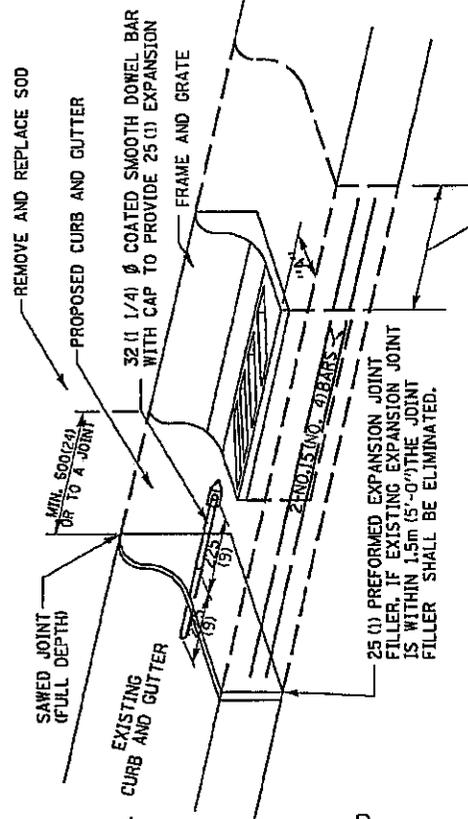
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

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



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

# CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED

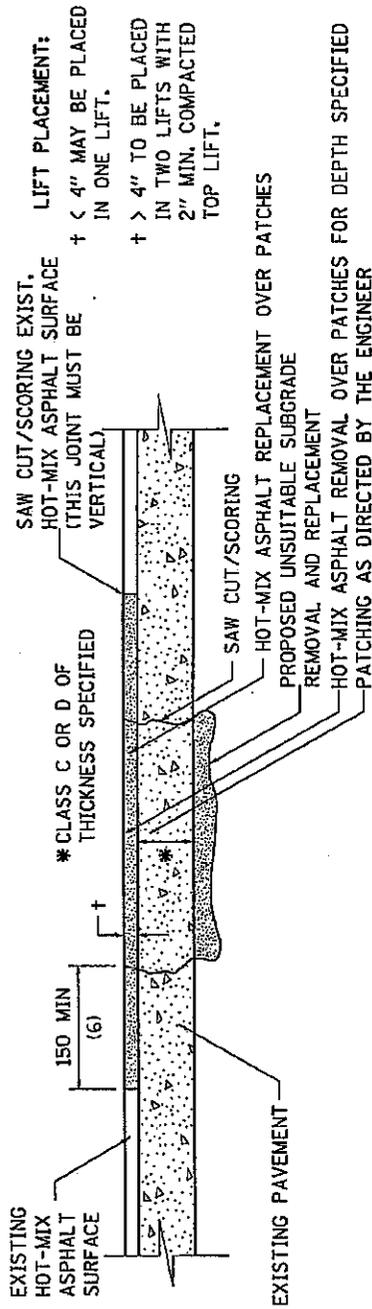
17.4a

FAP 545 (IL 72), FAP 316 (IL 26/IL 72)

CARROLL & OGLE

FILE NAME =	STATE OF ILLINOIS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0:\Projects\061a\1172-IL26-Forreston to Paul.Drazen-Files\Paul's CAD\typicals.dgn	DEPARTMENT OF TRANSPORTATION		114.231.85-6		40	31
USER NAME = grentpm						
0:\Projects\061a\1172-IL26-Forreston to Paul.Drazen-Files\Paul's CAD\typicals.dgn						
PLOT DATE = Thu Feb 05 09:46:03 2009						
						CONTRACT NO. 64E11
						ILLINOIS FED. AID PROJECT

# PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT



## SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. RESIDENT ENGINEER WILL DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HOT-MIX ASPHALT SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE HOT-MIX ASPHALT SURFACE OVER FULL DEPTH PATCHES AND AT LOCATIONS OF HOT-MIX ASPHALT SURFACE REMOVAL.

## GENERAL NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR BASIS OF PAYMENT; SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

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

REVISED - 11-01-07

• FAP 545 (IL 72), FAP 316 (IL 26/IL 72)

