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 that 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 and addendum or revision could result in a bid being rejected as irregular.

RETURN WITH BID

229

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. 64F44
WHITESIDE County
Section 110RS-4
District 2 Construction Funds
Route FAP 309, FAS 1197

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

2. Other special documentation and/or information that may be required by the contract special provisions

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

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

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

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

RETURN WITH BID

Illinois Department of Transportation

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. 64F44
WHITESIDE County
Section 110RS-4
Route FAP 309, FAS 1197
District 2 Construction Funds

5.69 miles of cold milling, patching and resurfacing on US Rte. 30 from Emerson Road to Galt Road and on the US Rte. 30 connector from Interstate 88. This project is located west of 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.

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:

Amount of Bid			Proposal Guaranty	Amount of Bid			Proposal Guaranty
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.

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 - 64F44

State Job # - C-92-081-10
PPS NBR - 2-07110-0000
County Name - WHITESIDE- -
Code - 195 - -
District - 2 - -
Section Number - 110RS-4

Project Number

Route
FAP 309
FAS 1197

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0964700	SHOULDERS SPL	SQ YD	408.000				
X6063600	COMB CC&G TM4.24	FOOT	1,838.000				
Z0016200	DECK SLAB REP (PART)	SQ YD	2.000				
Z0017202	DOWEL BARS 1 1/2	EACH	1,160.000				
Z0040315	PILOT CAR	DAY	2.000				
Z0055100	RUMBLE RESURF	SQ YD	167.000				
Z0075300	TIE BARS	EACH	330.000				
20200600	EXC & GR EX SHOULDER	UNIT	102.000				
20400800	FURNISHED EXCAVATION	CU YD	147.000				
28000400	PERIMETER EROS BAR	FOOT	100.000				
28100107	STONE RIPRAP CL A4	SQ YD	20.000				
28100205	STONE RIPRAP CL A3	TON	294.000				
28100807	STONE DUMP RIP CL A4	TON	553.000				
28200200	FILTER FABRIC	SQ YD	20.000				
35101400	AGG BASE CSE B	TON	29.000				

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District - 2 - -
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Project Number

Route
FAP 309
FAS 1197

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40600200	BIT MATLS PR CT	TON	18.000				
40600215	P BIT MATLS PR CT	TON	41.000				
40600300	AGG PR CT	TON	157.000				
40600525	LEV BIND HM N50	TON	42.000				
40600635	LEV BIND MM N70	TON	2,467.000				
40600837	P LEV BIND MM N70	TON	5,064.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40600982	HMA SURF REM BUTT JT	SQ YD	1,359.000				
40600985	PCC SURF REM BUTT JT	SQ YD	90.000				
40600990	TEMPORARY RAMP	SQ YD	478.000				
40603085	HMA BC IL-19.0 N70	TON	193.000				
40603310	HMA SC "C" N50	TON	5,079.000				
40603340	HMA SC "D" N70	TON	2,465.000				
40603540	P HMA SC "D" N70	TON	6,005.000				
40800050	INCIDENTAL HMA SURF	TON	295.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
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District - 2 - -
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Project Number

Route
FAP 309
FAS 1197

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44000158	HMA SURF REM 2 1/4	SQ YD	21,179.000				
44000161	HMA SURF REM 3	SQ YD	35,725.000				
44000198	HMA SURF REM VAR DP	SQ YD	2,335.000				
44004250	PAVED SHLD REMOVAL	SQ YD	293.000				
44200956	CL B PATCH T2 9	SQ YD	248.000				
44200962	CL B PATCH T3 9	SQ YD	256.000				
44200964	CL B PATCH T4 9	SQ YD	480.000				
44213100	PAVEMENT FABRIC	SQ YD	736.000				
44213200	SAW CUTS	FOOT	3,564.000				
44300200	STRIP REF CR CON TR	FOOT	14,527.000				
48102100	AGG WEDGE SHLD TYPE B	TON	3,492.000				
48203020	HMA SHOULDERS 5 3/4	SQ YD	2,175.000				
54213447	END SECTIONS 12	EACH	1.000				
60100945	PIPE DRAINS 12	FOOT	24.000				
60900515	CONC THRUST BLOCKS	EACH	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
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Project Number

Route
FAP 309
FAS 1197

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
61000115	TY E INLET BOX 610001	EACH	1.000				
63000003	SPBGR TY A 9FT POSTS	FOOT	3,212.500				
63000005	SPBGR TY B	FOOT	150.000				
63000025	SPBGR ATTACH TO STR	FOOT	125.000				
63100085	TRAF BAR TERM T6	EACH	4.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	3.000				
63100169	TR BAR TRM T1 SPL FLR	EACH	1.000				
63200310	GUARDRAIL REMOV	FOOT	3,557.000				
63500105	DELINEATORS	EACH	4.000				
67000400	ENGR FIELD OFFICE A	CAL MO	5.000				
67100100	MOBILIZATION	L SUM	1.000				
70100310	TRAF CONT-PROT 701421	L SUM	1.000				
70100420	TRAF CONT-PROT 701411	EACH	4.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
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Code - 195 - -
District - 2 - -
Section Number - 110RS-4

Project Number

Route
FAP 309
FAS 1197

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70100500	TRAF CONT-PROT 701326	L SUM	1.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				
70100825	TRAF CONT-PROT 701456	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70103710	TRAF CONT FOR RAMPS	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	15.000				
70300100	SHORT-TERM PAVT MKING	FOOT	11,260.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	2,386.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	327.600				
78000200	THPL PVT MK LINE 4	FOOT	96,048.000				
78000500	THPL PVT MK LINE 8	FOOT	2,977.000				
78000600	THPL PVT MK LINE 12	FOOT	1,827.000				
78000650	THPL PVT MK LINE 24	FOOT	239.000				
78001110	PAINT PVT MK LINE 4	FOOT	9,193.000				
78100100	RAISED REFL PAVT MKR	EACH	1,086.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 64F44

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County Name - WHITESIDE- -
Code - 195 - -
District - 2 - -
Section Number - 110RS-4

Project Number

Route
FAP 309
FAS 1197

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78200410	GUARDRAIL MKR TYPE A	EACH	22.000				
78201000	TERMINAL MARKER - DA	EACH	4.000				
78300200	RAISED REF PVT MK REM	EACH	830.000				

CONTRACT NUMBER **64F44**

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.

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.

(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.

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.

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

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

_____
(Bidding Company)

☐ _____ _____
Signature of Authorized Representative Date

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

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

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES ___ NO___
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than $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:

_____

_____

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A
Financial Information & Potential Conflicts of Interest Disclosure

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

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

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than $106,447.20 (60% of the Governor's salary as of 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. _____
_____

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 __

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

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

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

APPLICABLE STATEMENT

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

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

NOT APPLICABLE STATEMENT

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

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

☐ _____ _____
Signature of Authorized Representative Date

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B
Other Contracts & Procurement Related Information Disclosure

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

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

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

1. Identifying Other Contracts & Procurement Related Information. The BIDDER shall identify whether it has any pending contracts (including leases), bids, proposals, or other ongoing procurement relationship with any other State of Illinois agency: Yes ___ No __
If "No" is checked, the bidder only needs to complete the signature box on the bottom of this page.

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

THE FOLLOWING STATEMENT MUST BE CHECKED

☐ _____ _____
Signature of Authorized Representative Date

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

(a) All bidders on construction contracts shall complete and submit, along with and as part of their bids, a Bidder's Employee Utilization Form (Form BC-1256) setting forth a projection and breakdown of the total workforce intended to be hired and/or allocated to such contract work by the bidder including a projection of minority and female employee utilization in all job classifications on the contract project.

(b) The Department of Transportation shall review the Employee Utilization Form, and workforce projections contained therein, of the contract awardee to determine if such projections reflect an underutilization of minority persons and/or women in any job classification in accordance with the Equal Employment Opportunity Clause and Section 7.2 of the Illinois Department of Human Rights' Rules and Regulations for Public Contracts adopted as amended on September 17, 1980. If it is determined that the contract awardee's projections reflect an underutilization of minority persons and/or women in any job classification, it shall be advised in writing of the manner in which it is underutilizing and such awardee shall be considered to be in breach of the contract unless, prior to commencement of work on the contract project, it submits revised satisfactory projections or an acceptable written affirmative action plan to correct such underutilization including a specific timetable geared to the completion stages of the contract.

(c) The Department of Transportation shall provide to the Department of Human Rights a copy of the contract awardee's Employee Utilization Form, a copy of any required written affirmative action plan, and any written correspondence related thereto. The Department of Human Rights may review and revise any action taken by the Department of Transportation with respect to these requirements.

RETURN WITH BID

Illinois Department of Transportation

Contract No. 64F44
WHITESIDE County
Section 110RS-4
Route FAP 309, FAS 1197
District 2 Construction Funds

PART I. IDENTIFICATION

Dept. Human Rights #_____ Duration of Project: _____

Name of Bidder: _____

PART II. WORKFORCE PROJECTION

A. The undersigned bidder has analyzed minority group and female populations, unemployment rates and availability of workers for the location in which this contract work is to be performed, and for the locations from which the bidder recruits employees, and hereby submits the following workforce projection including a projection for minority and female employee utilization in all job categories in the workforce to be allocated to this contract:

TABLE A

TOTAL Workforce Projection for Contract													TABLE B: CURRENT EMPLOYEES TO BE ASSIGNED TO CONTRACT			
			MINORITY EMPLOYEES						TRAINEES							
JOB CATEGORIES	TOTAL EMPLOYEES		BLACK		HISPANIC		*OTHER MINOR.		APPREN-TICES		ON THE JOB TRAINEES		TOTAL EMPLOYEES		MINORITY EMPLOYEES	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
OFFICIALS (MANAGERS)																
SUPERVISORS																
FOREMEN																
CLERICAL																
EQUIPMENT OPERATORS																
MECHANICS																
TRUCK DRIVERS																
IRONWORKERS																
CARPENTERS																
CEMENT MASONS																
ELECTRICIANS																
PIPEFITTERS, PLUMBERS																
PAINTERS																
LABORERS, SEMI-SKILLED																
LABORERS, UNSKILLED																
TOTAL																

TABLE C

TOTAL Training Projection for Contract								
EMPLOYEES IN TRAINING	TOTAL EMPLOYEES		BLACK		HISPANIC		*OTHER MINOR.	
	M	F	M	F	M	F	M	F
APPRENTICES								
ON THE JOB TRAINEES								

FOR DEPARTMENT USE ONLY

* Other minorities are defined as Asians (A) or Native Americans (N).
Please specify race of each employee shown in Other Minorities column.

BC 1256 (Rev. 12/11/07)

Note: See instructions on page 2

RETURN WITH BID

Contract No. 64F44
WHITESIDE County
Section 110RS-4
Route FAP 309, FAS 1197
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.

BC-1256 (Rev. 12/11/07)

RETURN WITH BID

Contract No. 64F44
WHITESIDE County
Section 110RS-4
Route FAP 309, FAS 1197
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.

Firm Name _____

(IF AN INDIVIDUAL) Signature of Owner _____

Business Address _____

_____

Firm Name _____

By _____

(IF A CO-PARTNERSHIP) Business Address _____

_____
Name and Address of All Members of the Firm:

_____ _____

_____ _____

Corporate Name _____

By _____
Signature of Authorized Representative

_____
Typed or printed name and title of Authorized Representative

(IF A CORPORATION)

Attest _____
Signature

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

_____

Corporate Name _____

By _____
Signature of Authorized Representative

_____
Typed or printed name and title of Authorized Representative

(IF A JOINT VENTURE)

Attest _____
Signature

Business Address _____

_____

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

Illinois Department of Transportation

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

Illinois Department of Transportation

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. 64F44
WHITESIDE County
Section 110RS-4
Route FAP 309, FAS 1197
District 2 Construction Funds

Illinois Department of Transportation

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. 64F44
   WHITESIDE County
   Section 110RS-4
   Route FAP 309, FAS 1197
   District 2 Construction Funds

5.69 miles of cold milling, patching and resurfacing on US Rte. 30 from Emerson Road to Galt Road and on the US Rte. 30 connector from Interstate 88. This project is located west of 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

RECURRING SPECIAL PROVISIONS

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

TABLE OF CONTENTS

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 309, FAS 1197 (US 30), Section 110RS-4, Whiteside County, Contract 64F44, 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

On US 30 from Emerson Road to Galt Road, including connector pavement to I-88 ramps.

DESCRIPTION OF PROJECT

Cold milling, pavement patching, hot-mix asphalt resurfacing, guardrail improvements at Agnew overpass, aggregate wedge shoulders, and pavement markings.

TRAFFIC CONTROL PLAN

Effective January 14, 1999

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

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

Standards:

701006 701011 701101 701201 701301 701306 701311 701326 701400
701406 701411 701421 701426 701456 701701 701901

Details:

Traffic Control and Protection at Turn Bays Detail
Detour Sheet “See Plan Sheet” for Ramp Closure
Rough Grooved Surface Sign Detail
Traffic Control for Ramps Detail
Ramp Closure Detail
Staging Detail
Traffic Control Typical Weave
Stay in Your Lane Sign Detail

Signs:

No bracing shall be allowed on post-mounted signs.

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

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

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

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

“UNEVEN LANES” W8-11(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

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

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

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

Devices:

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

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 on I-88, gores shown on Standard 701411, District Standard 94.2 and weaves.

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. (60m) centers on roadways where the posted speed limit is 45 mph or greater and at 50 ft (30m) centers on roadways where the posted speed limit is less than 45 mph.

Lights:

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

Flaggers:

Flagger at Sideroads and Commercial Entrances:
Effective: April 9, 2009

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

> "The Engineer will determine when a sideroad or commercial entrance shall be closed to traffic. A flagger will be required at each sideroad and any commercial entrance deemed necessary by the Engineer remaining open to traffic within the operation where two-way traffic is maintained on one lane of pavement. The flagger shall be positioned as shown on the plans or as directed by the Engineer."

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

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

Flaggers shall comply with all requirements contained in the Department's "Flagger Handbook" with the following exception: The ANSII 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 Galt Road, Moline Road/US 30 intersection and Mathew 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.

Temporary or short term pavement marking on a milled surface shall be paint.

Highway Standards Application.

Traffic Control and Protection, Standard 701326: This work shall be done according to Section 701 of the Standard Specifications and the Typical Applications of Traffic Control Devices for Highway Construction, Standard 701326, and as specified herein.

Additional barricades, flagger signs, Yield or Stop signs and flaggers shall be required at the intersections. Barricade spacing shall be at 4.5 m (15-foot) centers within these intersections and Yield or Stop signs shall be used to control traffic.

When work is within 60 m (200 feet) of an intersection, flagger signs and flaggers shall be required on the sideroad at the discretion of the Engineer.

These additional devices shall be paid for as part of Traffic Control and Protection 701326 and not as an addition to the contract.

Standards 701400, 701401, 701402, 701406, 701411, 701416, 701421, 701422, 701423, 701426 and 701446: The Contractor shall equip all machinery and vehicles with revolving amber lights, installed so the illumination is visible from all directions.

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

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

District Standards Application.

Traffic Control for Ramps: This work shall be done according to Section 701 of the Standard Specifications and Detail Drawings for Traffic Control for Ramps.

Reference the "Detour Sheets for Ramp Closure" for the drawings of the proposed detour routes.

The Contractor shall notify the Traffic Operations Section of the Bureau of Operations by fax (815/284-5489) and the Bureau of Project Implementation (815/284-5348) in writing by means of fax (to the numbers provided) and also by letter to the District Office. **This request shall be submitted a minimum of three weeks (21 days) and no earlier than four weeks (28 days) prior to the anticipated closure date to allow the State adequate time to set the detour route.**

Signing and devices required to close the road, according to the Detail Drawings for Traffic Control for Ramps, shall be the responsibility of the Contractor. Detour signing required to detour traffic to alternate routes shall be the responsibility of the Department. The day the detour signing begins, the detour will be in effect at 1:00 p.m. No detour shall be erected on Monday or Friday.

The detour for the closure of the two ramps at **I-88 (EB) Off Ramp** & **I-88 (WB) On Ramp** shall be erected on a Tuesday by 1:00 PM and removed by Friday at 3:30 PM. And should only be used to complete the necessary Hot-Mix Asphalt Surface Removal – Butt Joints, the Hot-Mix Asphalt Surface Removal 2.25", the placement of Polymerized Leveling Binder (Machine Method), and the placement of Polymerized Hot-Mix Asphalt Surface Course Mix "D". All necessary work items as discussed above shall be completed while ramps are under the detour.

All other work to be completed on these two ramps shall be done by using the corresponding traffic control standards (i.e. 701411 & 701456) while having one lane open to traffic at all times (i.e. Pavement Markings, Aggregate Wedge Shoulders, Raised Reflective Markers, etc.).

CLOSED panels shall be used to cover the signs as noted in the plans mounted on the overhead sign trusses, cantilevers and any shoulder mount signs supported by breakaway steel sign supports. The panels shall be 10 feet wide by 2 feet tall and made of 0.125 inch thick aluminum sheeted with Type ZZ Fluorescent Orange sign sheeting, and the lettering of the word CLOSED shall be 12 inch "D" series black letters. The CLOSED panels shall be mounted to the existing signs by means of using rivets only. The panels shall be placed on the existing signs at a 45 degree angle with the letter "C" being toward the lower left corner and the letter "D" being towards the upper right corner.

When covering a portion of any sign, not currently applicable for the current ramp closure, as noted in the plans, they shall be covered with 8 feet wide by 1 foot high 0.125 in thick aluminum blanks. The aluminum blanks shall be placed directly across the messages and not at any angle. The covers shall be mounted to the existing signs by means of using rivets only.

If the detour cannot be taken down on Friday by the IDOT Maintenance personnel the Contractor shall be required to cover all detour signs directing traffic to the detour route.

This work shall be paid for at the contract unit price per Lump Sum for TRAFFIC CONTROL FOR RAMPS.

This work shall be paid for at the contract unit price per Lump Sum for TRAFFIC CONTROL FOR RAMPS.

Other Devices.

Notification for Narrow Travel Lanes: The Contractor shall notify the Traffic Operations Section of the Bureau of Operations by fax (815/284-5489) and the Bureau of Project Implementation (815/284-5348) in writing by means of fax (to the numbers provided) and also by letter to the District Office. **This request shall be submitted between three and four weeks (21 to 28 days) prior to the anticipated lane restriction to allow the State adequate time to permit wide loads.**

The contractor shall be responsible for providing, erecting, maintaining, and removing these signs. All cost involved in conforming with this provision shall be considered a part of TRAFFIC CONTROL AND PROTECTION STANDARDS 701406 & 701421.

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

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

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

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

Maintenance of Traffic: The mainline shall be kept open to one-way traffic at all times during working hours and two-way traffic during non-working hours on the two lane section and all lanes shall be open on multilane roadways during non-working hours.

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.

Placement of pavement marking shall be completed using Traffic Control and Protection Standard 701306, 701311, 701426 or 701701.

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

The sawing of patches, resurfacing and placing of shoulder aggregate shall be completed using Traffic Control and Protection Standard 701306 and 701701. On US 30 from Moline Road to I-88 use Traffic Control and Protection Standard 701421 and staging details.

Two Lane Two Way Sections:

The pavement patch milling and resurfacing on 2 lane sections shall be completed using Traffic Control and Protection Standard 701201 and 701306.

Guardrail work shall be completed using Traffic Control and Protection Standard 701006 and Article 701.17(f).

Excavating and grading existing shoulders, the hot-mix asphalt shoulders, and the safety shoulders shall be completed using Traffic Control and Protection Standard 701326.

All guardrail work shall be completed within 11 days (start on Monday and completed by the following Friday) after the guardrail is removed. The guardrail shall be removed for no more than one weekend.

Multilane Sections:

The pavement patch removal and replacement at the US 30 & Moline Road intersection shall be completed using Traffic Control and Protection Standard 701421 and staging details.

The resurfacing of I-88 (WB) off ramp shall be completed using Traffic Control and Protection Standard 701411 and 701456.

The closure of the two I-88 ramps shall be completed using the Detail for Traffic Control for Ramps.

The US 30 connector work shall be completed using 701421 and staging details.

The resurfacing of the ramps adjacent to I-88 shall be completed using Traffic Control and Protection Standard 701406.

FURNISHED EXCAVATION
Effective: December 8, 2009

The Furnished Excavation shall be measured by the truck load method. Prior to the start of work the Contractor and the Engineer shall agree to standard volume for the trucks utilized by the Contractor.

Suitable excavated materials from the project shall not be wasted without permission of the Engineer. Embankment and mechanical compaction will not be measured for payment.

This work shall be paid for at the contract unit price per Cubic Meter (Cubic Yard) for FURNISHED EXCAVATION.

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 200º to 260º Fahrenheit. This work shall be included in the cost of the polymerized Hot-Mix Asphalt concrete of the type and size specified.

HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

This work shall consist of removing, by rotomilling, with a machine and automatic grade control, according to Article 440.03 of the Standard Specifications, the necessary existing bituminous material from the existing surface at locations indicated in the plans. Care shall be exercised in the removal process so as not to gouge or damage the underlying base material.

The purpose of the variable depth grinding is to go from milling 2¼" or 3" to 0" of milling and to grind out the deteriorated edge of pavement (4" or 8" thick) at locations indicated in the plans.

This work shall be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH).

RUMBLE RESURFACING
Effective: January 2, 1996

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

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

A rumble strip shall consist of a series of ribs as shown on the Plans. The area to be covered shall be cleaned with brooms, using an industrial type detergent mixed with water, in proportions acceptable to the Engineer. The detergent solution shall be vigorously broomed over the surface until complete removal of grime and oil is affected.

The surface is considered clean when the surface maintains a continuous water film and no longer breaks into "beads". The surface shall then be very thoroughly rinsed with water until it no longer feels slippery to the touch after which the surface must be allowed to dry completely prior to application of the rumble strip, so as in the opinion of the Engineer, satisfactory bonding will be obtained. Surfaces or locations that show excessive contamination with oil, grease and grime, which in the opinion of the Engineer, will not respond to the detergent specified, shall be sandblasted in combination with the detergent cleaning. This treatment shall continue until the contamination has been removed to the degree that will permit satisfactory bonding of the epoxy. After the surface has been cleaned to the satisfaction of the Engineer, 200 mm (eight inch) wide beds, consisting of two-component epoxy shall be placed from 3 mm to 6 mm (one-eighth to one-quarter inch) thick. The aggregate shall be hand-placed on top of the epoxy beds at the approximate rate of 11 kg/square meter (pounds per square yard) and lightly pressed into place so that the aggregate is embedded into the epoxy. Rumble Strips shall harden sufficiently before opening it to traffic in approximately 3 to 12 hours.

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

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

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

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

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

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

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

GUARDRAIL REMOVAL
Effective August 20, 1990 Revised August 26, 1997

This work shall be done in accordance with Section 632 of the Standard Specifications except that all removed guardrail will become the property of the Contractor.

This work will be paid for at the contract unit price per meter (foot) for GUARDRAIL REMOVAL, measured from center-to-center of end post.

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."

SHOULDERS, SPECIAL

This work shall consist of placing 4" Incidental Hot-Mix Asphalt Surfacing or 4" Portland Cement Concrete Base Course to serve as a vegetation barrier at the locations of the proposed guardrail improvements where combination curb and gutter is to be placed. The choice of which material to be used for this item is left to the Contractor.

This work shall be done according to the applicable portions of Section 408 of the Standard Specifications for Incidental Hot-Mix Asphalt Surfacing or Section 353 of the Standard Specifications for Portland Cement Concrete Base Course depending on which option the Contractor chooses.

Any Earth Excavation required will be included in the price of SHOULDERS, SPECIAL.

This work shall be paid for at the contract unit price per Square Yard for SHOULDERS, SPECIAL.

DECK SLAB REPAIR
Effective: May 15, 1995 Revised: October 9, 2009

This work shall consist of hot-mix asphalt surface removal, when required, the removal and disposal of all loose and deteriorated concrete from bridge deck and the replacement with new concrete to the original top of deck. The work shall be done according to the applicable requirements of Sections 501, 503 and 1020 of the Standard Specifications and this Special Provision.

Deck slab repairs will be classified as follows:

(a) Partial-Depth. Partial-depth repairs shall consist of removing the loose and unsound deck concrete, disposing of the concrete removed and replacing with new concrete. The removal may be performed by chipping with power driven hand tools or by hydro-scarification equipment. The depth shall be measured from the top of the concrete deck surface, at least 3/4 in. (20 mm) but not more than 1/2 the concrete deck thickness.

(b) Full-Depth. Full-depth repairs shall consist of removing concrete full-depth of the deck, disposing of the concrete removed, and replacing with new concrete to the original concrete deck surface. The removal may be performed with power driven hand tools, hydraulic impact equipment, or by hydro-scarification equipment. Full-depth repairs shall be classified for payment as Full-Depth, Type I and Full-Depth, Type II according to the following:

Type I Full-depth patches less than or equal to 5 sq. ft. (0.5 sq m) in area. The minimum dimensions for a patch shall be 1 ft. x 1 ft. (300 mm x 300 mm).

Type II Full-depth patches greater than 5 sq. ft. (0.5 sq. m) in area.

Materials.

Materials shall be according to Article 1020.02.

Portland cement concrete for partial and full-depth repairs shall be according to Section 1020. Class PP-1, PP-2, PP-3, PP-4, PP-5 or BS concrete shall be used at the Contractor's option. For Class BS concrete, a CA 13, 14, or 16 shall be used. If the BS concrete mixture is used only for full depth repairs, a CA-11 may be used. In Section 1020, revise the second sentence of Note 10 for Table 1 of Article1020.04 to read as follows for Class PP concrete:

"The bridge deck patching mix design strength shall be increased to 4000 psi (27,500 kPa) compressive or 675 psi (4650 kPa) flexural, and the mixture shall have 72 hours to obtain the required strength."

Grout. The grout for bonding new concrete to old concrete shall be proportioned by weight (mass) and mixed at the job site, or it may be ready-mixed if agitated while at the job site. The bonding grout shall consist of one part portland cement and one part sand, mixed with sufficient water to form a slurry. The bonding grout shall have a consistency allowing it to be scrubbed onto the prepared surface with a stiff brush or broom leaving a thin, uniform coating that will not run or puddle in low spots. Grout that can not be easily and evenly applied or has lost its consistency may be rejected by the Engineer. Grout that is more than two hours old shall not be used.

Equipment:

The equipment used shall be subject to the approval of the Engineer and shall meet the following requirements:

(a) Surface Preparation Equipment. Surface preparation and concrete removal equipment shall be according to the applicable portions of Section 1100 and the following:

(1) Sawing Equipment. Sawing equipment shall be a concrete saw capable of sawing concrete to the specified depth.

(2) Blast Cleaning Equipment. The blast cleaning may be performed by wet sandblasting, high-pressure waterblasting, shotblasting or abrasive blasting. Blast cleaning equipment shall be capable of removing rust and old concrete from exposed reinforcement bars, and shall have oil traps.

(3) Power-Driven Hand Tools. Power-driven hand tools will be permitted including jackhammers lighter than the nominal 45 lb. (20 kg) class. Chipping hammers heavier than a nominal 15 lb. (6.8 kg) class shall not be used for removing concrete from below any reinforcing bar for partial depth repairs, or for removal within 1 ft (300 mm) of existing beams, girders or other supporting structural members that are to remain in service or within 1 ft (300 mm) of the boundaries of full-depth repairs. Jackhammers or chipping hammers shall not be operated at an angle in excess of 45 degrees measured from the surface of the slab.

(4) Hydraulic Impact Equipment. Hydraulic impact equipment with a maximum rated striking energy of 360 ft-lbs (270 J) may be permitted only in areas of full depth removal more than 1 ft (300 mm) away from existing beams, girders or other supporting structural members that are to remain in service or more than 1 ft (300 mm) from the boundaries of full-depth repairs.

(5) Hydro-Scarification Equipment. The hydro-scarification equipment shall consist of filtering and pumping units operating with a remote-controlled robotic device. The equipment may use river, stream or lake water. Operation of the equipment shall be performed and supervised by qualified personnel certified by the equipment manufacturer. Evidence of certification shall be presented to the Engineer.

The equipment shall be capable of removing concrete to the specified depth and removing rust and concrete particles from exposed reinforcing bars. Hydro-scarification equipment shall be calibrated before being used and shall operate at a minimum of 18,000 psi (124 MPa).

(b) Concrete Equipment: Equipment for proportioning and mixing the concrete shall be according to Article 1020.03.

(c) Finishing Equipment: Finishing equipment shall be according to Article 1103.17. Adequate hand tools will be permitted for placing and consolidating concrete in the patch areas and for finishing small patches.

Construction Requirements: Sidewalks, curbs, drains, reinforcement and/or existing transverse and longitudinal joints which are to remain in place shall be protected from damage during removal and cleaning operations. All damage caused by the Contractor shall be corrected, at the Contractor's expense, to the satisfaction of the Engineer.

The Contractor shall control the runoff water generated by the various construction activities in such a manner as to minimize, to the maximum extent practicable, the discharge of construction debris into adjacent waters, and shall properly dispose of the solids generated according to Article 202.03. Runoff water will not be allowed to constitute a hazard on adjacent or underlying roadways, waterways, drainage areas or railroads nor be allowed to erode existing slopes.

(a) Hot-Mix Asphalt Surface Removal.

The hot-mix asphalt surface course and all waterproofing membrane shall be removed and disposed of according to applicable portions of Articles 440.04 and 440.06, except milling equipment will not be allowed if the deck is to receive a waterproofing membrane system. If the overlay or waterproofing membrane contains asbestos fibers, removal shall be in accordance with the Special Provision for "Asbestos Waterproofing Membrane or Asbestos Hot-mix Asphalt Surface Removal". Removal of the hot-mix asphalt surface by the use of radiant or direct heat will not be permitted.

(b) Surface Preparation:

All loose, disintegrated and unsound concrete shall be removed from portions of the deck slab shown on the plans or as designated by the Engineer. The Engineer will determine the limits of removal as the work progresses.

The Contractor shall take care not to damage reinforcement bars or expansion joints which are to remain in place. Any damage to reinforcement bars or expansion joints shall be corrected at the Contractor's expense. All loose reinforcement bars, as determined by the Engineer, shall be retied at the Contractor's expense.

(1) Partial-Depth. Areas to be repaired will be determined and marked by the Engineer. A concrete saw shall be used to provide vertical edges approximately 3/4 in. (20 mm) deep around the perimeter of the area to be patched when a concrete overlay is not specified. Where high steel is present, the depth may be reduced as directed by the Engineer.

A saw cut will not be required on those boundaries along the face of the curb, parapet or joint or when sharp vertical edges are provided by hydro-scarification.

The loose and unsound concrete shall be removed by chipping, with power driven hand tools or by hydro-scarification equipment. All exposed reinforcing bars and newly exposed concrete shall be thoroughly blast cleaned. Where, in the judgment of the Engineer, the bond between existing concrete and reinforcement steel within the patch area has been destroyed, the concrete adjacent to the bar shall be removed to a depth that will permit new concrete to bond to the entire periphery of the exposed bar. A minimum of 1 in. (25 mm) clearance will be required. The Engineer may require enlarging a designated removal area should inspection indicate deterioration beyond the limits previously designated. In this event, a new saw cut shall be made around the extended area before additional removal is begun. The removal area shall not be enlarged solely to correct debonded reinforcement or deficient lap lengths.

(2) Full-Depth. Concrete shall be removed as determined by the Engineer within all areas designated for full-depth repair and in all designated areas of partial depth repair in which unsound concrete is found to extend below half the concrete deck thickness. Full depth removal shall be performed according to Article 501.05 except that hydraulic impact equipment may be permitted in areas of full depth removal more than 1 ft (300 mm) away from the edges of existing beams, girders or other supporting structural members or more than 1 ft (300 mm) from the boundaries of full-depth repairs. Saw cuts shall be made on the top of the deck, except those boundaries along the face of curbs, parapets and joints or where hydro-scarification provided sharp vertical edges. The top saw cut may be omitted if the deck is to receive an overlay.

Forms for full-depth repair may be supported by hangers with adjustable bolts or by blocking from the beams below. When approved by the Engineer, forms for Type 1 patches may be supported by No. 9 wires or other devices attached to the reinforcement bars.

All form work shall be removed after the curing sequence is complete and prior to opening to traffic.

(3) Reinforcement Treatment. Care shall be exercised during concrete removal to protect the reinforcement bars and structural steel from damage. Any damage to the reinforcement bars or structural steel to remain in place shall be repaired or replaced to the satisfaction of the Engineer at the Contractor's expense. All existing reinforcement bars shall remain in place except as herein provided for corroded bars. Tying of loose bars will be required. Reinforcing bars which have been cut or have lost 25 percent or more of their original cross sectional area shall be supplemented by new in kind reinforcement bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. An approved mechanical bar splice capable of developing in tension at least 125 percent of the yield strength of the existing bar shall be used when it is not feasible to provide the minimum bar lap. No welding of bars will be permitted.

(4) Cleaning. Immediately after completion of the concrete removal and reinforcement repairs, the repair areas shall be cleaned of dust and debris. Once the initial cleaning is completed, the repair areas shall be thoroughly blast cleaned to a roughened appearance free from all foreign matter. Particular attention shall be given to removal of concrete fines. Any method of cleaning which does not consistently produce satisfactory results shall be discontinued and replaced by an acceptable method. All debris, including water, resulting from the blast cleaning shall be confined and shall be immediately and thoroughly removed from all areas of accumulation. If concrete placement does not follow immediately after the final cleaning, the area shall be carefully protected with well-anchored polyethylene sheeting.

Exposed reinforcement bars shall be free of dirt, detrimental scale, paint, oil, or other foreign substances which may reduce bond with the concrete. A tight non-scaling coating of rust is not considered objectionable. Loose, scaling rust shall be removed by rubbing with burlap, wire brushing, blast cleaning or other methods approved by the Engineer.

(c) Placement & Finishing of Concrete Repair:

(1) Grout Placement. After the repair areas have been cleaned and immediately prior to concrete placement, the grout shall be applied to a dampened surface. A thin layer of grout shall be thoroughly scrubbed into the deck surface. All vertical as well as horizontal surfaces shall receive a thorough, even coating. The rate of grout placement shall be limited so the brushed grout does not dry out before it is covered with concrete. Grout that has become dry and chalky shall be blast cleaned and replaced at the Contractor's expense. No concrete shall be placed over dry grout.

(2) Concrete Placement.

The concrete shall be placed and consolidated according to Article 503.07 and as herein specified. Article 1020.14 shall apply.

When an overlay system is not specified, the patches shall be finished according to Article 503.16 (a), followed by a light brooming.

(d) Curing and Protection.

Concrete patches shall be cured by the Wetted Burlap or Wetted Cotton Mat Method according to Article 1020.13 (a)(3) or Article 1020.13 (a)(5). The curing period shall be 3 days for Class PP-1, PP-2, PP-3, PP-4, and PP-5 concrete. The curing period shall be 7 days for Class BS concrete. In addition to Article 1020.13, when the air temperature is less than 55º F (13º C), the Contractor shall cover the patch according to Article 1020.13 (d)(1) with minimum R12 insulation. Insulation is optional when the air temperature is 55º F. - 90º F (13º C - 32º C). Insulation shall not be placed when the air temperature is greater than 90° F (32° C). A 72-hour minimum drying period shall be required before placing waterproofing or hot-mix asphalt surfacing.

(e) Opening to Traffic.

No traffic will be permitted on a patch until after the specified cure period, and the concrete has obtained a minimum compressive strength of 4000 psi (27.6 MPa) or flexural strength of 675 psi (4.65 MPa).

Construction equipment will be permitted on a patch during the cure period if the concrete has obtained the minimum required strength. In this instance, the strength specimens shall be cured with the patch.

Method of Measurement.

When specified, hot-mix asphalt surface removal and full or partial depth repairs will be measured for payment and computed in square yards (square meters).

Basis of Payment.

The hot-mix asphalt surface removal will be paid for at the contract unit price per square yard (square meter) for HOT-MIX ASPHALT SURFACE REMOVAL (DECK). Areas removed and replaced up to and including a depth of half the concrete deck thickness will be paid for at the contract unit price per square yard (square meter) for DECK SLAB REPAIR (PARTIAL). Areas requiring removal greater than a depth of half the concrete deck thickness shall be removed and replaced full depth and will be paid for at the contract unit price per square yard (square meter) for DECK SLAB REPAIR (FULL DEPTH, TYPE I) and/or DECK SLAB REPAIR (FULL DEPTH, TYPE II).

When corroded reinforcement bars are encountered in the performance of this work and replacement is required, the Contractor will be paid according to Article 109.04.

No payment will be allowed for removal and replacement of reinforcement bars damaged by the Contractor in the performance of his/her work or for any increases in dimensions needed to provide splices for these replacement bars.

Removal and disposal of asbestos waterproofing and/or asbestos bituminous concrete will be paid for as specified in the Special Provision for “Asbestos Waterproofing Membrane or Asbestos Hot-Mix Asphalt Surface Removal”.

ALKALI-SILICA REACTION FOR PRECAST AND PRECAST PRESTRESSED CONCRETE (BDE)
Effective: January 1, 2009

Description. This special provision is intended to reduce the risk of a deleterious alkali-silica reaction in precast and precast prestressed concrete exposed to humid or wet conditions. The special provision is not intended or adequate for concrete exposed to potassium acetate, potassium formate, sodium acetate or sodium formate. The special provision shall not apply to the dry environment (humidity less than 60 percent) found inside buildings for residential or commercial occupancy. The special provision shall also not apply to cast-in-place concrete.

Aggregate Expansion Values. Each coarse and fine aggregate will be tested by the Department for alkali reaction according to ASTM C 1260. The test will be performed with Type I or II cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.90 percent or greater. The Engineer will determine the assigned expansion value for each aggregate, and these values will be made available on the Department's Alkali-Silica Potential Reactivity Rating List. The Engineer may differentiate aggregate based on ledge, production method, gradation number, or other factors. An expansion value of 0.05 percent will be assigned to limestone or dolomite coarse aggregates and 0.03 percent to limestone or dolomite fine aggregates (manufactured stone sand); however the Department reserves the right to perform the ASTM C 1260 test.

Aggregate Groups. Each combination of aggregates used in a mixture will be assigned to an aggregate group. The point at which the coarse aggregate and fine aggregate expansion values intersect in the following table will determine the group.

AGGREGATE GROUPS			
Coarse Aggregate or Coarse Aggregate Blend ASTM C 1260 Expansion	Fine Aggregate or Fine Aggregate Blend ASTM C 1260 Expansion		
	≤ 0.16%	> 0.16% - 0.27%	> 0.27%
≤ 0.16%	Group I	Group II	Group III
> 0.16% - 0.27%	Group II	Group II	Group III
> 0.27%	Group III	Group III	Group IV

Mixture Options. Based upon the aggregate group, the following mixture options shall be used; however, the Department may prohibit a mixture option if field performance shows a deleterious alkali-silica reaction or Department testing indicates the mixture may experience a deleterious alkali-silica reaction.

Group I - Mixture options are not applicable. Use any cement or finely divided mineral.
Group II - Mixture options 1, 2, 3, 4, or 5 shall be used.
Group III - Mixture options 1, 2 and 3 combined, 4, or 5 shall be used.
Group IV - Mixture options 1, 2 and 4 combined, or 5 shall be used.

a) Mixture Option 1. The coarse or fine aggregates shall be blended to place the material in a group that will allow the selected cement or finely divided mineral to be used.

When a coarse or fine aggregate is blended, the weighted expansion value shall be calculated separately for the coarse and fine aggregate as follows:

Weighted Expansion Value = (a/100 x A) + (b/100 x B) + (c/100 x C) + …

Where: a, b, c... = percentage of aggregate in the blend;
A, B, C…= expansion value for that aggregate.

b) Mixture Option 2. A finely divided mineral shall be used as described in 1), 2), 3), or 4) that follow. The replacement ratio is defined as "finely divided mineral:portland cement".

1) Class F Fly Ash. For Class PC concrete, precast products, and PS concrete, Class F fly ash shall replace 15 percent of the portland cement at a minimum replacement ratio of 1.5:1.

2) Class C Fly Ash. For Class PC Concrete, precast products, and Class PS concrete, Class C fly ash with 18 percent to less than 26.5 percent calcium oxide content, and less than 2.0 percent loss on ignition, shall replace 20 percent of the portland cement at a minimum replacement ratio of 1:1; or at a minimum replacement ratio of 1.25:1 if the loss on ignition is 2.0 percent or greater. Class C fly ash with less than 18 percent calcium oxide content shall replace 20 percent of the portland cement at a minimum replacement ratio of 1.25:1.

3) Ground Granulated Blast-Furnace Slag. For Class PC concrete, precast products, and Class PS concrete, ground granulated blast-furnace slag shall replace 25 percent of the portland cement at a minimum replacement ratio of 1:1.

4) Microsilica or High Reactivity Metakaolin. Microsilica solids or high reactivity metakaolin shall be added to the mixture at a minimum 25 lb/cu yd (15 kg/cu m) or 27 lb/cu yd (16 kg/cu m) respectively.

c) Mixture Option 3. The cement used shall have a maximum total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.60 percent. When aggregate in Group II is involved, any finely divided mineral may be used with a portland cement.

d) Mixture Option 4. The cement used shall have a maximum total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.45 percent. When aggregate in Group II or III is involved, any finely divided mineral may be used with a portland cement.

e) Mixture Option 5. The proposed cement or finely divided mineral may be used if the ASTM C 1567 expansion value is ≤ 0.16 percent when performed on the aggregate in the concrete mixture with the highest ASTM C 1260 test result. The ASTM C 1567 test will be valid for two years, unless the Engineer determines the materials have changed significantly. The 0.20 percent autoclave expansion limit in ASTM C 1567 shall not apply.

   If during the two year time period the Contractor needs to replace the cement, and the replacement cement has an equal or lower total equivalent alkali content ($Na_2O + 0.658K_2O$), a new ASTM C 1567 test will not be required.

Testing. If an individual aggregate has an ASTM C 1260 expansion value > 0.16 percent, an ASTM C 1293 test may be performed by the Contractor to evaluate the Department's ASTM C 1260 test result. The ASTM C 1293 test shall be performed with Type I or II cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.80 percent or greater. The interior vertical wall of the ASTM C 1293 recommended container (pail) shall be half covered with a wick of absorbent material consisting of blotting paper. If the testing laboratory desires to use an alternate container or wick of absorbent material, ASTM C 1293 test results with an alkali-reactive aggregate of known expansion characteristics shall be provided to the Engineer for review and approval. If the expansion is less than 0.040 percent after one year, the aggregate will be assigned an ASTM C 1260 expansion value of 0.08 percent that will be valid for two years, unless the Engineer determines the aggregate has changed significantly.

The Engineer reserves the right to verify a Contractor's ASTM C 1293 or 1567 test result. The Engineer will not accept the result if the precision and bias for the test methods are not met.

The laboratory performing the ASTM C 1567 test shall either be accredited by the AASHTO Materials Reference Laboratory (AMRL) for ASTM C 227 under Portland Cement or Aggregate; or shall be inspected for Hydraulic Cement - Physical Tests by the Cement and Concrete Reference Laboratory (CCRL) and shall be approved by the Department. The laboratory performing the ASTM C 1293 test shall be inspected for Portland Cement Concrete by CCRL and shall be approved by the Department.

