

**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 an **Authorization to Bid or Not for Bid Report**, approved by the Central Bureau of Construction that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Authorization to Bid or Not for Bid Report** 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.

# 254

RETURN WITH BID

Proposal Submitted By
Name
Address
City

Letting June 11, 2010

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. 64F49  
ROCK ISLAND County  
Section SN(111,112,113)RS-2  
District 2 Construction Funds  
Route FAP 308

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

S

Checked by

(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. In addition, this proposal contains new statutory requirements applicable to the use of subcontractors and, in particular, includes the State Required Ethical Standards Governing Subcontractors to be signed and incorporated into all subcontracts.

**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 "**Authorization to Bid or Not for Bid**" form, 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 **Authorization to Bid or Not for Bid Report**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Authorization to Bid or Not for Bid Report** will indicate the reason for denial. If a contractor has requested to bid but has not received a **Authorization to Bid or Not for Bid Report**, they should contact the Central Bureau of Construction in advance of the letting date.

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

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

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

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

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

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

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. 64F49  
ROCK ISLAND County  
Section SN(111,112,113)RS-2  
Route FAP 308  
District 2 Construction Funds**

**6.38 miles of milling and resurfacing on IL Rte. 84 from 20th Street (Frontage Road) in Rapids City to IL Rte. 92 in Silvis.**

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, addenda, 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. **AUTHORITY TO DO BUSINESS IN ILLINOIS.** Section 20-43 of the Illinois Procurement Code (30 ILCS 500/20-43) provides that a person (other than an individual acting as a sole proprietor) must be a legal entity authorized to do business in the State of Illinois prior to submitting the bid.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER -

64F49

State Job # - C-92-140-10  
 PPS NBR - 2-16890-0000  
 County Name - ROCK ISLAND- -  
 Code - 161 - -  
 District - 2 - -  
 Section Number - SN(111,112,113)RS-2

Project Number

Route

FAP 308

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0322729	MATL TRANSFER DEVICE	TON	9,252.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0028415	GEOTECHNICAL REINF	SQ YD	928.000				
Z0028700	GRAN SUBGRADE REPL	CU YD	155.000				
Z0040315	PILOT CAR	DAY	5.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
40600200	BIT MATLS PR CT	TON	72.400				
40600300	AGG PR CT	TON	201.600				
40600525	LEV BIND HM N50	TON	150.000				
40600625	LEV BIND MM N50	TON	6,305.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40600982	HMA SURF REM BUTT JT	SQ YD	1,506.000				
40600990	TEMPORARY RAMP	SQ YD	837.000				
40601005	HMA REPL OVER PATCH	TON	292.000				
40603310	HMA SC "C" N50	TON	3,358.000				

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 County Name - ROCK ISLAND- -  
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Project Number

Route  
 FAP 308

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40603335	HMA SC "D" N50	TON	9,252.000				
40603385	HMA SC "F" N50	TON	227.000				
40800050	INCIDENTAL HMA SURF	TON	1,964.000				
44000158	HMA SURF REM 2 1/4	SQ YD	78,270.000				
44000198	HMA SURF REM VAR DP	SQ YD	60,437.000				
44002219	HMA RM OV PATCH 4 3/4	SQ YD	1,095.000				
44200168	PAVT PATCH T2 14	SQ YD	398.000				
44200172	PAVT PATCH T3 14	SQ YD	212.000				
44200174	PAVT PATCH T4 14	SQ YD	317.000				
44300100	AREA REF CR CON TREAT	SQ YD	4,179.000				
44300200	STRIP REF CR CON TR	FOOT	97,703.000				
48102100	AGG WEDGE SHLD TYPE B	TON	1,744.000				
60255500	MAN ADJUST	EACH	27.000				
60260100	INLETS ADJUST	EACH	17.000				
60265108	INL RECON NEW F&G SPL	EACH	5.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
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 County Name - ROCK ISLAND- -  
 Code - 161 - -  
 District - 2 - -  
 Section Number - SN(111,112,113)RS-2

Project Number

Route  
 FAP 308

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
60266600	VALVE BOX ADJ	EACH	13.000				
66700305	PERM SURV MKRS T2	EACH	6.000				
67000400	ENGR FIELD OFFICE A	CAL MO	8.000				
67100100	MOBILIZATION	L SUM	1.000				
70100310	TRAF CONT-PROT 701421	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				
70102630	TR CONT & PROT 701601	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70300100	SHORT-TERM PAVT MKING	FOOT	25,833.000				
70300220	TEMP PVT MK LINE 4	FOOT	85,097.000				
70300250	TEMP PVT MK LINE 8	FOOT	344.000				
70300280	TEMP PVT MK LINE 24	FOOT	138.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	1,926.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER -

64F49

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Route

FAP 308

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78000100	THPL PVT MK LTR & SYM	SQ FT	402.000				
78000200	THPL PVT MK LINE 4	FOOT	12,702.000				
78000400	THPL PVT MK LINE 6	FOOT	494.000				
78000500	THPL PVT MK LINE 8	FOOT	1,577.000				
78000600	THPL PVT MK LINE 12	FOOT	760.000				
78000650	THPL PVT MK LINE 24	FOOT	303.000				
78001100	PT PVT MK LTRS & SYMB	SQ FT	250.000				
78001110	PAINT PVT MK LINE 4	FOOT	118,090.000				
78001130	PAINT PVT MK LINE 6	FOOT	440.000				
78001140	PAINT PVT MK LINE 8	FOOT	2,394.000				
78001180	PAINT PVT MK LINE 24	FOOT	138.000				
78100100	RAISED REFL PAVT MKR	EACH	686.000				
78300100	PAVT MARKING REMOVAL	SQ FT	1,390.000				
78300200	RAISED REF PVT MK REM	EACH	355.000				
88600400	DET LOOP SPL	FOOT	1,320.000				



## 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. Except as otherwise required in subsection III, paragraphs J-N, by execution of the Proposal Signature Sheet, the bidder indicates that each of the mandated assurances have 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 the chief procurement officer to void the contract, or subcontract, and may result in the suspension or debarment of the bidder or subcontractor.

#### **II. ASSURANCES**

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.

##### **A. 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.

### **B. 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.

### **C. 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.

### **D. Revolving Door Prohibition**

1. The Illinois Procurement Code provides:

Section 50-30. Revolving door prohibition. Chief procurement officers, State purchasing officers, procurement compliance monitors, 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.

### **E. 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.

### **F. 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

### **G. 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**

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. Section 50-2 of the Illinois Procurement Code provides that every person that has entered into a multi-year contract and every subcontractor with a multi-year subcontract shall certify, by July 1 of each fiscal year covered by the contract after the initial fiscal year, to the responsible chief procurement officer whether it continues to satisfy the requirements of Article 50 pertaining to the eligibility for a contract award. If a contractor or subcontractor is not able to truthfully certify that it continues to meet all requirements, it shall provide with its certification a detailed explanation of the circumstances leading to the change in certification status. A contractor or subcontractor that makes a false statement material to any given certification required under Article 50 is, in addition to any other penalties or consequences prescribed by law, subject to liability under the Whistleblower Reward and Protection Act for submission of a false claim.

#### **A. 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, or subcontracting under such a contract, 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, or which is signatory to the contract which the subcontract relates, 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, and every subcontract subject to Section 20-120 of the Procurement Code shall contain a certification by the contractor or the subcontractor, respectively, that the contractor or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the chief procurement officer may declare the related contract void if any certifications required by this Section are false. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

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

#### **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, or enter into a subcontract, 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. Certification. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Procurement Code shall contain a certification by the bidder or contractor or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the chief procurement officer may declare the related contract void if any of the certifications required by this Section are false.

## RETURN WITH BID

### **C. Debt Delinquency**

1. The Illinois Procurement Code provides:

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

The contractor or bidder or subcontractor, respectively, certifies that it, or any affiliate, is not barred from being awarded a contract or subcontract under the Procurement Code. Section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, 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, or entering into a subcontract, 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 bidder or contractor or subcontractor, respectively, further acknowledges that the chief procurement officer may declare the related contract void if this certification is false or if the bidder, contractor, or subcontractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

### **D. Prohibited Bidders, Contractors and Subcontractors**

1. The Illinois Procurement Code provides:

Section 50-10.5 and 50-60(c). Prohibited bidders, contractors and subcontractors.

The bidder or contractor or subcontractor, respectively, 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 or if in violation of Subsection (c) for a period of five years from the date of conviction. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Procurement Code shall contain a certification by the bidder, contractor, or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the chief procurement officer shall declare the related contract void if any of the certifications completed pursuant to this Section are false.

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

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

### **F. 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.

### **G. 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.

- (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.

## RETURN WITH BID

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.

### **H. 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.

### **I. 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

### J. 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.

### 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.

**TO BE RETURNED WITH BID**

**L. 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.

**M. Lobbyist Disclosure**

Section 50-38 of the Illinois Procurement Code requires that any bidder or offeror on a State contract that hires a person required to register under the Lobbyist Registration Act to assist in obtaining a contract shall:

- (i) Disclose all costs, fees, compensation, reimbursements, and other remunerations paid or to be paid to the lobbyist related to the contract,
- (ii) Not bill or otherwise cause the State of Illinois to pay for any of the lobbyist's costs, fees, compensation, reimbursements, or other remuneration, and
- (iii) Sign a verification certifying that none of the lobbyist's costs, fees, compensation, reimbursements, or other remuneration were billed to the State.

This information, along with all supporting documents, shall be filed with the agency awarding the contract and with the Secretary of State. The chief procurement officer shall post this information, together with the contract award notice, in the online Procurement Bulletin.

Pursuant to Subsection (c) of this Section, no person or entity shall retain a person or entity to attempt to influence the outcome of a procurement decision made under the Procurement Code for compensation contingent in whole or in part upon the decision or procurement. Any person who violates this subsection is guilty of a business offense and shall be fined not more than \$10,000.

Bidder acknowledges that it is required to disclose the hiring of any person required to register pursuant to the Illinois Lobbyist Registration Act (25 ILCS 170) in connection with this contract.

Bidder has not hired any person required to register pursuant to the Illinois Lobbyist Registration Act in connection with this contract.

Or

Bidder has hired the following persons required to register pursuant to the Illinois Lobbyist Registration Act in connection with the contract:

Name and address of person: \_\_\_\_\_  
All costs, fees, compensation, reimbursements and other remuneration paid to said person: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## RETURN 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 bidder further certifies that the Department has received the disclosure forms for each bid.

The chief procurement officer may void the bid, contract, or subcontract, respectively, if it is later determined that the bidder or subcontractor rendered a false or erroneous disclosure. A contractor or subcontractor may be suspended or debarred for violations of the Procurement Code. Furthermore, the chief procurement officer may void the contract 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, filed with the Procurement Policy Board, and shall be incorporated as a material term of the contract. Furthermore, pursuant to Section 5-5, the Procurement Policy Board may review a proposal, bid, or contract and issue a recommendation to void a contract or reject a proposal or bid based on any violation of the Procurement Code or the existence of a conflict of interest as provided in subsections (b) and (d) of Section 50-35.

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 Instructions for Financial Information & Potential Conflicts of Interest

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 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 of Form A must be signed and dated by a person that is authorized to execute contracts for your company.

## RETURN WITH BID

### **Form B: Instructions for 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.

**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)**

<b>FOR INDIVIDUAL (type or print information)</b>	
<b>NAME:</b>	_____
<b>ADDRESS</b>	_____
<b>Type of ownership/distributable income share:</b>	
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 \_\_\_

---

**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 \_\_\_

**2. Communication Disclosure.**

Disclose the name and address of each lobbyist and other agent of the bidder or offeror who is not identified in Section 2 of this form, who is has communicated, is communicating, or may communicate with any State officer or employee concerning the bid or offer. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the process and throughout the term of the contract. If no person is identified, enter "None" on the line below:

Name and address of person(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**4. Debarment Disclosure.** For each of the persons identified under Sections 2 and 3 of this form, disclose whether any of the following has occurred within the previous 10 years: debarment from contracting with any governmental entity; professional licensure discipline; bankruptcies; adverse civil judgments and administrative findings; and criminal felony convictions. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the procurement process and term of the contract. If no person is identified, enter "None" on the line below:

Name of person(s): \_\_\_\_\_

Nature of disclosure: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**APPLICABLE STATEMENT**

**This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page. Under penalty of perjury, I certify the contents of this disclosure to be true and accurate to the best of my knowledge.**

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

**NOT APPLICABLE STATEMENT**

**Under penalty of perjury, 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

**The bidder has a continuing obligation to supplement these disclosures under Sec. 50-35 of the Procurement Code.**

RETURN WITH BID

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"/>	<hr style="width: 80%; margin: 0 auto;"/> Signature of Authorized Representative	<hr style="width: 10%; margin: 0 auto;"/> Date
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## **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. 64F49  
ROCK ISLAND County  
Section SN(111,112,113)RS-2  
Route FAP 308  
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. 64F49  
ROCK ISLAND County  
Section SN(111,112,113)RS-2  
Route FAP 308  
District 2 Construction Funds**

PROPOSAL SIGNATURE SHEET

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

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

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

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

Corporate Name \_\_\_\_\_  
By \_\_\_\_\_  
Signature of Authorized Representative \_\_\_\_\_  
Typed or printed name and title of Authorized Representative \_\_\_\_\_  
Attest \_\_\_\_\_  
Signature \_\_\_\_\_  
Business Address \_\_\_\_\_  
\_\_\_\_\_

(IF A JOINT VENTURE)

Corporate Name \_\_\_\_\_  
By \_\_\_\_\_  
Signature of Authorized Representative \_\_\_\_\_  
Typed or printed name and title of Authorized Representative \_\_\_\_\_  
Attest \_\_\_\_\_  
Signature \_\_\_\_\_  
Business Address \_\_\_\_\_  
\_\_\_\_\_

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



Return with Bid

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

Item No. \_\_\_\_\_

Letting Date \_\_\_\_\_

KNOW ALL MEN BY THESE PRESENTS, That We \_\_\_\_\_

as PRINCIPAL, and \_\_\_\_\_

\_\_\_\_\_ as SURETY, are held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price, or for the amount specified in Article 102.09 of the "Standard Specifications for Road and Bridge Construction" in effect on the date of invitation for bids, whichever is the lesser sum, well and truly to be paid unto said STATE OF ILLINOIS, for the payment of which we bind ourselves, our heirs, executors, administrators, successors and assigns.

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

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

IN THE EVENT the Department determines the PRINCIPAL has failed to comply with any requirement as set forth in the preceding paragraph, then Surety shall pay the penal sum to the Department within fifteen (15) days of written demand therefor. If Surety does not make full payment within such period of time, the Department may bring an action to collect the amount owed. Surety is liable to the Department for all its expenses, including attorney's fees, incurred in any litigation in which it prevails either in whole or in part.

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

their respective officers this \_\_\_\_\_ day of \_\_\_\_\_ A.D., \_\_\_\_\_ .

PRINCIPAL

SURETY

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Company Name)

By \_\_\_\_\_  
(Signature & Title)

By: \_\_\_\_\_  
(Signature of Attorney-in-Fact)

Notary Certification for Principal and Surety

STATE OF ILLINOIS,  
County of \_\_\_\_\_

I, \_\_\_\_\_, a Notary Public in and for said County, do hereby certify that

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

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

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

My commission expires \_\_\_\_\_

\_\_\_\_\_  
Notary Public

In lieu of completing the above section of the Proposal Bid Form, the Principal may file an Electronic Bid Bond. By signing the proposal and marking the check box next to the Signature and Title line below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the State of Illinois under the conditions of the bid bond as shown above.

Electronic Bid Bond ID# \_\_\_\_\_

Company / Bidder Name \_\_\_\_\_

Signature and Title \_\_\_\_\_

# PROPOSAL ENVELOPE



# PROPOSALS

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

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

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

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

## **NOTICE**

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

# CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

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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. 64F49  
ROCK ISLAND County  
Section SN(111,112,113)RS-2  
Route FAP 308  
District 2 Construction Funds



**Illinois Department of Transportation**

## **SUBCONTRACTOR DOCUMENTATION**

P.A. 96-0795, effective July 1, 2010, enacted substantial changes to the provisions of the Illinois Procurement Code (30 ILCS 500). Among the changes are provisions affecting subcontractors. The Contractor awarded this contract will be required as a material condition of the contract to implement and enforce the contract requirements applicable to subcontractors approved in accordance with article 108.01 of the Standard Specifications for Road and Bridge Construction.

If the Contractor seeks approval of subcontractors to perform a portion of the work, and approval is granted by the Department, the Contractor shall provide a copy of the subcontract to the Chief Procurement Officer within 20 calendar days after execution of the subcontract.

The subcontract shall contain the certifications required to be made by subcontractors pursuant to Article 50 of the Illinois Procurement Code. This Notice to Bidders includes a document incorporating all required subcontractor certifications and disclosures for use by the Contractor in compliance with this mandate. The document is entitled State Required Ethical Standards Governing Subcontractors.

## RETURN WITH SUBCONTRACT

### STATE ETHICAL STANDARDS GOVERNING SUBCONTRACTORS

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.

The certifications hereinafter made by the subcontractor are each a material representation of fact upon which reliance is placed should the Department approve the subcontractor. The chief procurement officer may terminate or void the subcontract approval if it is later determined that the bidder or subcontractor rendered a false or erroneous certification.

Section 50-2 of the Illinois Procurement Code provides that every person that has entered into a multi-year contract and every subcontractor with a multi-year subcontract shall certify, by July 1 of each fiscal year covered by the contract after the initial fiscal year, to the responsible chief procurement officer whether it continues to satisfy the requirements of Article 50 pertaining to the eligibility for a contract award. If a contractor or subcontractor is not able to truthfully certify that it continues to meet all requirements, it shall provide with its certification a detailed explanation of the circumstances leading to the change in certification status. A contractor or subcontractor that makes a false statement material to any given certification required under Article 50 is, in addition to any other penalties or consequences prescribed by law, subject to liability under the Whistleblower Reward and Protection Act for submission of a false claim.

#### **A. 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, or subcontracting under such a contract, 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, or which is signatory to the contract to which the subcontract relates, 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, and every subcontract subject to Section 20-120 of the Procurement Code shall contain a certification by the contractor or the subcontractor, respectively, that the contractor or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the chief procurement officer may declare the related contract void if any certifications required by this Section are false. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

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

#### **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, or enter into a subcontract, 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. Certification. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Procurement Code shall contain a certification by the bidder or contractor or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the chief procurement officer may declare the related contract void if any of the certifications required by this Section are false.

## RETURN WITH SUBCONTRACT

### **C. Debt Delinquency**

1. The Illinois Procurement Code provides:

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

The contractor or bidder or subcontractor, respectively, certifies that it, or any affiliate, is not barred from being awarded a contract or subcontract under the Procurement Code. Section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, 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, or entering into a subcontract, 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 bidder or contractor or subcontractor, respectively, further acknowledges that the chief procurement officer may declare the related contract void if this certification is false or if the bidder, contractor, or subcontractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

### **D. Prohibited Bidders, Contractors and Subcontractors**

1. The Illinois Procurement Code provides:

Section 50-10.5 and 50-60(c). Prohibited bidders, contractors and subcontractors.

The bidder or contractor or subcontractor, respectively, 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 or if in violation of Subsection (c) for a period of five years from the date of conviction.. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Procurement Code shall contain a certification by the bidder, contractor, or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the chief procurement officer shall declare the related contract void if any of the certifications completed pursuant to this Section are false.

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

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

**The undersigned, on behalf of the subcontracting company, has read and understands the above certifications and makes the certifications as required by law.**

\_\_\_\_\_  
Name of Subcontracting Company

\_\_\_\_\_  
Authorized Officer

\_\_\_\_\_  
Date

## RETURN WITH SUBCONTRACT

### SUBCONTRACTOR DISCLOSURES

#### I. DISCLOSURES

- A. The disclosures hereinafter made by the subcontractor are each a material representation of fact upon which reliance is placed. The subcontractor further certifies that the Department has received the disclosure forms for each subcontract.

The chief procurement officer may void the bid, contract, or subcontract, respectively, if it is later determined that the bidder or subcontractor rendered a false or erroneous disclosure. A contractor or subcontractor may be suspended or debarred for violations of the Procurement Code. Furthermore, the chief procurement officer may void the contract or subcontract.

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

1. Section 50-35 of the Illinois Procurement Code provides that all subcontracts of more than \$10,000 shall be accompanied by disclosure of the financial interests of the subcontractor. This disclosed information for the subcontractor, will be maintained as public information subject to release by request pursuant to the Freedom of Information Act, filed with the Procurement Policy Board, and shall be incorporated as a material term of the Prime Contractor's contract. Furthermore, pursuant to this Section, the Procurement Policy Board may recommend to allow or void a contract or subcontract based on a potential conflict of interest.

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 subcontracting entity or its parent entity, whichever is less, unless the subcontractor 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 subcontractor 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, subcontracts, proposals, leases, or other ongoing procurement relationships the subcontracting entity has with any other unit of state government and shall clearly identify the unit and the contract, subcontract, 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 Instructions for Financial Information & Potential Conflicts of Interest

If the subcontractor 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 subcontractor 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 subcontractor is not subject to Federal 10K reporting, the subcontractor must determine if any individuals are required by law to complete a financial disclosure form. To do this, the subcontractor 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 subcontracting 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 subcontracting 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 subcontracting 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 subcontract 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 subcontractor must determine each individual in the subcontracting entity or the subcontracting 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 subcontractor 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.

## RETURN WITH SUBCONTRACT

### **Form B: Instructions for Identifying Other Contracts & Procurement Related Information**

Disclosure Form B must be completed for each subcontract submitted by the subcontracting entity. *Note: Checking the NOT APPLICABLE STATEMENT on Form A does not allow the subcontractor to ignore Form B. Form B must be completed, checked, and dated or the subcontract will not be approved.*

The Subcontractor shall identify, by checking Yes or No on Form B, whether it has any pending contracts, subcontracts, leases, bids, proposals, or other ongoing procurement relationship with any other (non-IDOT) State of Illinois agency. If "No" is checked, the subcontractor only needs to complete the check box on the bottom of Form B. If "Yes" is checked, the subcontractor must list all non-IDOT State of Illinois agency pending contracts, subcontracts, leases, bids, proposals, and other ongoing procurement relationships. These items may be listed on Form B or on an attached sheet(s). Contracts with cities, counties, villages, etc. are not considered State of Illinois agency contracts and are not to be included. Contracts or subcontracts with other State of Illinois agencies such as the Department of Natural Resources or the Capital Development Board must be included.

RETURN WITH SUBCONTRACT

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A
Subcontractor: Financial Information & Potential Conflicts of Interest Disclosure

Form with fields: Subcontractor 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). Subcontractors desiring to enter into a subcontract of a State of Illinois contract 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 SUBCONTRACTOR (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 SUBCONTRACT**

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 \_\_\_

---

(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 \_\_\_

---

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

---

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

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**RETURN WITH SUBCONTRACT**

- (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. Under penalty of perjury, I certify the contents of this disclosure to be true and accurate to the best of my knowledge.**

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

**NOT APPLICABLE STATEMENT**

**Under penalty of perjury, 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 SUBCONTRACTOR listed on the previous page.**

\_\_\_\_\_ Date \_\_\_\_\_  
Signature of Authorized Officer

RETURN WITH SUBCONTRACT

ILLINOIS DEPARTMENT  
OF TRANSPORTATION

Form B  
Subcontractor: Other Contracts &  
Procurement Related Information  
Disclosure

Subcontractor 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, SUBCONTRACTS, AND PROCUREMENT RELATED INFORMATION**

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

If "No" is checked, the subcontractor 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 Officer	Date



- 1. TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., June 11, 2010. 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. 64F49  
ROCK ISLAND County  
Section SN(111,112,113)RS-2  
Route FAP 308  
District 2 Construction Funds**

**6.38 miles of milling and resurfacing on IL Rte. 84 from 20th Street (Frontage Road) in Rapids City to IL Rte. 92 in Silvis.**

- 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,  
Secretary

INDEX  
FOR  
SUPPLEMENTAL SPECIFICATIONS  
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2010

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 1-1-10)

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

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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 FA 308 (IL 84), Section (111, 112, 113)RS-2, Rock Island County, Contract 64F49, 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

20<sup>th</sup> Street (Frontage Road) in Rapids City to IL 92 in Silvis.

#### DESCRIPTION OF PROJECT

Hot-mix asphalt resurfacing on IL 84.

#### 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
701421	701426	701501	701601	701701	701901

Details:

District Standard 91.2  
Traffic Control at Transitions

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.

All signs are required on both sides of the road when the median is greater than 10 feet and on one way roadways.

The "WORKERS" (W21-1a(O)-48) signs shall be replaced with symbol "Right or Left Lane Closed Ahead" (W4-2R or L(O)-48) signs on multilane roadways.

"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 1 mile intervals or as directed by the Engineer.

"LOW SHOULDER" W8-9(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

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

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

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:

Flagger at Sideroads and Commercial Entrances:

Effective: April 9, 2009

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

"The Engineer will determine when a sideroad or commercial entrance shall be closed to traffic. A flagger will be required at each sideroad and any commercial entrance deemed necessary by the Engineer 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."

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 Morton Drive.

**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.

All short term pavement marking placed on a milled surface shall consist of four (4) lifts of paint.

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 sawing of patches, resurfacing and placing of shoulder aggregate shall be completed using Traffic Control and Protection Standard 701306, 701421 or 701501.

The pavement patch removal and replacement shall be completed using Traffic Control and Protection Standard 701201 or 701306.

Placing and removing pavement marking shall be completed using Traffic Control and Protection Standard 701306, 701311, 701426, 701501 and 701701.

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

The Contractor shall equip all machinery and vehicles with revolving amber lights, installed so the illumination is visible from all directions.

Parking of personal vehicles within the interstate right-of-way will be strictly prohibited. Parking of construction equipment within the right-of-way will be permitted only at locations approved by the Engineer.

The Contractor shall have all lanes open on weekends unless prior approval is obtained from the Resident Engineer.

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

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

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 710701.

### **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.

### **DETECTOR LOOP, SPECIAL**

Effective: December 15, 2009

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

This item shall include replacing any conduit stubs damaged during the surface grinding process. This shall also include any wire in conduit required to connect the loops.

Any 6'x20' Detector Loops shall have a minimum of three turns of wire, any 6'x6' Detector Loops shall have a minimum of four turns of wire. Detector Loops are measured along the sawed slot in the pavement containing the loop and lead-in rather than the actual length of the wire. The cables, from the end of the saw cut for the loop to the splice in the handhole, shall not be measured for payment since it is considered to be included in the cost of the Detector Loop.

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

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

### **ENGINEER'S FIELD OFFICE TYPE A**

Effective: June 1, 2009

Revise Article 670.02 of the Standard Specifications to read:

**“670.02 Engineer's Field Office Type A.** Type A field offices shall have a minimum ceiling height of 7 ft (2 m) and a minimum floor space 450 sq ft (42 sq m). The office shall be provided with sufficient heat, natural and artificial light, and air conditioning.

The office shall have an electronic security system that will respond to any breach of exterior doors and windows. Doors and windows shall be equipped with locks. Doors shall also be equipped with dead bolt locks or other secondary locking device.

Windows shall be equipped with exterior screens to allow adequate ventilation. All windows shall be equipped with interior shades, curtains, or blinds. Adequate all-weather parking space shall be available to accommodate a minimum of ten vehicles.

Suitable on-site sanitary facilities meeting Federal, State, and local health department requirements shall be provided, maintained clean and in good working condition, and shall be stocked with lavatory and sanitary supplies at all times.

Sanitary facilities shall include hot and cold potable running water, lavatory and toilet as an integral part of the office where available. Solid waste disposal consisting of two waste baskets and an outside trash container of sufficient size to accommodate a weekly provided pick-up service.

In addition, the following furniture and equipment shall be furnished.

- (a) Four desks with minimum working surface 42 x 30 in. (1.1 m x 750 mm) each and five non-folding chairs with upholstered seats and backs.
- (b) One desk with minimum working surface 48 x 72 in. (1.2 x 1.8 m) with height adjustment of 23 to 30 in. (585 to 750 mm).

- (c) One four-post drafting table with minimum top size of 37 1/2 x 48 in. (950 mm x 1.2 m). The top shall be basswood or equivalent and capable of being tilted through an angle of 50 degrees. An adjustable height drafting stool with upholstered seat and back shall also be provided.
- (d) Two free standing four drawer legal size file cabinet with lock and an underwriters' laboratories insulated file device 350 degrees one hour rating.
- (e) One 6 ft (1.8 m) folding table with six folding chairs.
- (f) One equipment cabinet of minimum inside dimension of 44 in. (1100 mm) high x 24 in. (600 mm) wide x 30 in. (750 mm) deep with lock. The walls shall be of steel with a 3/32 in. (2 mm) minimum thickness with concealed hinges and enclosed lock constructed in such a manner as to prevent entry by force. The cabinet assembly shall be permanently attached to a structural element of the field office in a manner to prevent theft of the entire cabinet.
- (g) One refrigerator with a minimum size of 16 cu ft (0.45 cu m) with a freezer unit.
- (h) Two electric desk type tape printing calculator.
- (i) A minimum of two communication paths. The configuration shall include:
  - (1) Internet Connection. An internet service connection using telephone DSL, cable broadband, or CDMA wireless technology. Additionally, an 802.11g/N wireless router shall be provided, which will allow connection by the Engineer and up to four Department staff.
  - (2) Telephone Lines. Two separate telephone lines, one to be set up for the exclusive use of the State supplied fax machine.
- (j) One plain paper copy machine capable of reproducing prints up to 11 x 17 in. (280 x 432 mm) with an automatic feed tray capable of storing 30 sheets of paper. Letter size and 11 x 17 in. (280 x 432 mm) paper shall be provided.
- (k) One telephone, with touch tone, where available, and a digital telephone answering machine, for exclusive use by the Engineer.
- (l) Cellular phone with a minimum of 500 anytime calling minutes per month for use by the site resident engineer/technician.
- (m) One electric water cooler dispenser.
- (n) One first-aid cabinet fully equipped.
- (o) One post mounted rain gauge, located on the project site for each 5 miles (8 km) of project length."

Revise the last sentence of the first paragraph of Article 670.07 of the Standard Specifications to read:

“This price shall include all utility costs and shall reflect the salvage value of the building or buildings, equipment, and furniture which become the property of the Contractor after release by the Engineer, except that the Department will pay that portion of the monthly long distance telephone bills that, when combined, exceed \$150.”

## **MILLING RESTRICTIONS**

Effective: March 19, 2010

All milling operations shall be performed in accordance with Article 440.3 of the Standard specifications for Road and Bridge Construction adopted January 1, 2007 and applicable provisions within the contract documents. Milling operations shall be performed such that a vertical milled face no greater than 1½” exists between open lanes of traffic. This can be accomplished by one of the following treatment methods: 1) Make multiple passes with the mill, each one less the 1½”; 2) place a temporary wedge or have milled sloped edge with a minimum 1:3 slope; or 3) mill both lanes the same day so that no difference in elevation exists when the lanes are opened. Other methods may be used if approved by the Engineer prior to implementing the procedure. All short term pavement marking placed on milled surface shall be paint.

This work shall be included in the cost of HMA SURFACE REMOVAL, at the thickness specified.

## **MATERIAL TRANSFER DEVICE (BDE)**

Effective Date: June 15, 1999

Revised Date: January 1, 2009

Description. This work shall consist of placing HMA Surface Course, Mix D according to Section 406 of the Standard Specifications, 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 all HMA Surface course, Mix D placed with a paver. 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 all HMA Surface Course, Mix D 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.

### **HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH**

This work shall consist of removing, by roto milling, with a machine and automatic grade control, according to Article 440.3 of the Standard Specifications for Road and Bridge Construction adopted January 1, 2007, the necessary existing bituminous material from the existing surface at the locations indicated in the plans. The purpose of grinding is to reestablish a minimum pavement cross slope of 3/16" per foot. The Contractor shall mill 12 mm (1/2 inch) at the centerline, except when the milling at the outer edge of the surface exceeds 58 mm (2-1/4 inches); then the Contractor shall reduce the cut at the centerline to provide a maximum cut at the outer edge of the pavement of 58 mm (2-1/4 inches). If the outer edge cut still exceeds 58 mm (2-1/4 inches), the 1.5% (3/16 inch per foot crown) slope may be reduced 1% to (1/8 of an inch per foot) so as to maintain a maximum cut at the outer edge of 58 mm (2-1/4 inches). Care shall be exercised in the removal not to gouge or damage the underlying concrete pavement. The grindings shall be used to build up the existing shoulders, as shown on the typical sections, and then compacted. Any large chunks that are not suitable for use in the shoulders or excess grinding shall be disposed of by the Contractor. No grading will be allowed on the foreslopes.