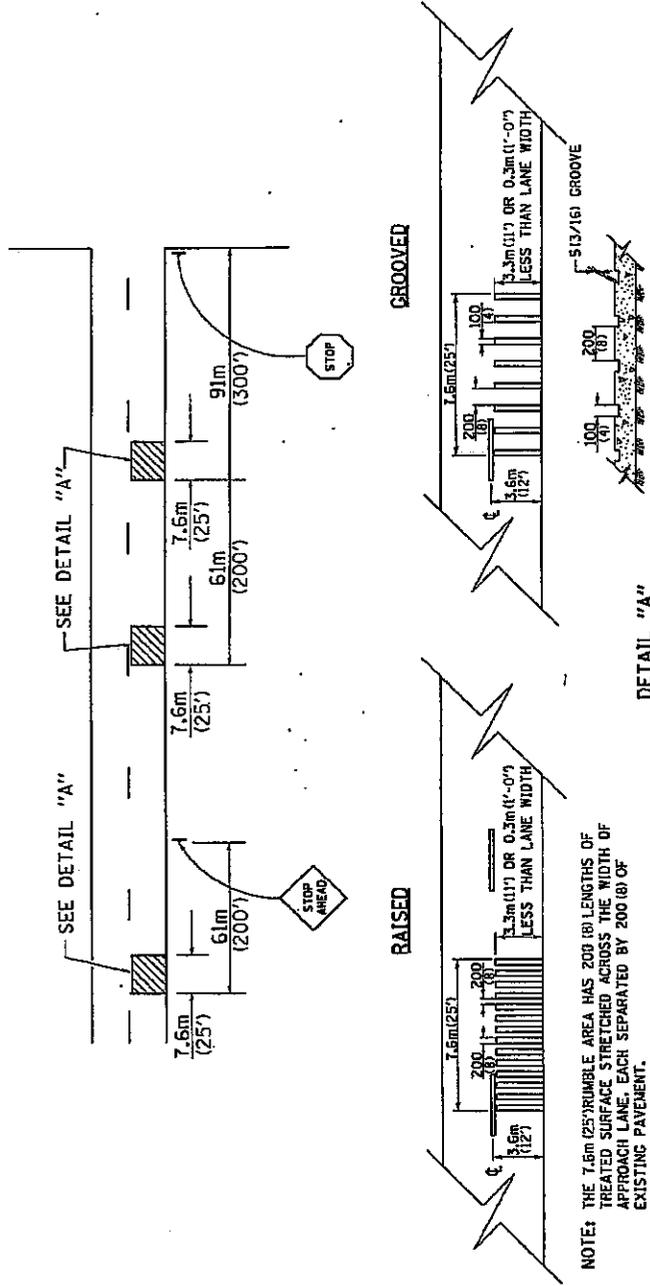
32.4

## PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT

•• CARROLL & OGLE

FILE NAME = Q:\p-ojects\09\11.72-IL26-Forreston to N\Paul.Drezen.Files\Paul's CAD\tpcels.dgn	USER NAME = grantpm N\Paul.Drezen.Files\Paul's CAD\tpcels.dgn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A. RTE. =	SECTION 014.2-3 RS-6	COUNTY ..	TOTAL SHEETS 40	SHEET NO. 32
PLOT DATE = Thu Feb 05 06:46:08 2009			FED. ROAD DIST. NO. = ILLINOIS FED. AID PROJECT		CONTRACT NO. 54E11		

# RUMBLE RESURFACING



NOTE: THE 7.6m (25') RUMBLE AREA HAS 200 (8) LENGTHS OF TREATED SURFACE STRETCHED ACROSS THE WIDTH OF APPROACH LANE, EACH SEPARATED BY 200 (8) OF EXISTING PAVEMENT.

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

REVISED - 2-16-88

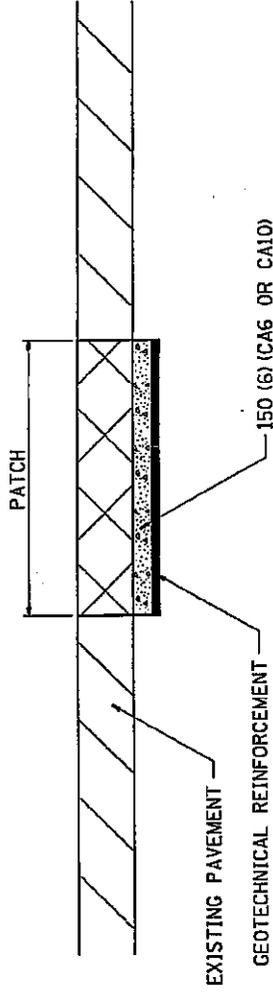
\* FAP 545 (IL 72), FAP 316 (IL 26/1L 72)

\*\* CARROLL & OGLE

## RUMBLE RESURFACING 91.4

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USER NAME = granton			114.231 BS-6		40	33
D:\Projects\Ogle\IL72-IL26-Forreston to Paul.Drezen.Files\Paul's CADD\typicals.dgn						
PLOT DATE = Thu Feb 05 06:46:13 2009						CONTRACT NO. 64F11

# 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 - 1-09-08

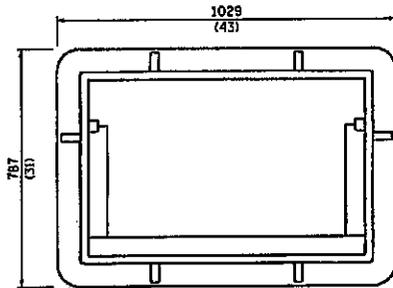
• FAP 545 (IL 72), FAP 316 (IL 26/IL 72)

•• CARROLL & OGLE

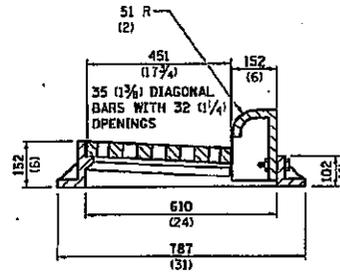
## SUBGRADE REPLACEMENT 97.4

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PLOT DATE = Thu Feb 05 08:46:20 2009			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		CONTRACT NO. 54E11		

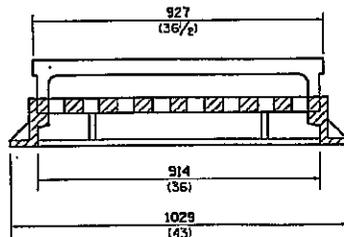
# FRAME AND GRATE FOR INLET SPECIAL



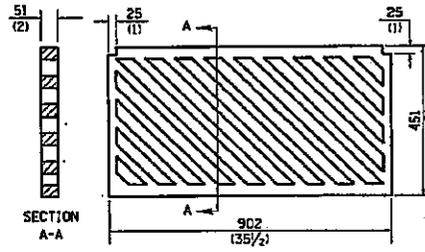
PLAN OF FRAME  
WITHOUT GRATE AND CURB BOX



TRANSVERSE SECTION



LONGITUDINAL SECTION



PLAN OF GRATE

FILE NAME = G:\Projects\ogj\1172-1125-Ferreston to Paul Drezen-Files\Paul's CAD\ogj\ogj\ogj.dwg  
 USER NAME = graham  
 PLOT DATE = Thu Feb 05 08:46:25 2009

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

F.A.C. NO.	SECTION	COUNTY	TOTAL SHEET NO.
11423	85-5		40
			35

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 64E11

• FAP 545 ILL 723, FAP 316 ILL 26/1L 723  
 • CARROLL & OGLE  
 ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.  
 REVISED - 9-25-82

R 3067  
 APPROXIMATE WEIGHT - 231 Kg. (510 LBS.)