APPROVAL OF PROPOSED BORROW AREAS, USE AREAS, AND/OR WASTE AREAS INSIDE ILLINOIS STATE BORDERS (BDE)
Effective: November 1, 2008

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

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

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

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

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)
Effective: January 1, 2008

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

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

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

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

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

(a) Flashing Lights. When flashing lights are used, white or red flashing lights shall be mounted within the "STOP" sign face and white or yellow flashing lights within the "SLOW" sign face.

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

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

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

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

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

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

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

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

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

CEMENT (BDE)
Effective: January 1, 2007 Revised: April 1, 2009

Revise Section 1001 of the Standard Specifications to read:

"**SECTION 1001. CEMENT**

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

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

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

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

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

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

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

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

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

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

(2) The cement shall have a minimum compressive strength of 2000 psi (13,800 kPa) at 3.0 hours, 3200 psi (22,100 kPa) at 6.0 hours, and 4000 psi (27,600 kPa) at 24.0 hours, according to Illinois Modified ASTM C 109.

(3) The cement shall have a maximum drying shrinkage of 0.050 percent at seven days, according to Illinois Modified ASTM C 596.

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

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

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

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

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

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

CONCRETE ADMIXTURES (BDE)
Effective: January 1, 2003 Revised: April 1, 2009

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

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

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

Revise Section 1021 of the Standard Specifications to read:

"**SECTION 1021. CONCRETE ADMIXTURES**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION AIR QUALITY - 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.

DETERMINATION OF THICKNESS (BDE)
Effective: April 1, 2009

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

Add the following Article to the Standard Specifications:

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

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

Revise Article 354.09 of the Standard Specifications to read:

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

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

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

Revise Article 355.09 of the Standard Specifications to read:

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

Revise Article 356.07 of the Standard Specifications to read:

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

Revise Article 407.10 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

(4) Deficient Lot. After addressing deficient sublots, the PWL for each lot will be determined. When the PWL of a lot is 60 percent or less, the pavement in that lot shall be removed and replaced; however, when requested in writing by the Contractor, the Engineer may permit in writing such deficient lots to remain in place. For deficient lots allowed to remain in place, additional lift(s) may be placed, at no additional cost to the Department, to bring the deficient pavement to plan thickness when the Engineer determines grade control conditions will permit such lift(s).

The area(s) to be overlaid, material to be used, thickness(es) of the lift(s), and method of placement will be approved by the Engineer.

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

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

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

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

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

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

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

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

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

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

Definitions:

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

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

Determine S for the lot to the nearest three decimal places using:

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

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

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

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

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

PF (in percent) = 55 + 0.5 (PWL)

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

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

Payment = (((TPF/100)-1) x CUP) x (TOTPAVT - DEFPAVT)

TPF = Total Pay Factor
CUP = Contract Unit Price
TOTPAVT = Area of Pavement Subject to Coring
DEFPAVT = Area of Deficient Pavement

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

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

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

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

*For Q_L values less than zero, subtract the table value from 100 to obtain PWL

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

*For Q_L values less than zero, subtract the table value from 100 to obtain PWL

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

(1) Length of Units. The length of a unit will be a continuous strip of pavement 500 ft (150 m) in length.

(2) Width of Units. The width of a unit will be the width from the pavement edge to the adjacent lane line, from one lane line to the next, or between pavement edges for single-lane pavements.

(3) Thickness Measurements. Pavement thickness will be based on 2 in. (50 mm) diameter cores.

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

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

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

(4) Unit Deficient in Thickness. In considering any portion of the pavement that is deficient, the entire limits of the unit will be used in computing the deficiency or determining the remedial action required.

(5) Thickness Equals or Exceeds Specified Thickness. When the thickness of a unit equals or exceeds the specified plan thickness, payment will be made at the contract unit price per square yard (square meter) for the specified thickness.

(6) Thickness Deficient by Ten Percent or Less. When the thickness of a unit is less than the specified plan thickness by ten percent or less, a deficiency deduction will be assessed against payment for the item involved. The deficiency will be a percentage of the contract unit price as given in the following table.

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

(7) Thickness Deficient by More than Ten Percent. When a core shows the pavement to be deficient by more than ten percent of plan thickness, additional cores shall be taken on each side of the deficient core, at stations selected by the Contractor and offsets selected by the Engineer, to determine the limits of the deficient pavement.

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

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

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

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

(8) Right of Discovery. When the Engineer has reason to believe any core location does not accurately represent the true conditions of the work, he/she may order additional cores. These additional cores shall be taken at specific locations determined by the Engineer. The Engineer will provide notice to the Contractor containing an explanation of the reasons for his/her action.

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

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

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

Revise Article 482.06 of the Standard Specifications to read:

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

(a) Length of the Units. The length of a unit shall be a continuous strip of shoulder 2500 ft (750 m) long.

(b) Width of the Units. The width of the unit shall be the full width of the shoulder.

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

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

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

Revise Article 483.07 of the Standard Specifications to read:

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

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 contact. 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.

FHWA hourly rate = (monthly rate/176) x (model year adj.) x (Illinois adj.) + 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 x (FHWA hourly rate - 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."

FRAMES AND GRATES (BDE)
Effective: January 1, 2010

Revise Article 609.02 of the Standard Specifications to read:

"**609.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Portland Cement Concrete	1020
(b) Gray Iron Castings	1006.14
(c) Ductile Iron Castings	1006.15
(d) Reinforcement Bars	1006.10
(e) Bedding Layer (Note 1)	1004.01
(f) Precast Concrete Bridge Approach Drains	1042

Note 1. Gradation CA 6, CA 10, or CA 12 of D quality or better."

Revise Article 609.04 of the Standard Specifications to read:

"**609.04 Frames and Grates.** Cast iron frames and grates shall be used. Grates shall seat firmly in the frame."

HMA - HAULING ON PARTIALLY COMPLETED FULL-DEPTH PAVEMENT (BDE)
Effective: January 1, 2008

Revise Article 407.08 of the Standard Specifications to read:

"**407.08 Hauling on the Partially Completed Full-Depth Pavement.** Legally loaded trucks will be permitted on the partially completed full-depth HMA pavement only to deliver HMA mixture to the paver, provided the last lift has cooled a minimum of 12 hours. Hauling shall be limited to the distances shown in the following tables. The pavement surface temperature shall be measured using an infrared gun. The use of water to cool the pavement to permit hauling will not be allowed. The Contractor's traffic pattern shall minimize hauling on the partially completed pavement and shall vary across the width of the pavement such that "tracking" of vehicles, one directly behind the other, does not occur.

MAXIMUM HAULING DISTANCE FOR PAVEMENT SURFACE TEMPERATURE BELOW 105 ºF (40 ºC)				
Total In-Place Thickness Being Hauled On, in. (mm)	Thickness of Lift Being Placed			
	3 in. (75 mm) or less		More than 3 in. (75 mm)	
	Modified Soil Subgrade	Granular Subbase	Modified Soil Subgrade	Granular Subbase
3.0 to 4.0 (75 to 100)	0.75 miles (1200 m)	1.0 mile (1600 m)	0.50 miles (800 m)	0.75 miles (1200 m)
4.1 to 5.0 (101 to 125)	1.0 mile (1600 m)	1.5 miles (2400 m)	0.75 miles (1200 m)	1.0 mile (1600 m)
5.1 to 6.0 (126 to 150)	2.0 miles (3200 m)	2.5 miles (4000 m)	1.5 miles (2400 m)	2.0 miles (3200 m)
6.1 to 8.0 (151 to 200)	2.5 miles (4000 m)	3.0 miles (4800 m)	2.0 miles (3200 m)	2.5 miles (4000 m)
Over 8.0 (200)	No Restrictions			

MAXIMUM HAULING DISTANCE FOR PAVEMENT SURFACE TEMPERATURE OF 105 ºF (40 ºC) AND ABOVE				
Total In-Place Thickness Being Hauled On, in. (mm)	Thickness of Lift Being Placed			
	3 in. (75 mm) or less		More than 3 in. (75 mm)	
	Modified Soil Subgrade	Granular Subbase	Modified Soil Subgrade	Granular Subbase
3.0 to 4.0 (75 to 100)	0.50 miles (800 m)	0.75 miles (1200 m)	0.25 miles (400 m)	0.50 miles (800 m)
4.1 to 5.0 (101 to 125)	0.75 miles (1200 m)	1.0 mile (1600 m)	0.50 miles (800 m)	0.75 miles (1200 m)
5.1 to 6.0 (126 to 150)	1.0 mile (1600 m)	1.5 miles (2400 m)	0.75 miles (1200 m)	1.0 mile (1600 m)
6.1 to 8.0 (151 to 200)	2.0 miles (3200 m)	2.5 miles (4000 m)	1.5 miles (2400 m)	2.0 miles (3200 m)
Over 8.0 (200)	No Restrictions			

Permissive hauling on the partially completed pavement shall not relieve the Contractor of his/her responsibility for damage to the pavement. Any portion of the full-depth HMA pavement that is damaged by hauling shall be removed and replaced, or otherwise repaired to the satisfaction of the Engineer.

Crossovers used to transfer haul trucks from one roadway to the other shall be at least 1000 ft (300 m) apart and shall be constructed of material that will prevent tracking of dust or mud on the completed HMA lifts. The Contractor shall construct, maintain, and remove all crossovers."

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 High ESAL Mixture Low ESAL Mixture	Frequency of Tests All Other Mixtures	Test Method See Manual of Test Procedures for Materials
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 ≥ 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 ≥ 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 ≥ 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 μm) 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 ºF (15 ºC), 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 ºF (15 ºC).
(b) The weather is inclement.
(c) The temperature of the HMA immediately behind the paver screed is below 250 ºF (120 ºC).

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"

METAL HARDWARE CAST INTO CONCRETE (BDE)
Effective: April 1, 2008 Revised: April 1, 2009

Add the following to Article 503.02 of the Standard Specifications:

"(g) Metal Hardware Cast into Concrete ..... 1006.13"

Add the following to Article 504.02 of the Standard Specifications:

"(j) Metal Hardware Cast into Concrete ..... 1006.13"

Revise Article 1006.13 of the Standard Specifications to read:

"**1006.13 Metal Hardware Cast into Concrete.** Unless otherwise noted, all steel hardware cast into concrete, such as inserts, brackets, cable clamps, metal casings for formed holes, and other miscellaneous items, shall be galvanized according to AASHTO M 232 or AASHTO M 111. Aluminum inserts will not be allowed. Zinc alloy inserts shall be according to ASTM B 86, Alloys 3, 5, or 7.

The inserts shall be UNC threaded type anchorages having the following minimum certified proof load.

Insert Diameter	Proof Load
5/8 in. (16 mm)	6600 lb (29.4 kN)
3/4 in. (19 mm)	6600 lb (29.4 kN)
1 in. (25 mm)	9240 lb (41.1 kN)”

MONTHLY EMPLOYMENT REPORT (BDE)
Effective: April 1, 2009

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

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

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

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

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

The report shall be submitted electronically in a format determined by the Engineer. See attachment for potential reporting format.

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

Attachment

MONTHLY PRIME AND SUBCONTRACTOR EMPLOYMENT REPORT
AMERICAN RECOVERY AND REINVESTMENT ACT

1. First day of reporting period (mm/dd/yyyy)	2. Last day of reporting period (mm/dd/yyyy)	3 Notice to Proceed Date (mm/dd/yyyy)
4. NAME AND ADDRESS OF FIRM		5 FEDERAL-AID PROJECT NUMBER
		6 State Project Number or ID
7 CONTRACTING AGENCY		8 STATE (or Federal Lands Region)

Employment Data

Direct, On-Project Jobs		TOTAL EMPLOYEES	TOTAL HOURS	TOTAL PAYROLL
CONSTRUCTION	NEW HIRES			
	EXISTING EMPLOYEES			
NON-CONSTRUCTION	NEW HIRES			
	EXISTING EMPLOYEES			
TOTAL				
10 PREPARED BY *(Signature and Title)*				DATE
11 REVIEWED BY. *(Signature and Title of State Highway Official)*				DATE

This form is issued in association with the American Recovery and Reinvestment Act of 2009

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 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."

RAMP CLOSURE FOR FREEWAY/EXPRESSWAY (BDE)
Effective: January 1, 2009

Description. This work shall consist of furnishing and installing traffic control for the closure of ramps on a freeway/expressway. Work shall be according to Section 701 except as modified herein.

Delete the third paragraph of Article 701.17(e)(1) of the Standard Specifications.

Add the following to Article 701.18 of the Standard Specifications:

"(k) Standard 701451. Only one interchange at a time may have ramps closed and only one exit ramp and one entrance ramp may be closed at a time.

The Contractor shall furnish a portable changeable message sign to be placed on the mainline in advance of the ramp closure. The exact placement and display shall be as shown in the plans or as directed by the Engineer."

Revise the first sentence of Article 701.19(c) of the Standard Specifications to read:

"Traffic control and protection required under Standards 701201, 701206, 701306, 701326, 701336, 701406, 701421, 701451, 701501, 701502, 701601, 701602, 701606, 701701 and 701801 will be measured for payment on a lump sum basis."

Add the following to the first paragraph of Article 701.20(b) of the Standard Specifications:

"TRAFFIC CONTROL AND PROTECTION STANDARD 701451;"

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)		± 5 %
1/2 in. (12.5 mm)	± 8 %	± 15 %
No. 4 (4.75 mm)	± 6 %	± 13 %
No. 8 (2.36 mm)	± 5 %	
No. 16 (1.18 mm)		± 15 %
No. 30 (600 μm)	± 5 %	
No. 200 (75 μm)	± 2.0 %	± 4.0 %
Asphalt Binder	± 0.4 % 1/	± 0.5 %
G_{mm}	± 0.03	

1/ The tolerance for FRAP shall be ± 0.3 %.

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

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

1031.04 Quality Designation of Aggregate in RAP/FRAP.

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

(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		
Ndesign	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	Polymer Modified
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."

SEEDING (BDE)
Effective: July 1, 2004 Revised: January 1, 2010

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

"Table 1 - SEEDING MIXTURES

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

"Table 1 - SEEDING MIXTURES			
6A	Salt Tolerant Conservation Mixture	Andropogon Scoparius (Little Bluestem) 5/	5 (5)
		Elymus Canadensis (Canada Wild Rye) 5/	2 (2)
		Buffalo Grass (Cody or Bowie) 4/, 5/, 9/	5 (5)
		Vernal Alfalfa 2/	15 (15)
		Oats, Spring	48 (55)
		Fults Salt Grass 1/ or Salty Alkaligrass	20 (20)"

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

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

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

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

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

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

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

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

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

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)
Effective: April 2, 2005

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

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

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

TEMPORARY EROSION CONTROL (BDE)
Effective: November 1, 2002 Revised: January 1, 2010

Add the following to Article 280.02 of the Standard Specifications to read:

"(k) Filter Fabric .....1080.03"

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

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

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

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

Revise Article 280.04(a) of the Standard Specifications to read:

"(a) Temporary Ditch Checks. This system consists of the construction of temporary ditch checks to prevent siltation, erosion, or scour of ditches and drainage ways. Temporary ditch checks shall be constructed with rolled excelsior, products from the Department's approved list, or with aggregate placed on filter fabric when specified. Filter fabric shall be installed according to the requirements of Section 282. Riprap shall be placed according to Article 281.04. Manufactured ditch checks shall be installed according to the manufacturer's specifications. Spacing of ditch checks shall be such that the low point in the center of one ditch check is at the same elevation as the base of the ditch check immediately upstream. Temporary ditch checks shall be sufficiently long enough that the top of the device in the middle of the ditch is lower than the bottom of the terminating ends of the ditch side slopes."

Revise the last sentence of the first paragraph of Article 280.04(g) of the Standard Specifications to read:

"The temporary mulch cover shall be according to either Article 251.03 or 251.04 except for any reference to seeding."

Revise Article 280.07(b) of the Standard Specifications to read:

"(b) Temporary Ditch Checks. This work will be measured for payment along the long axis of the device in place in feet (meters) except for aggregate ditch checks which will be measured for payment in tons (metric tons). Payment will not be made for aggregate in excess of 108 percent of the amount specified by the Engineer."

Revise Article 280.07(f) of the Standard Specifications to read:

"(f) Temporary Mulch. This work will be measured for payment according to Article 251.05(b)."

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

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

Revise Article 280.08(b) of the Standard Specifications to read:

"(b) Temporary Ditch Checks. This work will be paid for at the contract unit price per foot (meter) for TEMPORARY DITCH CHECKS except for aggregate ditch checks which will be paid for at the contract unit price per ton (metric ton) for AGGREGATE DITCH CHECKS."

Revise Article 280.08(f) of the Standard Specifications to read:

"(f) Temporary Mulch. Temporary Mulch will be paid for according to Article 251.06."

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

Revise the second sentence of the first paragraph of Article 1081.015(e) of the Standard Specifications to read:

"The upstream facing of the aggregate ditch check shall be constructed of gradation CA 3. The remainder of the ditch check shall be constructed of gradation RR 3."

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 ($Ti0_2$). 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 ºC) and cooled at 77 °F (25 °C) shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degree circumferential/zero degree geometry, illuminant C, and two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

White: Daylight Reflectance .....75 percent min.
*Yellow: Daylight Reflectance .....45 percent min.

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456"

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

"k. Accelerated Weathering. After heating the thermoplastic for four hours ± five minutes at 425 ± 3 ºF (218.3 ± 2 ºC) 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."

TRAFFIC BARRIER TERMINAL, TYPE 6 (BDE)
Effective: January 1, 2010

Delete the fourth paragraph of Article 631.07 of the Standard Specifications.

TRUCK MOUNTED/TRAILER MOUNTED ATTENUATORS (BDE)
Effective: January 1, 2010

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

"(k) Truck Mounted/Trailer Mounted Attenuators .....1106.02"

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

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

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

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

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

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

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, tons = A x D x (G_{mb} x 46.8) / 2000. For HMA mixtures measured in square meters: Q, metric tons = A x D x (G_{mb} x 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, tons = V x 8.33 lb/gal x SG / 2000
For bituminous materials measured in liters: Q, metric tons = V x 1.0 kg/L x 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:

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:

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	☐
Category B Subbases and Aggregate Base Courses	Yes	☐
Category C HMA Bases, Pavements and Shoulders	Yes	☐
Category D PCC Bases, Pavements and Shoulders	Yes	☐
Category E Structures	Yes	☐

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:

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	☐
Structural Steel	Yes	☐
Reinforcing Steel	Yes	☐
Dowel Bars, Tie Bars and Mesh Reinforcement	Yes	☐
Guardrail	Yes	☐
Steel Traffic Signal and Light Poles, Towers and Mast Arms	Yes	☐
Metal Railings (excluding wire fence)	Yes	☐
Frames and Grates	Yes	☐

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 64F44 (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 statue 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 64F44], 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 309, FAS 1197 (US 30)
SECTION 110RS-4
WHITESIDE COUNTY
CONTRACT # 64F44
SHEET 1 OF 82

FAP ROUTE 309, FAS 1197 (US 30)
SECTION 110RS-4
WHITESIDE COUNTY
C-92-081-10

D-92-107-09

SECTION BEGINS
STA 1505+14
IMPROVEMENT BEGINS
STA 1504+69

R-6-E

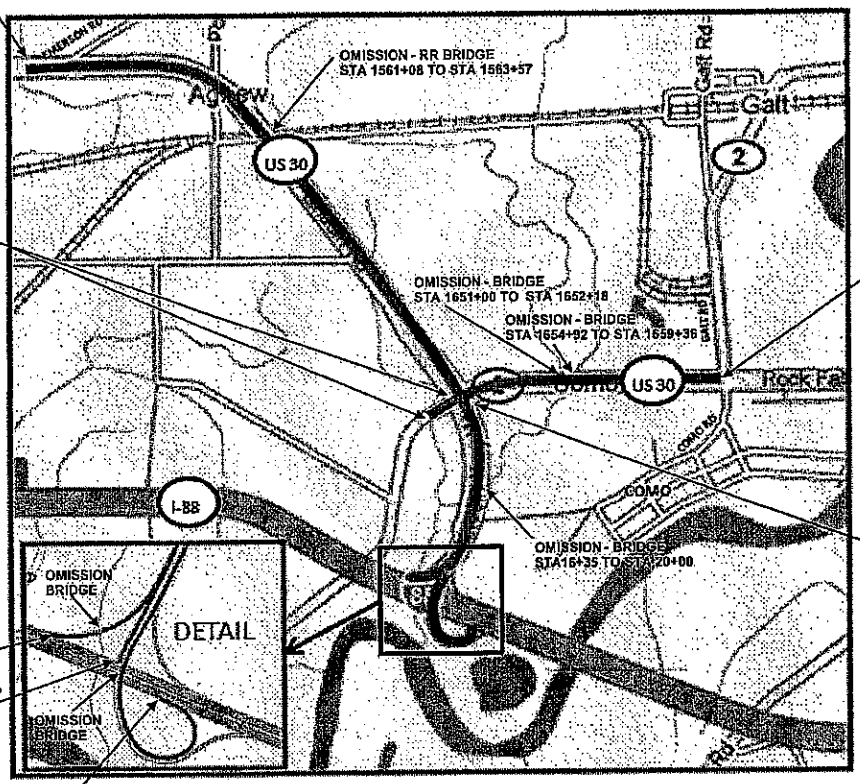
INDEX OF SHEETS

See Sheet No. 2

STANDARDS

See Sheet No. 2

SECTION BEGINS
STA 495+55
SECTION ENDS
STA 502+66



SECTION ENDS
STA 1687+10
IMPROVEMENT ENDS
STA 1687+55

SECTION BEGINS
STA 0+00

SECTION ENDS
AT CONCRETE ON RAMP

SECTION ENDS
AT BRIDGE

SECTION BEGINS
AT BEGINNING OF EB
OFF RAMP

NET LENGTH OF SECTION = 28,323 ft = 5.36 miles
GROSS LENGTH OF SECTION = 30,025 ft = 5.69 miles

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

TOWNSHIPS (SECTIONS): HOPKINS (21,22,25,26,27,35,36)

CONTRACT NO. 64F44

SQUAD LEADER: JENNIFER LUBBS PROJECT ENGINEER: BECKY MARRUFFO
815/284-5958

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED Dec 17, 2009
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
DISTRICT 2 DIXON, IL.

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INDEX OF SHEETS

SUMMARY OF QUANTITIES

				1000 100% State	
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	FAS 1197	FAP 309
20200600	EXCAVATING AND GRADING EXISTING SHOULDER	UNIT	102	5	97
20400800	FURNISHED EXCAVATION	CU YD	147		147
28000400	PERIMETER EROSION BARRIER	FOOT	100		100
28100107	STONE RIPRAP, CLASS A4	SQ YD	20		20
28100205	STONE RIPRAP, CLASS A3	TON	294		294
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40600637	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70	TON	5064		5064
40600895	CONSTRUCTING TEST STRIP	EACH	2		2
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1359		1359
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT	SQ YD	90		90
40600990	TEMPORARY RAMP	SQ YD	478		478
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	193		193
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	5079		5079
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	2465		2465
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	6005		6005
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	295		295
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	21179		21179
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	35725		35725
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2335		2335
44004250	PAVED SHOULDER REMOVAL	SQ YD	293		293
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	248	248	
44200962	CLASS B PATCHES, TYPE III, 9 INCH	SQ YD	256	256	
44200964	CLASS B PATCHES, TYPE IV, 9 INCH	SQ YD	480	480	
44213100	PAVEMENT FABRIC	SQ YD	736	736	
44213200	SAW CUTS	FOOT	3564	3564	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	14527	1050	13477
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	3492	2335	1157
48203020	HOT-MIX ASPHALT SHOULDERS, 5 3/4"	SQ YD	2175		2175
54213447	END SECTIONS 12"	EACH	1		1
60100945	PIPE DRAINS 12"	FOOT	24		24
60900515	CONCRETE THRUST BLOCKS	EACH	1		1
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	1		1
* 63000003	STEEL PLATE BEAM GUARD RAIL, TYPE A, 9 FOOT POSTS	FOOT	3212.5		3212.5
* 63000005	STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	150		150
* 63000025	STEEL PLATE BEAM GUARD RAIL, ATTACHED TO STRUCTURES	FOOT	125		125
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3		3
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1		1
63200310	GUARDRAIL REMOVAL	FOOT	3557		3557

*SPECIALTY ITEM

SUMMARY OF QUANTITIES

	CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	I000 100% State FAS 1197	I000 100% State FAP 309
*	63500105	DELINEATORS	EACH	4		4
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5		5
	67100100	MOBILIZATION	L SUM	1		1
	70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1		1
	70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4		4
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1
	70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1
	70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1		1
	70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1		1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1		1
	70103710	TRAFFIC CONTROL FOR RAMPS	L SUM	1		1
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	15		15
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	11260	2170	9090
	70301000	WORKZONE PAVEMENT MARKING REMOVAL	SQ FT	2386	753	1633
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	327.6	46.8	280.8
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	96048	18481	77567
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2977	359	2618
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1827	264	1563
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	239	89	150
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	9193	2240	6953
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1086	150	936
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	22		22
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	830	103	727
	Z0055100	RUMBLE RESURFACING	SQ YD	167	167	
	Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	2		2
	Z0017202	DOWEL BARS 1 1/2"	EACH	1160	1160	
	Z0075300	TIE BARS	EACH	330	330	
	Z0040315	PILOT CAR	DAY	2		2
	X6063600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24	FOOT	1838		1838
	X0964700	SHOULDERS, SPECIAL	SQ YD	408		408

* SPECIALITY ITEM

GENERAL NOTES

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

It is estimated that 147 cubic yards of earth will be hauled to the job from outside the project limits. A shrinkage factor of 25% has been used.

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.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches. This work will be included in the contract unit price per Cubic Meter (Cubic Yard) for FURNISHED EXCAVATION.

Fertilizer shall be applied to all disturbed areas and incorporated into the seedbed prior to seeding or placement of sod at the rate specified in Sections 250 and 252 of the Standard Specifications. This work shall be included in the cost of FURNISHED EXCAVATION.

Mulch Method II shall be applied over all seeded areas. This shall be included in the cost of the FURNISHED EXCAVATION.

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

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

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

The mandatory saw cuts for pavement patching are:

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

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

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

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

The drop off that occurs at entrance edges as a result of resurfacing of the entrance shall be corrected using aggregate shoulder material. This work shall be paid for by the TON for Aggregate Shoulders of the type specified in the plans.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface Course	Level Binder	Poly Surface
PG:	PG 64-22	PG 64-22	SBS PG 70-22
Design Air Voids	4.0 @ N70	4.0 @ N70	4.0 @ N70
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 9.5 or 12.5
Friction Aggregate	D	N/A	D
20 Year ESAL	4.8	4.8	4.8

Mixture Uses(s):	Poly Level Binder	Top Shoulder	Bottom Shoulder
PG:	SBS PG 70-22	PG 58-22	PG 58-22
Design Air Voids	4.0 @ N70	3.0 @ N50	2.0 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5	IL 9.5 or 12.5	
Friction Aggregate	N/A	C	N/A
20 Year ESAL	4.8	N/A	N/A

Mixture Uses(s):	Incidental Hot-Mix	Binder	
PG:	PG 64-22	PG 64-22	
Design Air Voids	4.2 @ N70	4.0 @ N70	
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 19.0	
Friction Aggregate	N/A	N/A	
20 Year ESAL	N/A	4.8	

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

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

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

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

Embankment quantities for the construction of the Traffic Barrier Terminals as shown in the plans are included in quantities for Furnished Excavation.

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the type of Steel Plate Beam Guardrail Terminal Type 1 Special (Tangent) and Steel Plate Beam Guardrail Terminal Type I Special (Flared).

One 16d galvanized nail shall be used to toe nail the wood block out to the wood post on all Traffic Barrier Terminal Type I Specials.

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

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

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

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

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.
NICOR Gas Co.
US Sprint
Norlight Telecommunications
AT&T
IL American Water Co.
Comcast
Lightcore

Mr. Vernon Gottel
City of Sterling
212 Third Avenue
Sterling, IL 61081
Ph. 815/632-6624

The Guardrail Installer should verify the location of guardrail posts in the vicinity of Type E Inlet Box to be placed before placing the Inlet Box so there are no complications with the Box or Pipe Drain/Outlet.

The excavated materials from excavating and grading existing shoulders shall be used to build up the shoulder throughout the job to conform with the typical sections as shown in the plans. Areas where excavated material will need to be placed are at the Guardrail improvements at the Agnew R.R. Overpass.

Milling operations shall be performed such that a vertical milled face no greater than 1½ inches exists between open lanes of traffic. This can be accomplished by one of the following treatment methods:

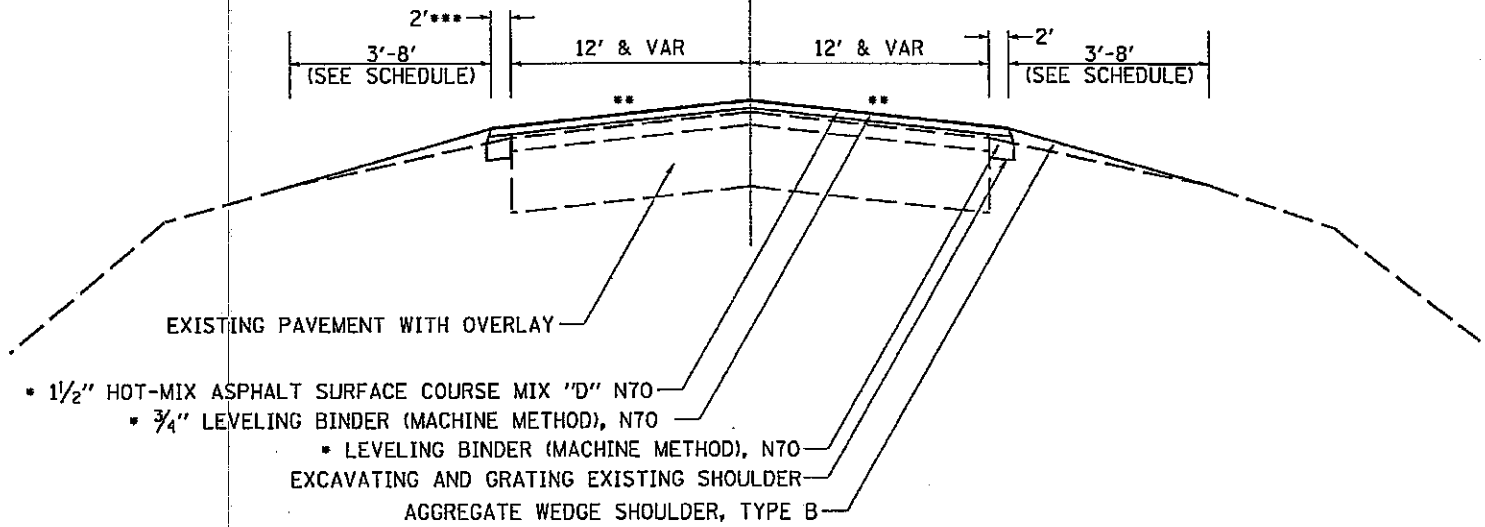
1. Make multiple passes with the mill, each one less than 1½ inches
2. Place a temporary wedge or have milled sloped edge with a minimum 1:3 slope
3. Mill both lanes the same day so that no difference in elevation exists when the lanes are opened.

Other methods may used if approved by the Engineer prior to implementing the procedure. This work shall be included in the cost of HMA Surface Removal, at the thickness specified

TYPICAL SECTIONS

US 30

STA. 1525+29 - STA. 1539+69
STA. 1580+91 - STA 1588+44 LT
STA. 1648+65 - STA. 1648+92 LT
STA. 1648+65 - STA. 1649+82 RT
STA. 1661+62 - STA. 1679+22 LT
STA. 1660+40 - STA. 1679+43 RT



* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAING EXISTING CROSS SLOPE
*** 3' WIDE SAFETY SHOULDER

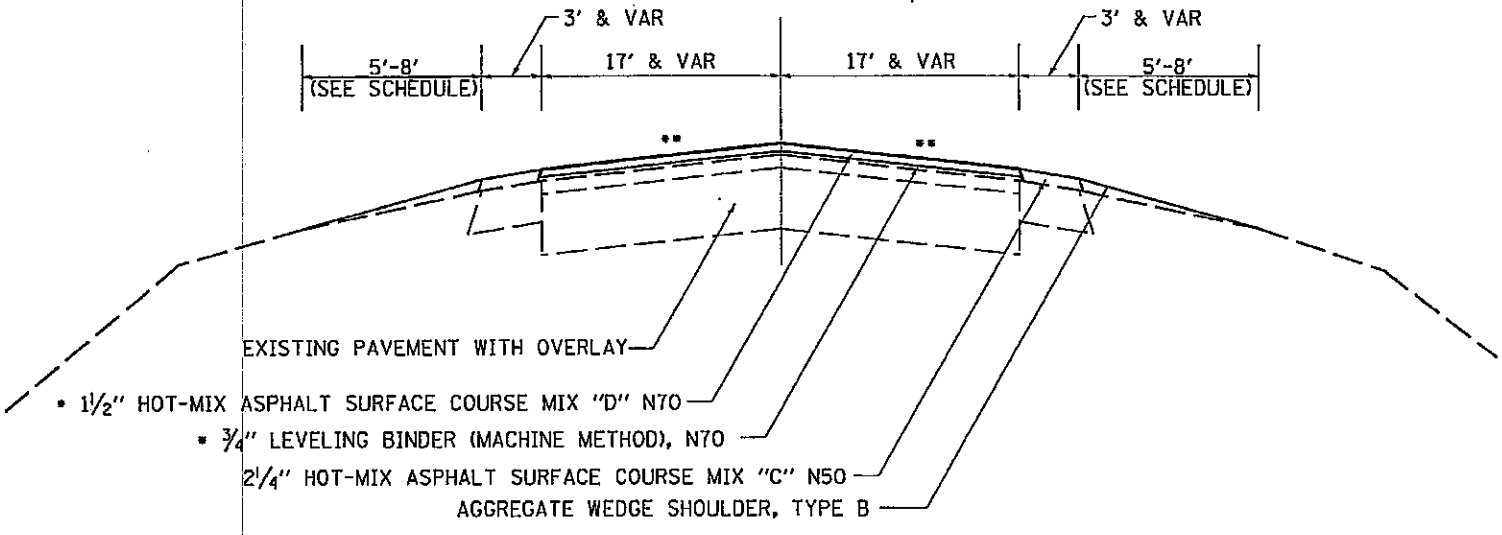
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:12 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	11ORS-4	WHITESIDE	82	9
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

1505+14 TO 1516+55
1679+22 TO 1687+10 LT
1679+43 TO 1687+10 RT

US 30/US 30 TO COMO. RD



AGGREGATE WIDTH SCHEDULE

1505+14 TO 1516+55 (5' AGG WIDTH)
1679+22 TO 1687+10 LT (8' AGG WIDTH)
1679+43 TO 1687+10 RT (8' AGG WIDTH)

* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

* FAP 309, FAS 1197

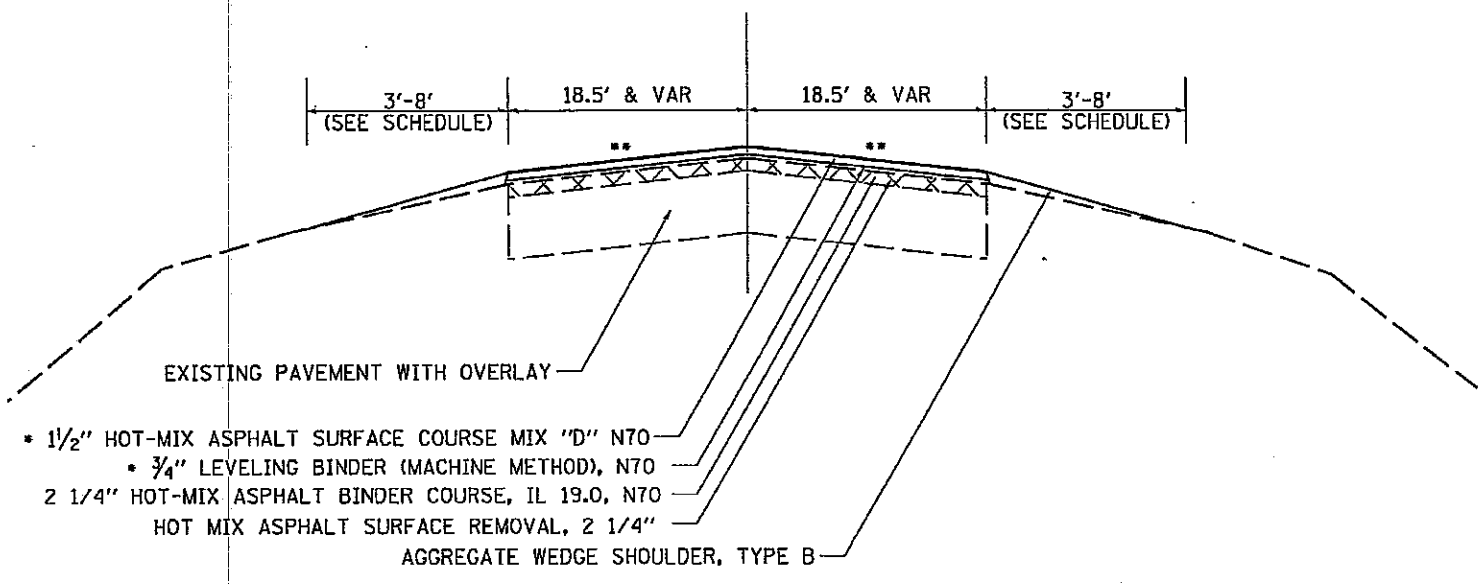
FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:20 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	10
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30

*** STA. 1504+69 - STA. 1506+25 LT
*** STA. 1508+72 - STA. 1508+80 LT & LT TURN LANE
*** STA. 1516+27 - STA. 1516+35 LT
STA. 1532+13 - STA. 1532+21 LT & RT
*** STA. 1538+15 - 1538+25 LT & RT
*** STA. 1601+60 - STA. 1605+00 LT
STA. 1685+00 - STA. 1686+10 LT & RT
STA. 1686+10 - 1687+10 LT & RT



* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAING EXISTING CROSS SLOPE
*** POLYMERIZED ON MAINLINE

= HOT-MIX ASPHALT SURFACE REMOVAL, 2¼"

* FAP 309, FAS 1197

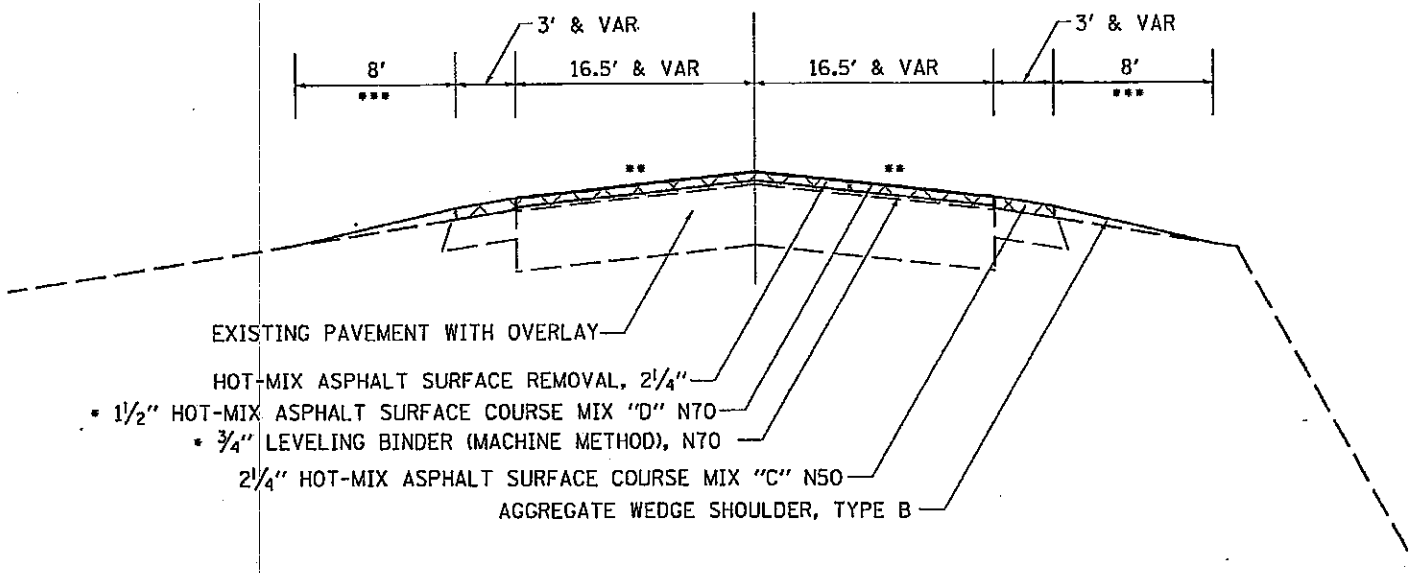
FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:26 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	11
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30

**** STA. 1517+00 - STA. 1520+61 (US 30 TO INT.)
STA. 1652+18 - STA. 1654+92 (US 30 TO COMO RD)



= HOT-MIX ASPHALT SURFACE REMOVAL, 2¼"

* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE
*** ONLY AT STA. 1517+00 - 1520+61
**** POLYMERIZED ON MAINLINE

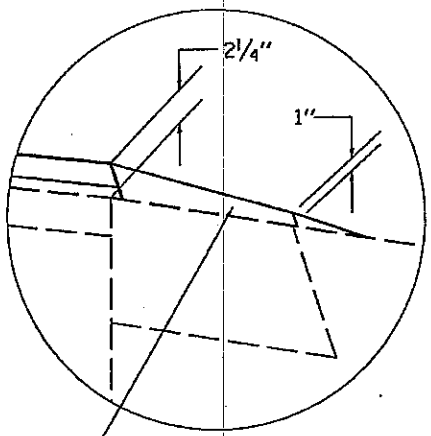
* FAP 309, FAS 1197

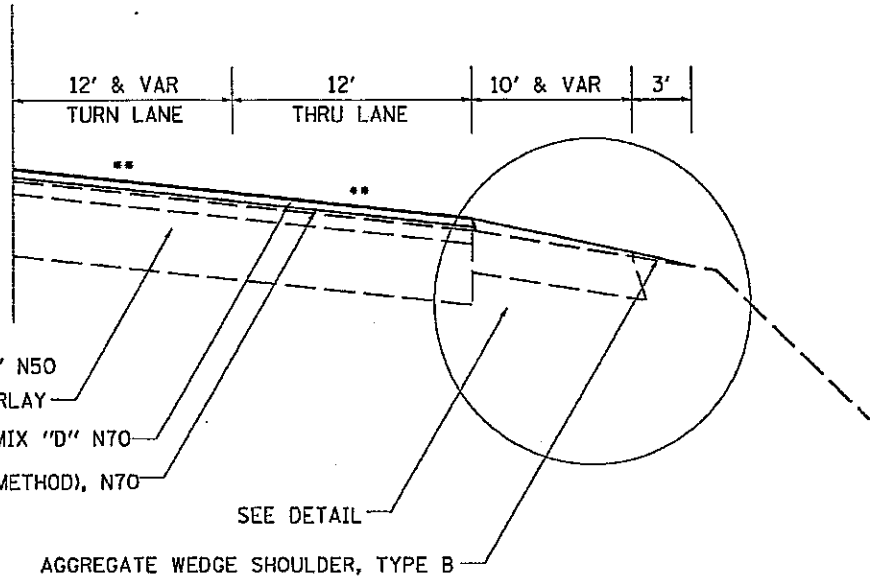
FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:32 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	12
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

SHOULDER TAPER

STA. 1588+81 - STA. 1617+68 (US 30 TO INT.)





