

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

PREQUALIFICATION

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

REQUESTS FOR AUTHORIZATION TO BID

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

WHO CAN BID ?

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

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

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

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

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

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

IDOT IS NOT RESPONSIBLE FOR ANY E-MAIL FAILURES.

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

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

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

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

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

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

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

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

ADDENDUMS AND REVISIONS TO THE PROPOSAL FORMS

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

RETURN WITH BID

155

Proposal Submitted By
Name
Address
City

Letting May 15, 2009

BIDDERS NEED NOT RETURN THE ENTIRE PROPOSAL
(See instructions inside front cover)

NOTICE TO PROSPECTIVE BIDDERS

This proposal can be used for bidding purposes by only those companies that request and receive written AUTHORIZATION TO BID from IDOT's Central Bureau of Construction.
(SEE INSTRUCTIONS ON THE INSIDE OF COVER)

**Notice To Bidders,
Specifications,
Proposal, Contract
and Contract Bond**



**Illinois Department
of Transportation**

Springfield, Illinois 62764

**Contract No. 68655
STARK-BUREAU Counties
Section (105,106)RS-3,122RS-2,123RS-5
District 4 Construction Funds
Routes FAP 646 & FAS 1194**

PLEASE MARK THE APPROPRIATE BOX BELOW:

- A Bid Bond is included.
- A Cashier's Check or a Certified Check is included.

Plans Included
Herein

Prepared by	
Checked by	S

(Printed by authority of the State of Illinois)

INSTRUCTIONS

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

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

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?: When a prospective prime bidder submits a "Request for Proposal Forms and Plans" he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued a **Proposal Denial and/or Authorization Form**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Proposal Denial and/or Authorization Form** will indicate the reason for denial. If a contractor has requested to bid but has not received a **Proposal Denial and/or Authorization Form**, they should contact the Central Bureau of Construction in advance of the letting date.

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

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond
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 CD-ROMS	217/782-7806

RETURN WITH BID



PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

1. Proposal of _____

Taxpayer Identification Number (Mandatory) _____ a

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

**Contract No. 68655
STARK-BUREAU Counties
Section (105,106)RS-3,122RS-2,123RS-5
Routes FAP 646 & FAS 1194
District 4 Construction Funds**

6.65 miles of patching, milling and resurfacing on IL Route 93 from IL Route 91 to IL Route 40 and on IL Route 40 from just north of the Bureau County Line to IL Route 17.

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

RETURN WITH BID

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

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

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

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

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

Attach Cashier's Check or Certified Check Here

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

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

Item _____

Section No. _____

County _____

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

RETURN WITH BID

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

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

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

Schedule of Combination Bids

Combination No.	Sections Included in Combination	Combination Bid	
		Dollars	Cents

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

68655

State Job # - C-94-192-06
 PPS NBR - 4-00141-0300
 County Name - BUREAU- STARK-
 Code - 11 - 175 -
 District - 4 - 4 -
 Section Number - (105,106)RS-3,122RS-2,123RS-5

Project Number

Route

FAP 646

FAS 1194

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0322729	MATL TRANSFER DEVICE	TON	28,584.000				
X2503100	MOWING	UNIT	2,280.000				
X4067107	POL LB MM IL4.75 N50	TON	13,629.000				
40200800	AGG SURF CSE B	TON	200.000				
40600215	P BIT MATLS PR CT	TON	175.000				
40600300	AGG PR CT	TON	991.000				
40600895	CONSTRUC TEST STRIP	EACH	1.000				
40600982	HMA SURF REM BUTT JT	SQ YD	2,950.000				
40600990	TEMPORARY RAMP	SQ YD	549.000				
40603335	HMA SC "D" N50	TON	28,585.000				
40800050	INCIDENTAL HMA SURF	TON	357.000				
44000152	HMA SURF REM 3/4	SQ YD	100,319.000				
44000155	HMA SURF REM 1 1/2	SQ YD	97,662.000				
44000157	HMA SURF REM 2	SQ YD	136,259.000				
44201803	CL D PATCH T2 13	SQ YD	1,020.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

68655

State Job # - C-94-192-06
 PPS NBR - 4-00141-0300
 County Name - BUREAU- STARK-
 Code - 11 - 175 -
 District - 4 - 4 -
 Section Number - (105,106)RS-3,122RS-2,123RS-5