FRAME AND GRATE FOR INLET SPECIAL 13.2c

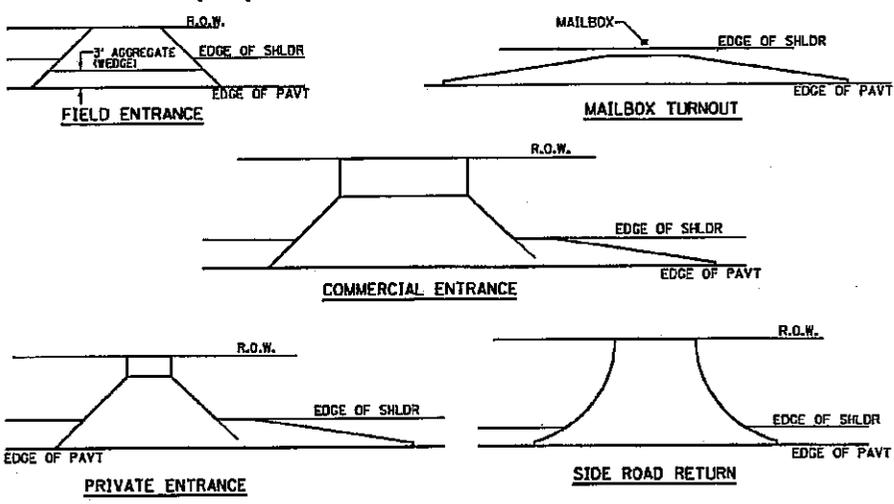
FILE NAME =  
 USER NAME = grantm  
 PROJECT NAME = Paul-Drezen-Fish-Paul's CARBONICALS  
 PLOT DATE = Thu Feb 05 06:46:34 2009

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT

F.A. SECTION COUNTY TOTAL SHEET  
 RITE. (114,2,3) RS-6 CONTRACT NO. 54E11  
 SHEETS NO. 40 SHEET NO. 38

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

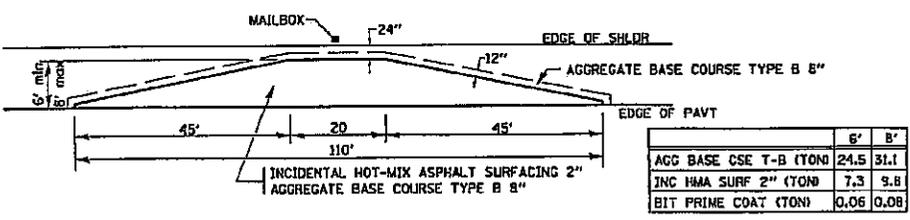


**NOTE:** EXISTING HMA PE's, CE's, SR's, & MB TURNOUTS  
 Place 2 1/4" Incidental Hot-Mix Asphalt Surfacing #40800050 on entrance to conform to the existing configuration.

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.



	6'	8'
AGG BASE CSE T-B (TON)	24.5	31.1
INC HMA SURF 2" (TON)	7.3	9.8
BIT PRIME COAT (TON)	0.06	0.08

REVISED - 10-21-08

FILE NAME =  
 D:\Project\Obj\IL-72-IL-26-Ferreston to  
 USER NAME = grompm  
 Paul-Drezen-Files\Paul's CAD\Signets\sdn

DEPARTMENT OF TRANSPORTATION  
 STATE OF ILLINOIS

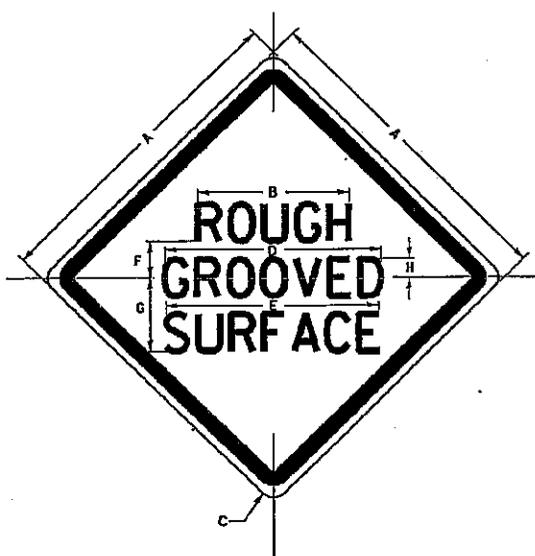
F.A.  
 RITE  
 SECTION

COUNTY  
 SHEETS NO.  
 40  
 37  
 CONTRACT NO. 64E11

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

# ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-1107  
 SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-REFLECTIVE  
 BACKGROUND - ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
1200x1200 (48x48)	7C	7C	7C	20 (0.8)	30 (1.2)	B4-48D

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. 720011.

ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

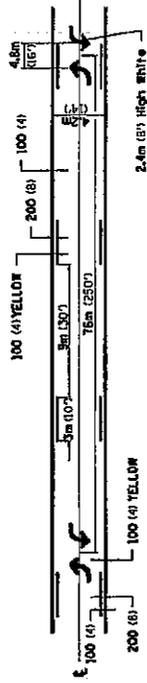
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

\* FAP 545 (IL 72), FAP 316 (IL 26/IL 72)  
 \*\* CARROLL & OGLE

REVISED - 1-09-06

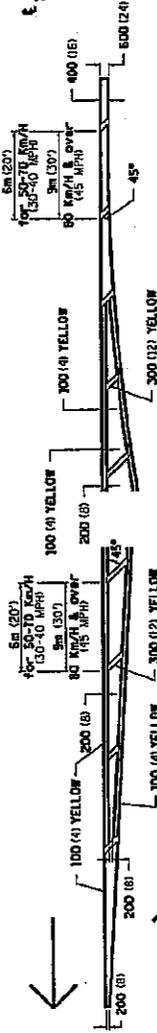
# TYPICAL PAVEMENT MARKINGS

## MEDIAN PAVEMENT MARKING

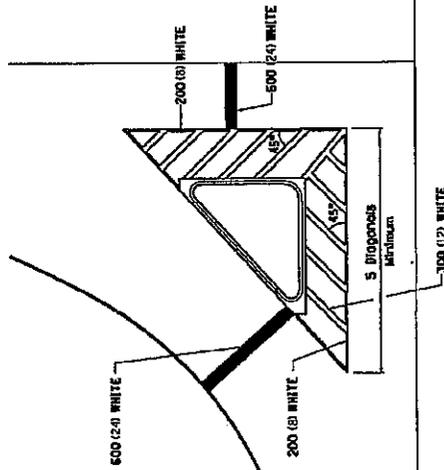


\*\* ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

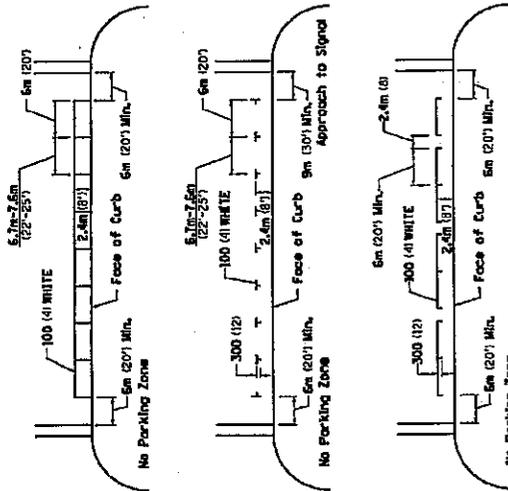
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE



## TYPICAL ISLAND OFFSET SHOULDER WIDTH

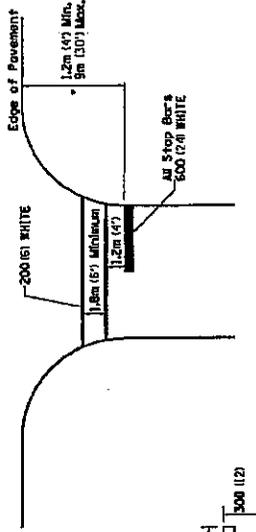


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations



• Distances to the nearest edge of the pavement shall be the minimum clearance of 4 inches crosswalk.

## TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1

• FAP 545 (IL 72), FAP 316 (IL 26/IL -72)

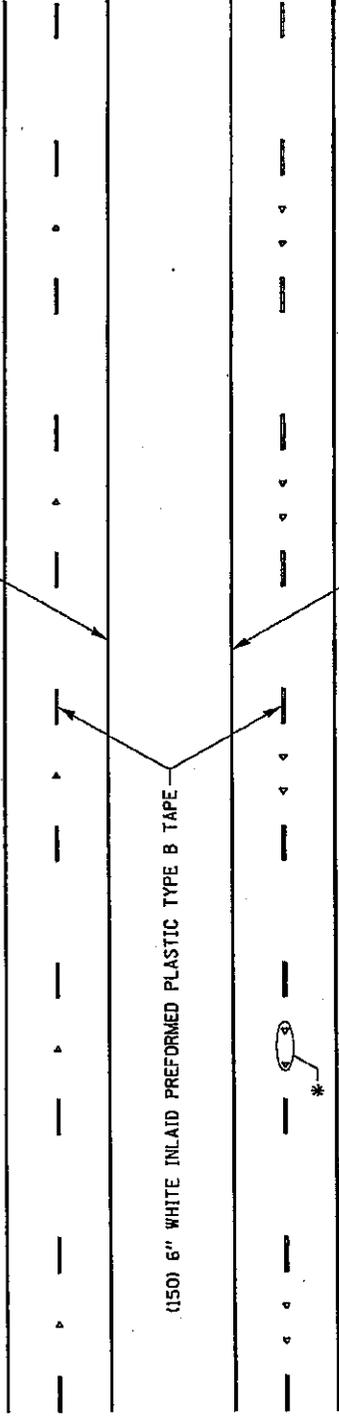
\*\* CARROLL & OGLE

FILE NAME =	USER NAME = gromp	STATE OF ILLINOIS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
D:\Projects\Igle\IL72-IL26-Forreston to HVPaul_Drezen_Files\Faul's CAD\typical.scd		DEPARTMENT OF TRANSPORTATION	(114,2,3) 85-5		40	38
PLOT DATE = Thu Feb 05 08:46:51 2009		FED. ROAD DIST. NO. = ILLINOIS		CONTRACT NO. 64E11		