HOT-MIX ASPHALT SURFACE COURSE MIX "C" N50

EXISTING PAVEMENT WITH OVERLAY

* 1 1/2 " POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "D" N70

* 3/4 " POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70

SEE DETAIL

AGGREGATE WEDGE SHOULDER, TYPE B

* HOT-MIX ASPHALT 112 LBS / SY / INCH

** MAINTAIN EXISTING CROSS SLOPE

* FAP 309, FAS 1197

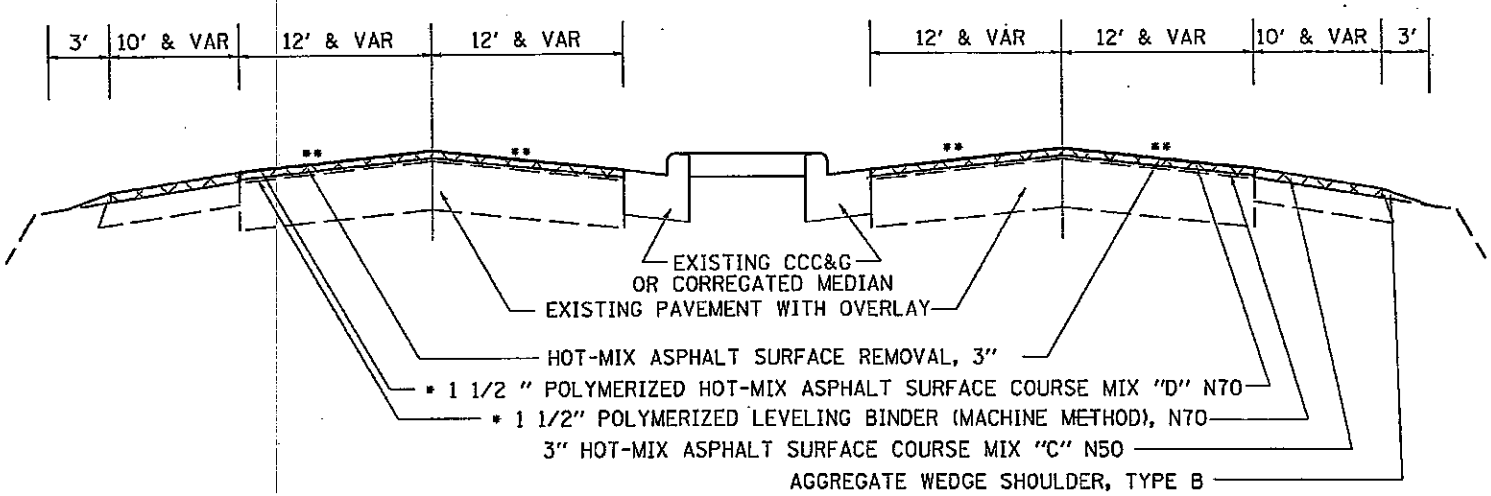
FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:38 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	13
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30

STA. 1617+68 - STA. 1619+21 LT (US 30/US 30 TO COMO RD)
STA. 1617+68 - STA. 1619+67 RT (US 30/US 30 TO COMO RD)
STA. 495+55 - STA. 502+06 (MOLINE RD. WEST LEG)
STA. 1632+80 - STA. 1642+70



= HOT-MIX ASPHALT SURFACE REMOVAL, 3"

* HOT-MIX ASPHALT 112 LBS / SY / INCH.
** MAINTAIN EXISTING CROSS SLOPE

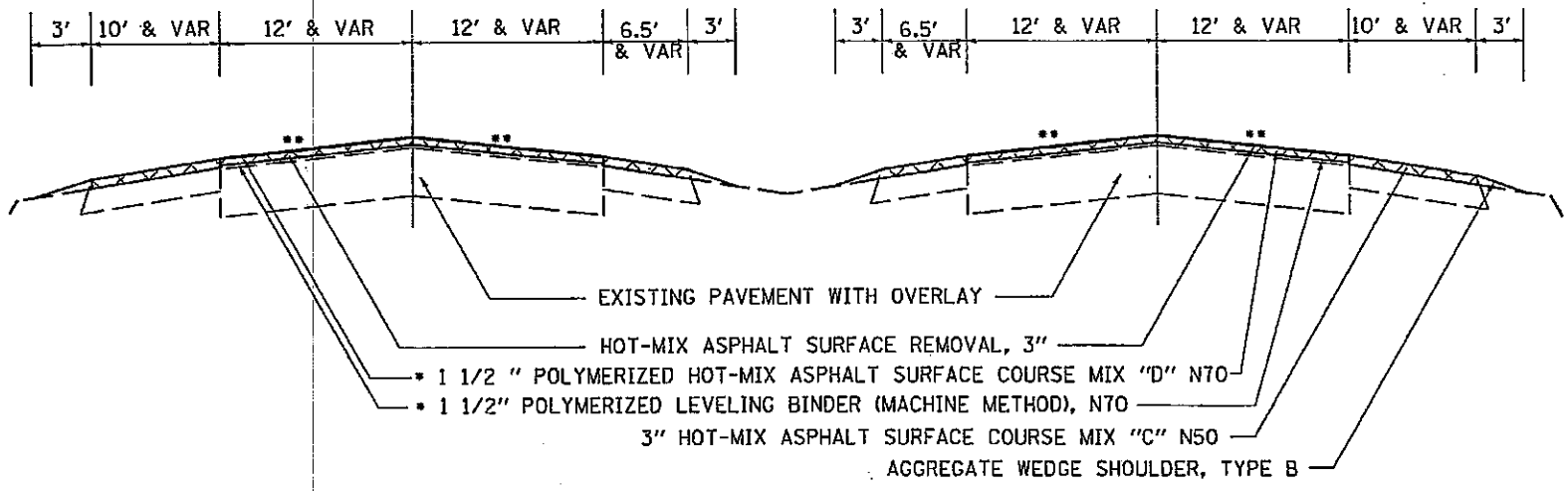
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:43 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	14
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30

STA. 1619+21 - STA. 1630+00 LT (US 30 TO INT US 30/MOLINE RD)
STA. 1619+67 - STA. 1628+43 RT (US 30 TO INT US 30/MOLINE RD)



= HOT-MIX ASPHALT SURFACE REMOVAL, 3"

* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

* FAP 309, FAS 1197

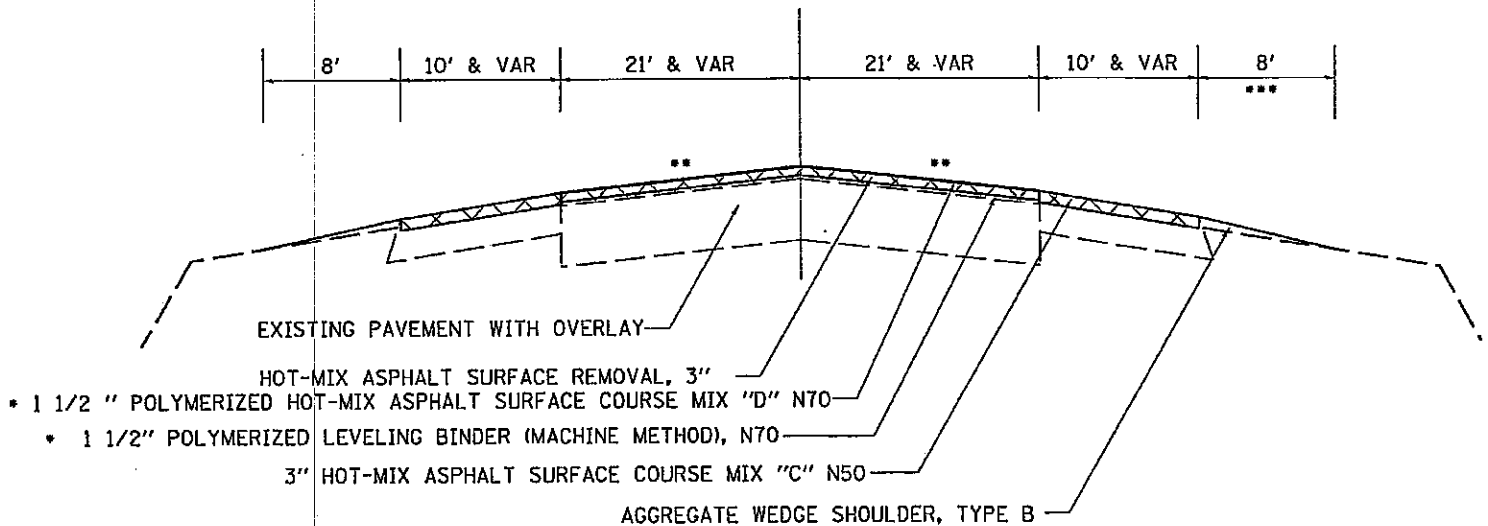
FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:49 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	15
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30

STA. 1642+70 - STA. 1645+65 (US 30 TO COMO RD)



= HOT-MIX ASPHALT SURFACE REMOVAL, 3"

* HOT-MIX ASPHALT 112 LBS / SY / INCH

** MAINTAIN EXISTING CROSS SLOPE

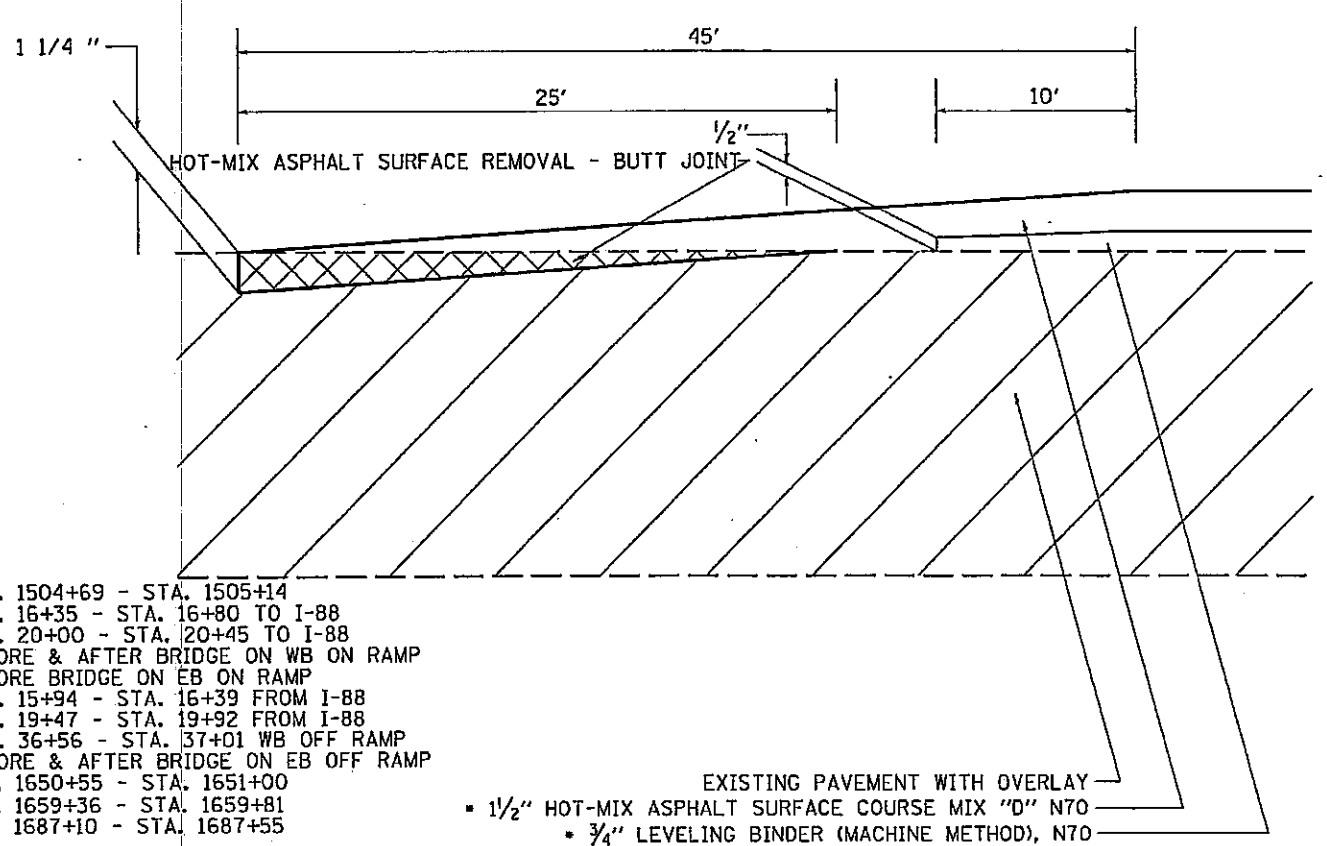
*** ONLY AT STA. 1517+00 - STA. 1520+61

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:30:54 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	16
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

TAPERS



** STA. 1504+69 - STA. 1505+14
** STA. 16+35 - STA. 16+80 TO I-88
** STA. 20+00 - STA. 20+45 TO I-88
** BEFORE & AFTER BRIDGE ON WB ON RAMP
** BEFORE BRIDGE ON EB ON RAMP
** STA. 15+94 - STA. 16+39 FROM I-88
** STA. 19+47 - STA. 19+92 FROM I-88
** STA. 36+56 - STA. 37+01 WB OFF RAMP
** BEFORE & AFTER BRIDGE ON EB OFF RAMP
STA. 1650+55 - STA. 1651+00
STA. 1659+36 - STA. 1659+81
STA. 1687+10 - STA. 1687+55

* HOT-MIX ASPHALT 112 LBS / SY / INCH
** POLYMERIZED

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:00 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE	82 / 17
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

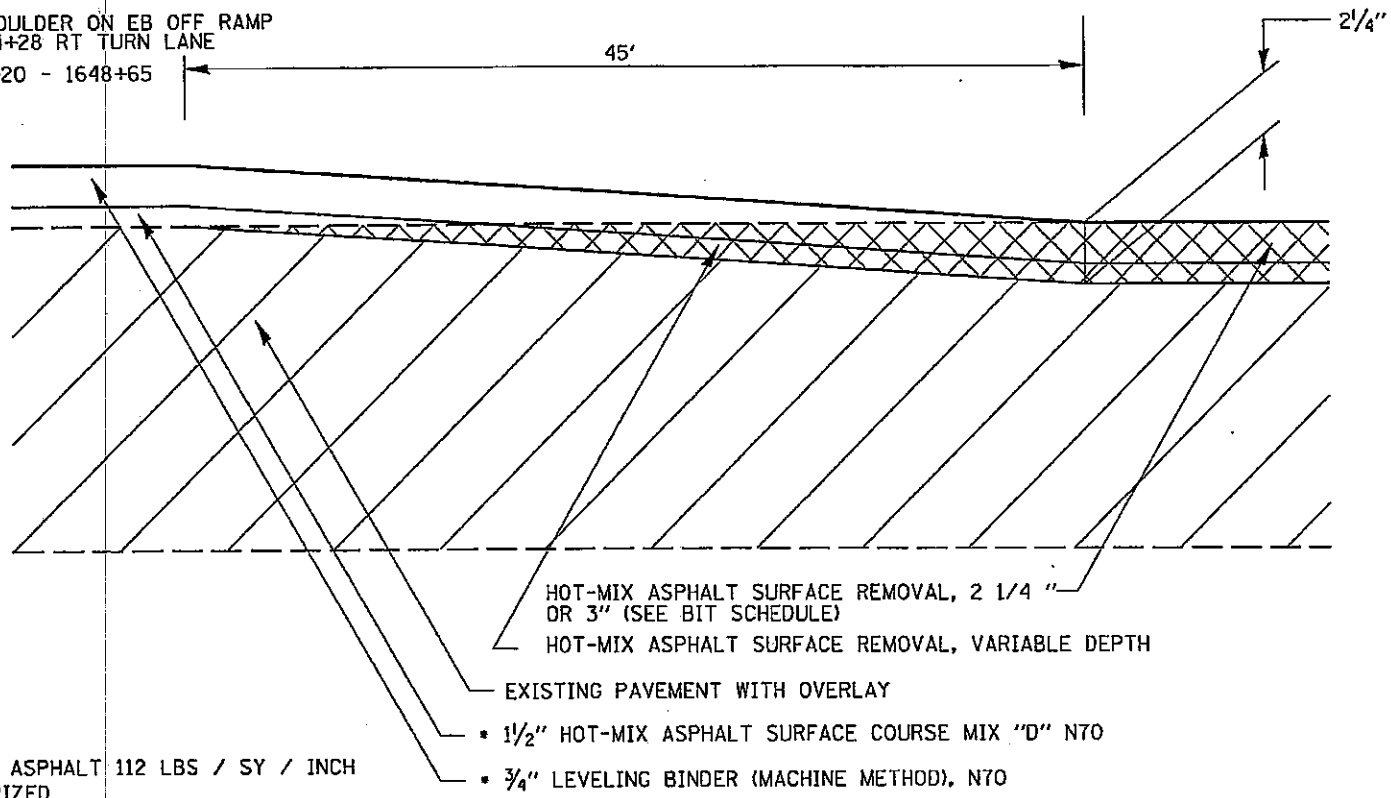
TYPICAL SECTIONS

TAPERS

** STA. 1516+55 - STA. 1517+00
STA. 1524+84 - STA. 1525+29
STA. 1539+69 - STA. 1540+14
** STA. 1588+36 - STA. 1588+81
** STA. 1617+68 - STA. 1618+13
** STA. 2+37 - STA. 2+82 RT

** BEFORE SHOULDER ON WB ON RAMP
STA. 3+83 - STA. 4+28 LT

** BEFORE SHOULDER ON EB OFF RAMP
STA. 3+83 - 4+28 RT TURN LANE
STA. 1648+20 - 1648+65



* HOT-MIX ASPHALT 112 LBS / SY / INCH
** POLYMERIZED

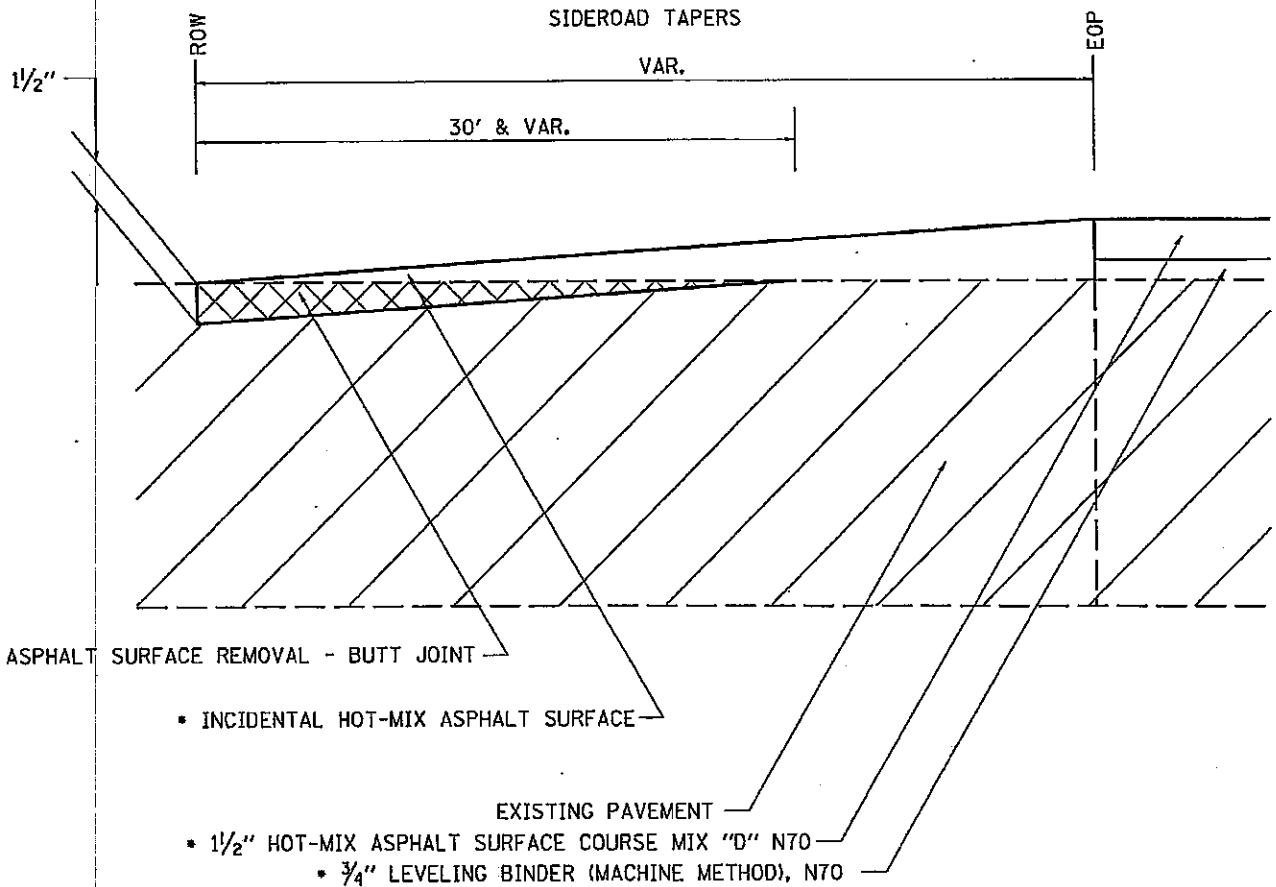
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:05 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	18
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

SIDEROAD TAPERS



* HOT-MIX ASPHALT 112 LBS / SY / INCH

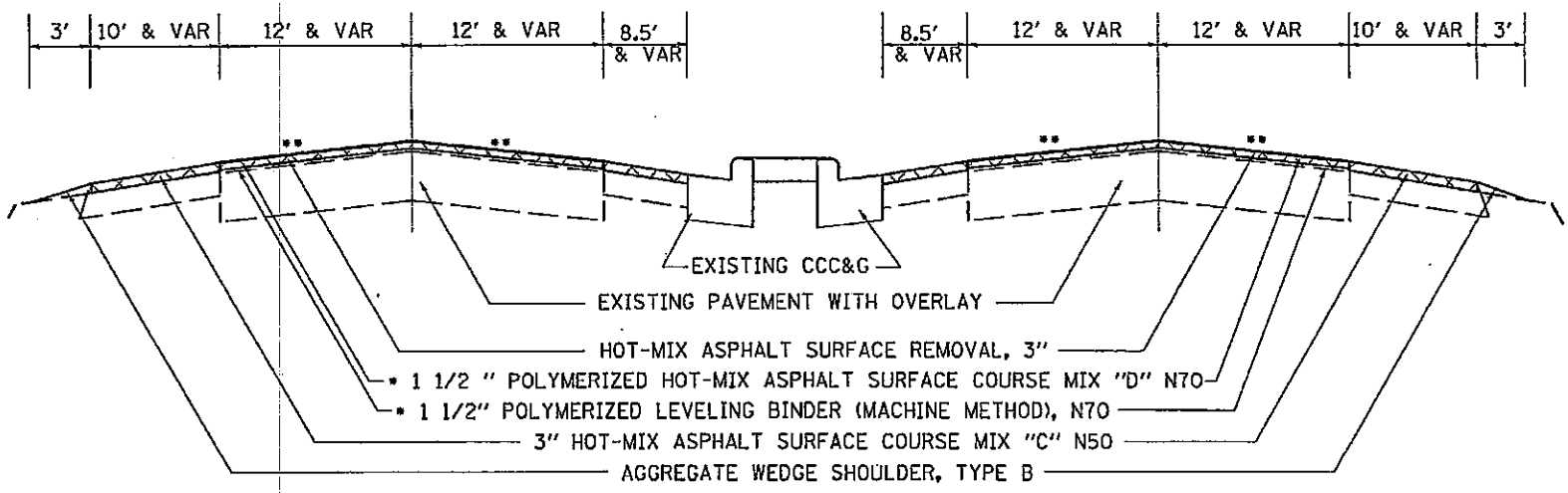
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:13 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	19
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30
STA. 1630+00 - STA. 3+83 LT
STA. 1628+43 - STA. 2+37 RT



= HOT-MIX ASPHALT SURFACE REMOVAL, 3"

* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

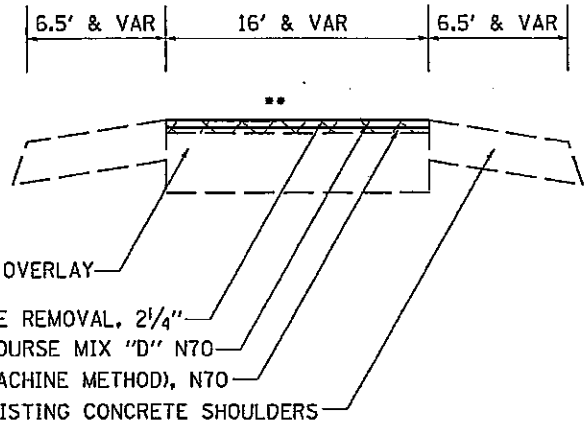
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:21 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	20
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

RAMP

(WB ON RAMP) ADJOINING I-88



= HOT-MIX ASPHALT SURFACE REMOVAL, 2¼"

* HOT-MIX ASPHALT 112 LBS / SY / INCH

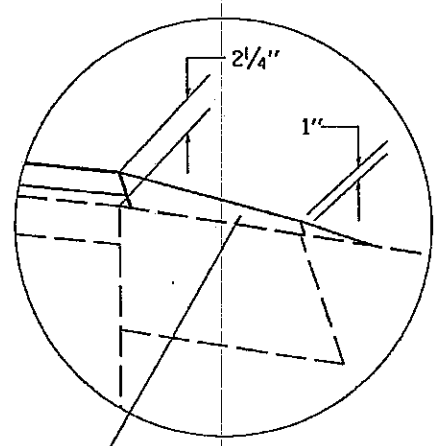
** MAINTAIN EXISTING CROSS SLOPE

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:27 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	21
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

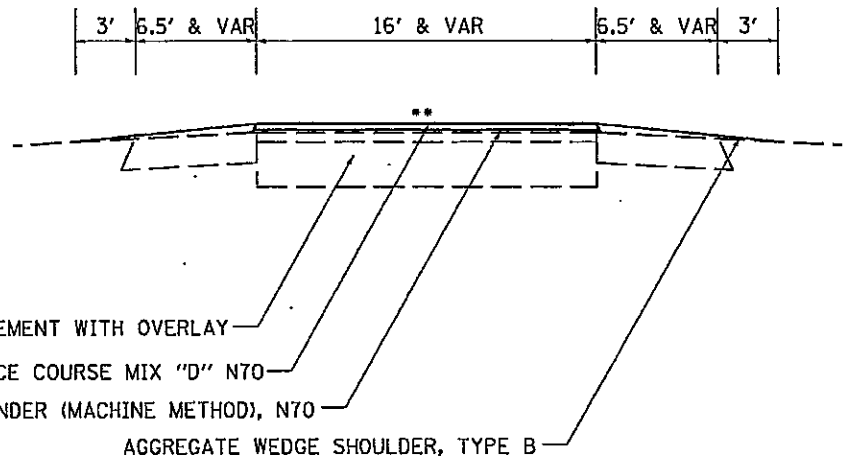
TYPICAL SECTIONS

I-88 RAMPS



HOT-MIX ASPHALT SURFACE COURSE MIX "C" N50

RAMPS (WB ON RAMP) I-88
RAMPS (EB OFF RAMP) I-88 TO US 30



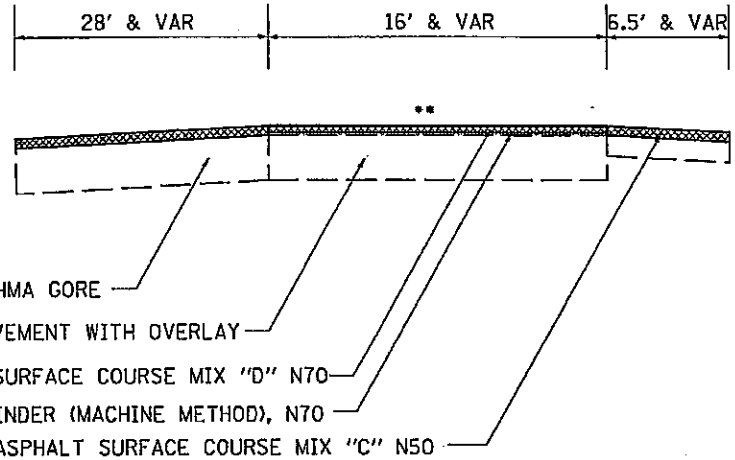
* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:33 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	22
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

(EB OFF RAMP) ADJOINING I-88
STA. 0+00 - STA. 25+92



= HOT-MIX ASPHALT SURFACE REMOVAL, 2¼"

* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

* FAP 309, FAS 1197

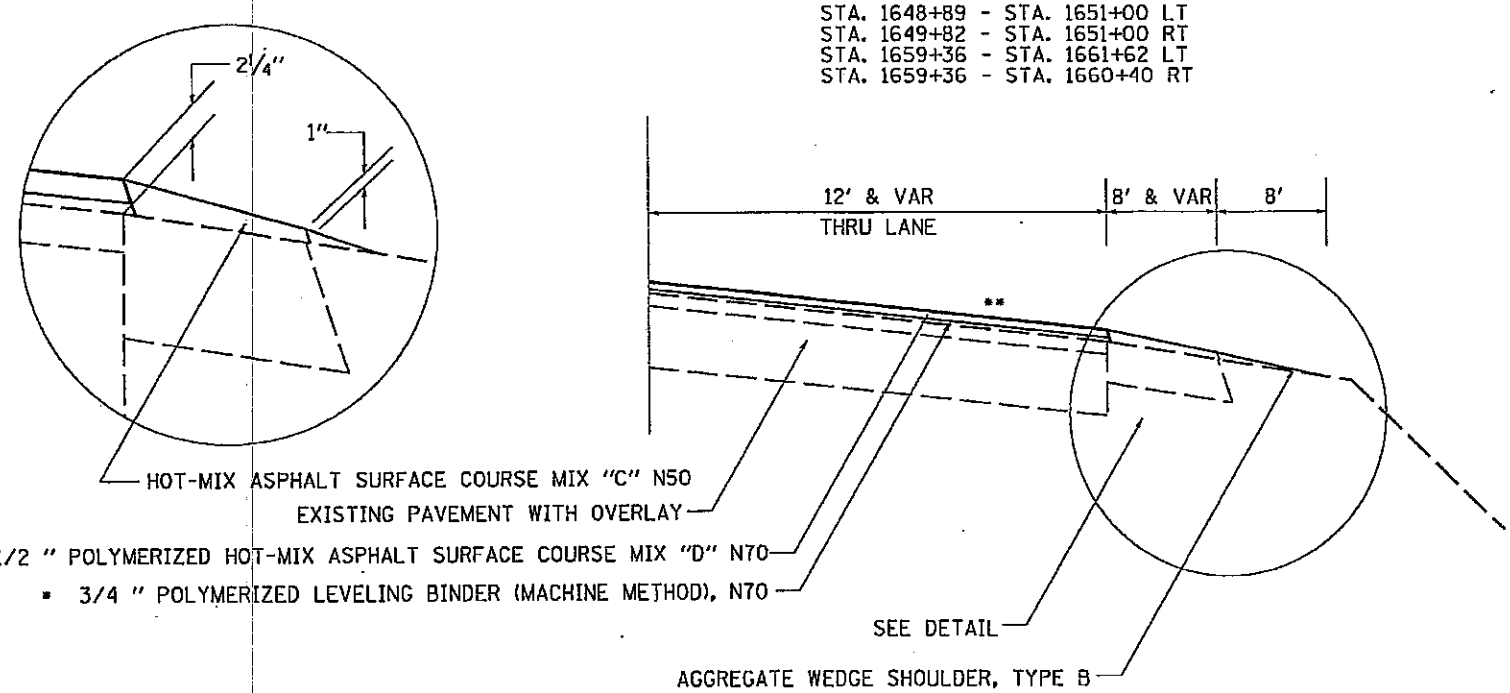
FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:39 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	23
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

SHOULDER TAPER

STA. 1648+89 - STA. 1651+00 LT
STA. 1649+82 - STA. 1651+00 RT
STA. 1659+36 - STA. 1661+62 LT
STA. 1659+36 - STA. 1660+40 RT



* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

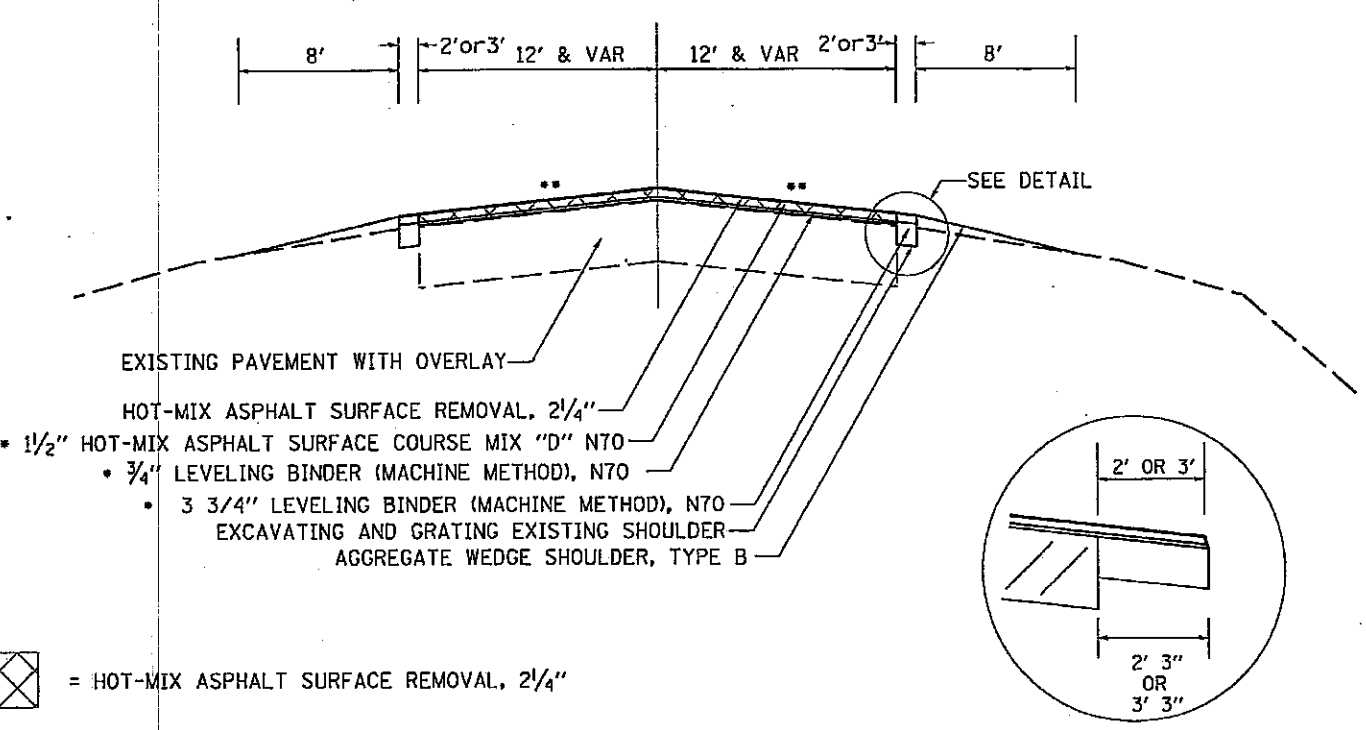
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:44 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	24
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30 SHOULDERS
STA. 1520+61 - STA. 1524+84
STA. 1645+65 - STA. 1648+20
STA. 1540+14 - STA. 1545+26 LT
STA. 1540+14 - STA. 1545+06 RT
STA. 1568+71 - STA. 1588+44 LT
STA. 1567+06 - STA. 1588+24 RT



= HOT-MIX ASPHALT SURFACE REMOVAL, 2¼"

* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

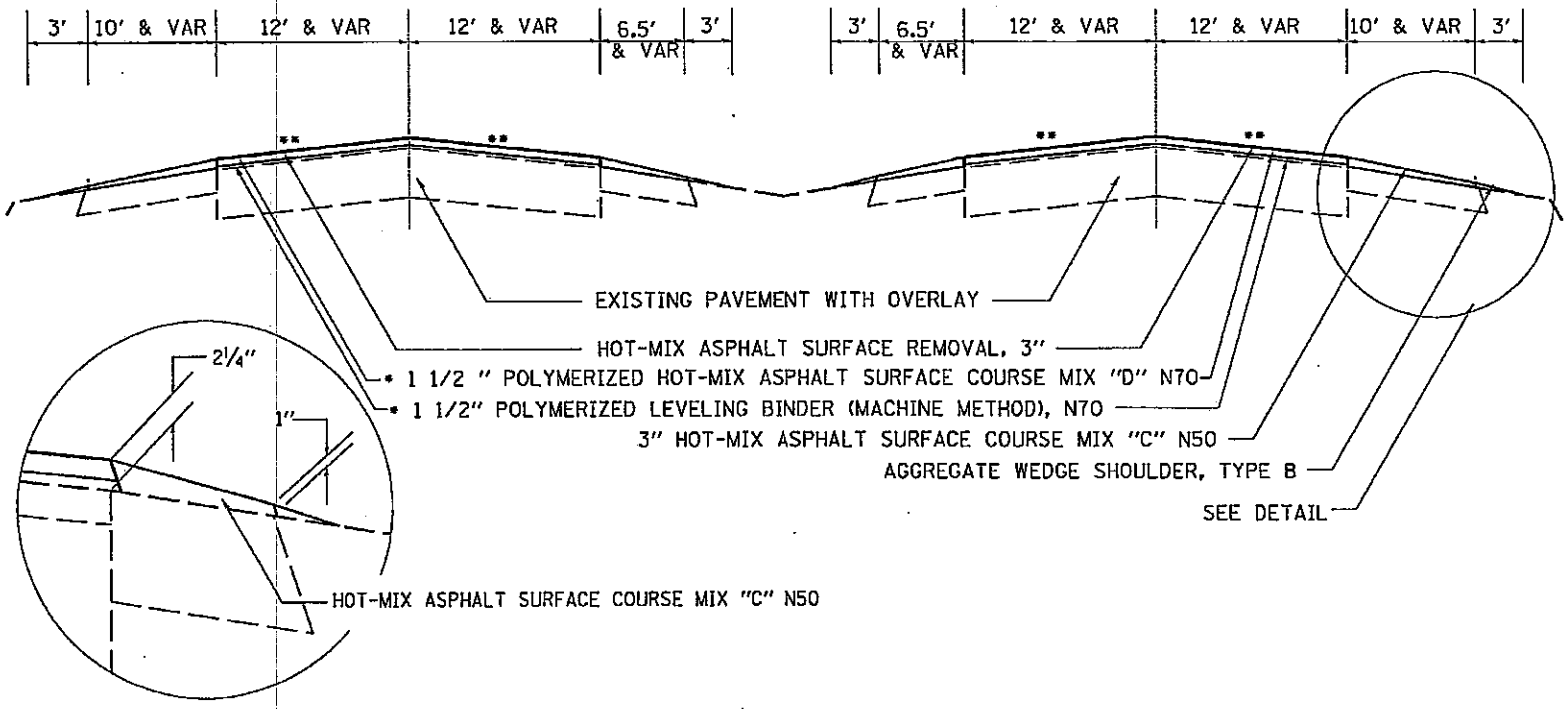
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:50 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	25
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

US 30

STA. 4+28 - STA. 36+56 LT
STA. 2+82 - STA. 34+54 RT



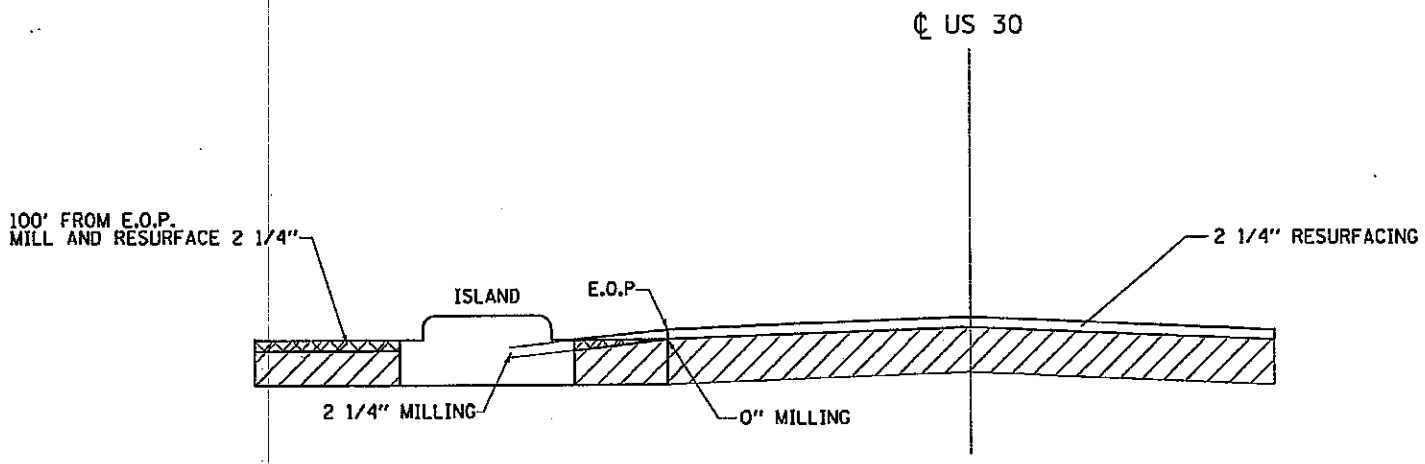
* HOT-MIX ASPHALT 112 LBS / SY / INCH
** MAINTAIN EXISTING CROSS SLOPE

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:31:56 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE	82 / 26
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TYPICAL SECTIONS

EMERSON ROAD & MATHEW ROAD
MILL AND RESURFACE 100'± FROM E.O.P.