This work will be paid for at the contract unit price per Sq. Yd. for HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

### **INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL**

This work shall be performed in accordance with Article 602 of the Standard Specifications for Road and Bridge Construction adopted January 1, 2007 and shall consist of removal and replacement of the existing frame and grate with a new frame and grate as shown in District Standard 13.2C of the plans.

This item shall include the removal of the existing frame and grate, bricking, mortaring, and placement of new frame and grate to the correct grade.

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

### **FRICTION AGGREGATE (BMPR)**

Effective: January 1, 2010

Revise Article 1004.01 (a) (4) of the Standard Specifications to read:

- (4) Crushed Stone. Crushed stone shall be the angular fragments resulting from crushing undisturbed, consolidated deposits of rock by mechanical means. Crushed stone shall be divided into the following, when specified.
  - (i) Carbonate Crushed Stone. Carbonate Crushed Stone shall be either Dolomite or Limestone. Dolomite shall contain 11.0 percent or more magnesium oxide (MgO). Limestone shall contain less than 11.0 percent magnesium oxide (MgO).
  - (ii) Crystalline Crushed Stone. Crystalline Crushed Stone shall be either Metamorphic or Igneous Stone to include but is not limited to, Quartzite, Granite, Rhyolite and Diabase.

Revise Article 1004.03 (a) of the Standard Specifications to read:

**1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA) and Seal Coat.** The aggregate shall be according to Article 1004.01 and the following.

- (a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Percent (%) Allowed
Class A	Seal	<u>Allowed Alone or in Combination:</u> Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA All Other	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination:</u> Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete Crushed Steel Slag <sup>1/</sup>
HMA High ESAL Low ESAL	Binder IL-25.0, IL-19.0, or IL-19.0L  SMA Binder	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete <sup>3/</sup>
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-12.5,IL-9.5, or IL-9.5L  SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup> Crushed Concrete <sup>3/</sup>

HMA High ESAL	D Surface and Leveling Binder IL-12.5 or IL-9.5  SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone (other than Limestone) <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup> Crushed Concrete <sup>3/</sup>	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone		
HMA High ESAL	E Surface IL-12.5 or IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination:</u> Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete <sup>3/</sup>  No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Dolomite <sup>2/</sup>	Any Mixture E aggregate
		75% Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF) , Crushed Steel Slag, or Crystalline Crushed Stone
75% Crushed Gravel or Crushed Concrete <sup>3/</sup>	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag		
HMA High ESAL	F Surface IL-12.5 or IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination:</u> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel, Crushed Concrete <sup>3/</sup> , or Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed Steel Slag allowed in Shoulder Surface Only
- 2/ Carbonate Crushed Stone shall not be used in SMA Ndesign 80. In SMA Ndesign 50, Carbonate Crushed Stone shall not be blended with any of the other aggregates allowed alone for SMA Binder or SMA Surface
- 3/ Crushed Concrete will not be permitted in SMA mixes
- 4/ Crushed Steel Slag shall not be used as leveling binder

**COMPLETION DATE PLUS WORKING DAYS**

Effective: February 28, 2010

The Contractor shall perform his work in such a manner that all work from the following Stations: 214+14 to 300+11; 350+78 to 376+70; and 507+86 to 547+33, is completed on or prior to October 15, 2010. In addition, the following work from Stations 300+11 to 350+78 and 376+70 to 507+86 shall be completed prior to November 19, 2010: milling of sideroads and entrances, all HMA leveling binder, incidental HMA surfacing, temporary HMA tapers, temporary pavement markings, and aggregate shoulders.

The remainder of the work shall not be started before March 14, 2011. The Contractor will be allowed 30 working days after March 14, 2011 to complete all remaining items for the PROJECT to be considered complete.

**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.

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NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Iowa Interstate (IAIS) Railroad 5900 Sixth Street SW Cedar Rapids, Iowa 52404 Dennis H. Miller, Chief Executive Officer	0	16 per day at 30 MPH
DOT/AAR No.: 605 942B RR Division: Illinois	RR Mile Post: 174.32 RR Sub-Division: One	

For Freight/Passenger Information Contact: Jeremiah Berhenke, MTM Phone: 319-430-1346  
For Insurance Information Contact: Cathy Smith Phone: 319-298-5429

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**COMMENTS:** Railroad Flaggers are required when working within 25 feet of tracks.  
Contact Jeremiah Berhenke 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.



**AGREEMENT BETWEEN BNSF RAILWAY COMPANY AND THE CONTRACTOR (FOR INFORMATION ONLY)**

**BNSF RAILWAY COMPANY**  
**Attention: Manager Public Projects**

**Railway File:** \_\_\_\_\_  
**Agency Project:** \_\_\_\_\_

Gentlemen:

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

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

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

**Section 1. RELEASE OF LIABILITY AND INDEMNITY**

Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and Contractor's officers and employees, and for loss and damage to property belonging to any person, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way. **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DESTRUCTION, DAMAGE, DEATH, OR INJURY WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF RAILWAY, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENTIONAL MISCONDUCT OR GROSS NEGLIGENCE OF RAILWAY. [Note to Drafter: Check with appropriate local counsel to ensure that the indemnity language is enforceable. In California, replace the word "INTENTIONAL" in the last sentence with the word "WILLFUL". Further, replace the word "GROSS" in the last sentence with the word "SOLE".]**

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

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

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

**Section 2. TERM**

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

**Section 3. INSURANCE**

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

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

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

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

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

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

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

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

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

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

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

#### **Other Requirements:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Section 4. EXHIBIT "C" CONTRACTOR REQUIREMENTS

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

#### Section 5. TRAIN DELAY

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

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

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

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

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

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

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

\_\_\_\_\_  
(Contractor) **BNSF Railway Company**

By: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Title: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Manager Public Projects

Contact Person: \_\_\_\_\_  
Address: \_\_\_\_\_

Accepted and effective this \_\_\_\_ day of 20\_\_.

City: \_\_\_\_\_ State: \_\_\_ Zip: \_\_\_\_  
Fax: \_\_\_\_\_  
Phone: \_\_\_\_\_  
E-mail: \_\_\_\_\_

**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: November 1, 2007 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. and tThe 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, and 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 or I(PM) 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. All other cements referenced in ASTM C 595 may be used when approved by the Engineer.

For cast-in-place construction, portland-pozzolan cements 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 not be usedbe 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 I(SM) slag-modifiedS portland blast-furnace slag cement may be used for cast-in-place, precast, and precast prestressed concrete, except when Class PP concrete is used. All other cements referenced in ASTM C 595 may be used when approved by the Engineer.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 cements 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 not be used 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 Illinois Modified AASHTO T 161, Procedure B. At 100 cycles, the specimens are measured and weighed at 73 °F (23 °C).

(e) Calcium Aluminate Cement. Calcium aluminate cement shall be used when 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: July 1, 2004 April 1, 2009

Revise Article 1020.05(b) of the Standard Specifications to read:

“(b) Admixtures. Except as specified, the use of admixtures to increase the workability or to accelerate the hardening of the concrete will be permitted only when approved in writing by the Engineer. The Department will maintain an Approved List of Concrete Admixtures. When the Department permits the use of a calcium chloride accelerator, it shall be according to Article 442.02, Note 5.

When the atmosphere or concrete temperature is 18 °C (65 °F) or higher, a retarding admixture meeting the requirements of Article 1021.03 shall be used in the Class BD Concrete and portland cement concrete bridge deck overlays. The amount of retarding admixture to be used will be determined by the Engineer. The proportions of the ingredients of the concrete shall be the same as without the retarding admixture except that the amount of mixing water shall be reduced, as may be necessary, in order to maintain the consistency of the concrete as required. In addition, a high range water-reducing admixture shall be used in Class BD Concrete. The amount of high range water-reducing admixture will be determined by the Engineer. At the option of the Contractor, a water-reducing admixture may be used. Type I cement shall be used.

For Class PC and PS Concrete, a retarding admixture may be added to the concrete mixture when the concrete temperature is 18 °C (65 °F) or higher. Other admixtures may be used when approved by the Engineer, or if specified by the contract. If an accelerating admixture is permitted by the Engineer, it shall be the non-chloride type.

At the Contractor’s option, admixtures in addition to an air-entraining admixture may be used for Class PP-1 concrete. The accelerator shall be the non-chloride type. If a water-reducing or retarding admixture is used, the cement factor may be reduced a maximum 18 kg/cu m (0.30 hundredweight/cu yd). If a high range water-reducing admixture is used, the cement factor may be reduced a maximum 36 kg/cu m (0.60 hundredweight/cu yd). Cement factor reductions shall not be cumulative when using multiple admixtures. An accelerator shall always be added prior to a high range water-reducing admixture, if both are used.

If Class C fly ash or ground granulated blast-furnace slag is used in Class PP-1 concrete, a water-reducing or high range water-reducing admixture shall be used. However, the cement factor shall not be reduced if a water-reducing, retarding, or high range water-reducing admixture is used. In addition, an accelerator shall not be used.

For Class PP-2 or PP-3 concrete, a non-chloride accelerator followed by a high range water-reducing admixture shall be used, in addition to the air-entraining admixture. For Class PP-3 concrete, the non-chloride accelerator shall be calcium nitrite.

For Class PP-2 or PP-3 concrete, the Contractor has the option to use a water-reducing admixture. A retarding admixture shall not be used unless approved by the Engineer. A water-reducing, retarding, or high range water-reducing admixture shall not be used to reduce the cement factor.

When the air temperature is less than 13 °C (55 °F) for Class PP-1 or PP-2 concrete, the non-chloride accelerator shall be calcium nitrite.

For Class PP-4 concrete, a high range water-reducing admixture shall be used in addition to the air-entraining admixture. The Contractor has the option to use a water-reducing admixture. An accelerator shall not be used. For stationary or truck mixed concrete, a retarding admixture shall be used to allow for haul time. The Contractor has the option to use a mobile portland cement concrete plant according to Article 1103.04, but a retarding admixture shall not be used unless approved by the Engineer. A water-reducing, retarding, or high range water-reducing admixture shall not be used to reduce the cement factor.

If the Department specifies a calcium chloride accelerator for Class PP-1 concrete, the maximum chloride dosage shall be 1.0 L (1.0 quart) of solution per 45 kg (100 lb) of cement. The dosage may be increased to a maximum 2.0 L (2.0 quarts) per 45 kg (100 lb) of cement if approved by the Engineer. If the Department specifies a calcium chloride accelerator for Class PP-2 concrete, the maximum chloride dosage shall be 1.3 L (1.3 quarts) of solution per 45 kg (100 lb) of cement. The dosage may be increased to a maximum 2.6 L (2.6 quarts) per 45 kg (100 lb) of cement if approved by the Engineer.

For Class PV, MS, SI, RR, SC and SH concrete, at the option of the Contractor, or when specified by the Engineer, a water-reducing admixture or a retarding admixture may be used. The amount of water-reducing admixture or retarding admixture permitted will be determined by the Engineer. The air-entraining admixture and other admixtures shall be added to the concrete separately, and shall be permitted to intermingle only after they have separately entered the concrete batch. The sequence, method and equipment for adding the admixtures shall be approved by the Engineer. The water-reducing admixture shall not delay the initial set of the concrete by more than one hour. Type I cement shall be used.

When a water-reducing admixture is added, a cement factor reduction of up to 18 kg/cu m (0.30 hundredweight/cu yd), from the concrete designed for a specific slump without the admixture, will be permitted for Class PV, MS, SI, RR, SC and SH concrete. When an approved high range water-reducing admixture is used, a cement factor reduction of up to 36 kg/cu m (0.60 hundredweight/cu yd), from a specific water cement/ratio without the admixture, will be permitted based on a 14 percent minimum water reduction. This is applicable to Class PV, MS, SI, RR, SC and SH concrete. A cement factor below 320 kg/cu m (5.35 hundredweight/cu yd) will not be permitted for Class PV, MS, SI, RR, SC and SH concrete. A cement factor reduction will not be allowed for concrete placed underwater. Cement factor reductions shall not be cumulative when using multiple admixtures.

For use of admixtures to control concrete temperature, refer to Articles 1020.14(a) and 1020.14(b).

The maximum slumps given in Table 1 may be increased to 175 mm (7 in.) when a high range water-reducing admixture is used for all classes of concrete except Class PV and PP.”

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 may 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 to the satisfaction of the Engineer as to manufacturer and trade name of the material they contain.

Prior to inclusion of a product on the Department's Approved List of Concrete Admixtures, the manufacturer shall submit a report prepared by an independent laboratory accredited by the AASHTO Accreditation Program. 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.

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 335 kg/cu m (5.65 cwt/cu yd). Compressive strength test results for six months and one year will not be required.

In addition to the report, 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 335 kg/cu m (5.65 cwt/cu yd). The manufacturer may select their lab or an independent lab to perform this testing. The laboratory is not required to be accredited by the AASHTO Accreditation Program.

Prior to the approval of an admixture, the Engineer may conduct all or part of the applicable tests on a sample that is representative of the material to be furnished. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 335 kg/cu m (5.65 cwt/cu yd). For freeze-thaw testing, the Department will perform the test according to Illinois Modified AASHTO T 161, Procedure B.

The manufacturer shall include in the submittal the following information according to ASTM C 494; the average and manufacturing range of specific gravity, the average and manufacturing range of solids in the solution, and the average and manufacturing range of pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

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 the AASHTO Accreditation Program.

All admixtures, except chloride-based accelerators, shall contain no more than 0.3 percent chloride by mass (weight).

**1021.02 Air-Entraining Admixtures.** Air-entraining admixtures shall conform to the requirements of AASHTO M 154.

If the manufacturer certifies that the air-entraining admixture is an aqueous solution of Vinsol resin that has been neutralized with sodium hydroxide (caustic soda), testing for compliance with the requirements may be waived by the Engineer. In the certification, the manufacturer shall show complete information with respect to the formulation of the solution, including the number of parts of Vinsol resin to each part of sodium hydroxide. Before the approval of its use is granted, the Engineer will test the solution for its air-entraining quality in comparison with a solution prepared and kept for that purpose.

**1021.03 Retarding and Water-Reducing Admixtures.** The admixture shall comply with the following requirements:

- (a) The retarding admixture shall comply with the requirements of AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).
- (b) The water-reducing admixture shall comply with the requirements of AASHTO M 194, Type A.
- (c) The high range water-reducing admixture shall comply with the requirements of AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding).

When a Type F or Type G high range water-reducing admixture is used, water-cement ratios shall be a minimum of 0.32.

Type F or Type G admixtures may be used, subject to the following restrictions:

For Class MS, SI, RR, SC and SH concrete, the water-cement ratio shall be a maximum of 0.44.

The Type F or Type G admixture shall be added at the jobsite unless otherwise directed by the Engineer. The initial slump shall be a minimum of 40 mm (1 1/2 in.) prior to addition of the Type F or Type G admixture, except as approved by the Engineer.

When a Type F or Type G admixture is used, retempering with water or with a Type G admixture will not be allowed. An additional dosage of a Type F admixture, not to exceed 40 percent of the original dosage, may be used to retemper concrete once, provided set time is not unduly affected. A second retempering with a Type F admixture may be used for all classes of concrete except Class PP and SC, provided that the dosage does not exceed the dosage used for the first retempering, and provided that the set time is not unduly affected. No further retempering will be allowed.

Air tests shall be performed after the addition of the Type F or Type G admixture.

**1021.04 Set Accelerating Admixtures.** The admixture shall comply with the requirements of AASHTO M 194, Type C (accelerating) or Type E (water reducing and accelerating) 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 may shall be delivered to the job 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. In all cases, cContainers remaining on the job shall be readily identifiable to the satisfaction of the Engineer as to manufacturer and trade name of the material they contain.

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

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

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

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

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

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

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

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

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

When AASHTO M 194 is specified, the test mixture shall contain a cement content of 5.65 cwt/cu yd (335 kg/cu m).

When ASTM C 672 is specified, the test mixture shall contain a coarse aggregate meeting the requirements of AASHTO M 43, gradation 67, and a cement content of 5.65 cwt/cu yd (335 kg/cu m), the deicing agent shall be rock salt (sodium chloride) applied at a rate of 2/3 gram/sq in. (0.001 g/cu mm) of surface area. Tests shall be continued until 60 cycles have been completed. 8 x 10 in. (200 x 250 mm) glossy photos of each specimen will be required for evaluation by the Engineer, at the conclusion of testing.

Prior to approval of a product, two copies of a report prepared by a laboratory regularly inspected by the Cement and Concrete Reference Laboratory (CCRL) of the National Institute of Standards and Technology (NIST) shall be forwarded to the Engineer of Materials and Physical Research. The report shall show the results of physical tests 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. Prior to the final approval of any brand or type of admixture, the Engineer may conduct all or part of the applicable tests on a sample that is representative of the material to be furnished. The manufacturer shall submit to the Engineer a sample of not less than 1 gal (4 L). A field experimental section may also be required.

If the admixture previously has been approved by the Engineer, approval of its use will be granted upon the certification by the manufacturer that the admixture is of the same formulation as that previously approved. If minor changes have been made, the certification shall state that the admixture is essentially the same as previously approved, and the Engineer may conduct such tests as deemed desirable to check the properties of the material before approval is granted.

The manufacturer shall submit certification giving the average and manufacturing range of specific gravity at 77 °F (25 °C), the average and manufacturing range of solids in the solution based on the residue dried for 17 hours ± 15 minutes) at 221 °F (105 °C), the average and manufacturing range of pH, and including an infrared spectrophotometer trace of current production material. The certification further shall state that, for all except chloride-based accelerators, the admixture contains no more than 0.3 percent chloride by mass. The material shall not be used until it has been shown to conform with the requirements.

Either prior to or after the start of construction, the Engineer may conduct further tests upon the admixture selected by the Contractor to assure conformity with the requirements. Any admixture failing to meet the requirements will be rejected.

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

Air-entraining admixtures shall conform to the requirements of AASHTO M 154, as modified by Note 1 in Article 1021.03(b). In the event that the air-entraining admixture is an aqueous solution of Vinsol resin that has been neutralized with sodium hydroxide (caustic soda), and provided that the manufacturer so certifies, tests for compliance with the requirements may be waived by the Engineer. In certification, the manufacturer shall show complete information with respect to the formulation of the solution, including the number of parts of Vinsol resin to each part of sodium hydroxide. Before the approval of its use is granted, the Engineer will test the solution for its air-entraining quality in comparison with a solution prepared and kept for that purpose, and a sample of not less than 1 qt (1 L) shall be submitted for this test.

**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).  
The admixture shall comply with the following requirements:

- (a) The retarding admixture shall comply with the requirements of AASHTO M 194, Type B or Type D, and Illinois Modified ASTM C 672, in addition to Note 1 in (b).
- (b) The water-reducing admixture shall comply with the requirements of AASHTO M 194, Type A, and Illinois Modified ASTM C 672.

Note 1. AASHTO T 161, Procedure B, shall be used.

- (c) High Range Water-Reducing or Retarding Admixtures. The high range water-reducing or retarding admixture shall comply with the requirements of AASHTO M 194, Type F or Type G, and Illinois Modified ASTM C 672.

Care shall be taken that water contents are not reduced to levels which will restrict cement hydration. Water-cement ratios shall not be lower than 0.32.

High range water-reducing or retarding admixtures may be used as plasticizing agents to obtain slumps outside those specified, subject to the following restrictions:

For Class MS, SI, RR, SC and SH concrete, the water/cement ratio shall not exceed 0.44. The liquid admixture shall be counted as water in the calculation of the water-cement ratio.

An initial slump of 1 1/2 in. (40 mm) to 2 in. (50 mm) is recommended prior to addition of the high range water-reducing admixture. Final slump shall be no greater than is necessary for proper placement and compaction and in no case shall exceed 7 in. (180 mm) after addition of the high range water-reducing admixture.

Air tests will be performed after the addition of the admixture.

The high range water-reducing admixture shall be added at the jobsite unless otherwise directed by the Engineer. A high range water-reducing admixture, at a dosage rate not to exceed 40 percent of the original amount used, may be used to retemper concrete, provided set times are not unduly affected.

With permission of the Engineer, admixtures compatible with the high range water-reducing admixture may be used concurrently to facilitate placement and/or strength gain and/or to control set times.

**1021.04 Accelerating Admixtures.** The admixture shall be according to AASHTO M 194, Type C (accelerating) or Type E (water reducing and accelerating)., and Illinois Modified ASTM C 672 in addition to Note 1 in Article 1021.03(b).

**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 - DIESEL VEHICLE EMISSIONS CONTROL (BDE)**

Effective: April 1, 2009

Revised: July 1, 2009

Diesel Vehicle Emissions Control. The reduction of construction air emissions shall be accomplished by using cleaner burning diesel fuel. The term “equipment” refers to any and all diesel fuel powered devices rated at 50 hp and above, to be used on the project site in excess of seven calendar days over the course of the construction period on the project site (including any “rental” equipment).

All equipment on the jobsite, with engine ratings of 50 hp and above, shall be required to: use Ultra Low Sulfur Diesel fuel (ULSD) exclusively (15 ppm sulfur content or less).

In addition, all construction motor vehicles (both on-road and off-road, gasoline or diesel fuel powered) shall comply with all pertinent State and Federal regulations relative to exhaust emission controls and safety, including opacity. Frequently Asked Questions (FAQ’s) regarding Illinois Environmental Protection Agency (IEPA) emissions testing for gasoline powered vehicles can be accessed at (<http://www.epa.state.il.us/air/vim/faqs.html>).

Regulations regarding diesel powered vehicles over 16,000 lb (7260 kg), and the Diesel Emission Inspection Program (Title 92: Transportation Part 460, Diesel Emission Inspection Program, Subpart A: General) can be accessed at (<http://www.ilga.gov/commission/icar/admincode/092/09200460sections.html>). Diesel powered vehicles less than 16,000 lb (7260 kg) are exempt from testing by the Department. All diesel powered equipment used on the project site shall be subject to reasonable, random spot checks for compliance with the required emissions controls and proper diesel fuel usage. The Secretary of State, Illinois State Police and other law enforcement officers will enforce Part 460. For additional information concerning Illinois diesel emission inspection requirements, please call the Illinois Department of Transportation, Diesel Emission Inspections Unit, at 217-557-6081.

Diesel powered equipment in non-compliance will not be allowed to be used on the project site, and is also subject to a notice of non-compliance as outlined below.

The Contractor shall submit copies of monthly summary reports and include certified copies of the ULSD diesel fuel delivery slips for diesel fuel delivered to the jobsite for the reporting time period, noting the quantity of diesel fuel used, with each piece of diesel powered equipment. The addition or deletion of any diesel powered equipment shall be included in the summary and noted on the monthly report.

If any diesel powered equipment is found to be in non-compliance with any portion of this specification, the Engineer will issue the Contractor a notice of non-compliance and identify an appropriate period of time, as outlined below under environmental deficiency deduction, in which to bring the equipment into compliance or remove it from the project site.

Any costs associated with bringing any diesel powered equipment into compliance with these diesel vehicle emissions controls shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall also not be grounds for a claim.

Environmental Deficiency Deduction. When the Engineer is notified, or determines that an environmental control deficiency exists, he/she will notify the Contractor in writing, and direct the Contractor to correct the deficiency within a specified time period. The specified time-period, which begins upon Contractor notification, will be from 1/2 hour to 24 hours long, based on the urgency of the situation and the nature of the deficiency. The Engineer shall be the sole judge regarding the time period.

The deficiency will be based on lack of repair, maintenance and diesel vehicle emissions control.

If the Contractor fails to correct the deficiency within the specified time frame, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

If a Contractor or subcontractor accumulates three environmental deficiency deductions in a contract period, the Contractor will be shutdown until the deficiency is corrected. Such a shutdown will not be grounds for any extension of contract time, waiver of penalties, or be grounds for any claim.

### **CONSTRUCTION AIR QUALITY - IDLING RESTRICTIONS (BDE)**

Effective: April 1, 2009

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

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

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

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

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

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

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

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

Effective: September 1, 2000

Revised: November 1, 2008

January 1, 2010

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 **8.0%** 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 only 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 a firm commitment enough 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 material bidding requirement. 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. The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms SBE 2025 and 2026 with the bid.

(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. For bidding purposes, submission of the completed SBE 2025 forms, signed by the DBEs and faxed to the bidder will be acceptable as long as the original is available and provided upon request. All elements of information indicated on the said form shall be provided, including but not limited to the following:

(1) The names and addresses of each DBE to be used firms that will participate in the contract;

(2) A description, including pay item numbers, of the commercially useful work to be done by each DBE will perform;

(3) The dollar amount of the participation of each DBE firm participating. The price to be paid to each DBE dollar amount of participation for the identified work shall specifically state 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 cDBE Participation Commitment statement Statements, form SBE 2025, signed by the bidder and each participating DBE firm evidencing availability and intent to perform commercially useful work on the project; and documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;

(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.); and,

(6) If the contract goal is not met, evidence of good faith efforts.

(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.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document the good faith efforts of the bidder before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan commits sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR part 26, Appendix A. The Utilization Plan will not be approved by the Department if the Utilization Plan does not commit sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort 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, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine 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 apparent successful 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 the bidder has failed to meet the requirements of this Special Provision and that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons why good faith efforts have not been found.

(c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the five working days after receipt of 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 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. 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.

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. following:

(1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

(2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement.

(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 Utilization 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) The Contractor must notify and obtain written approval from the Department's Bureau of Small Business Enterprises prior to replacing a DBE or making any change in the participation of a DBE. Approval for replacement will be granted only if it is demonstrated that the DBE is unable or unwilling to perform. The Contractor must make every good faith effort to find another certified DBE subcontractor to substitute for the original 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 original DBE, to the extent needed to meet the contract goal.

(c) Any deviation from the DBE condition-of-award or contract specifications must be approved, in writing, by the Department. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract.

(d) In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create underruns in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:

- (1) That the replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or
- (2) That the DBE is aware that its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or
- (3) That the DBE is not capable of performing the replacement work or has declined to perform the work at a reasonably competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

(e) Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A, must be signed and submitted.

(f) If the commitment of work is in the form of additional tasks assigned to an existing subcontract, then a new Request for Approval of Subcontractor shall not be required. However, the Contractor must document efforts to assure that the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.

(bg) 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.

(ch) 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 Utilization Plan and after good faith efforts are reviewed, the Department will may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (j) of this part.

(di) 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.

(ej) 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). The applicable hourly rate is defined as the FHWA hourly rate, from the time period in effect when the force account work begins, adjusted for both the model year of the equipment and the Illinois region. 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 according to the following hourly rate:  $0.5 \times (\text{AHR FHWA hourly rate} - \text{EOC})$ .

Where: AHR = Applicable Hourly Rate (defined above)  
EOC = Estimated Operating Costs per hour (from the Blue Book)

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.”

### **HOT-MIX ASPHALT – ANTI-STRIPPING ADDITIVE (BDE)**

Effective: November 1, 2009

Revise the first and second paragraphs of Article 1030.04(c) of the Standard Specifications to read:

“(c) Determination of Need for Anti-Stripping Additive. The mixture designer shall determine if an additive is needed in the mix to prevent stripping. The determination will be made on the basis of tests performed according to Illinois Modified AASHTO T 283. To be considered acceptable by the Department as a mixture not susceptible to stripping, the conditioned to unconditioned split tensile strength ratio (TSR) shall be equal to or greater than 0.85 for 6 in. (150 mm) specimens. Mixtures, either with or without an additive, with TSRs less than 0.85 for 6 in. (150 mm) specimens will be considered unacceptable. Also, the conditioned tensile strength for mixtures containing an anti-strip additive shall not be lower than the original conditioned tensile strength determined for the same mixture without the anti-strip additive.

If it is determined that an additive is required, the additive may be hydrated lime, slaked quicklime, or a liquid additive, at the Contractor's option.”

### **HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)**

Effective: January 1, 2010

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 2 in. (50 mm), from each pavement edge. (i.e. for a 4 in. (100 mm) lift the near edge of the density gauge or core barrel shall be within 4 in. (100 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced ten feet apart longitudinally along the unconfined pavement edge and centered at the random density test location.”

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

"Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%
SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0%"

**HOT-MIX ASPHALT – DROP-OFFS (BDE)**

Effective: January 1, 2010

Revise the third paragraph of Article 701.07 of the Standard Specifications to read:

“At locations where construction operations result in a differential in elevation exceeding 3 in. (75 mm) between the edge of pavement or edge of shoulder within 3 ft (900 mm) of the edge of the pavement and the earth or aggregate shoulders, Type I or II barricades or vertical panels shall be placed at 100 ft (30 m) centers on roadways where the posted speed limit is 45 mph or greater and at 50 ft (15 m) centers on roadways where the posted speed limit is less than 45 mph.”

**HOT-MIX ASPHALT - FINE AGGREGATE (BDE)**

Effective: April 1, 2010

Add the following to the gradation tables of Article 1003.01(c) of the Standard Specifications:

"FINE AGGREGATE GRADATIONS					
Grad No.	Sieve Size and Percent Passing				
	3/8	No. 4	No. 8	No. 16	No. 200
FA 22	100	6/	6/	8±8	2±2

FINE AGGREGATE GRADATIONS (Metric)					
Grad No.	Sieve Size and Percent Passing				
	9.5 mm	4.75 mm	2.36 mm	1.18 mm	75 µm
FA 22	100	6/	6/	8±8	2±2

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

Revise Article 1003.03(a) of the Standard Specifications to read:

“(a) Description. Fine aggregate for HMA shall consist of sand, stone sand, chats, slag sand, or steel slag sand. For gradation FA 22, uncrushed material will not be permitted.”

Revise Article 1003.03(c) of the Standard Specifications to read:

“(c) Gradation. The fine aggregate gradation for all HMA shall be FA 1, FA 2, FA 20, FA 21, or FA 22.

Gradation FA 1, FA 2, or FA 3 shall be used when required for prime coat aggregate application for HMA.”

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

Effective: April 1, 2008

Revised: January 1, 2010

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	Frequency of Tests All Other Mixtures	
Aggregate Gradation  Hot bins for batch and continuous plants.  Individual cold-feed or combined belt-feed for drier drum plants.  % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm)  Note 1.	1 dry gradation per day of production (either morning or afternoon sample). and 1 washed ignition oven test on the mix per half day of production (conduct in the afternoon if dry gradation is conducted in the morning or vice versa).  Note 3.  Note 4.	1 gradation per day of production.  The first day of production shall be a washed ignition oven test on the mix per day of production. Thereafter, the testing shall alternate between dry gradation and washed ignition oven test on the mix.  Note 4.	Illinois Procedure
Asphalt Binder Content by Ignition Oven  Note 2.	1 per half day of production	1 per day	Illinois-Modified AASHTO T 308

VMA	Day's production $\geq$ 1200 tons: 1 per half day of production	N/A N/A	Illinois Modified AASHTO R 35 Illinois Modified AASHTO R 35
Note 3.VMA	Day's production $\geq$ 1200 tons: 1 per half day of production		
Note 3.	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)		
Air Voids	Day's production $\geq$ 1200 tons: 1 per half day of production	1 per day	Illinois-Modified AASHTO T 312
Bulk Specific Gravity of Gyratory Sample	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)		
Maximum Specific Gravity of Mixture	Day's production $\geq$ 1200 tons: 1 per half day of production	1 per day	Illinois-Modified AASHTO T 209
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		

Note 1. The No. 8 (2.36 mm) and No. 30 (600  $\mu$ m) sieves are not required for All Other Mixtures.

Note 2. The Engineer may waive the ignition oven requirement for asphalt binder content if the aggregates to be used are known to have ignition asphalt binder content calibration factors which exceed 1.5 percent. If the ignition oven requirement is waived, other Department approved methods shall be used to determine the asphalt binder content.

