

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

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

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

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

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

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

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

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

ADDENDUMS AND REVISIONS TO THE PROPOSAL FORMS

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

286

RETURN WITH BID

| |
|-----------------------|
| Proposal Submitted By |
| Name |
| Address |
| City |

Letting March 5, 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. 64F12
WHITESIDE County
Section (32-4)RS-2
District 2 Construction Funds
Route FAP 561**

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)

INSTRUCTIONS

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

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

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?: When a prospective prime bidder submits a **"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
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|--|--------------|
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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. 64F12
WHITESIDE County
Section (32-4)RS-2
Route FAP 561
District 2 Construction Funds**

2.46 miles of milling and resurfacing located on IL Rte. 2 from east of 4th Street to 45th Avenue in Sterling.

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

RETURN WITH BID

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

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

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

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

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

Attach Cashier's Check or Certified Check Here

In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties which would be required for each individual proposal. If the guaranty check is placed in another proposal, state below where it may be found.

The proposal guaranty check will be found in the proposal for:

Item _____

Section No. _____

County _____

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

RETURN WITH BID

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

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

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

Schedule of Combination Bids

| Combination No. | Sections Included in Combination | Combination Bid | |
|-----------------|----------------------------------|-----------------|-------|
| | | Dollars | Cents |
| | | | |
| | | | |
| | | | |
| | | | |

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 64F12

State Job # - C-92-120-09
 PPS NBR - 2-28400-0000
 County Name - WHITESIDE - -
 Code - 195 - -
 District - 2 - -
 Section Number - (32-4)RS-2

Project Number

Route
 FAP 561

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|-------------|----------------------|-----------------|------------|---|------------|---|-------------|
| XX003165 | VIDEO CAMERA DET SYS | EACH | 5.000 | | | | |
| Z0075300 | TIE BARS | EACH | 772.000 | | | | |
| 40600200 | BIT MATLS PR CT | TON | 28.700 | | | | |
| 40600300 | AGG PR CT | TON | 151.000 | | | | |
| 40600735 | P LEV BIND HM N70 | TON | 43.000 | | | | |
| 40600826 | P LB MM IL-4.75 N50 | TON | 5,772.000 | | | | |
| 40600895 | CONSTRUC TEST STRIP | EACH | 1.000 | | | | |
| 40600990 | TEMPORARY RAMP | SQ YD | 1,008.000 | | | | |
| 40603540 | P HMA SC "D" N70 | TON | 6,926.000 | | | | |
| 40800050 | INCIDENTAL HMA SURF | TON | 2,028.000 | | | | |
| 44000155 | HMA SURF REM 1 1/2 | SQ YD | 1,427.000 | | | | |
| 44000159 | HMA SURF REM 2 1/2 | SQ YD | 99,016.000 | | | | |
| 44000500 | COMB CURB GUTTER REM | FOOT | 290.000 | | | | |
| 44200065 | PAVT PATCH T2 6 | SQ YD | 11.000 | | | | |
| 44200069 | PAVT PATCH T3 6 | SQ YD | 25.000 | | | | |

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|-------------|-----------------------|-----------------|------------|---|------------|---|-------------|
| 44200529 | CL A PATCH T2 8 | SQ YD | 1,652.000 | | | | |
| 44200533 | CL A PATCH T3 8 | SQ YD | 766.000 | | | | |
| 44213000 | PATCH REINFORCEMENT | SQ YD | 3,505.000 | | | | |
| 44213200 | SAW CUTS | FOOT | 21,377.000 | | | | |
| 48203100 | HMA SHOULDERS | TON | 838.000 | | | | |
| 56109210 | WATER VALVES ADJUST | EACH | 5.000 | | | | |
| 60255500 | MAN ADJUST | EACH | 34.000 | | | | |
| 60260100 | INLETS ADJUST | EACH | 63.000 | | | | |
| 60260500 | INLETS ADJ NEW T3F&G | EACH | 2.000 | | | | |
| 60265108 | INL RECON NEW F&G SPL | EACH | 5.000 | | | | |
| 60605000 | COMB CC&G TB6.24 | FOOT | 190.000 | | | | |
| 60607400 | COMB CC&G TB9.24 | FOOT | 100.000 | | | | |
| 67000400 | ENGR FIELD OFFICE A | CAL MO | 6.000 | | | | |
| 67100100 | MOBILIZATION | L SUM | 1.000 | | | | |
| 70100450 | TRAF CONT-PROT 701201 | L SUM | 1.000 | | | | |

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Project Number

Route
 FAP 561

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|-------------|-----------------------|-----------------|------------|---|------------|---|-------------|
| 70100460 | TRAF CONT-PROT 701306 | L SUM | 1.000 | | | | |
| 70100700 | TRAF CONT-PROT 701406 | L SUM | 1.000 | | | | |
| 70100800 | TRAF CONT-PROT 701401 | L SUM | 1.000 | | | | |
| 70102630 | TR CONT & PROT 701601 | L SUM | 1.000 | | | | |
| 70102632 | TR CONT & PROT 701602 | L SUM | 1.000 | | | | |
| 70102635 | TR CONT & PROT 701701 | L SUM | 1.000 | | | | |
| 70103815 | TR CONT SURVEILLANCE | CAL DA | 10.000 | | | | |
| 70300100 | SHORT-TERM PAVT MKING | FOOT | 3,465.000 | | | | |
| 70301000 | WORK ZONE PAVT MK REM | SQ FT | 2,310.000 | | | | |
| 78000100 | THPL PVT MK LTR & SYM | SQ FT | 1,734.000 | | | | |
| 78000200 | THPL PVT MK LINE 4 | FOOT | 51,800.000 | | | | |
| 78000500 | THPL PVT MK LINE 8 | FOOT | 7,782.000 | | | | |
| 78000600 | THPL PVT MK LINE 12 | FOOT | 743.000 | | | | |
| 78000650 | THPL PVT MK LINE 24 | FOOT | 1,250.000 | | | | |
| 78100100 | RAISED REFL PAVT MKR | EACH | 480.000 | | | | |

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 Code - 195 - -
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 Section Number - (32-4)RS-2

Project Number

Route
 FAP 561

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|----------------|-----------------------|--------------------|----------|---|------------|---|-------------|
| 78300200 | RAISED REF PVT MK REM | EACH | 226.000 | | | | |

CONTRACT NUMBER

64F12

THIS IS THE TOTAL BID

\$ _____

NOTES:

- 1. Each PAY ITEM should have a UNIT PRICE and a TOTAL PRICE.**
- 2. The UNIT PRICE shall govern if no TOTAL PRICE is shown or if there is a discrepancy between the product of the UNIT PRICE multiplied by the QUANTITY.**
- 3. If a UNIT PRICE is omitted, the TOTAL PRICE will be divided by the QUANTITY in order to establish a UNIT PRICE.**
- 4. A bid may be declared UNACCEPTABLE if neither a unit price nor a total price is shown.**

RETURN WITH BID

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

I. GENERAL

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

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

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

II. ASSURANCES

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

B. Felons

1. The Illinois Procurement Code provides:

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

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

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

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

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

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

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

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

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

RETURN WITH BID

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

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

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

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

E. Inducements

1. The Illinois Procurement Code provides:

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

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

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

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

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

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

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

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

H. Confidentiality

1. The Illinois Procurement Code provides:

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

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

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

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

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

III. CERTIFICATIONS

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

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

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

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

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

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

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

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

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

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

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

C. Educational Loan

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

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

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

D. Bid-Rigging/Bid Rotating

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

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

RETURN WITH BID

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

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

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

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

E. International Anti-Boycott

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

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

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

F. Drug Free Workplace

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

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

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

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

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

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

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

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

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

RETURN WITH BID

G. Debt Delinquency

1. The Illinois Procurement Code provides:

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

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

H. Sarbanes-Oxley Act of 2002

1. The Illinois Procurement Code provides:

Section 50-60(c).

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

I. Addenda

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

J. Section 42 of the Environmental Protection Act

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

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

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

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

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

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

RETURN WITH BID

M. Disclosure of Business Operations in Iran

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

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

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

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

Check the appropriate statement:

Company has no business operations in Iran to disclose.

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

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

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

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

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

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

TO BE RETURNED WITH BID

IV. DISCLOSURES

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

B. Financial Interests and Conflicts of Interest

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

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

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

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

C. Disclosure Form Instructions

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

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

CERTIFICATION STATEMENT

| | | |
|---|--|-------|
| <p>I have determined that the Form A disclosure information previously submitted is current and accurate, and all forms are hereby incorporated by reference in this bid. Any necessary additional forms or amendments to previously submitted forms are attached to this bid.</p> | | |
| <p>_____ (Bidding Company)</p> | | |
| <input type="checkbox"/> | _____ | _____ |
| | Signature of Authorized Representative | Date |

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

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

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES ___ NO ___
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than \$106,447.20? YES ___ NO ___
3. Does anyone in your organization receive more than \$106,447.20 of the bidding entity's or parent entity's distributive income? (Note: Distributive income is, for these purposes, any type of distribution of profits. An annual salary is not distributive income.) YES ___ NO ___
4. Does anyone in your organization receive greater than 5% of the bidding entity's or parent entity's total distributive income, but which is less than \$106,447.20? YES ___ NO ___

(Note: Only one set of forms needs to be completed per person per bid even if a specific individual would require a yes answer to more than one question.)

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

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

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

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

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

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

D. Bidders Submitting More Than One Bid

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

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

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**Form A
Financial Information &
Potential Conflicts of Interest
Disclosure**

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

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

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than \$106,447.20 (60% of the Governor's salary as of 7/1/07). **(Make copies of this form as necessary and attach a separate Disclosure Form A for each individual meeting these requirements)**

FOR INDIVIDUAL (type or print information)

NAME: _____

ADDRESS _____

Type of ownership/distributable income share:

stock _____ sole proprietorship _____ Partnership _____ other: (explain on separate sheet):
% or \$ value of ownership/distributable income share: _____

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

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

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

1. Are you currently an officer or employee of either the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___ No ___
2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 7/1/07) provide the name the State agency for which you are employed and your annual salary. _____

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 ___

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

Yes ___ No ___

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

- 1. Is your spouse or any minor children currently an officer or employee of the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___ No ___

- 2. Is your spouse or any minor children currently appointed to or employed by any agency of the State of Illinois? If your spouse or minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$106,447.20, (60 % of the Governor's salary as of 7/1/07) provide the name of your spouse and/or minor children, the name of the State agency for which he/she is employed and his/her annual salary. _____

- 3. If your spouse or any minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$106,447.20, (60% of the salary of the Governor as of 7/1/07) are you entitled to receive (i) more then 71/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes ___ No ___

- 4. If your spouse or any minor children are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 7/1/07) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes ___ No ___

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

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

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

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

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

RETURN WITH BID/OFFER

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

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

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

APPLICABLE STATEMENT

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

Completed by: _____ Date _____
Signature of Individual or Authorized Representative

NOT APPLICABLE STATEMENT

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

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

_____ Date _____
Signature of Authorized Representative

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ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B Other Contracts & Procurement Related Information Disclosure

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

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

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

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

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

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

THE FOLLOWING STATEMENT MUST BE CHECKED

| | | |
|--------------------------|--|--|
| <input type="checkbox"/> | <hr style="width: 80%; margin: 0 auto;"/> Signature of Authorized Representative | <hr style="width: 10%; margin: 0 auto;"/> Date |
|--------------------------|--|--|

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

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

RETURN WITH BID

**Contract No. 64F12
WHITESIDE County
Section (32-4)RS-2
Route FAP 561
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. 64F12
WHITESIDE County
Section (32-4)RS-2
Route FAP 561
District 2 Construction Funds**

PROPOSAL SIGNATURE SHEET

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

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

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

(IF A CORPORATION)
(IF A JOINT VENTURE, USE THIS SECTION FOR THE MANAGING PARTY AND THE SECOND PARTY SHOULD SIGN BELOW)
Corporate Name _____
By _____
Signature of Authorized Representative _____
Typed or printed name and title of Authorized Representative _____
Attest _____
Signature _____
Business Address _____

(IF A JOINT VENTURE)
Corporate Name _____
By _____
Signature of Authorized Representative _____
Typed or printed name and title of Authorized Representative _____
Attest _____
Signature _____
Business Address _____

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



Return with Bid

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

Item No. _____

Letting Date _____

KNOW ALL MEN BY THESE PRESENTS, That We _____

as PRINCIPAL, and _____

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

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

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

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

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

their respective officers this _____ day of _____ A.D., _____ .

PRINCIPAL

SURETY

(Company Name)

(Company Name)

By _____
(Signature & Title)

By: _____
(Signature of Attorney-in-Fact)

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
County of _____

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

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

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

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

My commission expires _____

Notary Public

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

Electronic Bid Bond ID# _____

Company / Bidder Name _____

Signature and Title _____

PROPOSAL ENVELOPE



PROPOSALS

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

| Item No. | Item No. | Item No. |
|----------|----------|----------|
| | | |
| | | |
| | | |
| | | |

Submitted By:

| |
|-----------|
| Name: |
| Address: |
| |
| |
| Phone No. |

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

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

NOTICE

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

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

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

Contract No. 64F12
WHITESIDE County
Section (32-4)RS-2
Route FAP 561
District 2 Construction Funds



Illinois Department of Transportation



NOTICE TO BIDDERS

1. **TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., March 5, 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. 64F12
WHITESIDE County
Section (32-4)RS-2
Route FAP 561
District 2 Construction Funds**

2.46 miles of milling and resurfacing located on IL Rte. 2 from east of 4th Street to 45th Avenue in Sterling.

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)

SUPPLEMENTAL SPECIFICATIONS

| <u>Std. Spec. Sec.</u> | | <u>Page No.</u> |
|------------------------|---|-----------------|
| 201 | Clearing, Tree Removal and Protection | 1 |
| 205 | Embankment | 2 |
| 251 | Mulch | 3 |
| 253 | Planting Woody Plants | 4 |
| 280 | Temporary Erosion Control | 6 |
| 406 | Hot-Mix Asphalt Binder and Surface Course | 7 |
| 443 | Reflective Crack Control Treatment | 12 |
| 502 | Excavation for Structures | 15 |
| 503 | Concrete Structures | 16 |
| 504 | Precast Concrete Structures | 17 |
| 505 | Steel Structures | 18 |
| 540 | Box Culverts | 19 |
| 581 | Waterproofing Membrane System | 20 |
| 630 | Steel Plate Beam Guardrail | 21 |
| 633 | Removing and Reerecting Guardrail and Terminals | 22 |
| 637 | Concrete Barrier | 23 |
| 669 | Removal and Disposal of Regulated Substances | 24 |
| 672 | Sealing Abandoned Water Wells | 25 |
| 701 | Work Zone Traffic Control and Protection | 26 |
| 720 | Sign Panels and Appurtenances | 27 |
| 721 | Sign Panel Overlay | 28 |
| 722 | Demountable Sign Legend Characters and Arrows | 29 |
| 726 | Mile Post Marker Assembly | 30 |
| 733 | Overhead Sign Structures | 31 |
| 783 | Pavement Marking and Marker Removal | 32 |
| 801 | Electrical Requirements | 33 |
| 805 | Electrical Service Installation – Traffic Signals | 34 |
| 836 | Pole Foundation | 35 |
| 838 | Breakaway Devices | 36 |
| 862 | Uninterruptable Power Supply | 37 |
| 873 | Electric Cable | 39 |
| 878 | Traffic Signal Concrete Foundation | 41 |
| 1003 | Fine Aggregates | 42 |
| 1004 | Coarse Aggregates | 43 |
| 1005 | Stone and Broken Concrete | 44 |
| 1006 | Metals | 45 |
| 1008 | Structural Steel Coatings | 47 |
| 1010 | Finely Divided Materials | 48 |
| 1020 | Portland Cement Concrete | 49 |
| 1022 | Concrete Curing Materials | 58 |
| 1024 | Nonshrink Grout | 59 |
| 1030 | Hot-Mix Asphalt | 60 |
| 1032 | Bituminous Materials | 65 |

| | | |
|------|---|-----|
| 1042 | Precast Concrete Products | 68 |
| 1062 | Reflective Crack Control System | 70 |
| 1069 | Pole and Tower | 72 |
| 1074 | Control Equipment | 75 |
| 1076 | Wire and Cable | 80 |
| 1080 | Fabric Materials | 81 |
| 1081 | Materials for Planting | 82 |
| 1083 | Elastomeric Bearings | 84 |
| 1090 | Sign Base | 85 |
| 1091 | Sign Face | 87 |
| 1092 | Sign Legend and Supplemental Panels | 95 |
| 1093 | Sign Supports | 96 |
| 1094 | Overhead Sign Structures | 98 |
| 1095 | Pavement Markings | 104 |
| 1101 | General Equipment | 106 |
| 1102 | Hot-Mix Asphalt Equipment | 107 |
| 1103 | Portland Cement Concrete Equipment | 109 |
| 1106 | Work Zone Traffic Control Devices | 110 |

RECURRING SPECIAL PROVISIONS

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

| <u>CHECK SHEET #</u> | <u>PAGE NO.</u> |
|----------------------|-----------------|
| 1 | 111 |
| 2 | 114 |
| 3 X | 115 |
| 4 X | 125 |
| 5 X | 130 |
| 6 | 135 |
| 7 | 136 |
| 8 | 137 |
| 9 | 138 |
| 10 | 141 |
| 11 | 144 |
| 12 | 146 |
| 13 | 150 |
| 14 | 152 |
| 15 | 153 |
| 16 | 155 |
| 17 | 156 |
| 18 | 158 |
| 19 | 159 |
| 20 | 160 |
| 21 | 164 |
| 22 | 166 |
| 23 | 168 |
| 24 X | 170 |
| 25 | 171 |
| 26 | 172 |
| 27 | 173 |
| 28 | 174 |
| 29 | 175 |
| 30 | 176 |
| 31 | 184 |
| 32 | 196 |
| 33 | 197 |

TABLE OF CONTENTS

| | |
|--|----|
| LOCATION OF PROJECT | 1 |
| DESCRIPTION OF PROJECT | 1 |
| TRAFFIC CONTROL PLAN | 1 |
| ENGINEER'S FIELD OFFICE TYPE A | 4 |
| WORK ZONE PAVEMENT MARKING AND REMOVAL | 6 |
| COMPACTION OF POLYMERIZED HOT-MIX ASPHALT CONCRETE | 6 |
| VIDEO CAMERA DETECTOR SYSTEM | 7 |
| INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL | 12 |
| APPROVAL OF PROPOSED BORROW AREAS, USE AREAS, AND/OR WASTE AREAS INSIDE ILLINOIS STATE BORDERS (BDE) | 13 |
| CEMENT (BDE) | 13 |
| CONCRETE ADMIXTURES (BDE) | 15 |
| CONSTRUCTION AIR QUALITY - DIESEL VEHICLE EMISSIONS CONTROL (BDE) | 18 |
| CONSTRUCTION AIR QUALITY - IDLING RESTRICTIONS (BDE) | 19 |
| DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) | 20 |
| DOWEL BARS (BDE) | 28 |
| EQUIPMENT RENTAL RATES (BDE) | 28 |
| HOT-MIX ASPHALT – ANTI-STRIPPING ADDITIVE (BDE) | 29 |
| HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE) | 30 |
| HOT-MIX ASPHALT – DROP-OFFS (BDE) | 31 |
| HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE) | 31 |
| HOT-MIX ASPHALT – QC/QA ACCEPTANCE CRITERIA (BDE) | 32 |
| HOT-MIX ASPHALT – TRANSPORTATION (BDE) | 33 |
| LIQUIDATED DAMAGES (BDE) | 33 |
| MULTILANE PAVEMENT PATCHING (BDE) | 34 |
| NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE) | 34 |
| PAVEMENT MARKING REMOVAL (BDE) | 35 |
| PAVEMENT PATCHING (BDE) | 35 |
| PAYMENTS TO SUBCONTRACTORS (BDE) | 35 |
| PERSONAL PROTECTIVE EQUIPMENT (BDE) | 36 |
| RAISED REFLECTIVE PAVEMENT MARKERS (BDE) | 37 |
| RECLAIMED ASPHALT PAVEMENT (RAP) (BDE) | 37 |
| REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE) | 44 |
| REINFORCEMENT BARS - STORAGE AND PROTECTION (BDE) | 44 |
| SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) | 45 |
| THERMOPLASTIC PAVEMENT MARKINGS (BDE) | 45 |

WORKING DAYS (BDE) 46
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)..... 46
FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 49
STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 53
PROJECT LABOR AGREEMENT 57

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 561 (IL 2), Section (32-4)RS-2, Whiteside County, Contract 64F12, 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

IL 2 from east of 4th Street to 45th in Sterling.

DESCRIPTION OF PROJECT

Milling, patching and resurfacing.

TRAFFIC CONTROL PLAN

Effective January 14, 1999

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

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

Standards:

701101 701201 701306 701400 701401 701406
701426 701601 701602 701701 701901

Details:

District Standard 94.2

Signs:

No bracing shall be allowed on post-mounted signs.

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

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 2 mile intervals or as directed by the Engineer on roadways where the posted speed limit is greater than 40 mph.

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

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

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

The WORK ZONE SPEED LIMIT shall be as follows: when the existing speed limit is 65 or 55, the WORK ZONE SPEED LIMIT shall be 55. If the existing speed limit is 50, the WORK ZONE SPEED LIMIT shall be 50. When the existing speed limit is 45 or where workers are present and actively working the closed lane, the WORK ZONE SPEED LIMIT shall be 45. When the speed limit is below 45, there is no WORK ZONE SPEED. When the lanes are open, the existing speed limit is to be reinstated.

Devices:

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

Direction Indicator Barricades shall exclusively be used in lane closure tapers. They shall be used only when traffic is being merged with an adjacent through lane or shifted onto a median crossover.

Vertical barricades shall not be used in weaves, tapers or turn bay gores.

Lights:

Steady burn mono-directional lights are required on devices delineating a widening trench.

Flaggers:

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

In addition to the flaggers shown on applicable standards, on major sideroads listed below, flaggers shall be required on all legs of the intersection. Major sideroads for this project shall be Lynn Boulevard, Polo Road and Freeport Road.

When the road is closed to through traffic and it is necessary to provide access for local traffic, all flaggers as shown on the applicable standards will be required. No reduction in the number of flaggers shall be allowed.

Pavement Marking:

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

Highway Standards Application.

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

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

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

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.

Other Devices.

Work Restrictions: These work restrictions apply to the entire project because of the high ADT.

PATCHING, MILLING & RESURFACING WORK

No lane closures shall be allowed between 3:00 p.m. on Friday and 9:00 p.m. on Sunday. During legal holidays, Section 107 of the Standard Specifications shall apply.

Maintenance of Traffic: Traffic shall be maintained using Traffic Control and Protection Standard 701401, 701406 and 701601.

Westbound traffic shall be maintained using Traffic Control and Protection Standard 701400, 701401 or 701406.

Eastbound traffic shall be maintained using Traffic Control and Protection Standard 701601.

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

The Contractor shall be required to notify the Whiteside County Highway Department and/or corresponding Township Commissioner for any sideroad closure or opening.

The Contractor shall submit a maintenance of local traffic plan to the Engineer at the preconstruction meeting telling how local access will be maintained at each access location. It will show which locations will be completely closed, and which locations will be constructed utilizing Traffic Control Standard 701201 or 701306 and/or barricades. This traffic plan will need to be approved by the Engineer before the roadway is closed to traffic.

The Contractor shall be responsible for providing a weekly article and map to the news media (Sauk Valley News) describing work being performed and stages closed to traffic.

The pavement patch removal and replacement shall be completed using Traffic Control and Protection Standard 701401.

Placing and removing pavement marking shall be completed using Traffic Control and Protection Standard 701406, 701426, 701601 or 701701.

The milling and resurfacing shall be completed using Traffic Control and Protection Standard 701406.

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.”

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.

COMPACTION OF POLYMERIZED HOT-MIX ASPHALT CONCRETE

Effective January 16, 2002

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

This work shall be included in the cost of the polymerized Hot-Mix Asphalt concrete of the type and size specified.

VIDEO CAMERA DETECTOR SYSTEM

The following video vehicle detection systems meet the specifications outlined in this section and are currently approved for use in District 2:

Iteris Vantage Edge 2 (4 Camera System)
Autoscope Solo Pro (4 Camera System)

The quantity and type of cable that will be required to complete the installation will vary depending on the equipment manufacturer.

The Contractor shall be responsible for determining the cable type and quantities of cable required for the video detection installations. All cable used shall meet current Department specifications, manufacturer's recommendations, and shall be subject to approval by the Engineer.

The system to be installed shall be the latest model. At the intersections of IL Route 2 with Freeport Road, Woodlawn Road, The Northland Mall main entrance, 35th Avenue, and 45th Avenue in Sterling. It shall include five (5) cameras, plus one (1) spare to be delivered to the City of Sterling Traffic Engineer, the processor unit, connectors, software, and all cabling necessary back to the controller. All the equipment shall be compatible with the controller to be installed on this project. All equipment shall be installed according to manufacturer's recommendations. The video detection cameras shall be capable of being zoomed and focused from a connection in the controller cabinet.

The video vehicle detection system shall include all necessary cables, electrical junction boxes, electrical and coaxial surge suppression, hardware, software, programming, and any camera brackets that are required for installation. These items should be taken into consideration and shall be included in the bid price 5 camera system and 1 spare camera for the VIDEO CAMERA DETECTOR SYSTEM.

If the unit requires the use of a power strip, the power strip/surge suppressor shall conform to the following minimum specifications:

- Let Through Voltage: <85 Volts
- Operating Voltage: 120VAC, 50/60H
- UL Suppressed Voltage Rating: 330V
- Energy Rating: 320J
- Peak Current NM/CM: 13k Amps NM, 13k Amps CM
- EMI/RFI Noise Filtration: >25-60dB

A total of one 12" color video monitor and trackball shall be included in the installation, to allow for the setup and monitoring of the video detection system.

All vehicle video detection systems shall be equipped with the latest software or firmware revisions.

The video vehicle system shall be configured and installed to NEMA TS1 Standards.

The Contractor shall be responsible for furnishing and installing all necessary camera brackets that are required for the camera installation. The camera mounting brackets shall be of aluminum or steel construction with a natural or white powder coated finish. All brackets shall be submitted to the Department for approval prior to installation. The material and installation shall be completed to the satisfaction of the Engineer.

The minimum requirements for a video vehicle detection system are listed below:

1.0 General

This Specification sets forth the minimum requirements for a system that monitors vehicles on a roadway via processing of video images and provides detector outputs to a traffic controller or similar device. All video detection systems must be approved by the Department. Currently, only Iteris R2-4 Advanced Camera and Econolite Autoscope Solo Pro video detection systems are approved for use within District 2.

1.1 System Hardware

The system shall consist of four video cameras, one spare camera and an automatic control unit (ACU). The ACU shall process all detected calls and shall be equipped with the latest firmware revisions.

1.2 System Software

The system shall be able to detect either approaching or receding vehicles in multiple traffic lanes. A minimum of 24 detection zones shall be user-definable per camera. The user shall be able to modify and delete previously defined detection zones. The software shall provide remote access operation and shall be the latest revision.

2.0 Functional Capabilities

2.1 Real-Time Detection

2.2 The ACU shall be capable of simultaneously processing information from up to four (4) video sources. The video shall be digitized and analyzed at a rate of 30 times per second.

2.3 The system shall be able to detect the presence of vehicles in a minimum of 96 detection zones within the combined field of view of the image sensors.

3.0 Vehicle Detection

3.1 Detection Zone Placement

The video detection system shall provide flexible detection zone placement anywhere and at any orientation within the combined field of view of the image sensors. In addition, detection zones shall be coordinated with the signal phases. Each detection zone shall provide a minimum of two kinds of detection (extend, delay, presence or counting) as each phase may require. The type of detection provided by the detection zone is to be determined by the active status of the zone's governing phase.

3.2 Optimal Detection

The video detection system shall reliably detect vehicle presence when the image sensor is mounted 30 feet (10 m) or higher above the roadway, when the image sensor is adjacent to the desired coverage area, and when the length of the detection area or field of view (FOV) is not greater than ten (10) times the mounting height of the image sensor. The image sensor shall not be required to be mounted directly over the roadway. A single image sensor, placed at the proper mounting height with the proper lens, shall be able to monitor six (6) to eight (8) traffic lanes simultaneously.

3.3 Detection Performance

Overall performance of the video detection system shall be comparable to inductive loops. Using standard image sensor optics and in the absence of occlusion, the system shall be able to detect vehicle presence with 98% accuracy under normal conditions, (days & night) and 96% accuracy under adverse conditions (fog, rain, snow). The ACU shall output a constant call for each enabled detector output channel if a loss of video signal occurs in any camera.

The ACU shall be capable of processing a minimum of twenty detector zones placed anywhere in the field of view of the camera.