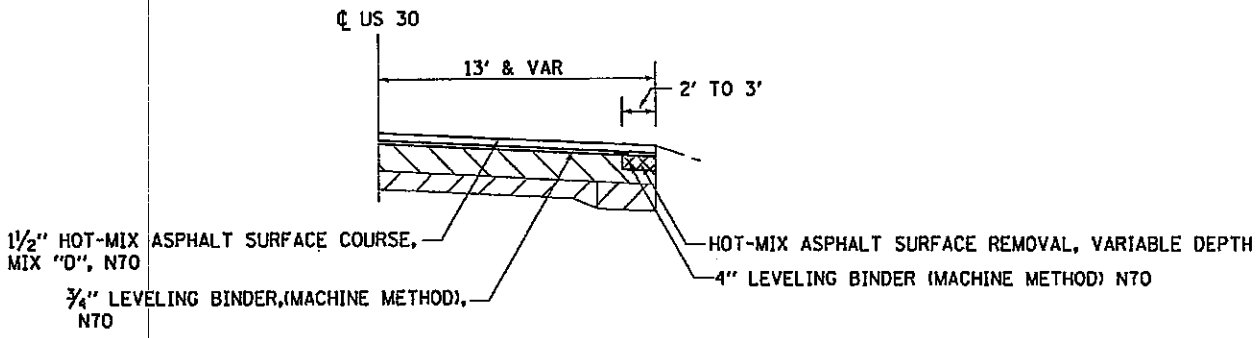
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:32:00 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	27
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

EDGE OF PAVEMENT SURFACE REMOVAL
(LOCATIONS TO BE DETERMINED BY ENGINEER)



NOTE:
BINDER & SURFACE COURSES
(112 LB/SY/IN)

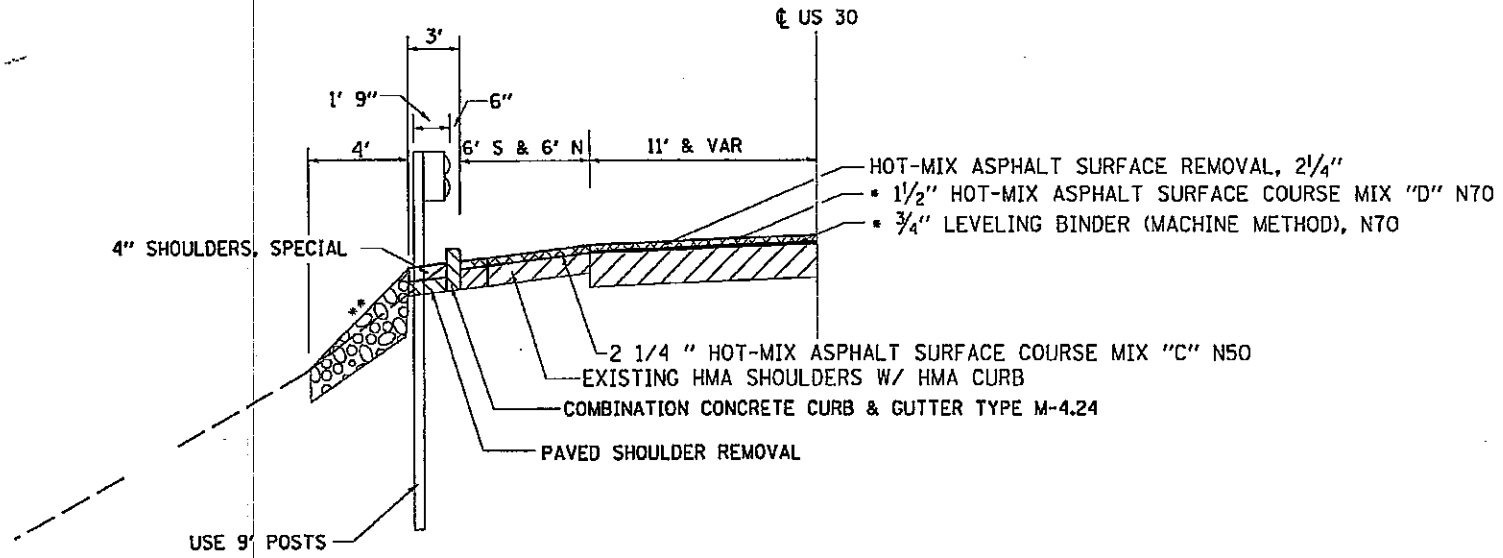
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:32:06 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	28
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

BETWEEN SHOULDER INLETS

1558+97 TO 1561+04
1558+97 TO 1560+82
1563+71 TO 1565+80
1563+44 TO 1565+80

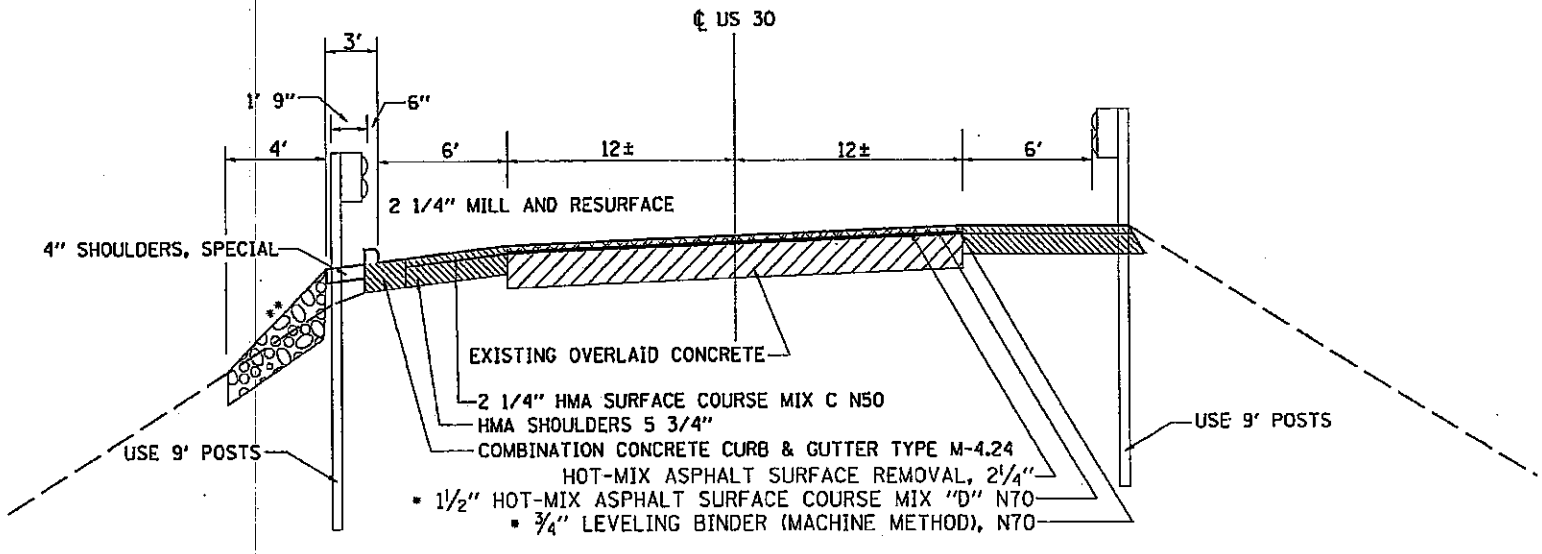


* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:32:11 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	29
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

1547+30 TO 1558+87 LT
1547+81 TO 1558+87 RT



EXCAVATING AND GRADING EXISTING SHOULDER

** WHERE THE SLOPE OFF THE SHOULDERS, SPECIAL DOESNT MEET A 1:2 SLOPE THE CONTRACTOR SHALL INSTALL STONE RIPRAP, A3 TO THE CONFIGURATION SHOWN, TO HOLD THE SLOPE.

* FAP 309, FAS 1197

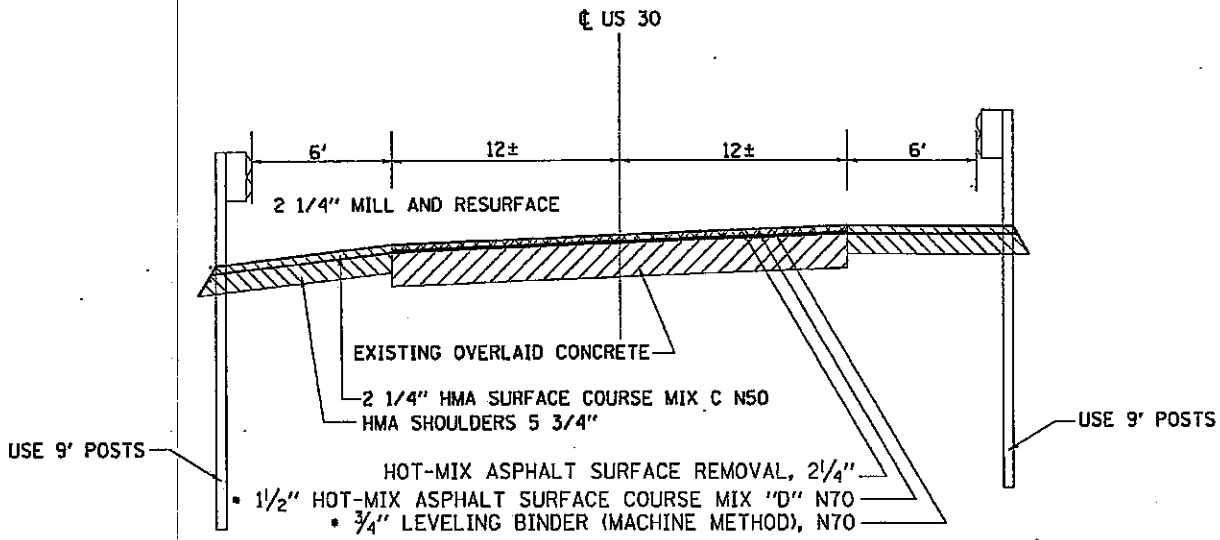
FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:32:16 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	30
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL SECTIONS

1565+92 TO 1569+87 LT
1565+92 TO 1568+00 RT

LOW SIDE OF S.E.

HIGH SIDE OF S.E.



EXCAVATING AND GRADING EXISTING SHOULDER

• FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Mon Dec 14 11:32:26 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	110RS-4	WHITESIDE	82	31
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

20200800 EXCAVATING AND GRADING EXISTING SHOULDER

UNIT		LOCATION			REMARK'S
4.2	LT	1520 + 61	TO	1524 + 84	
4.2	RT	1520 + 61	TO	1524 + 84	
5.1	LT	1540 + 14	TO	1545 + 26	
4.9	RT	1540 + 14	TO	1545 + 6	
11.5	LT	1547 + 30	TO	1558 + 87	GUARDRAIL IMPROVEMENT AREA
11.1	RT	1547 + 81	TO	1558 + 87	GUARDRAIL IMPROVEMENT AREA
2.1	LT	1558 + 97	TO	1561 + 4	GUARDRAIL IMPROVEMENT AREA
1.9	RT	1558 + 97	TO	1560 + 82	GUARDRAIL IMPROVEMENT AREA
2.1	LT	1563 + 71	TO	1565 + 80	GUARDRAIL IMPROVEMENT AREA
2.4	RT	1563 + 44	TO	1565 + 80	GUARDRAIL IMPROVEMENT AREA
4.0	LT	1565 + 92	TO	1569 + 87	GUARDRAIL IMPROVEMENT AREA
2.1	RT	1565 + 92	TO	1568 + 0	GUARDRAIL IMPROVEMENT AREA
19.7	LT	1568 + 71	TO	1588 + 44	
21.2	RT	1567 + 8	TO	1588 + 24	
2.6	LT	1645 + 65	TO	1648 + 20	
2.6	RT	1645 + 65	TO	1648 + 20	
101.5	TOTAL				

20400800 FURNISHED EXCAVATION

CU YD		LOCATION			REMARK'S
34.7		1546 + 43			Estimated Quantity (Agnew Road for Guardrail Bumpouts)
31.9		1547 + 81	TO	1548 + 50	Estimated Quantity (Guardrail Bumpouts)
39.4		1569 + 2	TO	1569 + 87	Estimated Quantity (Guardrail Bumpouts)
40.7		1567 + 12	TO	1568 + 0	Estimated Quantity (Guardrail Bumpouts)
146.9	TOTAL				

28000400 PERIMETER EROSION BARRIER

FOOT		LOCATION		REMARK'S
100	RT	1549 + 20		PLACED AROUND DRAIN OUTLET/RIPRAP
100	TOTAL			

28100107 STONE RIPRAP, CLASS A4

SQ YD		LOCATION		REMARK'S
19.6	RT	1549 + 20		(8' WIDE x 22' LENGTH)
19.6	TOTAL			

28100205 STONE RIPRAP, CLASS A3

TON		LOCATION			REMARK'S
66.7	RT	1551 + 0	TO	1553 + 50	PLACEMENT BEHIND SHOULDERS, SPECIAL (NEAR AGNEW OVERPASS)
66.7	LT	1554 + 0	TO	1556 + 50	PLACEMENT BEHIND SHOULDERS, SPECIAL (NEAR AGNEW OVERPASS)
56.9	LT	1559 + 0	TO	1561 + 21	PLACEMENT BEHIND SHOULDERS, SPECIAL (NEAR AGNEW OVERPASS)
54.7	RT	1563 + 45	TO	1565 + 50	PLACEMENT BEHIND SHOULDERS, SPECIAL (NEAR AGNEW OVERPASS)
45.7	LT	1563 + 75	TO	1565 + 50	PLACEMENT BEHIND SHOULDERS, SPECIAL (NEAR AGNEW OVERPASS)
293.6	TOTAL				

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:46:36 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE	82 / 32
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES

28100607 STONE DUMPED RIPRAP, CLASS A4

TON		LOCATION	REMARK'S
50	RT	1550 + 89	Slope Failure Area's (EB LANE SIDE) 10'W x 3'D x 25'L
40	RT	1552 + 21	Slope Failure Area's (EB LANE SIDE) 12'W x 2'D x 25'L
170	RT	1552 + 58	Slope Failure Area's (EB LANE SIDE) 17'W x 5'D x 30'L
88	RT	1563 + 23	Slope Failure Area's (EB LANE SIDE) 13'W x 3'D x 34'L
127	LT	1564 + 13	Slope Failure Area's (WB LANE SIDE) 14'W x 4'D x 34'L
78	RT	1564 + 33	Slope Failure Area's (EB LANE SIDE) 13'W x 3'D x 30'L
553	TOTAL		

28200200 FILTER FABRIC

SQ YD		LOCATION	REMARK'S
19.6	RT	1549 + 20	(8' WIDE x 22' LENGTH)
19.6	TOTAL		

40600525 LEVELING BINDER (HAND METHOD), N50

TON		LOCATION	REMARK'S
42	LT/RT	PROJECT LIMITS	At locations determined by the Engineer
42	TOTAL		

44004250 PAVED SHOULDER REMOVAL

SQ YD		LOCATION			REMARK'S
86	RT	1558 + 97	TO	1560 + 94	3' Width -- Removing HMA Curb and shoulder behind HMA Curb
75	LT	1558 + 97	TO	1561 + 21	3' Width -- Removing HMA Curb and shoulder behind HMA Curb
83	RT	1563 + 44	TO	1565 + 81	3' Width -- Removing HMA Curb and shoulder behind HMA Curb
70	LT	1563 + 71	TO	1565 + 80	3' Width -- Removing HMA Curb and shoulder behind HMA Curb
293	TOTAL				

44200956 CLASS B PATCHES, TYPE II, 9 INCH

SQ YD		LOCATION	REMARK'S
248	LT/RT	1632 + 24.81	12'W x 8'L (ESTIMATED 31 PATCHES)
248	TOTAL		

44200962 CLASS B PATCHES, TYPE III, 9 INCH

SQ YD		LOCATION	REMARK'S
256	LT/RT	1632 + 24.81	12'W x 16'L (ESTIMATED 12 PATCHES)
256	TOTAL		

44200964 CLASS B PATCHES, TYPE IV, 9 INCH

SQ YD		LOCATION	REMARK'S
480	LT/RT	1632 + 24.81	12'W x 24'L (ESTIMATED 15 PATCHES)
480	TOTAL		

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:46:41 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE / 82 / 33
						CONTRACT NO. 64F44
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

SCHEDULE OF QUANTITIES

44213100 PAVEMENT FABRIC

SQ YD		LOCATION	REMARKS
256	LT/RT	1632 + 24.81	Type III patches (ESTIMATED 12 PATCHES)
480	LT/RT	1632 + 24.81	Type IV patches (ESTIMATED 15 PATCHES)
736	TOTAL		

44213200 SAW CUTS

FOOT		LOCATION	REMARKS
1488	LT/RT	1632 + 24.81	Type II patches 12'W x 8'L (ESTIMATED 31 PATCHES)
816	LT/RT	1632 + 24.81	Type III patches 12'W x 16'L (ESTIMATED 12 PATCHES)
1260	LT/RT	1632 + 24.81	Type IV patches 12'W x 24'L (ESTIMATED 15 PATCHES)
3564	TOTAL		

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

FOOT		LOCATION			REMARKS
1910	LT	1539 + 69	TO	1556 + 79	Center of Lane Jt.
2042	LT	1565 + 79	TO	1576 + 0	Center of Lane Jt & Outside Wheel Lane Jt.
2456	LT	1576 + 0	TO	1598 + 28	Inside & Outside Wheel Lane (Widening Jt.)
1464	LT	1588 + 28	TO	1595 + 60	Inside & Outside Wheel Lane (Widening Jt.)
600	LT	1595 + 60	TO	1601 + 60	Inside Wheel Lane at Widening Jt.
1910	RT	1539 + 69	TO	1556 + 79	Outside Wheel Lane at Widening Jt.
566	RT	1569 + 75	TO	1575 + 41	Outside Wheel Lane at Widening Jt.
727	RT	1576 + 73	TO	1584 + 0	Outside Wheel Lane at Widening Jt.
283	RT	1588 + 28	TO	1590 + 91	Inside Wheel Lane at Widening Jt.
740	RT	1590 + 91	TO	1594 + 61	Inside & Outside Wheel Lane (Widening Jt.)
799	RT	1594 + 61	TO	1602 + 60	Outside Wheel Lane at Widening Jt.
1050	RT	1674 + 50	TO	1685 + 0	Outside Wheel Lane at Widening Jt.
14527	TOTAL				

48102100 AGGREGATE WEDGE SHOULDER, TYPE B

TON		LOCATION			REMARKS
US 30 to Int of US30/Moline Rd.					
74	LT	1504 + 69	TO	1513 + 0	Mainline 5' Width
74	RT	1504 + 69	TO	1513 + 0	Mainline 5' Width
18	LT	1513 + 0	TO	1514 + 76	(Radius of Emerson Rd.) 5' Width
8	LT	1514 + 0	TO	1515 + 79	(Radius of Emerson Rd.) 5' Width
25	RT	1513 + 0	TO	1515 + 79	Mainline 5' Width
43	LT	1515 + 79	TO	1520 + 61	Mainline 5' Width
43	RT	1515 + 79	TO	1520 + 61	Mainline 5' Width
367	LT	1520 + 61	TO	1546 + 41	Mainline 8' Width
372	RT	1520 + 61	TO	1546 + 76	Mainline 8' Width
7	LT	1546 + 41			Agnew Road Radius (North) - 3 Width
5	LT	1547 + 0			Agnew Road Radius (North) - 3' Width
5	RT	1546 + 76			Agnew Road Radius (South) - 3' Width
3	RT	1548 + 0			Agnew Road Radius (South) - 3' Width
62	LT	1570 + 0	TO	1580 + 91	Mainline 8' Width
65	RT	1569 + 50	TO	1580 + 91	Mainline 8' Width
27	LT	1580 + 91	TO	1588 + 44	Mainline 5' Width
42	RT	1580 + 91	TO	1588 + 37	Mainline 8' Width
126	LT	1588 + 44	TO	1612 + 34	Mainline 3' Width
21	RT	1588 + 37	TO	1592 + 37	Mainline 3' Width
51	RT	1593 + 12	TO	1602 + 60	Mainline 3' Width
68	RT	1603 + 0	TO	1615 + 30	Mainline 3' Width
38	LT	1612 + 76	TO	1630 + 63	Mainline 3' Width
32	RT	1615 + 93	TO	1631 + 2	Mainline 3' Width
Moline Rd. Leg					
3					(NW) Quad Radius
12		495 + 65	TO	501 + 35	(WB) Moline Rd. – Mainline 3' Width
11		495 + 65	TO	500 + 79	(EB) Moline Rd. – Mainline 3' Width
4					(SW) Quad Radius
I-88 Leg					
2	RT	1 + 58	TO	2 + 32	(SB) – Mainline 3' Width
5	LT	1 + 61	TO	3 + 83	(NB) – Mainline 3' Width
75	RT	2 + 32	TO	16 + 35	(SB) – Mainline 3' Width
67	LT	3 + 83	TO	16 + 39	(NB) – Mainline 3' Width
129	LT	19 + 47	TO	43 + 56	(NB) – Mainline 3' Width
126	RT	20 + 0	TO	43 + 56	(SB) – Mainline 3' Width
5					(SE) Quad Radius
278					I-88 Ramp (EB) off Ramp
72					I-88 Ramp (WB) on Ramp
US 30 to Como Rd. Leg					
18	RT	1634 + 10	TO	1641 + 48	Mainline 3' Width
16	LT	1634 + 17	TO	1641 + 48	Mainline 3' Width
136	LT	1641 + 48	TO	1651 + 0	Mainline 8' Width
136	RT	1641 + 48	TO	1651 + 0	Mainline 8' Width
39	LT	1652 + 18	TO	1654 + 92	Mainline 8' Width
39	RT	1652 + 18	TO	1654 + 92	Mainline 8' Width
43	LT	1659 + 36	TO	1662 + 36	Mainline 8' Width
395	RT	1659 + 36	TO	1687 + 10	Mainline 8' Width
75	LT	1663 + 22	TO	1668 + 46	Mainline 8' Width
179	LT	1669 + 64	TO	1682 + 24	Mainline 8' Width
53	LT	1683 + 35	TO	1687 + 10	Mainline 8' Width
3492	TOTAL				

54213447 END SECTIONS, 12"

EACH		LOCATION	REMARKS
1	RT	1549 + 20	
1	TOTAL		

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
	PLOT DATE = Wed Dec 16 14:46:50 2009			*	110RS-4	WHITESIDE / 82 / 34
						CONTRACT NO. 64F44
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

SCHEDULE OF QUANTITIES

60100945 PIPE DRAINS, 12"

FOOT		LOCATION	REMARK'S
24	RT	1549 + 20	
24	TOTAL		

60900515 CONCRETE THRUST BLOCK

EACH		LOCATION	REMARK'S
1	RT	1549 + 20	PER HWY. STD. 6100001
1	TOTAL		

61000115 TYPE E INLET BOX, STANDARD 610001

EACH		LOCATION	REMARK'S
1	RT	1549 + 20	
1	TOTAL		

63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS

FOOT		LOCATION	REMARK'S
50	RT	1548 + 50.0 TO 1549 + 0.0	
1075	RT	1549 + 75.0 TO 1560 + 50.0	
1100	LT	1549 + 78.0 TO 1560 + 78.0	
150	LT	1547 + 54.0 TO 1549 + 4.0	
162.5	RT	1563 + 86.8 TO 1565 + 49.3	
187.5	RT	1565 + 49.3 TO 1567 + 11.8	NEW TAPER (SIGHT DISTANCE)
487.5	LT	1564 + 14.8 TO 1569 + 2.3	
3212.5	TOTAL		

63000005 STEEL PLATE BEAM GUARDRAIL, TYPE B

FOOT		LOCATION	REMARK'S
25	RT	1549 + 0.0 TO 1549 + 25.0	
25	RT	1549 + 50.0 TO 1549 + 75.0	
25	LT	1549 + 53.0 TO 1549 + 78.0	
25	LT	1549 + 4.0 TO 1549 + 28.0	
25	LT	1547 + 29.0 TO 1547 + 54.0	
25	LT	1546 + 78.0	ALONG AGNEW ROAD (NE QUAD)
150	TOTAL		

63000025 STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES

FOOT		LOCATION	REMARK'S
25	RT	1549 + 25.0 TO 1549 + 50.0	CASE IV
25	LT	1549 + 28.0 TO 1549 + 53.0	CASE IV
75	LT	1546 + 78.0 TO 1547 + 29.0	CASE IV / ON RADIUS (FOR TWO STRUCTURES)
125	TOTAL		

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

EACH		LOCATION	REMARK'S
1	RT	1560 + 50.0 TO 1560 + 93.8	AGNEW OVERPASS
1	LT	1560 + 77.9 TO 1561 + 21.6	AGNEW OVERPASS
1	RT	1563 + 43.0 TO 1563 + 86.8	AGNEW OVERPASS
1	LT	1563 + 70.0 TO 1564 + 14.8	AGNEW OVERPASS
4	TOTAL		

63100187 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

EACH		LOCATION	REMARK'S
1	RT	1548 + 0.0 TO 1548 + 50.0	NEAR AGNEW ROAD (SE QUAD)
1	LT	1548 + 78.0	AGNEW ROAD (NE QUAD)
1	RT	1567 + 11.8 TO 1567 + 61.8	ACCESS TO HARVEY ROAD
3	TOTAL		

63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED

EACH		LOCATION	REMARK'S
1	LT	1569 + 2.3 TO 1569 + 52.3	
1	TOTAL		

63200310 GUARDRAIL REMOVAL

FOOT		LOCATION	REMARK'S
1475	LT	1546 + 81 TO 1561 + 21	AGNEW RD. TO OVERPASS
1221	RT	1548 + 72 TO 1560 + 93	AGNEW RD. TO OVERPASS
361	RT	1563 + 44 TO 1567 + 6	OVERPASS TO HARVEY RD.
500	LT	1561 + 21 TO 1566 + 71	OVERPASS TO HARVEY RD.
3557	TOTAL		

63500105 DELINEATORS

EACH		LOCATION	REMARK'S
1	LT	1548 + 78.0	TRAFFIC BARRIER TERMINAL (AGNEW ROAD)
1	RT	1548 + 0.0	TRAFFIC BARRIER TERMINAL
1	RT	1567 + 61.8	TRAFFIC BARRIER TERMINAL
1	LT	1569 + 52.3	TRAFFIC BARRIER TERMINAL
4	TOTAL		

• FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:46:57 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE	82 / 35
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES

70300100 SHORT TERM PAVEMENT MARKING

FOOT		LOCATION				REMARK'S
128	CL	1504 + 69	TO	1511 + 7		Level Binder - Dbl. Yellow (Median)
128	CL	1504 + 69	TO	1511 + 7		Surface - Dbl. Yellow (Median)
57	CL	1511 + 7	TO	1513 + 91		Level Binder - Dbl. Yellow
57	CL	1511 + 7	TO	1513 + 91		Surface - Dbl. Yellow
80	CL	1514 + 94	TO	1518 + 93		Level Binder - Dbl. Yellow (Median)
80	CL	1514 + 94	TO	1518 + 93		Surface - Dbl. Yellow (Median)
28	CL	1518 + 93	TO	1520 + 35		Level Binder - Dbl. Yellow
28	CL	1518 + 93	TO	1520 + 35		Surface - Dbl. Yellow
328	CL	1520 + 35	TO	1553 + 13		Level Binder
328	CL	1520 + 35	TO	1553 + 13		Surface
80	CL	1553 + 13	TO	1561 + 8		Level Binder
80	CL	1553 + 13	TO	1561 + 8		Surface
251	CL	1563 + 57	TO	1588 + 66		Level Binder
251	CL	1563 + 57	TO	1588 + 66		Surface
83	CL	1588 + 66	TO	1591 + 83		Level Binder - Dbl. Yellow (Median)
83	CL	1588 + 66	TO	1591 + 83		Surface - Dbl. Yellow (Median)
199	CL	1593 + 27	TO	1603 + 24		Level Binder - Dbl. Yellow (Median)
199	CL	1593 + 27	TO	1603 + 24		Surface - Dbl. Yellow (Median)
256	CL	1603 + 24	TO	1616 + 2		Level Binder - Dbl. Yellow
256	CL	1603 + 24	TO	1616 + 2		Surface - Dbl. Yellow
34	CL	1616 + 2	TO	1617 + 70		Level Binder - Dbl. Yellow (Median)
34	CL	1616 + 2	TO	1617 + 70		Surface - Dbl. Yellow (Median)
134	LT	1617 + 70	TO	1631 + 11		Level Binder - Centerline Skips (WB)
134	LT	1617 + 70	TO	1631 + 11		Surface - Centerline Skips (WB)
100	RT	1621 + 11	TO	1631 + 11		Level Binder - Centerline Skips (EB)
100	RT	1621 + 11	TO	1631 + 11		Surface - Centerline Skips (EB)
MOLINE RD. LEG						
25	LT	499 + 50	TO	502 + 0		Level Binder - Centerline Skips (WB)
25	LT	499 + 50	TO	502 + 0		Surface - Centerline Skips (WB)
50	RT	496 + 87	TO	501 + 84		Level Binder - Centerline Skips (WB)
50	RT	496 + 87	TO	501 + 84		Surface - Centerline Skips (WB)
(I-88) LEG						
155	LT	0 + 96	TO	18 + 46		Level Binder - Centerline Skips (NB)
155	LT	0 + 96	TO	18 + 46		Surface - Centerline Skips (NB)
146	LT	19 + 45	TO	34 + 0		Level Binder - Centerline Skips (NB)
146	LT	19 + 45	TO	34 + 0		Surface - Centerline Skips (NB)
158	RT	1 + 11	TO	15 + 93		Level Binder - Centerline Skips (SB)
158	RT	1 + 11	TO	15 + 93		Surface - Centerline Skips (SB)
95	RT	19 + 95	TO	29 + 41		Level Binder - Centerline Skips (SB)
95	RT	19 + 95	TO	29 + 41		Surface - Centerline Skips (SB)
(US 30 to Como Rd.) LEG						
23	CL	1641 + 43	TO	1642 + 60		Level Binder - Dbl. Yellow (Median)
23	CL	1641 + 43	TO	1642 + 60		Surface - Dbl. Yellow (Median)
49	CL	1642 + 60	TO	1645 + 6		Level Binder - Dbl. Yellow (Median)
49	CL	1642 + 60	TO	1645 + 6		Surface - Dbl. Yellow (Median)
117	CL	1645 + 6	TO	1650 + 89		Level Binder
117	CL	1645 + 6	TO	1650 + 89		Surface
54	CL	1652 + 5	TO	1654 + 74		Level Binder
54	CL	1652 + 5	TO	1654 + 74		Surface
564	CL	1659 + 18	TO	1667 + 36		Level Binder
564	CL	1659 + 18	TO	1667 + 36		Surface

879	"Additional Areas determined by the Resident Engineer"					
	LEVEL BINDER AREA'S:					
18	LT	1514 + 39				Stop Bar at Emerson Rd.
20	RT	1592 + 41				Stop Bar Mathew Rd.
18	RT	1592 + 41				Stop Bar Mathew Rd.
13	LT	1631 + 0				Stop Bar (EB) US 30
24	RT	1631 + 11				Stop Bar Thru Lanes (I-88)
13	RT	501 + 84				Stop Bar Moline Rd. (EB)
18	RT	502 + 0				Stop Bar Moline Rd. to I-88 Ramps
18	LT	0 + 81				Stop Bar I-88 to US 30 (EB)
28	LT	0 + 86				Stop Bar US 30 (WB)
13	RT	1 + 17				Stop Bar Lt. Turn for Moline Rd. (WB)
40	LT	1633 + 8				Stop Bar Lt. Turn I-88 Ramps/ Moline Rd. Thru Lanes
18	LT	1633 + 0				Stop Bar Rt. Turn US 30 (EB)
	SURFACE AREA'S:					
18	LT	1514 + 39				Stop Bar at Emerson Rd.
20	RT	1592 + 41				Stop Bar Mathew Rd.
18	RT	1592 + 41				Stop Bar Mathew Rd.
13	LT	1631 + 0				Stop Bar (EB) US 30
24	RT	1631 + 11				Stop Bar Thru Lanes (I-88)
13	RT	501 + 84				Stop Bar Moline Rd. (EB)
18	RT	502 + 0				Stop Bar Moline Rd. to I-88 Ramps
18	LT	0 + 81				Stop Bar I-88 to US 30 (EB)
28	LT	0 + 86				Stop Bar US 30 (WB)
13	RT	1 + 17				Stop Bar Lt. Turn for Moline Rd. (WB)
40	LT	1633 + 8				Stop Bar Lt. Turn I-88 Ramps/ Moline Rd. Thru Lanes
18	LT	1633 + 0				Stop Bar Rt. Turn US 30 (EB)
SHOULDER STRIPING						
52	LT	1547 + 30	TO	1560 + 21		45 degree diagonals - Level Binder
52	LT	1547 + 30	TO	1560 + 21		45 degree diagonals - Surface
52	RT	1547 + 81	TO	1560 + 0		45 degree diagonals - Level Binder
52	RT	1547 + 81	TO	1560 + 0		45 degree diagonals - Surface
28	LT	1563 + 66	TO	1569 + 87		45 degree diagonals - Level Binder
28	LT	1563 + 66	TO	1569 + 87		45 degree diagonals - Surface
20	RT	1563 + 44	TO	1568 + 2		45 degree diagonals - Level Binder
20	RT	1563 + 44	TO	1568 + 2		45 degree diagonals - Surface
0						
100	LT	1587 + 44	TO	1612 + 27		45 degree diagonals - Level Binder
100	LT	1587 + 44	TO	1612 + 27		45 degree diagonals - Surface
20	RT	1587 + 72	TO	1592 + 10		45 degree diagonals - Level Binder
20	RT	1587 + 72	TO	1592 + 10		45 degree diagonals - Surface
84	RT	1594 + 52	TO	1615 + 30		45 degree diagonals - Level Binder
84	RT	1594 + 52	TO	1615 + 30		45 degree diagonals - Surface
76	LT	1612 + 79	TO	1631 + 0		45 degree diagonals - Level Binder
76	LT	1612 + 79	TO	1631 + 0		45 degree diagonals - Surface
60	RT	1616 + 0	TO	1631 + 0		45 degree diagonals - Level Binder
60	RT	1616 + 0	TO	1631 + 0		45 degree diagonals - Surface
48	LT	1619 + 66	TO	1631 + 28		Yellow - 45 degree diagonals - Level Binder
48	LT	1619 + 66	TO	1631 + 28		Yellow - 45 degree diagonals - Surface
44	RT	1619 + 66	TO	1630 + 0		Yellow - 45 degree diagonals - Level Binder
44	RT	1619 + 66	TO	1630 + 0		Yellow - 45 degree diagonals - Surface
Moline Rd. Leg						
NW Radius	8					45 degree diagonals - Level Binder
NW Radius	8					45 degree diagonals - Surface
	24	495 + 55	TO	501 + 34		45 degree diagonals - Level Binder
	24	495 + 55	TO	501 + 34		45 degree diagonals - Surface
	24	495 + 55	TO	500 + 79		45 degree diagonals - Level Binder
	24	495 + 55	TO	500 + 79		45 degree diagonals - Surface
SW Radius	12					45 degree diagonals - Level Binder
SW Radius	12					45 degree diagonals - Surface

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:06 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION
				*	110RS-4
				COUNTY	TOTAL SHEETS
				WHITESIDE	82
				SHEET NO.	36
				CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES

I-88 Leg								
	18	LT	0	+ 45	TO	3	+ 83	Yellow - 45 degree diagonals - Level Binder
	19	LT	0	+ 45	TO	3	+ 83	Yellow - 45 degree diagonals - Surface
	8	RT	0	+ 71	TO	2	+ 34	Yellow - 45 degree diagonals - Level Binder
	8	RT	0	+ 71	TO	2	+ 34	Yellow - 45 degree diagonals - Surface
	52	LT	3	+ 83	TO	16	+ 51	Yellow - 45 degree diagonals - Level Binder
	52	LT	3	+ 83	TO	16	+ 51	Yellow - 45 degree diagonals - Surface
	60	RT	2	+ 34	TO	16	+ 88	Yellow - 45 degree diagonals - Level Binder
	60	RT	2	+ 34	TO	16	+ 88	Yellow - 45 degree diagonals - Surface
	100	LT	19	+ 54	TO	43	+ 56	Yellow - 45 degree diagonals - Level Binder
	100	LT	19	+ 54	TO	43	+ 56	Yellow - 45 degree diagonals - Surface
	98	RT	19	+ 90	TO	43	+ 56	Yellow - 45 degree diagonals - Level Binder
	98	RT	19	+ 90	TO	43	+ 56	Yellow - 45 degree diagonals - Surface
SB Lane								
	64	RT	1	+ 56	TO	16	+ 93	45 degree diagonals - Level Binder
	64	RT	1	+ 56	TO	16	+ 93	45 degree diagonals - Surface
	60	RT	19	+ 90	TO	34	+ 57	45 degree diagonals - Level Binder
	60	RT	19	+ 90	TO	34	+ 57	45 degree diagonals - Surface
	36	RT	34	+ 57	TO	43	+ 56	45 degree diagonals - Level Binder
	36	RT	34	+ 57	TO	43	+ 56	45 degree diagonals - Surface
	20	RT	34	+ 57	TO	41	+ 35	Yellow - 45 degree diagonals - Level Binder
	20	RT	34	+ 57	TO	41	+ 35	Yellow - 45 degree diagonals - Surface
	20	RT	34	+ 57	TO	41	+ 35	45 degree diagonals - Level Binder
	20	RT	34	+ 57	TO	41	+ 35	45 degree diagonals - Surface
NB Lane								
	60	LT	1	+ 40	TO	16	+ 40	45 degree diagonals - Level Binder
	60	LT	1	+ 40	TO	16	+ 40	45 degree diagonals - Surface
	76	LT	19	+ 35	TO	38	+ 0	45 degree diagonals - Level Binder
	76	LT	19	+ 35	TO	38	+ 0	45 degree diagonals - Surface
	24	LT	38	+ 0	TO	43	+ 56	45 degree diagonals - Level Binder
	24	LT	38	+ 0	TO	43	+ 56	45 degree diagonals - Surface
	24	LT	38	+ 0	TO	43	+ 56	Yellow - 45 degree diagonals - Level Binder
	24	LT	38	+ 0	TO	43	+ 56	Yellow - 45 degree diagonals - Surface
	24	LT	38	+ 0	TO	43	+ 56	45 degree diagonals - Level Binder
	24	LT	38	+ 0	TO	43	+ 56	45 degree diagonals - Surface
I-88 (EB) off Ramp								
	104	RT						45 degree diagonals - Level Binder
	104	RT						45 degree diagonals - Surface
	104	LT						Yellow - 45 degree diagonals - Level Binder
	104	LT						Yellow - 45 degree diagonals - Surface
I-88 (WB) on Ramp								
	80	RT						45 degree diagonals - Level Binder
	80	RT						45 degree diagonals - Surface
	80	LT						Yellow - 45 degree diagonals - Level Binder
	80	LT						Yellow - 45 degree diagonals - Surface
SE Radius	12							45 degree diagonals - Level Binder
SE Radius	12							45 degree diagonals - Surface
NE Radius	12							45 degree diagonals - Level Binder
NE Radius	12							45 degree diagonals - Surface
US 30 to Como Rd. Leg								
	48	LT	1634	+ 18	TO	1645	+ 43	45 degree diagonals - Level Binder
	48	LT	1634	+ 18	TO	1645	+ 43	45 degree diagonals - Surface
	48	RT	1634	+ 45	TO	1646	+ 6	45 degree diagonals - Level Binder
	48	RT	1634	+ 45	TO	1646	+ 6	45 degree diagonals - Surface
	11280	TOTAL						

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:14 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION
				*	110RS-4
				FED. ROAD DIST. NO.	ILLINOIS

COUNTY	TOTAL SHEETS	SHEET NO.
WHITESIDE	82	37
CONTRACT NO. 64F44		
FED. AID PROJECT		

SCHEDULE OF QUANTITIES

70301000 WORKZONE PAVEMENT MARKING REMOVAL

SQ FT		LOCATION			REMARK'S
42	CL	1504 + 69	TO	1511 + 7	Surface - Dbl. Yellow (Median)
19	CL	1511 + 7	TO	1513 + 91	Surface - Dbl. Yellow
27	CL	1514 + 94	TO	1518 + 93	Surface - Dbl. Yellow (Median)
9	CL	1518 + 93	TO	1520 + 35	Surface - Dbl. Yellow
109	CL	1520 + 35	TO	1553 + 13	Surface
26	CL	1553 + 13	TO	1561 + 8	Surface
84	CL	1563 + 57	TO	1588 + 66	Surface
21	CL	1588 + 66	TO	1591 + 83	Surface - Dbl. Yellow (Median)
66	CL	1593 + 27	TO	1603 + 24	Surface - Dbl. Yellow (Median)
65	CL	1603 + 24	TO	1616 + 2	Surface - Dbl. Yellow
11	CL	1616 + 2	TO	1617 + 70	Surface - Dbl. Yellow (Median)
45	LT	1617 + 70	TO	1631 + 11	Surface - Centerline Skips (WB)
33	RT	1621 + 11	TO	1631 + 11	Surface - Centerline Skips (EB)
MOLINE RD. LEG					
8	LT	499 + 50	TO	502 + 0	Surface - Centerline Skips (WB)
17	RT	496 + 87	TO	501 + 84	Surface - Centerline Skips (WB)
(I-88) LEG					
52	LT	0 + 96	TO	16 + 46	Surface - Centerline Skips (NB)
48	LT	19 + 45	TO	34 + 0	Surface - Centerline Skips (NB)
53	RT	1 + 11	TO	16 + 93	Surface - Centerline Skips (SB)
32	RT	19 + 95	TO	29 + 41	Surface - Centerline Skips (SB)
(US 30 to Como Rd.) LEG					
8	CL	1641 + 43	TO	1642 + 60	Surface - Dbl. Yellow (Median)
16	CL	1642 + 60	TO	1645 + 6	Surface - Dbl. Yellow (Median)
39	CL	1645 + 6	TO	1650 + 89	Surface
18	CL	1652 + 5	TO	1654 + 74	Surface
186	CL	1659 + 18	TO	1667 + 36	Surface
226	*Additional Areas determined by the Resident Engineer*				
36	LT	1514 + 39			Stop Bar at Emerson Rd.
40	RT	1592 + 41			Stop Bar Mathew Rd.
36	RT	1592 + 41			Stop Bar Mathew Rd.
26	LT	1631 + 0			Stop Bar (EB) US 30
48	RT	1631 + 11			Stop Bar Thru Lanes (I-88)
26	RT	501 + 84			Stop Bar Moline Rd. (EB)
36	RT	502 + 0			Stop Bar Moline Rd. to I-88 Ramps
38	LT	0 + 81			Stop Bar I-88 to US 30 (EB)
52	LT	0 + 98			Stop Bar US 30 (WB)
28	RT	1 + 17			Stop Bar Lt. Turn for Moline Rd. (WB)
80	LT	1633 + 8			Stop Bar Lt. Turn I-88 Ramps/ Moline Rd. Thru Lanes
36	LT	1633 + 9			Stop Bar Rt. Turn US 30 (EB)
SHOULDER STRIPING					
17	LT	1547 + 30	TO	1560 + 21	45 degree diagonals - Surface
17	RT	1547 + 81	TO	1560 + 0	45 degree diagonals - Surface
9	LT	1563 + 66	TO	1569 + 87	45 degree diagonals - Surface
7	RT	1563 + 44	TO	1566 + 2	45 degree diagonals - Surface
33	LT	1587 + 44	TO	1612 + 27	45 degree diagonals - Surface
7	RT	1587 + 72	TO	1592 + 10	45 degree diagonals - Surface
28	RT	1594 + 52	TO	1615 + 30	45 degree diagonals - Surface
25	LT	1612 + 79	TO	1631 + 0	45 degree diagonals - Surface
20	RT	1616 + 0	TO	1631 + 0	45 degree diagonals - Surface
16	LT	1619 + 66	TO	1631 + 28	Yellow - 45 degree diagonals - Surface
15	RT	1619 + 66	TO	1630 + 0	Yellow - 45 degree diagonals - Surface
Moline Rd. Leg					
NW Radius 3					45 degree diagonals - Surface
8		495 + 55	TO	501 + 34	45 degree diagonals - Surface
8		495 + 55	TO	500 + 79	45 degree diagonals - Surface
SW Radius 4					45 degree diagonals - Surface