# TYPICAL PAVEMENT MARKINGS

(100) 4" WHITE POLYUREA TYPE 1

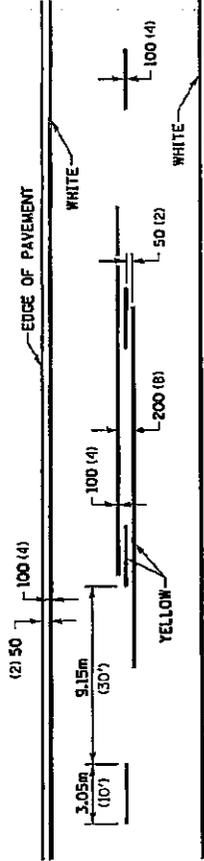


(100) 4" WHITE POLYUREA TYPE 1

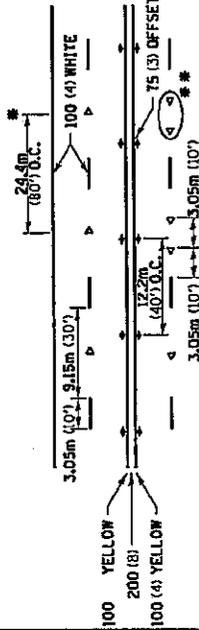
\* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.  
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

## MULTI-LANE / DIVIDED

### TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



### SYMBOLS



\* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/h (10mi/h) LOWER THAN POSTED SPEEDS.

\*\* USE DOUBLE MARKERS WHEN ADT ≥ 25,000

## MULTI-LANE / UNDIVIDED

TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1  
\* FAP 545 (IL 72), FAP 316 (IL 26/7L 72)

\*\* CARROLL & OGLE

FILE NAME = C:\P-projects\Ogle\IL72-L26-Forreston to HV\Paul.Drezen.Files\Paul's CADD\spical.scdn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A. RTE. 114, 2, 3, BS-5	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = grantpm					40	40
CONTRACT NO. 64E11	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
PLOT DATE = Thu Feb 05 08:17:03 2009						

## ILLINOIS DEPARTMENT OF LABOR

### PREVAILING WAGES FOR CARROLL & OGLE COUNTIES 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.

# Carroll 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		27.110	28.110	1.5	1.5	2.0	6.790	9.980	0.000	0.700
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		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
CARPENTER		BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
CARPENTER		HWY		30.640	32.390	1.5	1.5	2.0	6.300	8.990	0.000	0.400
CEMENT MASON		ALL		31.500	34.250	1.5	1.5	2.0	6.150	10.43	0.000	0.150
CERAMIC TILE FNSHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
COMMUNICATION TECH	E	BLD		31.760	34.010	1.5	1.5	1.5	9.040	9.140	0.000	0.640
ELECTRIC PWR EQMT OP		ALL		30.490	39.170	1.5	1.5	2.0	4.750	8.530	0.000	0.230
ELECTRIC PWR GRNDMAN		ALL		23.630	39.170	1.5	1.5	2.0	4.750	6.620	0.000	0.180
ELECTRIC PWR LINEMAN		ALL		36.270	39.170	1.5	1.5	2.0	4.750	10.16	0.000	0.270
ELECTRIC PWR TRK DRV		ALL		24.400	39.170	1.5	1.5	2.0	4.750	6.830	0.000	0.180
ELECTRICIAN	E	BLD		36.920	40.620	1.5	1.5	2.0	9.040	12.41	0.000	0.740
ELECTRICIAN	W	BLD		30.520	32.520	1.5	1.5	2.0	5.500	8.390	0.000	0.310
ELECTRONIC SYS TECH	W	BLD		22.000	23.750	1.5	1.5	2.0	6.230	5.010	0.000	0.310
ELEVATOR CONSTRUCTOR		BLD		41.310	46.470	2.0	2.0	2.0	9.525	8.210	2.480	0.000
GLAZIER		BLD		21.580	22.870	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	E	ALL		33.330	35.050	2.0	2.0	2.0	7.450	17.07	0.000	1.200
IRON WORKER	W	ALL		26.160	28.250	1.5	1.5	2.0	8.140	8.580	0.000	0.420
LABORER		BLD		27.110	28.110	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LABORER		HWY		26.110	26.860	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LABORER, SKILLED		HWY		27.810	28.560	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LATHER		BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
MARBLE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
MATERIAL TESTER I		ALL		21.550	0.000	1.5	1.5	2.0	7.460	4.840	0.000	0.170
MATERIALS TESTER II		ALL		26.550	0.000	1.5	1.5	2.0	7.460	4.840	0.000	0.170
MILLWRIGHT		BLD		29.820	32.800	1.5	1.5	2.0	4.300	8.730	0.000	0.560
OPERATING ENGINEER		BLD	1	38.050	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	2	37.350	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	3	34.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	4	32.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	1	37.900	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	2	37.350	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	3	36.050	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	4	34.600	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	5	33.150	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
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		30.490	33.840	1.5	1.5	2.0	6.100	10.87	0.000	0.600
PILEDRIVER		HWY		30.640	32.390	1.5	1.5	2.0	6.300	8.990	0.000	0.400
PIPEFITTER	E	BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
PIPEFITTER	W	ALL		32.400	35.640	1.5	1.5	2.0	5.000	8.810	0.000	0.800
PLASTERER		BLD		31.540	34.690	2.0	2.0	2.0	6.150	9.550	0.000	0.150
PLUMBER	E	BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
PLUMBER	W	ALL		32.400	35.640	1.5	1.5	2.0	5.000	8.810	0.000	0.800
ROOFER		BLD		36.400	39.400	1.5	1.5	2.0	6.950	4.670	0.000	0.330
SHEETMETAL WORKER		BLD		33.160	35.090	1.5	1.5	2.0	5.100	12.46	0.520	0.290
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STONE MASON		BLD		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
TERRAZZO FINISHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
TERRAZZO MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
TILE LAYER		BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
TILE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440

TRUCK DRIVER	ALL	1	27.457	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL	2	27.857	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL	3	28.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL	4	28.307	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL	5	29.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	1	21.970	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	2	22.290	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	3	22.450	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	4	22.650	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	5	23.250	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TUCKPOINTER	BLD		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480

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

### CARROLL COUNTY

COMMUNICATIONS TECHNICIAN (EAST) - Townships of Cherry Grove, Rock Creek, Shannon, Wysox, Lima, and Elkhorn Grove.