Note 3. 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.

Note 4. The Engineer reserves the right to require additional hot bin gradations for batch plants if control problems are evident.”

**HOT-MIX ASPHALT – QC/QA ACCEPTANCE CRITERIA (BDE)**

Effective: January 1, 2010

Revise Article 1030.05(f)(3) of the Standard Specifications to read:

“(3) Department assurance tests for voids, field VMA, and density.”

**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.”

**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, 2007      January 1, 2009

Description. This work shall consist of placing \_\_\_\_\_ (1) \_\_\_\_\_, 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 \_\_\_\_\_ (2) \_\_\_\_\_. The material transfer device speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

Use of aThe material transfer device with a roadway contact pressure exceeding 20 psi (138 kPa) will be limited to will be permitted on partially completed segments of full-depth HMA pavement if 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 \_\_\_\_\_ (3) \_\_\_\_\_ 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.

**MONTHLY EMPLOYMENT REPORT (BDE)**

Effective: April 1, 2009

Revised: January 1, 2010

In addition to any other reporting required by the contract, the Contractor shall provide to the Engineer an employment summary for all employees working on the contract from the contract execution date to the last full pay period each month for the duration of the contract. The report may include but is not limited to:

- a) TA listing of the total number of employees.
- b) The employee job classification.
- bc) The total hours worked.
- c) Total and payroll for each employee.

The report shall be completed by the Contractor. The Contractor shall also report for and each subcontractor. Employee hours worked from home office or other off-site office hours worked related directly to this contract shall be included. Engineering consulting firms performing construction layout and material testing for the Contractor shall also be included.

Hours worked for material suppliers, services provided by purchase orders, Department employees or consulting firms performing inspection or testing for the Department shall not be included in the report.

The report shall contain all hours worked under the contract from the start of the month to the last full pay period each month and shall be submitted no later than 10 five business days after the end of each month.

The report shall be submitted electronically in a format determined by the Engineer. See attachment for potential reporting format by accessing the Department's website (<http://www.dot.il.gov/stimulus/index.html>).

Any costs associated with complying with this provision shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

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

Effective: April 1, 2007

Revised: November 1, 2008

November 1, 2009

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 portion of a calendar day until the deficiency is corrected to the satisfaction of the Engineer 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 base value of the daily monetary deduction will be eitheris \$1000.00 or 0.05 percent of the awarded contract value, whichever is greater.and will be applied to each location for which a deficiency exists. The value of the deficiency deduction assessed for each infraction will be determined by multiplying the base value by a Gravity Adjustment Factor provided in Table A. Except for failure to participate in a required jobsite inspection of the project prior to initiating earthmoving operations which will be based on the total acreage of planned disturbance at the following multipliers: <5 Acres: 1; 5-10 Acres: 2; >10-25 Acres: 3; >25 Acres: 5. For those deficiencies where corrective action was not an option, the monetary deduction will be immediate and will be valued at one calendar day multiplied by a Gravity Adjustment Factor.”

Table A Deficiency Deduction Gravity Adjustment Factors				
Types of Violations	Soil Disturbed and Not Permanently Stabilized At Time of Violation			
	< 5 Acres	5 - 10 Acres	>10 - 25 Acres	> 25 Acres
Failure to Install or Properly Maintain BMP	0.1 - 0.5	0.2 - 1.0	0.5 - 2.5	1.0 - 5
Careless Destruction of BMP	0.2 - 1	0.5 - 2.5	1.0 - 5.	1.0 - 5
Intrusion into Protected Resource	1.0 - 5	1.0 - 5	2.0 - 10	2.0 - 10
Failure to properly manage Chemicals, Concrete Washouts or Residuals, Litter or other Wastes	0.2 - 1	0.2 - 1	0.5 - 2.5	1.0 - 5
Improper Vehicle and Equipment Maintenance, Fueling or Cleaning	0.1 - 0.5	0.2 - 1	0.2 - 1	0.5 - 2.5
Failure to Provide or Update Written or Graphic Plans Required by SWPPP	0.2 - 1	0.5 - 2.5	1.0 - 5	1.0 - 5
Failure to comply with Other Provisions of the NPDES Permit	0.1 - 0.5	0.2 - 1	0.2 - 1	0.5 - 2.5"

**PAVEMENT MARKING REMOVAL (BDE)**

Effective: April 1, 2009

Add the following to the end of the first paragraph of Article 783.03(a) of the Standard Specifications:

“The use of grinders will not be allowed on new surface courses.”

**PAVEMENT PATCHING (BDE)**

Effective: January 1, 2010

Revise the first sentence of the second paragraph of Article 701.17(e)(1) of the Standard Specifications to read:

“In addition to the traffic control and protection shown elsewhere in the contract for pavement, two devices shall be placed immediately in front of each open patch, open hole, and broken pavement where temporary concrete barriers are not used to separate traffic from the work area.”

**PAYMENTS TO SUBCONTRACTORS (BDE)**

Effective: June 1, 2000      Revised: September 1, 2003      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 no later than 30 days from the receipt of each payment made to the Contractor 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, generally requires that when a Contractor receives any payment from the Department, the Contractor is required to shall make corresponding, proportional payments to each subcontractor and material supplier performing work or supplying material within 15 calendar days after receipt of the state Department payment. Section 7 of the State Prompt Payment 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.

As When progress payments are made to the Contractor in accordance with according to Article 109.07 of the Standard Specifications for Road and Bridge Construction, the Contractor shall make a corresponding partial payment within 15 calendar days 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 in full by the Contractor within 15 calendar days after the subcontractor's work has been satisfactorily completed receipt of payment from the Department. The Contractor shall not hold no 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 of Illinois or authorize any cause of action against the State of Illinois on account of any payment, nonpayment, delayed payment, or interest claimed by application of the State Prompt Payment Act. The Department will neither determine the reasonableness of any cause for delay of payment nor enforce any claim to payment, including interest. Moreover, tThe 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 in accordance with according to the Public Construction Bond Act, 30 ILCS 550.

**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.”

**RAISED REFLECTIVE PAVEMENT MARKERS (BDE)**

Effective: November 1, 2009

Revised: April 1, 2010

Revise the first sentence of the second paragraph of Article 781.03(a) of the Standard Specifications to read:

“The pavement shall be cut to match the bottom contour of the marker using a concrete saw fitted with 18 and 20 in. (450 and 500 mm) diameter blades.”

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

Effective: January 1, 2007

Revised: April 1, 2009

January 1, 2010

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) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. All FRAP shall be fractionated prior to testing by screening into a minimum of two size fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass one sieve size larger than the maximum sieve size specified for the mix the RAP will be used in.
- (ab) 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.
- (bc) 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.
- (cd) 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.
- (de) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP/FRAP 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/FRAP 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/FRAP 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	FRAP/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 %
$G_{mm}$	± 0.03	

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/FRAP shall not be used in HMA unless the RAP/FRAP 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/FRAP.**

(a) The aggregate quality of the RAP for homogenous, conglomerate, and conglomerate "D" quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

(a1) RAP from Class I, Superpave (High ESAL)/, or HMA (High ESAL), or HMA (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.

- (b2) 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.
- (c3) 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.
- (d4) RAP from bituminous stabilized subbase and BAM shoulders are designated as containing Class D quality coarse aggregate.

(b) The aggregate quality of FRAP shall be determined as follows.

Fractionated stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5000 tons (4500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant prequalified by the Department for the specified testing. The consultant shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the BMPR Aggregate Lab for MicroDeval Testing, according to Illinois Modified AASHTO T 327. A maximum loss of 15.0 percent will be applied for all HMA applications.”

**1031.05 Use of RAP/FRAP in HMA.** The use of RAP/FRAP shall be a Contractor’s option when constructing HMA in all contracts. The use of RAP/FRAP 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/FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be FRAP or 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/FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP, homogeneous, or conglomerate, in which the coarse aggregate is Class C quality or better.
- (e) Use in Shoulders and Subbase. RAP/FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, 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		
	Binder/Leveling Binder	Surface	Polymer Modified
30	30	30	10
50	25	15	10
70	15 / 25 <sup>2/</sup>	10 / 15 <sup>2/</sup>	10
90	10	10	10
105	10	10	10

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

Overlays:

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

Full Depth:

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

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

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

HMA Mixtures <sup>21/, 32/</sup>	Maximum % FRAP		
	Ndesign	Binder/Leveling Binder	Surface
30	35	35	10
50	30	25	10
70	25	20	10
90	20	15	10
105	10	10	10

1/ Minimum of two fractions for surface and binder applications.

21/ For HMA shoulder and stabilized subbase (HMA) N30, the amount of FRAP shall not exceed 50 percent of the mixture.

32/ When FRAP exceeds 20 percent, the high and low virgin asphalt binder grades shall each 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 PG58-28). 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/FRAP material meeting the above detailed requirements.

RAP/FRAP designs shall be submitted for volumetric verification. If additional RAP/FRAP 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/FRAP stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP/FRAP 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, gator, 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/FRAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP/FRAP and either switch to the virgin aggregate design or submit a new RAP/FRAP design.

HMA plants utilizing RAP/FRAP 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/FRAP 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/FRAP material as a percent of the total mix to the nearest 0.1 percent.
- (8) Aggregate and RAP/FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP/FRAP 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/FRAP weight to the nearest pound (kilogram).
- (6) Virgin asphalt binder weight to the nearest pound (kilogram).

(7) Residual asphalt binder in the RAP/FRAP 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 "OtherNon-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply.
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

**REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)**

Effective: April 1, 2007

Revised: November 1, 2008

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

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

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

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

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

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

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

**SEEDING (BDE)**

Effective: July 1, 2004

Revised: July 1, 2009

January 1, 2010

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

"Table 1 - SEEDING MIXTURES		
Class – Type	Seeds	lb/acre (kg/hectare)
1A Salt Tolerant Lawn Mixture 7/	Bluegrass Perennial Ryegrass Red Fescue (Audubon, Sea Link, or Epic) Hard Fescue (Rescue 911, Spartan II, or Reliant IV) Fults Salt Grass 1/ or Salty Alkaligrass	60 (70) 20 (20) 20 (20)  20 (20)  60 (70)
2 Roadside Mixture 7/	Tall Fescue (Inferno, Tarheel II, Quest, Blade Runner, or Falcon IV) Perennial Ryegrass Creeping Red Fescue Red Top	100 (110)  50 (55) 40 (50) 10 (10)
2A Salt Tolerant Roadside Mixture 7/	Tall Fescue (Inferno, Tarheel II, Quest, Blade Runner, or Falcon IV) Perennial Ryegrass Red Fescue (Audubon, Sea Link, or Epic) Hard Fescue (Rescue 911, Spartan II, or Reliant IV) Fults Salt Grass 1/ or Salty Alkaligrass	60 (70)  20 (20) 30 (20)  30 (20)  60 (70)
3 Northern Illinois Slope Mixture 7/	Elymus Canadensis (Canada Wild Rye) Perennial Ryegrass Alsike Cover 2/ Desmanthus Illinoensis (Illinois Bundleflower) 2/, 5/ Andropogon Scoparius (Little Bluestem) 5/ Bouteloua Curtipendula (Side-Oats Grama) Fults Salt Grass 1/ or Salty Alkaligrass Oats, Spring Slender Wheat Grass 5/ Buffalo Grass (Cody or Bowie) 4/, 5/, 9/	5 (5)  20 (20) 5 (5) 2 (2)  12 (12)  10 (10)  30 (35) 50 (55) 15 (15) 5 (5)
6A Salt Tolerant Conservation Mixture	Andropogon Scoparius (Little Bluestem) 5/ Elymus Canadensis (Canada Wild Rye) 5/ Buffalo Grass (Cody or Bowie) 4/, 5/, 9/ Vernal Alfalfa 2/ Oats, Spring Fults Salt Grass 1/ or Salty Alkaligrass	5 (5)  2 (2)  5 (5) 15 (15) 48 (55) 20 (20)"

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

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

Revise the first paragraph of Article 1081.04(a) of the Standard Specifications to read:

“(a) Sampling and Testing. Each lot of seed furnished shall be tested by a State Agriculture Department (including other States) or by land grant college or university agricultural sections or by a Registered Seed Technologist. Testing of seed shall be accomplished within the 12 months prior to the seed being installed on the project.”

Delete the last sentence of the first paragraph of Article 1081.04(c)(2) of the Standard Specifications.

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

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

TABLE II						
Variety of Seeds	Hard Seed %	Purity %	Pure Live Seed %	Weed %	Secondary * Noxious Weeds No. per oz (kg)	Notes
	Max.	Min.	Min.	Max.	Max. Permitted	
Hard Fescue, Rescue 911	0	97	82	0.10	3 (105)	-
Hard Fescue, Spartan II	-	98	83	0.10	3 (105)	-
Timothy	-	92	84	0.50	5 (175)	3/
Wheat, hard Red Winter	-	92	89	0.50	2 ( 70)	3/”

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

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

**SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)**

Effective: April 2, 2005

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

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

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

**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.”

**TRUCK MOUNTED/TRAILER MOUNTED ATTENUATORS (BDE)**

Effective: January 1, 2010

Revise Article 701.03(k) of the Standard Specifications to read:

“(k) Truck Mounted/Trailer Mounted Attenuators ..... 1106.02”

Revise Article 701.15(h) of the Standard Specifications to read:

“(h) Truck Mounted/Trailer Mounted Attenuators (TMA). TMA units shall have a roll ahead distance in the event of an impact. The TMA shall be between 100 and 200 ft (30 and 60 m) behind the vehicle ahead or the workers. This distance may be extended by the Engineer.

TMA host vehicles shall have the parking brake engaged when stationary.

The driver and passengers of the TMA host vehicle should exit the vehicle if the TMA is to remain stationary for 15 minutes or more in duration.”

Revise Article 1106.02(g) of the Standard Specifications to read:

“(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be a NCHRP 350 approved unit for Test Level 3. Test Level 2 may be used as directed by the Engineer for normal posted speeds less than or equal to 45 mph.”

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

Effective: November 2, 2006

Revised: January 2, 2007

April 1, 2009

Description. For projects with at least 1200 tons (1100 metric tons) of work involving applicable bituminous materials, 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  $\% AC_V$ .

For bituminous materials measured in gallons:  $Q, \text{ tons} = V \times 8.33 \text{ lb/gal} \times SG / 2000$   
For bituminous materials measured in liters:  $Q, \text{ metric tons} = V \times 1.0 \text{ kg/L} \times SG / 1000$

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

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

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

Bituminous materials cost adjustments will be calculated for each calendar month in which applicable bituminous material is placed; and will be paid or deducted when all other contract requirements for the items of 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

Revised: July 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  $FPI_P$  and Q only for those months requiring the cost adjustment. The cost adjustment will be applicable to the final measured quantities of all applicable pay items.

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

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

Return With Bid

**ILLINOIS DEPARTMENT  
OF TRANSPORTATION**

**OPTION FOR  
FUEL COST ADJUSTMENT**

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

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

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

**Contractor's Option:**

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

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

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

Illinois Department of Transportation  
**PROJECT LABOR AGREEMENT**

This Project Labor Agreement ("PLA") is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 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 64F49 (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 supersede 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: 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. Decisions 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, 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 64F49], 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  
PROPOSED HIGHWAY PLANS**

FAP 308 (IL 84)  
SECTION (111, 112, 113)RS-2  
ROCK ISLAND COUNTY

FAP ROUTE 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
C-92-140-10

CONTRACT # 64F49  
SHEET 1 OF 54 \*  
54 + 2 = 56

R-1- E

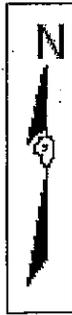
**INDEX OF SHEETS**

See Sheet No. 2

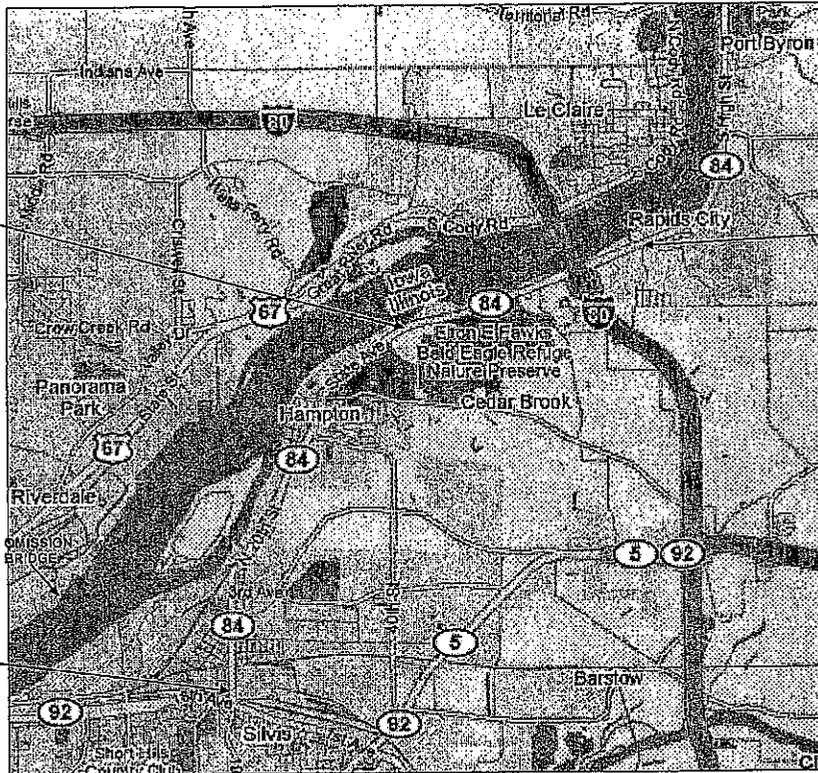
**STANDARDS**

See Sheet No. 2

BRIDGE OMISSION  
STA 451+34 - STA 452+48



SECTION BEGINS  
STA. 214+14



T-18- N  
PROJECT/IMPROVEMENT  
ENDS  
STA 547+33

NET LENGTH OF SECTION = 33,572 ft = 6.36 miles  
GROSS LENGTH OF SECTION = 33,686 ft = 6.38 miles

CALL J.U.L.I.E. BEFORE YOU DIG  
1-800-892-0123 OR 811

TOWNSHIPS (SECTIONS): HAMPTON (2,3,4,8,9,17,18,19,30)

**CONTRACT NO. 64F49**  
D-92-112-09

SQUAD LEADER: PAUL DREZEN  
815/284-5958

PROJECT ENGINEER: BECKY MARRUFFO

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS
SUBMITTED <u>April 1,</u> 20 <u>10</u>
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
DISTRICT 2 DIXON, IL.

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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729001-01	Applications of Types A & B Metal Posts (For Signs & Markers)
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## SUMMARY OF QUANTITIES

FAP 308 (IL 84)  
 SN(111,112,113)RS-2  
 ROCK ISLAND  
 64/69  
 SHEET 3 OF 54

\* SPECIALITY ITEM

CODE NUMBER	PAY ITEM	UNIT	GRAND TOTAL	100% CITY OF EAST MOLINE TOTAL	50% STATE-50% CITY OF EAST MOLINE TOTAL	100% STATE		
						URBAN	RURAL	TOTAL QUANTITY
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	72.4		3.2	33.1		36.1
40600300	AGGREGATE PRIME COAT	TON	201.6		1.6	103		97
40600525	LEVELING BINDER (HAND METHOD), N50	TON	150			75		75
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	630.5			3007		3298
40600895	CONSTRUCTING TEST STRIP	EACH	2			1		1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	1506			345		1161
40600990	TEMPORARY RAMP	SQ YD	837			557		280
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	292			254		38
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	3358		140	876		2342
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	9252			4305		4947
40603385	HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N50	TON	227			227		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1964			1191		773
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	78270		1109	43475		33686
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	60437			17183		43254
44002219	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4 3/4"	SQ YD	1095			953		142
44200168	PAVEMENT PATCHING, TYPE II, 14 INCH	SQ YD	398			341		57
44200172	PAVEMENT PATCHING, TYPE III, 14 INCH	SQ YD	212			178		34

## SUMMARY OF QUANTITIES

\* SPECIALITY ITEM

CODE NUMBER	PAY ITEM	UNIT	GRAND TOTAL	100% CITY OF EAST MOLINE TOTAL	50% STATE-50% CITY OF EAST MOLINE TOTAL	100% STATE		
						URBAN	ROCK ISLAND	RURAL
44200174	PAVEMENT PATCHING, TYPE IV, 14 INCH	SQ YD	317			290		27
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	4179			1573		2606
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	97703			51714		45989
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1744			740		1004
60255500	MANHOLES TO BE ADJUSTED	EACH	27	16		11		
60260100	INLETS TO BE ADJUSTED	EACH	17			15		2
60265108	INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL	EACH	5			5		
60266600	VALVE BOXES TO BE ADJUSTED	EACH	13	2		11		
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	6			3		3
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8					8
67100100	MOBILIZATION	L SUM	1			0.5		0.5
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1			0.5		0.5
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1					1.0
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1					1.0
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1			1		
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1					1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1			0.5		0.5

SUMMARY OF QUANTITIES

FAP 308 (IL 84)  
 SN(111,112,113)RS-2  
 ROCK ISLAND  
 84F49  
 SHEET 11 OF 54

\* SPECIALITY ITEM

CODE NUMBER	PAY ITEM	UNIT	GRAND TOTAL	100% CITY OF EAST MOLINE TOTAL	50% STATE-50% CITY OF EAST MOLINE TOTAL	100% STATE		
						URBAN	ROCK ISLAND	RURAL
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	25833			13845		11988
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	85097			26898		58199
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	344					344
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	138					138
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1926			869		1057
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	402			402		
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12702			12702		
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	494			494		
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1577			1577		
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	760			760		
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	303			303		
78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	250					250
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	118090			59967		58123
78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	440			440		
78001140	PAINT PAVEMENT MARKING - LINE 8"	FOOT	2394					2394
78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	138					138
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	686			401		285

SUMMARY OF QUANTITIES

\* SPECIALTY ITEM

CODE NUMBER	PAY ITEM	UNIT	GRAND TOTAL	100% STATE		
				100% CITY OF EAST MOLINE TOTAL	50% STATE-50% CITY OF EAST MOLINE TOTAL	1000 URBAN ROCK ISLAND RURAL TOTAL QUANTITY
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1390			1390
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	355			200 155
88600400	DETECTOR LOOP, SPECIAL	FOOT	1320			1320
Z0013798	CONSTRUCTION LAYOUT	L SUM	1			0.5 0.5
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	928			809 119
Z0028700	GRANULAR SUBGRADE REPLACEMENT	CU YD	155			135 20
Z0040315	PILOT CAR	DAY	5			2.5 2.5
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1			0.5 0.5
X0322729	MATERIAL TRANSFER DEVICE	TON	9252			4305 4947

\* SPECIALTY ITEMS

### GENERAL NOTES

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

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 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 paid for by the TON for Aggregate Shoulders of the type specified in the plans.

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	Surface		Level Binder	Binder over Patches
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
Design Air Voids	4.0 @ N50	4 @ N50	4@ N50	4.0 @ N50	4.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5 or 12.5	IL 9.5 or 12.5	IL 9.5	IL 19.0
Friction Aggregate	C	D	F	N/A	N/A
20 Year ESAL	1.3	1.3	1.3	1.3	

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

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

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

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 (VARIABLE DEPTH).

If, during the grinding or resurfacing operations, the existing mailboxes become a hindrance, the Contractor shall be required to carefully remove and reinstall the mailboxes as directed by the Engineer. This work shall be included in the contract unit price for the INCIDENTAL HOT-MIX ASPHALT SURFACING.

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

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

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 6 Each.

Permanent Survey Markers, Type II placed in urban areas should be placed in sidewalk areas or within the raceway between the sidewalk and curb & gutter. The marker shall be placed as shown on District Standard 66.2. The sidewalk shall be placed around the marker and flush with the top.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. The bottom of the marker shall be 5'-0" below the ground surface.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal and vertical coordinates must be derived by GPS and the elevation derived by a closed level circuit. The Engineer shall submit this information to the Survey Crew.

#### Detector Loop, Special

1. Any Conduit stubs damaged during the surface grinding process shall be replaced in this cost. This shall also include any wire in the conduit required to connect the loops.
2. Any 6'x20' Detector Loop shall have a minimum of three turns of wire and any 6'x6' Detector Loop shall have a minimum of four turns of wire.
3. Detector loops will be measured for payment along the sawed slot in the pavement only.
4. The cables, from the end of the saw cut to the splice in the handhole, shall not be measured for payment and shall be considered to be included in the cost of the Detector Loop.
5. Seven (7) days prior to any work that may affect the operation of the Detector Loops, and for signal timing adjustments to be made for the construction period and appropriate layout of Detector Loops for reinstallation. Notice shall be given to Scott Kullerstrand at the Illinois Department of Transportation, District 2 (815/284-5468).

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

AT & T (Telephone)	Frontier/Citizens (Telephone)
Paetec (Telephone)	MCI World Com (Telephone)
Lightcore (Communication)	MidAmerican Energy Company (Electric/Gas)
AT & T Cable of Iowa (CATV)	Mediacom (CATV)
City of East Moline (Water & Sewer)	Rapids City Village Office (Water & Sewer)

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:

Village of Hampton (Water & Sewer) Iowa Network Services (Communication)

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.

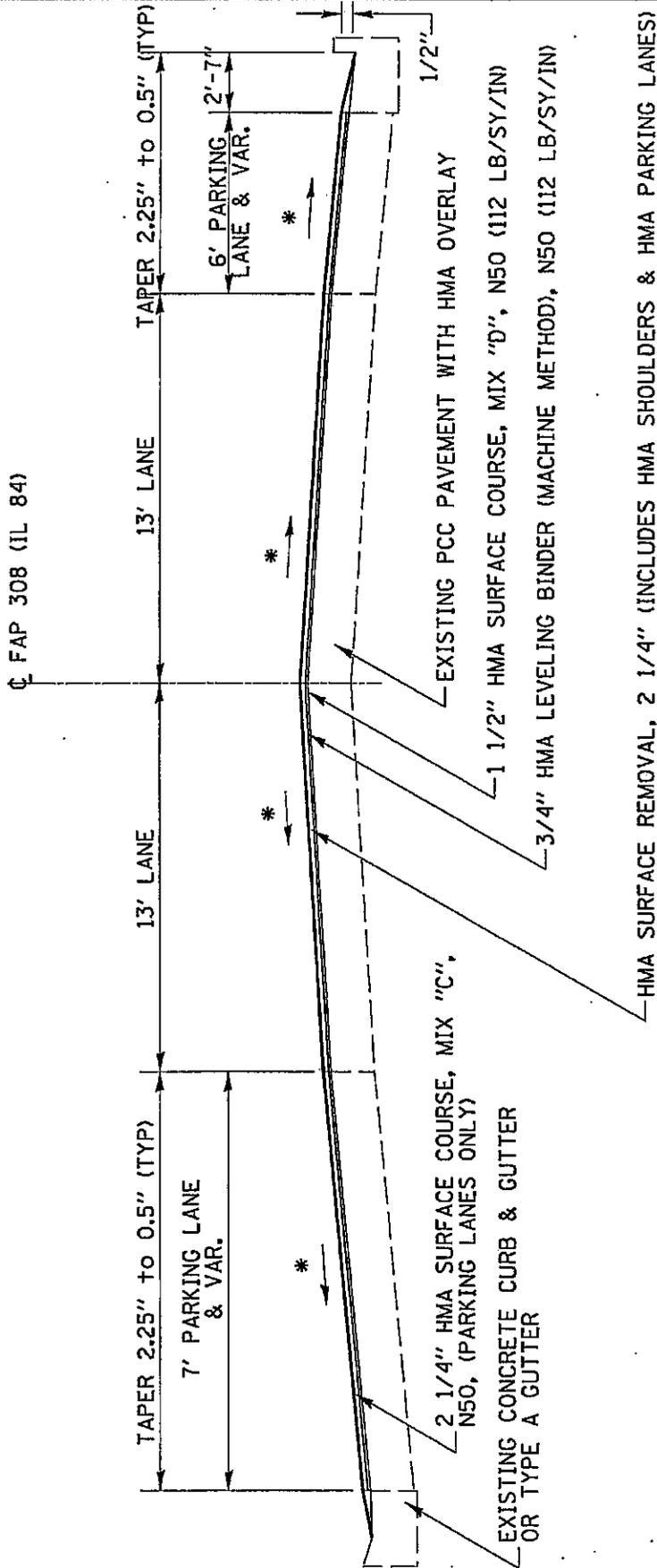
Railroad Flaggers shall be required at all railroad crossings on IL 84 and when working within twenty-five (25) feet of a railroad crossing (IL 84, sideroads, entrances).

Work on this project will be in progress at the same time as work on I-80. Work on these projects shall be scheduled to keep interference between all the projects to a minimum. The Contractors shall inform each other of progress on the projects and give fair warning to the other Contractors when a problem might be encountered.

Based on the load carrying capacity of the AR culvert (SN 081-1072) (Sta. 325+60), the Material Transfer Device (MTD) must be empty in order to cross this culvert.

# TYPICAL SECTION

STA. 214+14 TO STA. 236+65  
 STA. 246+84 TO STA. 276+11



FAP 308 (IL 84)  
 SECTION (111,112,113)RS-2  
 ROCK ISLAND COUNTY  
 CONTRACT # 64F49  
 SHEET 8 OF 54

MAXIMUM 9% SLOPE ON ALL AGGREGATE WEDGE SHOULDERS  
 UNLESS OTHERWISE SPECIFIED

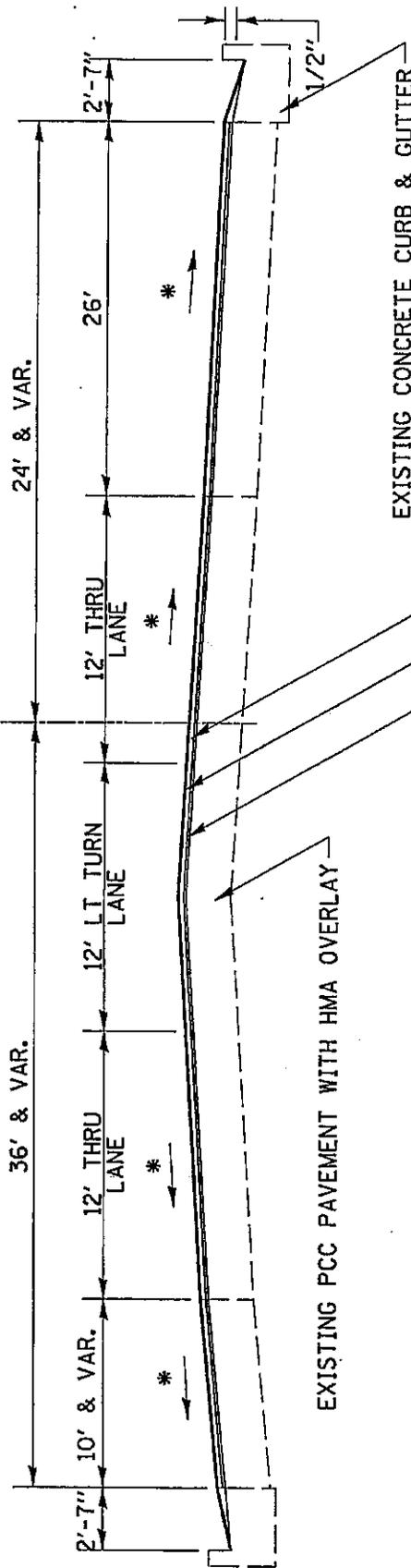
\* MATCH EXISTING SLOPE (MIN. 1/8"/FT)

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SECTION		COUNT		SHEET NO.	
PROJECT NO. 111-112-113-RS-2		SECTION		COUNT		SHEET NO.	
SHEET NO. 8 OF 54		SECTION		COUNT		SHEET NO.	
SHEET NO. 8 OF 54		SECTION		COUNT		SHEET NO.	