4.0 ACU Hardware

4.1 ACU Mounting

The ACU shall be shelf or rack mountable. Nominal outside dimensions excluding connectors shall not exceed 7.25" x 19" x 10.5" (H x W x D).

4.2 ACU Environmental

The ACU shall be designed to operate reliably in the adverse environment found in the typical roadside traffic cabinet. It shall meet the environmental requirements set forth by the NEMA (National Electrical Manufacturers Association) TS1 and TS2 standards as well as the environmental requirements for Type 170 and Type 179 controllers. The minimum operating temperature range shall be from -35 to +74 degrees C at 0% to 95% relative humidity, non-condensing.

5.0 ACU Electrical

5.1 The ACU shall be modular in design and provide processing capability equivalent to the Intel Pentium microprocessor. The bus connections used to interconnect the modules of the ACU shall be gold-plated DIN connectors.

5.2 The ACU shall be powered by 89 - 135 VAC, 60 Hz, single phase, and draw 0.25 amps, or by 190 - 270 VAC, 50 Hz, single phase, and draw 0.12 amps. If a rack mountable ACU is supplied, it shall be capable of operating from 10 to 28 VDC. The power supply shall automatically adapt to the input power level. Surge ratings shall be as set forth in the NEMA TS1 and TS2 specifications.

5.3 Serial communications to a remote computer equipped with remote monitoring software shall be through an RS-232 serial port. A 9-pin "D" subminiature connector on the front of the ACU shall be used for serial communications.

5.4 The ACU shall be equipped with a NEMA TS2 RS-485 SDLC interface for communicating input and output information. Front panel LEDs shall provide status information when communications are open.

5.5 The ACU and/or camera hookup panel shall be equipped with four RS-170 (B&W)/NTSC (color) composite video inputs for coaxial camera connections so that signals from four image sensors can be processed in real-time.

5.6 The ACU shall be equipped with a port to provide communications to a computer running the remote access software.

5.7 The ACU and/or camera hookup panels used for a rack mountable ACU shall be equipped with a video output port.

5.8 The ACU shall be equipped with viewable front panel detection LED indications.

6.0 Camera

6.1 The video detection system shall use medium resolution, monochrome or color, image sensors as the video source for real-time vehicle detection. As a minimum, each image sensor shall provide the following capabilities:

- a. Images shall be produced with a CCD sensing element with horizontal resolution of at least 768 lines and vertical resolution of at least 494 lines.
- b. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as low as 0.1 lux at night.
- c. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as high as 10,000 lux during the day.
- d. Automatic gain, automatic iris, and absolute black reference controls shall be furnished.
- e. An optical filter and appropriate electronic circuitry shall be included in the image sensor to suppress "blooming" effects at night.

6.2 The image sensor shall be equipped with an integrated zoom lens with zoom and focus capabilities that can be changed using either configuration computer software or hand-held controller. The machine vision processor (MVP) may be enclosed within the camera.

6.3 The image sensor and lens assembly shall be housed in an environmental enclosure that provides the following capabilities:

- a. The enclosure shall be waterproof and dust-tight to NEMA-4 specifications.
- b. The enclosure shall allow the image sensor to operate satisfactorily over an ambient temperature range from -35C to +60C while exposed to precipitation as well as direct sunlight.

- c. The enclosure shall allow the image sensor horizon to be rotated in the field during installation.
- d. The enclosure shall include a provision at the rear of the enclosure for connection of power and video signal cables fabricated at the factory. Input power to the environmental enclosure shall be either 115 VAC 50 Hertz or 230 V AC/DC 60 Hertz.
- e. A heater shall be at the front of the enclosure to prevent the formation of ice and condensation in cold weather, as well as to assure proper operation of the lens' iris mechanism. The heater shall not interfere with the operation of the image sensor electronics, and it shall not cause interference with the video signal.
- f. The enclosure shall be light-colored and shall include a sun shield to minimize solar heating. The front edge of the sunshield shall protrude beyond the front edge of the environmental enclosure and shall include provision to divert water flow to the sides of the sunshield. The amount of overhang of the sun shield shall be adjustable to prevent direct sunlight from entering the lens or hitting the faceplate.
- g. The total weight of the image sensor in the environmental enclosure with sunshield shall be less than 6 pounds.
- h. When operating in the environmental enclosure with power and video signal cables connected, the image sensor shall meet FCC class B requirements for electromagnetic interference emissions.

6.4 The video output of the image sensor shall be isolated from earth ground. All video connections from the image sensor to the video interface panel shall also be isolated from earth ground.

6.5 The video output, communication, and power to the image sensor shall include transient protection to prevent damage to the sensor due to transient voltages occurring on the cable leading from the image sensor to other field locations.

6.6 A stainless steel junction box shall be available as an option with each image sensor for installation on the structure used for image sensor mounting. The junction box shall contain a terminal block for terminating power to the image sensor and connection points for coaxial cables from the image sensor and from the ACU.

6.7 A video interface panel shall be included for installation inside of the traffic cabinet. The panel shall provide coaxial cable / twisted pair connection points and an Edco RMCXI-06 or approved equal transient suppressor for each image sensor. The shield side of the coaxial cable connection at the transient suppressor shall be connected to earth ground via the transient suppressor.

If the coaxial cable/twisted pair used to connect the video signal from the image sensor to the ACU are to be routed through a conduit containing unbundled AC power cables, a video isolation amplifier shall be installed in addition to the video interface panel if interference is present. There will be no additional compensation for providing the video isolation amplifier if necessitated by the presence of video interference. The isolation amplifier shall buffer the video signal and provide transient suppression. The isolation amplifier shall have a minimum common mode rejection ratio at 60 Hz of 100 dB.

6.8 The image sensor shall be connected to the ACU such that the video signal originating from the image sensor is not attenuated more than 3 dB when measured at the ACU. When the connection between the image sensor and the ACU is coaxial cable, the coaxial cable used shall be a low loss 75 ohm precision video cable suited for outdoor installation, such as Belden 8281, West Penn P806, or approved equal.

7.0 Software

7.1 The system shall include the remote access software that is used to setup and configure the video detection system. The software shall be of the latest revision.

7.2 All necessary cable, adapters, and other equipment shall be included with the system.

8.0 Installation and Training

8.1 The supplier of the video detection system shall supervise the installation and testing of the video and video vehicle detection equipment. A factory certified representative from the supplier shall be on-site during installation.

8.2 Training shall be available upon request.

9.0 Warranty, Maintenance, and Support

9.1 The video detection system shall be warranted by its supplier for a minimum of two (2) years from date of turn-on. This warranty shall cover all material defects and shall also provide all parts and labor as well as unlimited technical support.

9.2 Ongoing software support by the supplier shall include updates of the ACU and supervisor software. These updates shall be provided free of charge during the warranty period.

9.3 The supplier shall maintain a program for technical support and software updates following expiration of the warranty period. This program shall be made available to the contracting agency in the form of a separate agreement for continuing support.

Basis of Payment: The above work will be paid for at the contract unit price Each for VIDEO CAMERA DETECTOR SYSTEM which price will be payment in full for all labor, equipment, and materials required to supply, install, configure, and test the video vehicle detection system described above, complete.

INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL

This work shall consist of replacing the existing frame and grate with a new frame and grate as shown in District Standard 13.2C of the plans and in accordance with Section 602 of the Standard Specifications. As for the work consisting of the removal and replacement of the concrete curb and gutter refer to District Standard 17.4a 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 meet the new overlay thickness.

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

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

Effective: November 1, 2008

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

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

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

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

CEMENT (BDE)

Effective: January 1, 2007

Revised: April 1, 2009

Revise Section 1001 of the Standard Specifications to read:

“SECTION 1001. CEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

- (1) The cement shall have a maximum final set of 25 minutes, according to Illinois Modified ASTM C 191.

- (2) The cement shall have a minimum compressive strength of 2000 psi (13,800 kPa) at 3.0 hours, 3200 psi (22,100 kPa) at 6.0 hours, and 4000 psi (27,600 kPa) at 24.0 hours, according to Illinois Modified ASTM C 109.
 - (3) The cement shall have a maximum drying shrinkage of 0.050 percent at seven days, according to Illinois Modified ASTM C 596.
 - (4) The cement shall have a maximum expansion of 0.020 percent at 14 days, according to Illinois Modified ASTM C 1038.
 - (5) The cement shall have a minimum 80 percent relative dynamic modulus of elasticity; and shall not have a weight (mass) gain in excess of 0.15 percent or a weight (mass) loss in excess of 1.0 percent, after 100 cycles, according to AASHTO T 161, Procedure B.
- (e) Calcium Aluminate Cement. Calcium aluminate cement shall be used only where specified by the Engineer. The cement shall meet the standard physical requirements for Type I cement according to ASTM C 150, except the time of setting shall not apply. The chemical requirements shall be determined according to ASTM C 114 and shall be as follows: minimum 38 percent aluminum oxide (Al_2O_3), maximum 42 percent calcium oxide (CaO), maximum 1 percent magnesium oxide (MgO), maximum 0.4 percent sulfur trioxide (SO_3), maximum 1 percent loss on ignition, and maximum 3.5 percent insoluble residue.

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

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

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

CONCRETE ADMIXTURES (BDE)

Effective: January 1, 2003

Revised: April 1, 2009

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

- “(b) Admixtures. The use of admixtures to increase the workability or to accelerate the hardening of the concrete will be permitted when approved by the Engineer. Admixture dosages shall result in the mixture meeting the specified plastic and hardened properties. The Department will maintain an Approved List of Corrosion Inhibitors. Corrosion inhibitor dosage rates shall be according to Article 1020.05(b)(12). The Department will also maintain an Approved List of Concrete Admixtures, and an admixture technical representative shall be consulted when determining an admixture dosage from this list.

The dosage shall be within the range indicated on the approved list unless the influence by other admixtures, jobsite conditions (such as a very short haul time), or other circumstances warrant a dosage outside the range. The Engineer shall be notified when a dosage is proposed outside the range. To determine an admixture dosage, air temperature, concrete temperature, cement source and quantity, finely divided mineral sources(s) and quantity, influence of other admixtures, haul time, placement conditions, and other factors as appropriate shall be considered. The Engineer may request the Contractor to have a batch of concrete mixed in the lab or field to verify the admixture dosage is correct. An admixture dosage or combination of admixture dosages shall not delay the initial set of concrete by more than one hour. When a retarding admixture is required or appropriate for a bridge deck or bridge deck overlay pour, the initial set time shall be delayed until the deflections due to the concrete dead load are no longer a concern for inducing cracks in the completed work. However, a retarding admixture shall not be used to further extend the pour time and justify the alteration of a bridge deck pour sequence.

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

Revise Section 1021 of the Standard Specifications to read:

“SECTION 1021. CONCRETE ADMIXTURES

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

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

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

Prior to the approval of an admixture, the Engineer reserves the right to request a sample for testing. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 5.65 cwt/cu yd (335 kg/cu m).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION AIR QUALITY - 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).

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.

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: 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.

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 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.

BIDDING PROCEDURES. Compliance with this Special Provision is a material bidding requirement. The failure of the bidder to comply will render the bid not responsive.

- (a) 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. 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 DBE firms that will participate in the contract;
 - (2) A description, including pay item numbers, of the work each DBE will perform;
 - (3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for 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) DBE Participation Commitment Statements, form SBE 2025, signed by the bidder and each participating DBE firm 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.

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 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.

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, than 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.
- (g) 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. 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.
- (h) 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 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.

- (i) 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.
- (j) Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department.

DOWEL BARS (BDE)

Effective: April 1, 2007

Revised: January 1, 2008

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

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

EQUIPMENT RENTAL RATES (BDE)

Effective: August 2, 2007

Revised: January 2, 2008

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

"Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4)."

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

"(4) Equipment. Equipment used for extra work shall be authorized by the Engineer.

The equipment shall be specifically described, be of suitable size and capacity for the work to be performed, and be in good operating condition. For such equipment, the Contractor will be paid as follows.

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

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

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

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

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

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

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

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

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

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 – 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 % 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 washed ignition oven test on the mix per half day of production Note 4. | 1 washed ignition oven test on the mix per day of production 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 Note 3. | Day's production \geq 1200 tons: 1 per half day of production | N/A | Illinois Modified AASHTO R 35 |
| | Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day) | | |
| Air Voids Bulk Specific Gravity of Gyratory Sample | Day's production \geq 1200 tons: 1 per half day of production | 1 per day | Illinois-Modified AASHTO T 312 |
| | 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 μ 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” |

MULTILANE PAVEMENT PATCHING (BDE)

Effective: November 1, 2002

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

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

Effective: April 1, 2007

Revised: November 1, 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 portion of a calendar day until the deficiency is corrected to the satisfaction of the Engineer. 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 is \$1000.00 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: January 1, 2006

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

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

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

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

This Special Provision does not create any rights in favor of any subcontractor or material supplier against the State or authorize any cause of action against the State on account of any payment, nonpayment, delayed payment, or interest claimed by application of the State Prompt Payment Act. The Department will not approve any delay or postponement of the 15 day requirement except for reasonable cause shown after notice and hearing pursuant to Section 7(b) of the State Prompt Payment Act. State law creates other and additional remedies available to any subcontractor or material supplier, regardless of tier, who has not been paid for work properly performed or material furnished. These remedies are a lien against public funds set forth in Section 23(c) of the Mechanics Lien Act, 770 ILCS 60/23(c), and a recovery on the Contractor's payment bond according to the Public Construction Bond Act, 30 ILCS 550.

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

Revise the first sentence of the second paragraph of Article 781.03 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: 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.

- (b) 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.
- (c) 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.
- (d) 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.
- (e) 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) | | $\pm 5 \%$ |
| 1/2 in. (12.5 mm) | $\pm 8 \%$ | $\pm 15 \%$ |
| No. 4 (4.75 mm) | $\pm 6 \%$ | $\pm 13 \%$ |
| No. 8 (2.36 mm) | $\pm 5 \%$ | |
| No. 16 (1.18 mm) | | $\pm 15 \%$ |
| No. 30 (600 μ m) | $\pm 5 \%$ | |
| No. 200 (75 μ m) | $\pm 2.0 \%$ | $\pm 4.0 \%$ |
| Asphalt Binder | $\pm 0.4 \%$ ^{1/} | $\pm 0.5 \%$ |
| G_{mm} | ± 0.03 | |

1/ The tolerance for FRAP shall be $\pm 0.3 \%$.

If more than 20 percent of the individual sieves are out of the gradation tolerances, or if more than 20 percent of the asphalt binder content test results fall outside the appropriate tolerances, the RAP/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.
- (1) RAP from Class I, Superpave (High ESAL)/HMA (High ESAL), or HMA (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
 - (2) RAP from Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.
 - (3) 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.
 - (4) 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 ^{1/, 3/} | Maximum % RAP | | |
|--------------------------------|------------------------|-----------------------|------------------|
| | Binder/Leveling Binder | Surface | Polymer Modified |
| 30 | 30 | 30 | 10 |
| 50 | 25 | 15 | 10 |
| 70 | 15 / 25 ^{2/} | 10 / 15 ^{2/} | 10 |
| 90 | 10 | 10 | 10 |
| 105 | 10 | 10 | 10 |

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

Overlays:

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

Full Depth:

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

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

Max FRAP Percentage

| HMA Mixtures ^{1/, 2/} | 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/ For HMA shoulder and stabilized subbase (HMA) N30, the amount of FRAP shall not exceed 50 percent of the mixture.
- 2/ 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 "Non-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.”

REINFORCEMENT BARS - STORAGE AND PROTECTION (BDE)

Effective: August 1, 2008

Revised: April 1, 2009

Revise Article 508.03 of the Standard Specifications to read:

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

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

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

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 (TiO₂). The white pigment content shall be a minimum of ten percent by weight and shall be uniformly distributed throughout the thermoplastic compound.

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

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

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

White: Daylight Reflectance75 percent min.

*Yellow: Daylight Reflectance45 percent min.

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

| | | | | |
|---|-------|-------|-------|--------|
| x | 0.490 | 0.475 | 0.485 | 0.530 |
| y | 0.470 | 0.438 | 0.425 | 0.456” |

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

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

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

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 60 working days.

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

Effective: November 2, 2006

Revised: April 1, 2009

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

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

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

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

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

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

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

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

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

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

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR BITUMINOUS MATERIALS COST ADJUSTMENTS

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

Yes No

Signature: _____ **Date:** _____

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

Effective: April 1, 2009

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.

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

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

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

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

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

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

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

Return With Bid

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**OPTION FOR
FUEL COST ADJUSTMENT**

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

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

Signature: _____ **Date:** _____

STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)

Effective: April 2, 2004

Revised: April 1, 2009

Description. Steel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in steel 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 steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel cost adjustment.

Types of Steel Products. An adjustment will be made for fluctuations in the cost of steel used in the manufacture of the following items:

- Metal Piling (excluding temporary sheet piling)
- Structural Steel
- Reinforcing Steel

Other steel materials such as dowel bars, tie bars, mesh reinforcement, guardrail, steel traffic signal and light poles, towers and mast arms, metal railings (excluding wire fence), and frames and grates will be subject to a steel cost adjustment when the pay items they are used in has a contract value of \$10,000 or greater.

Documentation. Sufficient documentation shall be furnished to the Engineer to verify the following:

- (a) The dates and quantity of steel, in lb (kg), shipped from the mill to the fabricator.
- (b) The quantity of steel, in lb (kg), incorporated into the various items of work covered by this special provision. The Department reserves the right to verify submitted quantities.

Method of Adjustment. Steel cost adjustments will be computed as follows:

$$SCA = Q \times D$$

Where: SCA = steel cost adjustment, in dollars
Q = quantity of steel incorporated into the work, in lb (kg)
D = price factor, in dollars per lb (kg)

$$D = MPI_M - MPI_L$$

Where: MPI_M = The Materials Cost Index for steel as published by the Engineering News-Record for the month the steel is shipped from the mill. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

MPI_L = The Materials Cost Index for steel as published by the Engineering News-Record for the month prior to the letting. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

The unit weights (masses) of steel that will be used to calculate the steel cost adjustment for the various items are shown in the attached table.

No steel cost adjustment will be made for any products manufactured from steel having a mill shipping date prior to the letting date.

If the Contractor fails to provide the required documentation, the method of adjustment will be calculated as described above; however, the MPI_M will be based on the date the steel arrives at the job site. In this case, an adjustment will only be made when there is a decrease in steel costs.

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

$$\text{Percent Difference} = \{(MPI_L - MPI_M) \div MPI_L\} \times 100$$

Steel cost adjustments will be calculated by the Engineer and will be paid or deducted when all other contract requirements for the items of work are satisfied. Adjustments will only be made for fluctuations in the cost of the steel as described herein. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Attachment

| Item | Unit Mass (Weight) |
|---|--------------------------------|
| Metal Piling (excluding temporary sheet piling) | |
| Furnishing Metal Pile Shells 12 in. (305 mm), 0.179 in. (3.80 mm) wall thickness) | 23 lb/ft (34 kg/m) |
| Furnishing Metal Pile Shells 12 in. (305 mm), 0.250 in. (6.35 mm) wall thickness) | 32 lb/ft (48 kg/m) |
| Furnishing Metal Pile Shells 14 in. (356 mm), 0.250 in. (6.35 mm) wall thickness) | 37 lb/ft (55 kg/m) |
| Other piling | See plans |
| Structural Steel | See plans for weights (masses) |
| Reinforcing Steel | See plans for weights (masses) |
| Dowel Bars and Tie Bars | 6 lb (3 kg) each |
| Mesh Reinforcement | 63 lb/100 sq ft (310 kg/sq m) |
| Guardrail | |
| Steel Plate Beam Guardrail, Type A w/steel posts | 20 lb/ft (30 kg/m) |
| Steel Plate Beam Guardrail, Type B w/steel posts | 30 lb/ft (45 kg/m) |
| Steel Plate Beam Guardrail, Types A and B w/wood posts | 8 lb/ft (12 kg/m) |
| Steel Plate Beam Guardrail, Type 2 | 305 lb (140 kg) each |
| Steel Plate Beam Guardrail, Type 6 | 1260 lb (570 kg) each |
| Traffic Barrier Terminal, Type 1 Special (Tangent) | 730 lb (330 kg) each |
| Traffic Barrier Terminal, Type 1 Special (Flared) | 410 lb (185 kg) each |
| Steel Traffic Signal and Light Poles, Towers and Mast Arms | |
| Traffic Signal Post | 11 lb/ft (16 kg/m) |
| Light Pole, Tenon Mount and Twin Mount, 30 - 40 ft (9 - 12 m) | 14 lb/ft (21 kg/m) |
| Light Pole, Tenon Mount and Twin Mount, 45 - 55 ft (13.5 - 16.5 m) | 21 lb/ft (31 kg/m) |
| Light Pole w/Mast Arm, 30 - 50 ft (9 - 15.2 m) | 13 lb/ft (19 kg/m) |
| Light Pole w/Mast Arm, 55 - 60 ft (16.5 - 18 m) | 19 lb/ft (28 kg/m) |
| Light Tower w/Luminaire Mount, 80 - 110 ft (24 - 33.5 m) | 31 lb/ft (46 kg/m) |
| Light Tower w/Luminaire Mount, 120 - 140 ft (36.5 - 42.5 m) | 65 lb/ft (97 kg/m) |
| Light Tower w/Luminaire Mount, 150 - 160 ft (45.5 - 48.5 m) | 80 lb/ft (119 kg/m) |
| Metal Railings (excluding wire fence) | |
| Steel Railing, Type SM | 64 lb/ft (95 kg/m) |
| Steel Railing, Type S-1 | 39 lb/ft (58 kg/m) |
| Steel Railing, Type T-1 | 53 lb/ft (79 kg/m) |
| Steel Bridge Rail | 52 lb/ft (77 kg/m) |
| Frames and Grates | |
| Frame | 250 lb (115 kg) |
| Lids and Grates | 150 lb (70 kg) |

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR STEEL 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 steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel 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 items of work?

| | | |
|--|-----|--------------------------|
| Metal Piling | Yes | <input type="checkbox"/> |
| Structural Steel | Yes | <input type="checkbox"/> |
| Reinforcing Steel | Yes | <input type="checkbox"/> |
| Dowel Bars, Tie Bars and Mesh Reinforcement | Yes | <input type="checkbox"/> |
| Guardrail | Yes | <input type="checkbox"/> |
| Steel Traffic Signal and Light Poles, Towers and Mast Arms | Yes | <input type="checkbox"/> |
| Metal Railings (excluding wire fence) | Yes | <input type="checkbox"/> |
| Frames and Grates | 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 64F12 (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: Jack P. Cerone, Thomas F. Gibbons, Thomas G. Pagan, Robert Perkovich, Byron Yaffee, and Glenn A. Zipp. In the event that the Unions and Prime Contractor are not able to agree on a full slate of three Permanent Arbitrators, the Department, after consultation with the Unions and Prime Contractor, shall designate such additional Permanent Arbitrators as may be necessary to establish the full slate.

A single Permanent Arbitrator shall be selected from the slate of three on a rotating basis to adjudicate each arbitrable matter as it arises. In the event a Permanent Arbitrator is not available to adjudicate a particular matter in the order of rotation, the arbitration assignment shall pass to the next available Permanent Arbitrator.

ARTICLE IV - HOURS OF WORK AND GENERAL CONDITIONS

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

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

ARTICLE V - GRIEVANCE AND ARBITRATION PROCEDURES

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

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

ARTICLE VI - JURISDICTIONAL DISPUTES

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

Notes:

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

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

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

- (6) Agreements of record are applicable only to the party's signatory to such agreements. 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 64F12], 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 ROUTE 561 (IL 2)

SECTION (32-4)RS-2

WHITESIDE COUNTY

CONTRACT # 64F12

SHEET 1 OF 64

FAP ROUTE 561 (IL 2)
SECTION (32-4)RS-2

D-92-037-09

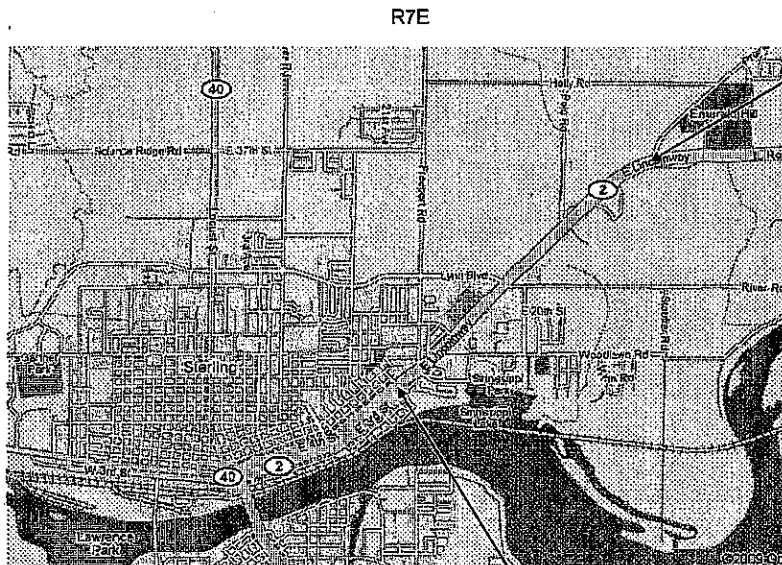
WHITESIDE COUNTY
C-92-120-09

INDEX OF SHEETS

See Sheet No. 2

STANDARDS

See Sheet No. 2



IMPROVEMENT
ENDS
STA 192+59

SECTION
BEGINS
STA 77+09.86

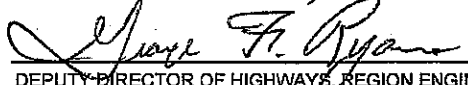
GROSS LENGTH OF SECTION = 11,549.14 ft = 2.187 miles
NET LENGTH OF SECTION = 13005.35 ft = 2.46 miles

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

TOWNSHIPS (SECTIONS): STERLING (12, 13, 14, 15, 22, 23)

CONTRACT NO. 64F12

SQUAD LEADER: BRAD CUSHMAN PROJECT ENGINEER: BECKY MARRUFFO
815/284-5996

| |
|--|
| STATE OF ILLINOIS |
| DEPARTMENT OF TRANSPORTATION |
| DIVISION OF HIGHWAYS |
| SUBMITTED <u>Dec 3, 2009</u> |
|  |
| DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER |
| DISTRICT 2 DIXON, IL. |

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

| | |
|---------|--|
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS / STATE STANDARDS |
| 3 - 4 | SUMMARY OF QUANTITIES |
| 5 - 7 | GENERAL NOTES |
| 8 - 43 | TYPICAL SECTIONS |
| 44 - 46 | SCHEDULE OF QUANTITIES |
| 47 - 50 | BITUMINOUS SCHEDULE |
| 51 | EASTBOUND PATCHING SCHEDULE |
| 52 | WESTBOUND PATCHING SCHEDULE |
| 53 - 56 | PAVEMENT MARKING SCHEDULE |
| 57 | CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED (17.4a) |
| 58 | TYPICAL MARKING FOR PAINTED ISLAND (93.4) |
| 59 | FRAME AND GRATE FOR INLET SPECIAL (13.2c) |
| 60 | ROUGH GROOVED SURFACE SIGN (91.2) |
| 61 | TRAFFIC CONTROL & PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (94.2) |
| 62 - 64 | TYPICAL PAVEMENT MARKINGS (41.1) |

STATE STANDARDS

| | |
|-----------|---|
| 420001-07 | PAVEMENT JOINTS |
| 442001-04 | CLASS A PATCHES |
| 604006-04 | FRAME AND GRATE TYPE 3 |
| 606001-04 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 701101-02 | OFF-ROAD OPERATIONS, MULTILANE, 4.5 M (15') TO 600MM (24") FROM PAVEMENT EDGE |
| 701201-03 | LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS \geq 45 MPH |
| 701306-02 | LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS |
| 701400-04 | APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY |
| 701401-05 | LANE CLOSURE, FREEWAY/EXPRESSWAY |
| 701406-05 | LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY |
| 701426-03 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \geq 45 MPH |
| 701601-06 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRANSVERSABLE MEDIAN |
| 701602-04 | URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE |
| 701701-06 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701901-01 | TRAFFIC CONTROL DEVICES |
| 720011-01 | METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS |
| 728001-01 | TELESCOPING STEEL SIGN SUPPORT |
| 729001-01 | APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS) |
| 780001-02 | TYPICAL PAVEMENT MARKINGS |
| 781001-03 | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS |
| 001006 | DECIMAL OF AN INCH AND OF A FOOT |