I-88 Leg					
5	LT	0 + 45	TO	3 + 83	Yellow - 45 degree diagonals - Surface
3	RT	0 + 71	TO	2 + 34	Yellow - 45 degree diagonals - Surface
17	LT	3 + 83	TO	16 + 51	Yellow - 45 degree diagonals - Surface
20	RT	2 + 34	TO	16 + 86	Yellow - 45 degree diagonals - Surface
33	LT	19 + 54	TO	43 + 56	Yellow - 45 degree diagonals - Surface
32	RT	19 + 90	TO	43 + 56	Yellow - 45 degree diagonals - Surface
SB Lane					
21	RT	1 + 56	TO	16 + 96	45 degree diagonals - Surface
20	RT	19 + 90	TO	34 + 57	45 degree diagonals - Surface
12	RT	34 + 57	TO	43 + 56	45 degree diagonals - Surface
7	RT	34 + 57	TO	41 + 35	Yellow - 45 degree diagonals - Surface
7	RT	34 + 57	TO	41 + 35	45 degree diagonals - Surface
NB Lane					
20	LT	1 + 40	TO	16 + 40	45 degree diagonals - Surface
25	LT	19 + 35	TO	38 + 0	45 degree diagonals - Surface
8	LT	38 + 0	TO	43 + 56	45 degree diagonals - Surface
8	LT	38 + 0	TO	43 + 56	Yellow - 45 degree diagonals - Surface
8	LT	38 + 0	TO	43 + 56	45 degree diagonals - Surface
I-88 (EB) off Ramp					
35	RT				45 degree diagonals - Surface
35	LT				Yellow - 45 degree diagonals - Surface
I-88 (WB) on Ramp					
27	RT				45 degree diagonals - Surface
27	LT				Yellow - 45 degree diagonals - Surface
SE Radius 4					45 degree diagonals - Surface
NE Radius 4					45 degree diagonals - Surface
US 30 to Como Rd. Leg					
16	LT	1634 + 18	TO	1645 + 43	45 degree diagonals - Surface
16	RT	1634 + 45	TO	1648 + 6	45 degree diagonals - Surface
2386	TOTAL				

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:20 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE. * / SECTION 110RS-4 / COUNTY WHITESIDE / TOTAL SHEETS 82 / SHEET NO. 38 CONTRACT NO. 64F44 FED. ROAD DIST. NO. / ILLINOIS / FED. AID PROJECT	

SCHEDULE OF QUANTITIES

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS

SQ FT		LOCATION	REMARK'S
15.6	RT	1511 + 89	Lt. Turn Arrow (Emerson Rd.)
15.6	RT	1513 + 42	Lt. Turn Arrow (Emerson Rd.)
15.6	RT	1592 + 41	Lt. Turn Arrow (Mathew Rd. US30 (WB))
15.6	RT	1592 + 41	Rt. Turn Arrow (Mathew Rd. US30 (EB))
15.6	LT	1593 + 58	Lt. Turn Arrow (Mathew Rd.)
15.6	LT	1595 + 33	Lt. Turn Arrow (Mathew Rd.)
15.6	LT	1597 + 12	Lt. Turn Arrow (Mathew Rd.)
15.6	LT	1525 + 80	Lt. Turn Arrow (US 30 (EB))
15.6	LT	1827 + 51	Lt. Turn Arrow (US 30 (EB))
15.6	LT	1829 + 21	Lt. Turn Arrow (US 30 (EB))
15.6	LT	1830 + 79	Lt. Turn Arrow (US 30 (EB))
15.6	RT	1 + 31	Lt. Turn Arrow (Moline Rd. (WB))
15.6	RT	2 + 79	Lt. Turn Arrow (Moline Rd. (WB))
15.6	RT	4 + 32	Lt. Turn Arrow (Moline Rd. (WB))
15.6	RT	5 + 75	Lt. Turn Arrow (Moline Rd. (WB))
15.6	LT	1 + 28	Rt. Turn Arrow (US 30 (EB) from I-88
15.6	LT	3 + 25	Rt. Turn Arrow (US 30 (EB) from I-88
15.6	LT	3 + 51	Rt. Turn Arrow (US 30 (EB) from I-88
15.6	LT	1633 + 23	Lt. Turn Arrow (I-88 Ramps)
15.6	LT	1634 + 31	Lt. Turn Arrow (I-88 Ramps)
15.6	LT	1535 + 36	Lt. Turn Arrow (I-88 Ramps)
327.6	TOTAL		

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

FOOT		LOCATION			REMARK'S
US 30 to Moline Rd. Interc.					
80	CL	1504 + 69	TO	1505 + 9	Dbl. Yellow
839	LT	1504 + 69	TO	1513 + 8	White Edge Line
1110	RT	1504 + 69	TO	1515 + 79	White Edge Line
1382	LT/RT	1505 + 9	TO	1511 + 7	Outside Median Lines (Emerson Rd.)
1382	LT/RT	1505 + 9	TO	1511 + 7	Inside Median Lines (Emerson Rd.)
568	CL	1511 + 7	TO	1513 + 91	Dbl. Yellow
196	LT	1513 + 8	TO	1514 + 78	White Edge Line Radius (Emerson Rd.)
115	LT	1515 + 16	TO	1515 + 79	White Edge Line Radius (Emerson Rd.)
908	LT/RT	1514 + 94	TO	1518 + 93	Outside Median Lines (Emerson Rd.)
905	LT/RT	1514 + 94	TO	1518 + 93	Inside Median Lines (Emerson Rd.)
2924	LT	1515 + 79	TO	1545 + 3	White Edge Line (Emerson Rd. to Agnew Rd.)
3067	RT	1515 + 79	TO	1545 + 46	White Edge Line (Emerson Rd. to Agnew Rd.)
284	CL	1518 + 93	TO	1520 + 35	Dbl. Yellow
217	LT	1520 + 35	TO	1522 + 52	No passing line (WB)
551	RT	1520 + 35	TO	1542 + 40	Passing Lane - Skips (EB)
1073	RT	1542 + 40	TO	1553 + 13	No passing line (EB)
1387	LT	1546 + 87	TO	1550 + 74	White Edge Line (Agnew Rd. to Agnew Overpass)
1297	RT	1547 + 59	TO	1560 + 56	White Edge Line (Agnew Rd. to Agnew Overpass)
268	LT	1542 + 40	TO	1553 + 13	Passing Lane - Skips (WB)
1590	CL	1553 + 13	TO	1561 + 8	Dbl. Yellow
2774	LT	1563 + 26	TO	1591 + 0	White Edge Line (Agnew Overpass to Mathew Rd.)
445	RT	1563 + 10	TO	1567 + 55	White Edge Line (Agnew Overpass to Harvey Rd. Access)
5018	CL	1563 + 57	TO	1588 + 56	Dbl. Yellow
2186	RT	1589 + 48	TO	1591 + 34	White Edge Line (Harvey Rd. Access to Mathew Rd.)
693	LT/RT	1588 + 56	TO	1591 + 83	Outside Median Lines (Mathew Rd.)
691	LT/RT	1588 + 56	TO	1591 + 83	Inside Median Lines (Mathew Rd.)
187	RT	1591 + 34			White Edge Line (Mathew Rd. Radius)
240	RT	1594 + 52			White Edge Line (Mathew Rd. Radius)
4011	LT	1591 + 0	TO	1631 + 11	White Edge Line (Mathew Rd. to Intersection of US 30/ Moline Rd.)
2054	LT/RT	1593 + 27	TO	1603 + 24	Outside Median Lines (Mathew Rd.)
2052	LT/RT	1593 + 27	TO	1603 + 24	Inside Median Lines (Mathew Rd.)
3701	RT	1594 + 10	TO	1631 + 11	White Edge Line (Mathew Rd. to Intersection of US 30/ Moline Rd.)
289	RT	1592 + 41			Outside Median Lines (Mathew Rd.)
289	RT	1592 + 41			Inside Median Lines (Mathew Rd.)
2555	CL	1603 + 24	TO	1616 + 2	Dbl. Yellow
460	LT/RT	1616 + 2	TO	1617 + 70	Outside Median Lines
340	LT/RT	1617 + 70	TO	1617 + 70	Inside Median Lines
335	RT	1617 + 70	TO	1631 + 11	Centerline Skips (EB)
250	LT	1621 + 11	TO	1631 + 11	Centerline Skips (WB)
1341	LT	1617 + 70	TO	1631 + 11	(WB) US 30 Yellow -Edge Line
814	RT	1617 + 70	TO	1623 + 84	(EB) US 30 Yellow -Edge Line
770	RT	1623 + 84	TO	1631 + 0	(EB US 30) Yellow -- Lt. Turn Edge Line
312	LT	1627 + 99	TO	1631 + 11	White Edge Line -- (US 30 (EB))
312	RT	1627 + 99	TO	1631 + 11	Yellow Edge Line -- (I-88) Thru Lanes
42	LT/RT	1631 + 11			Yellow Median Nose -- (US 30 (EB)/ (I-88) Thru Lanes)
140	LT	1631 + 11	TO	1634 + 14	White Edge Line Radius (NE Quad)
MOLINE RD. LEG					
464	LT/RT	495 + 55	TO	497 + 55	Outside Median Lines (Moline Rd.)
307	LT/RT	495 + 55	TO	497 + 55	Inside Median Lines (Moline Rd.)
63	LT	499 + 50	TO	502 + 0	Centerline Skips (WB)
124	RT	496 + 87	TO	501 + 84	Centerline Skips (EB)
956	LT/RT	497 + 55	TO	502 + 0	Outside Raised Median Lines (Moline Rd.)
377	LT	497 + 55	TO	501 + 32	White Edge Line (WB) Moline Rd.
125	LT	501 + 32			White Edge Line Radius (NW QUAD)
343	RT	497 + 55	TO	500 + 98	White Edge Line (EB) Moline Rd.
210	RT	500 + 98			White Edge Line Radius (SW QUAD)

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:29 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				*	11ORS-4	WHITESIDE	82 / 39
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES

(I-88) LEG

FOOT		LOCATION			REMARK'S
388	LT	0 + 96	TO	16 + 46	Centerline Skips (NB)
364	LT	19 + 45	TO	34 + 0	Centerline Skips (NB)
101	RT	1 + 0	TO	1 + 11	Painted Island Infront of Conc. Median
1577	RT	1 + 11	TO	16 + 88	Yellow Edge Line
1494	RT	2 + 4	TO	16 + 98	White Edge Line
396	RT	1 + 11	TO	16 + 93	Center line Skips (SB)
240	LT	1 + 93	TO	1634 + 14	White Edge Line Radius (SE Quad)
474	LT	1 + 93	TO	8 + 67	White Edge Line (NB)
973	LT	5 + 67	TO	16 + 40	White Edge Line (NB)
2421	LT	19 + 35	TO	43 + 58	White Edge Line (NB)
816	LT	8 + 35	TO	16 + 51	Yellow Edge Line (NB)
2402	LT	19 + 54	TO	43 + 56	Yellow Edge Line (NB)
2368	RT	19 + 90	TO	43 + 58	Yellow Edge Line (SB)
237	RT	19 + 95	TO	29 + 41	Centerline Skips (SB)
2135	RT	20 + 0	TO	41 + 35	White Edge Line (SB)
1032	RT	29 + 41	TO	34 + 57	Painted Gore Area (Between I-88 EB/WB)
500	RT		TO	41 + 35	Ramp "A" Yellow Edge Line
800	LT	34 + 0	TO	38 + 0	Painted Gore Area (Between I-88 Off Ramps)
899	RT	34 + 57	TO	43 + 56	White Edge Line (SB)
2284	LT	I-88	TO	43 + 56	Ramp "D" Yellow Edge Line
3424	LT	I-88	TO	43 + 56	Ramp "D" White Edge Line

(US 30 to Como Rd.) LEG

FOOT		LOCATION			REMARK'S
1691	LT/RT	1633 + 0	TO	1642 + 80	Yellow Edge Line Around Raised Median
238	LT	1633 + 8	TO	1642 + 80	Center lane skips (WB)
123	RT	1633 + 55	TO	1638 + 45	Center lane skips (EB)
1675	LT	1634 + 14	TO	1650 + 89	White Edge Line
1675	RT	1634 + 14	TO	1650 + 89	White Edge Line
830	LT/RT	1642 + 80	TO	1645 + 6	Outside Median Lines
630	LT/RT	1642 + 80	TO	1645 + 6	Inside Median Lines
1166	CL	1645 + 6	TO	1650 + 89	Dbl. Yellow
538	CL	1652 + 5	TO	1654 + 74	Dbl. Yellow
269	LT	1652 + 5	TO	1654 + 74	White Edge Line
269	RT	1652 + 5	TO	1654 + 74	White Edge Line
266	CL	1659 + 16	TO	1660 + 51	Dbl. Yellow
336	LT	1659 + 16	TO	1662 + 64	White Edge Line
2816	RT	1659 + 16	TO	1687 + 36	White Edge Line
671	CL	1660 + 51	TO	1687 + 36	Centerline Skips
2427	LT	1663 + 9	TO	1687 + 36	White Edge Line
95048	TOTAL				

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

FOOT		LOCATION			REMARK'S
237	RT	1511 + 54	TO	1513 + 91	Turn Bay Line - Lt. Turn for Emerson Rd.
142	LT	1513 + 91	TO	1514 + 50	Painted Island (Emerson Rd.)
115	LT	1514 + 77	TO	1515 + 7	Painted Island (Emerson Rd.)
325	RT	1592 + 63	TO	1593 + 37	Painted Island (Mathew Rd.)
463	LT	1593 + 27	TO	1597 + 90	Turn Bay Line - Lt. Turn for Mathew Rd.
484	RT	1625 + 54	TO	1627 + 99	Painted Island (US 30 (EB)/I-88)
110	RT	0 + 67			Painted Island SW Quad (Moline Rd)
360	LT	4 + 23	TO	5 + 98	Painted Island Lt. Turn Moline Rd. / (WB) US 30
250	LT	1 + 1	TO	3 + 51	Rt. Turn Bay Line (US 30 (EB))
132	LT	0 + 65	TO	1 + 1	Painted Island SE Quad (Moline Rd)
108	LT	1632 + 87	TO	1633 + 13	Painted Island NE Quad (Moline Rd)
251	LT	1633 + 8	TO	1635 + 59	Lt. Turn Bay Line (I-88 Ramps)
2977	TOTAL				

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

FOOT		LOCATION			REMARK'S
208	LT/RT	1505 + 9	TO	1513 + 91	Yellow - Median Diagonals (Emerson Rd.)
134	LT/RT	1514 + 94	TO	1518 + 83	Yellow - Median Diagonals (Emerson Rd.)
94	LT	1513 + 91	TO	1514 + 50	White -Painted Island Diagonals(Emerson Rd.)
87	LT	1514 + 77	TO	1505 + 7	White -Painted Island Diagonals(Emerson Rd.)
128	LT/RT	1588 + 66	TO	1591 + 83	Yellow -Painted Island Diagonals(Mathew Rd.)
184	RT	1592 + 63	TO	1593 + 37	White -Painted Island Diagonals(Mathew Rd.)
209	LT/RT	1593 + 27	TO	1603 + 24	Yellow -Painted Island Diagonals(Mathew Rd.)
46	RT	1592 + 41			Yellow -Painted Island Diagonals(Mathew Rd.)
21	LT/RT	1616 + 2	TO	1617 + 70	Yellow -Painted Island Diagonals(near Agri-service)
94	LT/RT	495 + 55	TO	497 + 55	Yellow -Painted Island Diagonals(Moline Rd - West Leg)
105	RT	1625 + 54	TO	1627 + 99	White -Painted Island Diagonals(US 30 (EB)/I-88)
64	LT/RT	1642 + 80	TO	1645 + 6	Yellow -Painted Island Diagonals(US 30 (EB) to Como Road Leg)
108	RT	0 + 67			Painted Island Diagonals SW Quad (Moline Rd)
113	RT	4 + 23	TO	5 + 98	Painted Island Diagonals Lt. Turn Moline Rd. / (WB) US 30
126	LT	0 + 65	TO	1 + 1	Painted Island Diagonals SE Quad (Moline Rd)
106	LT	1632 + 87	TO	1633 + 13	Painted Island Diagonals NE Quad (Moline Rd)
1827	TOTAL				

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

FOOT		LOCATION		REMARK'S
18	LT	1514 + 39		Stop Bar at Emerson Rd.
20	RT	1592 + 41		Stop Bar Mathew Rd.
18	RT	1592 + 41		Stop Bar Mathew Rd.
13	LT	1631 + 0		Stop Bar (EB) US 30
24	RT	1631 + 11		Stop Bar Thru Lanes (I-88)
13	RT	501 + 84		Stop Bar Moline Rd. (EB)
18	RT	502 + 0		Stop Bar Moline Rd. to I-88 Ramps
18	LT	0 + 81		Stop Bar I-88 to US 30 (EB)
28	LT	0 + 96		Stop Bar US 30 (WB)
13	RT	1 + 17		Stop Bar Lt. Turn for Moline Rd. (WB)
40	LT	1633 + 8		Stop Bar Lt. Turn I-88 Ramps/ Moline Rd. Thru Lanes
18	LT	1633 + 0		Stop Bar Rt. Turn US 30 (EB)
239	TOTAL			

78001110 PAINT PAVEMENT MARKING - LINE 4"

FOOT		LOCATION			REMARK'S
498	CL	1561 + 8	TO	1563 + 57	Dbl. Yellow – Agnew Overpass (Bare Concrete Bridge Deck)
254	RT	1560 + 56	TO	1563 + 10	White Edge Line (Agnew Rd. to Agnew Overpass)
252	LT	1560 + 74	TO	1563 + 26	White Edge Line (Agnew Rd. to Agnew Overpass)
295	LT	18 + 40	TO	19 + 35	Yellow Edge Line (Bridge over Elkhorn Creek)
303	LT	16 + 51	TO	19 + 54	White Edge Line (Bridge Over Elkhorn Creek)
75	LT	16 + 46	TO	19 + 45	Centerline Skips (Bridge Over Elkhorn Creek)
302	RT	16 + 88	TO	19 + 90	Yellow Edge Line (Bridge over Elkhorn Creek)
302	RT	16 + 98	TO	20 + 0	White Edge Line (Bridge Over Elkhorn Creek)
76	RT	16 + 93	TO	19 + 95	Centerline Skips (Bridge Over Elkhorn Creek)
232	CL	1650 + 89	TO	1652 + 5	Dbl. Yellow – Bridge Deck
888	CL	1654 + 74	TO	1659 + 18	Dbl. Yellow – Bridge over Elkhorn Creek
116	LT	1650 + 89	TO	1652 + 5	White Edge Line (Bridge Deck)
116	RT	1650 + 89	TO	1652 + 5	White Edge Line (Bridge Deck)
444	LT	1654 + 74	TO	1659 + 18	White Edge Line (Bridge Over Elkhorn Creek)
444	RT	1654 + 74	TO	1659 + 18	White Edge Line (Bridge Over Elkhorn Creek)
4598	SUB-TOTAL				
9193	TOTAL (2 Applications)				

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:36 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE	82 / 40
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES

78100100 RAISED REFLECTIVE PAVEMENT MARKERS

EACH		LOCATION					REMARK'S
		One-way Amber					
36	LT/RT	1505 + 9	TO	1511 + 7			Painted Median (W. of Emerson Rd.)
35	LT/RT	1514 + 94	TO	1518 + 93			Painted Median (E. of Emerson Rd.)
24	LT/RT	1588 + 56	TO	1591 + 83			Painted Median (W. of Mathew Rd.)
11	RT	1592 + 41	TO	0 + 0			Painted Median (on Mathew Rd.)
40	LT/RT	1593 + 27	TO	1603 + 24			Painted Median (E. of Mathew Rd.)
20	LT/RT	1616 + 2	TO	1618 + 97			Painted Median/ Corrugated Median near Int. US30/Moline Rd.
19	LT	1623 + 84	TO	1631 + 11			Lt. Turn Bay Line (EB) US 30
Intersection to I-88 Ramps							
19	LT	1 + 0	TO	6 + 35			Lt. Turn Bay Line (WB) Moline Rd.
75	LT	6 + 70	TO	25 + 92			Edge Line Markers at 40' o.c.
36	RT	29 + 41	TO	43 + 56			Edge Line Markers - Gore Area to Bridge (EB) I-88 ON Ramp
35	RT	29 + 41	TO	41 + 56			Edge Line Markers - Gore Area to Bridge (WB) I-88 ON Ramp
Ramp "D"							
75	RT	0 + 0	TO	25 + 92			Edge Line markers
Moline Rd. Leg							
12	LT/RT	495 + 55	TO	497 + 55			Painted Median (Moline Rd. Leg)
US 30 to Como Rd. Leg							
30	LT/RT	1642 + 60	TO	1645 + 6			Raised Medains to End of Painted Medain
467		SUB-TOTAL (ONE WAY AMBER)					
		Two-way Amber					
18	LT/RT	1511 + 7	TO	1513 + 91			Painted Median (W. of Emerson Rd.)
54	CL	1518 + 93	TO	1581 + 8			Centerline from Painted Median to Agnew Overpass
32	CL	1583 + 57	TO	1588 + 68			Centerline from Agnew Overpass to Painted Median (Mathew Rd.)
24	CL	1593 + 27	TO	1597 + 90			Painted Median (E. of Mathew Rd.)
15	CL	1603 + 24	TO	1616 + 2			Centerline from Painted Median to Painted Median/Corrugated Median
US 30 to Como Rd. Leg							
53	CL	1645 + 6	TO	1687 + 36			Centerline from Painted Median to End of Job
195		SUB-TOTAL (TWO WAY AMBER)					
		One-way Crystal					
6	RT	1511 + 54	TO	1513 + 91			Turn Bay Line - Lt. Turn for Emerson Rd.
5	RT	1592 + 41	TO	0 + 0			Turn Bay Line (on Mathew Rd.)
12	LT	1593 + 27	TO	1597 + 90			Turn Bay Line (Lt. Turn for Mathew Rd.)
17	RT	1617 + 70	TO	1631 + 11			Centerline Thru Lanes (SB to I-88 Ramps)
13	LT	1621 + 11	TO	1631 + 11			Centerline Thru Lanes (WB) US 30
18	RT	1625 + 54	TO	1627 + 99			Painted Island (EB) US 30
Moline Rd. Leg							
4	LT	499 + 50	TO	502 + 0			Centerline Thru Lanes (WB) Moline Rd.
7	RT	496 + 67	TO	501 + 84			Centerline Thru Lanes (EB) Moline Rd.
Intersection to I-88 Ramps							
47	LT	0 + 96	TO	36 + 0			Centerline Thru Lanes (NB)
6	LT	1 + 1	TO	3 + 51			Rt. Turn Bay Line (EB) US 30
38	RT	1 + 11	TO	29 + 41			Centerline Thru Lanes (SB) to Gore Area
14	LT	4 + 23	TO	5 + 98			Painted Island prior to Raised Median (Moline rd.)
50	RT	29 + 41	TO	43 + 56			Gore Area to Bridge (EB) I-88 ON Ramp
45	RT	29 + 41	TO	41 + 56			Gore Area to Bridge (WB) I-88 ON Ramp
Ramp "D"							
9	LT	0 + 0	TO	5 + 70			Gore Area along I-88 (WB)
90	RT	0 + 0	TO	25 + 92			Edge Line markers
US 30 to Como Rd. Leg							
13		1633 + 55	TO	1636 + 45			Centerline Thru Lanes (EB)
24		1633 + 6	TO	1642 + 60			Centerline Thru Lanes (WB)
7		1633 + 6	TO	1635 + 59			Lt. Turn Bay Line (I-88 Ramps)
424		SUB-TOTAL (ONE WAY CRYSTAL)					
1086		TOTAL					

78200410 GUARDRAIL MARKERS, TYPE A

EACH		LOCATION			REMARK'S
5	RT	1548 + 50	TO	1556 + 0	@ 150' SPACING
2	RT	1556 + 0	TO	1560 + 94	@ 400' SPACING
3	LT	1546 + 78	TO	1547 + 25	@ 20' SPACING
8	LT	1547 + 25	TO	1558 + 25	@ 150' SPACING
2	LT	1556 + 25	TO	1561 + 21	@ 400' SPACING
2	RT	1563 + 44	TO	1567 + 12	@ 400' SPACING
2	LT	1563 + 71	TO	1569 + 2	@ 400' SPACING
22	TOTAL				

78201000 TERMINAL MARKER - DIRECT APPLIED

EACH		LOCATION	REMARK'S
1	LT	1546 + 78.0	TRAFFIC BARRIER TERMINAL (AGNEW ROAD)
1	RT	1548 + 0.0	TRAFFIC BARRIER TERMINAL
1	RT	1567 + 61.8	TRAFFIC BARRIER TERMINAL
1	LT	1569 + 52.3	TRAFFIC BARRIER TERMINAL
4	TOTAL		

* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:43 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE / 82 / 41
						CONTRACT NO. 64F44
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

SCHEDULE OF QUANTITIES

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH		LOCATION				REMARK'S
42	LT/RT	1505 + 9	TO	1511 + 7		Painted Median (W. of Emerson Rd.)
6	RT	1511 + 54	TO	1513 + 91		Turn Bay Line - Lt. Turn for Emerson Rd.
29	LT/RT	1514 + 94	TO	1518 + 93		Painted Medain (E. of Emerson Rd.)
44	CL	1516 + 93	TO	1561 + 6		Centerline from Painted Median to Agnew Overpass
32	CL	1563 + 57	TO	1566 + 66		Centerline from Agnew Overpass to Painted Median (Mathew Rd.)
20	LT/RT	1588 + 66	TO	1591 + 83		Painted Median (W. of Mathew Rd.)
9	RT	1592 + 41	TO	0 + 0		Painted Median (on Mathew Rd.)
6	RT	1592 + 41	TO	0 + 0		Turn Bay Line (on Mathew Rd.)
58	LT/RT	1593 + 27	TO	1603 + 24		Painted Median (E. of Mathew Rd.)
11	LT	1593 + 27	TO	1597 + 90		Turn Bay Line (Lt. Turn for Mathew Rd.)
10	CL	1603 + 24	TO	1616 + 2		Centerline from Painted Median to Painted Median/Corrugated Median
17	LT/RT	1616 + 2	TO	1618 + 97		Painted Median/ Corrugated Median near Int. US30/Moline Rd.
13	LT	1629 + 84	TO	1631 + 11		Lt. Turn Bay Line (EB) US 30
8	RT	1617 + 70	TO	1631 + 11		Centerline Thru Lanes (SB to I-88 Ramps)
3	LT	1621 + 11	TO	1631 + 11		Centerline Thru Lanes (WB) US 30
14	RT	1625 + 54	TO	1627 + 99		Painted Island (EB) US 30
Moline Rd. Leg						
4	LT	499 + 50	TO	502 + 0		Centerline Thru Lanes (WB) Moline Rd.
3	RT	496 + 87	TO	501 + 84		Centerline Thru Lanes (EB) Moline Rd.
7	LT/RT	495 + 55	TO	497 + 55		Painted Median (Moline Rd. Leg)
Intersection to I-88 Ramps						
21	LT	0 + 86	TO	38 + 0		Centerline Thru Lanes (NB)
16	LT	1 + 0	TO	8 + 35		Lt. Turn Bay Line (WB) Moline Rd.
12	LT	4 + 23	TO	5 + 98		Painted Island prior to Raised Median (Moline rd.)
6	LT	0 + 0	TO	0 + 0		Rt. Turn Bay Line (EB) US 30
28	RT	1 + 11	TO	29 + 41		Centerline Thru Lanes (SB) to Gore Area
50	RT	29 + 41	TO	43 + 56		Gore Area to Bridge (EB) I-88 ON Ramp
36	RT	29 + 41	TO	43 + 56		Gore Area to Bridge (EB) I-88 ON Ramp
74	RT	29 + 41	TO	41 + 56		Gore Area to Bridge (WB) I-88 ON Ramp
Ramp "D"						
9	LT	0 + 0	TO	5 + 70		
84	RT	0 + 0	TO	25 + 92		
73	LT	5 + 70	TO	25 + 92		
US 30 to Como Rd. Leg						
7		1633 + 55	TO	1638 + 45		Centerline Thru Lanes (EB)
10		1633 + 8	TO	1642 + 80		Centerline Thru Lanes (WB)
6		1633 + 6	TO	1635 + 59		Lt. Turn Bay Line (I-88 Ramps)
22		1642 + 80	TO	1645 + 6		Raised Medains to End of Painted Medain
44		1645 + 6	TO	1687 + 36		Centerline from Painted Median to End of Job
839	TOTAL					

Z0055100 RUMBLE RESURFACING

SQ YD		LOCATION	REMARK'S
33.3	RT	1578 + 49	EB LANE (US 30 TO COMO RD. SECTION)
33.3	RT	1684 + 64	EB LANE (US 30 TO COMO RD. SECTION)
33.3	RT	1686 + 63	EB LANE (US 30 TO COMO RD. SECTION)
33.3	RT	496 + 82	MOLINE RD. (WEST LEG) FROM INT.
33.3	RT	498 + 82	MOLINE RD. (WEST LEG) FROM INT.
166.7	TOTAL		

Z0016200 DECK SLAB REPAIR (PARTIAL)

SQ YD		LOCATION	REMARK'S
2	CL	1561 + 73	AGNEW OVERPASS STRUCTURE (4'wide X 4' long)
2	TOTAL		

Z0017202 DOWEL BARS 1 1/2"

EACH		LOCATION	REMARK'S
620	LT/RT	1632 + 24.81	Type II patches (12' Widths)
240	LT/RT	1632 + 24.81	Type III patches (12' Widths)
300	LT/RT	1632 + 24.81	Type IV patches (12' Widths)
1160	TOTAL		

Z0075300 TIE BARS

EACH		LOCATION	REMARK'S
330	LT/RT	1632 + 24.81	Type IV patches (24' Length)& figured doing both sides
330	TOTAL		

X8063600 COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24

FOOT		LOCATION			REMARK'S
971	RT	1549 + 26	TO	1558 + 97	LOW SIDE OF S.E.
197	RT	1558 + 97	TO	1560 + 94	
224	LT	1558 + 97	TO	1561 + 21	
237	RT	1563 + 44	TO	1565 + 81	
209	LT	1563 + 71	TO	1565 + 80	
1838	TOTAL				

X0964700 SHOULDERS, SPECIAL

SQ YD		LOCATION			REMARK'S
216	RT	1549 + 58	TO	1558 + 97	(2' WIDTH)
44	RT	1558 + 97	TO	1560 + 94	(2' WIDTH)
50	LT	1558 + 97	TO	1561 + 21	(2' WIDTH)
53	RT	1563 + 44	TO	1565 + 81	(2' WIDTH)
46	LT	1563 + 71	TO	1565 + 80	(2' WIDTH)
408	TOTAL				

• FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:49 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A. RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
				*	110RS-4	WHITESIDE / 82 / 42
						CONTRACT NO. 64F44
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

HOT MIX ASPHALT SCHEDULE

STATIONING		REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	40600200 * BIT PRIME TON	40600215 POLY BIT PRIME TON	40600300 * AGG. PRIME TON	40600982 * HMA SURF REM BUTT JNT SQ YD	40600990 * TEMP RAMP SQ YD	44000198 HMA SURF REM (VAR DEPTH) SQ YD	44000158 HMA SURF REM 2.25" SQ YD	44000161 HMA SURF REM 3" SQ YD	48203020 HMA SHLDR 5.75" SQ YD	40603065 HMA BIND CRS IL 19.0 N70 TON	40600635 LEV BIND (MM) N70 TON	40603340 HMA SURF CSE MIX "D", N70 TON	40600637 POLY LEV BIND (MM) N70 TON	40603540 POLY HMA SURF CRS MIX "D" N70 TON	40603310 H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
Areas with 2.25" HMA removal and 2.25" replacement (resurface with additional 2.25" as scheduled below)																							
1504+69.0	1506+25.0	LT Lane - Grind 2.25"	156	16.0	2496	277		0.16	0.42				277.3			34.9							2.25
1508+72.0	1508+80.0	LT & Median - Grind 2.25"	8	25.0	200	22		0.01	0.03				22.2			2.8							2.25
1516+27.0	1516+35.0	LT Lane - Grind 2.25"	8	13.0	104	12		0.01	0.02				11.6			1.5							2.25
1532+13.0	1532+21.0	LT & RT Lane - Grind 2.25"	8	24.0	192	21	0.01		0.03				21.3			2.7							2.25
1538+15.0	1538+25.0	LT & RT Lane - Grind 2.25"	10	24.0	240	27	0.02		0.04				26.7			3.4							2.25
1601+60.0	1605+00.0	LT Lane - Grind 2.25"	340	14.0	4760	529	0.30		0.79				528.9			66.6							2.25
1685+00.0	1686+10.0	LT & RT Lane - Grind 2.25"	110	24.5	2695	299	0.17		0.45				299.4			37.7							2.25
1686+10.0	1687+10.0	LT & RT Lane - Grind 2.25"	100	24.5 - 37.5	3100	344	0.20		0.52				344.4			43.4							2.25
MAINLINE -- US 30 (West to East) -- Emerson Rd to 4 Way Stop Intersection																							
1504+69.0	1505+14.0	Butt Joint	45	25.0 - 26.5	1159	129		0.07	0.19	69.4	20.8								1.0	9.6		Var - 1.5	Var - 0.75
1505+14.0	1509+32.0	No Grind	418	26.5 - 38.0	13461	1498		0.86	2.25										83.9	125.8		1.5	0.75
1509+32.0	1516+55.0	No Grind	723	38.0 - 34.5	26209	2912		1.67	4.37										163.1	244.6		1.5	0.75
1516+55.0	1517+00.0	Grind 0" to 2.25"	45	34.5 - 33.5	1530	170		0.10	0.26			170.0							9.5	14.3		1.5	0.75
1517+00.0	1520+61.0	Grind 2.25"	361	33.5 - 24.5	10469	1163		0.67	1.74				1163.2						65.1	97.7		1.5	0.75
1520+61.0	1524+84.0	Grind 2.25"	423	24.5	10354	1152	0.65		1.73				1151.5				64.5	96.7				1.5	0.75
1524+84.0	1525+29.0	Grind 0" to 2.25"	45	24.0	1080	120	0.07		0.18			120.0					6.7	10.1				1.5	0.75
1525+29.0	1532+37.0	No Grind	708	24.5 - 25.0	17523	1947	1.11		2.92								109.0	163.5				1.5	0.75
1532+37.0	1539+69.0	Grind 4" - Outside RT 24"	732	25.0	18300	2033	1.16		3.05			162.7					152.6	170.8				1.5	0.75 (4.75 - Outside RT 2")
1539+69.0	1540+14.0	Grind 0" to 2.25"	45	24.0	1080	120	0.07		0.18			120.0					6.7	10.1				1.5	0.75
1540+14.0	1558+87.0	Grind 2.25"	1873	24.0 - 24.5	45420	5047	2.89		7.57				5046.7				282.6	423.9				1.5	0.75
1558+87.0	1561+08.0	Grind 2.25"	221	24.5	5415	602	0.34		0.90				601.6				33.7	50.5				1.5	0.75
1561+08.0	1563+57.0	Omission - Bridge	249																				
1563+57.0	1565+92.0	Grind 2.25"	235	24.0	5640	627	0.36		0.94				626.7				35.1	52.6				1.5	0.75
1565+92.0	1588+36.0	Grind 2.25"	2244	24.0	53856	5984	3.42		8.98				5984.0				335.1	502.7				1.5	0.75
1588+36.0	1588+81.0	Grind 2.25" to 0"	45	24.0	1080	120		0.07	0.18			120.0							6.7	10.1		1.5	0.75
1588+81.0	1591+73.0	No Grind	292	24.0 - 42.0	9636	1071		0.61	1.61										60.0	89.9		1.5	0.75
1591+73.0	1600+31.0	No Grind	858	42.0	36036	4004		2.29	6.01										224.2	336.3		1.5	0.75
1600+31.0	1602+60.0	No Grind	229	42.0 - 36.0	8931	992		0.57	1.49										55.6	83.4		1.5	0.75
1602+60.0	1605+00.0	Grind 8" - Outside RT 8' (7' mainline, 1' shdl)	240	36.0 - 25.0	7320	813		0.47	1.22			213.3							141.1	68.3		1.5	0.75 (8.75 - Outside RT 8")
1605+00.0	1606+00.0	No Grind	100	25.0	2500	278		0.16	0.42										16.6	23.3		1.5	0.75
1606+00.0	1613+00.0	Grind 4" - Outside RT 24"	700	25.0	17500	1944		1.11	2.92			155.6							145.9	163.3		1.5	0.75 (4.75 - Outside RT 2")
1613+00.0	1615+30.0	No Grind	230	25.0	5750	639		0.37	0.96										35.8	53.7		1.5	0.75
1606+00.0	1617+68.0	No Grind	1168	25.0 - 37.0	36208	4023		2.30	6.03										225.3	337.9		1.5	0.75
1617+68.0	1618+13.0	Grind 0" to 3"	45	37.0 - 42.0	1778	198		0.11	0.30			197.5							15.2	16.6		1.5	0.75-1.5
MAINLINE -- US 30 (West to East) -- North Leg of 4 Way Stop Intersection																							

HOT MIX ASPHALT SCHEDULE

STATIONING			REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	40600200 * BIT PRIME TON	40600215 POLY BIT PRIME TON	40600300 * AGG. PRIME TON	40600982 * HMA SURF REM BUTT JNT SQ YD	40600990 * TEMP RAMP SQ YD	44000166 HMA SURF REM (VAR DEPTH) SQ YD	44000156 HMA SURF REM 2.25" SQ YD	44000161 HMA SURF REM 3" SQ YD	46203020 HMA SHLDR 5.75" SQ YD	40603085 HMA BIND CRS IL 19.0 N70 TON	40600635 LEV BIND (MM) N70 TON	40603340 HMA SURF CSE MIX "D", N70 TON	40600837 POLY LEV BIND (MM) N70 TON	40603540 POLY HMA SURF CRS MIX "D" N70 TON	40603310 H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
1618+13.0	- 1624+06.0		RT Lanes - Grind 3"	593	23.5	13936	1548		0.89	2.32					1548.4						151.7	130.1		1.5	1.5
1624+06.0	- 1628+43.0		RT Lanes - Grind 3"	437	23.5 - 51.0	16276	1809		1.03	2.71					1808.7						177.3	151.9		1.5	1.5
1628+43.0	- 1631+77.0		RT Lanes - Grind 3"	334	23.5	7849	872		0.50	1.31					872.1						85.5	73.3		1.5	1.5
1631+77.0	- 1632+25.0		RT Half of Intersection to 0+00 - Grind 3"	48	60.0	2880	320		0.18	0.48					320.0						31.4	26.9		1.5	1.5
00+00.0	- +63.0		RT Half of Intersection - Grind 3"	63	56.0	3528	392		0.22	0.59					392.0						38.4	32.9		1.5	1.5
1618+13.0	- 1630+41.0		LT Lanes - Grind 3"	1228	23.5	28658	3206		1.83	4.81					3206.4						314.2	269.3		1.5	1.5
1630+41.0	- 1631+28.0		LT Lanes - Grind 3"	87	23.5 - 25.5	2132	237		0.14	0.36					236.8						23.2	19.9		1.5	1.5
1631+28.0	- 1631+54.0		LT Lanes - Grind 3"	26	25.5 - 35.0	787	87		0.05	0.13					87.4						8.6	7.3		1.5	1.5
1631+54.0	- 1632+25.0		LT Half of Intersection to 0+00 - Grind 3"	71	54.0	3834	426		0.24	0.64					426.0						41.7	35.8		1.5	1.5
00+00.0	- +45.0		LT Half of Intersection - Grind 3"	45	60.0	2700	300		0.17	0.45					300.0						29.4	25.2		1.5	1.5
1628+43.0	- 1631+54.0		RT Lanes - Left Turn Lane - Grind 3"	311	13.5	4199	467		0.27	0.70					466.5						45.7	39.2		1.5	1.5
MAINLINE -- To I-88																									
00+63.0	- 2+37.0		RT Lanes to I-88 - Grind 3"	174	24.0	4176	464		0.27	0.70					464.0						45.5	39.0		1.5	1.5
02+37.0	- 2+82.0		RT Lanes to I-88 - Grind 3" to 0"	45	24.0	1080	120		0.07	0.18			120.0								9.2	10.1		1.5	0.75-1.5
02+82.0	- 16+35.0		RT Lanes to I-88 - No Grind	1353	24.0	32472	3608		2.06	5.41											202.0	303.1		1.5	0.75
16+35.0	- 16+80.0		RT Lanes to I-88 - Butt Joint	45	24.0	1080	120		0.07	0.18	66.7	20.0									0.9	9.0		Var - 1.5	Var - 0.75
16+35.0	- 20+00.0		Omission - Bridge	365																					
20+00.0	- 20+45.0		RT Lanes to I-88 - Butt Joint	45	24.0	1080	120		0.07	0.18	66.7	20.0									0.9	9.0		Var - 1.5	Var - 0.75
20+45.0	- 28+00.0		RT Lanes to I-88 - No Grind	755	24.0	18120	2013		1.15	3.02											112.7	169.1		1.5	0.75
28+00.0	- 29+41.0		RT Lanes to I-88 - No Grind	141	24.0 - 32.0	3948	439		0.25	0.66											24.6	36.8		1.5	0.75
29+41.0	- 34+54.0		RT Lanes to I-88 - No Grind	513	32.0 - 45.0	19751	2195		1.26	3.29											122.9	184.3		1.5	0.75
34+54.0	-	45' Before Bridge on WB on ramp	RT Lanes to I-88 - No Grind	690	16.0	11040	1227		0.70	1.84											68.7	103.0		1.5	0.75