# TYPICAL SECTION

MORTON DRIVE INTERSECTION  
 STA. 236+65 TO STA. 246+84

☐ FAP 308 (IL 84)



EXISTING PCC PAVEMENT WITH HMA OVERLAY

3/4" HMA LEVELING BINDER (MACHINE METHOD), N50 (112 LB/SY/IN)

1 1/2" HMA SURFACE COURSE, MIX "D", N50 (112 LB/SY/IN)

HMA SURFACE REMOVAL, 2 1/4" (INCLUDES HMA SHOULDERS & HMA PARKING LANES)

EXISTING CONCRETE CURB & GUTTER

FAP 308 (IL 84)  
 SECTION (111,112,113)RS-2  
 ROCK ISLAND COUNTY  
 CONTRACT # 64F49  
 SHEET 9 OF 54

MAXIMUM 9% SLOPE ON ALL AGGREGATE WEDGE SHOULDERS  
 UNLESS OTHERWISE SPECIFIED

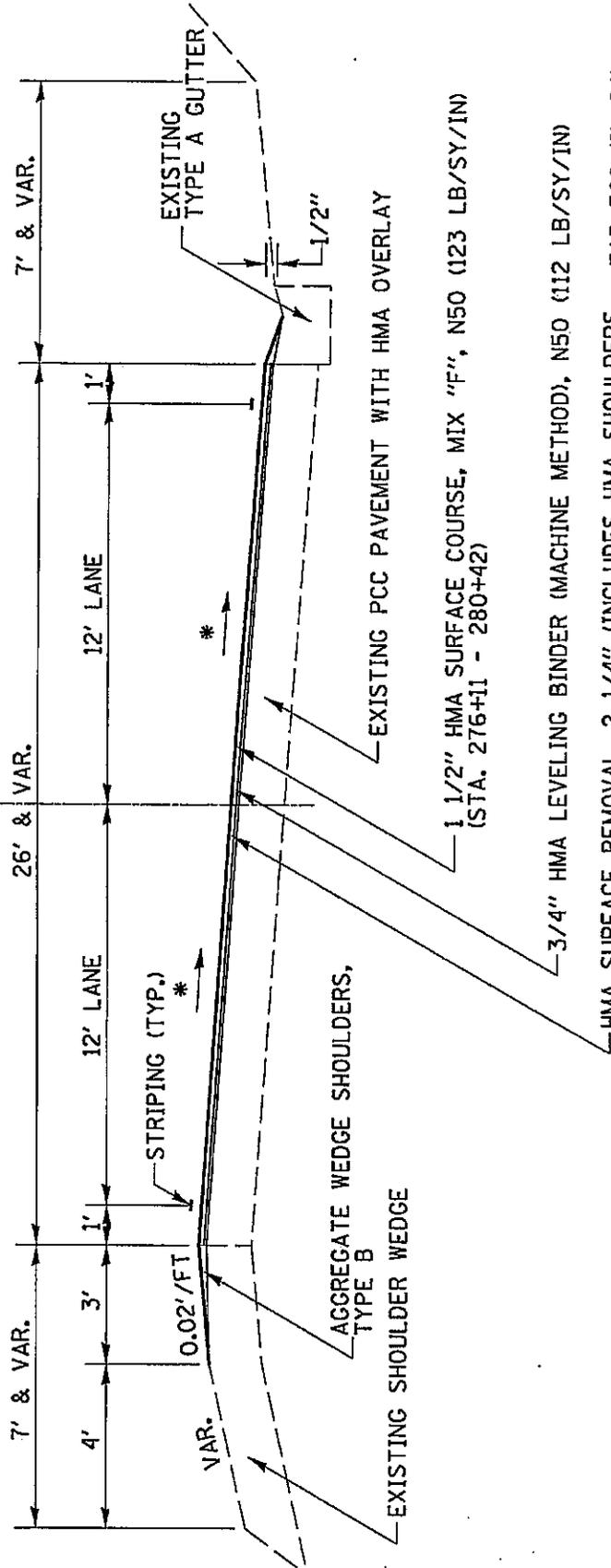
\* MATCH EXISTING SLOPE (MIN. 1/8"/FT)

FILE NO. 1	DESIGN NO. 1	DESIGNED	REVISED	STATE OF ILLINOIS	SCALE: AS SHOWN ON SHEETS	ST. NO.	SECTION	DATE	BY
111-112-113-RS-2	111-112-113-RS-2	11/11/84	11/11/84	DEPARTMENT OF TRANSPORTATION	AS SHOWN ON SHEETS	111-112-113-RS-2	111-112-113-RS-2	11/11/84	J. J. ...

# TYPICAL SECTION

STA. 276+11 TO STA. 280+42

☐ FAP 308 (IL 84)



FAP 308 (IL 84)  
SECTION (11,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 10 OF 54

MAXIMUM 9% SLOPE ON ALL AGGREGATE WEDGE SHOULDERS  
UNLESS OTHERWISE SPECIFIED

\* MATCH EXISTING SLOPE (MIN. 1/8"/FT)

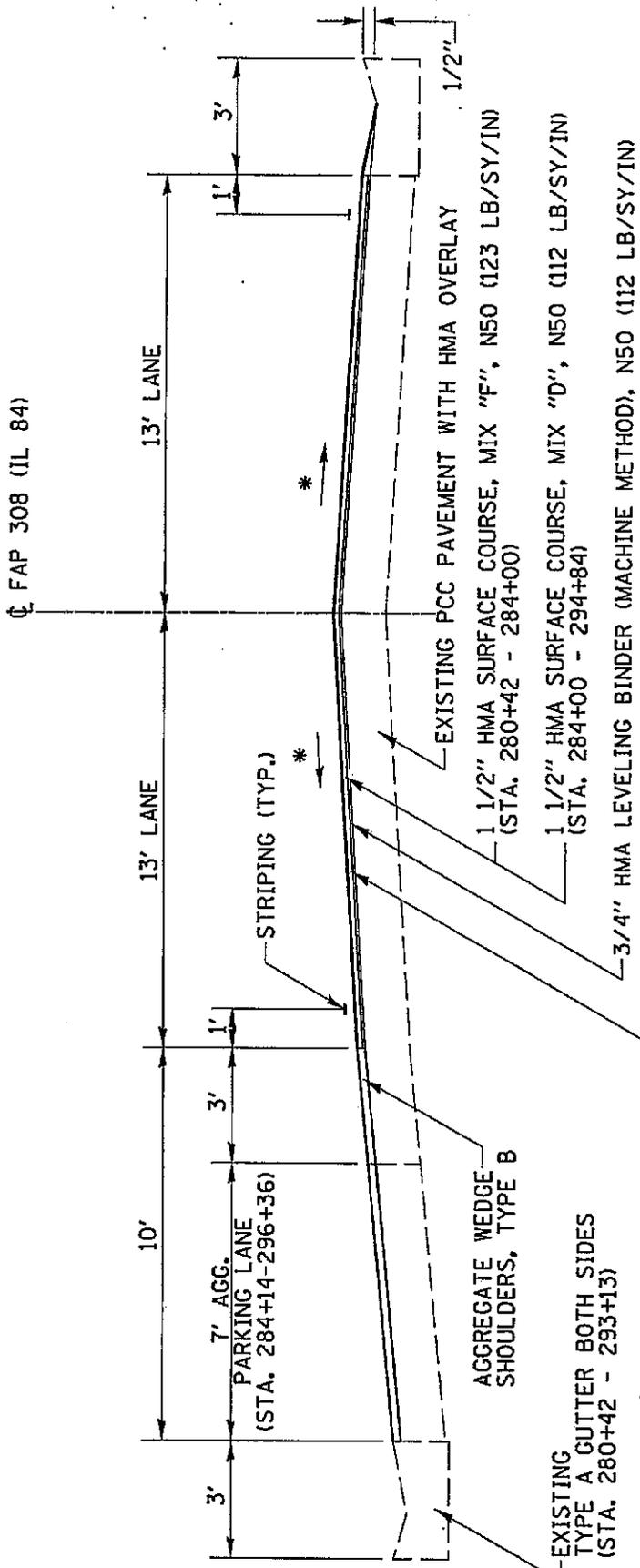
DATE	BY	REVISION

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS

# TYPICAL SECTION

STA. 280+42 TO STA. 294+84



EXISTING TYPE A GUTTER BOTH SIDES (STA. 280+42 - 293+13)

AGGREGATE WEDGE SHOULDERS, TYPE B

10'

7' AGG. PARKING LANE (STA. 284+14 - 296+36)

13' LANE

13' LANE

13' LANE

1 1/2" HMA SURFACE COURSE, MIX "F", N50 (123 LB/SY/IN) (STA. 280+42 - 284+00)

1 1/2" HMA SURFACE COURSE, MIX "D", N50 (112 LB/SY/IN) (STA. 284+00 - 294+84)

3/4" HMA LEVELING BINDER (MACHINE METHOD), N50 (112 LB/SY/IN)

EXISTING PCC PAVEMENT WITH HMA OVERLAY

1/2"

HMA SURFACE REMOVAL, 2 1/4" (INCLUDES HMA SHOULDERS & HMA PARKING LANES)

FAP 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 11 OF 54

\* MATCH EXISTING SLOPE (MIN. 1/8"/FT)

MAXIMUM 9% SLOPE ON ALL AGGREGATE WEDGE SHOULDERS UNLESS OTHERWISE SPECIFIED

FILE NO. 1	DESIGNED	REVISION	SCALE	SHEET NO. OF SHEETS	DATE
111-112-113RS-2	11/15/84	11/15/84	1/4" = 1'	11	11/15/84
PROJECT NO.	CHECKED	DATE	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
111-112-113RS-2	11/15/84	11/15/84	SCALE: AS SHOWN ON SHEETS TO THIS SHEET		
PROJECT NAME	DESIGNED BY	CHECKED BY	SECTION	DATE	SCALE
111-112-113RS-2	11/15/84	11/15/84	SECTION	DATE	SCALE



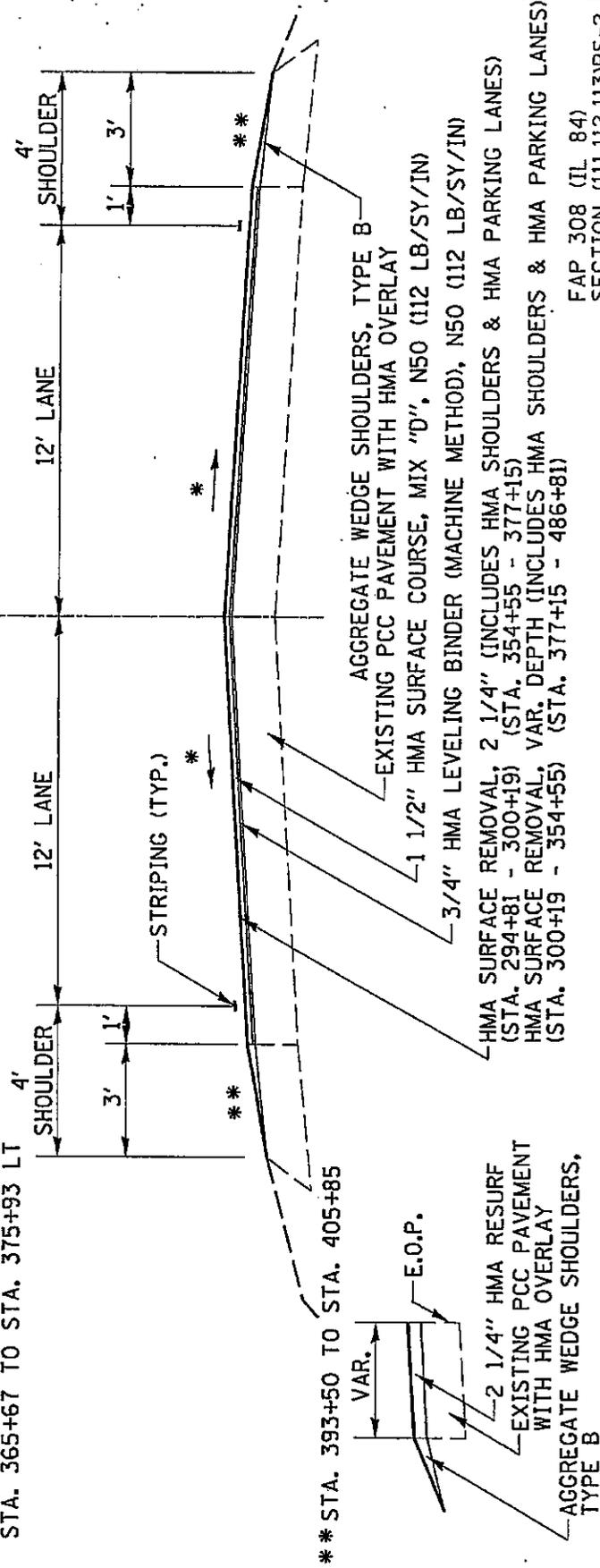
# TYPICAL SECTION

STA. 294+84 TO STA. 451+34  
 STA. 452+48 TO STA. 456+81  
 STA. 475+81 TO STA. 486+81

AREAS OF EXISTING (BRIDGE OMISSION STA 451+34 TO 452+48)  
 TYPE A GUTTER

STA. 296+36 TO STA. 300+19 LT  
 STA. 350+23 TO STA. 352+73 RT  
 STA. 373+93 TO STA. 375+93 RT  
 STA. 365+67 TO STA. 375+93 LT

☉ FAP 308 (IL 84)



\*\* STA. 393+50 TO STA. 405+85

\* MATCH EXISTING SLOPE (MIN. 1/8"/FT) UP TO STA. 300+19 /  
 1.5% SLOPE IN VAR. DEPTH REMOVAL SECTIONS

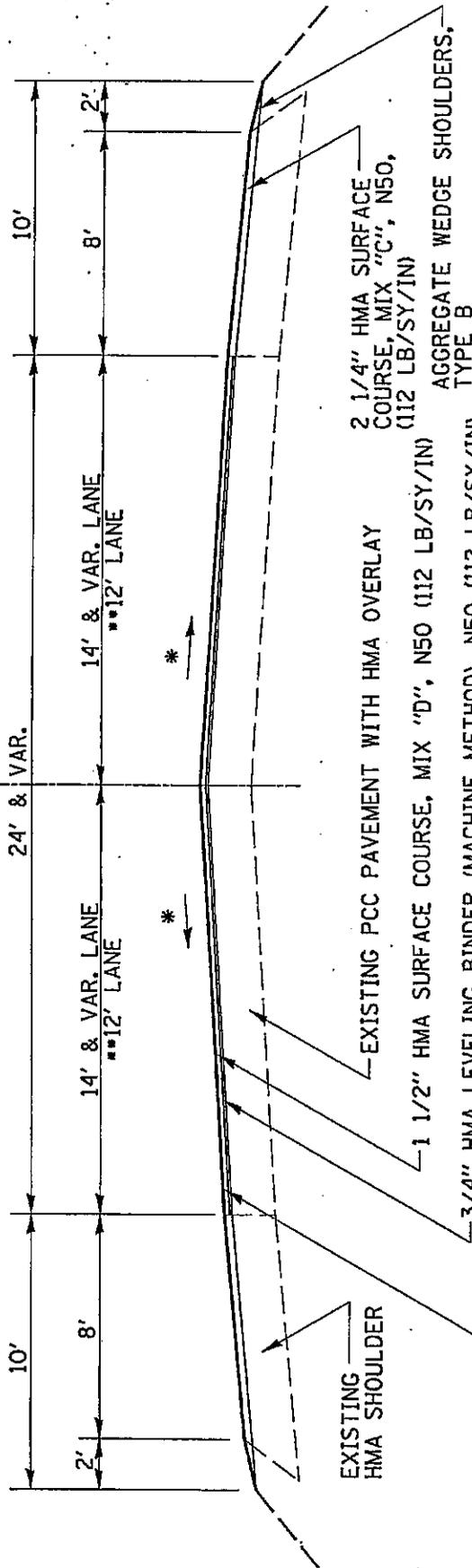
FAP 308 (IL 84)  
 SECTION 111,112,113RS-2  
 ROCK ISLAND COUNTY  
 CONTRACT # 64F49  
 SHEET 13 OF 54

FILE NO.	DATE MADE	DESIGNED	REVISIONS	STATE OF ILLINOIS	SECTION	DATE
PROJECT NO.	DATE CHECKED	DATE	DATE	DEPARTMENT OF TRANSPORTATION	CONTRACT NO.	DATE
POST DATE	DATE	DATE	DATE		CONTRACT NO.	DATE
POST DATE	DATE	DATE	DATE		CONTRACT NO.	DATE

# TYPICAL SECTION

STA. 486+81 TO STA. 508+31  
 STA. 542+65 TO STA. 547+33

☐ FAP 308 (IL 84)



FAP 308 (IL 84)  
 SECTION (111,112,113)RS-2  
 ROCK ISLAND COUNTY  
 CONTRACT # 64F49  
 SHEET 14 OF 54

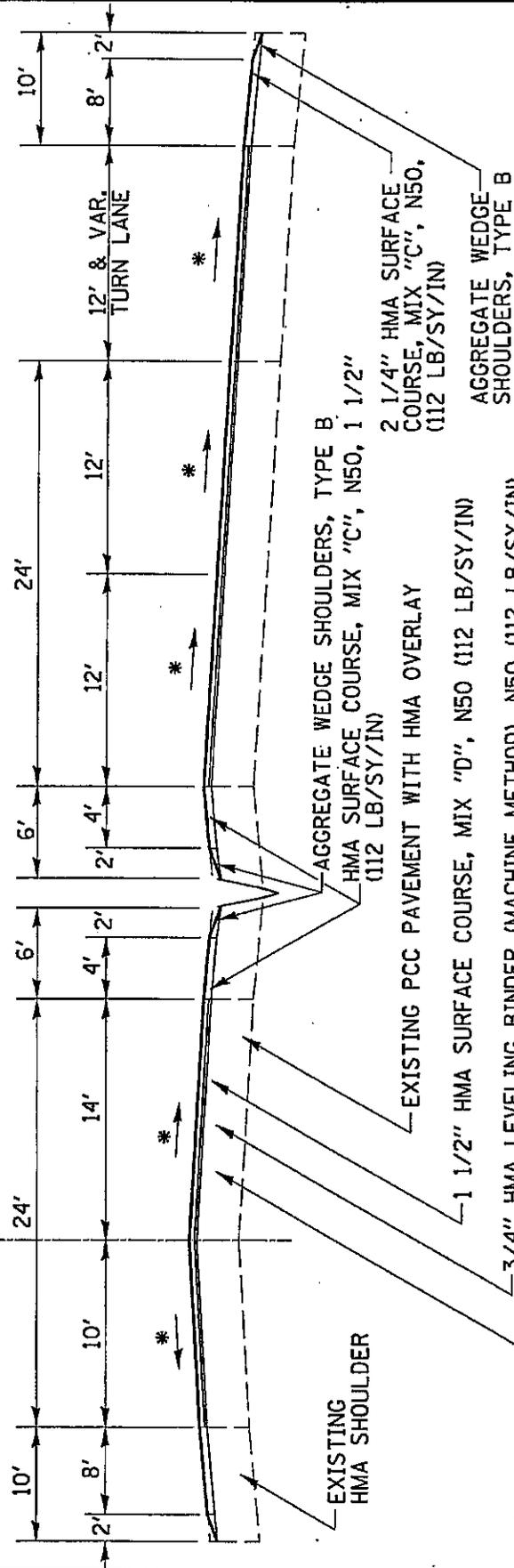
\* MATCH EXISTING SLOPE (MIN. 1/8"/FT)  
 MAXIMUM 9% SLOPE ON ALL AGGREGATE WEDGE SHOULDERS UNLESS OTHERWISE SPECIFIED

FILE NAME	DESIGNED	CHECKED	DATE	STATE OF ILLINOIS	NO. OF SHEETS	SHEET NO.
PROJECT NUMBER	DRAWN	BY/NO	DATE	DEPARTMENT OF TRANSPORTATION	CONTRACT NO.	SECTION
PROJECT TITLE	DESIGNED	BY/NO	DATE		CONTRACT NO.	SECTION
	DESIGNED	BY/NO	DATE		CONTRACT NO.	SECTION

# TYPICAL SECTION

STA. 508+31 TO STA. 518+31  
 STA. 524+81 TO STA. 532+31

☉ FAP 308 (IL 84)



FAP 308 (IL 84)  
 SECTION (11,112,113)RS-2  
 ROCK ISLAND COUNTY  
 CONTRACT # 64F49  
 SHEET 15 OF 54

AGGREGATE WEDGE SHOULDERS, TYPE B  
 HMA SURFACE COURSE, MIX 'C', N50, 1 1/2"  
 2 1/4" HMA SURFACE COURSE, MIX 'C', N50, (112 LB/SY/IN)  
 AGGREGATE WEDGE SHOULDERS, TYPE B  
 EXISTING PCC PAVEMENT WITH HMA OVERLAY  
 1 1/2" HMA SURFACE COURSE, MIX 'D', N50 (112 LB/SY/IN)  
 3/4" HMA LEVELING BINDER (MACHINE METHOD), N50 (112 LB/SY/IN)  
 HMA SURFACE REMOVAL, 2 1/4" (INCLUDES TURN LANES & HMA SHOULDERS)

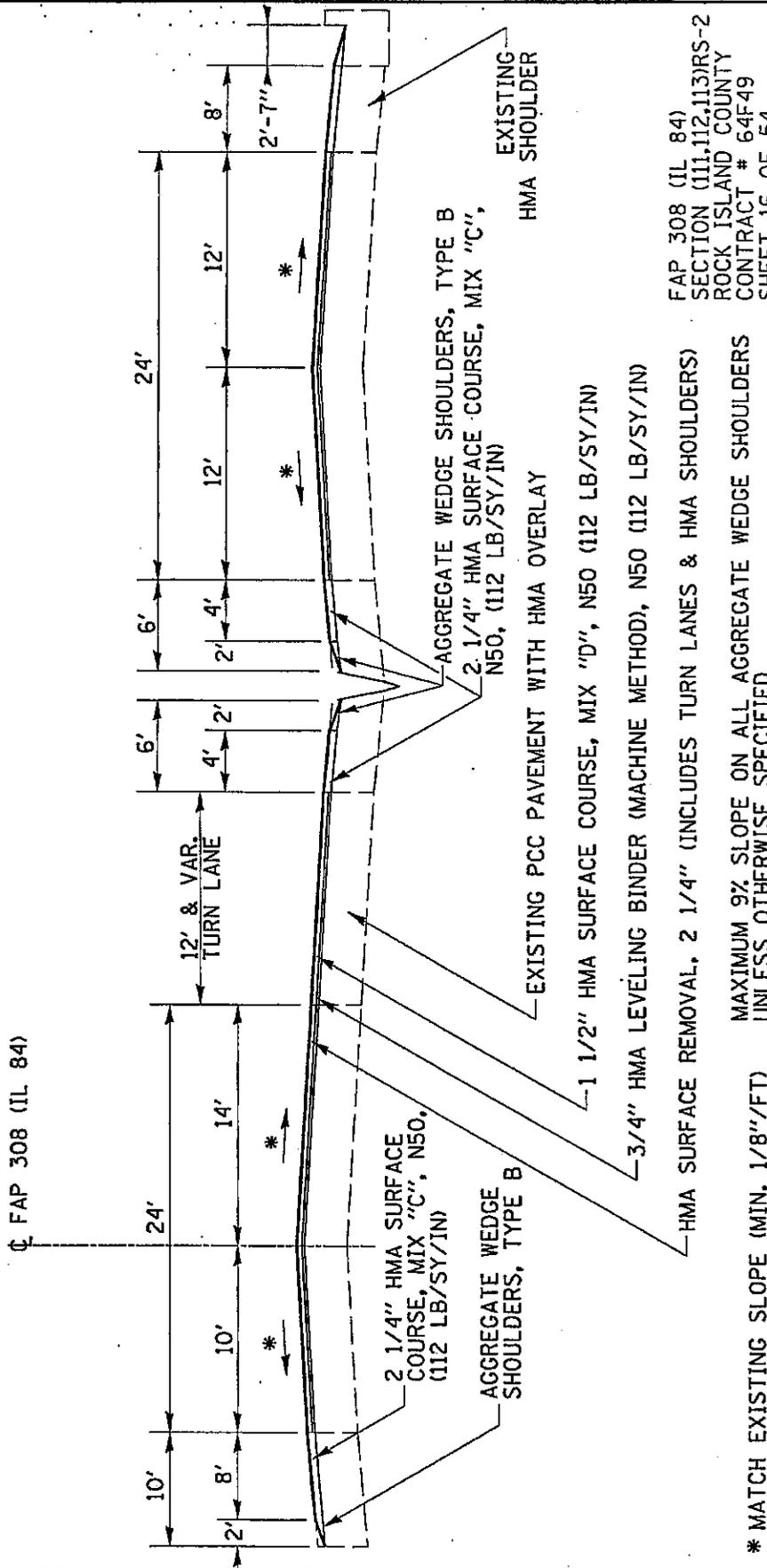
MAXIMUM 9% SLOPE ON ALL AGGREGATE WEDGE SHOULDERS UNLESS OTHERWISE SPECIFIED

\* MATCH EXISTING SLOPE (MIN. 1/8"/FT)

DESIGNED BY	DATE	REVISION	DATE	SCALE	SHEET NO. OF SHEETS	SECTION	COUNTY	PROJECT NO.
STATE OF ILLINOIS								
DEPARTMENT OF TRANSPORTATION								

# TYPICAL SECTION

STA. 518+31 TO STA. 524+81  
 STA. 532+31 TO STA. 542+65

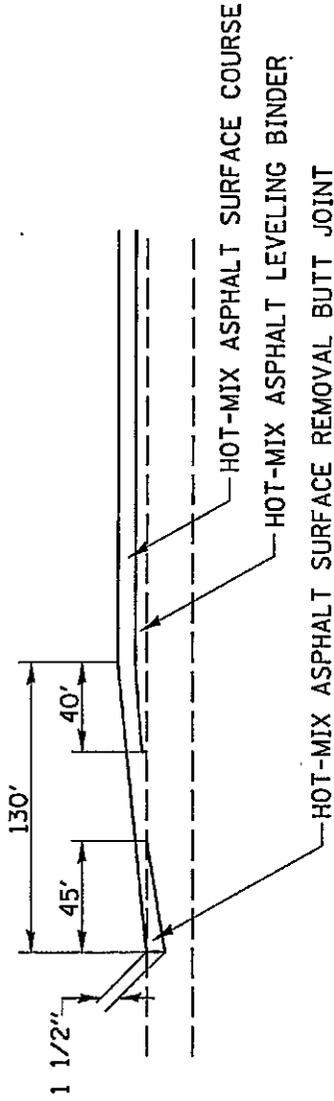


FAP 308 (IL 84)  
 SECTION (11,112,113)RS-2  
 ROCK ISLAND COUNTY  
 CONTRACT # 64F49  
 SHEET 16 OF 54

DESIGNED	DATE	APPROVED	DATE
DRAWN	DATE	CHECKED	DATE
ENGINEER	DATE	REVIEWED	DATE
FILE NAME	PROJECT NO.	SHEET NO.	TOTAL SHEETS
STATE OF ILLINOIS	DEPARTMENT OF TRANSPORTATION	SHEET NO. OF TOTAL SHEETS TO TOTAL PROJECT	

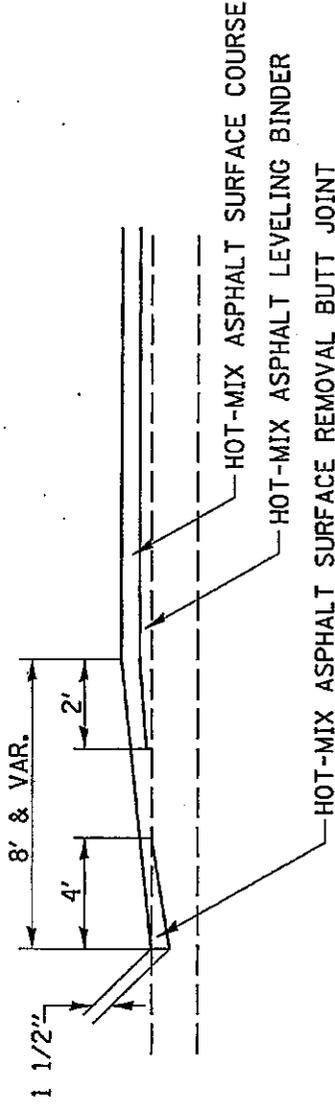
# TYPICAL SECTION

TYPICAL MAINLINE BUTT JOINT



# TYPICAL TRANSITION

TYPICAL SIDEROAD AND ENTRANCE BUTT JOINT



FAP 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 17 OF 54

DESIGNED BY	DATE	REVISIONS	STATE OF ILLINOIS	SHEET NO.	OF SHEETS	SECTION	DATE
CHECKED BY	DATE	REVISIONS	DEPARTMENT OF TRANSPORTATION	17	54	TYPICAL SECTION	11/13/84
SCALE	DATE	REVISIONS					
DATE	DATE	REVISIONS					

SCHEDULE OF QUANTITIES

40600525 LEVELING BINDER (HAND METHOD), N50

<u>TON</u>	<u>LOCATION</u>				<u>REMARKS</u>
150	Sta.	214+14	TO	547+33	
150	<b>TOTAL</b>				

44300100 AREA REFLECTIVE CRACK CONTROL TREATMENT

<u>SQ YD</u>	<u>LOCATION</u>				<u>REMARKS</u>
271.5	Sta.	313+85	TO	314+79	Full Width-Urban
187.8	Sta.	321+30	TO	321+95	Full Width-Urban
145.5	Sta.	329+93	TO	330+43	Full Width-Urban
173.3	Sta.	347+27	TO	347+88	Full Width-Urban
156.5	Sta.	356+92	TO	357+48	Full Width-Urban
223.2	Sta.	360+22	TO	361+00	Full Width-Urban
135.2	Sta.	365+16	TO	365+61	Full Width-Urban
279.3	Sta.	374+34	TO	375+17	Full Width-Urban
794.4	Sta.	439+85	TO	442+60	Full Width-Rural
179.1	Sta.	456+19	TO	456+81	Full Width-Rural
184.5	Sta.	465+90	TO	466+55	Full Width-Rural
645.1	Sta.	489+15	TO	490+60	Full Width-Rural
328.6	Sta.	499+90	TO	500+65	Full Width-Rural
407.5	Sta.	506+90	TO	507+65	Full Width-Rural
40.0	Sta.	522+80	TO	522+95	Full Width-Rural
26.7	Sta.	538+85	TO	538+95	Full Width-Rural
4179	<b>TOTAL</b>				

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

<u>FOOT</u>	<u>LOCATION</u>				<u>REMARKS</u>
51714	Sta.	212+98	TO	385+36	Widening of RT & LT lanes (10'/CL), and Centerline
36873	Sta.	385+36	TO	508+27	Widening of RT & LT lanes (10'/CL), and Centerline
3290	Sta.	508+27	TO	541+17	Along Centerline - NB
2980	Sta.	512+85	TO	542+65	Along Centerline - SB
468	Sta.	542+65	TO	547+33	Along Centerline
530	Sta.	517+51	TO	522+81	Along Left Turn Lane - SB
615	Sta.	531+52	TO	537+67	Along Left Turn Lane - SB
606	Sta.	513+34	TO	519+40	Along Right Turn Lane - NB
627	Sta.	527+20	TO	533+47	Along Right Turn Lane - NB
97703	<b>TOTAL</b>				