Project Number

Route

FAP 646

FAS 1194

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44201807	CL D PATCH T3 13	SQ YD	116.000				
44201809	CL D PATCH T4 13	SQ YD	354.000				
44201815	CL D PATCH T2 14	SQ YD	272.000				
44201827	CL D PATCH T2 15	SQ YD	827.000				
44300200	STRIP REF CR CON TR	FOOT	99,902.000				
48101200	AGGREGATE SHLDS B	TON	3,399.000				
48203100	HMA SHOULDERS	TON	346.000				
66700205	PERM SURV MKRS T1	EACH	19.000				
66700305	PERM SURV MKRS T2	EACH	4.000				
66700605	PERM SURVEY TIES	EACH	73.000				
67000400	ENGR FIELD OFFICE A	CAL MO	9.000				
67100100	MOBILIZATION	L SUM	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				
70100600	TRAF CONT-PROT 701336	L SUM	1.000				
70300100	SHORT-TERM PAVT MKING	FOOT	48,975.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

68655

State Job # - C-94-192-06
 PPS NBR - 4-00141-0300
 County Name - BUREAU- STARK-
 Code - 11 - 175 -
 District - 4 - 4 -
 Section Number - (105,106)RS-3,122RS-2,123RS-5

Project Number

Route

FAP 646

FAS 1194

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70300210	TEMP PVT MK LTR & SYM	SQ FT	187.000				
70300220	TEMP PVT MK LINE 4	FOOT	288,587.000				
70300240	TEMP PVT MK LINE 6	FOOT	21,118.000				
70300250	TEMP PVT MK LINE 8	FOOT	1,263.000				
70300260	TEMP PVT MK LINE 12	FOOT	248.000				
70300280	TEMP PVT MK LINE 24	FOOT	148.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	3,781.000				
78003110	PREF PL PM TB LINE 4	FOOT	14,224.000				
78003130	PREF PL PM TB LINE 6	FOOT	21,118.000				
78005100	EPOXY PVT MK LTR-SYM	SQ FT	187.000				
78005110	EPOXY PVT MK LINE 4	FOOT	274,363.000				
78005140	EPOXY PVT MK LINE 8	FOOT	1,263.000				
78005150	EPOXY PVT MK LINE 12	FOOT	248.000				
78005180	EPOXY PVT MK LINE 24	FOOT	148.000				
78100100	RAISED REFL PAVT MKR	EACH	1,430.000				

RETURN WITH BID

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

I. GENERAL

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

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

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

II. ASSURANCES

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

B. Felons

1. The Illinois Procurement Code provides:

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

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

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

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

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

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

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

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

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

RETURN WITH BID

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

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

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

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

E. Inducements

1. The Illinois Procurement Code provides:

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

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

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

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

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

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

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

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

H. Confidentiality

1. The Illinois Procurement Code provides:

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

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

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

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

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

III. CERTIFICATIONS

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

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

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

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

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

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

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

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

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

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

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

C. Educational Loan

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

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

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

D. Bid-Rigging/Bid Rotating

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

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

RETURN WITH BID

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

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

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

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

E. International Anti-Boycott

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

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

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

F. Drug Free Workplace

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

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

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

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

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

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

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

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

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

RETURN WITH BID

G. Debt Delinquency

1. The Illinois Procurement Code provides:

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

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

H. Sarbanes-Oxley Act of 2002

1. The Illinois Procurement Code provides:

Section 50-60(c).

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

I. Addenda

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

J. Section 42 of the Environmental Protection Act

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

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

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

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

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

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

RETURN WITH BID

M. Disclosure of Business Operations in Iran

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

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

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

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

Check the appropriate statement:

Company has no business operations in Iran to disclose.

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

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

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

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

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

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

TO BE RETURNED WITH BID

IV. DISCLOSURES

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

B. Financial Interests and Conflicts of Interest

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

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

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

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

C. Disclosure Form Instructions

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

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

CERTIFICATION STATEMENT

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)		
<input type="checkbox"/>	_____ Signature of Authorized Representative	_____ Date

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

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

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

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

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

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

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

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

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

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

D. Bidders Submitting More Than One Bid

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

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

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

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

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

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

DISCLOSURE OF FINANCIAL INFORMATION

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

FOR INDIVIDUAL (type or print information)

NAME: _____

ADDRESS _____

Type of ownership/distributable income share:

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

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

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

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

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

RETURN WITH BID/OFFER

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

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

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

Yes ___ No ___

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

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

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

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

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

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

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

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

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

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

RETURN WITH BID/OFFER

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

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

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

APPLICABLE STATEMENT

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

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

NOT APPLICABLE STATEMENT

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

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

_____ Date _____
Signature of Authorized Representative

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

<input type="checkbox"/>	_____	_____
	Signature of Authorized Representative	Date

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

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

RETURN WITH BID

**Contract No. 68655
STARK-BUREAU Counties
Section (105,106)RS-3,122RS-2,123RS-5
Routes FAP 646 & FAS 1194
District 4 Construction Funds**

PART II. WORKFORCE PROJECTION - continued

- B. Included in "Total Employees" under Table A is the total number of **new hires** that would be employed in the event the undersigned bidder is awarded this contract.