ELECTRICIANS (EAST) - Townships of Cherry Grove, Shannon, Rock Creek, Lima, Wysox, and Elkhorn Grove.

IRONWORKERS (EAST) - That part of the county East of a line between Fair Haven and Derinda Center (JoDavie County).

PLUMBERS & PIPEFITTERS (EAST) - That part of the county East of Rt. 78 and including Mt. Carroll.

ELECTRONIC SYSTEMS TECHNICIAN -(WEST) - Portion west of Cherry Grove, Rock Creek and Wysox Townships.

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.

#### COMMUNICATIONS TECHNICIAN - East

Installing, manufacturing, assembling and maintaining sound and intercom, protection alarm (security), fire alarm, master antenna television, closed circuit television, low voltage control for computers and/or door monitoring, school communications systems, telephones and servicing of nurse and emergency calls, and the installation and maintenance of transmit and receive antennas, transmitters, receivers, and associated apparatus which operates in conjunction with above systems. All work associated with these system installations will be included EXCEPT the installation of protective metallic conduit in new construction projects (excluding less than ten-foot runs strictly for protection of cable) and 120 volt AC (or higher) power wiring and associated hardware.

#### ELECTRONIC SYSTEMS TECHNICIAN - West

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.

#### LABORER, SKILLED - HIGHWAY

Individuals engaged in the following types of work, irrespective of the site of the work: asbestos abatement worker, handling of any materials with any foreign matter harmful to skin or clothing, track

laborer, cement handlers, chloride handlers, the unloading and loading with steel workers and re-bars, concrete workers wet, tunnel helpers in free air, batch dumpers, mason tenders, kettle and tar men, tank cleaners, plastic installers, scaffold workers, motorized buggies or motorized unit used for wet concrete or handling of building materials, laborers with de-watering systems, sewer workers plus depth, rod and chainmen with technical engineers, rod and chainmen with land surveyors, rod and chainmen with surveyors, vibrator operators, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers plus depth, on concrete paving, placing, cutting and tying of reinforcing, deck hand, dredge hand, and shore laborers, bankmen on floating plant, grade checker, power tools, front end man on chip spreaders, cession workers plus depth, gunnite nozzle men, lead man on sewer work, welders, cutters, burners and torchmen, chainsaw operators, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setter - street and highway, air tamping hammermen, signal man on crane, concrete saw operator, screedman on asphalt pavers, laborers tending masons with hot material or where foreign materials are used, mortar mixer operators, multiple concrete duct - leadsman, lumen, asphalt raker, curb asphalt machine operator, ready mix scalemen (permanent, portable or temporary plant), laborers handling masterplate or similar materials, laser beam operator, concrete burning machine operator, coring machine operator, plaster tender, underpinning and shoring of buildings, pump men, manhole and catch basin, dirt and stone tamper, hose men on concrete pumps, hazardous waste worker, lead base paint abatement worker, lining of pipe, refusing machine, assisting on direct boring machine, the work of laying watermain, fire hydrants, all mechanical joints to watermain work, sewer worker, and tapping water service and forced lift station mechanical worker.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

#### 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.

## OPERATING ENGINEERS - BUILDING

Class 1. Assistant Craft Foreman; Craft Foreman; Mechanic; Asphalt Plant; Asphalt Spreader; Autograde; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver; Concrete Placer; Concrete Pump (Truck Mounted); Concrete Tower, Cranes, All, Cranes, Hammerhead, Creter Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, one, two and three Drum; Hoists, Two tigger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Locomotives, All; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes; Squeeze Cretes-screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Rock Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-form Paver; Straddle Buggies; Tie Back Machine; Tractor with Book and Side Boom; Trenching Machines.

Class 2. Bobcat (over 3/4 cu. yd.); Boilers Brick Forklift; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Greaser Engineer; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Sewer Dragging Machine; Hoists, Tigger Single Drum; Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Asphalt Spreader; Combination - Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators - (Rheostat Manual Controlled); Hydraulic Power Units (Pile Driving and Extracting); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 small Electric Drill Winches; Bobcat (up to and including 3/4 cu. yd.).

Class 4. Hoists, Inside Elevators, Push Button with Automatic Doors; Oilers; Brick Forklift.

## 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 - HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Craft Foreman; Asphalt Plant, Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Silo Tender; Asphalt Spreader; Autograder; ABG Paver; Backhoes with Caisson attachment; Ballast Regulator, Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Backhoe w/shear attachments; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Hammerhead, Linden, Peco &

Machines of a like nature; Crete Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Field Mechanic-Welder; Formless Curb and Gutter Machine; Gradall and Machines of a like nature; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; GCI Crane; Hydraulic Telescoping form (Tunnel); Tie Back Machine; Tractor Drawn Belt Loader; Tractor with Boom; Tractor-aire with Attachments; Traffic Barrier conveyor machine; Raised or Blind Hole; Trenching Machine; Truck Mounted Concrete Pump with Boom; Truck Mounted Concrete Conveyor; Underground Boring and/or Mining Machines; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Conveyor Muck Cars (Haglund or Similar Type); Drills, all; Finishing Machine - Concrete; Greaser Engineer; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; Laser Screed; All Locomotives, Dinky; Pump Cretes; Squeeze Cretes-Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem (Regardless of Size); Tank Car Heater; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc. Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Fireman on Boilers; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers, Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper - Form-Motor Driven.