48102100 AGGREGATE WEDGE SHOULDERS, TYPE B

<u>TON</u>	<u>LOCATION</u>				<u>WIDTH (FT)</u>	<u>REMARKS</u>
31.1	RT Sta.	214+09	TO	221+36	4	
26.6	RT Sta.	222+00	TO	228+20	4	
3.5	2nd Ave -RT				3	South Radius
3.6	11th St-LT				3	South Radius
11.4	LT Sta.	276+56	TO	280+10	3	
54.5	LT Sta.	283+32	TO	288+41	10	
1.1	2nd Ave-RT				3	North Radius
5.9	11th St-LT				10	North radius
39.8	LT Sta.	288+60	TO	292+31	10	
11.3	Campbell Island Rd				10	North & South Radius
33.9	LT Sta.	293+19	TO	296+36	10	
152.0	RT Sta.	294+82	TO	342+25	3	
3.3	RT Sta.	342+63			3	Barrington Rd South Radius
69.5	LT Sta.	300+19	TO	321+87	3	
3.3	Side Road-LT	322+44			3	
70.7	LT Sta.	322+92	TO	344+95	3	
2.9	1st St. - West				3	
71.3	RT Sta.	343+00	TO	365+20	3	
31.2	LT Sta.	345+56	TO	355+28	3	
2.4	4th St. - West				3	
15.8	LT Sta.	360+24	TO	365+14	3	
2.9	5th St - East				3	
2.1	5th St - West				3	
25.7	RT Sta.	366+07	TO	374+04	3	
2.3	6th St - West				3	
3.0	7th St - East				3	
2.7	7th St - West				3	
7.4	LT Sta.	376+70	TO	378+99	3	
6.9	RT Sta.	376+74	TO	378+88	3	
3.9	8th St - East				3	
3.2	8th St - West				3	
17.9	LT Sta.	379+79	TO	385+36	3	
2.9	LT Sta.	385+36	TO	386+24	3	
17.6	RT Sta.	379+91	TO	385+36	3	

SCHEDULE OF QUANTITIES

48102100 AGGREGATE WEDGE SHOULDERS, TYPE B cont.

TON	LOCATION				WIDTH (FT)	REMARKS
26.1	RT Sta.	385+36	TO	393+50	3	
3.3	9th St - West				3	
40.7	LT Sta.	386+77	TO	399+44	3	
6.7	12th St - West				3	
129.0	LT Sta.	401+74	TO	441+97	3	
26.4	RT Sta.	393+50		405+86	2	
121.8	RT Sta.	405+86	TO	443+86	3	
20.4	LT Sta.	445+00	TO	451+34	3	
5.9	RT Sta.	447+00	TO	448+81	3	
13.7	LT Sta.	452+48	TO	456+71	3	
9.8	RT Sta.	453+79	TO	456+81	3	
2.0	16th St - West				3	
62.9	LT Sta.	457+11	TO	476+70	3	
2.1	17th St - West				3	
31.2	LT Sta.	477+11	TO	486+81	3	
35.3	RT Sta.	475+81	TO	486+81	3	
92.1	LT Sta.	486+81	TO	508+31	2	
92.1	RT Sta.	486+81	TO	508+31	2	
42.9	LT Sta.	508+31	TO	518+31	2	
42.9	RT Sta.	508+31	TO	518+31	2	
14.0	LT Sta.	518+31	TO	524+81	2	
27.9	RT Sta.	518+31	TO	524+81	2	
32.1	LT Sta.	524+81	TO	532+31	2	
32.1	RT Sta.	524+81	TO	532+31	2	
22.2	LT Sta.	532+31	TO	542+65	2	
44.4	RT Sta.	532+31	TO	542+65	2	
10.1	LT Sta.	542+65	TO	547+33	2	
10.1	RT Sta.	542+65	TO	547+33	2	
<b>1744</b>	<b>TOTAL</b>					

60255500 MANHOLES TO BE ADJUSTED

EACH	LOCATION				REMARKS
1	Sta.	233+50	46' LT		Storm-State
1	Sta.	237+97	53' LT		Sanitary-City of East Moline
1	Sta.	240+29	25' RT		Storm-State
1	Sta.	242+76	48' RT		Storm-State
1	Sta.	242+95	70' RT		Sanitary-City of East Moline
1	Sta.	243+00	70' RT		Sanitary-City of East Moline
1	Sta.	243+21	59' RT		Storm-State
1	Sta.	249+60	33' RT		Storm-State
1	Sta.	261+29	14' RT		Storm-State
1	Sta.	261+29	20' RT		Sanitary-City of East Moline
1	Sta.	261+54	20' RT		Sanitary-City of East Moline
1	Sta.	264+42	26' RT		Sanitary-City of East Moline
1	Sta.	267+36	12' RT		Storm-State
1	Sta.	267+45	12' RT		Sanitary-City of East Moline
1	Sta.	268+19	12' RT		Sanitary-City of East Moline
1	Sta.	268+30	12' RT		Sanitary-City of East Moline
1	Sta.	271+33	13' RT		Sanitary-City of East Moline
1	Sta.	284+22	19' LT		Sanitary-City of East Moline
1	Sta.	284+76	@ CL		Sanitary-City of East Moline
1	Sta.	288+51	@ CL		Sanitary-City of East Moline
1	Sta.	292+51	@ CL		Sanitary-City of East Moline
1	Sta.	295+27	@ CL		Sanitary-City of East Moline
1	Sta.	298+59	7' RT		Sanitary-City of East Moline
1	Sta.	360+05	30' LT		State
1	Sta.	360+17	20' LT		State
1	Sta.	365+35	22' RT		State
1	Sta.	371+05	24' LT		State
<b>27</b>	<b>TOTAL</b>				

60260100 INLETS TO BE ADJUSTED

EACH	LOCATION				REMARKS
1	Sta.	221+59	LT		At Engineers Discretion
1	Sta.	227+19	LT		At Engineers Discretion
1	Sta.	233+07	LT		At Engineers Discretion
1	Sta.	233+26	RT		At Engineers Discretion
2	Sta.	246+45	LT & RT		At Engineers Discretion
2	Sta.	248+66	LT & RT		At Engineers Discretion
1	Sta.	250+92	RT		At Engineers Discretion
2	Sta.	259+95	LT & RT		At Engineers Discretion
1	Sta.	278+10	RT		At Engineers Discretion
1	Sta.	20th St.	RT		At Engineers Discretion
1	Sta.	288+29	RT		At Engineers Discretion
1	Sta.	292+13	RT		At Engineers Discretion
2	Sta.	540+18	RT	(NB & SB LN)	At Engineers Discretion
<b>17</b>	<b>TOTAL</b>				

SCHEDULE OF QUANTITIES

60265108 INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL

<u>EACH</u>	<u>LOCATION</u>
5	Entire Project
<b>5</b>	<b>TOTAL</b>

REMARKS  
At Engineers Discretion

60266600 VALVE BOXES TO BE ADJUSTED

<u>EACH</u>	<u>LOCATION</u>		
1	Sta.	229+00	16' LT
1	Sta.	229+00	17' LT
1	Sta.	229+00	18' LT
1	Sta.	230+00	38' LT
1	Sta.	233+50	46' LT
1	Sta.	242+99	53' LT
1	Sta.	242+99	99' RT
1	Sta.	261+41	
1	Sta.	264+43	28' RT
1	Sta.	286+82	3.5' LT
1	Sta.	365+50	36' LT
1	Sta.	365+50	39' LT
1	Sta.	379+43	25' LT
<b>13</b>			

REMARKS

66700305 PERMANENT SURVEY MARKERS, TYPE II

<u>EACH</u>	<u>LOCATION</u>
6	Entire Project
<b>6</b>	<b>TOTAL</b>

REMARKS  
Contact Chief of Surveys

70300100 SHORT-TERM PAVEMENT MARKING

<u>FOOT</u>	<u>LOCATION</u>		<u>4 LIFTS EACH</u>	<u>REMARKS</u>
	<u>WHITE</u>			
100	Sta.	215+85		Railroad "R"
160	Sta.	215+85		Railroad "X"
100	Sta.	231+59		Railroad "R"
160	Sta.	231+59		Railroad "X"
100	Sta.	227+09		Railroad "R"
160	Sta.	227+09		Railroad "X"
100	Sta.	246+05		RT Turn Arrows
200	Sta.	244+38		RT & LT Turn Arrows
200	Sta.	243+68		RT & LT Turn Arrows
200	Sta.	242+33		RT & LT Turn Arrows
200	Sta.	241+63		RT & LT Turn Arrows
100	Sta.	240+19		RT Turn Arrows
100	Sta.	8+70	Morton Dr	LT Turn Arrow
100	Sta.	9+40	Morton Dr	LT Turn Arrow
100	Sta.	10+70	Morton Dr	LT Turn Arrow
100	Sta.	11+45	Morton Dr	LT Turn Arrow
100	Sta.	535+47		LT Turn Arrow
100	Sta.	533+17		LT Turn Arrow
100	Sta.	531+18		RT Turn Arrow
100	Sta.	528+98		RT Turn Arrow
100	Sta.	521+04		LT Turn Arrow
100	Sta.	519+04		LT Turn Arrow
100	Sta.	578+18		RT Turn Arrow
100	Sta.	512+30		RT Turn Arrow
34	Sta.	547+75 TO	546+92	R Northbound - Edgeline
566	Sta.	546+75 TO	532+60	R Northbound - Edgeline
1718	Sta.	547+76 TO	504+82	R Southbound - Edgeline
591	Sta.	532+16 TO	519+57	R Northbound With Returns - Edgeline
586	Sta.	518+13 TO	503+49	R Northbound - Edgeline
105	RT Sta.	246+16 TO	243+54	Turn Lane Line
46	RT Sta.	244+49 TO	243+34	Turn Lane Line
44	LT Sta.	242+62 TO	241+53	Turn Lane Line
94	LT Sta.	242+48 TO	240+12	Turn Lane Line
44	Sta.	11+48 TO	10+38	Morton Dr. Turn Lane Line
40	Sta.	9+60 TO	8+59	7th Avenue Turn Lane Line
64	Sta.	9+60 TO	8+00	7th Avenue Turn Lane Line
107	Sta.	535+77 TO	533+10	R Turn Lane Line
98	Sta.	531+79 TO	529+34	R Turn Lane Line
106	Sta.	521+79 TO	519+13	R Turn Lane Line
99	Sta.	517+79 TO	515+32	R Turn Lane Line
576	Morton Dr. - NW Quadrant			White Stop Bar - 3 Stripes Wide
624	Morton Dr. - NE Quadrant			White Stop Bar - 3 Stripes Wide
588	Morton Dr. - SW Quadrant			White Stop Bar - 3 Stripes Wide
552	Morton Dr. - SE Quadrant			White Stop Bar - 3 Stripes Wide

SCHEDULE OF QUANTITIES

70300100 SHORT-TERM PAVEMENT MARKING cont.

FOOT	LOCATION				REMARKS
144	RT Sta.	216+09			White Stop Bar - 3 Stripes Wide
144	RT Sta.	215+59			White Stop Bar - 3 Stripes Wide
144	LT Sta.	227+33			White Stop Bar - 3 Stripes Wide
144	LT Sta.	226+83			White Stop Bar - 3 Stripes Wide
144	RT Sta.	231+83			White Stop Bar - 3 Stripes Wide
144	RT Sta.	231+34			White Stop Bar - 3 Stripes Wide
144	RT Sta.	229+49			White Stop Bar - 3 Stripes Wide
144	LT Sta.	229+18			White Stop Bar - 3 Stripes Wide
144	RT Sta.	213+09			White Stop Bar - 3 Stripes Wide
432	Sta.	532+28		R	I-80 Off Ramp- White Stop Bar - 3 Stripes Wide
396	Sta.	518+39		R	I-80 Off Ramp- White Stop Bar - 3 Stripes Wide
<b>11785 SUBTOTAL WHITE</b>					
	<u>YELLOW</u>				
568	Sta.	300+10 TO	285+14		Skip Dash
40	Sta.	265+14 TO	284+14		Skip Dash
281	Sta.	284+14 TO	277+11		Skip Dash
80	Sta.	277+11 TO	275+12		Skip Dash
1131	Sta.	275+12 TO	246+85		Skip Dash
136	Sta.	246+85 TO	243+44		Skip Dash
60	Sta.	12+00 TO	10+50	Morton Dr	Skip Dash
296	Sta.	13+85 TO	12+00	Morton Dr	Median Skip Dash
55	Sta.	242+52 TO	241+15		Skip Dash
504	Sta.	242+52 TO	237+98		Median Skip Dash
974	Sta.	237+98 TO	213+63		Skip Dash
26	Sta.	213+63 TO	212+98		Skip Dash
80	Sta.	547+76 TO	545+76	R	Skip Dash
526	Sta.	545+76 TO	532+60	R	Skip Dash
539	Sta.	532+10 TO	518+62	R	Skip Dash
532	Sta.	518+13 TO	504+82	R	Skip Dash
4778	Sta.	504+82 TO	385+36	R	Skip Dash
2721	Sta.	385+36 TO	317+33		Skip Dash
689	Sta.	317+33 TO	300+10		Skip Dash
<b>14048 SUBTOTAL YELLOW</b>					
<b>25833 TOTAL - WHITE AND YELLOW</b>					

70300220 TEMPORARY PAVEMENT MARKING LINE - 4"

FOOT	LOCATION				REMARKS
	<u>WHITE</u>				
608	Sta.	507+86 TO	504+82	R	Southbound
874	Sta.	507+86 TO	503+49	R	Northbound
338	LT Sta.	504+82 TO	503+62	R	With Returns
2808	RT Sta.	503+33 TO	489+81	R	With Returns
24860	LT Sta.	503+33 TO	385+36	R	With Returns
1164	LT Sta.	385+36 TO	379+54		With Returns
22130	RT Sta.	489+81 TO	385+36	R	With Returns
1164	RT Sta.	385+36 TO	379+35		With Returns
520	LT Sta.	379+30 TO	376+70		With Returns
492	RT Sta.	379+16 TO	376+70		With Returns
6780	LT Sta.	351+23 TO	317+33		
6756	RT Sta.	351+23 TO	317+45		
1002	RT Sta.	322+16 TO	317+33		With Returns
3446	RT Sta.	317+33 TO	300+10		
3446	LT Sta.	317+33 TO	300+10		
<b>76368 SUBTOTAL WHITE</b>					
	<u>YELLOW</u>				
608	Sta.	507+86 TO	504+82	R	Double Solid
5973	Sta.	504+82 TO	385+36	R	Skip Dash
433	Sta.	385+36 TO	376+70		
1695	Sta.	351+23 TO	317+33		Skip Dash
<b>8709 SUBTOTAL YELLOW</b>					
<b>85097 TOTAL - WHITE AND YELLOW</b>					

70300250 TEMPORARY PAVEMENT MARKING LINE - 8"

FOOT	LOCATION				REMARKS
	<u>WHITE</u>				
344	LT Sta.	442+97 TO	444+69		
344	TOTAL				

70300280 TEMPORARY PAVEMENT MARKING LINE - 24"

FOOT	LOCATION				REMARKS
	<u>WHITE</u>				
72	Sta.	532+28			I-80 Off Ramp
66	Sta.	518+39			I-80 Off Ramp
138	TOTAL				

SCHEDULE OF QUANTITIES

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

<u>SQ.FT</u>	<u>LOCATION</u>	<u>WHITE</u>			<u>REMARKS</u>
8.3	Sta.	215+85			Railroad "R"
13.3	Sta.	215+85			Railroad "X"
8.3	Sta.	231+59			Railroad "R"
13.3	Sta.	231+59			Railroad "X"
8.3	Sta.	227+09			Railroad "R"
13.3	Sta.	227+09			Railroad "X"
8.3	Sta.	246+05			RT Turn Arrows
16.7	Sta.	244+38			RT & LT Turn Arrows
16.7	Sta.	243+68			RT & LT Turn Arrows
16.7	Sta.	242+33			RT & LT Turn Arrows
16.7	Sta.	241+83			RT & LT Turn Arrows
8.3	Sta.	240+19			RT Turn Arrows
8.3	Sta.	8+70	Morton Dr		LT Turn Arrow
8.3	Sta.	9+40	Morton Dr		LT Turn Arrow
8.3	Sta.	10+70	Morton Dr		LT Turn Arrow
8.3	Sta.	11+45	Morton Dr		LT Turn Arrow
8.3	Sta.	535+47			LT Turn Arrow
8.3	Sta.	533+17			LT Turn Arrow
8.3	Sta.	531+18			RT Turn Arrow
8.3	Sta.	528+88			RT Turn Arrow
8.3	Sta.	521+04			LT Turn Arrow
8.3	Sta.	519+04			LT Turn Arrow
8.3	Sta.	578+18			RT Turn Arrow
8.3	Sta.	512+30			RT Turn Arrow
2.8	Sta.	547+76	TO	546+92	Northbound - Edgeline
47.2	Sta.	546+75	TO	532+60	Northbound - Edgeline
143.1	Sta.	547+76	TO	504+82	Southbound - Edgeline
49.2	Sta.	532+16	TO	519+57	Northbound With Returns - Edgeline
48.8	Sta.	518+13	TO	503+49	Northbound - Edgeline
8.7	RT Sta.	246+16	TO	243+54	Turn Lane Line
3.8	RT Sta.	244+49	TO	243+34	Turn Lane Line
3.6	LT Sta.	242+82	TO	241+53	Turn Lane Line
7.9	LT Sta.	242+48	TO	240+12	Turn Lane Line
3.7	Sta.	11+48	TO	10+38	Turn Lane Line
3.4	Sta.	9+60	TO	8+59	Turn Lane Line
5.3	Sta.	9+60	TO	8+00	Turn Lane Line
8.9	Sta.	535+77	TO	533+10	Turn Lane Line
8.2	Sta.	531+77	TO	529+34	Turn Lane Line
8.9	Sta.	521+79	TO	519+13	Turn Lane Line
8.2	Sta.	517+79	TO	515+32	Turn Lane Line
48.0	Morton Dr. - NW Quadrant				White Stop Bar - 3 Stipes Wide
52.0	Morton Dr. - NE Quadrant				White Stop Bar - 3 Stipes Wide
49.0	Morton Dr. - SW Quadrant				White Stop Bar - 3 Stipes Wide
46.0	Morton Dr. - SE Quadrant				White Stop Bar - 3 Stipes Wide
12.0	RT Sta.	216+09			White Stop Bar - 3 Stipes Wide
12.0	RT Sta.	215+59			White Stop Bar - 3 Stipes Wide
12.0	LT Sta.	227+33			White Stop Bar - 3 Stipes Wide
12.0	LT Sta.	226+83			White Stop Bar - 3 Stipes Wide
12.0	RT Sta.	231+83			White Stop Bar - 3 Stipes Wide
12.0	RT Sta.	231+34			White Stop Bar - 3 Stipes Wide
12.0	RT Sta.	229+49			White Stop Bar - 3 Stipes Wide
12.0	LT Sta.	229+18			White Stop Bar - 3 Stipes Wide
12.0	RT Sta.	213+09			White Stop Bar - 3 Stipes Wide
36.0	Sta.	532+28			I-80 Off Ramp- White Stop Bar - 3 Stipes Wide
33.0	Sta.	518+39			I-80 Off Ramp- White Stop Bar - 3 Stipes Wide
<u>982 SUBTOTAL WHITE</u>					

SCHEDULE OF QUANTITIES

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

<u>SQ FT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>YELLOW</u>				
49.9	Sta. 300+11	TO	285+14		Skip Dash
3.3	Sta. 285+14	TO	284+14		Skip Dash
23.4	Sta. 284+14	TO	277+11		Skip Dash
6.6	Sta. 277+11	TO	275+12		Skip Dash
94.2	Sta. 275+12	TO	246+85		Skip Dash
11.4	Sta. 246+85	TO	243+44		Skip Dash
5.0	Sta. 12+00	TO	10+50	Morton Dr	Skip Dash
24.7	Sta. 13+85	TO	12+00	Morton Dr	Median Skip Dash
4.6	Sta. 242+52	TO	241+15		Skip Dash
42.0	Sta. 242+52	TO	237+98		Median Skip Dash
61.2	Sta. 237+98	TO	213+63		Skip Dash
2.2	Sta. 213+63	TO	212+98		Skip Dash
6.7	Sta. 547+76	TO	545+76		Skip Dash
43.9	Sta. 545+76	TO	532+60		Skip Dash
44.9	Sta. 532+10	TO	516+62		Skip Dash
44.4	Sta. 518+13	TO	504+82		Skip Dash
398.2	Sta. 504+82	TO	317+33		Skip Dash
57.4	Sta. 317+33	TO	300+10		Skip Dash
<u>944 SUBTOTAL YELLOW</u>					
<u>1926 TOTAL - WHITE AND YELLOW</u>					

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

<u>SQ FT</u>	<u>LOCATION</u>				<u>REMARKS</u>
7	Sta. 215+85				Railroad "R"
54	Sta. 215+85				Railroad "X" - 20'
7	Sta. 231+59				Railroad "R"
54	Sta. 231+59				Railroad "X" - 20'
7	Sta. 227+09				Railroad "R"
54	Sta. 227+09				Railroad "X" - 20'
16	Sta. 246+05				RT Turn Arrows
31	Sta. 244+36				RT & LT Turn Arrows
31	Sta. 243+68				RT & LT Turn Arrows
31	Sta. 242+33				RT & LT Turn Arrows
31	Sta. 241+63				RT & LT Turn Arrows
16	Sta. 240+19				RT Turn Arrows
16	Sta. 8+70			Mortan Dr	LT Turn Arrow
16	Sta. 9+40			Mortan Dr	LT Turn Arrow
16	Sta. 10+70			Mortan Dr	LT Turn Arrow
16	Sta. 11+45			Mortan Dr	LT Turn Arrow
<u>402 TOTAL</u>					

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

<u>FOOT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>WHITE</u>				
4600	Sta. 300+11	TO	277+11		White Edge Line LT & RT
257	Sta. 246+16	TO	243+59		White Island
341	Sta. 246+84	TO	243+43		White Island
61	7th Avenue				NW Island
77	Morton Drive				NE Island
358	Sta. 242+43	TO	238+85		White Island
76	Morton Drive				SE Island
74	7th Avenue				SW Island
<u>5846 SUBTOTAL WHITE</u>					
	<u>YELLOW</u>				
374	Sta. 300+11	TO	285+14		Skip Dash
125	Sta. 285+14	TO	284+14		Solid and Skip Dash
1406	Sta. 284+14	TO	277+11		Double Solid
249	Sta. 277+11	TO	275+12		Solid and Skip Dash
707	Sta. 275+12	TO	246+85		Skip Dash
682	Sta. 246+85	TO	243+44		Double Solid
300	Sta. 12+00	TO	10+50	Morton Dr	Double Solid
740	Sta. 13+85	TO	12+00	Morton Dr	Median
274	Sta. 242+52	TO	241+15		Double Solid
1260	Sta. 242+52	TO	237+98		Double Solid - Around Median
609	Sta. 237+98	TO	213+63		Skip Dash
130	Sta. 213+63	TO	212+98		Double Solid
<u>6856 SUBTOTAL YELLOW</u>					
<u>12702 TOTAL - WHITE AND YELLOW</u>					

SCHEDULE OF QUANTITIES

78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"

FOOT	LOCATION	REMARKS
	<u>WHITE</u>	
52	IL 84 - NW Quadrant	Crosswalk
52	IL 84 - NE Quadrant	Crosswalk
44	IL 84 - SE Quadrant	Crosswalk
50	IL 84 - SW Quadrant	Crosswalk
76	IL 84 - North	Crosswalk
72	Morton Drive - East	Crosswalk
76	IL 84 - South	Crosswalk
72	Morton Drive - West	Crosswalk
494	TOTAL - WHITE	

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

FOOT	LOCATION	REMARKS
	<u>WHITE</u>	
262	RT Sta. 246+16 TO 243+54	
185	RT Sta. 244+49 TO 243+34	
94	Morton Dr.	NE Island
101	Morton Dr.	NW Island
125	Morton Dr.	SE Island
94	Morton Dr.	SW Island
109	LT Sta. 242+62 TO 241+53	
236	LT Sta. 242+48 TO 240+12	
110	Sta. 11+48 TO 10+38	Morton Dr.
101	Sta. 9+60 TO 8+59	7th Avenue
160	Sta. 9+60 TO 8+00	7th Avenue
1577	TOTAL	

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

FOOT	LOCATION	REMARKS
	<u>WHITE</u>	
110	RT Shoulder South of Morton Drive	
111	RT Shoulder North of Morton Drive	
149	LT Shoulder North of Morton Drive	
31	Morton Dr. - NW Island	
39	Morton Dr. - NE Island	
40	Morton Dr. - SW Island	
55	Morton Dr. - SE Island	
535	SUBTOTAL WHITE	
	<u>YELLOW</u>	
147	Median South of Morton Drive	
78	Median - Morton Drive East	
225	SUBTOTAL YELLOW	
760	TOTAL - WHITE AND YELLOW	

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

FOOT	LOCATION	REMARKS
	<u>WHITE</u>	
48	Morton Dr. - NW Quadrant	White Stop Bar
52	Morton Dr. - NE Quadrant	White Stop Bar
49	Morton Dr. - SW Quadrant	White Stop Bar
46	Morton Dr. - SE Quadrant	White Stop Bar
12	RT Sta. 216+09	White Stop Bar
12	RT Sta. 215+59	White Stop Bar
12	LT Sta. 227+33	White Stop Bar
12	LT Sta. 226+83	White Stop Bar
12	RT Sta. 231+83	White Stop Bar
12	RT Sta. 231+34	White Stop Bar
12	RT Sta. 229+49	White Stop Bar
12	LT Sta. 229+18	White Stop Bar
12	RT Sta. 213+09	White Stop Bar
303	TOTAL	

78001100 PAINT PAVEMENT MARKING- LETTERS AND SYMBOLS

SQ FT	LOCATION	REMARKS
31	Sta. 535+47	LT Turn Arrow
31	Sta. 533+17	LT Turn Arrow
31	Sta. 531+18	RT Turn Arrow
31	Sta. 528+88	RT Turn Arrow
31	Sta. 521+04	LT Turn Arrow
31	Sta. 519+04	LT Turn Arrow
31	Sta. 578+18	RT Turn Arrow
31	Sta. 512+30	RT Turn Arrow
250	TOTAL	

SCHEDULE OF QUANTITIES

78001110 PAIN T PAVEMENT MARKING - LINE 4"

<u>FOOT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>WHITE</u>				
168	Sta.	547+76	TO	546+92	Northbound
2830	Sta.	546+75	TO	532+60	Northbound
7980	Sta.	547+76	TO	507+86	Southbound
608	Sta.	507+86	TO	504+82	Southbound
1477*2	Sta.	532+16	TO	519+57	Northbound With Returns
2054	Sta.	518+13	TO	507+86	Northbound
874	Sta.	507+86	TO	503+49	Northbound
338	LT Sta.	504+82	TO	503+62	With Returns
2808	RT Sta.	503+33	TO	489+81	With Returns
24860	LT Sta.	503+33	TO	385+36	With Returns
1164	LT Sta.	385+36	TO	379+54	With Returns
22130	RT Sta.	489+81	TO	385+36	With Returns
1164	RT Sta.	385+36	TO	379+35	With Returns
520	LT Sta.	379+30	TO	376+70	With Returns
140	LT Sta.	376+70	TO	376+51	With Returns
2194	LT Sta.	376+29	TO	365+70	With Returns
492	RT Sta.	379+16	TO	376+70	With Returns
38	RT Sta.	376+70	TO	376+51	With Returns
1120	RT Sta.	376+29	TO	371+10	With Returns
1130	RT Sta.	370+89	TO	365+55	With Returns
2882	LT Sta.	365+44	TO	351+23	With Returns
6780	LT Sta.	351+23	TO	317+33	
1126	RT Sta.	365+32	TO	359+95	With Returns
1714	RT Sta.	359+80	TO	351+23	
6756	RT Sta.	351+23	TO	317+45	
1002	RT Sta.	322+16	TO	317+33	With Returns
3446	RT Sta.	317+33	TO	300+10	
3446	LT Sta.	317+33	TO	300+10	
<u>99764 SUBTOTAL WHITE</u>					
	<u>YELLOW</u>				
100	Sta.	547+76	TO	545+76	Skip Dash
2632	Sta.	545+76	TO	532+60	Double Solid
2696	Sta.	532+10	TO	518+62	Double Solid
2054	Sta.	518+13	TO	507+86	Double Solid
608	Sta.	507+86	TO	504+82	Double Solid
5973	Sta.	504+82	TO	385+36	Skip Dash
433	Sta.	385+36	TO	376+70	
1274	Sta.	376+70	TO	351+23	
1695	Sta.	351+23	TO	317+33	Skip Dash
861	Sta.	317+33	TO	300+11	Skip Dash
<u>18326 SUBTOTAL YELLOW</u>					
<u>118090 TOTAL - WHITE AND YELLOW</u>					

78001130 PAIN T PAVEMENT MARKING - LINE 6"

<u>FOOT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>WHITE</u>				
172	Sta.	376+56			Crosswalk - 7th St.
268	Sta.	365+63			Crosswalk - 5th St.
<u>440 TOTAL - WHITE</u>					

78001140 PAIN T PAVEMENT MARKING - LINE 8"

<u>FOOT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>WHITE</u>				
534	Sta.	535+77	TO	533+10	
490	Sta.	531+79	TO	529+34	
532	Sta.	521+79	TO	519+13	
494	Sta.	517+79	TO	515+32	
344	LT Sta.	442+97	TO	444+69	
<u>2394 TOTAL</u>					

78001180 PAIN T PAVEMENT MARKING - LINE 24"

<u>FOOT</u>	<u>LOCATION</u>				<u>REMARKS</u>
	<u>WHITE</u>				
72	Sta.	532+28			I-80 Off Ramp
66	Sta.	518+39			I-80 Off Ramp
<u>138 TOTAL</u>					

SCHEDULE OF QUANTITIES

78100100 RAISED REFLECTIVE PAVEMENT MARKER

<u>EACH</u>	<u>LOCATION</u>				<u>REMARKS</u>
9	Sta. 212+93	TO	214+15		1 way - Amber @ around painted median
30	Sta. 214+15	TO	237+99		2 way - Amber @ CL
20	Sta. 237+99	TO	241+52		1 way - Amber @ around painted median
8	Sta. 241+52	TO	242+53		2 way - Amber @ CL painted median
7	Sta. 240+12	TO	242+85		1 way - Crystal along right turn lane
4	Sta. 241+52	TO	242+65		1 way - Crystal along left turn lane
20	Sta. 243+43	TO	246+84		2 way - Amber @ CL painted median
4	Sta. 243+32	TO	244+44		1 way - Crystal along left turn lane
9	Sta. 243+17	TO	246+17		1 way - Crystal along right turn lane
174	Sta. 246+84	TO	385+36		2 way - Amber @ CL
157	Sta. 385+36	TO	510+27		2 way - Amber @ CL
193	Sta. 385+36	TO	539+00		1 way - Crystal @ CL - NB
35	Sta. 514+00	TO	542+00		1 way - Crystal @ CL - SB
5	Sta. 516+20	TO	517+80		1 way - Crystal @ Right Turn Lane - NB
5	Sta. 528+79	TO	531+70		1 way - Crystal @ Right Turn Lane - NB
6	Sta. 542+65	TO	546+92		2 way - Amber @ CL
<b>686</b>	<b>TOTAL</b>				

78300100 PAVEMENT MARKING REMOVAL

<u>SQ FT</u>	<u>LOCATION</u>				<u>REMARKS</u>
16	Sta. 8+70		Mortan Dr		LT Turn Arrow
16	Sta. 9+40		Mortan Dr		LT Turn Arrow
16	Sta. 10+70		Mortan Dr		LT Turn Arrow
16	Sta. 11+45		Mortan Dr		LT Turn Arrow
100	Sta. 12+00	TO	10+50	Morton Dr	Double Solid
247	Sta. 13+85	TO	12+00	Morton Dr	Median
36	Morton Drive - East				Crosswalk
36	Morton Drive - West				Crosswalk
63	Morton Dr.				NE Island
67	Morton Dr.				NW Island
83	Morton Dr.				SE Island
63	Morton Dr.				SW Island
31	Morton Dr. - NW Island				
39	Morton Dr. - NE Island				
40	Morton Dr. - SW Island				
55	Morton Dr. - SE Island				
78	Median - Morton Drive East				
96	Morton Dr. - NW Quadrant				White Stop Bar
104	Morton Dr. - NE Quadrant				White Stop Bar
98	Morton Dr. - SW Quadrant				White Stop Bar
92	Morton Dr. - SE Quadrant				White Stop Bar
<b>1390</b>	<b>TOTAL</b>				

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

<u>EACH</u>	<u>LOCATION</u>				<u>REMARKS</u>
200	Sta. 214+15	TO	385+36		
135	Sta. 385+36	TO	547+33		
20	Contingency Quantity				At Engineers Discretion
<b>355</b>	<b>TOTAL</b>				