HOT MIX ASPHALT SCHEDULE

STATIONING			REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	40600200 * BIT PRIME TON	40600215 POLY BIT PRIME TON	40600300 * AGG. PRIME TON	40600982 * HMA SURF REM BUTT JNT SQ YD	40600990 * TEMP RAMP SQ YD	44000196 HMA SURF REM (VAR DEPTH) SQ YD	44000156 HMA SURF REM 2.25" SQ YD	44000161 HMA SURF REM 3" SQ YD	48203020 HMA SHLDR 5.75" SQ YD	40603085 HMA BIND CRS IL 19.0 N70 TON	40600635 LEV BIND (MM) N70 TON	40603340 HMA SURF CSE MIX "D", N70 TON	40600837 POLY LEV BIND (MM) N70 TON	40603540 POLY HMA SURF CRS MIX "D" N70 TON	40603310 H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
		Bridge on WB on Ramp	RT Lanes to I-88 - Butt Joint	45	16.0	720	80		0.05	0.12	44.4	13.3									0.6	6.0		Var - 1.5	Var - 0.75
		Bridge on WB on Ramp	RT Lanes to I-88 - Butt Joint	45	16.0	720	80		0.05	0.12	44.4	13.3									0.6	6.0		Var - 1.5	Var - 0.75
45' After Bridge on WB on ramp	-	45' Before I 88 Shoulder on WB on Ramp	RT Lanes to I-88 - No Grind	450	16.0	7200	800		0.46	1.20											44.8	67.2		1.5	0.75
45' Before I-88 Shoulder on WB on Ramp	-	At I-88 Shoulder on WB on Ramp	RT Lanes to I-88 - Grind 0" to 2.25"	45	16.0	720	80		0.05	0.12			80.0								4.5	6.7		1.5	0.75
At I-88 Shoulder on WB on Ramp	-	End of HMA on WB on Ramp	RT Lanes to I-88 - Grind 2.25"	190	16.0	3040	338		0.19	0.51		13.3		337.8							18.9	28.4		1.5	0.75
34+54.0	-	45' Before Bridge on EB on ramp	RT Lanes to I-88 - No Grind	909	16.0	14544	1616		0.92	2.42											90.5	135.7		1.5	0.75
45' Before Bridge on EB on ramp	-	Bridge on EB on ramp	RT Lanes to I-88 - Butt Joint	45	16.0	720	80		0.05	0.12	44.4	13.3									0.6	6.0		Var - 1.5	Var - 0.75
00+45.0	-	3+83.0	LT Half of Intersection - Grind 3"	338	24.0	8112	901		0.52	1.35					901.3						88.3	75.7		1.5	1.5
03+83.0	-	4+28.0	LT Lanes from I-88 - Grind 3" to 0"	45	53.0	2385	265		0.15	0.40			265.0								20.4	22.3		1.5	1.5 - 0.75
04+28.0	-	8+38.0	LT Lanes from I-88 - No Grind	410	53.0 - 24.0	15785	1754		1.00	2.63											98.2	147.3		1.5	0.75
08+38.0	-	15+94.0	LT Lanes from I-88 - No Grind	756	24.0	16144	2016		1.15	3.02											112.9	169.3		1.5	0.75
15+94.0	-	16+39.0	LT Lanes from I-88 - Butt Joint	45	24.0	1080	120		0.07	0.18	66.7	20.0									0.9	9.0		Var - 1.5	Var - 0.75
16+39.0	-	19+47.0	Omission - Bridge	308																					
19+47.0	-	19+92.0	LT Lanes from I-88 - Butt Joint	45	24.0	1080	120		0.07	0.18	66.7	20.0									0.9	9.0		Var - 1.5	Var - 0.75
19+92.0	-	29+43.0	LT Lanes from I-88 - No Grind	951	24.0	22824	2536		1.45	3.80											142.0	213.0		1.5	0.75
29+43.0	-	34+40.0	LT Lanes from I-88 - No Grind	497	24.0 - 32.0	13916	1546		0.88	2.32											86.6	129.9		1.5	0.75
34+40.0	-	36+56.0	LT Lanes from I-88 - No Grind	216	32.0 - 40.0	7776	864		0.49	1.30											48.4	72.6		1.5	0.75

HOT MIX ASPHALT SCHEDULE

STATIONING			REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	40600200 * BIT PRIME TON	40600215 POLY BIT PRIME TON	40600300 * AGG. PRIME TON	40600982 * HMA SURF REM BUTT JNT SQ YD	40600990 * TEMP RAMP SQ YD	44000198 HMA SURF REM (VAR DEPTH) SQ YD	44000158 HMA SURF REM 2.25" SQ YD	44000161 HMA SURF REM 3" SQ YD	48203020 HMA SHLDR 6.75" SQ YD	40603085 HMA BIND CRS IL 19.0 N70 TON	40600635 LEV BIND (MM) N70 TON	40603340 HMA SURF CSE MIX "D", N70 TON	40600937 POLY LEV BIND (MM) N70 TON	40603540 POLY HMA SURF CRS MIX "D" N70 TON	40603310 H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
36+56.0	-	37+01.0	LT Lanes from I-88 - WB Off Ramp - Butt Joint	45	16.0	720	80		0.05	0.12	44.4	13.3									0.6	6.0		Var - 1.5	Var - 0.75
36+56.0	-	45' Before Bridge on EB off ramp	LT Lanes from I-88 - EB Off Ramp - No Grind	700	16.0	11200	1244		0.71	1.87											69.7	104.5		1.5	0.75
		Bridge on EB off Ramp	LT Lanes from I-88 - EB Off Ramp - Butt Joint	45	16.0	720	80		0.05	0.12	44.4	13.3									0.6	6.0		Var - 1.5	Var - 0.75
		Bridge on EB off Ramp	LT Lanes from I-88 - EB Off Ramp - Butt Joint	45	16.0	720	80		0.05	0.12	44.4	13.3									0.6	6.0		Var - 1.5	Var - 0.75
Bridge on EB off Ramp	-	45' Before EB off Ramp Shoulder	LT Lanes from I-88 - EB Off Ramp - No Grind	1980	16.0	31680	3520		2.01	5.28											197.1	295.7		1.5	0.75
45' Before EB off Ramp Shoulder	-	At EB off Ramp Shoulder	LT Lanes from I-88 - EB Off Ramp - Grind 0" to 2.25"	45	16.0	720	80		0.05	0.12			80.0								4.5	6.7		1.5	0.75
At EB off Ramp Shoulder	-	End of Ramp	LT Lanes from I-88 - EB Off Ramp - Grind 2.25"	570	44.0 - 1.0	12825	1425		0.82	2.14				1425.0							79.8	119.7		1.5	0.75
00+63.0	-	3+83.0	LT Lanes - Left Turn Lane - Grind 3"	320	13.5	4320	480		0.27	0.72					480.0						47.0	40.3		1.5	1.5
00+45.0	-	1+39.0	LT Lanes - Right Turn Lane SE Quadrant - Grind 3"	94	Var	2564	285		0.16	0.43					284.9						27.9	23.9		1.5	1.5
01+39.0	-	3+83.0	LT Lanes - Right Turn Lane - Grind 3"	244	10.0	2440	271		0.16	0.41					271.1						26.6	22.8		1.5	1.5
03+83.0	-	4+28.0	LT Lanes - Right Turn Lane - Grind 3" to 0"	45	10.0	450	50		0.03	0.08			50.0								3.9	4.2		1.5	0.75-1.5
04+28.0	-	5+91.0	LT Lanes - Right Turn Lane - No Grind	163	10.0 - 1.0	897	100		0.06	0.15											5.6	8.4		1.5	1.5
MAINLINE -- Moline Road																									
495+55.0	-	495+30.0	LT & RT Grind 3"	75	29.0 - 41.0	2625	292		0.17	0.44		32.2			291.7						28.6	24.5		1.5	1.5

HOT MIX ASPHALT SCHEDULE

STATIONING			REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	40600200 * BIT PRIME TON	40600215 POLY BIT PRIME TON	40600300 * AGG. PRIME TON	40600982 * HMA SURF REM BUTT JNT SQ YD	40600990 * TEMP RAMP SQ YD	44000198 HMA SURF REM (VAR DEPTH) SQ YD	44000158 HMA SURF REM 2.25" SQ YD	44000161 HMA SURF REM 3" SQ YD	48203020 HMA SHLDR 5.75" SQ YD	40603085 HMA BIND CRS IL 19.0 N70 TON	40600835 LEV BIND (MM) N70 TON	40603340 HMA SURF CSE MIX "D", N70 TON	40600837 POLY LEV BIND (MM) N70 TON	40603540 POLY HMA SURF CRS MIX "D" N70 TON	40603310 H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
496+30.0	-	499+86.0	LT Grind 3"	356	14.0 - 24.0	6764	752		0.43	1.13					751.6						73.7	63.1		1.5	1.5
499+86.0	-	501+34.0	LT Grind 3"	148	24.0	3552	395		0.23	0.59					394.7						39.7	33.2		1.5	1.5
501+34.0	-	502+06.0	LT Grind 3" - NW Quadrant	72	Var	3139	349		0.20	0.52					348.8						34.2	29.3		1.5	1.5
496+30.0	-	500+79.0	RT Grind 3"	449	24.0	10776	1197		0.68	1.80					1197.3						117.3	100.6		1.5	1.5
500+79.0	-	502+06.0	RT Grind 3" - SW Quadrant	127	Var	5976	664		0.38	1.00					664.0						65.1	55.8		1.5	1.5
MAINLINE -- US 30 (West to East) -- 4 Way Stop Intersection to Como Rd																									
1632+80.0	-	1634+18.0	LT Grind 3" - NE Quadrant	138	Var	8204	912		0.52	1.37					911.6						89.3	76.6		1.5	1.5
1634+18.0	-	1634+92.0	LT Grind 3"	74	37.0	2738	304		0.17	0.46					304.2						29.8	25.6		1.5	1.5
1634+92.0	-	1637+72.0	LT Grind 3"	280	37.0 - 24.5	8610	957		0.55	1.44					956.7						93.8	80.4		1.5	1.5
1637+72.0	-	1642+70.0	LT Grind 3"	498	24.5	12201	1356		0.78	2.03					1355.7						132.9	113.9		1.5	1.5
1632+80.0	-	1633+02.0	RT Grind 3"	22	45.0	990	110		0.06	0.17					110.0						10.8	9.2		1.5	1.5
1633+02.0	-	1633+60.0	RT Grind 3"	58	34.0	1972	219		0.13	0.33					219.1						21.5	18.4		1.5	1.5
1633+60.0	-	1634+45.0	RT Grind 3"	85	34.0 - 24.0	2465	274		0.16	0.41					273.9						26.8	23.0		1.5	1.5
1634+45.0	-	1637+59.0	RT Grind 3"	314	24.0	7536	837		0.48	1.26					837.3						82.1	70.3		1.5	1.5
1637+59.0	-	1642+70.0	RT Grind 3"	511	24.0 - 14.0	9709	1079		0.62	1.62					1078.8						105.7	90.6		1.5	1.5
1642+70.0	-	1645+65.0	LT & RT - Grind 3"	295	42.5 - 24.5	9883	1098		0.63	1.65					1098.1						107.6	92.2		1.5	1.75
1645+65.0	-	1648+20.0	LT & RT - Grind 3"	255	24.5	6248	694	0.40		1.04					694.2			68.0	58.3					1.5	1.75
1648+20.0	-	1648+65.0	Grind 0" to 3"	45	24.5	1103	123	0.07		0.18			122.5					9.4	10.3					1.5	0.75-1.5
1648+65.0	-	1650+55.0	No Grind	190	24.5	4655	517	0.30		0.78								29.0	43.4					1.5	0.75
1650+55.0	-	1651+00.0	Butt Joint	45	24.5	1103	123	0.07		0.18	68.1	20.4						1.0	9.1					Var - 1.5	Var - 0.75
1651+00.0	-	1652+18.0	Omission - Bridge	118	24.5	2891	321	0.18		0.48															
1652+18.0	-	1654+92.0	Between Bridges - 2.25" Grind (2 Temp Ramps)	274	24.5	6713	746	0.43		1.12		40.8		745.9				41.8	62.7					1.5	0.75
1654+92.0	-	1659+36.0	Omission - Bridge	444	24.5	10878																			
1659+36.0	-	1659+81.0	Butt Joint	45	24.5	1103	123	0.07		0.18	68.1	20.4						1.0	9.1					Var - 1.5	Var - 0.75
1659+81.0	-	1685+00.0	No Grind	2519	24.5	61716	6857	3.92		10.29								384.0	576.0					1.5	0.75
1685+00.0	-	1686+10.0	See 2.25" Grind Section	110	24.5	2695	299	0.17		0.45								16.8	25.2					1.5	0.75
1686+10.0	-	1687+10.0	See 2.25" Grind Section	100	24.5 - 37.5	3100	344	0.20		0.52								19.3	28.9					1.5	0.75
1687+10.0	-	1687+55.0	Butt Joint	45	37.5 - 40.5	1755	195	0.11		0.29	112.5	33.8						1.5	14.6					Var - 1.5	Var - 0.75
SHOULDERS -- US 30 (West to East) -- Emerson Rd to 4 Way Stop Intersection																									
1504+69.0	-	1513+08.0	LT	839	3.5	2937	326																41.1	2.25	
1513+08.0	-	Emerson Rd	LT - NW Quadrant	200	3.5	700	78																9.8	2.25	
Emerson Rd	-	1515+79.0	LT - NE Quadrant	120	3.5	420	47																5.9	2.25	
1515+79.0	-	1516+55.0	LT	76	3.5	266	30																3.7	2.25	
1516+55.0	-	1520+42.0	LT	387	3.5	1355	151							150.5									19.0	2.25	
1520+42.0	-	1545+26.0	LT - 2' Safety Shoulder 6" Total	2484	2.0	4968	552											139.1					46.4	1.5	4.5
1545+26.0	-	1558+87.0	LT - 8' Shoulder	1361	8.0	10888	1210									1209.8							152.4	2.25	

HOT MIX ASPHALT SCHEDULE

STATIONING		REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	* BIT PRIME TON 40600209	POLY BIT PRIME TON 40600215	* AGG. PRIME TON 40600300	* HMA SURF REM BUTT JNT SQ YD 40600982	* TEMP RAMP SQ YD 40600990	HMA SURF REM (VAR DEPTH) SQ YD 44000196	HMA SURF REM 2.25" SQ YD 44000156	HMA SURF REM 3" SQ YD 44000161	HMA SHLDR 5.75" SQ YD 48203020	HMA BIND CRS IL 19.0 N70 TON 40603085	LEV BIND (MM) N70 TON 40600635	HMA SURF CSE MIX "D", N70 TON 40603340	POLY LEV BIND (MM) N70 TON 40600837	POLY HMA SURF CRS MIX "D" N70 TON 40603540	H.M.A. SURF CRS MIX "C" N50 TON 40603310	SURFACE INCH	** LEVEL BINDER INCH
1558+87.0	1558+97.0	Omission - LT Concrete Inlet	10																				
1558+97.0	1560+21.0	LT - 4' Shoulder to CCC&G	124	4.0	496	55							55.1								6.9	2.25	
1560+21.0	1563+66.0	Omission - Bridge	345																				
1563+66.0	1565+81.0	LT - 4' Shoulder to CCC&G	215	4.0	860	96							95.6								12.0	2.25	
1565+81.0	1565+91.0	Omission - LT Concrete Inlet	10																				
1565+91.0	1568+71.0	LT - 6' Shoulder	280	8.0	2240	249									248.9						31.4	2.25	
1568+71.0	1580+91.0	LT - 2' Safety Shoulder 6" Total	1220	2.0	2440	271											68.3				22.8	1.5	4.5
1580+91.0	1588+44.0	LT - 3' Safety Shoulder 6" Total	753	3.0	2259	251											63.3				21.1	1.5	4.5
1588+44.0	1604+67.0	LT	1623	11.0	17853	1984															186.5	2.25" at EOP to 1" on outside	
1604+67.0	1605+42.0	LT	75	11.0 - 10.0	788	88															8.0	2.25" at EOP to 1" on outside	
1605+42.0	1618+13.0	LT Outside	1271	10.0	12710	1412															126.5	2.25" at EOP to 1" on outside	
1618+13.0	1630+41.0	LT Outside	1228	10.0	12280	1364								1364.4							229.2	3	
1619+21.0	1629+42.0	LT Inside	1021	6.5	6637	737								737.4							123.9	3	
1629+42.0	1630+00.0	LT Inside	58	6.5 - 8.0	421	47								46.7							7.8	3	
1630+00.0	1631+28.0	LT Inside	128	8.0	1024	114								113.8							14.3	2.25	
1631+28.0	1631+54.0	LT Inside	26	8.0 - 1.0	117	13								13.0							1.6	2.25	
1504+69.0	1516+55.0	RT	1186	3.5	4151	461															58.1	2.25	
1516+55.0	1520+61.0	RT	406	3.5	1421	158							157.9								19.9	2.25	
1520+61.0	1545+06.0	RT - 2' Safety Shoulder 6" Total	2445	2.0	4890	543											136.9				45.6	1.5	4.5
1545+06.0	1558+87.0	RT - 4' Shoulder to CCC&G	1381	4.0	5524	614									613.8						77.3	2.25	
1558+87.0	1558+97.0	Omission - RT Concrete Inlet	10																				
1558+97.0	1561+09.0	RT - 4' Shoulder to CCC&G	203	4.0	812	90							90.2								11.4	2.25	
1561+00.0	1563+45.0	Omission - Bridge	245																				
1563+45.0	1565+81.0	RT - 4' Shoulder to CCC&G	236	4.0	944	105							104.9								13.2	2.25	

HOT MIX ASPHALT SCHEDULE

							40600200	40600215	40600300	40600962	40600990	44000195	44000156	44000161	48203020	40603085	40600635	40603340	40600837	40603540	40603310		
STATIONING		REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	* BIT PRIME TON	POLY BIT PRIME TON	* AGG. PRIME TON	* HMA SURF REM BUTT JNT SQ YD	* TEMP RAMP SQ YD	HMA SURF REM (VAR DEPTH) SQ YD	HMA SURF REM 2.25" SQ YD	HMA SURF REM 3" SQ YD	HMA SHLDR 5.75" SQ YD	HMA BIND CRS IL 19.0 N70 TON	LEV BIND (MM) N70 TON	HMA SURF CSE MIX "D", N70 TON	POLY LEV BIND (MM) N70 TON	POLY HMA SURF CRS MIX "D" N70 TON	H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
1565+81.0	1565+91.0	Omission - RT Concrete Inlet	10																				
1565+91.0	1567+06.0	RT - 8' Shoulder	115	8.0	920	102									102.2						12.9	2.25	
1567+06.0	1588+24.0	RT - 2' Safety Shoulder 5" Total	2118	2.0	4236	471											118.6				39.5	1.5	4.5
1588+24.0	1591+72.0	RT	348	12.0	4176	464															42.2	2.25" at EOP to 1" on outside	
1591+72.0	Mathew Rd	RT - NW Quadrant	210	11.0	2310	257															23.4	2.25" at EOP to 1" on outside	
Mathew Rd	1594+52.0	RT - SW Quadrant	200	11.0	2200	244															22.2	2.25" at EOP to 1" on outside	
1594+52.0	1604+63.0	RT	1011	11.0	11121	1236															112.4	2.25" at EOP to 1" on outside	
1604+63.0	1605+74.0	RT Outside	111	11.0 - 10.0	1166	130															11.8	2.25" at EOP to 1" on outside	
1605+74.0	1618+13.0	RT Outside	1239	10.0	12390	1377															125.3	2.25" at EOP to 1" on outside	
1618+13.0	1631+07.0	RT Outside	1294	10.0	12940	1438								1437.8							241.5	3	
1619+67.0	1624+05.0	RT Inside	439	6.5	2854	317								317.1							53.3	3	
1626+43.0	1631+77.0	RT Inside	334	8.5	2839	315								315.4							35.3	3	
1624+06.0	1630+00.0	RT - Outside LT Turn Lane	594	6.5	3861	429								429.0							72.1	3	
SHOULDERS -- Moline Road																							
495+55.0	501+34.0	LT	579	10.0	5790	643								643.3							108.1	3	
501+34.0	US 30	LT - NW Quadrant	120	10.0	1200	133								133.3							22.4	3	
495+55.0	500+79.0	RT	524	10.0	5240	582								582.2							97.8	3	
500+79.0	To I-88	RT - SW Quadrant	205	10.0	2050	228								227.8							38.3	3	
SHOULDERS -- To I-88																							
1+60.0	2+82.0	RT Outside	122	10.0	1220	136								135.6							22.8	3	
2+82.0	16+88.0	RT Outside	1406	10.0	14060	1562															196.8	2.25	
16+88.0	20+11.0	Omission - Bridge	323																		0.0		
20+11.0	25+00.0	RT Outside	489	10.0	4890	543															68.5	2.25	
25+00.0	28+00.0	RT Outside	300	10.0 - 6.5	2475	275															34.7	2.25	
28+00.0	34+54.0	RT Outside	654	6.5	4251	472															59.5	2.25	
34+54.0	Bridge on WB on Ramp	RT Outside	735	6.5	4778	531															66.9	2.25	
Bridge on WB on Ramp	At I-88 Shoulder on WB on Ramp	RT Outside	540	6.5	3510	390															49.1	2.25	
At I-88 Shoulder on WB on Ramp	End of HMA on WB on Ramp	RT Outside	145	6.5	943	105							104.7								13.2	2.25	

HOT MIX ASPHALT SCHEDULE

							40600200	40600215	40600300	40600952	40600990	44000196	44000158	44000161	48203020	40603065	40600635	40603340	40600837	40603540	40603310		
STATIONING		REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	* BIT PRIME TON	POLY BIT PRIME TON	* AGG. PRIME TON	* HMA SURF REM BUTT JNT SQ YD	* TEMP RAMP SQ YD	HMA SURF REM (VAR DEPTH) SQ YD	HMA SURF REM 2.25" SQ YD	HMA SURF REM 3" SQ YD	HMA SHLDR 5.75" SQ YD	HMA BIND CRS IL 19.0 N70 TON	LEV BIND (MM) N70 TON	HMA SURF CSE MIX "D", N70 TON	POLY LEV BIND (MM) N70 TON	POLY HMA SURF CRS MIX "D" N70 TON	H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
464.0 - 2+37.0		RT Inside	173	8.0	1384	154								153.8							25.8	3	
2+37.0 - 2+82.0		RT Inside	45	6.5	293	33								32.5							5.5	3	
2+82.0 - 16+88.0		RT Inside	1406	6.5	9139	1015															92.4	2.25" at EOP to 1" on outside	
16+88.0 - 20+11.0		Omission - Bridge	323																				
20+11.0 - 34+54.0		RT Inside	1443	6.5	9380	1042															94.8	2.25" at EOP to 1" on outside	
34+54.0 -	Bridge on WB on Ramp	RT Inside	735	6.5	4778	531															48.3	2.25" at EOP to 1" on outside	
Bridge on WB on Ramp -	At I-88 Shoulder on WB on Ramp	RT Inside	540	6.5	3510	390															35.5	2.25" at EOP to 1" on outside	
34+54.0 -	Bridge on EB on ramp	RT Lanes to I-88 - Outside	954	6.5	6201	689															62.7	2.25" at EOP to 1" on outside	
34+54.0 -	Bridge on EB on ramp	RT Lanes to I-88 - Inside	954	6.5	6201	689															62.7	2.25" at EOP to 1" on outside	
East Leg of US 30 - 1+40.0		LT - SE Quadrant	215	10.0	2150	239								238.9							40.1	3	
01+40.0 - 4+28.0		LT Outside	288	10.0	2880	320								320.0							53.8	3	
04+28.0 - 16+34.0		LT Outside	1206	10.0	12060	1340															121.9	2.25" at EOP to 1" on outside	
16+34.0 - 19+39.0		Omission - Bridge	305																				
19+39.0 - 25+00.0		LT Outside	561	10.0	5610	623															56.7	2.25" at EOP to 1" on outside	
25+00.0 - 28+00.0		LT Outside	300	10.0 - 6.5	2475	275															25.0	2.25" at EOP to 1" on outside	
28+00.0 - 37+01.0		LT Lanes from I-88 - WB Off Ramp - Outside	901	6.5	5857	651															59.2	2.25" at EOP to 1" on outside	
36+56.0 - 37+01.0		LT Lanes from I-88 - WB Off Ramp - Inside	45	6.5	293	33															3.0	2.25" at EOP to 1" on outside	
00+45.0 - 3+83.0		LT - Inside	215	10.0	2150	239								238.9							40.1	3	
02+35.0 - 4+28.0		LT - Inside LT Turn Lane	193	6.5	1255	139								139.4							23.4	3	
04+28.0 - 16+47.0		LT- Inside	1219	6.5	7924	880								880.4							80.1	2.25" at EOP to 1" on outside	
16+47.0 - 19+54.0		Omission - Bridge	307																				

HOT MIX ASPHALT SCHEDULE

STATIONING			REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	40600200 * BIT PRIME TON	40600215 POLY BIT PRIME TON	40600300 * AGG. PRIME TON	40600982 * HMA SURF REM BUTT JNT SQ YD	40600990 * TEMP RAMP SQ YD	44000198 HMA SURF REM (VAR DEPTH) SQ YD	44000158 HMA SURF REM 2.25" SQ YD	44000161 HMA SURF REM 3" SQ YD	48203020 HMA SHLDR 5.75" SQ YD	40603065 HMA BIND CRS IL 19.0 N70 TON	40600635 LEV BIND (MM) N70 TON	40603340 HMA SURF CSE MIX "D", N70 TON	40600837 POLY LEV BIND (MM) N70 TON	40603540 POLY HMA SURF CRS MIX "D" N70 TON	40603310 H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
19+54.0	-	36+56.0	LT Inside	1702	6.5	11063	1229																111.9	2.25" at EOP to 1" on outside	
36+56.0	-	Bridge on EB Off Ramp	LT Lanes from I-88 - EB Off Ramp - Inside	745	6.5	4843	538																49.0	2.25" at EOP to 1" on outside	
Bridge on EB Off Ramp	-	At EB off Ramp Shoulder	LT Lanes from I-88 - EB Off Ramp - Inside	2025	6.5	13163	1463																133.1	2.25" at EOP to 1" on outside	
36+56.0	-	Bridge on EB Off Ramp	LT Lanes from I-88 - EB Off Ramp - Outside	745	6.5	4843	538																49.0	2.25" at EOP to 1" on outside	
Bridge on EB Off Ramp	-	At EB off Ramp Shoulder	LT Lanes from I-88 - EB Off Ramp - Outside	2025	6.5	13163	1463																133.1	2.25" at EOP to 1" on outside	
At EB off Ramp Shoulder	-	End of EB off Ramp	LT Lanes from I-88 - EB Off Ramp - Outside	615	6.5	3998	444								444.2								40.4	2.25" at EOP to 1" on outside	
SHOULDERS -- US 30 (West to East) -- 4 Way Stop Intersection to Como Rd																									
1630+41.0	-	1634+18.0	LT - NE Quadrant	615	10.0	6150	683								683.3								114.8	3	
1634+18.0	-	1645+46.0	LT	1128	10.0	11280	1253								1253.3								210.6	3	
1645+46.0	-	1648+89.0	LT - 2' Safety Shoulder 6" Total	343	2.0	686	76											19.2					6.4	1.5	4.5
1648+89.0	-	1651+00.0	LT	211	1.0 - 9.0	1055	117																10.7	2.25" at EOP to 1" on outside	
1651+00.0	-	1652+18.0	Omission - Bridge	118																					
1652+18.0	-	1654+92.0	LT	274	7.0	1918	213							213.1									19.4	2.25" at EOP to 1" on outside	
1654+92.0	-	1659+36.0	Omission - Bridge	444																					
1659+36.0	-	1661+62.0	LT	226	7.0 - 1.0	904	100																9.1	2.25" at EOP to 1" on outside	
1661+62.0	-	1679+22.0	LT - 2' Safety Shoulder 6" Total	1760	2.0	3520	391											98.6					32.9	1.5	4.5
1679+22.0	-	1687+55.0	LT	833	3.0	2499	278																35.9	2.25	
1624+45.0	-	1646+06.0	RT	1161	10.0	11610	1290								1290.0								216.7	3	
1646+06.0	-	1649+82.0	RT - 2' Safety Shoulder 6" Total	376	2.0	752	84											21.1					7.0	1.5	4.5
1649+82.0	-	1651+00.0	RT	118	9.0	1062	118																10.7	2.25" at EOP to 1" on outside	

HOT MIX ASPHALT SCHEDULE

							40600200	40600215	40600300	40600982	40600990	44000198	44000158	44000161	48203020	40603935	40600635	40603340	40600837	40603540	40603310		
STATIONING		REMARKS	H.M.A. LGTH FEET	H.M.A. WIDTH FEET	H.M.A. AREA SQ. FT.	H.M.A. AREA SQ. YD.	* BIT PRIME TON	POLY BIT PRIME TON	* AGG. PRIME TON	* HMA SURF REM BUTT JNT SQ YD	* TEMP RAMP SQ YD	HMA SURF REM (VAR DEPTH) SQ YD	HMA SURF REM 2.25" SQ YD	HMA SURF REM 3" SQ YD	HMA SHLDR 5.75" SQ YD	HMA BIND CRS IL 19.0 N70 TON	LEV BIND (MM) N70 TON	HMA SURF CSE MIX "D", N70 TON	POLY LEV BIND (MM) N70 TON	POLY HMA SURF CRS MIX "D" N70 TON	H.M.A. SURF CRS MIX "C" N50 TON	SURFACE INCH	** LEVEL BINDER INCH
1651+00.0	1652+18.0	Omission - Bridge	118																				
1652+18.0	1654+92.0	RT	274	7.0	1918	213							213.1								19.4	2.25" at EOP to 1" on outside	
1654+92.0	1659+36.0	Omission - Bridge	444																				
1659+36.0	1660+40.0	RT	104	7.0	728	81															7.4	2.25" at EOP to 1" on outside	
1660+40.0	1679+43.0	RT - 2' Safety Shoulder 6" Total	1903	2.0	3806	423											106.6				35.5	1.5	4.5
1679+43.0	1687+55.0	RT	812	3.0	2436	271															34.1	2.25	
SIDEROADS																							
Emerson Rd		LT - Grind 0" at EOP and 2.25 at Island	7.5	Var	1715	191	0.11		0.29			190.6					10.7	16.0				1.5	0.75
Emerson Rd		LT - Grind 2.25"	100	Var	5060	562	0.32		0.84		34.2		562.2				31.5	47.2				1.5	0.75
Mathew Rd		RT - Grind 0" at EOP and 2.25 at Island	6.5	Var	1510	168	0.10		0.25			167.8					9.4	14.1				1.5	0.75
Mathew Rd		RT - Grind 2.25"	63.5	Var	7355	817	0.47		1.23		62.5		817.2				45.8	68.6				1.5	0.75
					GRAND TOTALS		17.69	41.14	154.28	851.39	436.47	2334.89	21178.81	35724.64	2174.67	193.02	2466.63	2464.61	5063.50	6004.91	5079.14		

* ADDITIONAL QUANTITIES ON ENTRANCE SCHEDULE

** CALCULATED AT A QUARTER INCH THICKER

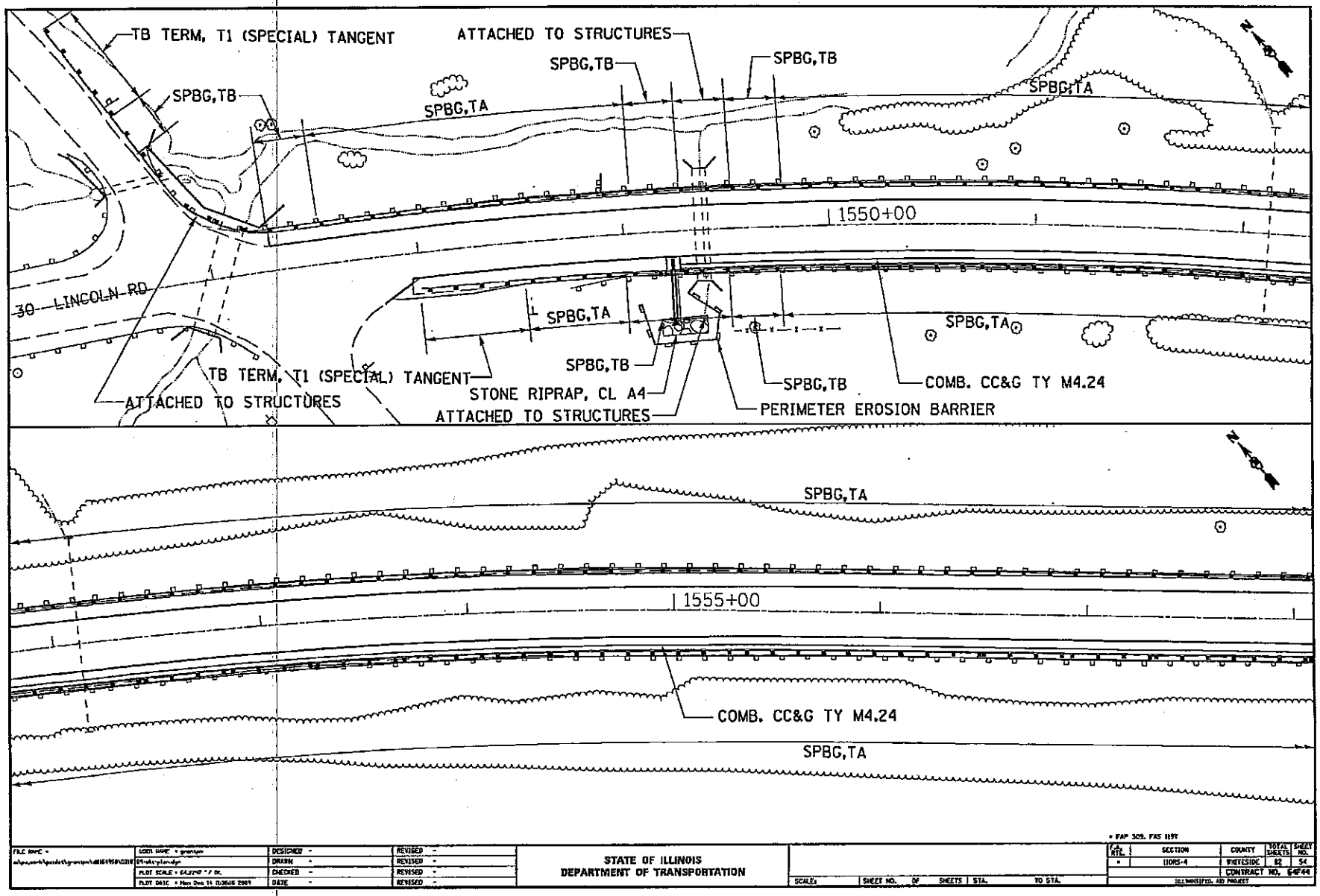
ENTRANCE SCHEDULE

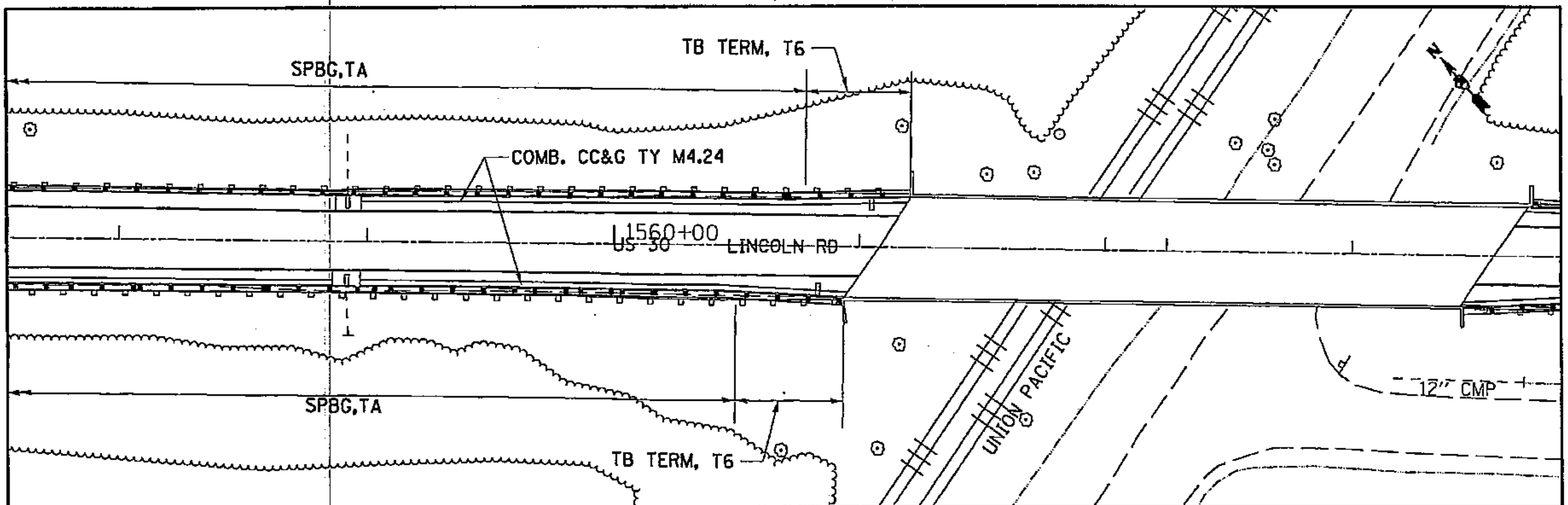
LOCATION			ENT. TYPE	NOTE	** SIDE ROAD WIDTH	** BUTT JOINT AREA	** TOTAL AGGREGATE AREA	** TOTAL BITUMINOUS AREA	TOTAL AGGREGATE AREA	TOTAL BITUMINOUS AREA	40600200 * BIT PRIME COAT	40600300 * AGG PRIME COAT	40600982 * H.M.A. SURF REM – BUTT JOINT	40600955 PCCSURF REM – BUTT JOINT	40600990 * TEMP RAMP	35101400 AGG BASE CSE T–B	40600050 2" INC H.M.A. SURF***
					FT	SQ FT	SQ FT	SQ FT	SQ YD	SQ YD	TON	TON	SQ YD	SQ YD	SQ YD	TON	TON
US 30																	
1569+79	PE	LT	BIT					918		102.0	0.03	0.15					14.3
1569+79	MH	RT	BIT				570	465		51.7	0.01	0.08				28.9	7.2
1546+80	SR	LT	AGG		22.0	660		1100		122.2	0.03	0.18	73.33		10.19		17.1
1547+40	SR	RT	O&C		27.0	810		1668		185.3	0.05	0.28	90.00		12.50		25.9
1568+32	SR	RT	BIT		36.0	1080		3321		369.0	0.11	0.55	120.00		16.67		51.7
1580+32	PE	LT	BIT					966		107.3	0.03	0.16					15.0
1602+34	CE	RT	BIT					1987		220.8	0.06	0.33					30.9
1612+03	CE	LT	BIT					2367		263.0	0.08	0.39					36.8
1615+17	CE	RT	CONC					612		68.0	0.02	0.10					9.5
13+49	U TURN		BIT					2092		232.4	0.07	0.35					32.5
1662+78	CE	LT	BIT					1475		163.9	0.05	0.25					22.9
1668+79	CE	LT	CONC		96.0	1317		1317		146.3	0.04	0.22	146.33	44.44			20.5
1682+61	CE	LT	CONC		99.0	704		704		78.2	0.02	0.12	78.22	45.83			11.0
									GRAND TOTALS		0.6	3.2	507.9	90.3	39.4	28.9	295.4

▪ FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:47:55 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE SCHEDULE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	53
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		


TB TERM, T1 (SPECIAL) TANGENT
ATTACHED TO STRUCTURES
SPBG,TB
SPBG,TA
SPBG,TB
SPBG,TB
SPBG,TA
1550+00
30 LINCOLN RD
SPBG,TA
SPBG,TA
SPBG,TB
TB TERM, T1 (SPECIAL) TANGENT
ATTACHED TO STRUCTURES
STONE RIPRAP, CL A4
ATTACHED TO STRUCTURES
SPBG,TB
SPBG,TB
COMB. CC&G TY M4.24
PERIMETER EROSION BARRIER
SPBG,TA
1555+00
COMB. CC&G TY M4.24
SPBG,TA
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
SCALE:
SHEET NO. OF SHEETS
STA.
TO STA.
F.A. RTE.
SECTION
COUNTY
TOTAL SHEETS
SHEET NO.
WHITESIDE
82
54
CONTRACT NO. 64F44



FILE NAME =	USER NAME =	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE =	DATE -	REVISED -

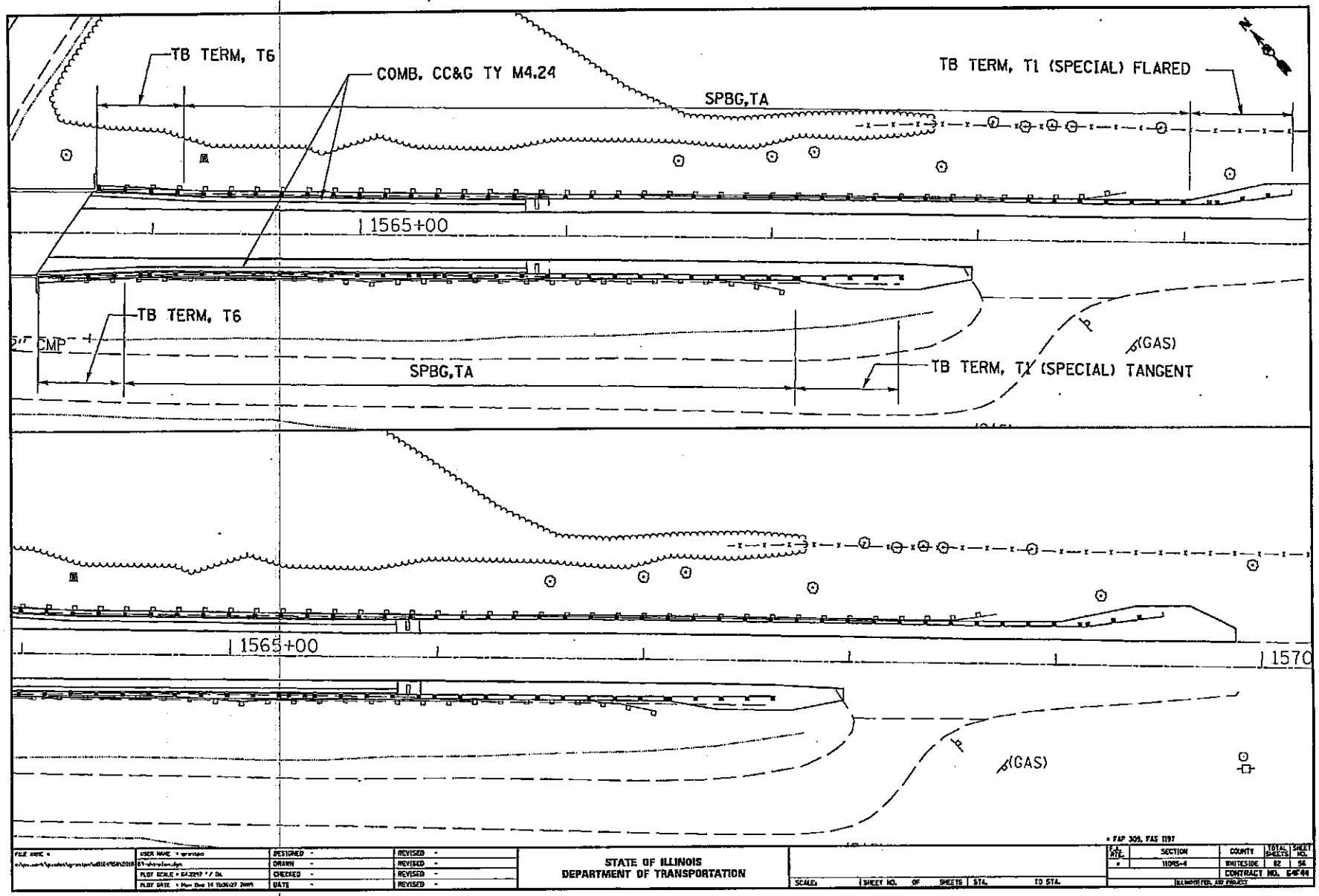
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