Class 4. Air Compressor - Small and Large; Asphalt Spreader, Backend Man; Bobcat (Skid Steer) all; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators - Small 50kw and Under; Generators - Large over 50kw; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster; Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tract-aire; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.  
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 618/997-7271 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.

# Ogle 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		27.110	28.110	1.5	1.5	2.0	6.790	9.980	0.000	0.700
ASBESTOS ABT-MEC		BLD		18.950	0.000	1.5	1.5	2.0	2.700	3.350	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		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
CARPENTER		HWY		30.640	32.390	1.5	1.5	2.0	6.300	8.990	0.000	0.400
CARPENTER	N	BLD		32.630	36.220	1.5	1.5	2.0	6.150	9.500	0.000	0.600
CARPENTER	S	BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
CEMENT MASON		ALL		31.500	34.250	1.5	1.5	2.0	6.150	10.43	0.000	0.150
CERAMIC TILE FNSHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
COMMUNICATION TECH		BLD		31.760	34.010	1.5	1.5	1.5	9.040	9.140	0.000	0.640
ELECTRIC PWR EQMT OP		ALL		30.490	39.170	1.5	1.5	2.0	4.750	8.530	0.000	0.230
ELECTRIC PWR GRNDMAN		ALL		23.630	39.170	1.5	1.5	2.0	4.750	6.620	0.000	0.180
ELECTRIC PWR LINEMAN		ALL		36.270	39.170	1.5	1.5	2.0	4.750	10.16	0.000	0.270
ELECTRIC PWR TRK DRV		ALL		24.400	39.170	1.5	1.5	2.0	4.750	6.830	0.000	0.180
ELECTRICIAN		BLD		36.920	40.620	1.5	1.5	2.0	9.040	12.41	0.000	0.740
ELEVATOR CONSTRUCTOR		BLD		41.310	46.470	2.0	2.0	2.0	9.525	8.210	2.480	0.000
GLAZIER		BLD		30.330	31.330	1.5	1.5	2.0	7.500	7.250	0.000	0.750
HT/FROST INSULATOR		BLD		31.630	34.000	1.5	1.5	2.0	6.950	10.67	0.000	0.000
IRON WORKER		ALL		33.330	35.050	2.0	2.0	2.0	7.450	17.07	0.000	1.200
LABORER		BLD		27.110	28.110	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LABORER		HWY		26.110	26.860	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LABORER, SKILLED		HWY		27.810	28.560	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LATHER	N	BLD		32.630	36.220	1.5	1.5	2.0	6.150	9.500	0.000	0.600
LATHER	S	BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
MARBLE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
MATERIAL TESTER I		ALL		21.550	0.000	1.5	1.5	2.0	7.460	4.840	0.000	0.170
MATERIALS TESTER II		ALL		26.550	0.000	1.5	1.5	2.0	7.460	4.840	0.000	0.170
MILLWRIGHT		BLD		33.500	36.850	1.5	1.5	2.0	6.150	12.35	0.000	0.560
OPERATING ENGINEER		BLD	1	38.050	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	2	37.350	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	3	34.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	4	32.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	1	37.900	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	2	37.350	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	3	36.050	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	4	34.600	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	5	33.150	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
PAINTER		ALL		32.650	34.650	1.5	1.5	1.5	6.750	6.750	0.000	0.550
PILEDRIIVER		HWY		30.640	32.390	1.5	1.5	2.0	6.300	8.990	0.000	0.400
PILEDRIIVER	N	BLD		33.630	37.330	1.5	1.5	2.0	6.150	9.500	0.000	0.600
PILEDRIIVER	S	BLD		30.490	33.840	1.5	1.5	2.0	6.100	10.87	0.000	0.600
PIPEFITTER		BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
PLASTERER		BLD		31.540	34.690	2.0	2.0	2.0	6.150	9.550	0.000	0.150
PLUMBER		BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
ROOFER		BLD		36.400	39.400	1.5	1.5	2.0	6.950	4.670	0.000	0.330
SHEETMETAL WORKER		BLD		30.690	32.620	1.5	1.5	2.0	4.600	9.690	0.520	0.290
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STONE MASON		BLD		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
TERRAZZO FINISHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
TERRAZZO MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
TILE LAYER	N	BLD		32.630	36.220	1.5	1.5	2.0	6.150	9.500	0.000	0.600
TILE LAYER	S	BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
TILE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
TRUCK DRIVER		O&C	1	21.970	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		O&C	2	22.290	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		O&C	3	22.450	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000

TRUCK DRIVER		O&C	4	22.650	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000	
TRUCK DRIVER		O&C	5	23.250	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000	
TRUCK DRIVER		E	ALL	1	32.550	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER		E	ALL	2	32.700	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER		E	ALL	3	32.900	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER		E	ALL	4	33.100	33.100	1.5	1.5	2.0	6.500	4.350	0.000	0.000
TRUCK DRIVER		N	ALL	1	25.880	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER		N	ALL	2	26.030	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER		N	ALL	3	26.230	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER		N	ALL	4	26.430	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER		S	ALL	1	27.457	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		S	ALL	2	27.857	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		S	ALL	3	28.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		S	ALL	4	28.307	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		S	ALL	5	29.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TUCKPOINTER		BLD		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480	

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

### OGLE COUNTY

CARPENTER, LATHER, MILLWRIGHT, PILEDRIIVER AND TILE LAYER (NORTH) - That part of Ogle County East from the Winnebago County western boundary and North of an imaginary line running east and west located 4 miles north of the City of Oregon.