88600400 DETECTOR LOOP, SPECIAL

<u>FOOT</u>	<u>LOCATION</u>	<u>REMARKS</u>
310	Intersection of Morton Drive Morton Drive - LT	At Engineers Discretion/Only if Mill & Resurface
340	Morton Drive - RT	At Engineers Discretion/Only if Mill & Resurface
330	IL 84 - SB	
340	IL 84 - NB	
<b>1320</b>	<b>TOTAL</b>	

# HOT MIX ASPHALT SCHEDULE

STATIONING	REMARKS	LENGTH (FT.)	WIDTH		BIT SHOULDER AREA (SQ. FT.)	PAVEMENT AREA (SQ. YD.)	* BIT PRIME (TON)	* AGG PRIME (TON)	LEV. BIND. (M.M.) N50 (TON)	H.M.A. SURF. CSE. MIX "C", N50 (TON)	H.M.A. SURF. CSE. MIX "D", N50 (TON)	H.M.A. SURF. CSE. MIX "F", N50 (TON)
			MAINLINE (FT.)	BIT SHLD (FT.)								
214+14	GRIND 2.25" VAR. WIDTH	83	26			2849	0.18	0.47	17.7		26.6	
214+97	GRIND 2.25"	308	26			8008	0.51	1.33	49.8		74.7	
218+05	GRIND 2.25"	101	26			2826	0.17	0.44	16.3		24.5	
219+06	GRIND 2.25"	207	26			5382	0.34	0.90	33.5		50.2	
221+13	GRIND 2.25"	66	26			1713	0.11	0.29	10.7		16.0	
221+79	GRIND 2.25"	50	26			1300	0.08	0.22	8.1		12.1	
222+29	GRIND 2.25"	279	26			7254	0.46	1.21	45.1		67.7	
225+08	GRIND 2.25"	374	26			9733	0.62	1.62	60.6		90.8	
228+82	GRIND 2.25"	45	26			1170	0.07	0.19	7.3		10.9	
229+27	RR OMISSION											
229+39	GRIND 2.25"	45	26			1170	0.07	0.20	7.3		10.9	
229+84	GRIND 2.25"	360	26			9950	0.59	1.56	58.2		87.3	
233+44	GRIND 2.25"	321	26			8347	0.53	1.39	51.9		77.9	
236+65	GRIND 2.25"	615	24 & VAR			23400	1.49	3.90	145.6		218.4	
242+80	GRIND 2.25"	37	38			2653	0.17	0.44	16.5		24.8	
243+17	GRIND 2.25"	367	38			12994	0.83	2.17	80.9		121.3	
246+84	GRIND 2.25"	272	26			7012	0.45	1.17	43.6		65.4	
249+66	GRIND 2.25"	157	26			4074	0.26	0.68	25.4		38.0	
251+13	GRIND 2.25"	233	26			6061	0.39	1.01	37.7		56.6	
253+46	GRIND 2.25"	131	26			3421	0.22	0.57	21.3		31.9	
258+47	GRIND 2.25"	486	26			12630	0.80	2.10	78.6		117.9	
259+63	GRIND 2.25"	178	26			4640	0.29	0.77	28.9		43.3	
261+41	GRIND 2.25"	303	26			7872	0.50	1.31	49.0		73.5	
264+44	GRIND 2.25"	286	26			7443	0.47	1.24	46.3		69.5	
267+30	GRIND 2.25"	29	26			750	0.05	0.12	4.7		7.0	
267+59	GRIND 2.25"	38	26			852	0.06	0.16	6.0		9.1	
267+97	GRIND 2.25"	33	26			972	0.05	0.14	5.3		8.0	
268+30	GRIND 2.25"	319	26			8297	0.53	1.38	51.6		77.4	
271+49	GRIND 2.25"	124	26			3251	0.21	0.54	20.2		30.3	
272+73	GRIND 2.25"	273	26			7016	0.45	1.17	43.7		65.5	
275+46	GRIND 2.25"	65	26			1752	0.11	0.29	10.9		16.4	
276+11	GRIND 2.25"	431	26			11779	0.75	1.96	73.3		113.5	120.7
280+42	GRIND 2.25"	358	26			10320	0.66	1.72	64.2		105.8	
284+00	GRIND 2.25"	439	26			12159	0.77	2.03	75.7		113.5	
288+39	GRIND 2.25"	433	26			12001	0.76	2.00	74.7		112.0	
292+72	GRIND 2.25"	212	26			5879	0.37	0.98	36.6		54.9	
294+84	GRIND 2.25"	527	26			14400	0.92	2.40	89.6		134.4	
300+11	TRANSITION TO PROFILE GRIND	39	26			801	0.05	0.13	5.0		7.5	
300+50	PROFILE GRIND	2450	26			63561	4.04	10.59	395.5		593.2	
305+00	PROFILE GRIND	1500	26			38836	2.47	6.47	241.6		362.5	
340+00	PROFILE GRIND	1078	26			27770	1.76	4.63	172.8		259.2	
350+78	TRANSITION TO 2.25" GRIND	45	26			1163	0.07	0.19	7.2		10.9	
351+23	GRIND 2.25"	182	27			4984	0.32	0.83	31.0		46.5	
353+05	GRIND 2.25"	45	27			1152	0.19	0.49	10.7		15.2	
353+50	GRIND 2.25"	648	26			16848	1.07	2.81	104.8		157.2	
359+98	GRIND 2.25"	555	26			14430	0.92	2.41	89.8		134.7	
365+53	GRIND 2.25"	545	26			14170	0.90	2.36	88.2		132.3	
370+98	GRIND 2.25"	540	26			14040	0.89	2.34	87.4		131.0	
376+38	GRIND 2.25"	32	26			832	0.05	0.14	5.2		7.8	

# HOT MIX ASPHALT SCHEDULE

STATIONING	REMARKS	LENGTH (FT.)	WIDTH		BIT SHOULDER AREA (SQ. FT.)	PAVEMENT AREA (SQ. YD.)	* BIT PRIME (TON)	* AGG PRIME (TON)	LEV. BIND. (M.M.) N50 (TON)	H.M.A. SURF. CSE. MIX "C", N50 (TON)	H.M.A. SURF. CSE. MIX "D", N50 (TON)	H.M.A. SURF. CSE. MIX "F", N50 (TON)
			MAINLINE (FT.)	BIT SHLD (FT.)								
376+70 - 377+15	TRANSITION TO PROFILE GRIND	45	26			1170	0.20	0.20	7.3		10.9	
377+15 - 379+28	PROFILE GRIND URBAN ENDS	213	26		5538	615	0.35	0.92	34.5		51.7	
379+28	PROFILE GRIND	608	26		15808	1756	1.00	2.63	98.4		147.5	
SUBTOTAL-URBAN/MAINLINE												
IL 84 MAINLINE - RURAL												
385+36 - 386+50	RURAL BEGINS PROFILE GRIND	114	26		2964	329	0.19	0.49	18.4		27.7	
386+50 - 393+51	PROFILE GRIND	701	26		18226	2025	1.16	3.04	113.4		170.1	
393+51 - 399+43	PROFILE GRIND	582	26	10	15392	1710	0.98	2.57	95.8	77.5	143.7	
399+43 - 400+73	PROFILE GRIND	130	26	10	1343	149	0.21	0.56	21.0	18.8	31.5	
400+73 - 402+29	PROFILE GRIND	156	26	10	1608	179	0.26	0.68	25.2	22.5	37.9	
402+29 - 405+85	PROFILE GRIND	356	26	10	3121	347	0.59	1.54	57.6	43.7	86.4	
405+85 - 426+15	PROFILE GRIND	2030	26		9256	1028	3.42	8.97	334.7	0.0	502.1	
426+15 - 431+71	PROFILE GRIND	566	26		63795	6977	0.92	2.41	89.9	0.0	134.9	
431+71 - 441+56	PROFILE GRIND	985	26		14456	1606	1.63	4.27	159.4	0.0	239.0	
441+56 - 446+34	PROFILE GRIND	478	26	3	25610	2846	0.79	2.07	77.3	53.5	116.0	
446+34 - 450+89	PROFILE GRIND	455	26	8	12428	1381	0.75	1.97	73.5	0.0	110.4	
450+89 - 451+34	PROFILE GRIND	45	26	16	11830	1314	0.07	0.20	7.3	10.1	10.9	
451+34 - 452+48	BRIDGE				720	80						
452+48 - 452+93	OMMISSION PROFILE GRIND	114	26									
452+93 - 454+50	PROFILE GRIND	45	26	16	1170	130	0.07	0.20	7.3	10.1	10.9	
454+50 - 456+20	PROFILE GRIND	157	26	16	2512	279	0.26	0.68	25.4	38.1	41.3	
456+20 - 456+81	PROFILE GRIND	170	26	16	2720	302	0.28	0.74	27.5	35.2	38.1	
456+81 - 457+03	PROFILE GRIND	61	26	16	976	108	0.10	0.26	9.9	13.7	14.8	
457+03 - 475+81	PROFILE GRIND	22	26	8	176	20	0.04	0.10	3.6	2.5	5.3	
475+81 - 476+90	PROFILE GRIND	1878	26	8	15024	1669	3.10	8.14	303.8	210.3	455.7	
476+90 - 486+81	PROFILE GRIND	109	26	8	872	97	0.18	0.47	17.6	12.2	26.5	
486+81 - 488+81	PROFILE GRIND	991	26	16	944	105	1.64	4.29	160.3	13.2	240.5	
488+81 - 503+52	TAPER 26' - 24' PROFILE GRIND	200	24 & VAR	6	3200	356	0.83	0.83	31.1	44.8	46.7	
503+52 - 504+81	PROFILE GRIND	1471	24 & VAR	6	23536	2615	2.24	5.88	219.4	329.5	329.0	
504+81 - 507+86	END PROFILE GRIND	129	24 & VAR	6	2064	229	0.24	0.62	28.2	28.9	34.9	
507+86 - 508+31	TRANSITION TO FULL 2-1/4" GRIND	305	24 & VAR	4	4880	542	0.55	1.43	53.5	68.3	80.3	
508+31 - 513+81	GRIND 2.25"	45	24 & VAR	4	1698	189	0.11	0.28	10.5	10.1	15.8	
513+81 - 518+31	GRIND 2.25"	550	48	8	13200	1467	1.88	4.40	164.3	184.8	246.4	
518+31 - 524+81	GRIND 2.25"	450	48	8	10800	1200	3.60	3.60	134.4	151.2	201.6	
524+81 - 532+31	GRIND 2.25"	650	48	6	15600	1733	1.98	5.20	194.1	218.4	291.2	
532+31 - 533+01	GRIND 2.25"	750	48	8	18000	2000	2.29	6.00	224.0	252.0	336.0	
533+01 - 538+91	GRIND 2.25"	70	48	24	1680	187	0.21	0.56	20.9	23.5	31.4	
538+91 - 542+65	GRIND 2.25"	590	48	6	14160	1573	1.80	4.72	176.2	198.2	264.3	
542+65 - 546+51	GRIND 2.25"	374	48	4	876	997	1.14	2.99	111.7	125.7	167.6	
546+51 - 547+33	GRIND 2.25"	370	34	4	5920	658	0.04	0.11	4.2	4.0	6.3	
547+33 - 548+84	GRIND 2.25"	82	26	4	11810	1312	0.75	1.97	73.5	82.9	110.2	
SUBTOTAL RURAL MAINLINE												
TURN LANES - RURAL												
441+97 - 448+84	PROFILE GRIND	687	12		5983	665	0.38	1.00	37.2		55.8	

# HOT MIX ASPHALT SCHEDULE

STATIONING	REMARKS	LENGTH (FT.)	WIDTH		PAVEMENT AREA (SQ. FT.)	BIT SHOULDER AREA (SQ. FT.)	* BIT PRIME (TON)	* AGG PRIME (TON)	LEV. BIND. (M.M.) N50 (TON)	H.M.A. SURF. CSE. MIX "C", N50 (TON)	H.M.A. SURF. CSE. MIX "D", N50 (TON)	H.M.A. SURF. CSE. MIX "F", N50 (TON)
			MAINLINE (FT.)	BIT SHLD (FT.)								
513+36 - 518+96	NB RT TN LN GRIND 2.25"	560	12		6441		0.41	1.07	40.1		60.1	
517+81 - 522+81	SB LT TN LN GRIND 2.25"	500	12		7786		0.49	1.30	48.4		72.7	
527+31 - 533+49	NB RT TN LN GRIND 2.25"	618	12		6254		0.40	1.04	38.9		58.4	
531+56 - 537+63	SB LT TN LN GRIND 2.25"	607	12		8053		0.51	1.34	50.1		75.2	
SUBTOTAL RURAL TURN LANES					34516		2.2	5.8	214.8	0.0	322.2	
TURN LANES - URBAN												
214+14 - 214+23	SB RT TURN GRIND 2.25"	9	10.5		96		0.01	0.02	0.6		0.9	
238+46 - 242+80	NB RT TURN GRIND 2.25"	434	12		5925		0.38	0.99	36.9		55.3	
239+23 - 242+80	NB LT TURN GRIND 2.25"	357	12		4291		0.27	0.72	26.7		40.0	
243+17 - 246+40	SB RT TURN GRIND 2.25"	323	12		8048		0.51	1.34	50.1		75.1	
243+17 - 246+84	SB LT TURN GRIND 2.25"	367	12		3345		0.21	0.56	20.8		31.2	
SUBTOTAL URBAN TURN LANES					21704		1.4	3.6	135		203	
PARKING LANES - RURAL												
393+90 - 405+75	RT	1185	10' & VAR	3	2838		0.18	0.47		39.7		
SUBTOTAL RURAL PARKING LANES					2838		0.2	0.5	0	40		
PARKING LANES - URBAN												
214+14 - 228+82	RT	1468	6' & VAR		11571		0.74	1.93		162.0		
228+82 - 229+27	RT	45	6' & VAR		353		0.02	0.06		4.9		
229+39 - 236+65	RT	726	6' & VAR		5715		0.36	0.95		80.0		
236+65 - 237+23	RT	58	6' & VAR		59		0.03	0.09		7.5		
247+46 - 267+30	RT	1984	7' & VAR		13321		0.85	2.22		186.5		
267+30 - 275+06	RT	776	6' & VAR		4865		0.31	0.81		68.1		
214+72 - 228+82	LT	1410	7' & VAR		11360		0.72	1.89		159.0		
228+82 - 229+27	LT	45	7' & VAR		280		0.02	0.05		3.9		
229+39 - 236+65	LT	726	7' & VAR		5975		0.38	1.00		83.7		
236+65 - 237+23	LT	58	7' & VAR		485		0.03	0.08		6.8		
243+17 - 247+23	LT	406	7' & VAR		3442		0.22	0.57		48.2		
246+40 - 267+30	LT	2090	7' & VAR		14536		0.92	2.42		203.5		
267+30 - 275+43	LT	813	7' & VAR		5113		0.32	0.85		71.6		
283+31 - 298+36	LT	1305	10' & VAR		12682		0.32	0.85		71.6		
SUBTOTAL URBAN PARKING LANES					90232		4.9	12.9	0	1086		
TOTAL URBAN					0		36	93	3007	1086	4305	227
TOTAL RURAL					164428	18270	34	89	3298	2342	4947	0
GRAND TOTAL					1106489	122943	70	182	6306	3427	9252	227

\* ADDITIONAL QUANTITIES ON SIDE ROADS & ENTRANCE SCHEDULE

# HOT MIX ASPHALT SCHEDULE

## SIDE ROADS

ROAD NAME & STATIONING	REMARKS	WIDTH			AREA		BIT MTL PRIME (TON)	AGG. PRIME (TON)	TEMP. RAMP (SQ. YD.)	HMA SURF REM 2.25" (SQ. YD.)	H.M.A. SURF REM BUTT JOINT (SQ. YD.)	2-1/4" HMA SURF SURFACE (TON)
		EOP TO JOINT (FT.)	WIDTH (FT.)	RADIUS (FT.)	(SQ. FT.)	(SQ. YD.)						
URBAN												
- 221+79	LT GRIND 2.25"	18	25	12	306.4	34.0	0.01	0.05	10.4	34.0		5.2
- 230+00	LT GRIND 2.25"	25	30	28	636.4	70.7	0.02	0.11	12.5	70.7		10.9
- 233+21	LT GRIND 2.25"	48	34	20	1450.1	161.1	0.05	0.24	14.0	161.1		24.8
- 233+44	RT GRIND 2.25"	30	21	22	643.3	71.5	0.02	0.11	8.8	71.5		11.0
- 236+40	RT GRIND 2.25"	28	36	22	1241.1	137.9	0.04	0.21	15.0	137.9		21.2
- 237+61	LT GRIND 2.25"	62	25	42	2447.9	272.0	0.08	0.41	10.4	272.0		41.9
- 242+99	RT ENGR DISCRETION	95	39	74	4492.1	499.1	0.14	0.75	16.3	499.1		76.9
- 242+99	LT ENGR DISCRETION	131	35	94	4183.1	464.8	0.13	0.70	14.6	464.8		71.6
- 246+99	LT GRIND 2.25"	47	22	36	987.1	109.7	0.03	0.16	9.2	109.7		16.9
- 249+56	RT GRIND 2.25"	36	20	14	1288.1	143.1	0.04	0.21	8.3	143.1		22.0
- 251+13	LT GRIND 2.25"	31	29	12	1297.1	144.1	0.04	0.22	12.1	144.1		22.2
- 253+46	LT GRIND 2.25"	55	21	14	1379.2	153.2	0.04	0.23	8.8	153.2		23.6
- 254+77	RT GRIND 2.25"	34	20	0	710.2	78.9	0.02	0.12	8.1	78.9		12.2
- 259+63	LT GRIND 2.25"	9	23	0	207.0	23.0	0.01	0.03	9.6	23.0		3.5
- 261+41	RT GRIND 2.25"	20	10	0	279.0	31.0	0.01	0.05	4.2	31.0		4.8
- 263+06	RT GRIND 2.25"	9	10	0	291.3	32.4	0.01	0.05	4.2	32.4		5.0
- 264+44	RT GRIND 2.25"	32	30	31	1180.5	131.2	0.04	0.20	12.5	131.2		20.2
- 266+00	LT GRIND 2.25"	VAR	VAR	VAR	3569.0	398.8	0.11	0.60	25.4	398.8		61.4
- 267+59	RT GRIND 2.25"	39	30	48	1800.5	200.1	0.06	0.30	12.5	200.1		30.8
- 268+30	LT GRIND 2.25"	25	29	12	853.3	94.8	0.03	0.14	12.1	94.8		14.6
- 271+49	RT GRIND 2.25"	27	43	19	1674.6	186.1	0.05	0.28	17.9	186.1		28.7
- 272+73	LT GRIND 2.25"	12	51	12	1926.0	214.0	0.06	0.32	21.3	214.0		33.0
- 275+46	RT GRIND 2.25"	36	30	24	1803.3	200.4	0.05	0.30	12.5	200.4		30.9
- 275+95	LT GRIND 2.25"	34	21	25	1464.2	162.7	0.05	0.24	8.8	162.7		25.1
- 279+53	RT GRIND 2.25"	27	27		487.8	54.2	0.02	0.08	11.3	54.2		8.3
- 282+09	LT GRIND 2.25"	19	41	23	658.8	73.2	0.02	0.11	17.1	73.2		11.3
- 288+39	RT GRIND 2.25"	23	15		400.6	44.5	0.01	0.07	6.3	44.5		6.9
- 292+72	LT GRIND 2.25"	27	28	35	1481.4	164.6	0.05	0.25	11.7	164.6		25.3
- 322+44	LT ENGR DISCRETION	27	32	36	1444.3	160.5	0.05	0.24	13.3	160.5		24.7
- 342+65	RT ENGR DISCRETION	37	24	34	1670.5	183.6	0.05	0.28	10.0	183.6	88.9	28.6
- 345+26	LT	32	20	30	896.8	99.6	0.03	0.15	8.3	99.6	66.7	26.6
- 359+98	LT GRIND 2.25"	25	23	27	980.5	108.9	0.03	0.16	9.6	108.9	55.6	15.3
- 365+53	LT GRIND 2.25"	25	23	20	748.7	83.0	0.02	0.12	9.6	83.0		16.8
- 365+65	RT ENGR DISCRETION	42	25	24	1499.2	166.6	0.05	0.25	10.4	166.6		25.7
- 370+88	LT GRIND 2.25"	27	18	27	928.5	103.2	0.03	0.15	7.5	103.2		15.9

# HOT MIX ASPHALT SCHEDULE

## SIDE ROADS

ROAD NAME & STATIONING	REMARKS	EOP TO JOINT (FT.)		WIDTH (FT.)		RADIUS (FT.)		AREA (SQ. FT.)		BIT MTL PRIME (TON)	AGG. PRIME (TON)	TEMP. RAMP (SQ. YD.)	HMA SURF REM 2.25" (SQ. YD.)	H.M.A. SURF REM BUTT JOINT (SQ. YD.)	2-1/4" INC. HMA SURFACE (TON)	
		EOP TO JOINT (FT.)		WIDTH (FT.)		RADIUS (FT.)		AREA (SQ. FT.)								
		TOP	END	LEFT	RIGHT	LEFT	RIGHT	LEFT	RIGHT							
- 376+38 RT	GRIND 2.25"	27	27	22	23	23	910.1	101.1	0.03	0.15	9.2	101.1			15.6	
- 376+38 LT	GRIND 2.25"	27	27	22	27	27	978.7	108.7	0.03	0.16	9.2	108.7			16.7	
- 379+28 RT	GRIND 2.25"	40	40	26	32	32	1840.4	204.5	0.06	0.31	10.8		72.2		31.5	
- 379+35 LT	GRIND 2.25"	32	32	22	29	29	1029.2	114.4	0.03	0.17	9.2		61.1		17.6	
<b>URBAN ENDS (STA. 385+36) - RURAL BEGINS</b>																
<b>SUBTOTAL URBAN</b>										52084	5787	442.5	5022.6	344.4	891.2	
9TH STREET	386+50 LT	ENGR DISCRETION	26	51	-	-	2418.5	268.7	0.08	0.40	21.3		141.7		41.4	
12TH STREET	400+73 LT	GRIND 2.25"	47	18	-	-	3316.14	368.5	0.11	0.55	7.5		50.0		56.7	
12TH STREET	400+73 RT	GRIND 2.25"	76.8	18	-	-	2035.23	226.1	0.06	0.34	7.5		50.0		34.8	
LIGHTHOUSE LANDING	429+15 LT	ENGR DISCRETION	18	59	-	-	1596	177.3	0.05	0.27	24.6		163.9		27.3	
LIGHTHOUSE LN	431+71 LT	GRIND 2.25"	21	83	-	-	1082	120.2	0.03	0.18	34.6		230.6		18.5	
16TH STREET	457+03 LT	GRIND 2.25"	27	12	-	-	685	76.1	0.02	0.11	5.0		33.3		11.7	
17TH STREET	476+90 LT	GRIND 2.25"	27	13	-	-	607.36	67.5	0.02	0.10	5.4		36.1		10.4	
SYCAMORE ROAD	503+52 LT	GRIND 2.25"	44	55	0	0	1872.0	208.0	0.06	0.31	22.9		152.8		32.0	
SYCAMORE ROAD	503+52 RT	GRIND 2.25"	50	25	13	13	1277.1	141.9	0.04	0.21	10.4		69.4		21.9	
2ND AVE	538+13 LT	GRIND 2.25"	30	32	32	32	1399.5	155.5	0.04	0.23	13.3	155.5			23.9	
20TH STREET	547+33 RT	GRIND 2.25"	35	32	32	32	1559.5	173.3	0.05	0.26	13.3	173.3			26.7	
<b>PROJECT ENDS (STA. 547+33)</b>																
<b>SUBTOTAL RURAL</b>										17848	1983	166	329	928	305	
<b>GRAND TOTAL</b>										2.2	11.7	608.3	5351.3	1272.2	1196.6	

\* ADDITIONAL QUANTITIES ON HMA MAINLINE SCHEDULE

# HOT MIX ASPHALT SCHEDULE

## ENTRANCE SCHEDULE

40600200 40600300 40800050

STATIONING	TYPE	E.O.P TO R.O.W (FT)	WIDTH (FT)	AREA		* BIT. MTL PRIME (TON)	* AGG. PRIME (TON)	2" INC. HMA SURFACE ** (TON)
				(SQ. FT.)	(SQ. YD.)			
<b>URBAN</b>								
308+35	PEL	27	13	662	74	0.02	0.1	10.3
308+35	MBR		8	363	40	0.01	0.1	5.6
323+23	CER-MB	34.5	34	1602	178	0.05	0.3	24.9
326+41	CER	35	24	1264	140	0.04	0.2	19.7
330+41	CER	34	30	875	97	0.03	0.1	13.6
331+75	CER	34	30	1618	180	0.05	0.3	25.2
334+00	CER	34	30	1154	128	0.04	0.2	18.0
335+00	CER	27	81	2167	241	0.07	0.4	33.7
336+80	CER	42	17	1128	125	0.04	0.2	17.5
337+43	PER	44	14	1182	131	0.04	0.2	18.4
338+66	PER	44	12	906	101	0.03	0.2	14.1
341+03	PE-MBR	44	17	1248	139	0.04	0.2	19.4
352+90	PER	37.5	23	1029	114	0.03	0.2	16.0
355+70	CER	27	24	1168	130	0.04	0.2	18.2
358+33	PE-MBR	41	15	994	110	0.03	0.2	15.5
381+91	PE-MBR	26	10	655	73	0.02	0.1	10.2
383+15	PER	25.5	10	516	57	0.02	0.1	8.0
384+21	PER	26	11	392	44	0.01	0.1	6.1
384+89	PER	26	9	358	40	0.01	0.1	5.6
				<b>SUBTOTAL URBAN</b>	19278	2142	3.2	299.9
<b>RURAL</b>								
386+10	PER	47	13	1791	199	0.06	0.3	27.9
420+80	MBR	-	6	435	48	0.01	0.1	6.8
421+05	PEL	26.8	15	955	106	0.03	0.2	14.9
421+80	PER	32	12	514	57	0.02	0.1	8.0
426+15	CEL	28	59	1596	177	0.05	0.3	24.8
426+30	PER-MB	30	24	1716	191	0.05	0.3	26.7
428+47	PEL	21	12	333	37	0.01	0.1	5.2
428+47	MBR	-	6	435	48	0.01	0.1	6.8
434+80	PER-MB	62	11	1158	129	0.04	0.2	18.0

HMA SCHEDULE

# HOT MIX ASPHALT SCHEDULE

## ENTRANCE SCHEDULE

40600200 40600300 40800050

STATIONING	TYPE	E.O.P TO R.O.W (FT)	WIDTH (FT)	AREA		BIT. MTL PRIME (TON)	* AGG. PRIME (TON)	2" INC. HMA SURFACE ** (TON)	
				(SQ. FT.)	(SQ. YD.)				
441+73	PER	39.5	14	762	85	0.02	0.1	11.8	
442+50	PER	39	10	994	110	0.03	0.2	15.5	
442+74	CEL	23	40	715	79	0.02	0.1	11.1	
444+02	PER	37	8	1288	143	0.04	0.2	20.0	
444+82	PER	37	9	567	63	0.02	0.1	8.8	
445+98	PER-MB	37.25	12	779	87	0.02	0.1	12.1	
446+85	PER	35	16	799	89	0.03	0.1	12.4	
447+01	PER	38	12	1138	126	0.04	0.2	17.7	
447+51	PER	38	12	708	79	0.02	0.1	11.0	
449+96	PER	30	24	1090	121	0.03	0.2	17.0	
451+28	PER	34	26	794	88	0.03	0.1	12.4	
456+93	PER-MB	28	12	881	98	0.03	0.1	13.7	
457+03	PER-MB	28	12	716	80	0.02	0.1	11.1	
475+83	PER-MB	31.75	12	1150	128	0.04	0.2	17.9	
485+63	PER-MB	38	13	609	68	0.02	0.1	9.5	
486+13	PER	27	22	545	61	0.02	0.1	8.5	
487+21	PER-MB	38.4	10	427	47	0.01	0.1	6.6	
488+81	PER	37.9	12	464	52	0.01	0.1	7.2	
493+96	PER	52	12	753	84	0.05	0.1	11.7	
495+97	PER	56.6	21	1121	125	0.18	0.2	17.4	
496+53	PER	57	12	1022	114	0.03	0.2	15.9	
496+90	PER	55	32	927	103	0.03	0.2	14.4	
498+97	PER	49.5	17	834	93	0.13	0.1	13.0	
500+62	PER	57	20	625	69	0.02	0.1	9.7	
502+41	PER	56.8	20	668	74	0.02	0.1	10.4	
537+68	PER	30	17	246	27	0.01	0.0	3.8	
538+09	PER	30	22	499	55	0.02	0.1	7.8	
				SUBTOTAL RURAL	30054	3339	1.2	5.0	467.5
				GRAND TOTAL	49333	5481	1.8	8.2	767.4

\* ADDITIONAL QUANTITIES ON HMA SCHEDULE

# HOT MIX ASPHALT REMOVAL SCHEDULE

STATIONING	REMARKS	LENGTH (FT.)	WIDTH			BIT SHOULDER AREA		PAVEMENT AREA		* TEMP. RAMP (SQ. YD.)	* H.M.A. SURF REM BUTT JOINT (SQ. YD.)	* HMA SURF REM 2.25" (SQ. YD.)	HMA SURF REM VAR. DEPTH (SQ. YD.)
			MAINLINE (FT.)	BIT SHLD (FT.)	AGG SHLD (FT.)	(SQ. FT.)	(SQ. YD.)	(SQ. FT.)	(SQ. YD.)				
214+14	GRIND 2.25" VAR.	83	26					2849	317				
214+97	GRIND 2.25"	308	26					8008	890	21.7	316.5		
218+05	GRIND 2.25"	101	26					2626	292		889.8		
219+06	GRIND 2.25"	207	26					5382	598		291.8		
221+13	GRIND 2.25"	66	26					1713	190		598.0		
221+79	GRIND 2.25"	50	26					1300	144		190.3		
222+29	GRIND 2.25"	279	26					7254	806		144.4		
225+08	GRIND 2.25"	374	26					9733	1081		806.0		
228+82	GRIND 2.25"	45	26					1170	130	21.7	1081.4		
229+27	RR OMISSION										130.0		
229+39	GRIND 2.25"	45	26					1170	130	21.7	130.0		
229+84	GRIND 2.25"	360	26					9350	1039		1038.9		
233+44	GRIND 2.25"	321	26					8347	927		927.4		
236+65	GRIND 2.25"	615	24 & VAR					23400	2600		2600.0		
242+80	GRIND 2.25"	37	38					2653	295		294.8		
243+17	GRIND 2.25"	367	38					12994	1444		1443.8		
246+84	GRIND 2.25"	272	26					7012	779		779.1		
249+56	GRIND 2.25"	157	26					4074	453		452.7		
251+13	GRIND 2.25"	233	26					6061	673		673.5		
253+46	GRIND 2.25"	131	26					3421	380		380.1		
254+77	GRIND 2.25"	486	26					12630	1403		1403.3		
259+63	GRIND 2.25"	178	26					4640	516		515.6		
261+41	GRIND 2.25"	303	26					7872	875		874.7		
264+44	GRIND 2.25"	286	26					7443	827		827.0		
267+30	GRIND 2.25"	29	26					750	83		83.3		
267+59	GRIND 2.25"	38	26					972	108		107.9		
267+97	GRIND 2.25"	33	26					852	95		94.7		
268+30	GRIND 2.25"	319	26					8297	922		921.9		
271+49	GRIND 2.25"	124	26					3251	361		361.3		
272+73	GRIND 2.25"	273	26					7016	780		779.5		
275+46	GRIND 2.25"	65	26					1752	195		194.7		
276+11	GRIND 2.25"	431	26					11779	1309		1308.8		
280+42	GRIND 2.25"	358	26					10320	1147		1146.7		
284+00	GRIND 2.25"	439	26					12159	1351		1351.0		
288+39	GRIND 2.25"	433	26					12001	1333		1333.4		
292+72	GRIND 2.25"	212	26					5879	653		653.2		
294+84	GRIND 2.25"	527	26					14400	1600		1600.0		
300+11	TRANSITION TO PROFILE GRIND	39	26					801	89			89.1	
300+50	PROFILE GRIND	2450	26					63561	7062			7062.4	
325+00	PROFILE GRIND	1500	26					38836	4315			4315.1	
340+00	PROFILE GRIND	1078	26					27770	3086			3085.6	
350+78	TRANSITION TO 2.25" GRIND	45	26					1163	129			129.2	