SUMMARY OF QUANTITIES

URBAN

| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | 100% STATE |
|-------------|--|--------|----------------|------------|
| 40600200 | BITUMINOUS MATERIALS (PRIME COAT) | TON | 28.7 | 28.7 |
| 40600300 | AGGREGATE (PRIME COAT) | TON | 151 | 151 |
| 40600735 | POLYMERIZED LEVELING BINDER (HAND METHOD), N70 | TON | 43 | 43 |
| 40600895 | CONSTRUCTING TEST STRIP | EACH | 1 | 1 |
| 40600890 | TEMPORARY RAMP | SQ YD. | 1008 | 1008 |
| 40603540 | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 | TON | 5926 | 5926 |
| 40600050 | INCIDENTAL HOT-MIX ASPHALT SURFACING | TON | 2028 | 2028 |
| 44000155 | HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | SQ YD | 1427 | 1427 |
| 44000159 | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2" | SQ YD | 99016 | 99016 |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 290 | 290 |
| 44200065 | PAVEMENT PATCHING, TYPE II, 6 INCH | SQ YD | 11 | 11 |
| 44200069 | PAVEMENT PATCHING, TYPE III, 6 INCH | SQ YD | 25 | 25 |
| 44200529 | CLASS A PATCHES, TYPE II, 6 INCH | SQ YD | 1652 | 1652 |
| 44200533 | CLASS A PATCHES, TYPE III, 3 INCH | SQ YD | 766 | 766 |
| 44213000 | PATCHING REINFORCEMENT | SQ YD | 3505 | 3505 |
| 44213200 | SAW CUTS | FOOT | 21377 | 21377 |
| 48203100 | HOT-MIX ASPHALT SHOULDERS | TON | 838 | 838 |
| 56109210 | WATER VALVES TO BE ADJUSTED | EACH | 5 | 5 |
| 60265500 | MANHOLES TO BE ADJUSTED | EACH | 34 | 34 |
| 60260100 | INLETS TO BE ADJUSTED | EACH | 63 | 63 |
| 60260500 | INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE | EACH | 2 | 2 |
| 60265108 | INLETS TO BE RECONSTRUCTED WITH NEW FRAME AND GRATE, SPECIAL | EACH | 5 | 5 |
| 60605000 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-8.24 | FOOT | 190 | 190 |
| 60607400 | COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24 | FOOT | 100 | 100 |

* SPECIALTY ITEM

USER NAME = cushmanbw

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLOT DATE = Thu Dec 03 12:16:20 2009

FILE NAME =

SUMMARY OF QUANTITIES

| | | | | | | | |
|---------------------|-----|---------|-----------|---------------------------|-----------|--------------------|----|
| F.A.P. RTE. | 561 | SECTION | 132-4RS-4 | COUNTY | WHITESIDE | TOTAL SHEETS | 64 |
| FED. ROAD DIST. NO. | | | | ILLINOIS FED. AID PROJECT | | CONTRACT NO. 64F12 | |

SUMMARY OF QUANTITIES

URBAN

| CODE NUMBER | ITEM | UNIT | TOTAL QUANTITY | 1000 | 100% STATE |
|-------------|--|--------|----------------|------|------------|
| 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 6 | | 6 |
| 67100100 | MOBILIZATION | L SUM | 1 | | 1 |
| 70100450 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 | L SUM | 1 | | 1 |
| 70100460 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701308 | L SUM | 1 | | 1 |
| 70100700 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701406 | L SUM | 1 | | 1 |
| 70100800 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 | L SUM | 1 | | 1 |
| 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601 | L SUM | 1 | | 1 |
| 70102632 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701602 | L SUM | 1 | | 1 |
| 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 | L SUM | 1 | | 1 |
| 70103815 | TRAFFIC CONTROL SURVEILLANCE | CAL DA | 10 | | 10 |
| 70300100 | SHORT-TERM PAVEMENT MARKING | FOOT | 3465 | | 3465 |
| 70301000 | WORKZONE PAVEMENT MARKING REMOVAL | SQ FT | 2310 | | 2310 |
| 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS | SQ FT | 1734 | | 1734 |
| 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4" | FOOT | 51800 | | 51800 |
| 78000500 | THERMOPLASTIC PAVEMENT MARKING - LINE 8" | FOOT | 7782 | | 7782 |
| 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12" | FOOT | 743 | | 743 |
| 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24" | FOOT | 1250 | | 1250 |
| 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 480 | | 480 |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 226 | | 226 |
| 40600826 | POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL - 4.75, N50 | TON | 5772 | | 5772 |
| XX003165 | VIDEO CAMERA DETECTOR, SYSTEM | EACH | 5 | | 5 |
| Z0075300 | TIE BARS | EACH | 772 | | 772 |

* SPECIALTY ITEM

| | | | | | | |
|-------------|-----------------------|---|-----------------------|------------|-----------|---------------------------|
| FILE NAME : | USER NAME = cushmanbv | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES | SECTION | COUNTY | TOTAL SHEETS |
| | | | | 132-41RS-4 | WHITESIDE | 64 |
| | | | | | | 4 |
| | | | | | | CONTRACT NO. 64F12 |
| | | | | | | ILLINOIS FED. AID PROJECT |
| | | | | | | |

PLOT DATE = Thu Dec 03 12:16:21 2009

GENERAL NOTES

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

All mandatory joint sealing for Class A patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

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

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

The mandatory saw cuts for pavement patching are:

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

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

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.

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

The following Mixture Requirements are applicable for this project:

| Mixture Uses(s): | Surface | Level Binder MM | Level Binder HM | Top Shoulder |
|---|---------------|-----------------|-----------------|----------------|
| PG: | SBS PG 70-22 | SBS PG 70-28 | PG 64-22 | PG 58-22 |
| Design Air Voids | 4.0 @ N70 | 4.0 @ N50 | 4.0 @ N50 | 3 @ N50 |
| Mixture Composition (Gradation Mixture) | IL 9.5 | IL 4.75 | IL 4.75 | IL 9.5 or 12.5 |
| Friction Aggregate | D | N/A | N/A | C |
| 20 Year ESAL | 2.3 | | | N/A |
| Mix Unit Weight | 112 lbs/sy/in | | | 112 lbs/sy/in |

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

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

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

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.

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:

Commonwealth Edison Co.
IL American Water Co.
NICOR Gas Co.

Comcast
AT&T
US Sprint

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:

City of Sterling
Mr. Vernon Gottel
212 Third Avenue
Sterling, IL 61081

Tie bars shall be installed to tie PCC appurtenance to adjacent existing concrete pavement.

Tie the following
to the existing
concrete pavement

Length, size, and
spacing of Tie Bars

| | | |
|-------------------------|-------------|--|
| Gutter or Curb & Gutter | Std. 606001 | 600 mm (24") long No. 20 (No. 6) @ 600 mm (24") centers |
| PCC Base Course | Std. 353001 | 600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers |
| PCC Pavement | Std. 420101 | 600 mm (24") long No. 20 (No. 6) @ 750 mm (30") centers |

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.

Tie bars to be installed in accordance with the applicable portions of Article 420.05(b) of the Standard Specifications. See Highway Standard 420001 for detail on longitudinal construction joint grouted-in-place tie bar. The cost of the tie bars to be included in the cost of the PCC appurtenance adjacent to the existing pavement.

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.

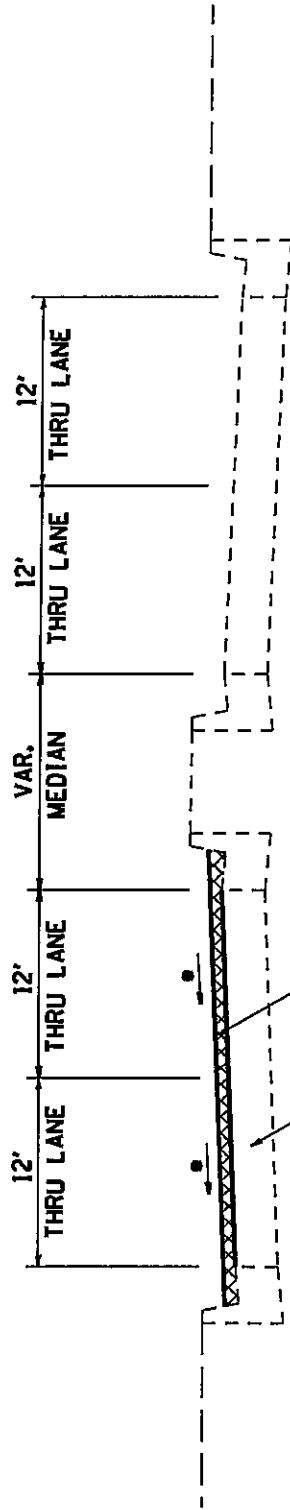
The Contractor shall resurface the milled pavement the same day it is milled.

All HMA will be ground to existing concrete unless it is full depth HMA, then it will be ground to match adjacent existing concrete section.

TYPICAL SECTION

STA 77+09.86 - STA 81+12.06

IL 2



HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

EXISTING 8" CRC PAVEMENT
 EXISTING 2 1/2" HMA SURFACE

WEIGHT OF HMA = 112 LBS/30 YD/IN
 MATCH EXISTING CROSS SLOPE MIN. 1/8" FT 1

FILE NAME =

USER NAME = cushmenbv

PLOT DATE = Mon Nov 30 09:45:02 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICALS

F.A.P.
 RTE. 561
 SECTION 132-4IRS-2

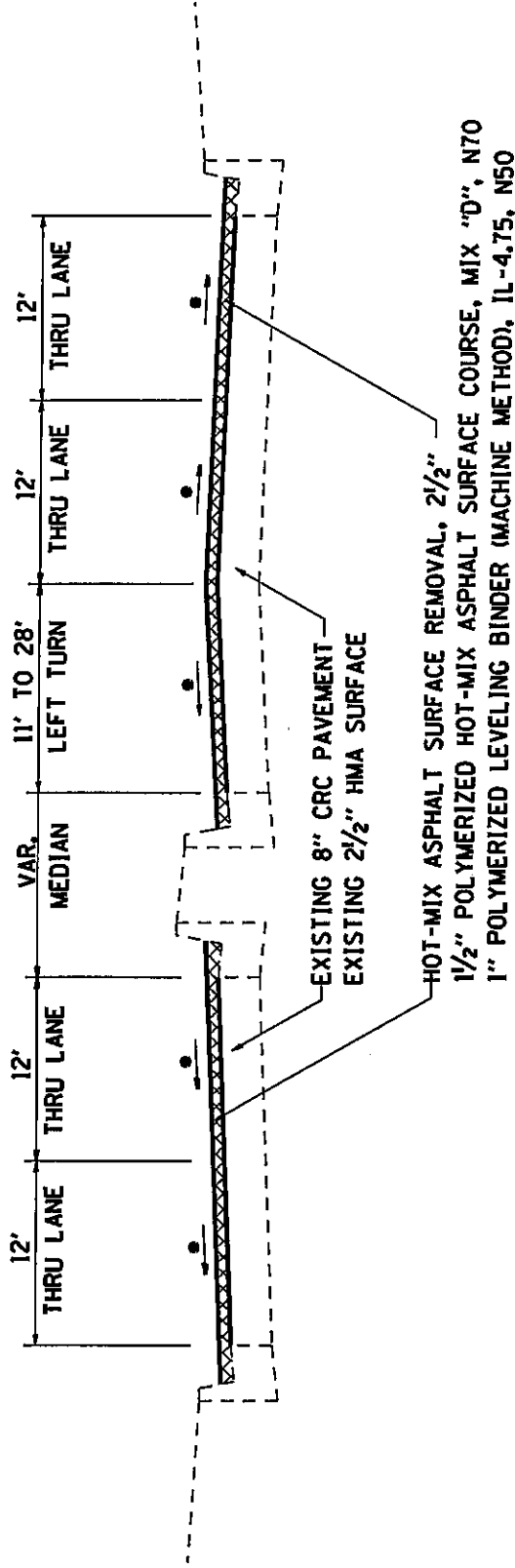
TOTAL SHEET
 SHEETS NO. 64
 CONTRACT NO. 64F12

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

TYPICAL SECTION

STA 81+12.06 - STA 83+26.07

IL 2



WEIGHT OF HMA = 112 LBS/YSO 10/1%
 ● MATCH EXISTING CROSS SLOPE MARK 1/8" FT 10

FILE NAME =

USER NAME = cushmanbw

PLOT DATE = Mon Nov 30 08:45:02 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

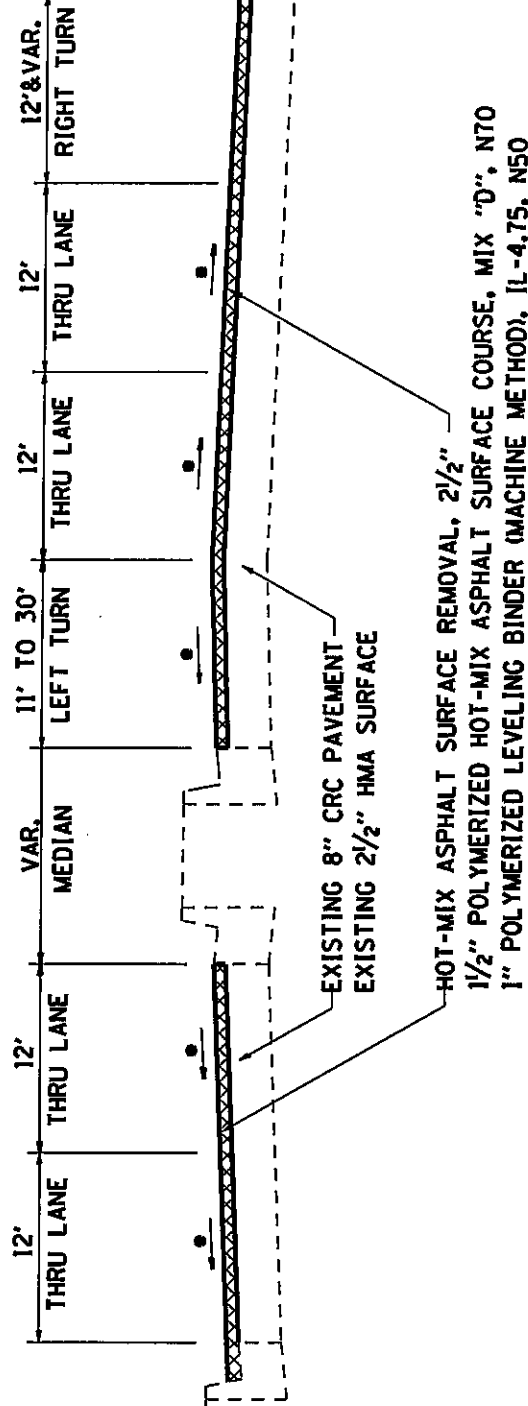
TYPICALS

| | | | | |
|---|------------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4IRS-2 | WHITESIDE | 64 | 9 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64F12 | |

TYPICAL SECTION

STA 83+26.07 - STA 87+90

IL 2



WEIGHT OF HMA = 112 LBS/CCY 10/100
 MATCH EXISTING CROSS SLOPE MARK 1/2" VVT1

FILE NAME =

USER NAME = cushmenbw

PLOT DATE = Mon Nov 30 08:46:02 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

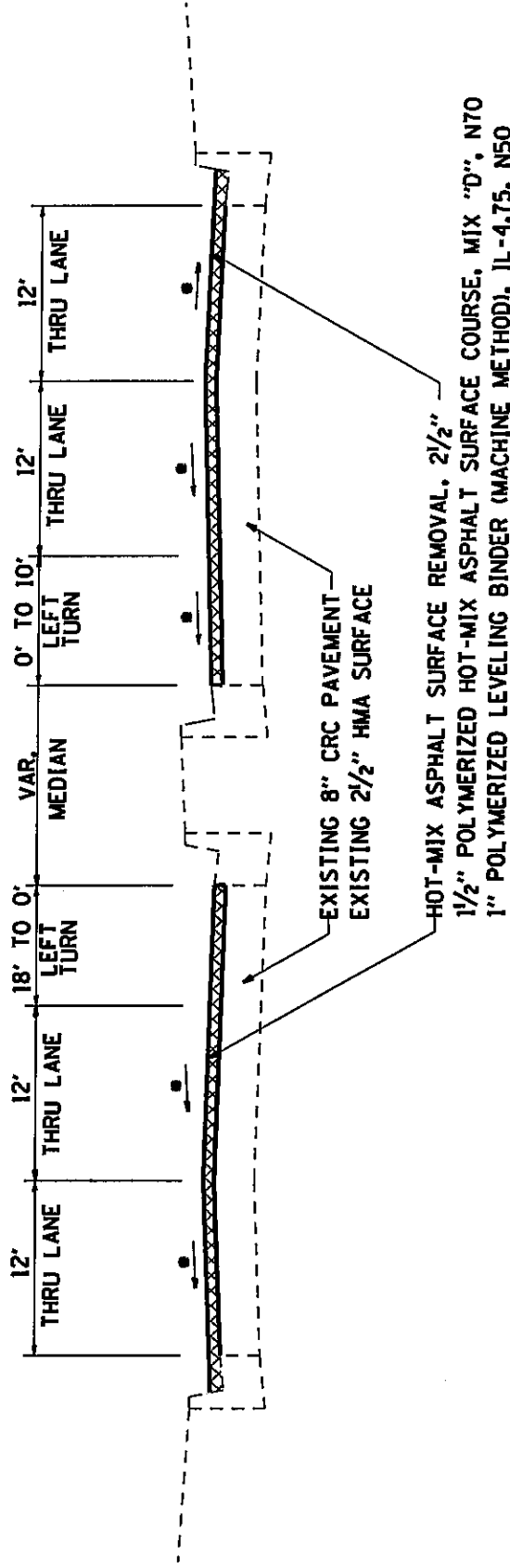
TYPICALS

| | | | | |
|---|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 10 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64FT2 | |

TYPICAL SECTION

STA 87+90 - STA 92+36

IL 2



WEIGHT OF HMA = 112 LBS/50 TD/IN
 ● MATCH EXISTING CROSS SLOPE MARK 1/8" FT/1

FILE NAME =

USER NAME = cushmanbw

PLOT DATE = Mon Nov 30 08:45:02 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

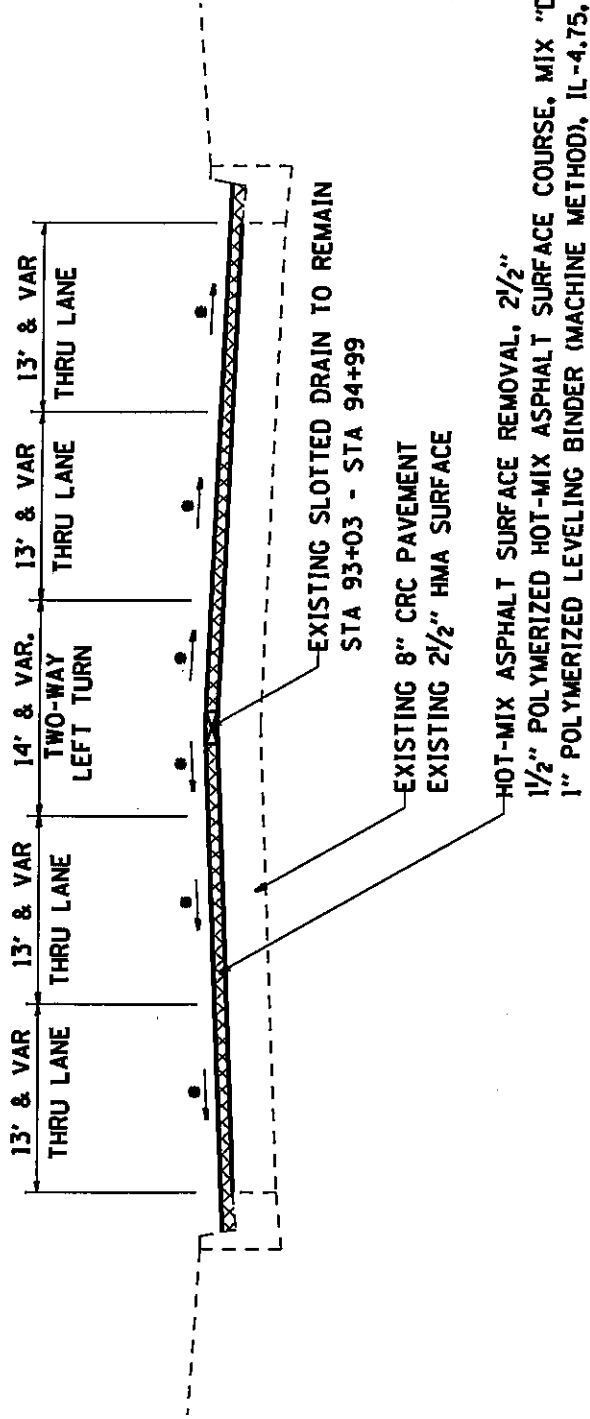
TYPICALS

| | | | | |
|---|------------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS NO. | SHEET NO. |
| 561 | 132-4JRS-2 | WHITESIDE | 64 | 11 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64F12 | |

TYPICAL SECTION

STA 92+36 - STA 94+83

IL 2



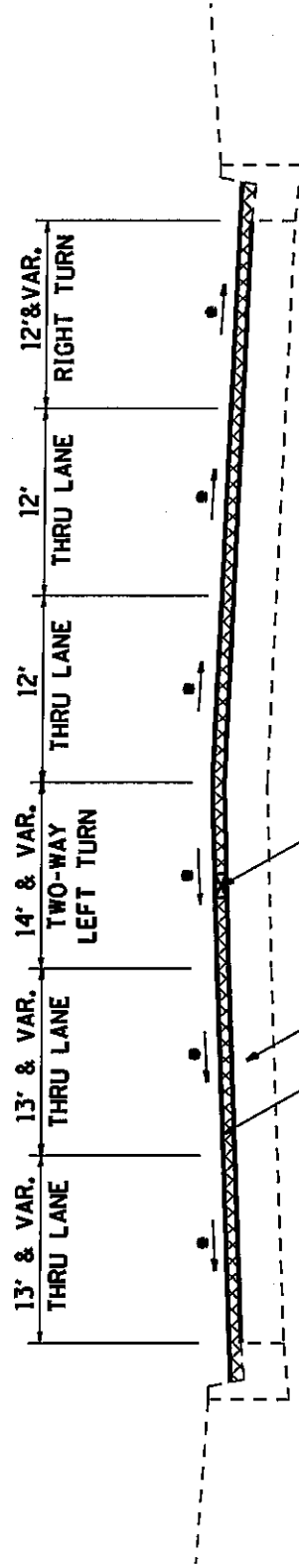
WEIGHT OF HMA = 122 LBS/50 TD/IN
 MATCH EXISTING CROSS SLOPE WITH 1/8" OFFSET

| | | | | | | |
|--------------------------------------|---|----------|-----------------------|----------------------|---------------------|------------------------------------|
| FILE NAME = | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEET SHEETS NO. 64 |
| USER NAME = cushmanbw | | | | | | 12 |
| PLOT DATE = Mon Nov 30 08:45:03 2009 | | | | | | CONTRACT NO. 64F12 |
| | | | | | | ILLINOIS FED. AID PROJECT |

TYPICAL SECTION

STA 94+83 - STA 98+00

IL 2



EXISTING SLOTTED DRAIN TO REMAIN
STA 93+03 - STA 94+99

EXISTING 8" CRC PAVEMENT
EXISTING 2 1/2" HMA SURFACE

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

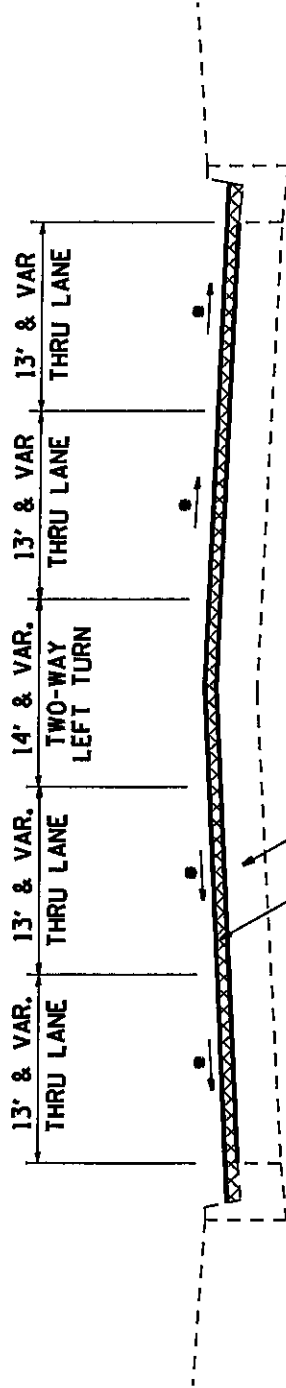
WEIGHT OF HMA = 142 LBS/SQ YD/IN
MATCH EXISTING CROSS SLOPE MIN. 2 1/2" FT 11

| | | | | | | |
|-------------|--------------------------------------|---|-----------------|----------|--------------------|-----------|
| FILE NAME = | USER NAME = | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | cushmenbr | | | | WHITESIDE | 64 |
| | PLOT DATE = Mon Nov 30 08:46:03 2009 | | 132-4RS-2 | | CONTRACT NO. 64FT2 | |
| | | | F.A.P. RTE. 561 | ILLINOIS | FED. AID PROJECT | |

TYPICAL SECTION

STA 98+00 - STA 106+14

IL 2



EXISTING 8" CRC PAVEMENT
EXISTING 2 1/2" HMA SURFACE

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

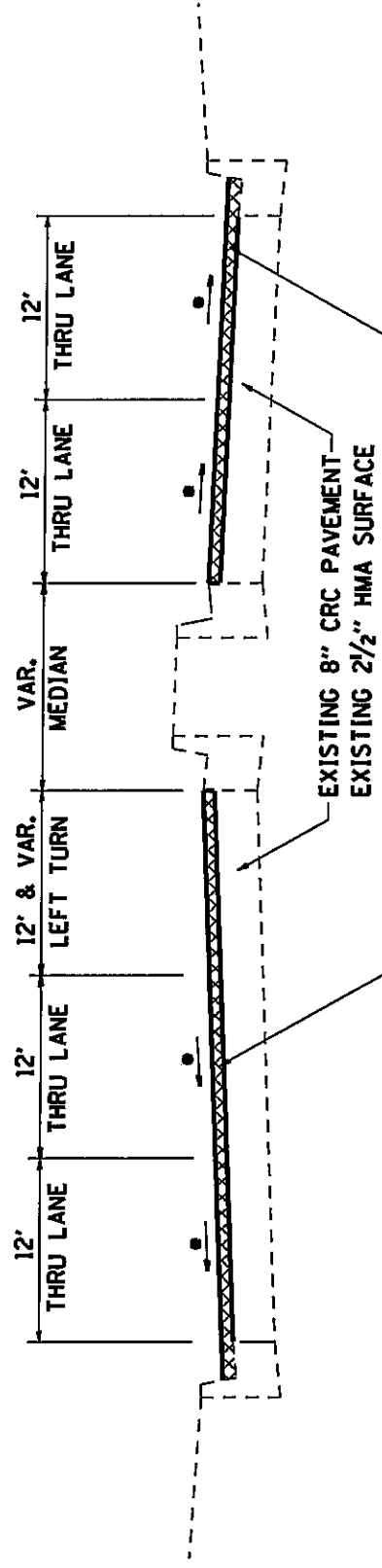
WEIGHT OF HMA = 122 LBS/CCY TD/IN
● MATCH EXISTING CROSS SLOPE WITH 1/2" VERTICAL

| | | | | | | | | |
|--------------------------------------|----------------------|---|----------|---|--------------------|--------------------|-----------------|--------------|
| FILE NAME : | USER NAME : cushmanb | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4IRS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 14 |
| PLOT DATE : Mon Nov 30 08:45:03 2009 | | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | CONTRACT NO. 64F12 | | |