* FAP 309, FAS 1197

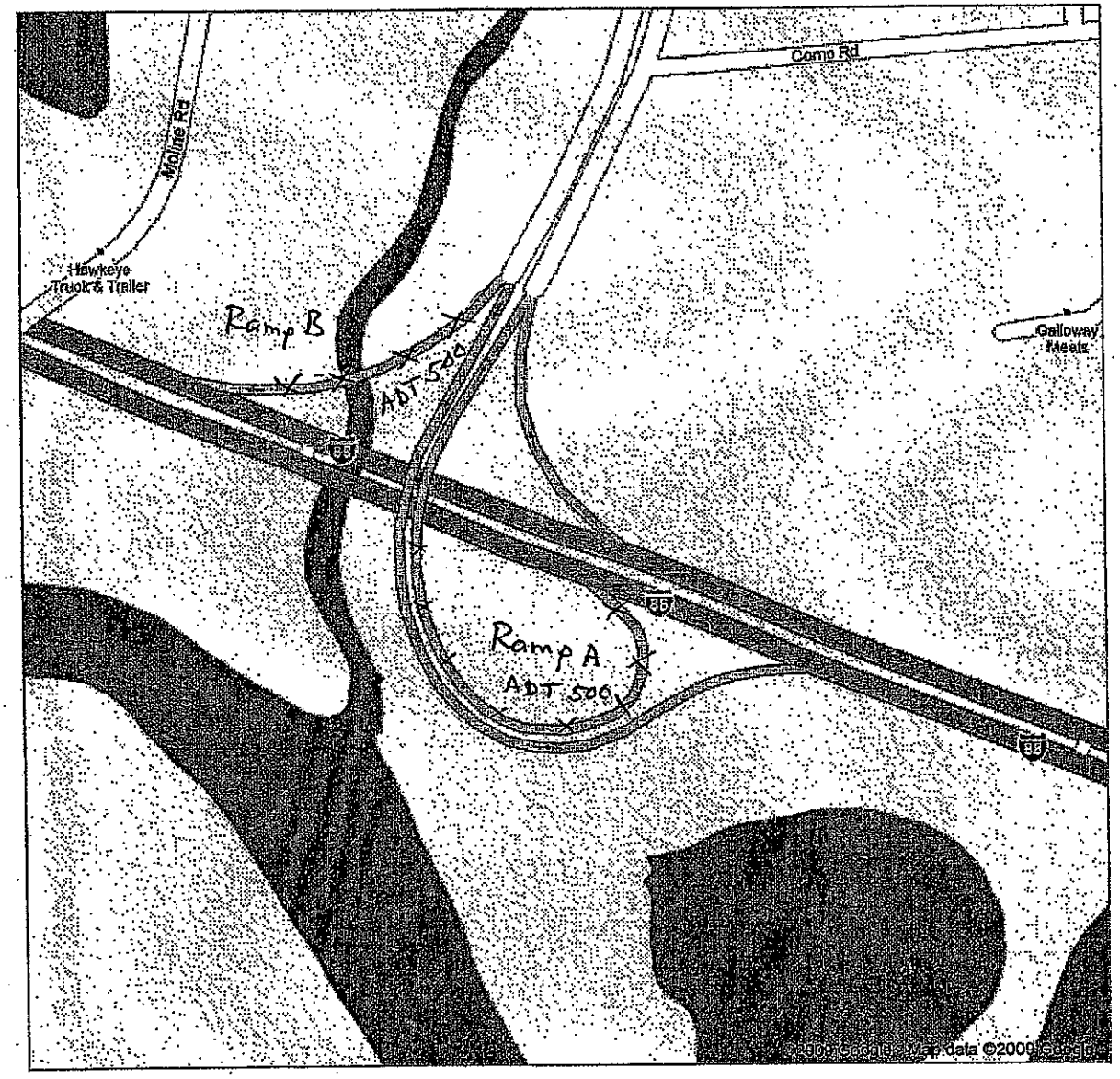
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(I)DRS-4	WHITESIDE	82	55
		CONTRACT NO. 64F44		

ILLINOIS FED. AID PROJECT


TB TERM, T6
COMB. CC&G TY M4.24
SPBG,TA
TB TERM, T1 (SPECIAL) FLARED
1565+00
TB TERM, T6
CMP
SPBG,TA
TB TERM, TX (SPECIAL) TANGENT
(GAS)
1565+00
1570
(GAS)
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SCALE:
SHEET NO. OF SHEETS STA. TO STA.
F.A. RTE.
SECTION
COUNTY
TOTAL SHEETS
SHEET NO.
WHITESIDE
82
56
CONTRACT NO. 64F44
ILLINOIS FED. AID PROJECT

DETOUR SHEETS FOR RAMP CLOSURES

Google maps Address Rock Falls, IL



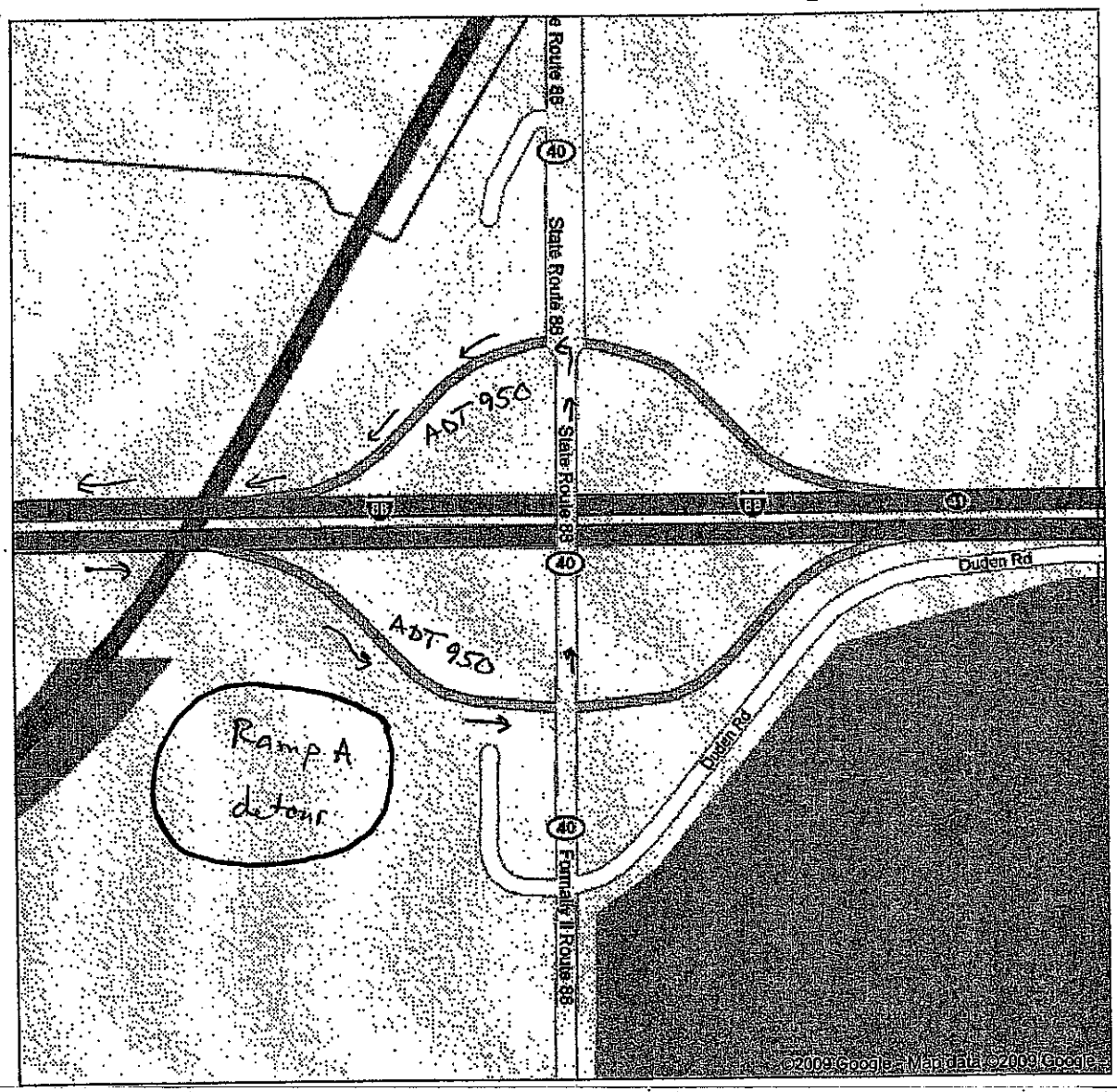
LEGEND:

X = RAMP CLOSURE

FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

DETOUR SHEETS FOR RAMP CLOSURES

Google maps Address Rock Falls, IL



LEGEND:

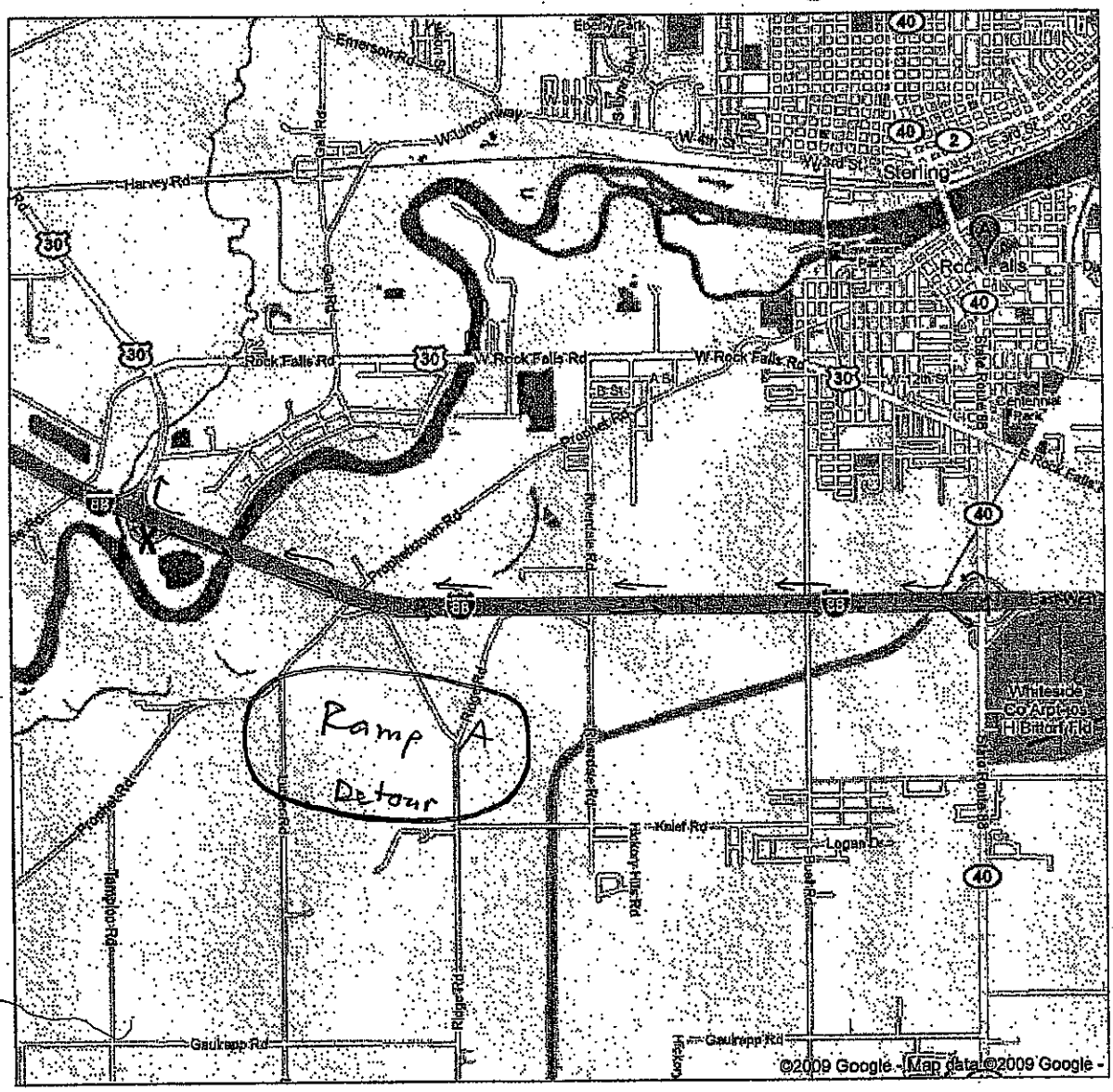
→ = DIRECTION OF DIRECTED TRAFFIC

FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

SHEET 58 of 82

DETOUR SHEETS FOR RAMP CLOSURES

Google maps Address Rock Falls, IL



LEGEND:

→ = DIRECTION OF DIRECTED TRAFFIC

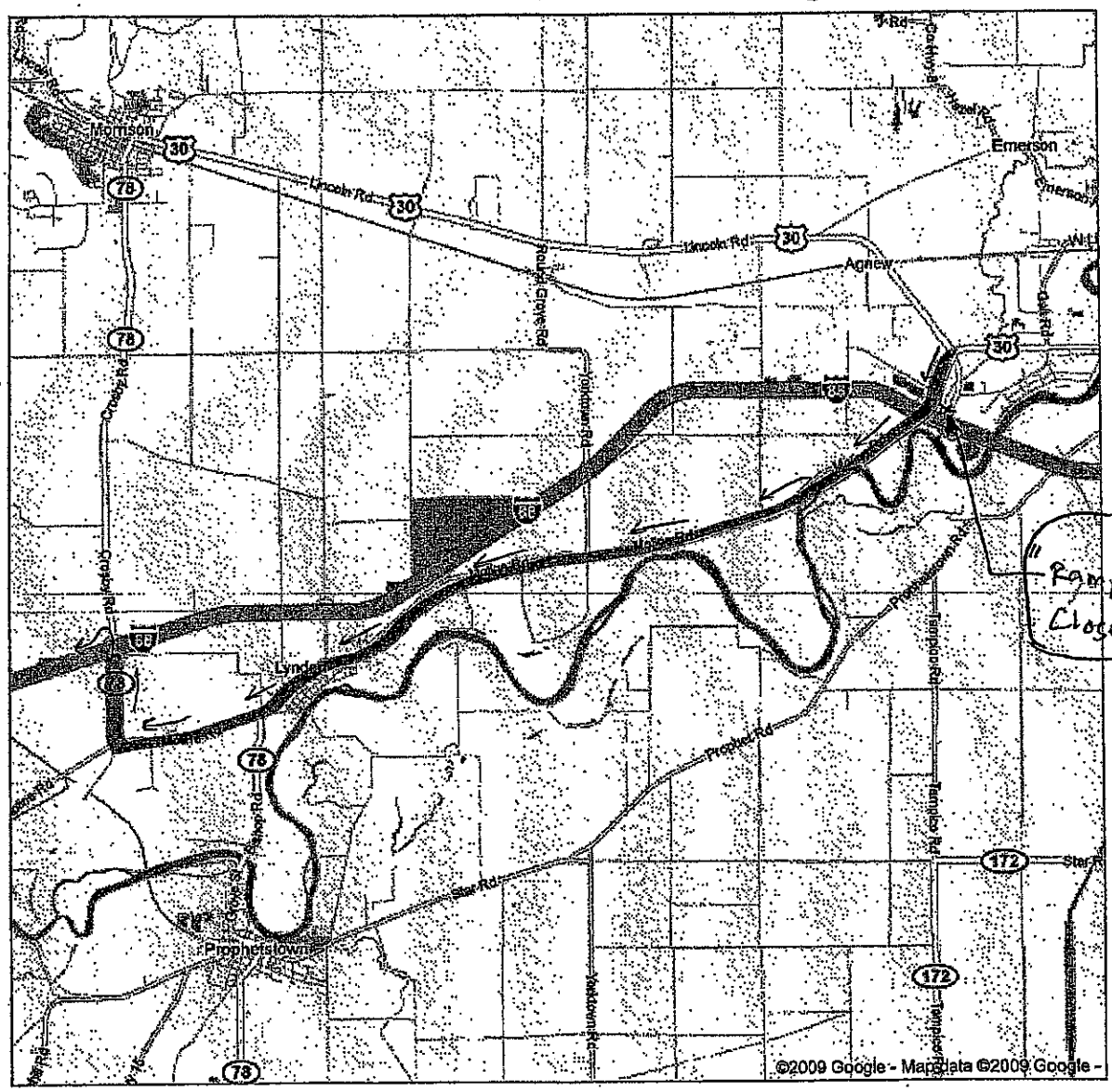
X = RAMP "A" CLOSED

FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

SHEET 59 of 82

DETOUR SHEETS FOR RAMP CLOSURES

Google maps Address Rock Falls, IL



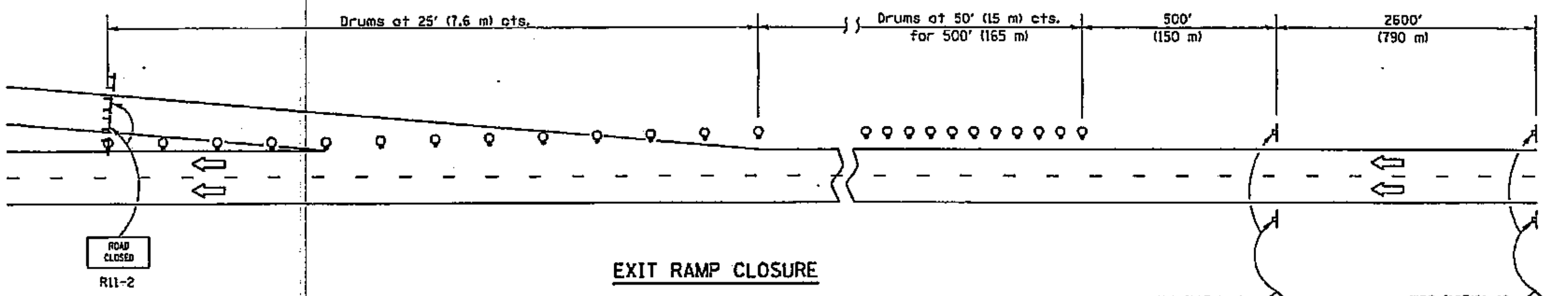
"Ramp B Closed"

Ramp B Detour

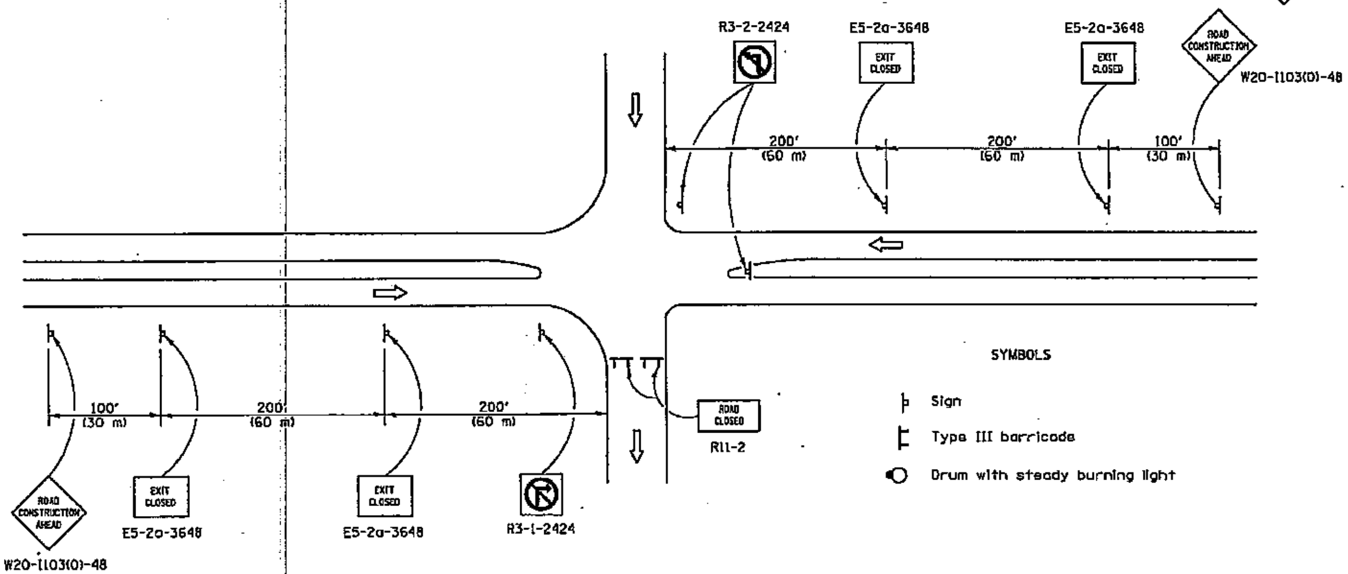
FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

LEGEND:
X = RAMP "B" CLOSED
← = DIRECTION OF DIRECTED TRAFFIC

SHEET 60 of 82



EXIT RAMP CLOSURE



ENTRANCE RAMP CLOSURE

SYMBOLS

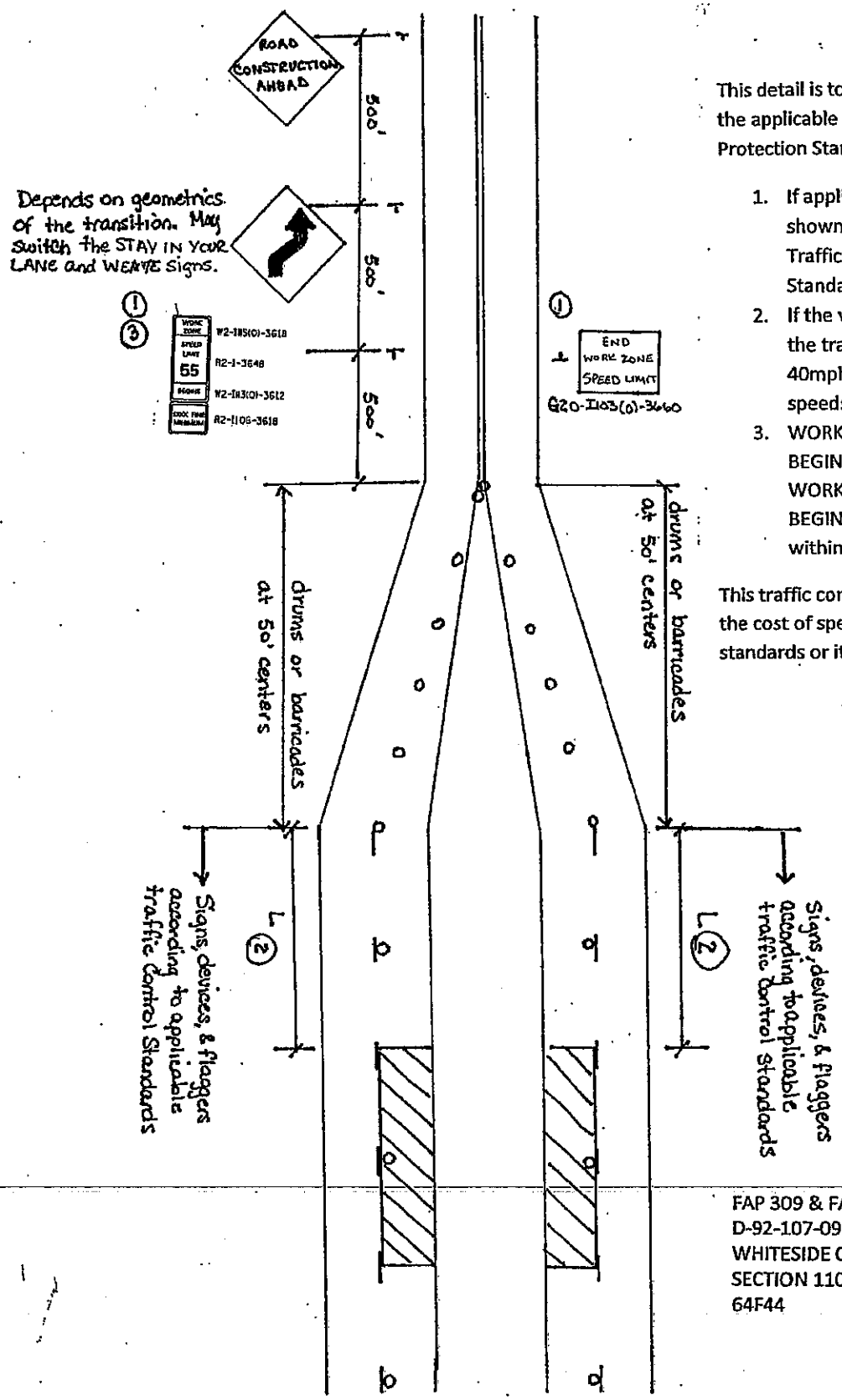
- Sign
- Type III barricade
- Drum with steady burning light

All dimensions are in inches (millimeters) unless otherwise shown.

* FAP 309, FAS 1137

DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL FOR RAMPS
DRAWN -	REVISED -		
CHECKED -	REVISED -		
DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	61
		CONTRACT NO. 64F44		



General Notes

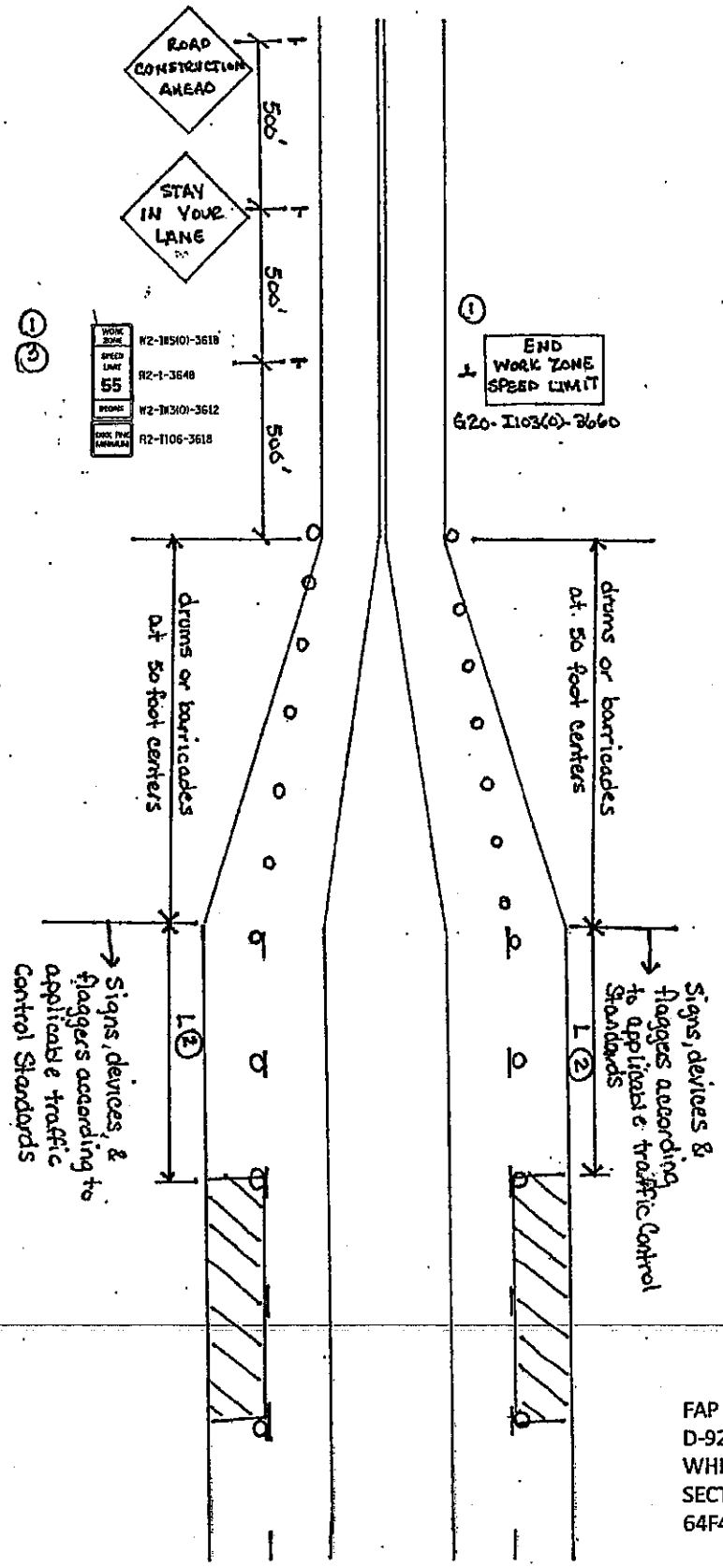
This detail is to be used in conjunction with the applicable multilane Traffic Control and Protection Standard.

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

This traffic control detail shall be included in the cost of specified traffic control standards or items.

FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

TRAFFIC CONTROL DETAILS FOR TRANSITION AREAS

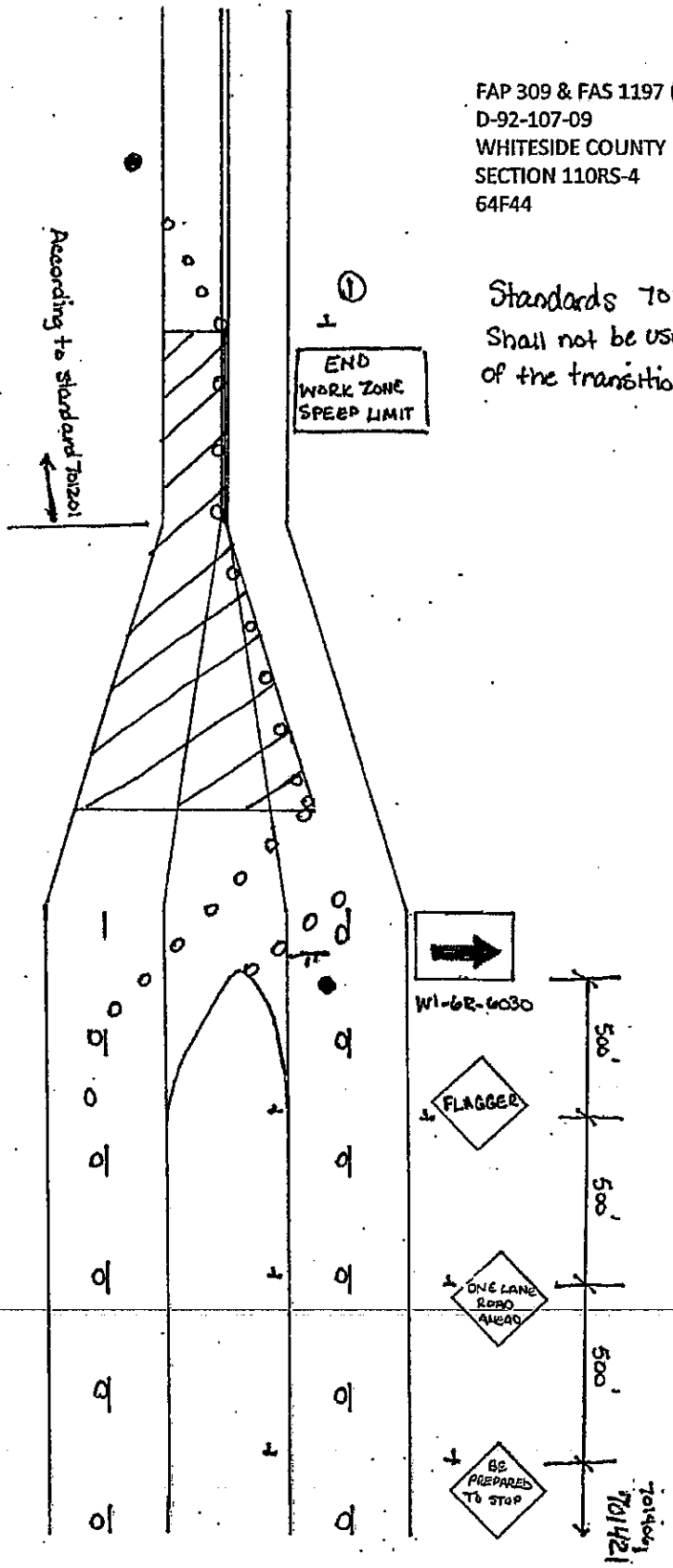


FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

TRAFFIC CONTROL DETAILS FOR TRANSITION AREAS

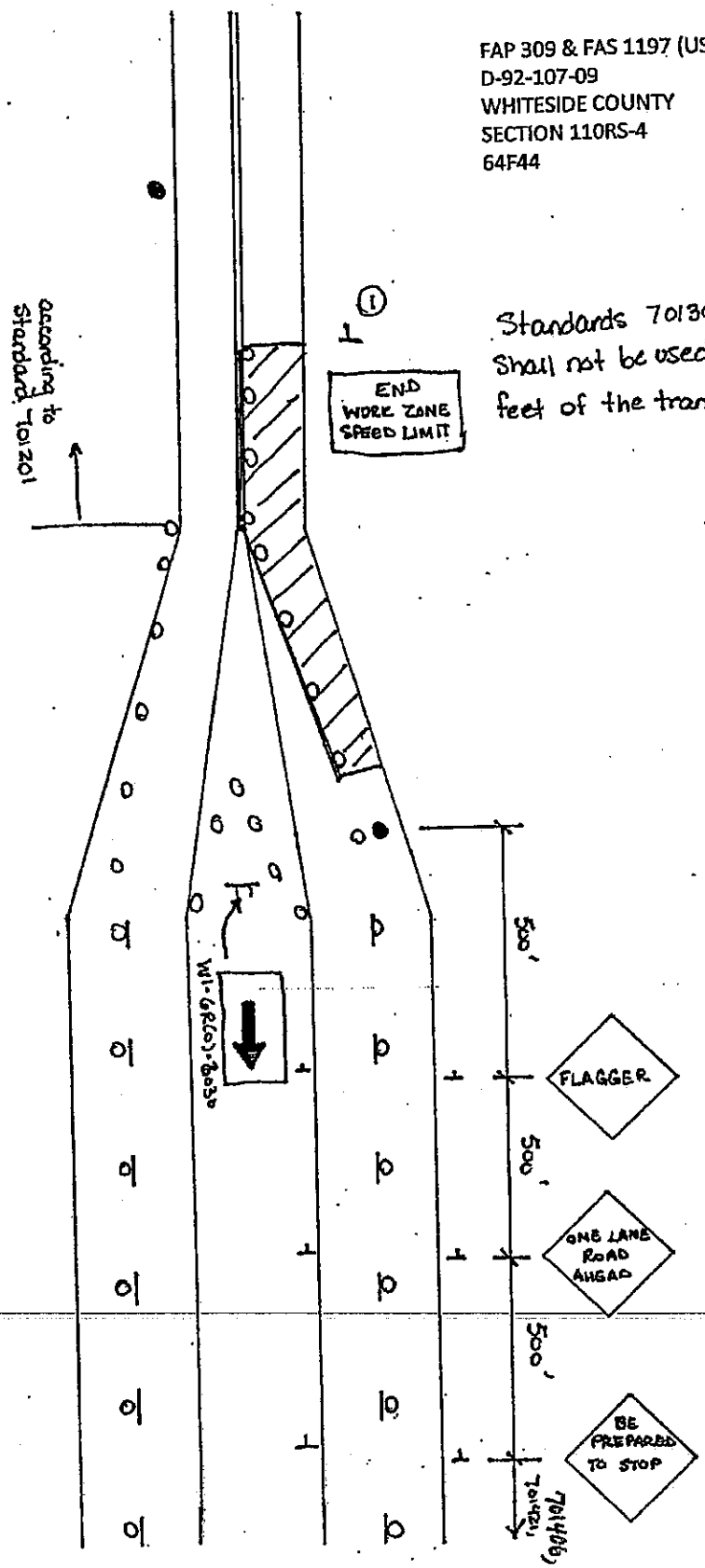
FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

Standards 701301 and 701306 Shall not be used within 500 feet of the transition.



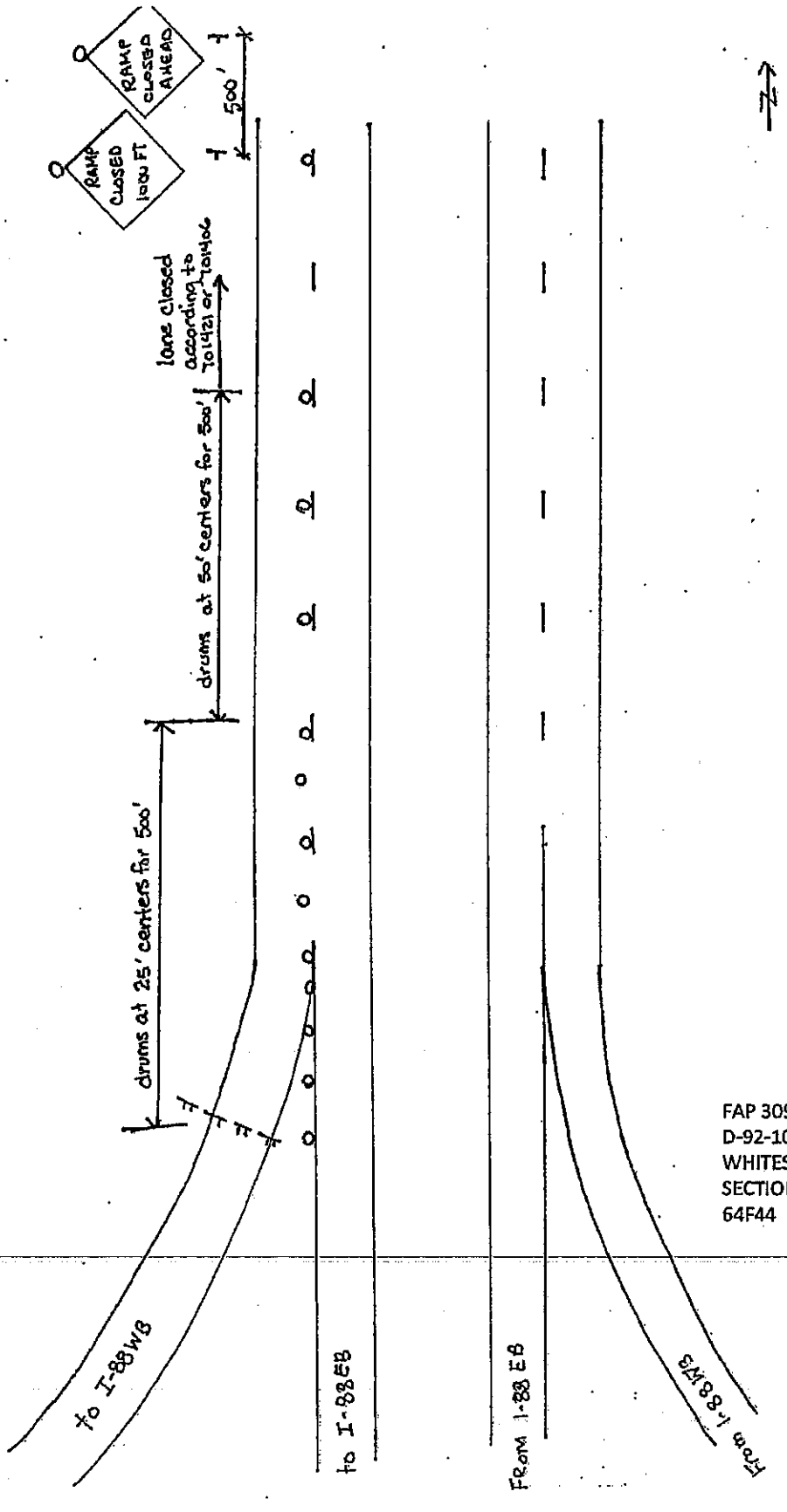
TRAFFIC CONTROL DETAILS FOR TRANSITION AREAS

FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44



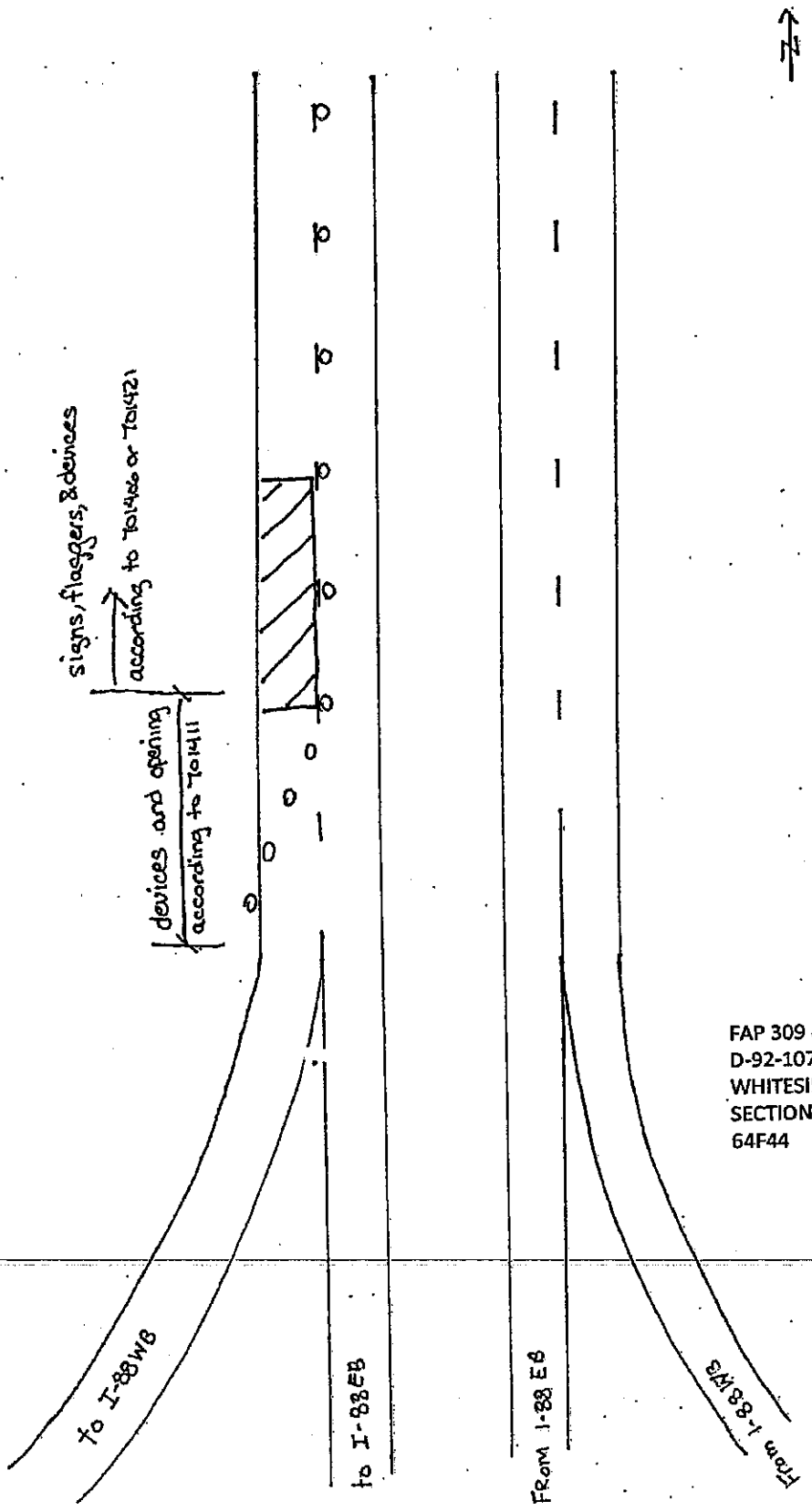
Standards 701301 and 701306 shall not be used within 500 feet of the transition.