40600990 40600982 44000158 44000198

# HOT MIX ASPHALT REMOVAL SCHEDULE

STATIONING	REMARKS	LENGTH (FT.)	WIDTH		BIT SHOULDER AREA		PAVEMENT AREA		* TEMP. RAMP (SQ. YD.)	* H.M.A. SURF REM BUTT JOINT (SQ. YD.)	* H.M.A. SURF REM 2.25" (SQ. YD.)	HMA SURF REM VAR. DEPTH (SQ. YD.)
			MAINLINE (FT.)	BIT SHLD (FT.)	AGG SHLD (FT.)	(SQ. FT.)	(SQ. YD.)	(SQ. FT.)				
351+23 - 353+05	GRIND 2.25"	182	27			4984	554				553.8	
353+05 - 353+50	GRIND 2.25"	45	27			1152	128				128.0	
353+50 - 359+98	GRIND 2.25"	648	26			16848	1872				1872.0	
359+98 - 365+53	GRIND 2.25"	555	26			14430	1603				1603.3	
365+53 - 370+98	GRIND 2.25"	545	26			14170	1574				1574.4	
370+98 - 376+38	GRIND 2.25"	540	26			14040	1560				1560.0	
376+38 - 376+70	GRIND 2.25"	32	26			832	92				92.4	
376+70 - 377+15	TRANSITION TO PROFILE GRIND	45	26			1170	130					130
377+15 - 379+28	PROFILE GRIND	213	26			5538	615					615
379+28 - 385+36	URBAN ENDS PROFILE GRIND	608	26			15808	1756					1756
<b>SUBTOTAL-URBAN/MAINLINE</b>												17183
<b>IL 84 MAINLINE - RURAL</b>												
385+36 - 386+50	RURAL BEGINS PROFILE GRIND	114	26			2964	329					329
386+50 - 393+51	PROFILE GRIND	701	26			18226	2025					2025
393+51 - 399+43	PROFILE GRIND	592	26	10		5532	615					2325
399+43 - 400+73	PROFILE GRIND	130	26	10		1343	149					525
400+73 - 402+29	PROFILE GRIND	156	26	10		1608	179					629
402+29 - 405+85	PROFILE GRIND	356	26	10		3121	347					1375
405+85 - 426+15	PROFILE GRIND	2030	26			53795	5977					5977
426+15 - 431+71	PROFILE GRIND	556	26			14456	1606					1606
431+71 - 441+56	PROFILE GRIND	985	26			25610	2846					2846
441+56 - 446+34	PROFILE GRIND	478	26	8	3	3824	425					1806
446+34 - 450+89	PROFILE GRIND	455	26			11830	1314					1314
450+89 - 451+34	PROFILE GRIND	45	26	16		720	80		21.7	116.7		210
451+34 - 452+48	BRIDGE OMISSION	114	26									
452+48 - 452+93	PROFILE GRIND	45	26	16		720	80					210
452+93 - 454+50	PROFILE GRIND	157	26	16		2512	278		21.7	116.7		733
454+50 - 456+20	PROFILE GRIND	170	26	16		2720	302					793
456+20 - 456+81	PROFILE GRIND	61	26	16		976	108					285
456+81 - 457+03	PROFILE GRIND	22	26	8		176	20					83
457+03 - 475+81	PROFILE GRIND	1878	26	8		15024	1689					7095
475+81 - 476+90	PROFILE GRIND	109	26	8		872	97					412
476+90 - 486+81	PROFILE GRIND	991	26	16		944	105					2988
486+81 - 488+81	TAPER 26' - 24'											
488+81 - 503+52	PROFILE GRIND	200	24 & VAR	16	6	3200	356					911
503+52 - 504+81	PROFILE GRIND	1471	24 & VAR	16	6	23536	2615					6532
504+81 - 507+86	PROFILE GRIND END PROFILE GRIND	129	24 & VAR	16	6	2064	229					644
507+86 - 508+31	TRANSITION TO FULL 2-1/4" GRIND	305	24 & VAR	16	4	4880	542					956
508+31 - 507+86		45	24 & VAR	16	4	720	80					268.7

# HOT MIX ASPHALT REMOVAL SCHEDULE

STATIONING	REMARKS	LENGTH (FT.)		WIDTH (FT.)		BIT SHOULDER AREA (SQ. FT.)		PAVEMENT AREA (SQ. YD.)		* TEMP. RAMP (SQ. YD.)	* H.M.A. SURF REM BUTT JOINT (SQ. YD.)	* HMA SURF REM (SQ. YD.)	HMA SURF REM VAR. DEPTH (SQ. YD.)
		MAINLINE (FT.)	BIT SHLD (FT.)	AGG SHLD (FT.)	BIT SHLD (FT.)	BIT SHOULDER AREA (SQ. FT.)	PAVEMENT AREA (SQ. YD.)	* H.M.A. SURF REM BUTT JOINT (SQ. YD.)	* HMA SURF REM (SQ. YD.)				
508+31 - 513+81	GRIND 2.25"	48	24	8	13200	1467	26400	2933	4400.0				
513+81 - 518+31	GRIND 2.25"	48	24	8	10800	1200	21600	2400	3600.0				
518+31 - 524+81	GRIND 2.25"	48	24	6	15600	1733	31200	3487	5200.0				
524+81 - 532+31	GRIND 2.25"	48	24	8	18000	2000	36000	4000	6000.0				
532+31 - 533+01	GRIND 2.25"	70	24	6	1680	187	3360	373	560.0				
533+01 - 538+91	GRIND 2.25"	48	24	6	14160	1573	28320	3147	4720.0				
538+91 - 542+65	GRIND 2.25"	374	24	6	8976	997	17952	1995	2992.0				
542+65 - 542+81	GRIND 2.25"	16	18	4	288	32	680	76	107.6				
542+81 - 546+51	GRIND 2.25"	370	34	4	5920	658	11810	1312	1970.0				
546+51 - 547+33	GRIND 2.25"	82	16	4	1312	146	2132	237	382.7				
<b>TURN LANES - RURAL</b>		<b>SUBTOTAL RURAL MAINLINE</b>		<b>164428</b>		<b>18270</b>		<b>495566</b>		<b>233</b>		<b>30200.9</b>	
441+97 - 448+84	PROFILE GRIND	12					5983	665	10.0				664.7
513+36 - 518+96	NB RT TN LN GRIND 2.25"	12					6441	716	10.0				715.6
517+81 - 522+81	SB LT TN LN GRIND 2.25"	12					7786	865	10.0				865.1
527+31 - 533+49	NB RT TN LN GRIND 2.25"	12					8254	695	10.0				694.9
531+56 - 537+63	SB LT TN LN GRIND 2.25"	12					8053	895	10.0				894.8
<b>TURN LANES - URBAN</b>		<b>SUBTOTAL RURAL TURN LANES</b>				<b>34516</b>		<b>3835</b>		<b>0.0</b>		<b>3170.4</b>	
214+14 - 214+23	SB RT TURN GRIND 2.25"	9	10.5				95	11	8.8				10.5
238+46 - 242+80	NB RT TURN GRIND 2.25"	434	12				5925	658	10.0				658.3
239+23 - 242+80	NB LT TURN GRIND 2.25"	357	12				4291	477	10.0				476.8
243+17 - 246+40	SB RT TURN GRIND 2.25"	323	12				8048	894	10.0				894.2
243+17 - 246+84	SB LT TURN GRIND 2.25"	367	12				3345	372	10.0				371.7
<b>PARKING LANES - RURAL</b>		<b>SUBTOTAL URBAN TURN LANES</b>				<b>21704</b>		<b>2412</b>		<b>49</b>		<b>2412</b>	
393+90 - 405+75	RT 10' & VAR	1185		3			2838	315					315.3
<b>PARKING LANES - URBAN</b>		<b>SUBTOTAL RURAL PARKING LANES</b>				<b>2838</b>		<b>315</b>		<b>0</b>		<b>315</b>	
214+14 - 228+82	RT 6' & VAR	1468					11671	1286					1286.7
228+82 - 229+27	RT 6' & VAR	45					353	39					39.3
229+39 - 236+65	RT 6' & VAR	726					5715	635					635.0
236+65 - 237+23	RT 6' & VAR	58					534	59					59.3
247+46 - 267+30	RT 7' & VAR	1984					13321	1480					1480.1
267+30 - 275+06	RT 7' & VAR	776					4865	541					540.6
214+72 - 228+82	LT 7' & VAR	1410					11360	1262					1262.2

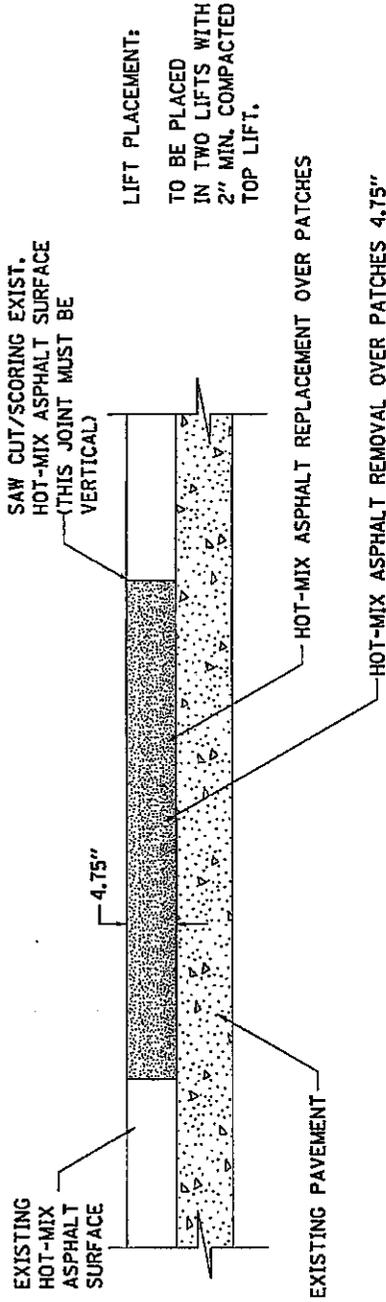
# HOT MIX ASPHALT REMOVAL SCHEDULE

STATIONING	REMARKS	LENGTH (FT.)	WIDTH		BIT SHOULDER AREA (SQ. FT.)	PAVEMENT AREA (SQ. YD.)	* TEMP. RAMP (SQ. YD.)	* H.M.A. SURF REM BUTT JOINT (SQ. YD.)	* HMA SURF REM 2.25" (SQ. YD.)	HMA SURF REM VAR. DEPTH (SQ. YD.)
			MAINLINE (FT.)	BIT SHLD (FT.)						
228+82 - 229+27	LT	45	7' & VAR		280	31			31.2	
229+39 - 236+65	LT	726	7' & VAR		5975	664			663.9	
236+65 - 237+23	LT	58	7' & VAR		485	54			53.9	
243+17 - 247+23	LT	406	7' & VAR		3442	382			382.4	
246+40 - 267+30	LT	2090	7' & VAR		14536	1615			1615.1	
267+30 - 275+43	LT	813	7' & VAR		5113	568			568.1	
283+31 - 296+36	LT	1305	10' & VAR		12682	1409				
SUBTOTAL URBAN/PARKING LANES					90232	10026			8617	
TOTAL URBAN					0	63730	114	0	45138	17183
TOTAL RURAL					164428	532920	115	233	33687	43254
GRAND TOTAL					1106489	122943	229	233	78824	60437

\* ADDITIONAL QUANTITIES ON SIDE ROADS & ENTRANCE SCHEDULE



# PAVEMENT PATCHING DETAIL



LIFT PLACEMENT:  
TO BE PLACED  
IN TWO LIFTS WITH  
2" MIN. COMPACTED  
TOP LIFT.

### SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. REPLACE HOT-MIX ASPHALT SURFACE.

### GENERAL NOTES:

1. FOR BASIS OF PAYMENT; SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

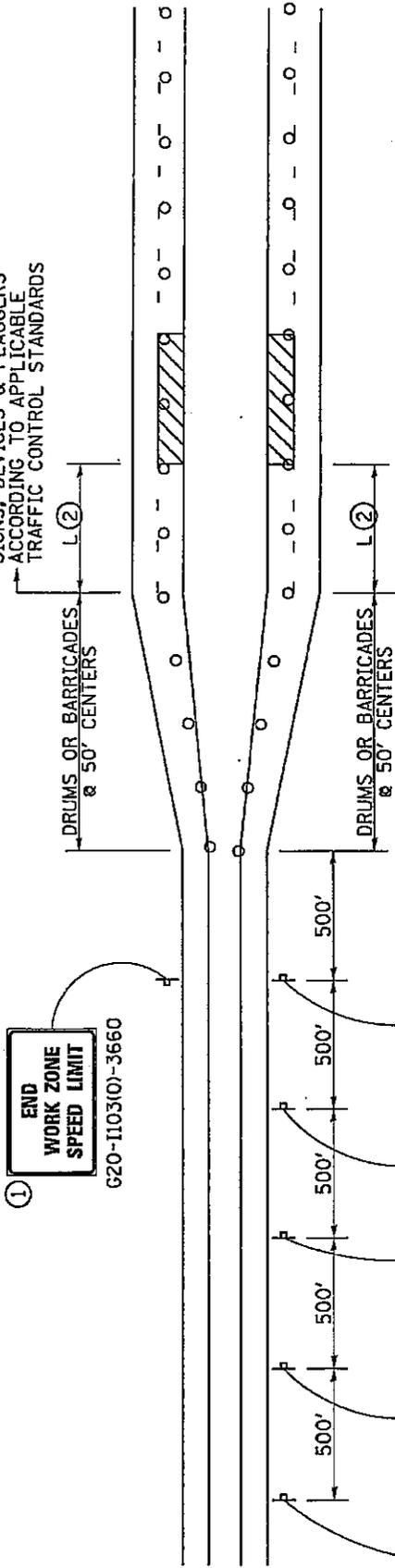
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

FAP 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 39 OF 54

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ESTIMATED REVISED	ESTIMATED REVISED	ESTIMATED REVISED	ESTIMATED REVISED	ESTIMATED REVISED	ESTIMATED REVISED
DESIGNED BY DATE	DRAWN BY DATE	CHECKED BY DATE	APPROVED BY DATE		

# TRAFFIC CONTROL DETAILS

SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS



SIGNS, DEVICES & FLAGGERS  
ACCORDING TO APPLICABLE  
TRAFFIC CONTROL STANDARDS

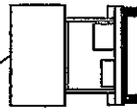
GENERAL NOTES  
THIS DETAIL IS TO BE USED IN CONJUNCTION  
WITH THE APPLICABLE MULTILANE TRAFFIC  
CONTROL AND PROTECTION STANDARD.

1. If applicable, use speed limit as shown on applicable multilane traffic control and protection standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

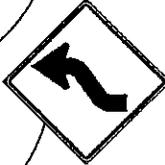
WORK ZONE  
SPEED LIMIT  
**55**  
BEGINS  
XXXX FINE  
MINIMUM

W2-15(O)-3618  
R2-1-364B  
W2-13(O)-3612  
R2-1106-3618

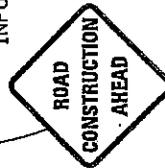
WORK ZONE PUBLIC  
INFORMATION SIGN



PORTABLE CHANGEABLE  
MESSAGE SIGN



\* W1-4R



W2-1(O)-48

○ DRUMS OR BARRICADES



WORK AREA

\* DEPENDS ON GEOMETRICS  
OF THE TRANSITION. MAY  
SWITCH THE "STAY IN YOUR  
LANE" AND "WEAVE SIGNS"

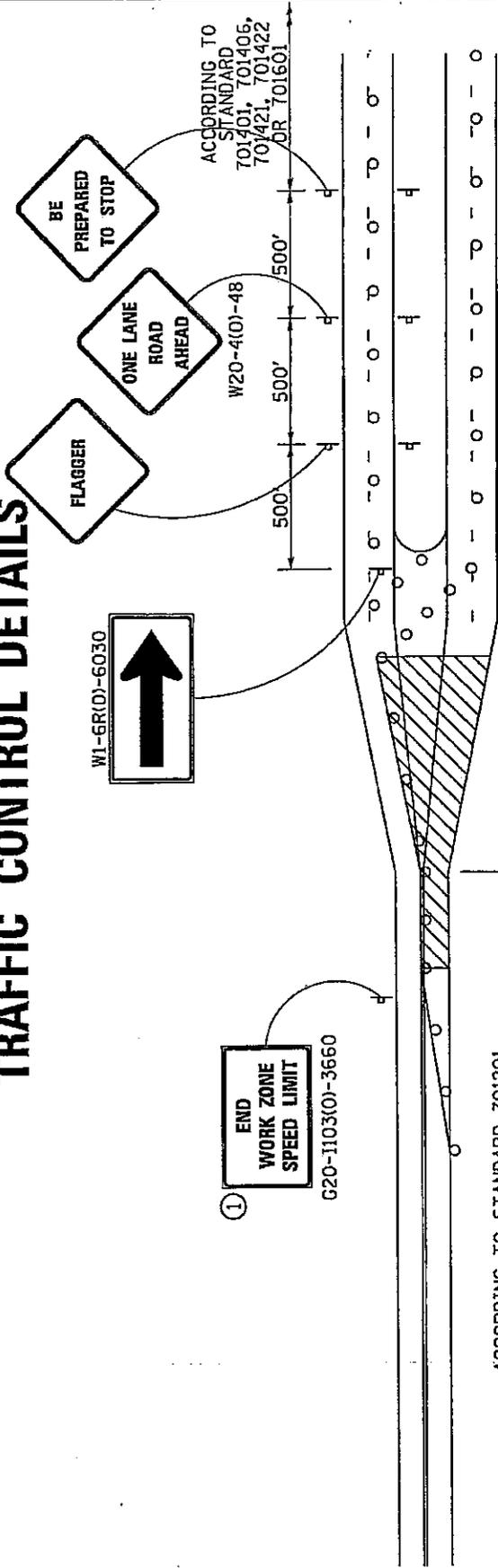
THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED  
IN THE COST OF SPECIFIED TRAFFIC CONTROL  
STANDARDS OR ITEMS.

FAP 308 (IL 84)  
SECTION 111, 112, 113RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 40 OF 54

FILE NAME = c:\pw_work\pwrtd01\JORDANHD\0180082\p21	USER NAME = jerdenhd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P. RATE	SECTION	COUNTY	TOTAL SHEETS NO.
PLOT DATE = Wed Mar 31 07:39:09 2010				ILLINOIS		FED. ROAD DIST. NO. -	



# TRAFFIC CONTROL DETAILS



### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, use speed limit as shown on applicable multilane traffic control and protection standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

○ DRUMS OR BARRICADES



WORK AREA

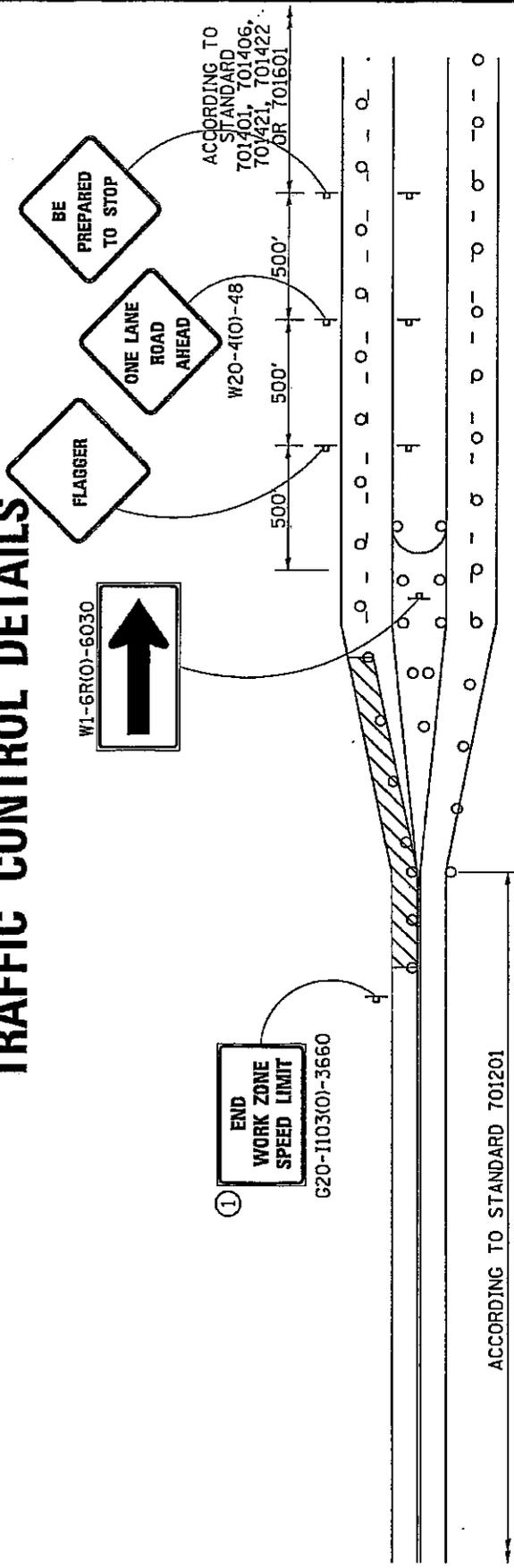
NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

FAP 308 (IL 84)  
SECTION 111, 112, 113RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 42 OF 54

FILE NAME = c:\pva\work\pva\100T\JORDANHD\08180882\4211201.tsp.dgn	USER NAME = jor-dshhd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS..	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT DATE = Wed Mar 31 07:39:21 2010								
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT								

# TRAFFIC CONTROL DETAILS

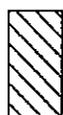


### GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

○ DRUMS OR BARRICADES



WORK AREA

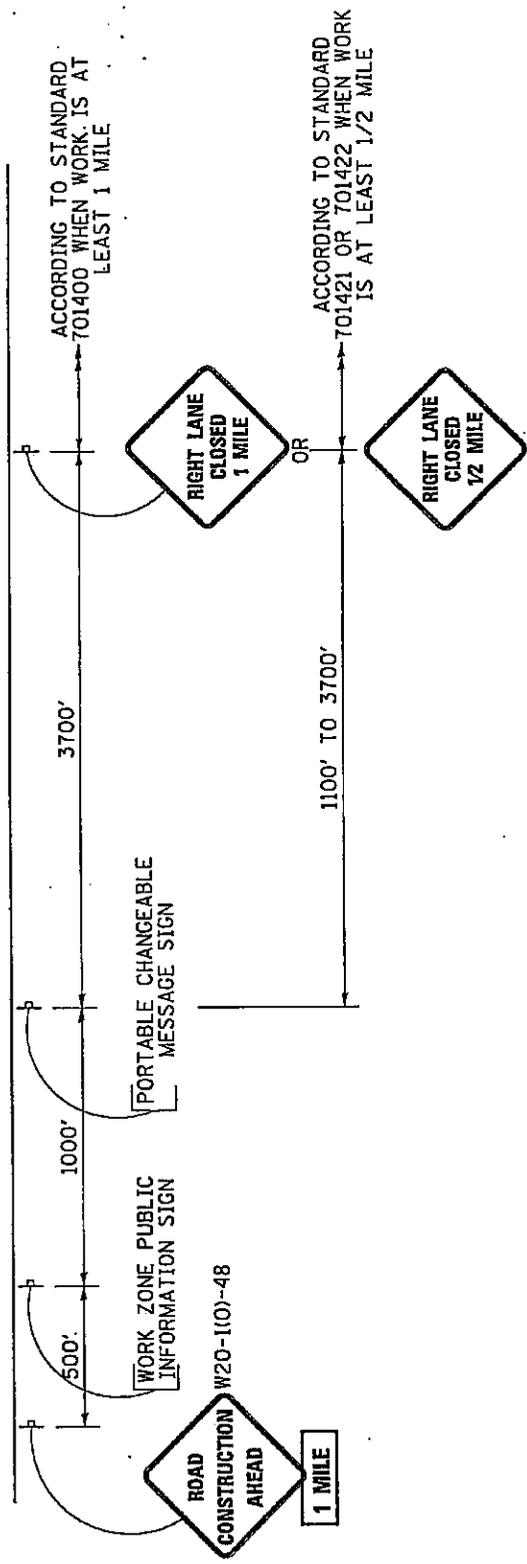
NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

FAP 308 (IL 84)  
SECTION 111, 112, 113/RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 43 OF 54

FILE NAME = c:\paw...k\pwidot\jordanh\j8180062\d212899\tp.dgn	USER NAME = jw-danhd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT DATE = Wed Mar 31 07:59:26 2010		FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT						

# TRAFFIC CONTROL DETAILS



NOTE: TAPER FOR EITHER CASE SHALL BE AS SHOWN ON 701401 AND 701406.  
SPEED LIMIT SIGNS SHALL BE AS OUTLINED IN THE SPECIAL PROVISIONS.

FAP 308 (IL 84)  
SECTION 111, 112, 113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 44 OF 54

FILE NAME = c:\p\usr\k\p\1001\JORDAN\HD\01EB002\0211209\fig.dgn	USER NAME = jor-danhd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.P. RTE. SECTION TOTAL SHEETS
PLOT DATE = Wed Mar 31 07:59:33 2010		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



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

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

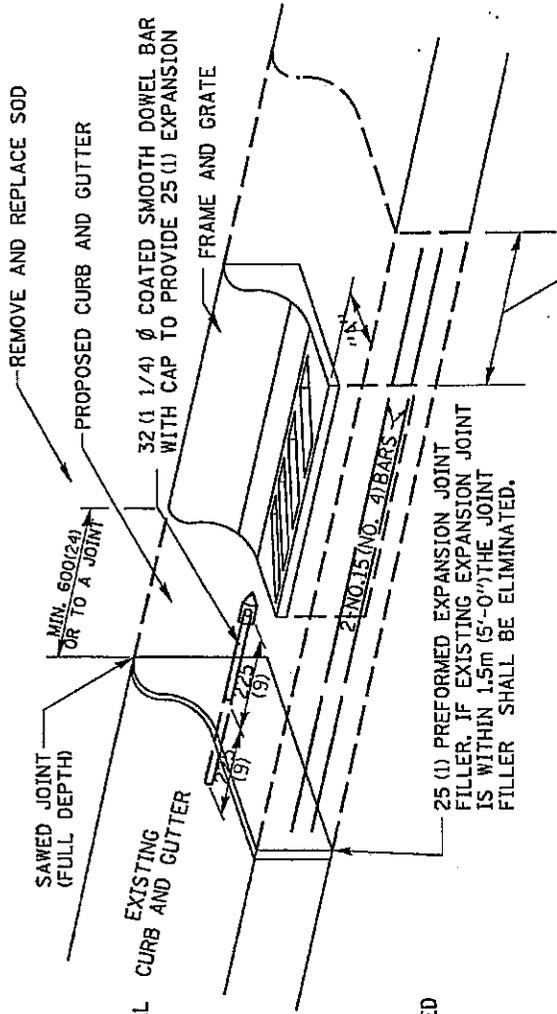
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

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

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

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

REVISED - 5-4-94



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

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

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

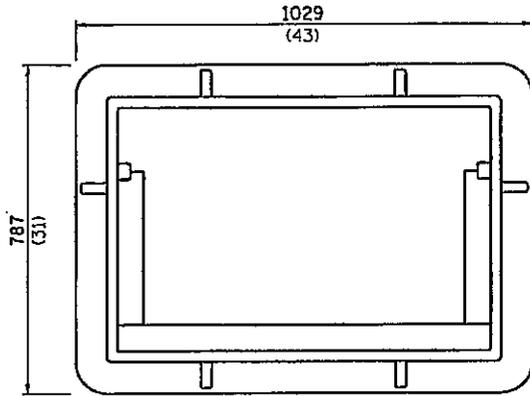
FAP 308 (IL 84)  
SECTION (11,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 46 OF 54

### CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED 17.4a

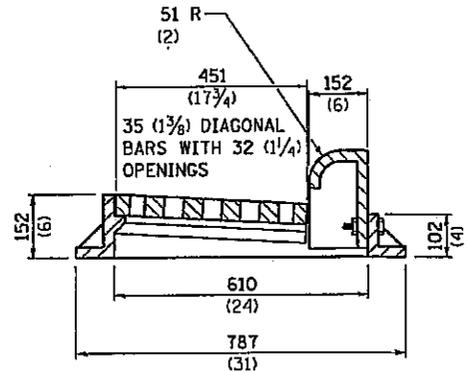
DESIGNED BY	DATE	REVISION	SECTION	DWYTY	SCALE
CHECKED BY	DATE	REVISION	SECTION	DWYTY	SCALE
DATE SCALE	DATE	REVISION	SECTION	DWYTY	SCALE
DATE	DATE	REVISION	SECTION	DWYTY	SCALE
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			CONTRACT NO.		
SHEET NO. OF SHEET(S)			CONTRACT NO.		



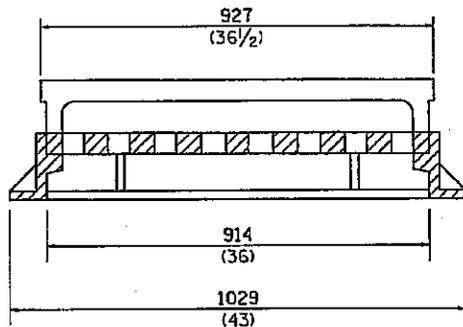
# FRAME AND GRATE FOR INLET SPECIAL



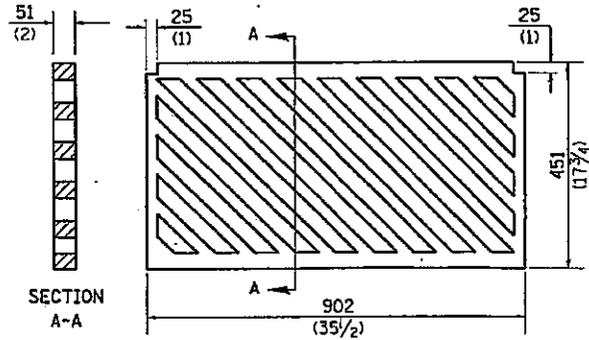
PLAN OF FRAME  
WITHOUT GRATE AND CURB BOX



TRANSVERSE SECTION



LONGITUDINAL SECTION



PLAN OF GRATE

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

R 3067

APPROXIMATE WEIGHT - 231 Kg. (510 LBS.)