TYPICAL SECTION

STA 106+14 - STA 108+80

IL 2



HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

WEIGHT OF HMA = 122 LBS/CCY TO/IN
 MATCH EXISTING CROSS SLOPE MARK. 1/8" VFTI

FILE NAME =

USER NAME = cushmanbw

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICALS

F.A.P.
 RTE. 561

SECTION 132-4RS-2

COUNTY WHITESIDE

TOTAL SHEETS 64

SHEET NO. 15

PLOT DATE = Mon Nov 30 06:45:04 2009

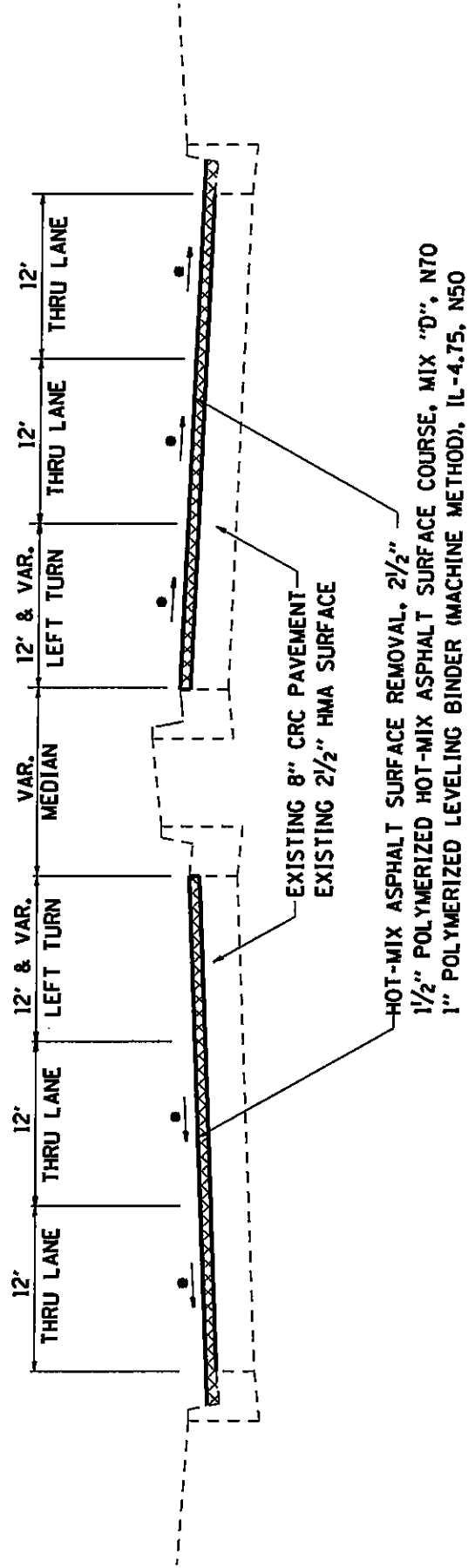
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

CONTRACT NO. 64F12

TYPICAL SECTION

STA 108+80 - STA 112+55

IL 2



WEIGHT OF HMA = 112 LBS/CCY TD/IN
● MATCH EXISTING CROSS SLOPE MARK 3/8" FF11

FILE NAME =

USER NAME = cushmanbw

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICALS

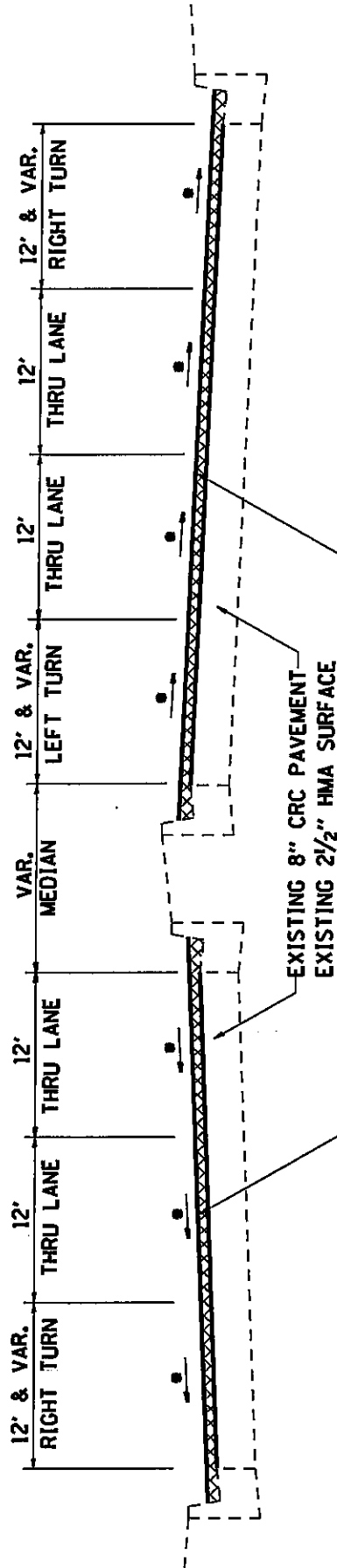
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|---------------------|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 16 |
| FED. ROAD DIST. NO. | | | CONTRACT NO. 64FT2 | |
| ILLINOIS | | | FED. AID PROJECT | |

PLOT DATE = Mon Nov 30 08:46:04 2009

TYPICAL SECTION

STA 112+55 - STA 117+50

IL 2



HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

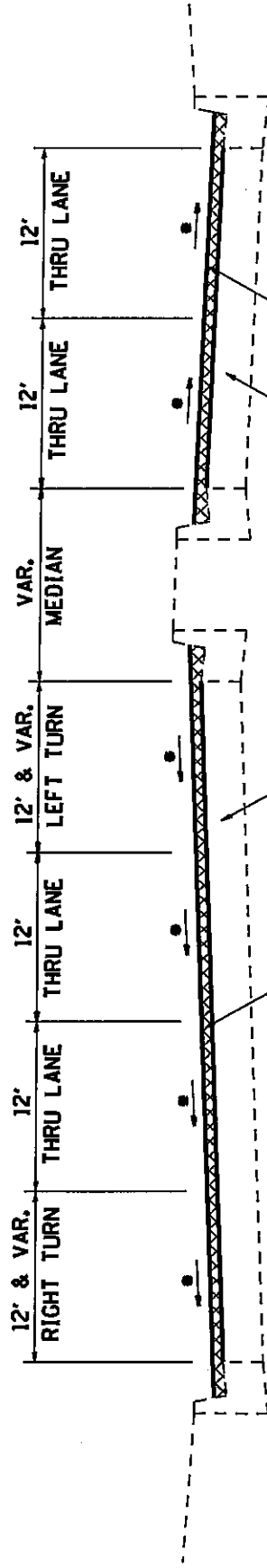
WEIGHT OF HMA = 112 LBS/YSO TD/IN
 MATCH EXISTING CROSS SLOPE MARK. 1/8" Y711

| | | | | | | | | |
|-------------|--------------------------------------|---|----------|------------------------------|-------------------|--------------------|-----------------|--------------|
| FILE NAME * | USER NAME = cushmenbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 17 |
| | PLOT DATE = Mon Nov 30 08:46:04 2009 | | | FED. ROAD DIST. NO. ILLINOIS | | CONTRACT NO. 64F12 | | |

TYPICAL SECTION

STA 117+50 - STA 121+50

IL 2



EXISTING 8" CRC PAVEMENT
EXISTING 2 1/2" HMA SURFACE

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

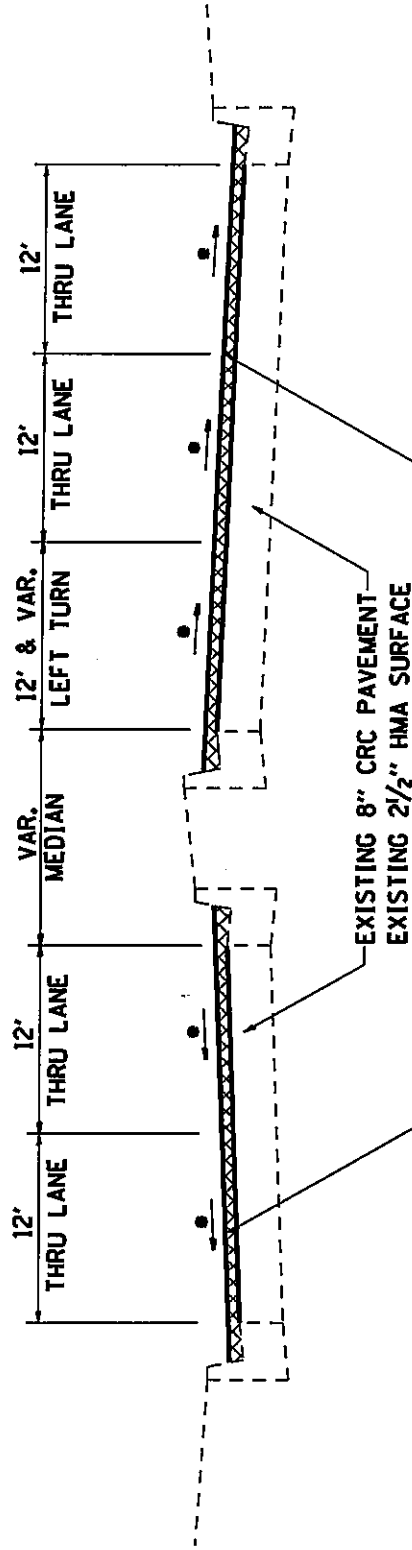
WEIGHT OF HMA = 142 LBS/50 YD³/M
● MATCH EXISTING CROSS SLOPE MIN. 7/8" FT 1

| | | | | | | | | |
|--------------------------------------|-----------------------|---|----------|------------------------------|----------------------|---------------------|-----------------------|--------------------|
| FILE NAME = | USER NAME = cushmonbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 18 |
| PLOT DATE = Mon Nov 30 06:46:04 2009 | | | | FED. ROAD DIST. NO. ILLINOIS | | CONTRACT NO. 64FT2 | | |
| ILLINOIS FED. AID PROJECT | | | | | | | | |

TYPICAL SECTION

STA 121+50 - STA 125+72

IL 2



HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

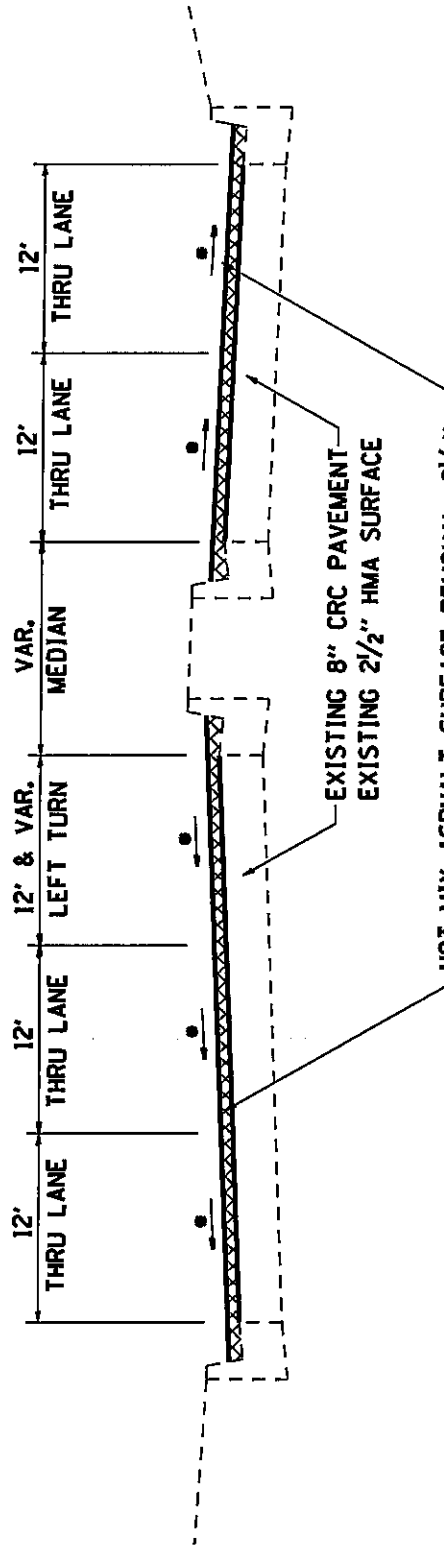
WEIGHT OF HMA = 112 LBS/CC TO/IN
 MATCH EXISTING CROSS SLOPE MARK 1/8" VFT1

| | | | | | | | |
|-----------------------|---|---------------------------|--------------------|----------------------|---------------------|--------------------|-----------------|
| FILE NAME = | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 19 |
| USER NAME = cushmanbw | PLOT DATE = Mon Nov 30 08:45:05 2009 | CONTRACT NO. 64F12 | | | | | |
| | | ILLINOIS FED. AID PROJECT | | | | | |

TYPICAL SECTION

STA 125+72 - STA 128+87

IL 2



HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

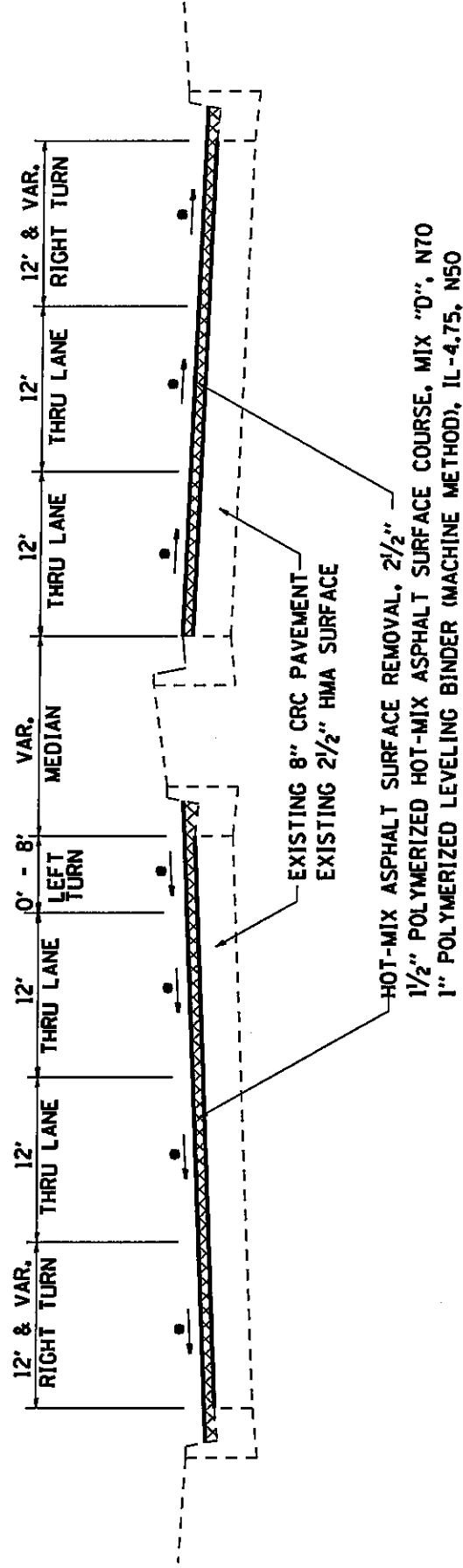
WEIGHT OF HMA = 112 LBS/50 SQ/YD
 MATCH EXISTING CROSS SLOPE MIN. 1/8" FT 11

| | | | | | | | | |
|--------------------------------------|-----------------------|---|----------|---|------------|-----------|-----------------|--------------|
| FILE NAME = | USER NAME = cushmanbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | 561 | 132-4IRS-2 | WHITESIDE | 64 | 20 |
| PLOT DATE = Mon Nov 30 08:46:05 2009 | | | | CONTRACT NO. 64FT2 | | | | |
| | | | | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT | | | | |

TYPICAL SECTION

STA 128+87 - STA 129+85

IL 2



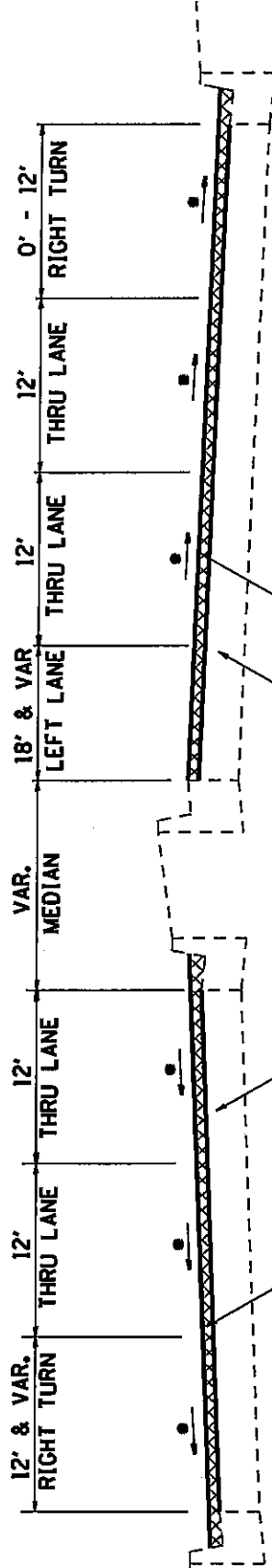
WEIGHT OF HMA = 142 LBS/CSY 90/PM
 ● WATCH EXISTING CROSS SLOPE MARK 1/8\"/>

| | | | | | | | | |
|--------------------------------------|-----------------------|---|----------|--|-----------|-----------|--------------|-----------|
| FILE NAME = | USER NAME = cushmanbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | 561 | 132-4RS-2 | WHITESIDE | 64 | 21 |
| PLOT DATE = Mon Nov 30 08:46:05 2009 | | | | FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT CONTRACT NO. 64FT2 | | | | |

TYPICAL SECTION

STA 129+85 - STA 132+06

IL 2



EXISTING 8" CRC PAVEMENT
EXISTING 2 1/2" HMA SURFACE

HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70
1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50

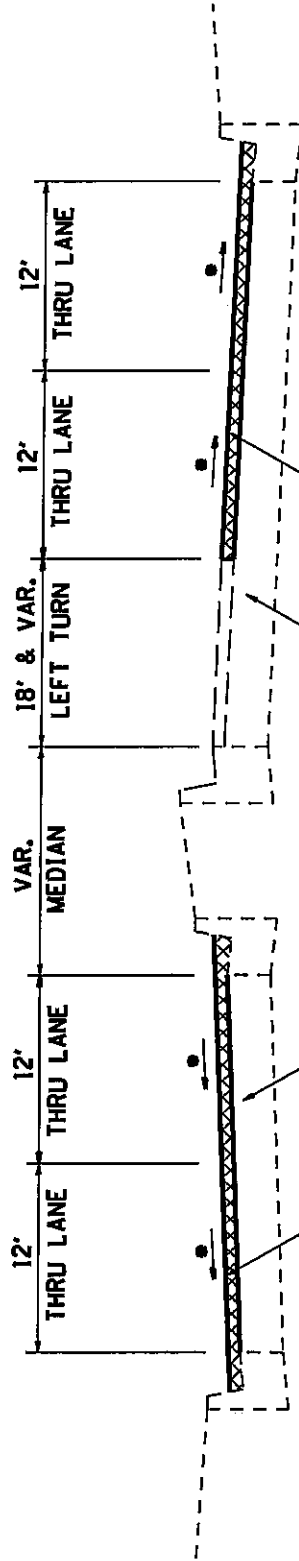
WEIGHT OF HMA = 112 LBS/YSO TD/IN
● MATCH EXISTING CROSS SLOPE MIN. 1/4" FT/1'

| | | | | | | | | |
|-------------|--------------------------------------|---|----------|----------------|-----------|---------------------|--------------------|--------------|
| FILE NAME = | USER NAME = cushmanbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT DATE = Mon Nov 30 08:46:05 2009 | | | 561 | 132-0RS-2 | WHITESIDE | 64 | 22 |
| | | | | | | ILLINOIS | CONTRACT NO. 64F12 | |
| | | | | | | FED. ROAD DIST. NO. | FED. AID PROJECT | |

TYPICAL SECTION

STA 132+06 - STA 134+00

IL 2



WEIGHT OF HMA = 112 LBS/CCY TD/IN
 MATCH EXISTING CROSS SLOPE MIN. 1/2" VFTI

FILE NAME =

USER NAME = cushmanbw

PLOT DATE = Mon Nov 30 08:46:06 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

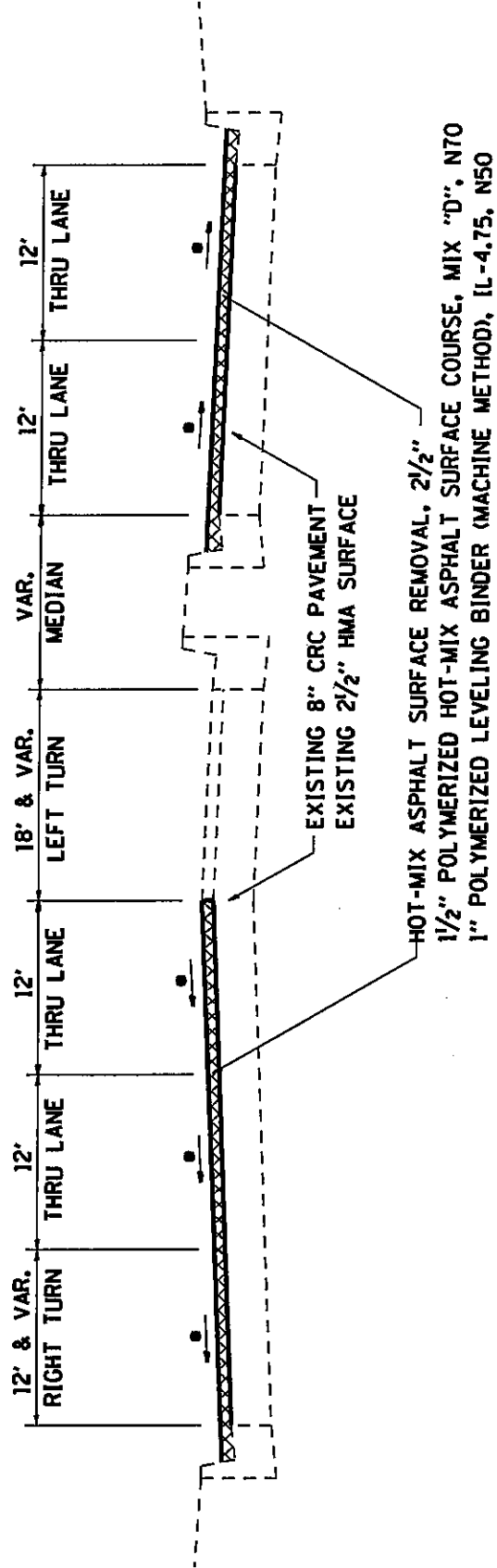
TYPICALS

| | | | | |
|---|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 23 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64FT2 | |

TYPICAL SECTION

STA 134+00 - STA 139+19

IL 2



WEIGHT OF HMA 1 1/2 LB/CSQ TD/IN
● MATCH EXISTING CROSS SLOPE MARK 1/2" VPTs

FILE NAME =

USER NAME = cushmanbx

PLOT DATE = Mon Nov 30 08:46:06 2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

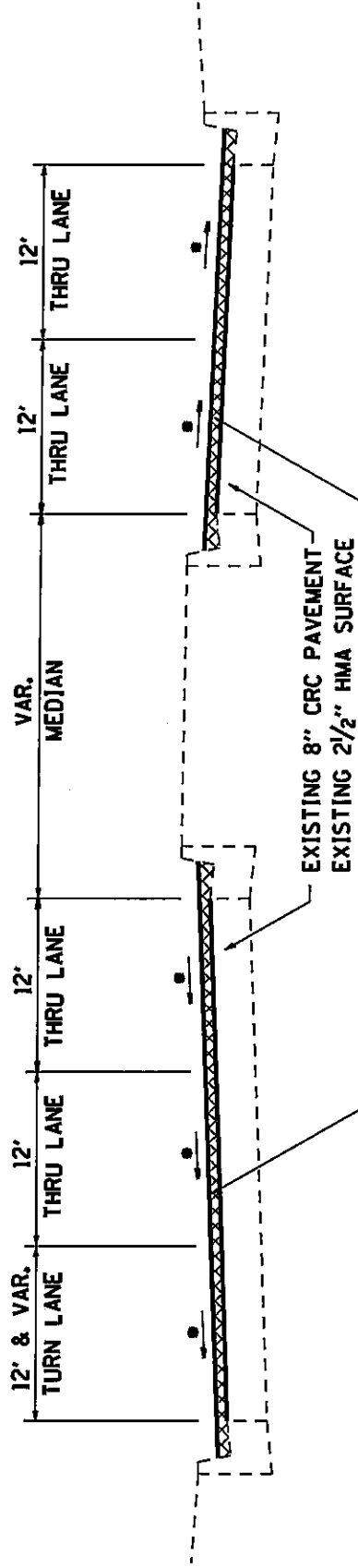
TYPICALS

| | | | | |
|---|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 24 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64FT2 | |

TYPICAL SECTION

STA 139+19 - STA 141+68

IL 2



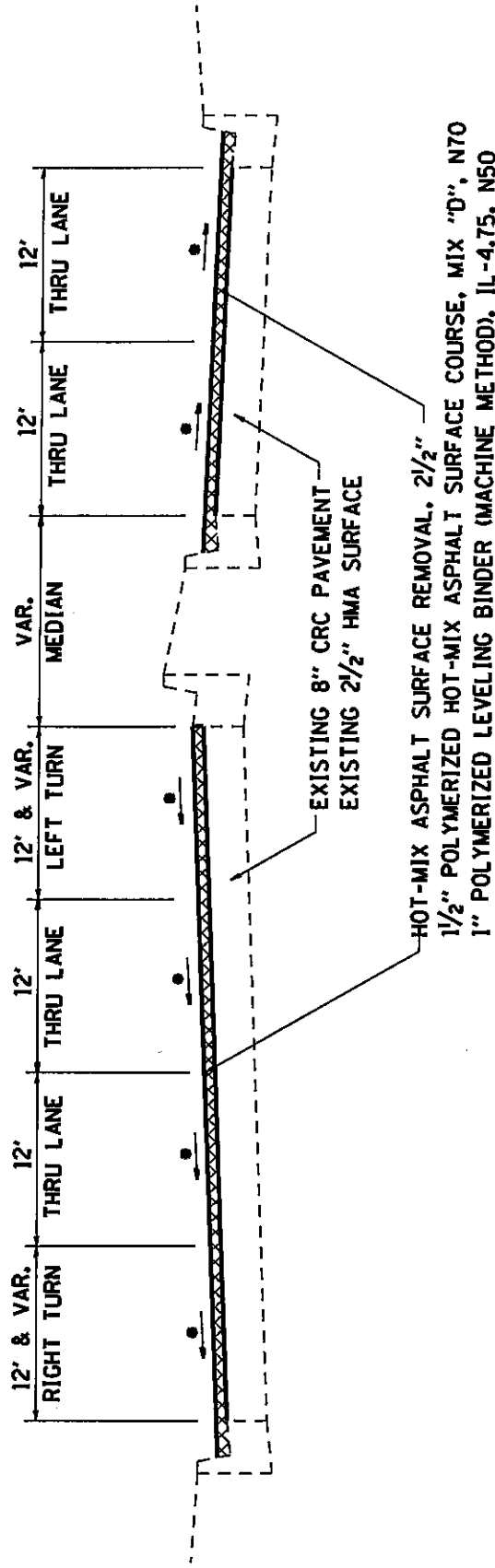
WEIGHT OF HMA = 112 LBS/CSY 10/14
 MATCH EXISTING CROSS SLOPE MIN. 1/8" FT 11

| | | | | | | | | |
|--------------------------------------|-----------------------|---|----------|---------------------------|-----------|-----------|--------------|-----------|
| FILE NAME = | USER NAME = cushmenbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | 561 | 132-4RS-2 | WHITESIDE | 64 | 25 |
| PLOT DATE = Mon Nov 30 08:46:05 2009 | | | | CONTRACT NO. 64FT2 | | | | |
| | | | | ILLINOIS FED. AID PROJECT | | | | |

TYPICAL SECTION

STA 147+41 - STA 152+50

IL 2



WEIGHT OF HMA = 142 LBS/CSQ YD³ (M)
● MATCH EXISTING CROSS SLOPE MARK 1/8" VPTS

FILE NAME =

USER NAME = cushmanbx

PLOT DATE = Mon Nov 30 08:46:07 2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

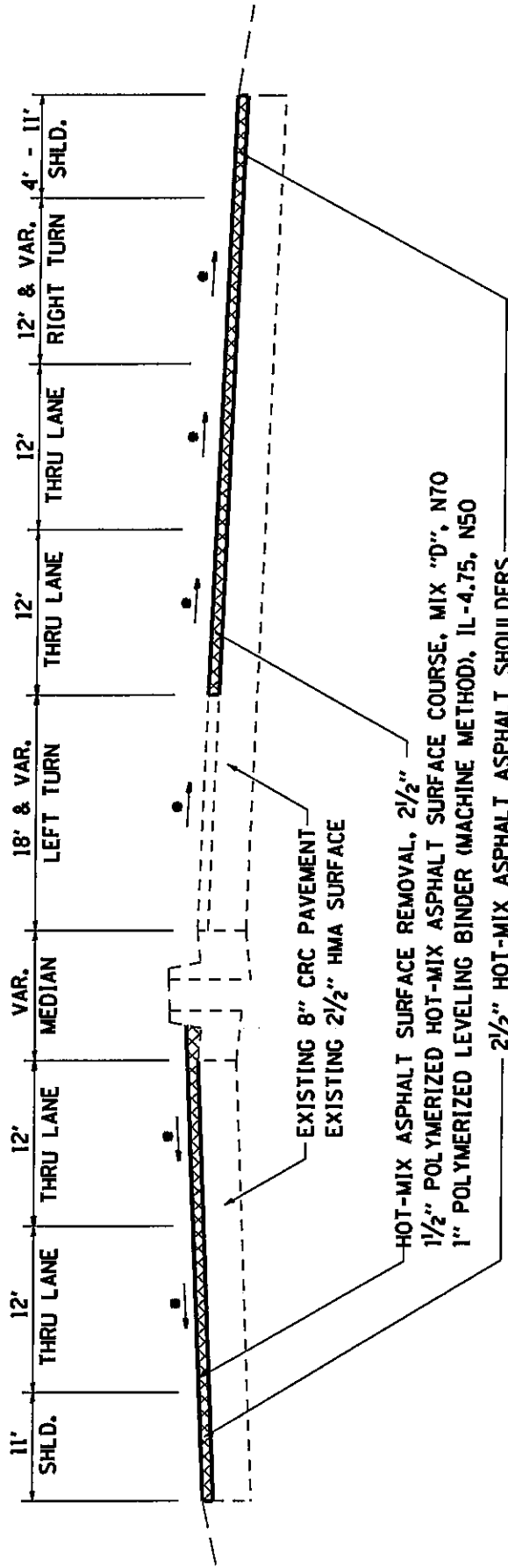
TYPICALS

| | | | | |
|---|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 27 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64F12 | |