TRUCK DRIVER (EAST) - That part of the county East of Rt. 251, including all portions of the city of Rochelle, and South of Rt. 72.

TRUCK DRIVER (SOUTH) - That part of the county West of Rt. 251 and South of Rt. 72.

TRUCK DRIVER (NORTH) - That part of the county North of Route 72.

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.

#### COMMUNICATIONS TECHNICIAN

Installing, manufacturing, assembling and maintaining sound and intercom, protection alarm (security), fire alarm, master antenna television, closed circuit television, low voltage control for computers and/or door monitoring, school communications systems, telephones and servicing of nurse and emergency calls, and the installation and maintenance of transmit and receive antennas, transmitters, receivers, and associated apparatus which operates in conjunction with above systems. All work associated with these system installations will be included EXCEPT the installation of protective metallic conduit in new construction projects (excluding less than ten-foot runs strictly for protection of cable) and 120 volt AC (or higher) power wiring and associated hardware.

#### LABORER, SKILLED - HIGHWAY

Individuals engaged in the following types of work, irrespective of the site of the work: asbestos abatement worker, handling of any materials with any foreign matter harmful to skin or clothing, track laborer, cement handlers, chloride handlers, the unloading and loading with steel workers and re-bars, concrete workers wet, tunnel helpers in free air, batch dumpers, mason tenders, kettle and tar men, tank cleaners, plastic installers, scaffold workers, motorized buggies or motorized unit used for wet concrete or handling of building materials, laborers with de-watering systems, sewer workers plus depth, rod and chainmen with technical engineers, rod and chainmen with land surveyors, rod and chainmen with surveyors, vibrator operators, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers plus depth, on concrete paving, placing, cutting and tying of reinforcing, deck hand, dredge hand, and shore laborers, bankmen on floating plant, grade checker, power tools, front end man on chip spreaders, cession workers plus depth, gunnite nozzle men, lead man on sewer work, welders, cutters, burners

and torchmen, chainsaw operators, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setter - street and highway, air tamping hammermen, signal man on crane, concrete saw operator, screedman on asphalt pavers, laborers tending masons with hot material or where foreign materials are used, mortar mixer operators, multiple concrete duct - leadsman, lumen, asphalt raker, curb asphalt machine operator, ready mix scalemen (permanent, portable or temporary plant), laborers handling masterplate or similar materials, laser beam operator, concrete burning machine operator, coring machine operator, plaster tender, underpinning and shoring of buildings, pump men, manhole and catch basin, dirt and stone tamper, hose men on concrete pumps, hazardous waste worker, lead base paint abatement worker, lining of pipe, refusing machine, assisting on direct boring machine, the work of laying watermain, fire hydrants, all mechanical joints to watermain work, sewer worker, and tapping water service and forced lift station mechanical worker.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - SOUTH

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.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION - EAST AND NORTH

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

OPERATING ENGINEERS - BUILDING

Class 1. Assistant Craft Foreman; Craft Foreman; Mechanic; Asphalt Plant; Asphalt Spreader; Autograde; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver; Concrete Placer; Concrete Pump (Truck Mounted); Concrete Tower, Cranes, All, Cranes, Hammerhead, Creter Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, one, two and three Drum; Hoists, Two tigger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Locomotives, All; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes; Squeeze Cretes-screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Rock Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-form Paver; Straddle Buggies; Tie Back Machine; Tractor with Book and Side Boom; Trenching Machines.

Class 2. Bobcat (over 3/4 cu. yd.); Boilers; Brick Forklift; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Greaser Engineer; Highlift

Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Asphalt Spreader; Combination - Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators - (Rheostat Manual Controlled); Hydraulic Power Units (Pile Driving and Extracting); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 small Electric Drill Winches; Bobcat (up to and including 3/4 cu. yd.).

Class 4. Hoists, Inside Elevators, Push Button with Automatic Doors; Oilers; Brick Forklift.

#### OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Craft Foreman; Asphalt Plant, Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Silo Tender; Asphalt Spreader; Autograder; ABG Paver; Backhoes with Caisson attachment; Ballast Regulator, Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Backhoe w/shear attachments; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Hammerhead, Linden, Peco & Machines of a like nature; Crete Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Field Mechanic-Welder; Formless Curb and Gutter Machine; Gradall and Machines of a like nature; Grader, levating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; GCI Crane; Hydraulic Telescoping form (Tunnel); Tie Back Machine; Tractor Drawn Belt Loader; Tractor with Boom; Tractor-aire with Attachments; Traffic Barrier conveyor machine; Raised or Blind Hole; Trenching Machine; Truck Mounted Concrete Pump with Boom; Truck Mounted Concrete Conveyor; Underground Boring and/or Mining Machines; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Conveyor Muck Cars (Haglund or Similar Type); Drills, all; Finishing Machine - Concrete; Greaser Engineer; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; Laser Screed; All Locomotives, Dinky; Pump Cretes; Squeeze Cretes-Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem (Regardless of Size); Tank Car Heater; Tractors, Push, Pulling Sheeps Foot, Disc,

Compactor, etc. Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Fireman on Boilers; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers, Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper - Form-Motor Driven.

Class 4. Air Compressor - Small and Large; Asphalt Spreader, Backend Man; Bobcat (Skid Steer) all; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators - Small 50kw and Under; Generators - Large over 50kw; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster; Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tract-aire; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.

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.