FAP 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 48 OF 54

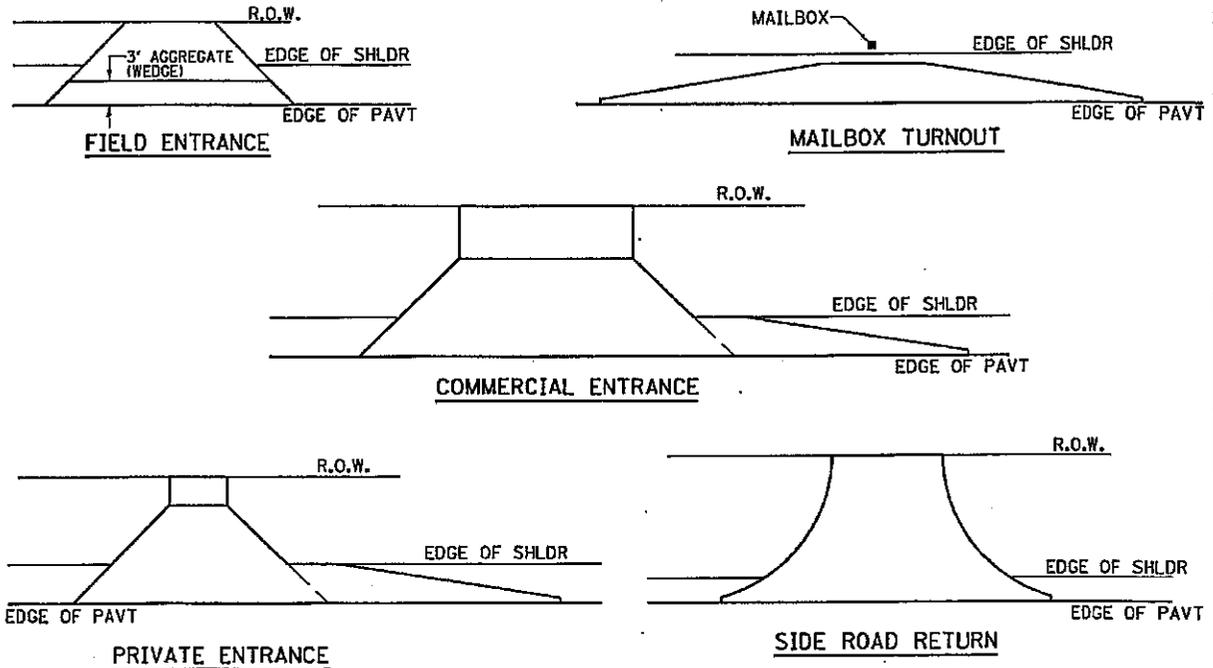
REVISED - 9-25-92	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -						
REVISED -						
REVISED -						
SCALE: 212,5000	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT			

PLDT DATE = Wed Mar 31 07:46:29 2010

FRAME AND GRATE FOR INLET SPECIAL

13.2c

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

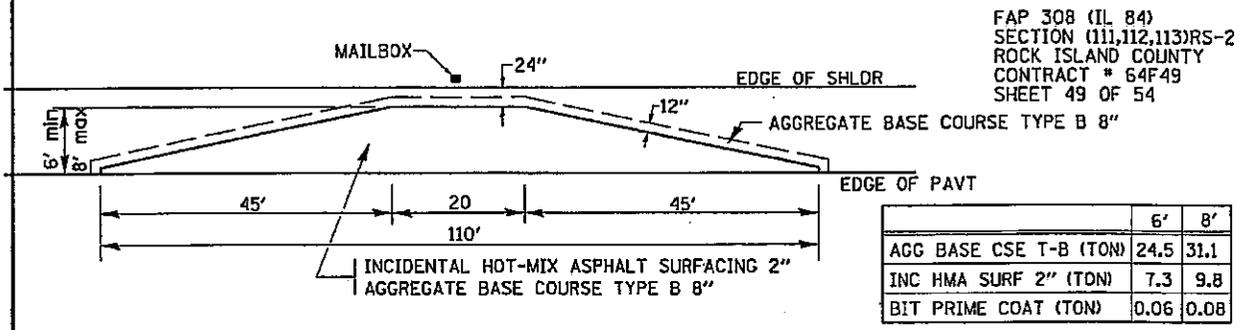


**NOTE:** EXISTING HMA PE's, CE's, SR's, & MB TURNOUTS  
Place 2 1/4 " Incidental Hot-Mix Asphalt Surfacing #40800050 on entrance to conform to the existing configuration.

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.



FAP 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 49 OF 54

	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

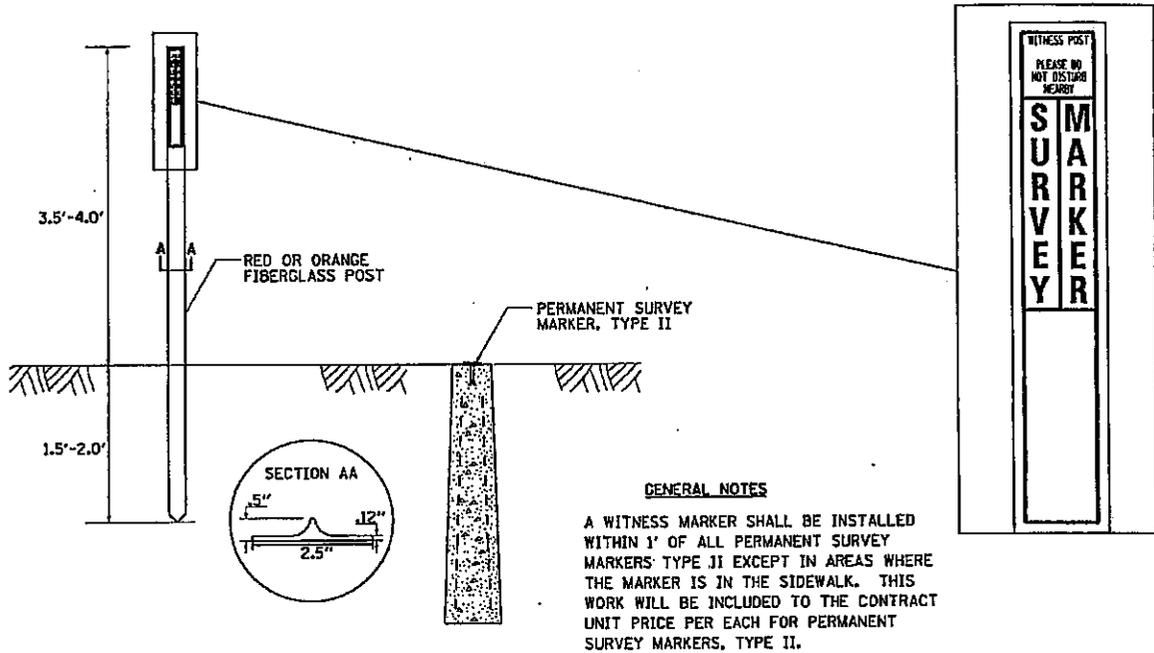
REVISED - 10-21-08
REVISED -
REVISED -
REVISED -

REGION 2 / DISTRICT 2 STANDARD

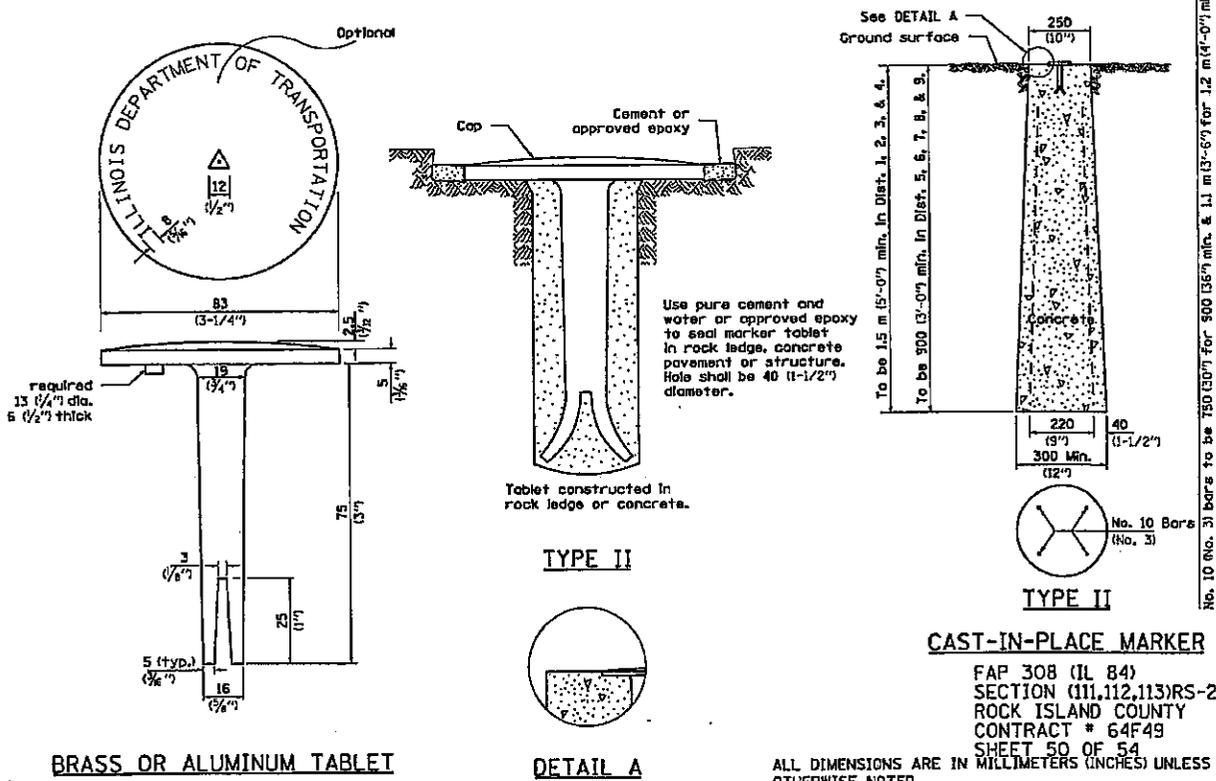
SCALE: 2 1/2" = 10' SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



# PERMANENT SURVEY MARKERS, TYPE II



REVISED - 10-21-08	REGION 2 / DISTRICT 2 STANDARD	SCALE: 2/32000 = 1" = 160' SHEET NO. OF SHEETS STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -							
REVISED -							
REVISED -							
PLOT DATE = Wed Mar 31 07:46:45 2010			FED. ROAD DIST. NO.		(ILLINOIS) FED. AID PROJECT	CONTRACT NO.	

# ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107

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			

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 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT \* 64F49  
SHEET 51 OF 54

REVISED - 1-09-08	REGION 2 / DISTRICT 2 STANDARD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -									
REVISED -									
REVISED -	SCALE: 212:5000 / 1" = 10'				SHEET NO.	OF	SHEETS	STA.	TO STA.
					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

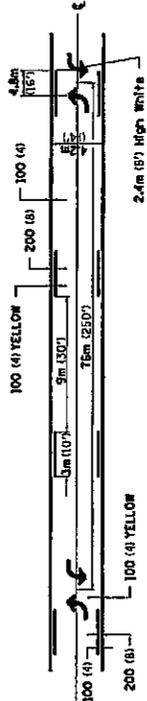
PLAT DATE = Wed Mar 31 07:49:52 2010

ROUGH GROOVED SURFACE SIGN

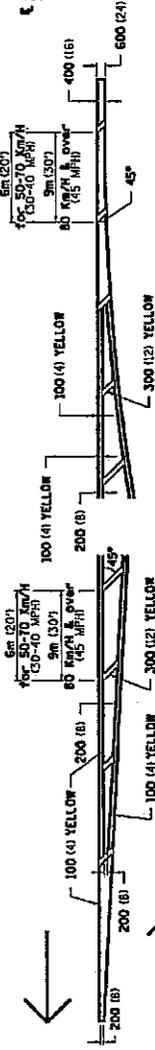
91.2

# TYPICAL PAVEMENT MARKINGS

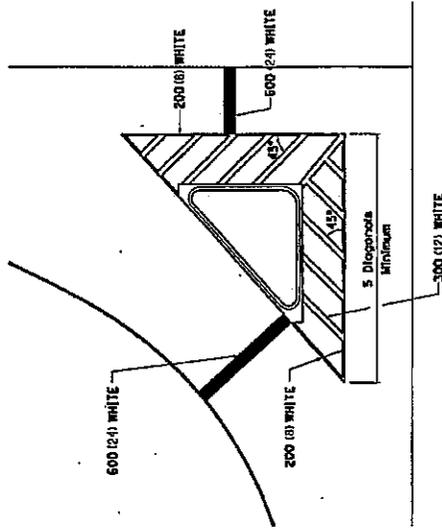
## MEDIAN PAVEMENT MARKING



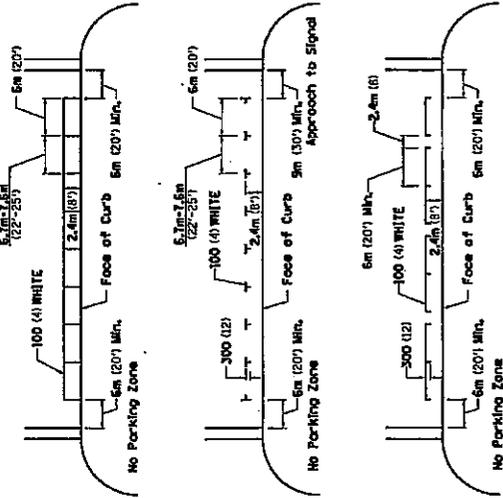
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE



## TYPICAL ISLAND OFFSET SHOULDER WIDTH

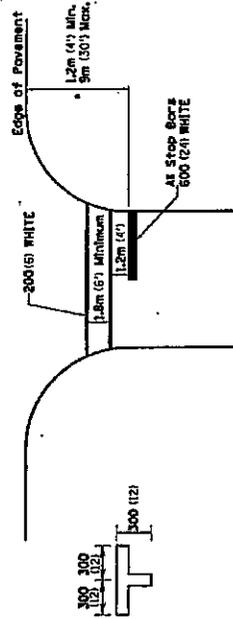


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations



FAP 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 52 OF 54

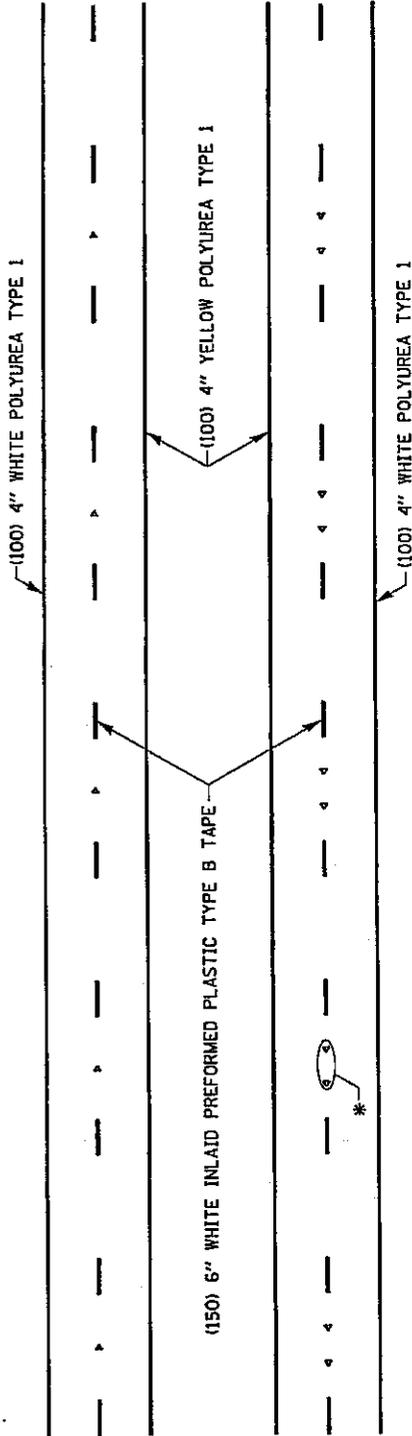
\* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

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

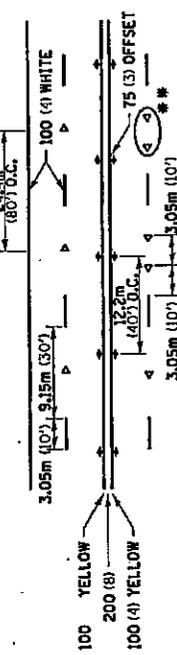
DESIGNED BY	DATE	REVISION	DATE	REVISION	DATE
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	SHEET NO. OF SHEETS 3/11			
SCALE: UNLESS OTHERWISE NOTED TO BE DIFFERENT		SECTION		DATE	BY
TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3		41.1			



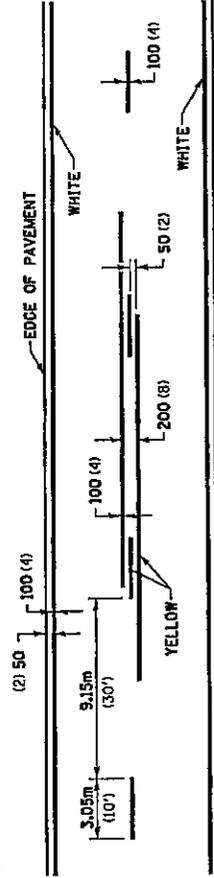
# TYPICAL PAVEMENT MARKINGS



## MULTI-LANE / DIVIDED



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



## MULTI-LANE / UNDIVIDED

FAP 308 (IL 84)  
SECTION (111,112,113)RS-2  
ROCK ISLAND COUNTY  
CONTRACT # 64F49  
SHEET 54 OF 54

DESIGNED BY	DATE	SECTION	COUNTY	SHEET NO.	41.1
CHECKED BY	DATE	REGION 2 / DISTRICT 2 STANDARD			
STATE OF ILLINOIS		ROAD DISTRICT NO.			
DEPARTMENT OF TRANSPORTATION		SHEET NO.			
		TYPICAL PAVEMENT MARKINGS			SHEET 3 OF 3

## ILLINOIS DEPARTMENT OF LABOR

### PREVAILING WAGES FOR ROCK ISLAND COUNTY EFFECTIVE MAY 2010

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

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

# Rock Island County Prevailing Wage for May 2010

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN		BLD		23.010	23.510	1.5	1.5	2.0	5.750	5.550	0.000	0.800
ASBESTOS ABT-GEN		HWY		24.750	25.750	1.5	1.5	2.0	5.900	6.110	0.000	0.800
ASBESTOS ABT-MEC		BLD		19.750	20.750	1.5	1.5	2.0	5.750	2.500	0.000	0.000
BOILERMAKER		BLD		34.170	37.170	2.0	2.0	2.0	6.820	8.550	0.000	0.350
BRICK MASON		BLD		26.430	27.930	1.5	1.5	2.0	6.800	5.150	0.000	0.420
CARPENTER		BLD		26.380	27.700	1.5	1.5	2.0	6.710	6.300	0.000	0.600
CARPENTER		HWY		26.940	28.690	1.5	1.5	2.0	6.880	8.520	0.000	0.450
CEMENT MASON		BLD		24.640	26.140	1.5	1.5	2.0	5.450	6.950	0.000	0.500
CEMENT MASON		HWY		24.440	25.440	1.5	1.5	2.0	5.600	7.870	0.000	0.500
CERAMIC TILE FNSHER		BLD		18.420	0.000	1.5	1.5	2.0	6.800	5.140	0.000	0.230
ELECTRIC PWR EQMT OP		ALL		26.260	0.000	1.5	1.5	2.0	4.750	7.360	0.000	0.200
ELECTRIC PWR GRNDMAN		ALL		21.950	0.000	1.5	1.5	2.0	4.750	6.150	0.000	0.160
ELECTRIC PWR LINEMAN		ALL		33.120	35.770	1.5	1.5	2.0	4.750	9.270	0.000	0.250
ELECTRICIAN		BLD		30.520	32.520	1.5	1.5	2.0	5.500	8.390	0.000	0.310
ELECTRONIC SYS TECH		BLD		23.000	24.750	1.5	1.5	2.0	6.580	5.010	0.000	0.310
ELEVATOR CONSTRUCTOR		BLD		36.740	41.330	2.0	2.0	2.0	10.03	9.460	2.200	0.000
GLAZIER		BLD		23.920	25.360	1.5	1.5	2.0	6.050	5.400	0.000	0.350
HT/FROST INSULATOR		BLD		27.860	29.060	1.5	1.5	2.0	5.000	11.00	0.000	0.800
IRON WORKER		ALL		27.160	29.330	1.5	1.5	2.0	8.140	9.280	0.000	0.520
LABORER		BLD	1	21.510	22.010	1.5	1.5	2.0	5.750	5.550	0.000	0.800
LABORER		BLD	2	23.010	23.510	1.5	1.5	2.0	5.750	5.550	0.000	0.800
LABORER		BLD	3	23.660	24.160	1.5	1.5	2.0	5.750	5.550	0.000	0.800
LABORER		HWY	1	24.250	25.250	1.5	1.5	2.0	5.900	6.110	0.000	0.800
LABORER		HWY	2	24.750	25.750	1.5	1.5	2.0	5.900	6.110	0.000	0.800
LABORER		HWY	3	25.380	26.380	1.5	1.5	2.0	5.900	6.110	0.000	0.800
LATHER		BLD		26.380	27.700	1.5	1.5	2.0	6.710	6.300	0.000	0.600
MACHINIST		BLD		42.770	44.770	1.5	1.5	2.0	7.750	8.690	0.650	0.000
MARBLE FINISHERS		BLD		18.420	0.000	1.5	1.5	2.0	6.800	5.140	0.000	0.230
MARBLE MASON		BLD		22.760	23.260	1.5	1.5	2.0	6.800	5.140	0.000	0.230
MILLWRIGHT	N	BLD		34.400	37.840	1.5	1.5	2.0	7.100	11.94	0.000	0.500
MILLWRIGHT	S	BLD		27.250	28.950	1.5	1.5	2.0	6.400	9.640	0.000	0.500
OPERATING ENGINEER		BLD	1	26.600	0.000	1.5	1.5	2.0	12.45	6.600	1.500	0.700
OPERATING ENGINEER		BLD	2	23.950	0.000	1.5	1.5	2.0	12.45	6.600	1.500	0.700
OPERATING ENGINEER		BLD	3	22.900	0.000	1.5	1.5	2.0	12.45	6.600	1.500	0.700
OPERATING ENGINEER		HWY	1	26.600	27.600	1.5	1.5	2.0	12.45	6.600	1.500	0.700
OPERATING ENGINEER		HWY	2	25.000	27.600	1.5	1.5	2.0	12.45	6.600	1.500	0.700
OPERATING ENGINEER		HWY	3	23.850	27.600	1.5	1.5	2.0	12.45	6.600	1.500	0.700
PAINTER		ALL		25.270	26.270	1.5	1.5	1.5	4.850	6.100	0.000	0.600
PAINTER OVER 30FT		ALL		26.520	27.520	1.5	1.5	1.5	4.850	6.100	0.000	0.600
PAINTER PWR EQMT		ALL		25.770	26.770	1.5	1.5	1.5	4.850	6.100	0.000	0.600
PILEDRIVER		BLD		26.380	27.700	1.5	1.5	2.0	6.710	6.300	0.000	0.600
PILEDRIVER		HWY		26.940	28.690	1.5	1.5	2.0	6.880	8.520	0.000	0.450
PIPEFITTER		ALL		33.400	36.740	1.5	1.5	2.0	5.000	9.810	0.000	0.850
PLASTERER		BLD		27.800	29.800	1.5	1.5	2.0	4.500	5.450	0.000	0.500
PLUMBER		ALL		33.400	36.740	1.5	1.5	2.0	5.000	9.810	0.000	0.850
ROOFER		BLD		23.800	25.050	1.5	1.5	2.0	7.340	5.120	0.000	0.220
SHEETMETAL WORKER		BLD		28.270	30.120	1.5	1.5	2.0	7.040	8.790	0.000	0.410
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STONE MASON		BLD		26.430	27.930	1.5	1.5	2.0	6.800	5.150	0.000	0.420
TERRAZZO FINISHER		BLD		18.420	0.000	1.5	1.5	2.0	6.800	5.140	0.000	0.230
TERRAZZO MASON		BLD		22.760	23.260	1.5	1.5	2.0	6.800	5.140	0.000	0.230
TILE LAYER		BLD		26.380	27.700	1.5	1.5	2.0	6.710	6.300	0.000	0.600
TILE MASON		BLD		22.760	23.260	1.5	1.5	2.0	6.800	5.140	0.000	0.230
TRUCK DRIVER		ALL	1	28.605	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER		ALL	2	29.005	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER		ALL	3	29.205	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER		ALL	4	29.455	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER		ALL	5	30.205	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250

TRUCK DRIVER	O&C 1	21.450	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER	O&C 2	21.750	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER	O&C 3	21.900	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER	O&C 4	22.090	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TRUCK DRIVER	O&C 5	22.650	0.000	1.5	1.5	2.0	9.050	4.200	0.000	0.250
TUCKPOINTER	BLD	26.430	27.930	1.5	1.5	2.0	6.800	5.150	0.000	0.420

Legend:

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

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

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

H/W (Health & Welfare Insurance)

Pensn (Pension)

Vac (Vacation)

Trng (Training)

## Explanations

### ROCK ISLAND COUNTY

MILLWRIGHT (SOUTH) - South of Interstate 80.

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

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

### EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

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

#### ELECTRONIC SYSTEMS TECHNICIAN

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

#### LABORER - BUILDING

Class 1: General laborer, carpenter tender, tool cribman, salamander tender, flagman, form handler, floor sweeper, material handler, fencing laborer, cleaning lumber, landscaper, unloading explosives, laying of sod, planting/removal of trees, wrecking laborer, unloading of Re-Bars, scaffold worker, signal man on crane.

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

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

#### LABORER - HEAVY & HIGHWAY

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

Class 2: Operation of all hand, electric, air, hydraulic or mechanically powered tools under the jurisdiction of Laborers' including jackhammers, tempers, air spades, augers, concrete saws, chain saws, utility saws, rock drills, vibrators, mortar mixer, power and hand saw (when clearing timber) general laborer (not elsewhere covered), craft-tender, material checker, material handler, form handler, concrete dumper, puddler, form setter helper, explosives handler, dynamite helper, center strip, reinforcing in concrete, wire mesh handler and installer, prime mover or any mechanical device taking the place of concrete buggy or wheelbarrow, sandpoint setter, asphalt kettleman. Sheeting hammer drivers, laying and jointing of

telephone conduit, gas distribution men, pipe setter on laterals, drain tiles, culvert pipe, and storm sewer catch basin leads, catch basins, manholes, batch dumpers, tank cleaners, cofferdam workers, bankman on floating plant, jointman with pipelayers. Back-up man (corker, joint maker) with pipe setter on sewer and water mains, batterboard man or laser operator on sewer and water main, labor in ditch, or tunnel, on sewer or water mains and telephone conduit. Cutters, burners, torchman, gravel box man, asphalt plant laborers, concrete plant laborer, deck hand, unloading of steel and rebar, laser beam operator, wrecking laborers.

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

#### OPERATING ENGINEERS - BUILDING

Class 1. An engineer on Crane; Shovel; Clamshell; Dragline; Backhoe; Derrick; Tower Crane; Cable Way; Concrete Spreader (servicing two pavers); Asphalt Spreader; Asphalt Mixer; Plant Engineer; Dipper Dredge Operator; Dipper Dredge Craneman; Dual Purpose Truck (boom or winch); Leverman or Engineman (hydraulic dredge); Mechanic; Paving Mixer with tower attached; Pile Driver; Boom Tractor; Stationary, Portable, or Floating Mixing Plant; Trenching Machine (over 40 H.P.); Building Hoist (two drums); Hot Paint Wrapping Machine; Cleaning and Priming Machine; Backfiller (throw bucket); Locomotive Engineer; Qualified Welder; Tow or Push Boat; Concrete Paver; Seaman Trav-L-Plant or similar machines; CMI Autograder or similar machine; Slip Form Paver; Caisson Augering Machine; Mucking Machine; Asphalt Heater-Planer Unit; Hydraulic Cranes; Mine Hoists; Laser Screed; Athey; Barber-Green; Euclid or Haiss Loader; Asphalt Pug Mill; Fireman and Drier; Concrete Pump; Concrete Spreader (servicing one paver); Bulldozer; Endloader; Log Chippers or similar machines; Elevating Grader; Group Equipment Greaser; LeTourneaupul and similar machines; Off-Road Haul Units, DW-10; Hyster Winch and similar machines; Motor Patrol; Power Blade; Push Cat; Tractor Pulling elevating Grader or Power Blade; Tractor, Operating Scoop or Scraper; Tractor with Power Attachment; Roller on Asphalt or Blacktop; Single Drum Hoist; Jaeger Mix and Place Machine; Pipe Bending Machine; Flexaplane or similar machines; Automatic Curbing Machines; Automatic Cement and Gravel Batch Plants (one stop set-up); Seaman Pulvi-Mixer or similar machines; Blastholer Self-Propelled Rotary Drill or similar machines; Work Boat; Combination Concrete Finishing Machine and Float; Self-propelled Sheep Foot Roller or Compactor (used in conjunction with a Grading Spread); Asphalt Spreader Screed Operator; Apsco spreader or similar machine; Slusher; Forklift (over 6000 lb. cap. or working at heights above 28 ft.); Concrete Conveyors; Chip Spreader; Underground Boring Machine; Straddle Carrier, Hydro Hammer; Hydraulic Pumps or Power Units Driven by any power source (except manually) used to hoist or lift machinery or material.

Class 2. An engineer on Asphalt Booster; Fireman and Pump Operator at Asphalt Plant; Mud Jack; Concrete Finishing Machine; Form Grader with Roller on Earth; Mixers (3 bag to 16E); Power Operated Bull Float; Tractor without Power attachment; Dope Pot (agitating motor); Dope Chop Machine, Distributor (back end); Portable Machine Fireman; Power Winch on Paving Work; Self-propelled Roller or Compactor (other than provided for above); Pump Operator (more than one well-point pump); Portable Crusher Operator; Trench Machine (under 40 H.P.); Power Subgrader (on forms) or similar machines; Forklift (6000 lb. or less cap.) Gypsum Pump; Conveyor over 20 H.P.; Fuller Kenyon Cement Pump or

similar machines; Light Plant; Mixers (1 or 2 bag); Power Batching Machine (Cement Auger or Conveyor); Boiler (Engineer or Fireman); Mechanical Broom; Automatic Cement and Gravel Batch Plants (two or three stop set-up); Small Rubber-tired Tractors (not including backhoes or endloaders); Self-propelled Curing Machine; Driver on Truck Crane or similar machines.

Class 3. Engineer on a Skid Loader; Oiler; Mechanic's Helper; Mechanical Heater (other than steam boiler); Belt Machine; Small Outboard Motor Boats (Safety Boat and Life Boat); Engine Driven Welding Machine; Small Tractors (used to unroll or roll wire mesh); Water Pumps; Air Compressors; Permanent Automatic Elevators or Deck Engineers.

#### OPERATING ENGINEERS- HIGHWAY

Class 1. An engineer on Crane; Shovel; Clamshell; Spreader (servicing two pavers); Asphalt Spreader; Asphalt Mixer; Plant Engineer; Dipper Dredge Operator; Dipper Dredge Craneman; Dual Purpose Truck (boom or winch); Leverman or Engineman (hydraulic dredge); Mechanic; Paving Mixer with tower attached; Pile Driver; Boom Tractor; Stationary, over 40 h.p.; Building Hoist (two drums); Hot Paint Wrapping Machine; Cleaning and Priming Machine; Backfiller (throw bucket); Locomotive Engineer; Qualified Welder; Tow or Push Boat; Concrete Paver; Seaman Trav-L-Plant or similar machines; CMI Autograder or similar machines; Slip Form Paver; Caisson Augering Machine; Mucking Machine; Asphalt Heater Planer Unit; Hydraulic Cranes; Laser Screed; engineer on Athey; Barber-Green; Euclid or Haiss Loader; Asphalt Pug Mill; Fireman and Drier; Concrete Pump; Concrete Spreader (servicing one paver); Bulldozer; Endloader; Log Chippers or similar machines; Elevating Grader; Group Equipment Greaser, LeTourneaupul and similar machines; off-road haul units; DW -10; Hyster Winch and similar machines; Motor Patrol, Power Blade, Push Cat, Tractor Pulling elevating Grader or Power Blade; Tractor Operating Scoop or Scraper; Tractor with Power Attachment; Roller on Asphalt or Blacktop; Single Drum Hoist; Jaeger Mix and Place Machine; Pipe Bending Machine; Flexaplane or similar machines; Automatic Curbing Machines; Automatic Cement and Gravel Batch Plants (one stop set-up); Seaman Pulvi-Mixer or similar machines; Blastholer; Self-propelled Rotary Drill or similar machines; Work Boat; Combination Concrete Finishing Machine and Float; Self-Propelled Sheep Foot Roller or Compactor (used in conjunction with a Grading Spread); Asphalt Spreader Screed Operator; Apsco spreader or similar machine; Forklift (over 6000 lb. cap. or, working at heights above 28 ft.); Concrete Conveyors; and Chip Spreader.

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

Class 3. Oiler; Mechanic's Helper; Mechanical Heater (other than steam boiler); Belt Machine; Small Outboard Motor Boats (Safety Boat and Life Boat); Engine Driven Welding Machine; Small Tractors (used to unroll or roll wire mesh).

#### TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

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

Class 4. Low Boy and Oil Distributors.

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

#### TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

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

#### 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 217-782-1710 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.