TYPICAL SECTION

STA 160+93 - STA 166+70

IL 2



WEIGHT OF HMA = 112 LBS/30 RD/IN
 ● MATCH EXISTING CROSS SLOPE MIN. 1/8" FT/1'

FILE NAME =

USER NAME = eashmanbw

PLOT DATE = Mon Nov 30 08:46:07 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

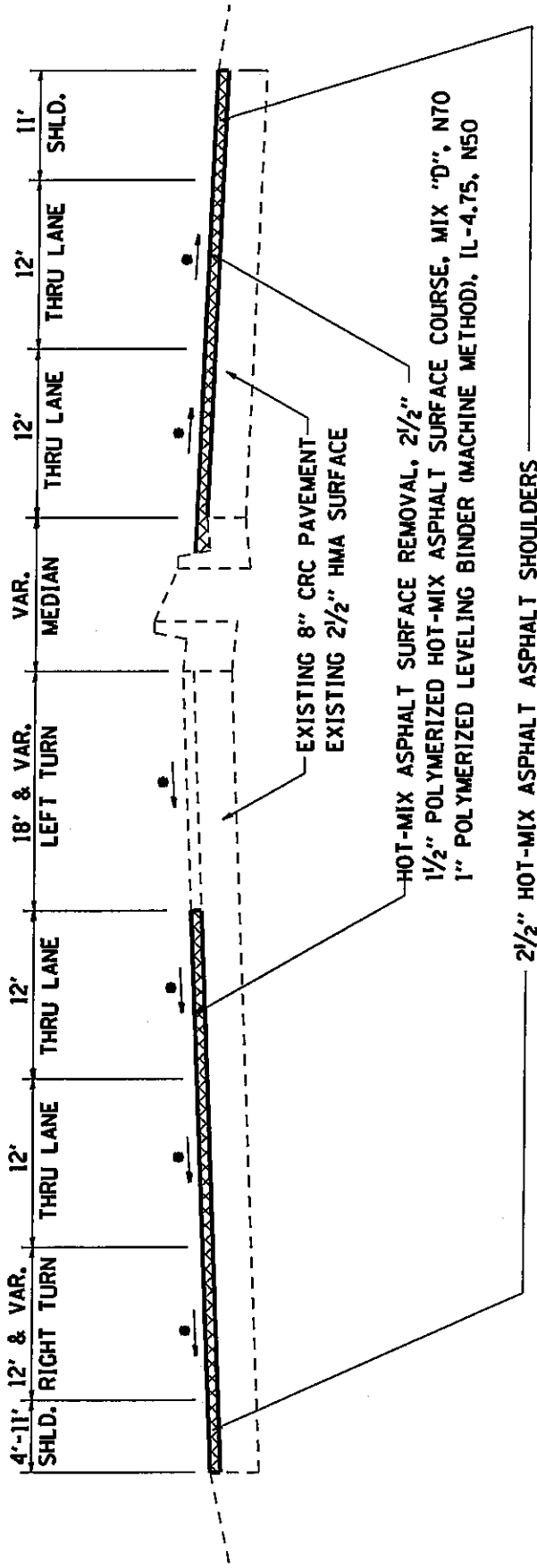
TYPICALS

| | | | | |
|---|------------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4IRS-2 | WHITESIDE | 64 | 29 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64F12 | |

TYPICAL SECTION

STA 166+70 - STA 171+94

IL 2



WEIGHT OF HMA = 142 LBS/CCY 30/PM
● MATCH EXISTING CROSS SLOPE MAX. 1/4" FT 11

FILE NAME =

USER NAME = cushmanbw

PLOT DATE = Mon Nov 30 08:46:07 2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

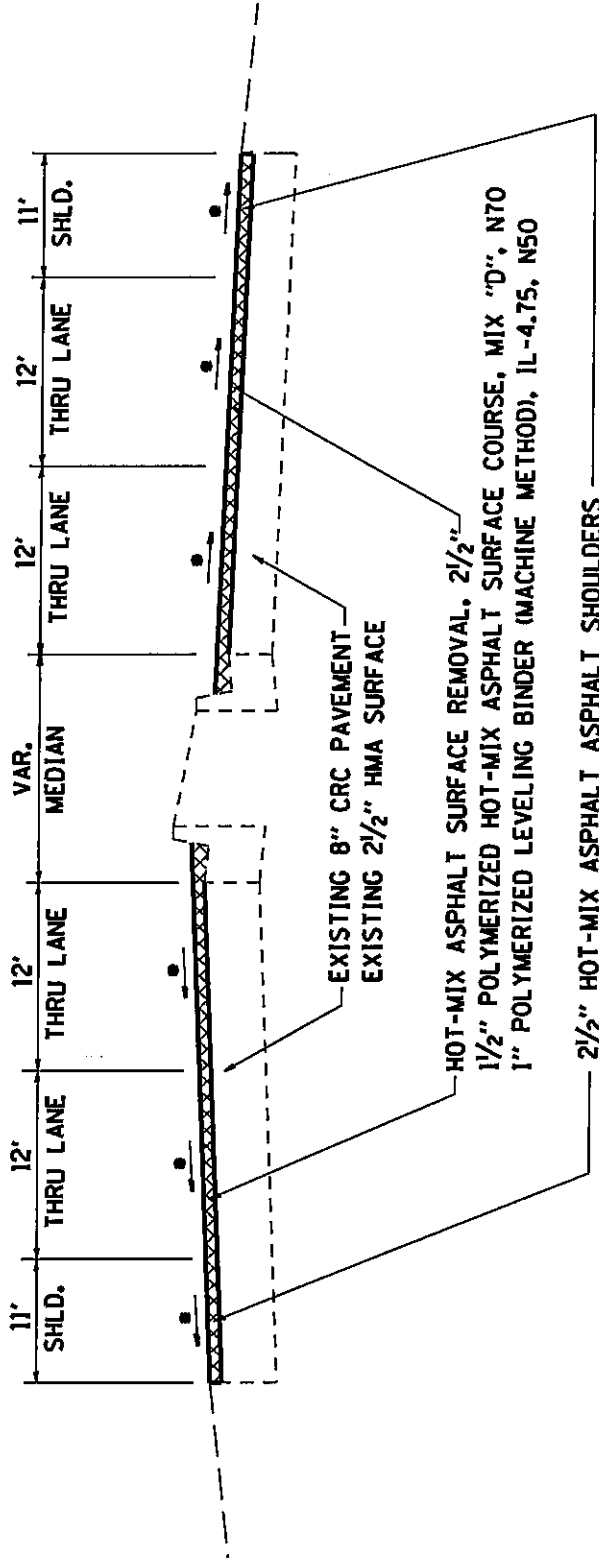
TYPICALS

| | | | | |
|---|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 30 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64F12 | |

TYPICAL SECTION

STA 171+94 - STA 174+81

IL 2



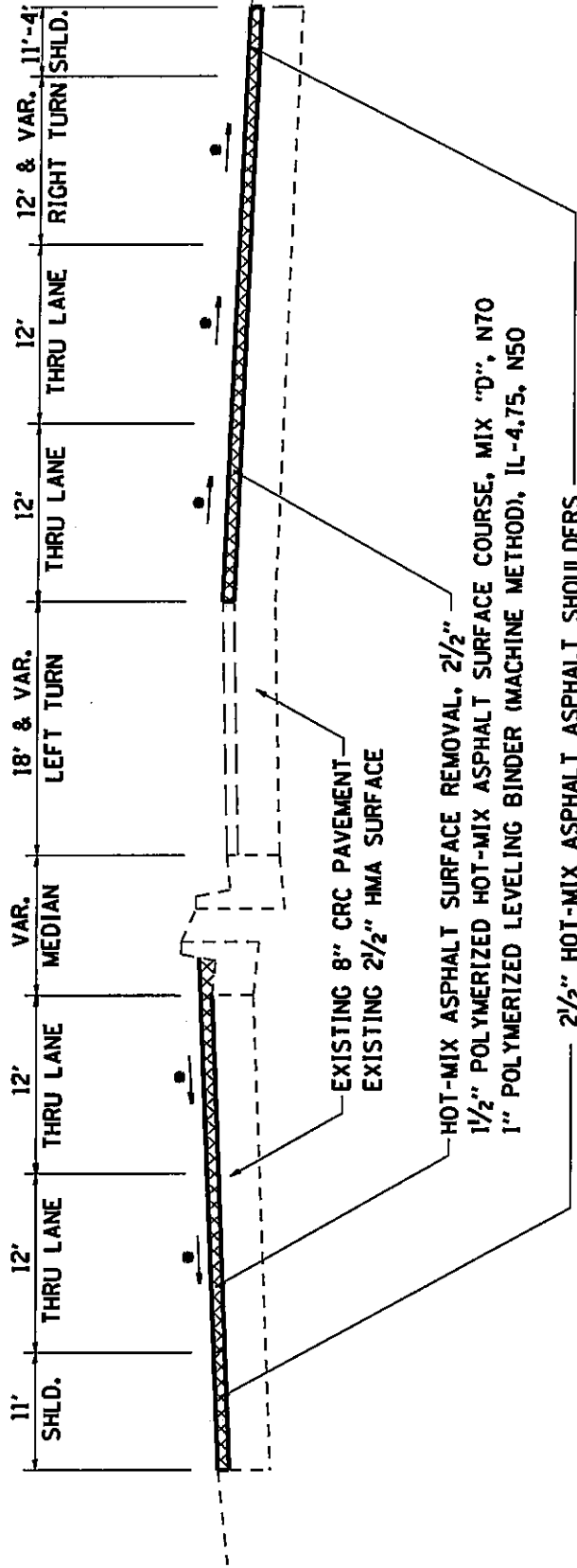
WEIGHT OF HMA = 142 LBS/50 TD/1M
 MATCH EXISTING CROSS SLOPE W/ 3/4" VPI

| | | | | | | | | |
|-------------|--------------------------------------|---|----------|-----------------------|---------------------------|---------------------|-----------------------|--------------------|
| FILE NAME * | USER NAME = cushmenbx | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 31 |
| | PLOT DATE = Mon Nov 30 08:46:08 2009 | | | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | CONTRACT NO. | 64F12 | |

TYPICAL SECTION

STA 174+81 - STA 180+00

IL 2



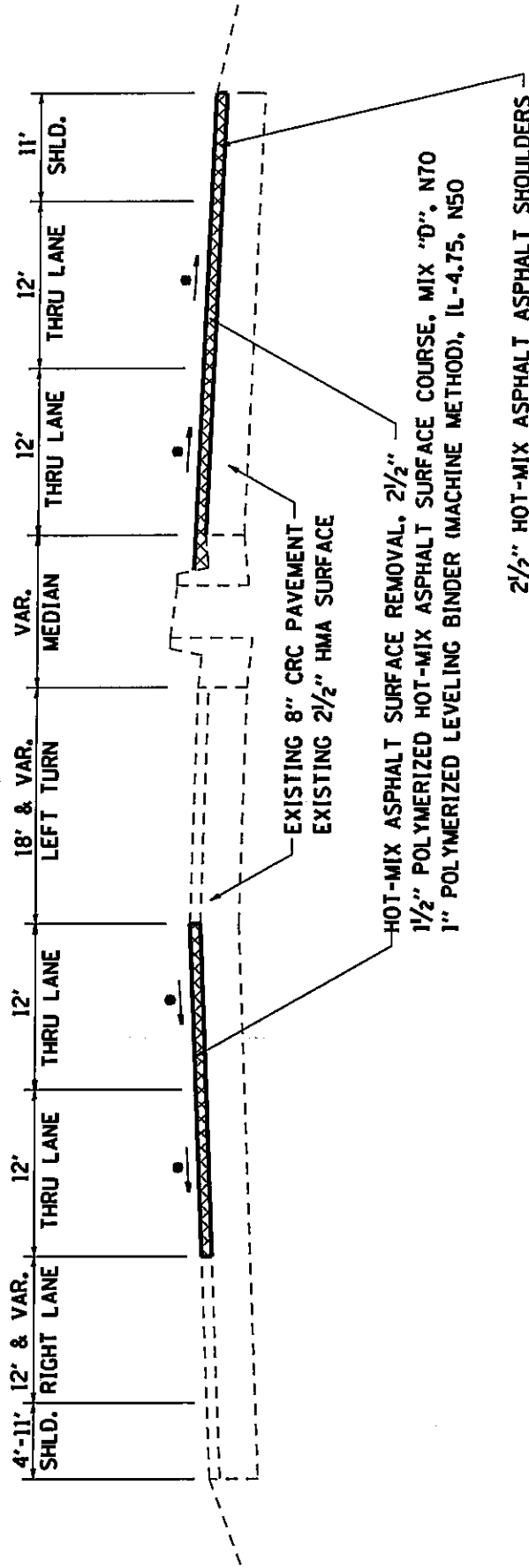
WEIGHT OF HMA = 142 LB/YSO TD/IN
MATCH EXISTING CROSS SLOPE MARK. 1/8" FT/1

| | | | | | | | | |
|-------------|--------------------------------------|---|----------|---------------------|----------------------|---------------------|--------------------|-----------------|
| FILE NAME * | USER NAME * <i>cushmanbx</i> | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 32 |
| | PLOT DATE * Mon Nov 30 08:16:08 2009 | | | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | CONTRACT NO. 64F12 | |

TYPICAL SECTION

STA 180+00 - STA 185+00

IL 2



WEIGHT OF HMA = 142 LBS/CCY 100/PM
 MATCH EXISTING CROSS SLOPE MARK. 1/8" 1/8"

FILE NAME =

USER NAME = cushmenba

PLOT DATE = Mon Nov 30 08:46:08 2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

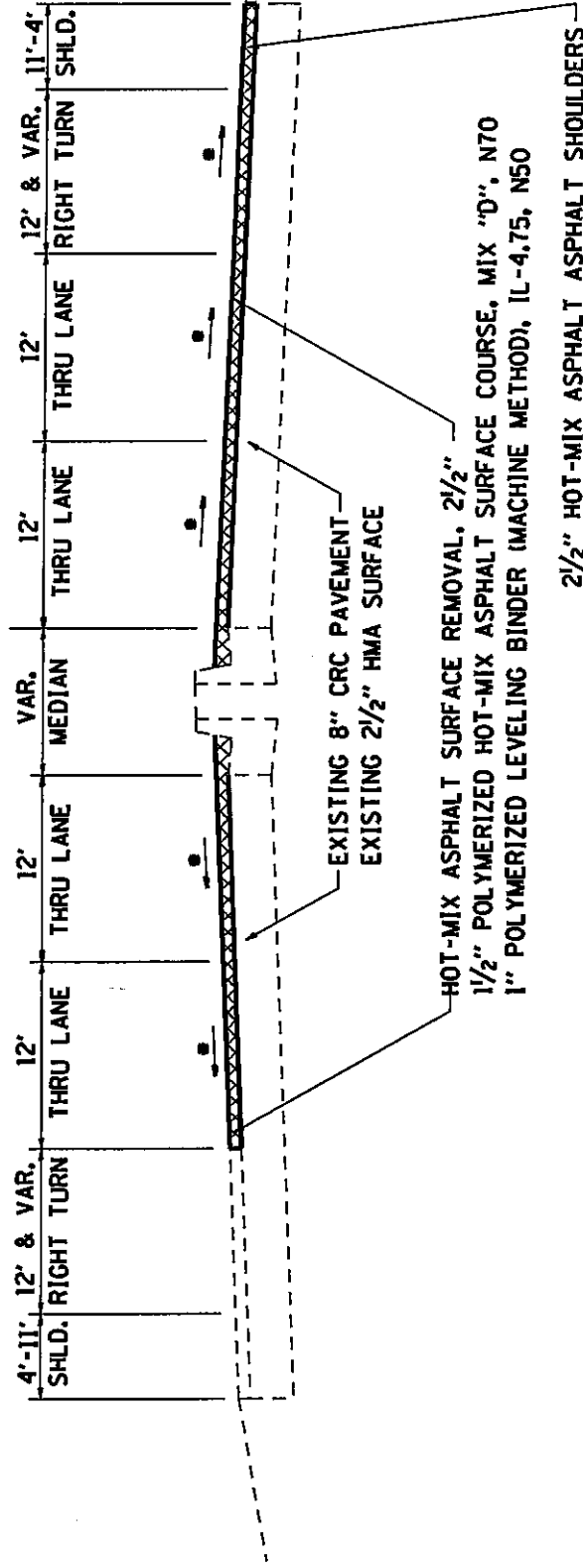
TYPICALS

| | | | | |
|---|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 33 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64FT2 | |

TYPICAL SECTION

STA 185+00 - STA 190+55.04 (WB)
 STA 185+00 - STA 192+58.92 (EB)

IL 2



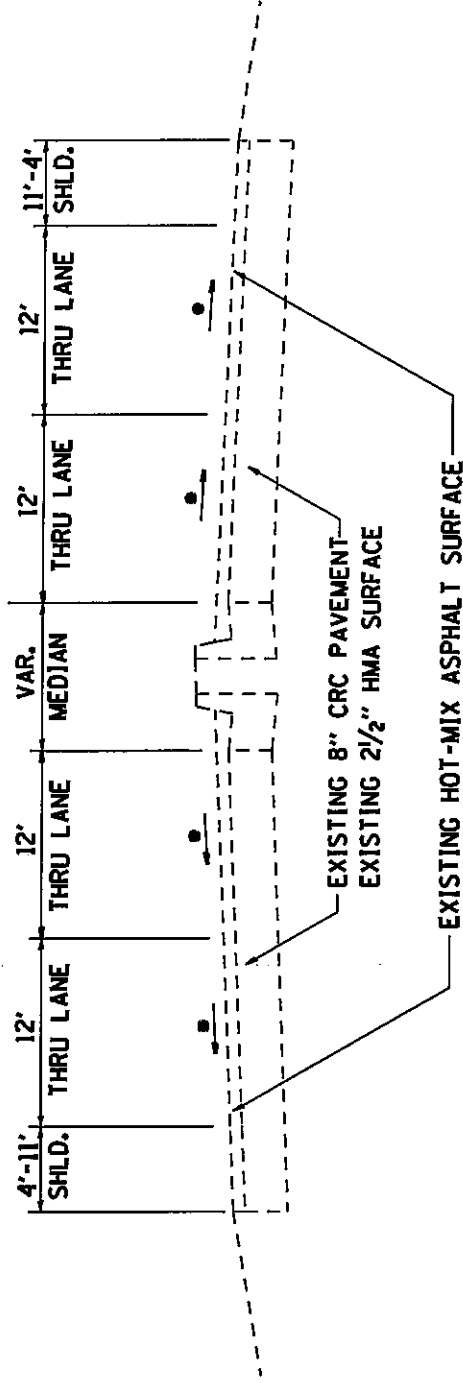
WEIGHT OF HMA = 142 LBS/CU YD
 MATCH EXISTING CROSS SLOPE MARK 1/8" FT/1"

| | | | | | | | | | | | |
|-----------|--------------------------------------|--|---|--|----------|--|----------------|------------|-----------|-----------------|---------------------------|
| FILE NAME | USER NAME = cushmanbw | | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | TYPICALS | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT DATE = Mon Nov 30 09:46:08 2009 | | | | | | 561 | (32-APRS-2 | WHITESIDE | 64 | 34 |
| | | | | | | | | | | | CONTRACT NO. 64F12 |
| | | | | | | | | | | | ILLINOIS FED. AID PROJECT |

TYPICAL SECTION

STA 190+55.04 - STA 207+15.21 (WB)
 STA 192+58.92 - STA 207+15.21 (EB)

IL 2

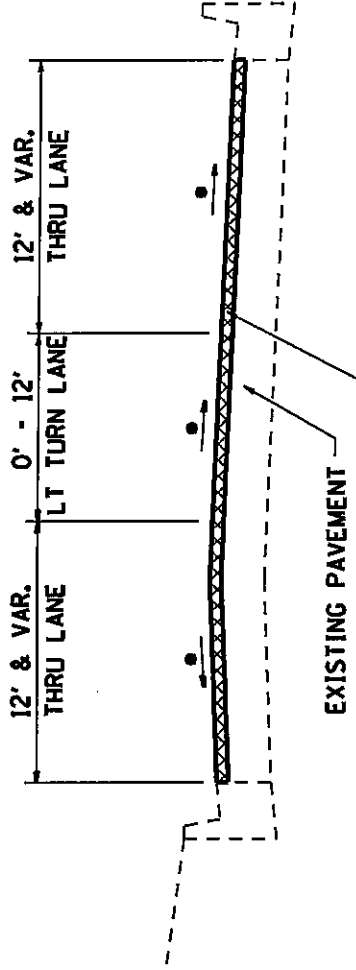


● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/2"-%

| | | | | | | | | |
|--------------------------------------|-----------------------|---|----------|------------------------------|----------------------|---------------------|-----------------------|--------------------|
| FILE NAME | USER NAME = cushmanbx | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 35 |
| PLOT DATE = Mon Nov 30 08:16:09 2009 | | | | FED. ROAD DIST. NO. ILLINOIS | | CONTRACT NO. 64F12 | | |

TYPICAL SECTION

U-TURN BETWEEN 3RD & 4TH STREETS
 35TH AVENUE
 43RD AVENUE (SOUTH)
 45TH AVENUE (SOUTH)



HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
 2 1/2" INCIDENTAL HOT-MIX ASPHALT SURFACING

● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/4" FT

FILE NAME

USER NAME = cushmanbv

PLOT DATE = Mon Nov 30 08:46:09 2009

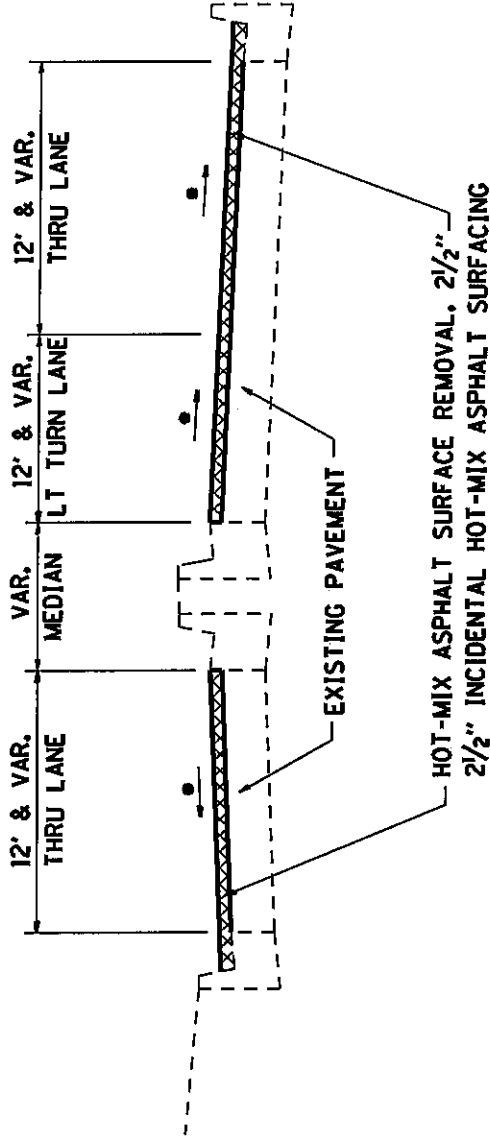
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICALS

| | | | | |
|---------------------|-----------|---------------------------|--------------|-----------|
| F.A.P. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 36 |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |
| | | CONTRACT NO. 64F12 | | |

TYPICAL SECTION

FREEPORT ROAD
EAST 13TH STREET



● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/8"-%

FILE NAME

USER NAME = cushmanbr

PLOT DATE = Mon Nov 30 08:46:09 2009

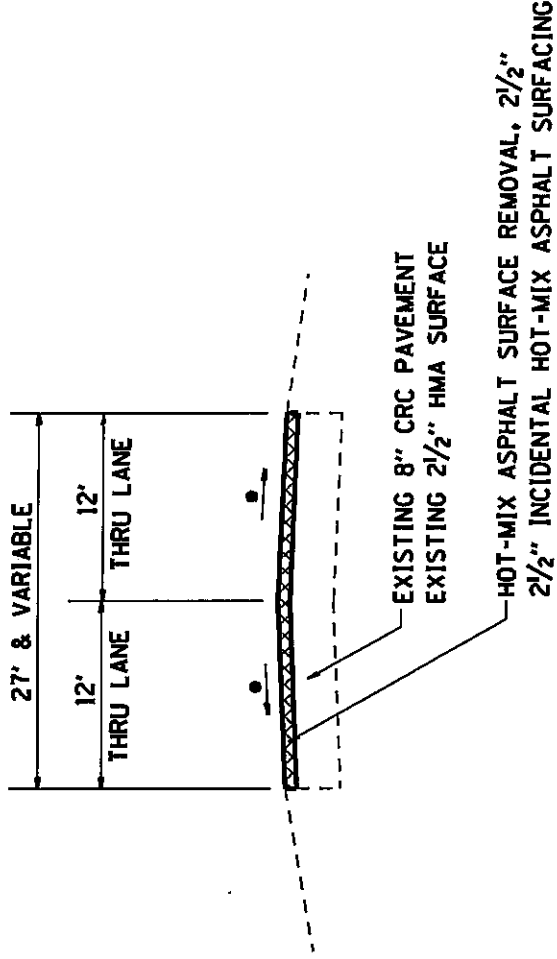
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICALS

| | | | | |
|---|-----------|-----------|--------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-4RS-2 | WHITESIDE | 64 | 37 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64F12 | |

TYPICAL SECTION

NORTH STREET
 SPRING STREET
 MERRILL STREET
 40TH AVENUE
 45TH AVENUE (NORTH)

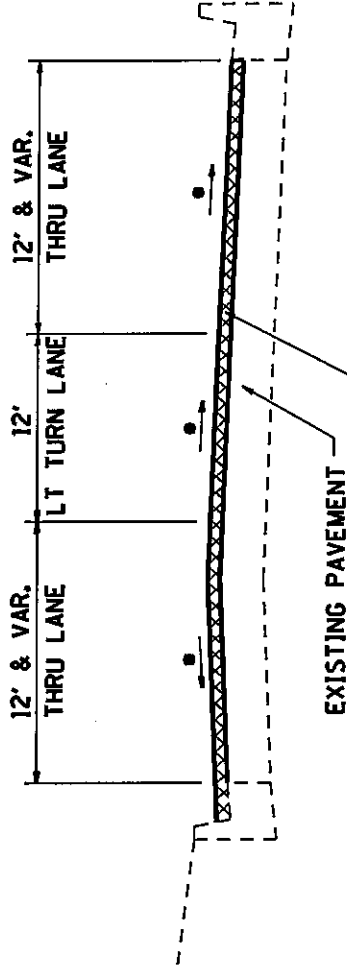


● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/4"-1/2"

| | | | | | | | |
|--------------------------------------|-----------------------|---|----------|---------------------|------------|--------------------|-----------------|
| FILE NAME | USER NAME = cushmanbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| | | | | 561 | 132-41RS-2 | WHITESIDE | 64 |
| PLOT DATE = Mon Nov 30 08:45:09 2009 | | | | FED. ROAD DIST. NO. | | CONTRACT NO. 64F12 | |
| | | | | ILLINOIS | | FED. AID PROJECT | |

TYPICAL SECTION

WOODLAWN RD.



HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
2 1/2" INCIDENTAL HOT-MIX ASPHALT SURFACING

● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/8"-1/4"

FILE NAME

USER NAME = cushmanbw

PLOT DATE = Mon Nov 30 08:46:10 2009

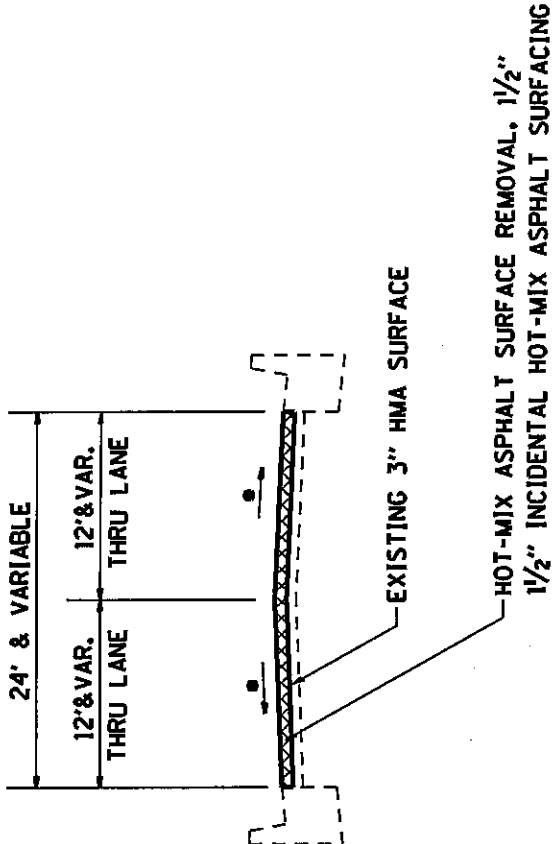
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICALS

| | | | |
|---------------------|-----------|---------------------------|--------------------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 561 | 132-4RS-2 | WHITESIDE | 64 |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | SHEET NO. |
| | | | 39 |
| | | | CONTRACT NO. 64F12 |

TYPICAL SECTION

FRONTAGE RD. A

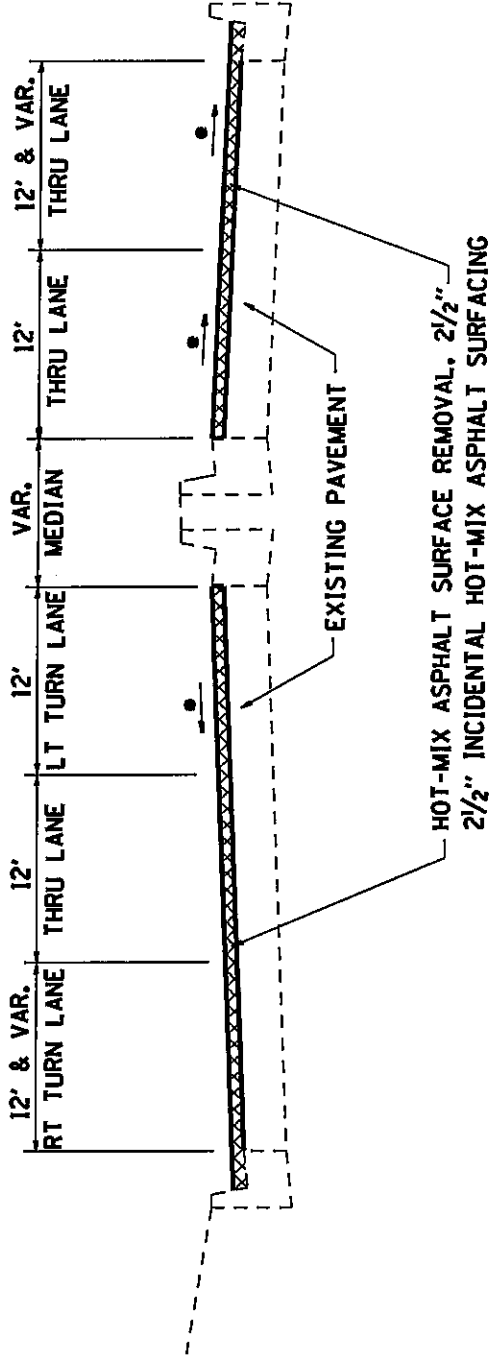


● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/2" FT

| | | | | | | | | |
|-----------|--------------------------------------|---|----------|------------------------|----------------------|---------------------|--------------------|-----------------|
| FILE NAME | USER NAME = cushmanbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. FILE NO. 561 | SECTION 132-4RS-2 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 40 |
| | PLOT DATE = Mon Nov 30 08:16:10 2009 | | | FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | CONTRACT NO. 64F12 | |

TYPICAL SECTION

LYNN BOULEVARD



● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/2"-7/8"

FILE NAME

USER NAME = cushmanbx

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICALS

F.A.P.
RTE.

561

SECTION

132-4RS-2

COUNTY

WHITESIDE

TOTAL
SHEETS

64

FILE NAME

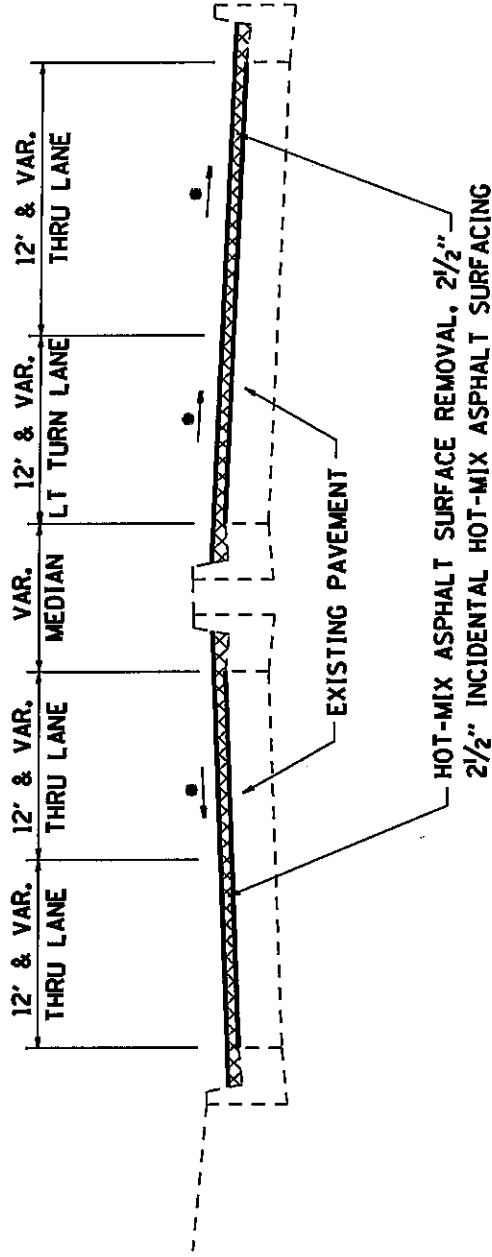
CONTRACT NO. 64F12

PLOT DATE = Mon Nov 30 08:46:10 2009

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

TYPICAL SECTION

RIVER ROAD



● MATCH EXISTING CROSS SLOPE OR MAINTAIN 1/2"-%

FILE NAME

USER NAME = cushmanbw

PLOT DATE = Mon Nov 30 08:46:10 2009

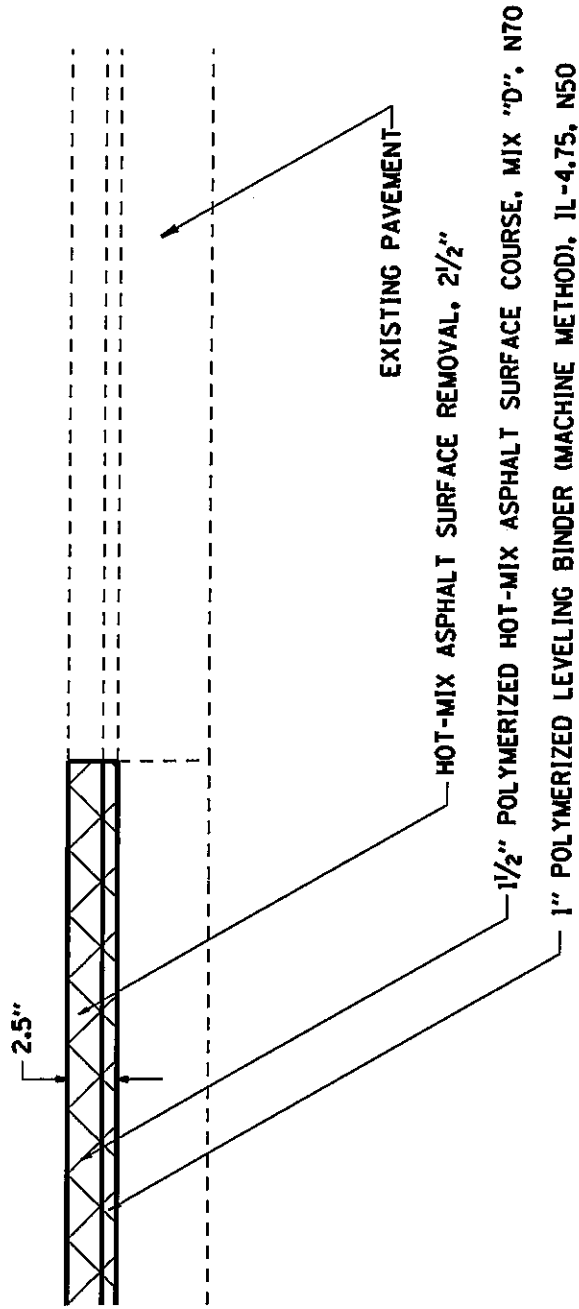
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICALS

| | | | | |
|---------------------|-----------|-----------|---------------------------|-----------|
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| 561 | 132-ARS-2 | WHITESIDE | 64 | 42 |
| FED. ROAD DIST. NO. | | | ILLINOIS FED. AID PROJECT | |
| | | | CONTRACT NO. 64F12 | |

TYPICAL SECTION

MILL/RESURFACE JOINTS



| | | | | | | | | |
|--------------------------------------|-----------------------|---|----------|---|-----------|-----------|--------------|-----------|
| FILE NAME | USER NAME = cushmanb* | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICALS | F.A.P. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | RTE. 561 | (32-4RS-2 | WHITESIDE | 64 | 43 |
| PLOT DATE = Mon Nov 30 09:46:10 2009 | | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 64F12 | | | | |

SCHEDULE OF QUANTITIES

602609100

INLETS TO BE ADJUSTED
EACH

LOCATION
EASTBOUND LANES

LOCATION
WESTBOUND LANES

REMARKS

44000500 COMBINATION CURB AND GUTTER REMOVAL
EACH 250 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 280

REMARKS
TO BE DETERMINED BY RESIDENT ENGINEER
TO BE DETERMINED BY RESIDENT ENGINEER

44200065 PAVEMENT PATCHING, TYPE II, 6 INCH
SOLID 41 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 11

REMARKS
LOCATED IN FRONT OF DON PEDROS ENTRANCE

44200068 PAVEMENT PATCHING, TYPE III, 6 INCH
SOLID 25 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 25

REMARKS
LOCATED JUST TO THE EAST OF DON PEDROS ENTRANCE

56108210 WATER VALVES TO BE ADJUSTED
EACH 5 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 5

REMARKS
TO BE DETERMINED BY RESIDENT ENGINEER

60265500 MANHOLES TO BE ADJUSTED
EACH 13 RT 13 RT
1 84+ 24 22.5 RT
1 86+ 72 20.5 RT
1 87+ 6 40 RT
1 87+ 10 11.4 RT
1 87+ 19 80.3 RT
1 87+ 74 56.9 RT
1 88+ 33 37.6 RT
1 88+ 87 36.2 RT
1 88+ 95 20.8 RT
1 88+ 95 20.3 RT
1 88+ 95 20.7 RT
1 88+ 71 4 19.2 RT
1 88+ 60 20.5 RT
1 100+ 59 19.4 RT
1 102+ 81 3 RT
1 102+ 81 20.2 RT
1 105+ 23 20.5 RT
1 107+ 11 21.4 RT
TOTAL 53

REMARKS

LOCATION
EASTBOUND LANES

LOCATION
WESTBOUND LANES

REMARKS

44000500 COMBINATION CURB AND GUTTER REMOVAL
EACH 250 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 280

REMARKS
TO BE DETERMINED BY RESIDENT ENGINEER
TO BE DETERMINED BY RESIDENT ENGINEER

44200065 PAVEMENT PATCHING, TYPE II, 6 INCH
SOLID 41 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 11

REMARKS
LOCATED IN FRONT OF DON PEDROS ENTRANCE

44200068 PAVEMENT PATCHING, TYPE III, 6 INCH
SOLID 25 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 25

REMARKS
LOCATED JUST TO THE EAST OF DON PEDROS ENTRANCE

56108210 WATER VALVES TO BE ADJUSTED
EACH 5 10 TO 207+ 15
LOCATION 77+ FRONTAGE RD. A
TOTAL 5

REMARKS
TO BE DETERMINED BY RESIDENT ENGINEER

60265500 MANHOLES TO BE ADJUSTED
EACH 13 RT 13 RT
1 84+ 24 22.5 RT
1 86+ 72 20.5 RT
1 87+ 6 40 RT
1 87+ 10 11.4 RT
1 87+ 19 80.3 RT
1 87+ 74 56.9 RT
1 88+ 33 37.6 RT
1 88+ 87 36.2 RT
1 88+ 95 20.8 RT
1 88+ 95 20.3 RT
1 88+ 95 20.7 RT
1 88+ 71 4 19.2 RT
1 88+ 60 20.5 RT
1 100+ 59 19.4 RT
1 102+ 81 3 RT
1 102+ 81 20.2 RT
1 105+ 23 20.5 RT
1 107+ 11 21.4 RT
TOTAL 53

REMARKS

FILE NAME =

USER NAME = cushmanb

SCHEDULE OF QUANTITIES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLOT DATE = Thu Dec 03 12:18:23 2009

| | | | | | | | |
|---------------------|-----|---------|------------|---------------------------|-----------|--------------------|----|
| F.A.P. RATE | 561 | SECTION | (32-AIRS-4 | COUNTY | WHITESIDE | TOTAL SHEETS | 64 |
| FED. ROAD DIST. NO. | | | | ILLINOIS FED. AID PROJECT | | CONTRACT NO. 64F12 | |

TOTAL

53

64

44

64

44

64

44

64

44

64

44

64

44

64

44

64

44

64

44

64

44

64

44

SCHEDULE OF QUANTITIES

6020500 INLETS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE
 LOCATION 207+ 10 TO 207+ 15
 FRONTAGE RD.A
 EACH 2
 TOTAL

REMARKS
 TO BE DETERMINED BY RESIDENT ENGINEER

6026508 INLETS TO BE RECONSTRUCTED WITH NEW FRAME & GRATE, SPECIAL
 LOCATION 77+ 10 TO 207+ 15
 FRONTAGE RD.A
 EACH 5
 TOTAL

REMARKS
 TO BE DETERMINED BY RESIDENT ENGINEER

6060500 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
 LOCATION 207+ 10 TO 207+ 15
 FRONTAGE RD.A
 EOOD 150
 TOTAL 190

REMARKS
 TO BE DETERMINED BY RESIDENT ENGINEER

60807400 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24
 LOCATION 77+ 10 TO 207+ 15
 FRONTAGE RD.A
 EOOD 100
 TOTAL 100

REMARKS
 TO BE DETERMINED BY RESIDENT ENGINEER

78100100 RAISED REFLECTIVE PAVEMENT MARKERS

| EACH | LOCATION | 10 TO | 207+ | 10 TO | 207+ | 15 | REMARKS |
|------|----------|-------|------|-------|------|----|---|
| 183 | CL | 77+ | 34 | 100+ | 104+ | 10 | ONE WAY CRYSTAL @ 80' CENTERS |
| 9 | RT | 84+ | 84 | 100+ | 104+ | 20 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 12 | RT | 85+ | 84 | 100+ | 104+ | 15 | ONE WAY CRYSTAL @ 40' CENTERS-ISLAND |
| 10 | RT | 85+ | 84 | 100+ | 104+ | 11 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 4 | RT | 88+ | 51 | 100+ | 104+ | 59 | ONE WAY CRYSTAL @ 20' CENTERS-ISLAND |
| 4 | RT | 88+ | 59 | 100+ | 104+ | 35 | ONE WAY CRYSTAL @ 40' CENTERS-ISLAND |
| 5 | RT | 91+ | 34 | 100+ | 104+ | 34 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 8 | RT | 93+ | 36 | 100+ | 104+ | 37 | TWO WAY AMBER @ 20' CENTERS-LEFT TURN LANE |
| 14 | CL | 94+ | 87 | 100+ | 104+ | 47 | TWO WAY AMBER @ 40' CENTERS-CL ISLAND |
| 8 | RT | 95+ | 87 | 100+ | 104+ | 47 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 7 | RT | 95+ | 87 | 100+ | 104+ | 45 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 8 | RT | 98+ | 33 | 100+ | 104+ | 88 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 14 | RT | 98+ | 33 | 100+ | 104+ | 88 | TWO WAY AMBER @ 40' CENTERS-CL ISLAND |
| 16 | RT | 100+ | 88 | 100+ | 104+ | 10 | TWO WAY AMBER @ 20' CENTERS-CL ISLAND |
| 6 | CL | 104+ | 107 | 100+ | 104+ | 8 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 3 | RT | 104+ | 107 | 100+ | 104+ | 9 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 11 | LT | 106+ | 16 | 100+ | 104+ | 27 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 8 | LT | 113+ | 50 | 100+ | 104+ | 0 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 5 | RT | 116+ | 0 | 100+ | 104+ | 0 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 6 | RT | 116+ | 0 | 100+ | 104+ | 0 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 6 | LT | 118+ | 0 | 100+ | 104+ | 60 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 6 | LT | 118+ | 0 | 100+ | 104+ | 60 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 9 | RT | 123+ | 90 | 100+ | 104+ | 35 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 10 | LT | 123+ | 90 | 100+ | 104+ | 40 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 3 | RT | 128+ | 150 | 100+ | 104+ | 75 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 3 | RT | 128+ | 150 | 100+ | 104+ | 75 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 6 | LT | 129+ | 200 | 100+ | 104+ | 50 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 6 | LT | 129+ | 200 | 100+ | 104+ | 50 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 7 | LT | 138+ | 50 | 100+ | 104+ | 40 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 10 | RT | 138+ | 50 | 100+ | 104+ | 40 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 9 | RT | 143+ | 140 | 100+ | 104+ | 58 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 9 | RT | 143+ | 140 | 100+ | 104+ | 58 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 14 | LT | 147+ | 82 | 100+ | 104+ | 30 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 14 | LT | 147+ | 82 | 100+ | 104+ | 30 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 13 | RT | 153+ | 67 | 100+ | 104+ | 66 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 12 | RT | 157+ | 23 | 100+ | 104+ | 66 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 14 | RT | 178+ | 75 | 100+ | 104+ | 51 | ONE WAY CRYSTAL @ 20' CENTERS-LEFT TURN LANE |
| 14 | RT | 178+ | 75 | 100+ | 104+ | 51 | ONE WAY CRYSTAL @ 20' CENTERS-RIGHT TURN LANE |
| 480 | TOTAL | | | | | | |

| | | | | | | | | |
|--------------------------------------|-----------------------|---|------------------------|--------------------|----------------------|---------------------|-----------------------|--------------------|
| FILE NAME = | USER NAME = cushmanbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES | F.A.P. RIG. 561 | SECTION 132-4RS-4 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 45 |
| PLOT DATE = Thu Dec 03 12:10:25 2009 | | ILLINOIS FED. AID PROJECT | | CONTRACT NO. 64F12 | | | | |

SCHEDULE OF QUANTITIES

7330200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
 EACH 226 77+ 10 TO 207+ 15
 TOTAL 226

REMARKS

XX003165 VIDEO CAMERA DETECTION SYSTEM
 EACH 1 88+ 18
 1 98+ 06
 1 0+ 00
 1 147+ 32
 1 190+ 00
 TOTAL 5

REMARKS
 FREEFORD ROAD INTERSECTION
 WOODLAWN ROAD INTERSECTION
 MARTIN/NORTHLAND MALL INTERSECTION
 36TH AVENUE INTERSECTION
 46TH AVENUE INTERSECTION

| | | | | | | | | |
|-------------|-----------------------|---|------------------------|------------------------------|----------------------|---------------------|--------------------|-----------------|
| FILE NAME * | USER NAME * cushmanbr | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | SCHEDULE OF QUANTITIES | F.A.P. RTE. 561 | SECTION 132-4RS-4 | COUNTY WHITESIDE | TOTAL SHEETS 64 | SHEET NO. 46 |
| | | PLOT DATE = Thu Dec 03 12:18:27 2009 | | | | CONTRACT NO. 64F12 | | |
| | | | | FED. ROAD DIST. NO. ILLINOIS | | FED. AID PROJECT | | |

BITUMINOUS SCHEDULE

| Location | Remarks | Length | Proposed Surface | | Bituminous Material Prime Coat | Aggregate Prime Coat | HMA Surface Removal - 1 1/2" | HMA Surface Removal - 2 1/2" | 44000159 Polym. Lev. Binder (Mach. Method) IL-4, 75, N5 | 40600200 40600300 40600107 40600215 40601640 | 40600200 40600300 40600107 40600215 40601640 | 40600200 40600300 40600107 40600215 40601640 | |
|----------------------------|-------------------|--------|------------------|-------|--------------------------------|----------------------|------------------------------|------------------------------|--|--|--|--|-----|
| | | | Width | Sq Yd | | | | | | | | | Ton |
| IL 2 - WESTBOUND MAIN LINE | | | | | | | | | | | | | |
| 1.8 RT S10 | 83+ 0 - 83+ 28 | 28 | VAR | 2172 | 0.52 | 3.25 | 2171.52 | 152.0 | 1.17 | 182.4 | | | |
| 1.8 RT S10 | 87+ 26 - 87+ 36 | 10 | VAR | 288 | 0.38 | 2.01 | 130.24 | 93.8 | 0.88 | 124.6 | | | |
| 1.8 RT S10 | 87+ 36 - 87+ 50 | 14 | VAR | 1718 | 0.39 | 2.01 | 1118.27 | 120.3 | 0.84 | 144.3 | | | |
| 1.8 RT S10 | 87+ 50 - 87+ 58 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 58 - 87+ 66 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 66 - 87+ 74 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 74 - 87+ 82 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 82 - 87+ 90 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 90 - 87+ 98 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 98 - 87+ 106 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 106 - 87+ 114 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 114 - 87+ 122 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 122 - 87+ 130 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 130 - 87+ 138 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 138 - 87+ 146 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 146 - 87+ 154 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 154 - 87+ 162 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 162 - 87+ 170 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 170 - 87+ 178 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 178 - 87+ 186 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 186 - 87+ 194 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 194 - 87+ 202 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 202 - 87+ 210 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 210 - 87+ 218 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 218 - 87+ 226 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 226 - 87+ 234 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 234 - 87+ 242 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 242 - 87+ 250 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 250 - 87+ 258 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 258 - 87+ 266 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 266 - 87+ 274 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 274 - 87+ 282 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 282 - 87+ 290 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 290 - 87+ 298 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 298 - 87+ 306 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 306 - 87+ 314 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 314 - 87+ 322 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 322 - 87+ 330 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 330 - 87+ 338 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 338 - 87+ 346 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 346 - 87+ 354 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 354 - 87+ 362 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 362 - 87+ 370 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 370 - 87+ 378 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 378 - 87+ 386 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 386 - 87+ 394 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 394 - 87+ 402 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 402 - 87+ 410 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 410 - 87+ 418 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 418 - 87+ 426 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 426 - 87+ 434 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 434 - 87+ 442 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 442 - 87+ 450 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 450 - 87+ 458 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 458 - 87+ 466 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 466 - 87+ 474 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 474 - 87+ 482 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 482 - 87+ 490 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 490 - 87+ 498 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 498 - 87+ 506 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 506 - 87+ 514 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 514 - 87+ 522 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 522 - 87+ 530 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 530 - 87+ 538 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 538 - 87+ 546 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 546 - 87+ 554 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 554 - 87+ 562 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 562 - 87+ 570 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 570 - 87+ 578 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 578 - 87+ 586 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 586 - 87+ 594 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 594 - 87+ 602 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 602 - 87+ 610 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 610 - 87+ 618 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 618 - 87+ 626 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 626 - 87+ 634 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 634 - 87+ 642 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 642 - 87+ 650 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 650 - 87+ 658 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 658 - 87+ 666 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 666 - 87+ 674 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 674 - 87+ 682 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 682 - 87+ 690 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 690 - 87+ 698 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 698 - 87+ 706 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 706 - 87+ 714 | 8 | VAR | 288 | 0.39 | 1.15 | 168.24 | 53.8 | 0.47 | 62.8 | | | |
| 1.8 RT S10 | 87+ 714 - 87+ 7 | | | | | | | | | | | | |

BITUMINOUS SCHEDULE

| Location | Remarks | Length | Proposed Surface | | Ton | Sq Yd | Ton | Sq Yd |
|----------------------------------|--|--------|------------------|-------|-----|-------|-----|-------|
| | | | Width | Sq Yd | | | | |
| IL 2 - WESTBOUND MAINLINE | | | | | | | | |
| Lt & Rt Sto | Includes Transition to Parking Lanes | 616 | VAR | 2172 | | 23.2 | | |
| Lt & Rt Sto | Includes Left Turn Lane | 464 | VAR | 1540 | | | | |
| Lt & Rt Sto | | 416 | VAR | 1718 | | | | |
| Lt & Rt Sto | | 247 | VAR | 768 | | | | |
| Lt & Rt Sto | | 317 | VAR | 988 | | | | |
| Lt & Rt Sto | | 814 | VAR | 2574 | | | | |
| Lt & Rt Sto | Includes Left Turn Lane | 413 | VAR | 1605 | | | | |
| Lt & Rt Sto | | 228 | VAR | 893 | | | | |
| Lt & Rt Sto | Includes Right Turn Lane | 495 | VAR | 1933 | | | | |
| Lt & Rt Sto | Includes Left and Right Turn Lanes | 400 | VAR | 2036 | | | | |
| Lt & Rt Sto | | 422 | VAR | 1559 | | | | |
| Lt & Rt Sto | Includes Left Turn Lane | 315 | VAR | 1284 | | | | |
| Lt & Rt Sto | Includes Right Turn Lane | 98 | VAR | 353 | | | | |
| Lt & Rt Sto | Includes Right Turn Lane | 221 | VAR | 955 | | | | |
| Lt & Rt Sto | | 194 | VAR | 604 | | | | |
| Lt & Rt Sto | Left Turn Lane, Includes Right Turn Lane | 519 | VAR | 2216 | | | | |
| Lt & Rt Sto | Includes Right Turn Lane | 249 | VAR | 1330 | | | | |
| Lt & Rt Sto | | 573 | VAR | 2281 | | | | |
| Lt & Rt Sto | Includes Left and Right Turn Lanes | 509 | VAR | 2659 | | | | |
| Lt & Rt Sto | Includes Median Opening | 843 | VAR | 2733 | | | | |
| Lt & Rt Sto | | 577 | VAR | 1657 | | | | |
| Lt & Rt Sto | Left Turn Lane, Includes Right Turn Lane | 524 | VAR | 2036 | | | | |
| Lt & Rt Sto | | 287 | VAR | 829 | | | | |
| Lt & Rt Sto | | 26 | VAR | 1499 | | | | |
| Lt & Rt Sto | Left and Right Turn Lanes | 500 | VAR | 2433 | | | | |
| Lt & Rt Sto | Left Turn Lane | 555 | VAR | 1603 | | | | 21.7 |
| IL 2 - EASTBOUND MAINLINE | | | | | | | | |
| Lt & Rt Sto | Includes Left Turn Lane | 214 | VAR | 934 | | | | |
| Lt & Rt Sto | Includes Left and Right Turn Lanes | 464 | VAR | 2866 | | | | |
| Lt & Rt Sto | Includes Left Turn Lane | 446 | VAR | 1578 | | | | |
| Lt & Rt Sto | Includes Two-Way Left Turn Lane | 247 | VAR | 212 | | | | |
| Lt & Rt Sto | Includes Two-Way Left Turn and Right Turn Lane | 317 | VAR | 895 | | | | |
| Lt & Rt Sto | Includes Two-Way Left Turn Lane | 814 | VAR | 3889 | | | | |
| Lt & Rt Sto | | 262 | VAR | 768 | | | | |
| Lt & Rt Sto | | 378 | VAR | 958 | | | | |
| Lt & Rt Sto | Includes Left Turn Lane | 495 | VAR | 2236 | | | | |
| Lt & Rt Sto | Includes Left and Right Turn Lanes | 400 | VAR | 1242 | | | | |
| Lt & Rt Sto | | 422 | VAR | 1604 | | | | |
| Lt & Rt Sto | Includes Left Turn Lane | 315 | VAR | 980 | | | | |
| Lt & Rt Sto | Includes Right Turn Lane | 98 | VAR | 408 | | | | |
| Lt & Rt Sto | Left Turn Lane, Includes Right Turn Lane | 221 | VAR | 757 | | | | |
| Lt & Rt Sto | Left Turn Lane | 194 | VAR | 753 | | | | |
| Lt & Rt Sto | Left Turn Lane | 519 | VAR | 1578 | | | | |
| Lt & Rt Sto | Includes Left and Right Turn Lanes | 573 | VAR | 2122 | | | | |
| Lt & Rt Sto | | 802 | VAR | 2584 | | | | |
| Lt & Rt Sto | Left Turn Lane, Includes Right Turn Lane | 517 | VAR | 2122 | | | | |
| Lt & Rt Sto | | 324 | VAR | 1374 | | | | |
| Lt & Rt Sto | Left Turn Lane, Includes Right Turn Lane | 287 | VAR | 829 | | | | |
| Lt & Rt Sto | Left Turn Lane | 315 | VAR | 2009 | | | | |
| Lt & Rt Sto | | 300 | VAR | 1444 | | | | |
| Lt & Rt Sto | Includes Right Turn Lane | 759 | VAR | 3133 | | | | 21.8 |