TRAFFIC CONTROL DETAILS FOR TRANSITION AREAS



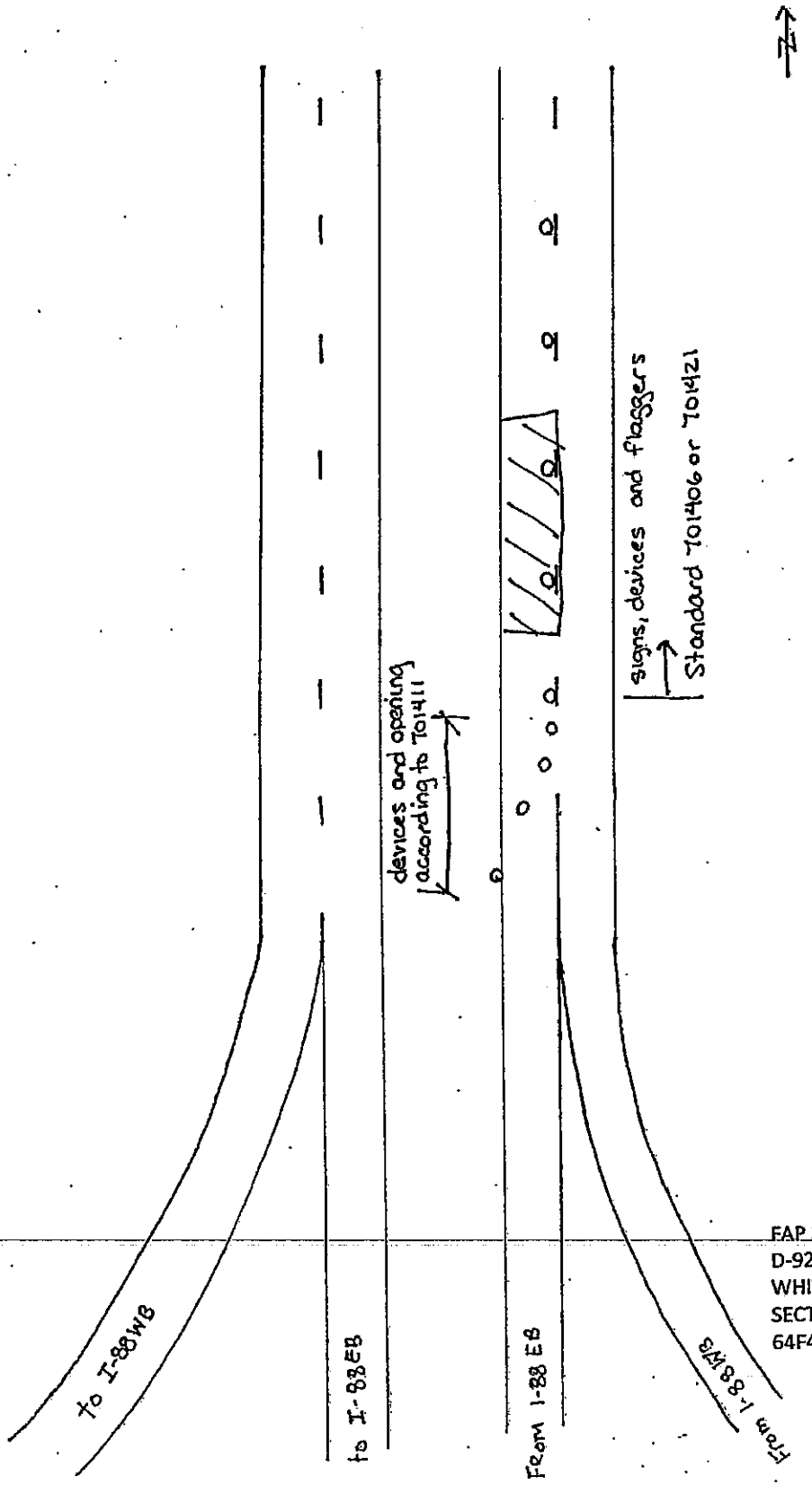
FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

TRAFFIC CONTROL DETAILS FOR RAMP



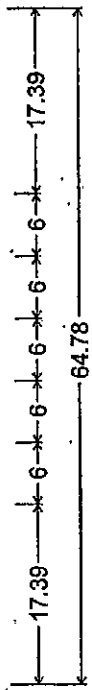
FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

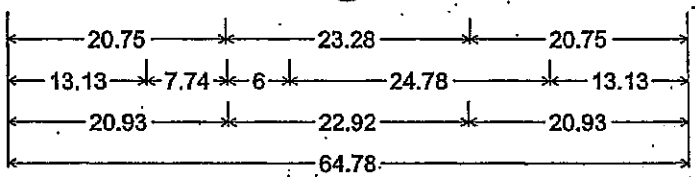
TRAFFIC CONTROL DETAILS FOR TRANSITION AREAS



FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

TRAFFIC CONTROL DETAILS FOR TRANSITION AREAS





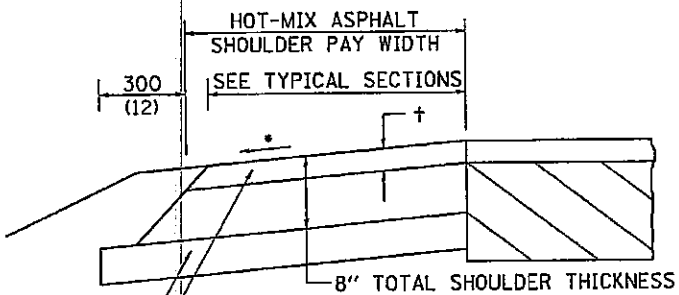
48.00" across sides 3.75" Radius, 1.00" Border, 0.63" Indent, Black on Orange;
[STAY] E Mod 2K; [IN YOUR] E Mod 2K;
[LANE] E Mod 2K;
Table of letter and object lefts.

S 20.75	T 26.51	A 31.43	Y 37.97		
I 13.13	N 16.01	Y 26.87	O 33.77	U 40.25	R 46.79
L 20.93	A 25.73	N 32.87	E 39.41		

FAP 309 & FAS 1197 (US 30)
D-92-107-09
WHITESIDE COUNTY
SECTION 110RS-4
64F44

TRAFFIC CONTROL DETAILS FOR TRANSITION AREAS

HOT-MIX ASPHALT SHOULDER



GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 *40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 *40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 *40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 *40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

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

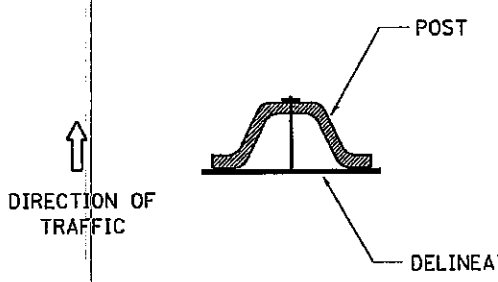
REVISED - 11-01-07

HOT-MIX ASPHALT SHOULDER 23.4a

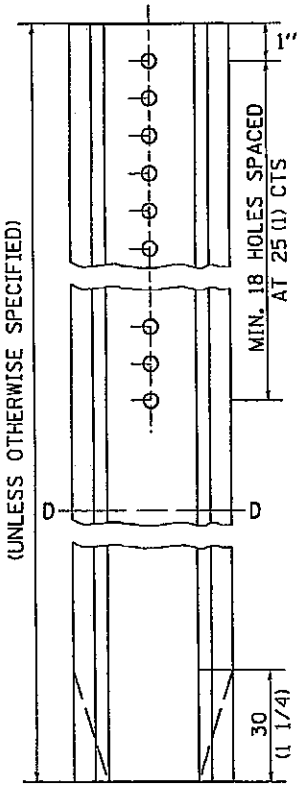
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:54:51 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	70
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DELINEATOR AND POST ORIENTATION



SECTION D-D



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

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

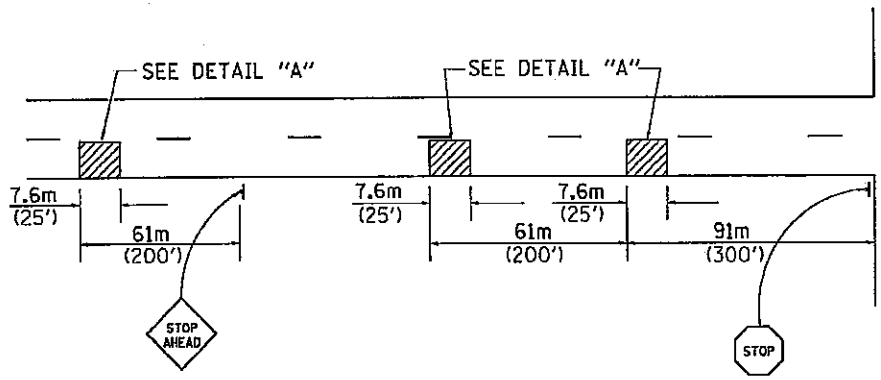
REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

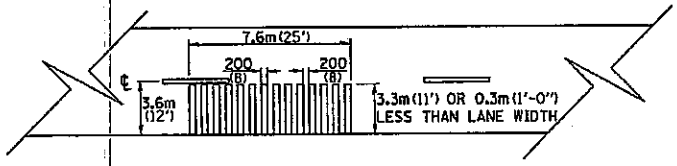
* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:54:58 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	71
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

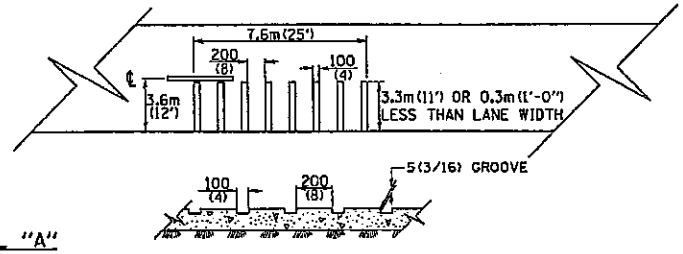
RUMBLE RESURFACING



RAISED



GROOVED



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

DETAIL "A"

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

REVISED - 2-16-88

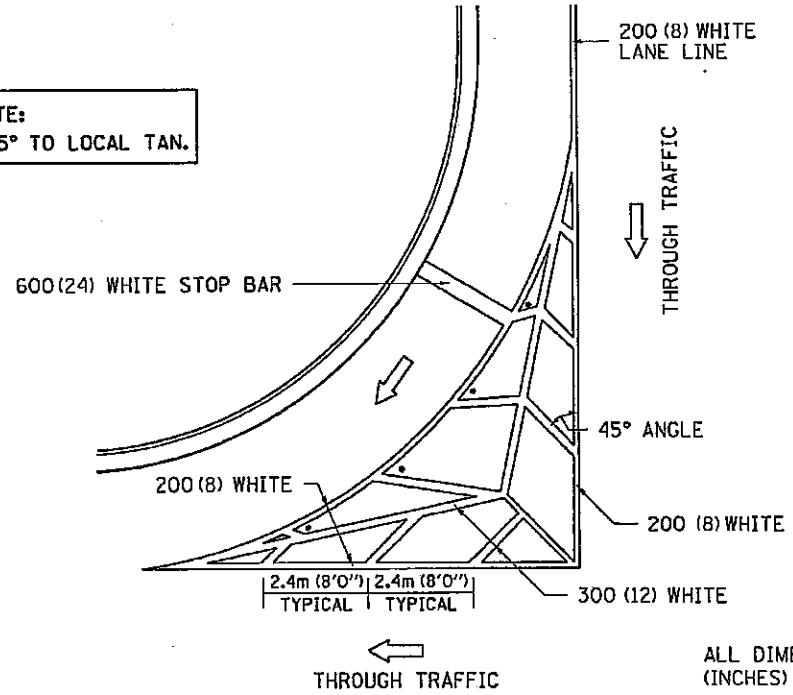
RUMBLE RESURFACING 91.4

• FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:55:05 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				•	110RS-4	WHITESIDE	82 / 72
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



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

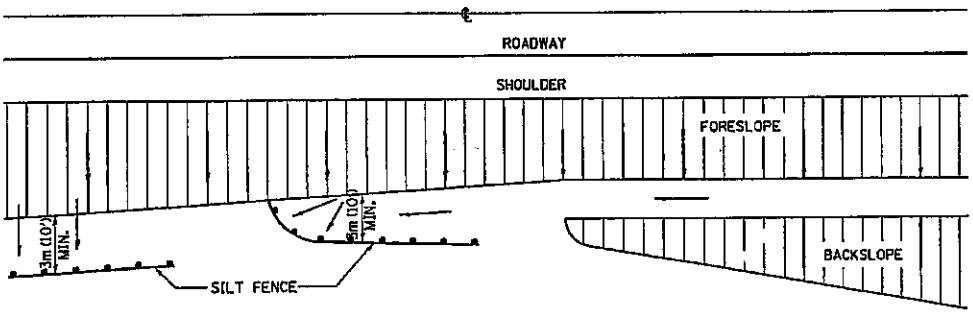
REVISED - 2-7-05

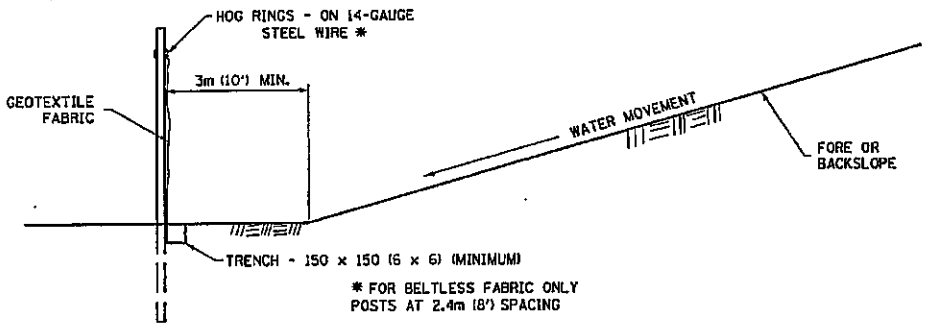
TYPICAL MARKING FOR PAINTED ISLANDS 93.4

* FAP 309, FAS 1197

FILE NAME =	USER NAME	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED - 1-09-08	PLOT DATE			*	110RS-4	WHITESIDE	82	73
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL DETAILS FOR SILT FENCE





DETAILS OF SILT FENCE

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

REVISED - 10-22-01

EROSION CONTROL DETAILS FOR SILT FENCE **29.2**

FILE NAME =
REVISED - 1-09-08
USER NAME
PLOT DATE
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT STANDARD

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	74

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | CONTRACT NO. 64F44

* FAP 309, FAS 1197

FILE NAME =

REVISED - 1-09-08

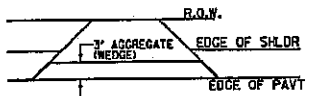
USER NAME

PLOT DATE

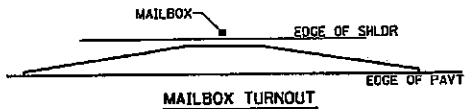
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT STANDARD

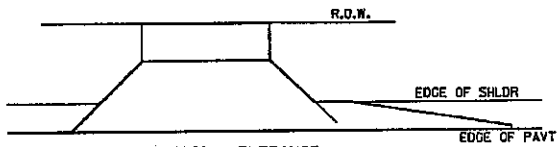
HOT-MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS



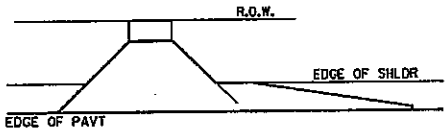
FIELD ENTRANCE



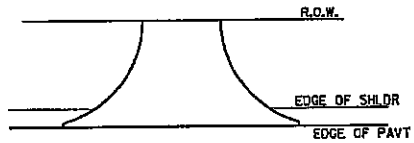
MAILBOX TURNOUT



COMMERCIAL ENTRANCE



PRIVATE ENTRANCE



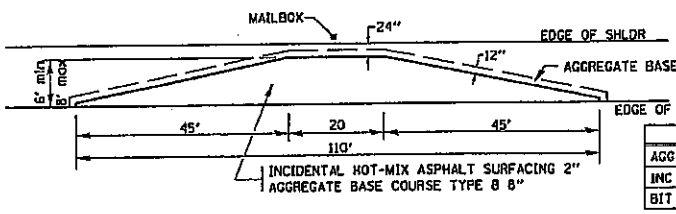
SIDE ROAD RETURN

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

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

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

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



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

REVISED - 10-21-08

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	75

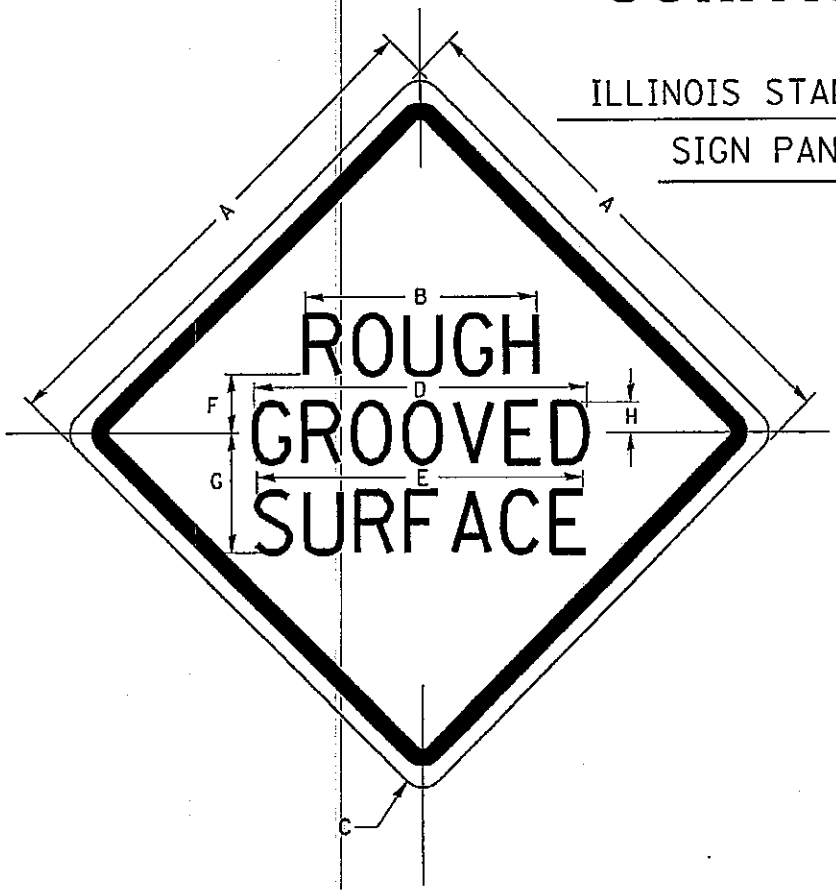
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT | CONTRACT NO. 64F44

* FAP 309, FAS 1197

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-RELFLECTIVE
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

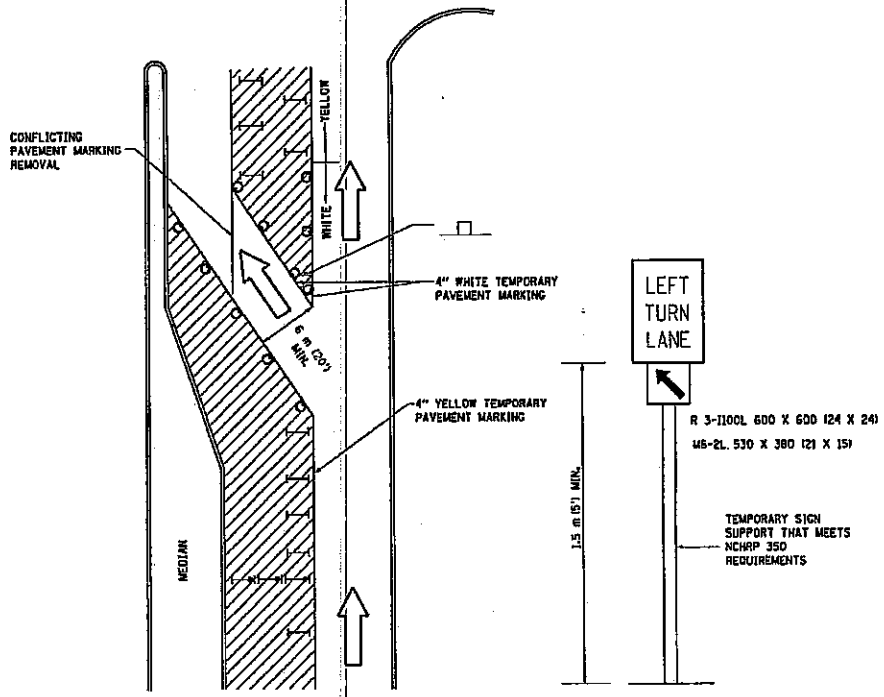
ALL DIMENSIONS IN INCHES.

* FAP 309, FAS 1197

ROUGH GROOVED SURFACE SIGN 91.2

FILE NAME =	USER NAME = grantpm	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED - 1-01-08	PLOT DATE = Wed Dec 16 14:55:32 2009			*	110RS-4	WHITESIDE	82	76
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	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 (28) IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

TEMPORARY PAVEMENT MARKING 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 LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-105 600 x 600 (24 X 24) AND M6-2R 530 X 380 (21 X 15) SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

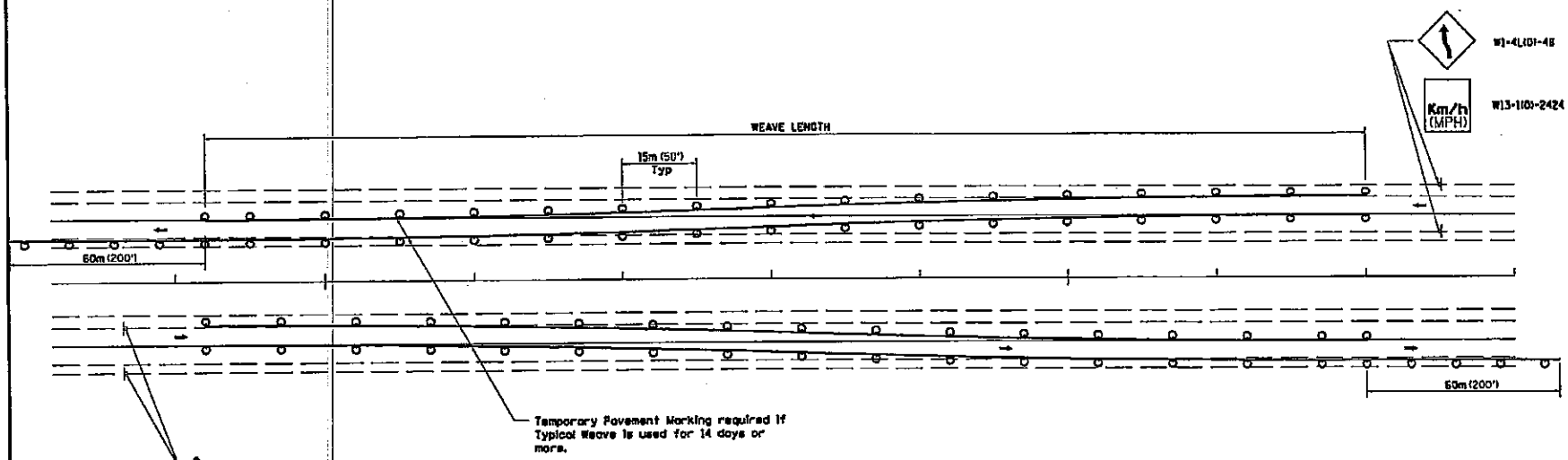
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED. REVISED - 12-3-09

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

• FAP 309, FAS 1197

FILE NAME = REVISED - 10-15-04	USER NAME = grantpm PLOT DATE = Wed Dec 16 14:55:39 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				•	110RS-4	WHITESIDE	82 / 77
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TRAFFIC CONTROL TYPICAL WEAVE



LEGEND

- ○ DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- ⊢ SIGN ON PERMANENT MOUNT

DESIGNER NOTES

1. USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
2. USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.
4. TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	ADVISORY SPEED LIMIT	WEAVE LENGTH
110 Km/h (65 MPH)	80 Km/h (45 MPH)	240m (780 FT.)
90 Km/h (55 MPH)	60 Km/h (35 MPH)	200m (660 FT.)
80 Km/h (45 MPH)	40 Km/h (25 MPH)	165m (540 FT.)

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

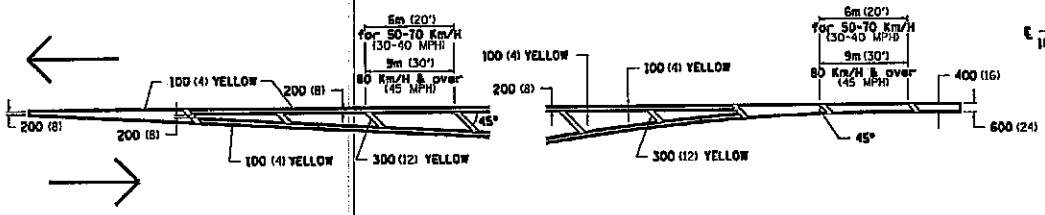
• FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Thu Dec 17 07:42:00 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				•	110RS-4	WHITESIDE	82 / 78
						CONTRACT NO. 64F44	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

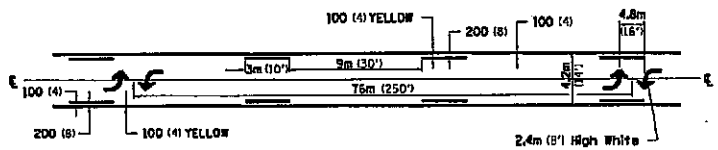
TRAFFIC CONTROL TYPICAL WEAVE 39.1

TYPICAL PAVEMENT MARKINGS

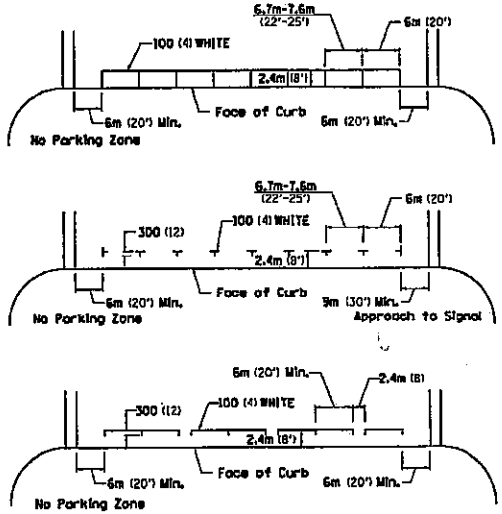
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE



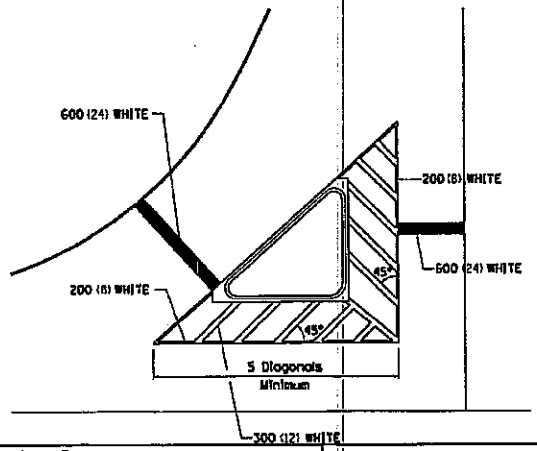
MEDIAN PAVEMENT MARKING



TYPICAL PARKING SPACING

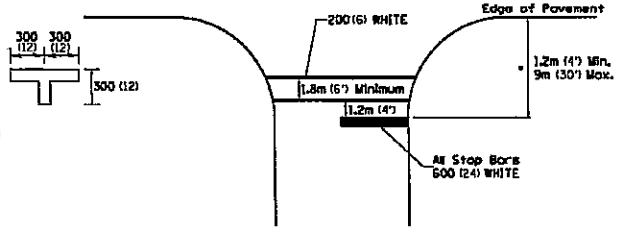


TYPICAL ISLAND OFFSET SHOULDER WIDTH



STANDARD CROSSWALK MARKING

See Schedules for Locations



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

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

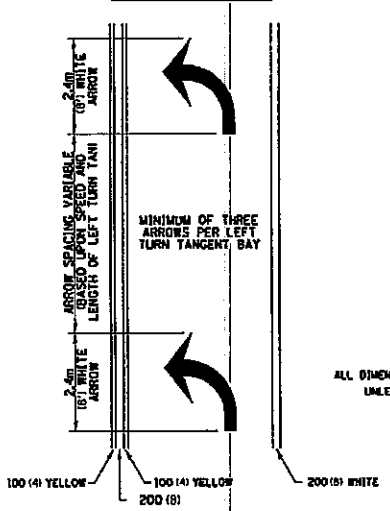
* FAP 309, FAS 1197

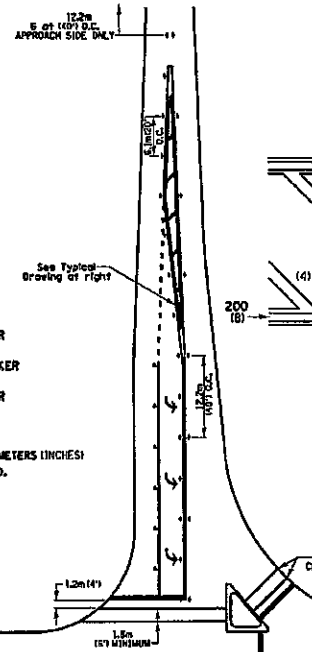
FILE NAME =	USER NAME = grantpm PLOT DATE = Thu Dec 17 07:42:06 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	79
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

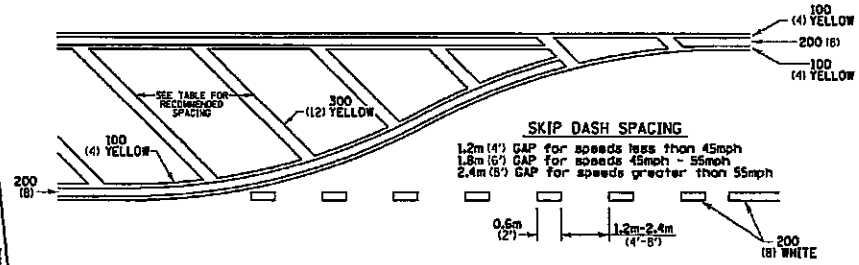
TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT





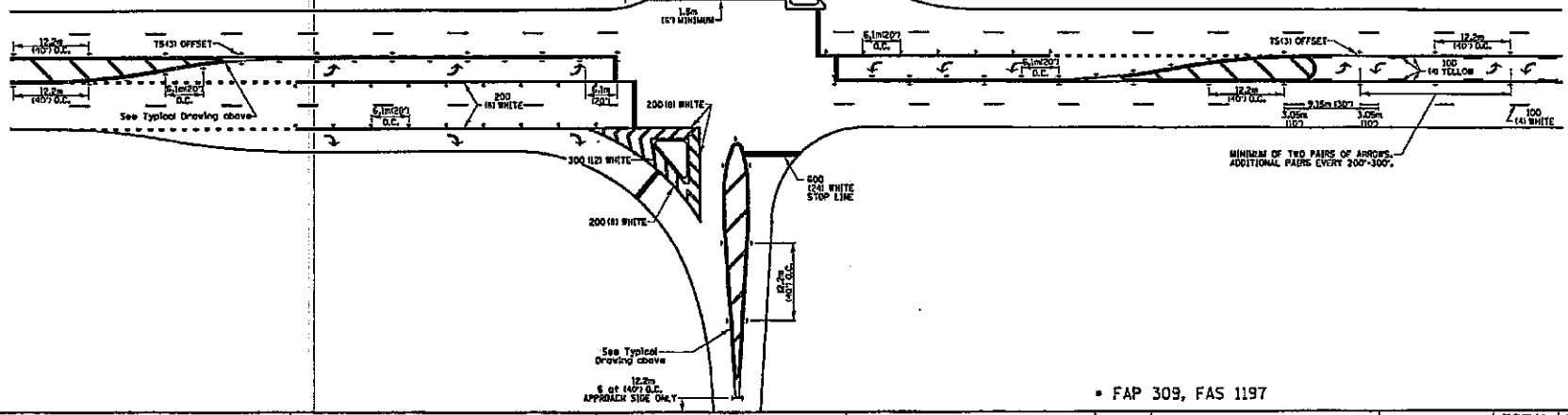
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.

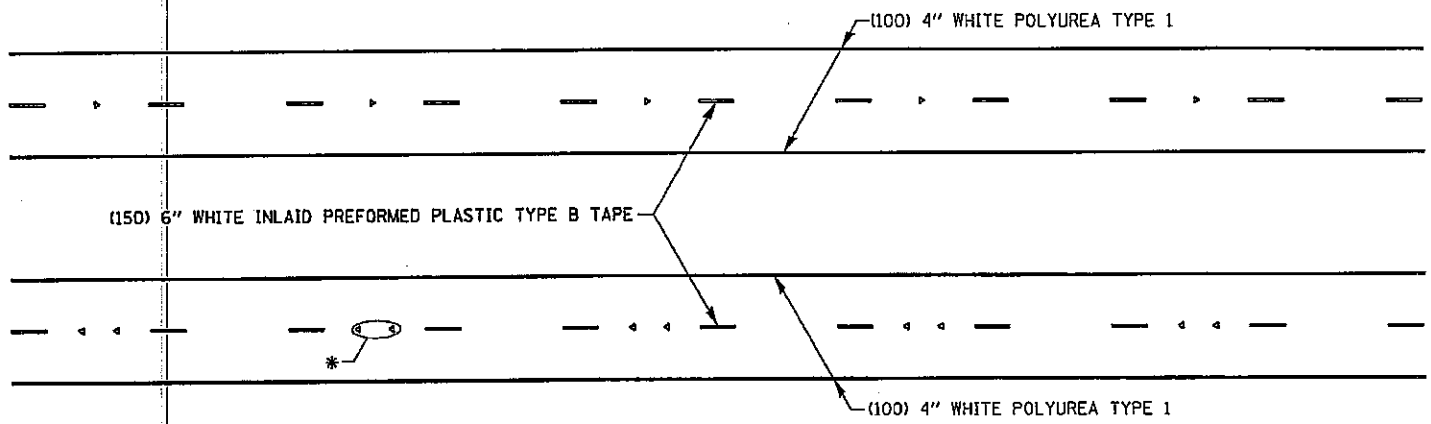


* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Thu Dec 17 07:42:13 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD

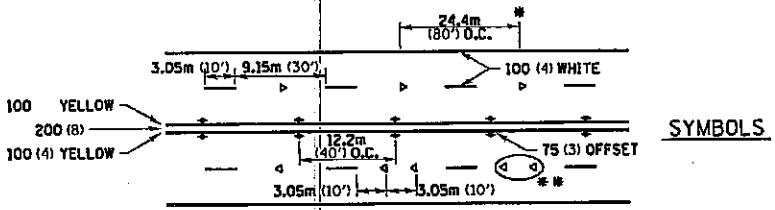
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	110RS-4	WHITESIDE	82	80
		CONTRACT NO. 64F44		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



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

MULTI-LANE / DIVIDED



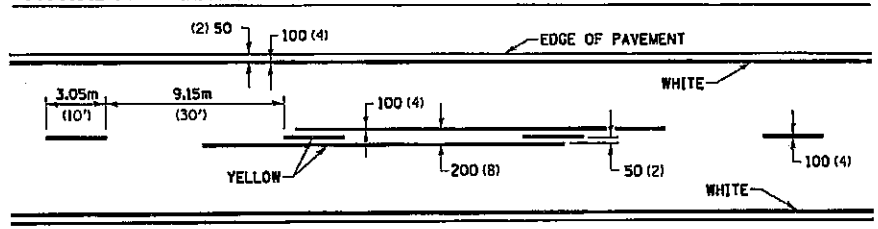
SYMBOLS

• 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



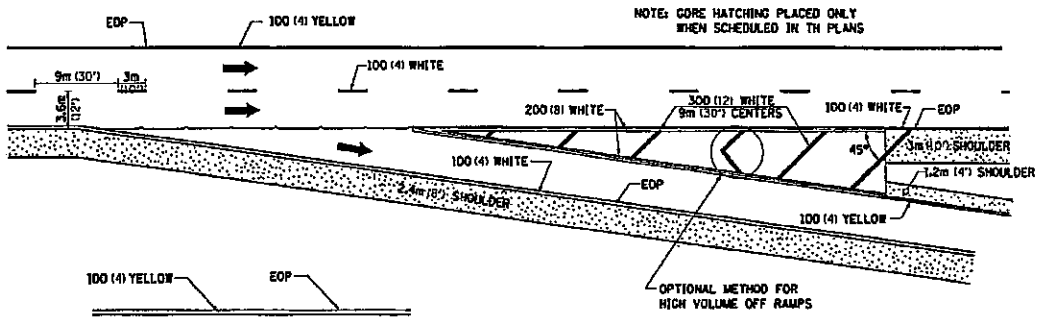
• FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Thu Dec 17 07:42:19 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				•	110RS-4	WHITESIDE	82	81
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

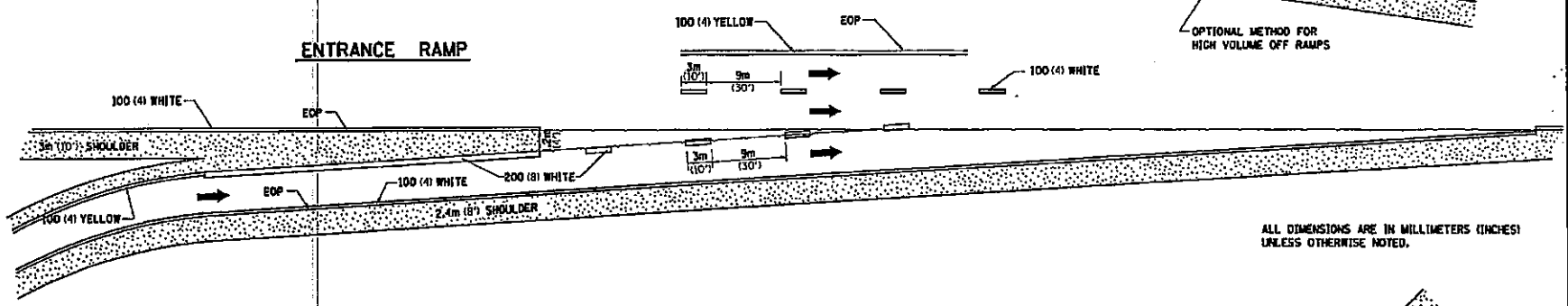
TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1

PAINTING DETAILS

EXIT RAMP

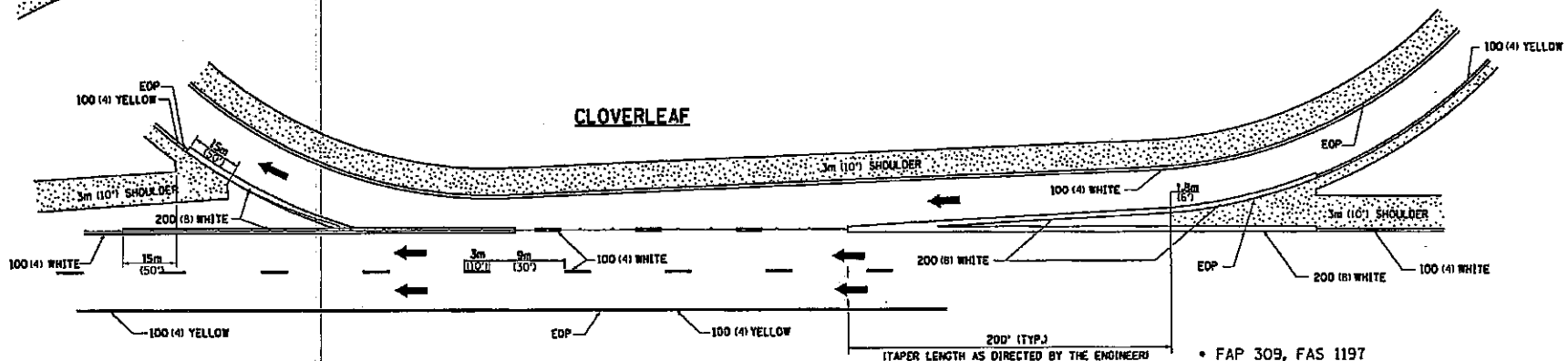


ENTRANCE RAMP



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

CLOVERLEAF



* FAP 309, FAS 1197

FILE NAME =	USER NAME = grantpm PLOT DATE = Thu Dec 17 07:42:25 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				*	110RS-4	WHITESIDE	82	82
						CONTRACT NO. 64F44		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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 Genesee, 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, cassion 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 l6E); 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, LeTourneaupul and similar machines; off-road haul units; DW -10; Hyster Winch and similar machines; Motor Patrol, Power Blade, Push Cat, Tractor Pulling elevating Grader or Power Blade; Tractor Operating Scoop or Scraper; Tractor with Power Attachment; Roller on Asphalt or Blacktop; Single Drum Hoist; Jaeger Mix and Place Machine; Pipe Bending Machine; Flexaplane or similar machines; Automatic Curbing Machines; Automatic Cement and Gravel Batch Plants (one stop set-up); Seaman Pulvi-Mixer or similar machines; Blastholer; Self-propelled Rotary Drill or similar machines; Work Boat; Combination Concrete Finishing Machine and Float; Self-Propelled Sheep Foot Roller or Compactor (used in conjunction with a Grading Spread); Asphalt Spreader Screed Operator; Apsco spreader or similar machine; Forklift (over 6000 lb. cap. or, working at heights above 28 ft.); Concrete Conveyors; and Chip Spreader.

Class 2. An engineer on Asphalt Booster; Fireman and Pump Operator at

Asphalt Plant; Mud Jack; Underground Boring Machine; Concrete Finishing Machine; Form Grader with Roller on Earth; Mixers (3 bag to 16E); Power Operated Bull Float; Tractor without Power attachment; Dope Pot (agitating motor); Dope Chop Machine; Distributor (back end); Straddle Carrier; Portable Machine Fireman; Hydro-Hammer; Power Winch on Paving Work; Self-propelled Roller or Compactor (other than provided for above); Pump Operator (more than one well-point pump); Portable Crusher Operator; Trench Machine (under 40 H.P.); Power Subgrader (on forms) or similar machines; Forklift (6000 lb. or less capacity); Gypsum Pump; Conveyor over 20 H.P.; Fuller Kenyon Cement Pump or similar machines; Air Compressor (400 c.f.m. or over); Light Plant; Mixers (l 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, vactor 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.