40800050 48203100 40600930
 Incident to Hot-Mix Asphalt Surfacing Shoulder
 Hot-Mix Asphalt
 Temporary Ramp

| | | | |
|---|-----------------------|--------------------------------------|---|
| FILE NAME = | USER NAME = cushmambw | PLOT DATE = Thu Dec 03 12:10:30 2009 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION |
| BITUMINOUS SCHEDULE | | | |
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEET NO. |
| 561 | (32-4RS-4 | WHITESIDE | 64 |
| FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | | | CONTRACT NO. 64F12 |

BITUMINOUS SCHEDULE

| Location | Remarks | Length | Proposed Surface | | Incident to Hot-Mix Asphalt Surfacing | | 40800050 48203100 | | 40600390 | |
|----------------------------------|---------|--------|------------------------------|-------|---------------------------------------|--------------------|-------------------|---------------------------|--------------------|-------|
| | | | Width | Sq Yd | Ton | Ton | Hot-Mix Asphalt | Hot-Mix Asphalt Shoulders | Sq Yd | Sq Yd |
| IL 2 - MAINLINE SHOULDERS | | | | | | | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 435 | | 57.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 605 | | 124.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 105 | | 108.5 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 376 | | 58.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 49.5 | | 49.5 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 640 | | 98.5 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 351 | | 54.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 441 | | 83.1 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 273 | | 42.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 317 | | 48.9 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 278 | | 42.9 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 45 | | 6.9 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 56 | | 9.5 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 1113 | | 181.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 1238 | | 208.1 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 131 | | 22.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 157 | | 26.4 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 626 | | 105.2 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 30 | | 21.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 1158 | | 194.6 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 48 | | 94.8 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 35 | | 58.9 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 887 | | 149.1 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 39 | | 62.5 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 55 | | 171.7 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 26 | | 45.7 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 25 | | 21.7 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 1421 | | 201.6 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 40 | | 6.8 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 62 | | 10.2 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 50 | | 8.4 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 303 | | 51.9 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 137 | | 23.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 256 | | 43.0 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 118 | | 19.9 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 34 | | 5.7 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 175 | | 29.4 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 30 | | 22.8 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 199 | | 33.4 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 47 | | 7.9 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 82 | | 13.8 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 28 | | 4.8 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 80 | | 13.4 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 262 | | 44.1 | | | | |
| WB L.T. Stg. | 50 - | 843 | VAR | 32 | | 26.7 | | | | |
| TOTALS | | | | | | | | | | |
| F.A.P. RTE. 561 | | | SECTION 132-4RS-4 | | | COUNTY WHITESIDE | | | TOTAL SHEET NO. 64 | |
| FED. ROAD DIST. NO. ILLINOIS | | | FED. ROAD DIST. NO. ILLINOIS | | | CONTRACT NO. 64F12 | | | TOTAL SHEETS 64 | |

FILE NAME = USER NAME * cushmanbhw

PLOT DATE = Thu Dec 03 12:18:31 2009

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BITUMINOUS SCHEDULE

INCIDENT TO HOT-MIX ASPHALT SURFACING

CONTRACT NO. 64F12

PATCHING SCHEDULE (WESTBOUND)

| STATION | REMARKS | 12 FEET LANE WIDTH | | CLASS A PATCHING | | | | | | | | 44200529 | | 44200533 | | | | 44200535 | | 44213200 | | 44213200 | | 44213200 | |
|--|----------------------------------|--------------------|----------------|------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|---------------|-----------------|--------|----------|-------|------------------------|-------|----------|--|----------|--|----------|--|
| | | LENGTH OF PATCH | | TYPE 1 | | TYPE 2 | | TYPE 3 | | TYPE 4 | | AREA OF PATCHES | | SAW CUTS | | TIE BARS | | PATCHING REINFORCEMENT | | | | | | | |
| | | LT LANE (feet) | RT LANE (feet) | LT LANE (yd2) | RT LANE (yd2) | LT LANE (yd2) | RT LANE (yd2) | LT LANE (yd2) | RT LANE (yd2) | LT LANE (yd2) | RT LANE (yd2) | LT LANE (yd2) | RT LANE (yd2) | (4"x12") (feet) | (each) | (each) | (yd2) | (each) | (yd2) | | | | | | |
| 80 + 77 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 82 + 9 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 85 + 73 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 86 + 83 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 89 + 4 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 93 + 59 | * see below | 6 | 6 | 10.7 | 10.7 | | | | | | | | | | | | | | | | | | | | |
| 95 + 71 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 107 + 13 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 113 + 18 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 16 + 81 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 18 + 24 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 18 + 24 | Lt. Turn (K. Mart) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 18 + 24 | Rt. Turn (Northland Mall) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 21 + 20 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 21 + 20 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 26 + 30 | Lt. Turn (State Police) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 26 + 34 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 26 + 78 | Lt. Turn (State Police) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 28 + 78 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 29 + 68 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 30 + 36 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 30 + 36 | Rt. Turn (Sav. Valley Newspaper) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 33 + 72 | * see below | 14 | 10 | 13.3 | 13.3 | | | | | | | | | | | | | | | | | | | | |
| 33 + 72 | | 14 | 10 | 13.3 | 13.3 | | | | | | | | | | | | | | | | | | | | |
| 36 + 16 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 37 + 31 | Lt. Turn (Lynn Blvd.) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 37 + 31 | Rt. Turn (Lynn Blvd.) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 41 + 00 | | 10 | 10 | 13.3 | 13.3 | | | | | | | | | | | | | | | | | | | | |
| 50 + 20 | | 8 | 8 | 10.7 | 10.7 | | | | | | | | | | | | | | | | | | | | |
| 50 + 45 | | 8 | 8 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 52 + 93 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 54 + 17 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 54 + 31 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 55 + 9 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 57 + 1 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 57 + 33 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 57 + 39 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 63 + 9 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 63 + 35 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 66 + 16 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 66 + 16 | Rt. Turn off (Polo Rd.) | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 68 + 16 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 68 + 50 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 72 + 16 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 74 + 10 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 74 + 76 | | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 80 + 00 | | 10 | 10 | 13.3 | 13.3 | | | | | | | | | | | | | | | | | | | | |
| 81 + 26 | | 10 | 10 | 13.3 | 13.3 | | | | | | | | | | | | | | | | | | | | |
| 90 + 24 | | 12 | 12 | 16.0 | 16.0 | | | | | | | | | | | | | | | | | | | | |
| 92 + 30 | | 15 | 15 | 20.3 | 20.3 | | | | | | | | | | | | | | | | | | | | |
| 96 + 25 | Optional | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 96 + 25 | Optional | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 199 + 55 | Optional | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| 204 + 42 | Optional | 6 | 6 | 8.0 | 8.0 | | | | | | | | | | | | | | | | | | | | |
| Areas Determined by the Resident Eng. 298 | | 298 | 298 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | 132.4 | | | | | | |
| * Additional length put into schedule to cover additional width. | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441.8 | 484.4 | 151.1 | 172.4 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | 323.5 | | | | | | |
| Sub-Totals | | | | 441. | | | | | | | | | | | | | | | | | | | | | |

PAVEMENT MARKING SCHEDULE

| LOCATION | LT / RT | REMARKS | LENGTH (FT) | 78000200 PAV. MARKING LINE-4 (WHITE) (FT) | 78002200 THERMOPLASTIC PAV. MARKING LINE-4 (YELLOW) (FT) | 78005000 THERMOPLASTIC PAV. MARKING LINE-4 (WHITE) (FT) | 78000300 THERMOPLASTIC PAV. MARKING LINE-17 (YELLOW) (FT) | 78000500 THERMOPLASTIC PAV. MARKING LINE-1 (WHITE) (FT) | 78000600 THERMOPLASTIC PAV. MARKING LINE-24 (FT) | 78000900 THERMOPLASTIC PAV. MARKING LETTERS & SYMBOLS (SQ. FT) | 78001000 SHORT TERM PAV. MARKING (FT) | 78020000 WORKZONE PAV. MARKING REGIONAL (SQ. FT) |
|---------------------|---------|-----------------------------------|-------------|--|--|---|---|---|--|--|--|--|
| IL 2 (EAST/BLVD) | | | | | | | | | | | | |
| CENTERLINE MANLINE | | | | | | | | | | | | |
| 77 + 10.10.192 + 29 | CL | 5" IP. OASHERS | 1150 | 2435 | | | | | | | | |
| 77 + 10.10.192 + 29 | CL | 1" SLIP LANE RUBBER | 1150 | 2435 | | | | | | | 1132 | 1132 |
| 77 + 10.10.192 + 29 | CL | SURFACE COURSE | 1150 | | | | | | | | 1132 | 1132 |
| EDGE LINES | | | | | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 513 | 1228 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 372 | 928 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 464 | 928 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 714 | 1428 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 1103 | 2206 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 1550 | 3100 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 1219 | 2438 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 812 | 1624 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 404 | 812 | | | | | | | | |
| 77 + 10.10.192 + 29 | RT | EDGE LINE (1.5" x 90) | 152 | 310 | | | | | | | | |
| UTURN BETHARD & 4TH | | | | | | | | | | | | |
| 78 + 1 + 83 | RT | STOP BAR | 13 | | | | | | | | | |
| EAST 10TH STREET | | | | | | | | | | | | |
| 87 + 1 + 48 | RT | ISLAND | 20 | | | | | | | | | |
| 87 + 1 + 48 | RT | STOP BAR | 12 | | | | | | | | | |
| 87 + 1 + 48 | RT | 2-1" TURN ARROWS | 14 | | | | | | | | | |
| 87 + 1 + 48 | RT | ISLAND | 18 | | | | | | | | | |
| 87 + 1 + 48 | RT | STOP BAR | 14 | | | | | | | | | |
| 87 + 1 + 48 | RT | ISLAND | 18 | | | | | | | | | |
| FREEPORT ROAD | | | | | | | | | | | | |
| 87 + 1 + 48 | LT | STOP BAR | 33 | | | | | | | | | |
| 87 + 1 + 48 | LT | ISLAND | 13 | | | | | | | | | |
| 87 + 1 + 48 | LT | STOP BAR | 13 | | | | | | | | | |
| 87 + 1 + 48 | LT | 2-1" TURN ARROWS | 14 | | | | | | | | | |
| 87 + 1 + 48 | LT | ISLAND | 22 | | | | | | | | | |
| NORTH STREET | | | | | | | | | | | | |
| 92 + 1 + 89 | LT | STOP BAR | 22 | | | | | | | | | |
| SPRINGS STREET | | | | | | | | | | | | |
| 95 + 1 + 7 | LT | STOP BAR | 25 | | | | | | | | | |
| WOODRUM ROAD | | | | | | | | | | | | |
| 97 + 1 + 37 | RT | ISLAND | 20 | | | | | | | | | |
| 97 + 1 + 37 | RT | STOP BAR | 83 | | | | | | | | | |
| 97 + 1 + 37 | RT | CENTERLINE DOUBLE YELLOW | 13 | | | | | | | | | |
| 97 + 1 + 37 | RT | ISLAND | 20 | | | | | | | | | |
| 97 + 1 + 37 | RT | STOP BAR | 20 | | | | | | | | | |
| FRONTAGE RD. A | | | | | | | | | | | | |
| 105 + 1 + 49 | LT | CENTERLINE DOUBLE YELLOW / ISLAND | 22 | | | | | | | | | |
| MERRILL STREET | | | | | | | | | | | | |
| 117 + 1 + 51 | RT | STOP BAR | 31 | | | | | | | | | |
| 117 + 1 + 51 | RT | THROUGHWAY TURN ARROW | 15 | | | | | | | | | |
| 117 + 1 + 51 | RT | RT TURN ARROW | 15 | | | | | | | | | |

FILE NAME = _____ USER NAME = cushmanbr

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING SCHEDULE

SECTION 132-4/RS-4

COUNTY WHITESIDE

CONTRACT NO. 64F12

F.A.P. RTE. 561

TOTAL SHEETS 64

SHEET NO. 53

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

PLOT DATE = Thu Dec 03 12:10:34 2009

PAVEMENT MARKING SCHEDULE

| LOCATION | L/R | REMARKS | LENGTH (FT) | ZM00200 THERMOPLASTIC PYM MARKING LINE-4" (WHITE) (FT) | ZM00300 THERMOPLASTIC PYM MARKING LINE-4" (YELLOW) (FT) | ZM00500 THERMOPLASTIC PYM MARKING LINE-8" (WHITE) (FT) | ZM00600 THERMOPLASTIC PYM MARKING LINE-12" (YELLOW) (FT) | ZM00700 THERMOPLASTIC PYM MARKING LINE-24" (FT) | ZM00800 THERMOPLASTIC PYM MARKING LETTERS & SYMBOLS (SQ FT) | ZM00900 THERMOPLASTIC PYM MARKING (FT) | ZM01000 THERMOPLASTIC PYM MARKING (SQ FT) | ZM01100 THERMOPLASTIC PYM MARKING (SQ FT) |
|----------------------------|-----|---------------------------|----------------|--|---|--|--|---|---|---|--|--|
| NORTHLAND MALL | | | | | | | | | | | | |
| 117 * 48 | LT | STOP BAR | 44 | | | | | 44 | | | | |
| 117 * 50 | LT | TURN BAY | | | | | | | | | | |
| 117 * 58 | LT | TURN BAY | | | | | | | | | | |
| EVER ROAD | | | | | | | | | | | | |
| 133 * 65 | RT | STOP BAR | 21 | | | | | | | | | |
| 133 * 91 | RT | SKIP DASH CENTER LINE | 90 | 30 | | | | 21 | | | | |
| 134 * 35 | RT | STOP BAR | 30 | | | | | | | | | |
| 134 * 50 | RT | TURN BAY | | | | | | | | | | |
| 134 * 62 | RT | TURN BAY | 53 | 53 | | | | | | | | |
| LUNA BOULEVARD | | | | | | | | | | | | |
| 133 * 76 | LT | STOP BAR | 60 | | | | | | | | | |
| 133 * 83 | LT | LEFT TURN BAY LINE | 60 | | | | | | | | | |
| 133 * 58 | RT | TURN BAY | | | | | | | | | | |
| 133 * 70 | LT | SKIP DASH CENTER LINE | 60 | 20 | | | | | | | | |
| 133 * 87 | LT | TURN BAY | | | | | | | | | | |
| 134 * 15 | LT | SKIP DASH CENTER LINE | 60 | 20 | | | | | | | | |
| 134 * 53 | LT | STOP BAR | 20 | | | | | | | | | |
| 80TH AVENUE | | | | | | | | | | | | |
| 146 * 76 | RT | ISLAND | 18 | | | | | | | | | |
| 146 * 96 | RT | STOP BAR | 40 | | | | | | | | | |
| 147 * 43 | RT | CENTER LINE DOUBLE YELLOW | 26 | | | | | | | | | |
| 147 * 44 | RT | STOP BAR | 26 | | | | | | | | | |
| MCCORMICKS ENTRANCE | | | | | | | | | | | | |
| 147 * 32 | LT | STOP BAR | 20 | | | | | | | | | |
| 60TH AVENUE | | | | | | | | | | | | |
| 166 * 24 | RT | STOP BAR | 24 | | | | | | | | | |
| 166 * 31 | RT | ISLAND | 50 | | | | | | | | | |
| 166 * 34 | RT | CENTER LINE DOUBLE YELLOW | 12 | | | | | | | | | |
| 166 * 37 | RT | STOP BAR | 12 | | | | | | | | | |
| 166 * 77 | RT | TURN BAY | | | | | | | | | | |
| 166 * 82 | RT | LEFT TURN BAY LINE | 71 | | | | | | | | | |
| 166 * 88 | RT | STOP BAR | 14 | | | | | | | | | |
| 166 * 89 | RT | 2-TURN LEFT TURN ARROW | | | | | | | | | | |
| 166 * 89 | RT | ISLAND | 107 | | | | | | | | | |
| 167 * 13 | RT | STOP BAR | 20 | | | | | | | | | |
| 48RD AVENUE (SOUTH) | | | | | | | | | | | | |
| 179 * 45 | RT | STOP BAR | 18 | | | | | | | | | |
| 179 * 91 | RT | CENTER LINE DOUBLE YELLOW | 75 | | | | | | | | | |
| 180 * 00 | RT | 2-L TURN ARROW | | | | | | | | | | |
| 180 * 3 | RT | LEFT TURN BAY LINE | 75 | | | | | | | | | |
| 180 * 10 | RT | STOP BAR | 50 | | | | | | | | | |
| 65TH AVENUE (SOUTH) | | | | | | | | | | | | |
| 190 * 95 | RT | STOP BAR | 24 | | | | | | | | | |
| 191 * 00 | RT | CENTER LINE DOUBLE YELLOW | 75 | | | | | | | | | |
| 191 * 7 | RT | 2-L TURN ARROW | | | | | | | | | | |
| 191 * 49 | RT | LEFT TURN BAY LINE | 75 | | | | | | | | | |
| 191 * 49 | RT | STOP BAR | 24 | | | | | | | | | |
| 65TH AVENUE (NORTH) | | | | | | | | | | | | |
| 191 * 15 | LT | STOP BAR | 20 | | | | | | | | | |
| ISLANDS TURN BAYS | | | | | | | | | | | | |
| 81 * 18 | RT | TURN TRAILS | 118 | | | | | | | | | |
| 82 * 54 | RT | TURN BAY LINE | 95 | | | | | | | | | |
| 83 * 29 | RT | TURN TRAILS | 156 | | | | | | | | | |
| 83 * 44 | RT | TURN TRAILS | 168 | | | | | | | | | |
| 84 * 05 | RT | ISLAND OUTSIDE LINES | 473 | | | | | | | | | |
| 84 * 05 | RT | ISLAND INSIDE LINES | 468 | | | | | | | | | |
| 84 * 05 | RT | ISLAND INSIDE DIAGONALS | 108 | | | | | | | | | |

| | | | |
|---|--|------------------------------|--|
| FILE NAME = | | USER NAME = cushmanb | |
| STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | PAVEMENT MARKING SCHEDULE | |
| PLOT DATE = Thu Dec 03 12:10:35 2009 | | F.A.P. RITE. COUNTY | |
| | | WHITESIDE | |
| | | CONTRACT NO. 64F12 | |
| | | ILLINOIS FED. AID PROJECT | |
| | | SECTION | |
| | | 132-4RS-4 | |
| | | TOTAL SHEETS | |
| | | 64 | |
| | | SHEET NO. | |
| | | 54 | |

PAVEMENT MARKING SCHEDULE

| LOCATION | L / RT | REMARKS | LENGTH (FT) | 76000230 THERMOPLASTIC PVT. MARKING LINE 4" (DOUBLE) (FT) | 78000230 THERMOPLASTIC PVT. MARKING LINE 4" (YELLOW) (FT) | 78000250 THERMOPLASTIC PVT. MARKING LINE 8" (WHITE) (FT) | 78000260 THERMOPLASTIC PVT. MARKING LINE 12" (YELLOW) (FT) | 78000260 THERMOPLASTIC PVT. MARKING LINE 12" (WHITE) (FT) | 78000260 THERMOPLASTIC PVT. MARKING LINE 24" (FT) | 78000260 THERMOPLASTIC PVT. MARKING LETTERS & SYMBOLS (SQ. FT) | 78000260 SHORT TERM PVT. MARKING (FT) | 78000260 WASHER PVT. MARKING REMOVAL (SQ. FT) |
|----------|--------|---------|----------------|---|---|--|--|---|---|--|--|---|
| 82 | 12 | 50 | 87 | 12 | | | | | | | | |
| 83 | 12 | 50 | 87 | 12 | | | | | | | | |
| 84 | 12 | 50 | 87 | 12 | | | | | | | | |
| 85 | 12 | 50 | 87 | 12 | | | | | | | | |
| 86 | 12 | 50 | 87 | 12 | | | | | | | | |
| 87 | 12 | 50 | 87 | 12 | | | | | | | | |
| 88 | 12 | 50 | 87 | 12 | | | | | | | | |
| 89 | 12 | 50 | 87 | 12 | | | | | | | | |
| 90 | 12 | 50 | 87 | 12 | | | | | | | | |
| 91 | 12 | 50 | 87 | 12 | | | | | | | | |
| 92 | 12 | 50 | 87 | 12 | | | | | | | | |
| 93 | 12 | 50 | 87 | 12 | | | | | | | | |
| 94 | 12 | 50 | 87 | 12 | | | | | | | | |
| 95 | 12 | 50 | 87 | 12 | | | | | | | | |
| 96 | 12 | 50 | 87 | 12 | | | | | | | | |
| 97 | 12 | 50 | 87 | 12 | | | | | | | | |
| 98 | 12 | 50 | 87 | 12 | | | | | | | | |
| 99 | 12 | 50 | 87 | 12 | | | | | | | | |
| 100 | 12 | 50 | 87 | 12 | | | | | | | | |
| 101 | 12 | 50 | 87 | 12 | | | | | | | | |
| 102 | 12 | 50 | 87 | 12 | | | | | | | | |
| 103 | 12 | 50 | 87 | 12 | | | | | | | | |
| 104 | 12 | 50 | 87 | 12 | | | | | | | | |
| 105 | 12 | 50 | 87 | 12 | | | | | | | | |
| 106 | 12 | 50 | 87 | 12 | | | | | | | | |
| 107 | 12 | 50 | 87 | 12 | | | | | | | | |
| 108 | 12 | 50 | 87 | 12 | | | | | | | | |
| 109 | 12 | 50 | 87 | 12 | | | | | | | | |
| 110 | 12 | 50 | 87 | 12 | | | | | | | | |
| 111 | 12 | 50 | 87 | 12 | | | | | | | | |
| 112 | 12 | 50 | 87 | 12 | | | | | | | | |
| 113 | 12 | 50 | 87 | 12 | | | | | | | | |
| 114 | 12 | 50 | 87 | 12 | | | | | | | | |
| 115 | 12 | 50 | 87 | 12 | | | | | | | | |
| 116 | 12 | 50 | 87 | 12 | | | | | | | | |
| 117 | 12 | 50 | 87 | 12 | | | | | | | | |
| 118 | 12 | 50 | 87 | 12 | | | | | | | | |
| 119 | 12 | 50 | 87 | 12 | | | | | | | | |
| 120 | 12 | 50 | 87 | 12 | | | | | | | | |
| 121 | 12 | 50 | 87 | 12 | | | | | | | | |
| 122 | 12 | 50 | 87 | 12 | | | | | | | | |
| 123 | 12 | 50 | 87 | 12 | | | | | | | | |
| 124 | 12 | 50 | 87 | 12 | | | | | | | | |
| 125 | 12 | 50 | 87 | 12 | | | | | | | | |
| 126 | 12 | 50 | 87 | 12 | | | | | | | | |
| 127 | 12 | 50 | 87 | 12 | | | | | | | | |
| 128 | 12 | 50 | 87 | 12 | | | | | | | | |
| 129 | 12 | 50 | 87 | 12 | | | | | | | | |
| 130 | 12 | 50 | 87 | 12 | | | | | | | | |
| 131 | 12 | 50 | 87 | 12 | | | | | | | | |
| 132 | 12 | 50 | 87 | 12 | | | | | | | | |
| 133 | 12 | 50 | 87 | 12 | | | | | | | | |
| 134 | 12 | 50 | 87 | 12 | | | | | | | | |
| 135 | 12 | 50 | 87 | 12 | | | | | | | | |
| 136 | 12 | 50 | 87 | 12 | | | | | | | | |
| 137 | 12 | 50 | 87 | 12 | | | | | | | | |
| 138 | 12 | 50 | 87 | 12 | | | | | | | | |
| 139 | 12 | 50 | 87 | 12 | | | | | | | | |
| 140 | 12 | 50 | 87 | 12 | | | | | | | | |
| 141 | 12 | 50 | 87 | 12 | | | | | | | | |
| 142 | 12 | 50 | 87 | 12 | | | | | | | | |
| 143 | 12 | 50 | 87 | 12 | | | | | | | | |
| 144 | 12 | 50 | 87 | 12 | | | | | | | | |
| 145 | 12 | 50 | 87 | 12 | | | | | | | | |
| 146 | 12 | 50 | 87 | 12 | | | | | | | | |
| 147 | 12 | 50 | 87 | 12 | | | | | | | | |
| 148 | 12 | 50 | 87 | 12 | | | | | | | | |
| 149 | 12 | 50 | 87 | 12 | | | | | | | | |
| 150 | 12 | 50 | 87 | 12 | | | | | | | | |
| 151 | 12 | 50 | 87 | 12 | | | | | | | | |
| 152 | 12 | 50 | 87 | 12 | | | | | | | | |
| 153 | 12 | 50 | 87 | 12 | | | | | | | | |
| 154 | 12 | 50 | 87 | 12 | | | | | | | | |
| 155 | 12 | 50 | 87 | 12 | | | | | | | | |
| 156 | 12 | 50 | 87 | 12 | | | | | | | | |
| 157 | 12 | 50 | 87 | 12 | | | | | | | | |
| 158 | 12 | 50 | 87 | 12 | | | | | | | | |
| 159 | 12 | 50 | 87 | 12 | | | | | | | | |
| 160 | 12 | 50 | 87 | 12 | | | | | | | | |
| 161 | 12 | 50 | 87 | 12 | | | | | | | | |
| 162 | 12 | 50 | 87 | 12 | | | | | | | | |
| 163 | 12 | 50 | 87 | 12 | | | | | | | | |
| 164 | 12 | 50 | 87 | 12 | | | | | | | | |
| 165 | 12 | 50 | 87 | 12 | | | | | | | | |
| 166 | 12 | 50 | 87 | 12 | | | | | | | | |
| 167 | 12 | 50 | 87 | 12 | | | | | | | | |
| 168 | 12 | 50 | 87 | 12 | | | | | | | | |
| 169 | 12 | 50 | 87 | 12 | | | | | | | | |
| 170 | 12 | 50 | 87 | 12 | | | | | | | | |
| 171 | 12 | 50 | 87 | 12 | | | | | | | | |
| 172 | 12 | 50 | 87 | 12 | | | | | | | | |
| 173 | 12 | 50 | 87 | 12 | | | | | | | | |
| 174 | 12 | 50 | 87 | 12 | | | | | | | | |
| 175 | 12 | 50 | 87 | 12 | | | | | | | | |

FILE NAME = USER NAME = cushmanbw

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING SCHEDULE

F.A.P. RYE. 561 SECTION 132-4RS-4 COUNTY WHITESIDE CONTRACT NO. 64F12

ILLINOIS FED. AID PROJECT

PLOT DATE = Thu Dec 03 12:10:36 2009

TOTAL SHEETS 64 SHEET NO. 55

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED

(DETAILS FOR CURB & GUTTER REPLACEMENT)

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

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

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

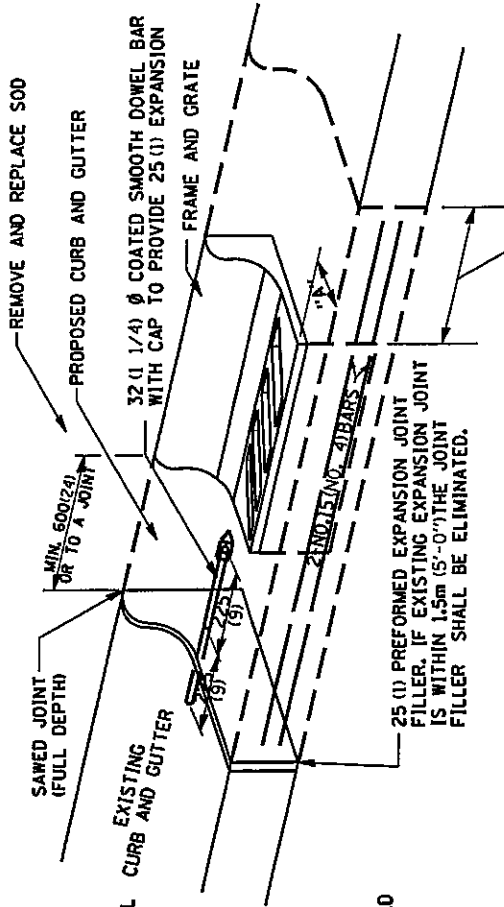
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

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

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

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

REVISED - 5-4-94



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

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

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

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED 17.4a

FILE NAME =

USER NAME = cushmanbv

PLOT DATE = Mon Nov 30 10:21:20 2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARD

F.A.P.
RTE. 561

SECTION
132-ARS-4

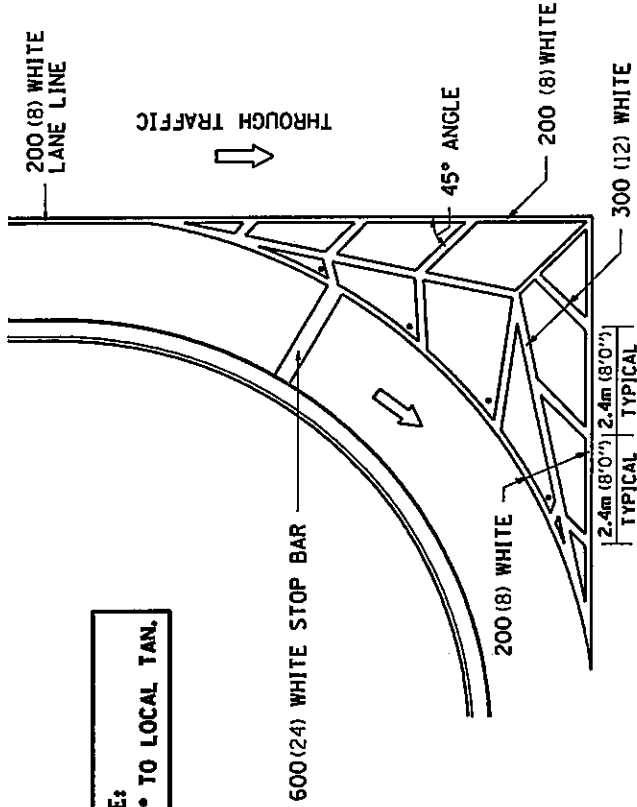
COUNTY
WHITESIDE

TOTAL
SHEETS 64

SHEET
NO. 57

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
CONTRACT NO. 64F12

TYPICAL MARKING FOR PAINTED ISLANDS



NOTE:
* 45° TO LOCAL TAN.

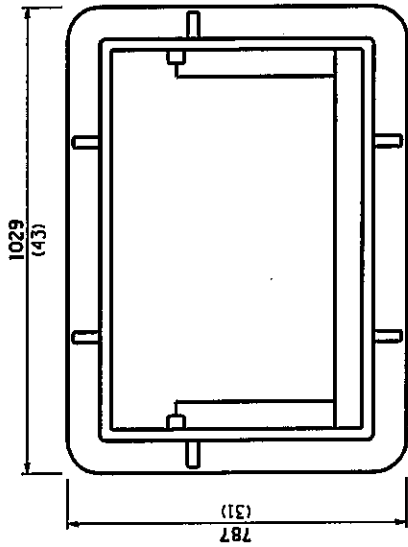
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 2-7-05

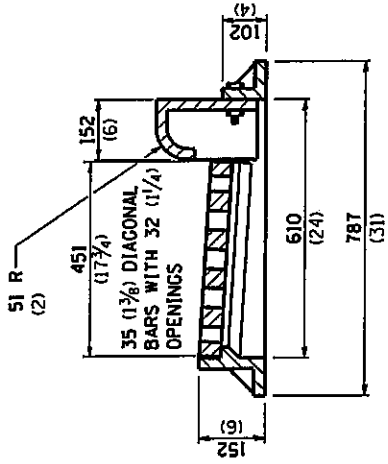
TYPICAL MARKING FOR PAINTED ISLANDS 93.4

| | | | | | | | |
|------------------|-----------|---|-------------------|---|----------------------|---------------------|--------------------|
| FILE NAME = | USER NAME | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT STANDARD | F.A.P. RTE. 561 | SECTION 132-4RS-4 | COUNTY WHITESIDE | TOTAL SHEETS 64 |
| REVISED - 1-0-08 | PLOT DATE | | | | | | SHEET NO. 58 |
| | | | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 64F12 | | | |

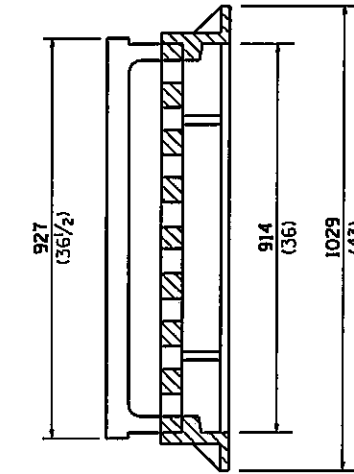
FRAME AND GRATE FOR INLET SPECIAL



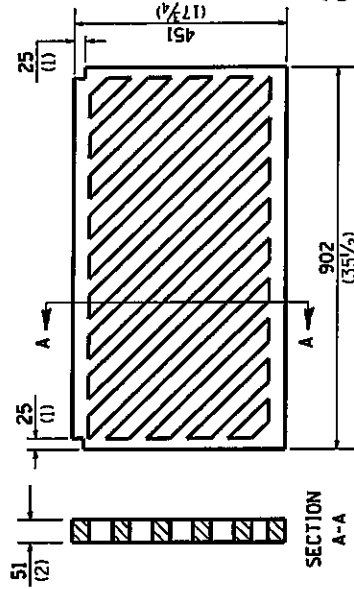
PLAN OF FRAME
WITHOUT GRATE AND CURB BOX



TRANSVERSE SECTION



LONGITUDINAL SECTION



PLAN OF GRATE

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

REVISED - 9-25-92

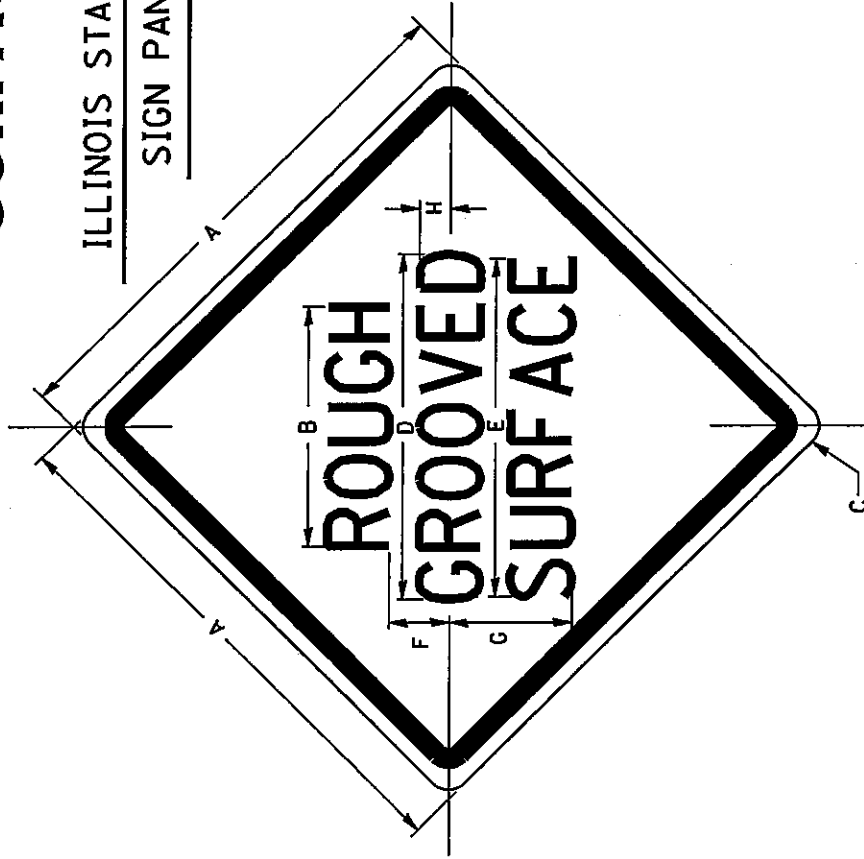
R 3067
APPROXIMATE WEIGHT - 231 Kg. (510 LBS.)

FRAME AND GRATE FOR INLET SPECIAL 132C

| | | | | | | | |
|-------------------|-----------|---|-------------------|----------------|------------|-----------|---------------------------|
| FILE NAME * | USER NAME | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT STANDARD | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| REVISED - 1-09-98 | PLOT DATE | | | 561 | 132-4IRS-4 | WHITESIDE | 64 |
| | | | | | | | 59 |
| | | | | | | | CONTRACT NO. 64F12 |
| | | | | | | | ILLINOIS FED. AID PROJECT |

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107
SIGN PANEL TYPE 1



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.

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

| SIGN SIZE | DIMENSIONS | | | | | | | |
|-------------------|-------------|------------|----------|------------|------------|-----------|------------|----------|
| | A | B | C | D | E | F | G | H |
| 1200x1200 (48x48) | 1200 (48,0) | 600 (24,1) | 75 (3,0) | 850 (34,0) | 825 (33,0) | 150 (6,0) | 325 (13,0) | 88 (3,5) |

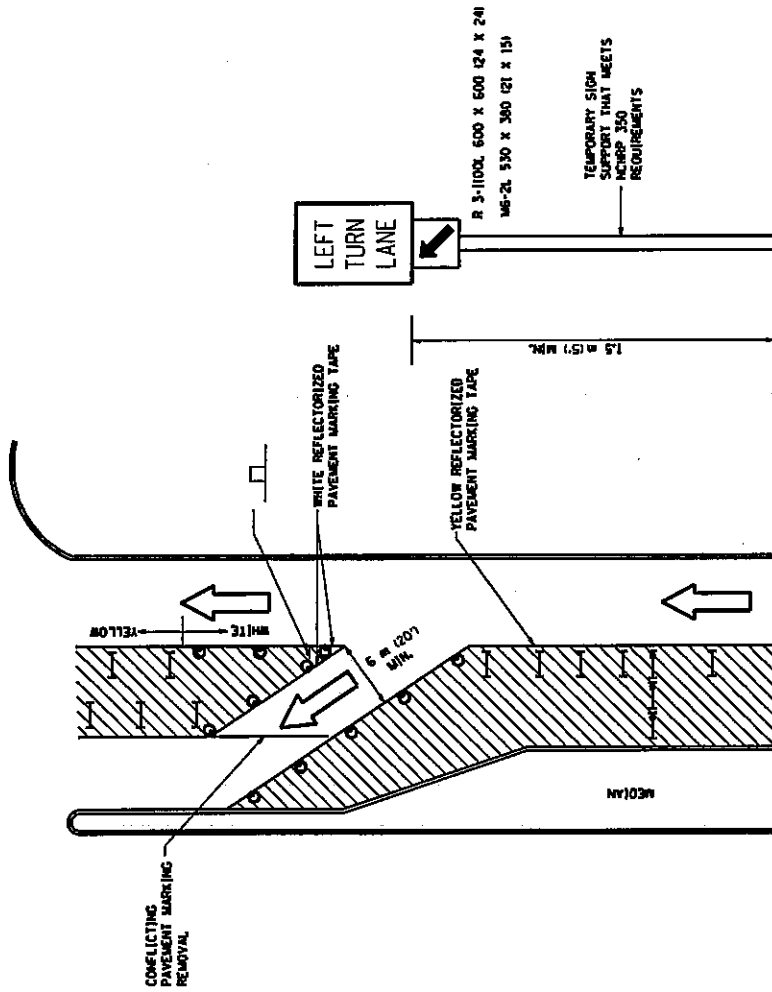
| SIGN SIZE | SERIES LINES | | | MARGIN | BORDER | BLANK STD. |
|-------------------|--------------|----|----|----------|----------|------------|
| | 1 | 2 | 3 | | | |
| 1200x1200 (48x48) | 7C | 7C | 7C | 20 (0,8) | 30 (1,2) | B4-48D |

ALL DIMENSIONS IN INCHES.







ROUGH GROOVED SURFACE SIGN 91.2

| | | | | | | | |
|-----------------|--------------------------------------|---|-------------------|----------------|------------|-----------|---------------------------|
| FILE NAME = | USER NAME = cushmanbw | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT STANDARD | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS |
| 12/153 - 1-0-08 | PLOT DATE = Mon Nov 30 10:21:21 2009 | | | 561 | 132-4IRS-4 | WHITESIDE | 64 60 |
| | | | | | | | CONTRACT NO. 64F12 |
| | | | | | | | ILLINOIS FED. AID PROJECT |

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



LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
-  DRUM OR BARRICADE WITH STEADY BURN LIGHT
-  SIGN (SEE DETAIL)
-  TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 CM IN HEIGHT. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE UNIDIRECTIONAL.

REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANES AND THE RIGHT TURN BAY IS TO REMAIN OPEN UNDER THIS CONDITION. "RIGHT TURN LANE" R3-100 600 x 600 CM x 24 AND W6-2R 530 x 380 (21 x 15) SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

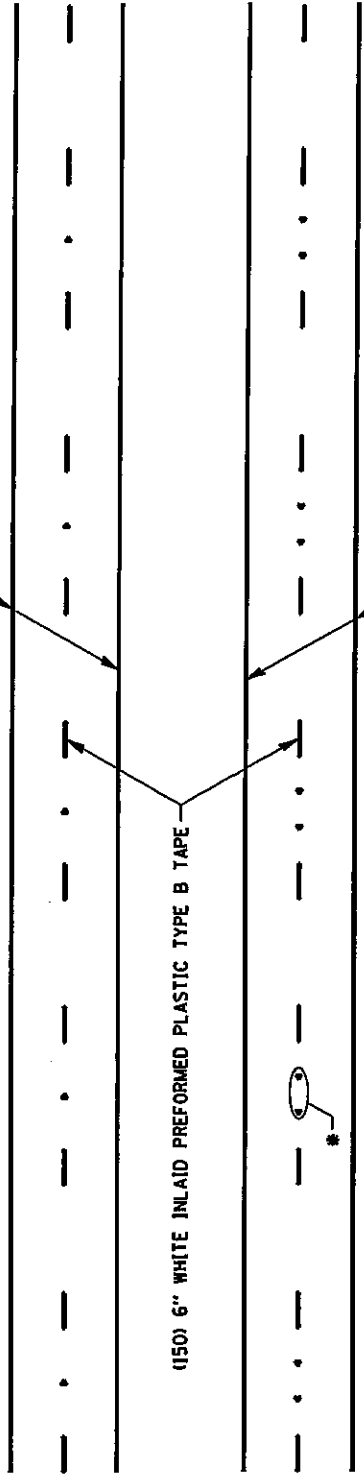
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) 94.2

| | | | |
|--------------------------------------|-----------------------|---|----------------------|
| FILE NAME = REVISED - 10-15-04 | USER NAME = cushmanbr | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT STANDARD |
| PLOT DATE = Mon Nov 30 10:21:22 2009 | | F.A.P. RTE. 561 | SECTION 132-4RS-4 |
| | | COUNTY WHITESIDE | TOTAL SHEETS 64 |
| | | FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT | CONTRACT NO. 64F12 |

TYPICAL PAVEMENT MARKINGS

(100) 4" WHITE POLYUREA TYPE 1

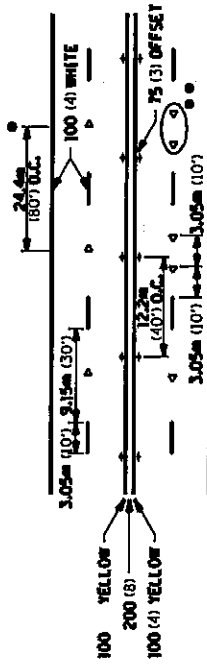


(150) 6" WHITE IN-LAID PREFORMED PLASTIC TYPE B TAPE

(100) 4" WHITE POLYUREA TYPE 1

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

MULTI-LANE / DIVIDED

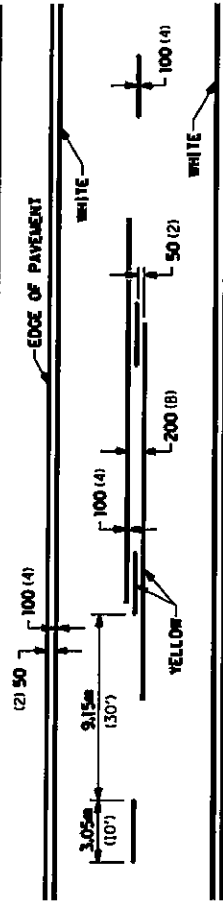


* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/h (10MPH) LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

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



SYMBOLS

| | | | | |
|------------------------------|---------|---|-------------|------|
| FILE NO. | SECTION | COUNTY | PROJECT NO. | DATE |
| | | | | |
| STATE OF ILLINOIS | | REGION 2 / DISTRICT 2 STANDARD | | |
| DEPARTMENT OF TRANSPORTATION | | SHEETS 1 STA. TO STA. | | |
| | | SHEET NO. OF SHEETS 1 STA. TO STA. | | |
| | | TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1 | | |

ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR WHITESIDE COUNTY EFFECTIVE FEBRUARY 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.

Whiteside County Prevailing Wage for February 2010

| Trade Name | RG | TYP | C | Base | FRMAN | *M-F>8 | OSA | OSH | H/W | Pensn | Vac | Trng |
|----------------------|----|-----|---|--------|--------|--------|-----|-----|-------|-------|-------|-------|
| ===== | == | === | = | ===== | ===== | ===== | === | === | ===== | ===== | ===== | ===== |
| ASBESTOS ABT-GEN | | BLD | | 28.660 | 29.660 | 1.5 | 1.5 | 2.0 | 7.290 | 10.63 | 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 | | 34.500 | 37.250 | 1.5 | 1.5 | 2.0 | 6.550 | 10.96 | 0.000 | 0.510 |
| CARPENTER | | BLD | | 31.270 | 34.710 | 1.5 | 1.5 | 2.0 | 7.100 | 10.87 | 0.000 | 0.600 |
| CARPENTER | | HWY | | 31.430 | 33.180 | 1.5 | 1.5 | 2.0 | 7.100 | 9.990 | 0.000 | 0.490 |
| CEMENT MASON | | ALL | | 32.500 | 35.250 | 1.5 | 1.5 | 2.0 | 6.550 | 11.83 | 0.000 | 0.150 |
| CERAMIC TILE FNSHER | | BLD | | 29.530 | 0.000 | 1.5 | 1.5 | 2.0 | 6.550 | 4.230 | 0.000 | 0.440 |
| COMMUNICATION TECH | E | BLD | | 33.000 | 36.300 | 1.5 | 1.5 | 2.0 | 9.390 | 9.550 | 0.000 | 0.660 |
| ELECTRIC PWR EQMT OP | | ALL | | 31.790 | 40.830 | 1.5 | 1.5 | 2.0 | 4.750 | 9.850 | 0.000 | 0.240 |
| ELECTRIC PWR GRNDMAN | | ALL | | 24.630 | 40.830 | 1.5 | 1.5 | 2.0 | 4.750 | 7.640 | 0.000 | 0.180 |
| ELECTRIC PWR LINEMAN | | ALL | | 37.810 | 40.830 | 1.5 | 1.5 | 2.0 | 4.750 | 11.71 | 0.000 | 0.280 |
| ELECTRIC PWR TRK DRV | | ALL | | 25.440 | 40.830 | 1.5 | 1.5 | 2.0 | 4.750 | 7.880 | 0.000 | 0.190 |
| ELECTRICIAN | E | BLD | | 38.520 | 42.370 | 1.5 | 1.5 | 2.0 | 9.390 | 13.96 | 0.000 | 0.770 |
| ELECTRICIAN | W | BLD | | 30.520 | 32.520 | 1.5 | 1.5 | 2.0 | 5.500 | 8.390 | 0.000 | 0.310 |
| ELECTRONIC SYS TECH | W | BLD | | 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 | | 21.580 | 22.870 | 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 | E | ALL | | 35.000 | 36.750 | 2.0 | 2.0 | 2.0 | 7.700 | 18.76 | 0.000 | 1.200 |
| IRON WORKER | W | ALL | | 27.160 | 29.330 | 1.5 | 1.5 | 2.0 | 8.140 | 9.280 | 0.000 | 0.520 |
| LABORER | | BLD | | 28.660 | 29.660 | 1.5 | 1.5 | 2.0 | 7.290 | 10.63 | 0.000 | 0.800 |
| LABORER | | HWY | | 27.510 | 28.260 | 1.5 | 1.5 | 2.0 | 7.290 | 10.63 | 0.000 | 0.800 |
| LABORER, SKILLED | | HWY | | 29.360 | 30.110 | 1.5 | 1.5 | 2.0 | 7.290 | 10.63 | 0.000 | 0.800 |
| LATHER | | BLD | | 31.270 | 34.710 | 1.5 | 1.5 | 2.0 | 7.100 | 10.87 | 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 | | 29.530 | 0.000 | 1.5 | 1.5 | 2.0 | 6.550 | 4.230 | 0.000 | 0.440 |
| MARBLE MASON | | BLD | | 32.020 | 32.270 | 1.5 | 1.5 | 2.0 | 6.550 | 6.730 | 0.000 | 0.470 |
| MILLWRIGHT | | BLD | | 34.400 | 37.840 | 1.5 | 1.5 | 2.0 | 7.100 | 11.94 | 0.000 | 0.500 |
| OPERATING ENGINEER | E | BLD | 1 | 39.150 | 43.150 | 2.0 | 2.0 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | BLD | 2 | 38.450 | 43.150 | 2.0 | 2.0 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | BLD | 3 | 36.000 | 43.150 | 2.0 | 2.0 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | BLD | 4 | 34.000 | 43.150 | 2.0 | 2.0 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | BLD | 5 | 42.900 | 43.150 | 2.0 | 2.0 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | BLD | 6 | 42.150 | 43.150 | 2.0 | 2.0 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | BLD | 7 | 39.150 | 43.150 | 2.0 | 2.0 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | HWY | 1 | 39.000 | 43.000 | 1.5 | 1.5 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | HWY | 2 | 38.450 | 43.000 | 1.5 | 1.5 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | HWY | 3 | 37.150 | 43.000 | 1.5 | 1.5 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | HWY | 4 | 35.700 | 43.000 | 1.5 | 1.5 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | HWY | 5 | 34.250 | 43.000 | 1.5 | 1.5 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | HWY | 6 | 42.000 | 43.000 | 1.5 | 1.5 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | E | HWY | 7 | 40.000 | 43.000 | 1.5 | 1.5 | 2.0 | 11.70 | 8.100 | 2.250 | 1.150 |
| OPERATING ENGINEER | W | BLD | 1 | 26.600 | 0.000 | 1.5 | 1.5 | 2.0 | 12.45 | 6.600 | 1.500 | 0.700 |
| OPERATING ENGINEER | W | BLD | 2 | 23.950 | 0.000 | 1.5 | 1.5 | 2.0 | 12.45 | 6.600 | 1.500 | 0.700 |
| OPERATING ENGINEER | W | BLD | 3 | 22.900 | 0.000 | 1.5 | 1.5 | 2.0 | 12.45 | 6.600 | 1.500 | 0.700 |
| OPERATING ENGINEER | W | HWY | 1 | 26.600 | 27.600 | 1.5 | 1.5 | 2.0 | 12.45 | 6.600 | 1.500 | 0.700 |
| OPERATING ENGINEER | W | HWY | 2 | 25.000 | 27.600 | 1.5 | 1.5 | 2.0 | 12.45 | 6.600 | 1.500 | 0.700 |
| OPERATING ENGINEER | W | 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 | | 32.270 | 35.820 | 1.5 | 1.5 | 2.0 | 7.100 | 10.87 | 0.000 | 0.600 |
| PILEDRIVER | | HWY | | 31.430 | 33.180 | 1.5 | 1.5 | 2.0 | 7.100 | 9.990 | 0.000 | 0.490 |
| PIPEFITTER | | ALL | | 33.400 | 36.740 | 1.5 | 1.5 | 2.0 | 5.000 | 9.810 | 0.000 | 0.850 |
| PLASTERER | | BLD | | 32.540 | 35.790 | 2.0 | 2.0 | 2.0 | 6.550 | 10.70 | 0.000 | 0.150 |
| 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 | 34.160 | 36.090 | 1.5 | 1.5 | 2.0 | 5.150 | 13.51 | 0.520 | 0.290 |
| SPRINKLER FITTER | BLD | 36.140 | 38.890 | 1.5 | 1.5 | 2.0 | 8.200 | 6.550 | 0.000 | 0.250 |
| STONE MASON | BLD | 34.500 | 37.250 | 1.5 | 1.5 | 2.0 | 6.550 | 10.96 | 0.000 | 0.510 |
| TERRAZZO FINISHER | BLD | 29.530 | 0.000 | 1.5 | 1.5 | 2.0 | 6.550 | 4.230 | 0.000 | 0.440 |
| TERRAZZO MASON | BLD | 32.020 | 32.270 | 1.5 | 1.5 | 2.0 | 6.550 | 6.730 | 0.000 | 0.470 |
| TILE LAYER | BLD | 31.270 | 34.710 | 1.5 | 1.5 | 2.0 | 7.100 | 10.87 | 0.000 | 0.600 |
| TILE MASON | BLD | 32.020 | 32.270 | 1.5 | 1.5 | 2.0 | 6.550 | 6.730 | 0.000 | 0.470 |
| TRUCK DRIVER | ALL 1 | 28.487 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | ALL 2 | 28.887 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | ALL 3 | 29.087 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | ALL 4 | 29.337 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | ALL 5 | 30.087 | 0.000 | 1.5 | 1.5 | 2.0 | 9.100 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | O&C 1 | 22.790 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | O&C 2 | 23.110 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | O&C 3 | 23.270 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | O&C 4 | 23.470 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TRUCK DRIVER | O&C 5 | 24.070 | 0.000 | 1.5 | 1.5 | 2.0 | 9.050 | 4.062 | 0.000 | 0.250 |
| TUCKPOINTER | BLD | 34.500 | 37.250 | 1.5 | 1.5 | 2.0 | 6.550 | 10.96 | 0.000 | 0.510 |

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

WHITESIDE COUNTY

ELECTRICIAN AND COMMUNICATION TECHNICIAN(EAST) - Townships of Genessee, Jordan, Hopkins, Sterling, Hume, Montmorency, Tampico, and Hahnaman.

ELECTRONIC SYSTEMS TECHNICIAN (WEST) - Portion west of Genessee, Hume, Mount Pleasant, and Tampico Townships.

IRONWORKERS (EAST) - That part county North and East of a line from Fair Haven (Carroll County) to Rt. 30, then to the East county line.

OPERATING ENGINEERS (WEST) - From the fifth sectional line east of Morrison, running directly north and south.

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial/Decoration Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, Christmas Day. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for

holiday pay. Common practice in a given local may alter certain days of celebration such as the day after Thanksgiving for Veterans Day. If in doubt, please check with IDOL.

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

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

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

COMMUNICATIONS TECHNICIAN - East

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

ELECTRONIC SYSTEMS TECHNICIAN - West

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

LABORER, SKILLED - HIGHWAY

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

OPERATING ENGINEERS - BUILDING (East)

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver (over 27E cu. ft.): Concrete Paver (27 cu. ft. and under); Concrete Placer; Concrete Pump (Truck Mounted); Concrete Conveyor (Truck Mounted); Concrete Tower; Cranes, All; GCI and similar types (required two operators only); Cranes, Hammerhead; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, one, two and three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Locomotives, All; Lubrication Technician; Manipulators; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Raised and Blind Hole Drill; Rock Drill (self-propelled); Rock Drill - Truck Mounted; Roto Mill Grinder; Scoops - Tractor Drawn; Slipform Paver; Scrapers Prime Movers; Straddle Buggies; Tie Back Machine; Tractor with Boom and Side Boom; Trenching Machines.

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

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

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

Class 4. Elevator push button with automatic doors; Hoists, Inside; Oilers; Brick Forklift.

Class 5. Assistant Craft Foreman

Class 6. Mechanics

Class 7. Gradall

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION (East)

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

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Conveyor Muck Cars (Haglund or Similar Type); Drills, all; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; All Locomotives, Dinky;

Off-Road Hauling Units (including articulating) / 2 ton capacity or more; Non-Self Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem (Regardless of Size); Tank Car Heater; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

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

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

Class 5. Oilers and Directional Boring Machine Locator.

Class 6. Field Mechanics and Field Welders

Class 7. Gradall and machines of like nature.

OPERATING ENGINEERS - BUILDING (West)

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 (West)

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, LeTourneapul 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.