The undersigned bidder projects that: (number) _____ new hires would be recruited from the area in which the contract project is located; and/or (number) _____ new hires would be recruited from the area in which the bidder's principal office or base of operation is located.

- C. Included in "Total Employees" under Table A is a projection of numbers of persons to be employed directly by the undersigned bidder as well as a projection of numbers of persons to be employed by subcontractors.

The undersigned bidder estimates that (number) _____ persons will be directly employed by the prime contractor and that (number) _____ persons will be employed by subcontractors.

PART III. AFFIRMATIVE ACTION PLAN

- A. The undersigned bidder understands and agrees that in the event the foregoing minority and female employee utilization projection included under **PART II** is determined to be an underutilization of minority persons or women in any job category, and in the event that the undersigned bidder is awarded this contract, he/she will, prior to commencement of work, develop and submit a written Affirmative Action Plan including a specific timetable (geared to the completion stages of the contract) whereby deficiencies in minority and/or female employee utilization are corrected. Such Affirmative Action Plan will be subject to approval by the contracting agency and the **Department of Human Rights**.
- B. The undersigned bidder understands and agrees that the minority and female employee utilization projection submitted herein, and the goals and timetable included under an Affirmative Action Plan if required, are deemed to be part of the contract specifications.

Company _____ Telephone Number _____

Address _____

NOTICE REGARDING SIGNATURE

The Bidder's signature on the Proposal Signature Sheet will constitute the signing of this form. The following signature block needs to be completed if revisions are required.

Signature: _____ Title: _____ Date: _____

- Instructions: All tables must include subcontractor personnel in addition to prime contractor personnel.
- Table A - Include both the number of employees that would be hired to perform the contract work and the total number currently employed (Table B) that will be allocated to contract work, and include all apprentices and on-the-job trainees. The "Total Employees" column should include all employees including all minorities, apprentices and on-the-job trainees to be employed on the contract work.
 - Table B - Include all employees currently employed that will be allocated to the contract work including any apprentices and on-the-job trainees currently employed.
 - Table C - Indicate the racial breakdown of the total apprentices and on-the-job trainees shown in Table A.

RETURN WITH BID

**Contract No. 68655
STARK-BUREAU Counties
Section (105,106)RS-3,122RS-2,123RS-5
Routes FAP 646 & FAS 1194
District 4 Construction Funds**

PROPOSAL SIGNATURE SHEET

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

(IF AN INDIVIDUAL)

Firm Name _____

Signature of Owner _____

Business Address _____

(IF A CO-PARTNERSHIP)

Firm Name _____

By _____

Business Address _____

Name and Address of All Members of the Firm:

(IF A CORPORATION)

Corporate Name _____

By _____

Signature of Authorized Representative _____

Typed or printed name and title of Authorized Representative _____

Attest _____

Signature _____

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

Business Address _____

(IF A JOINT VENTURE)

Corporate Name _____

By _____

Signature of Authorized Representative _____

Typed or printed name and title of Authorized Representative _____

Attest _____

Signature _____

Business Address _____

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



Return with Bid

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

Item No. _____

Letting Date _____

KNOW ALL MEN BY THESE PRESENTS, That We _____

as PRINCIPAL, and _____

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

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

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

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

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

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

PRINCIPAL

SURETY

(Company Name)

(Company Name)

By _____
(Signature & Title)

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

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
County of _____

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

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

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

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

My commission expires _____

Notary Public

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

Electronic Bid Bond ID# _____

Company / Bidder Name _____

Signature and Title _____

PROPOSAL ENVELOPE



PROPOSALS

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

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

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

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

NOTICE

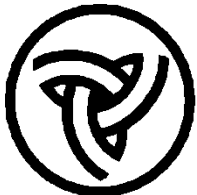
Individual bids, including Bid Bond and/or supplemental information if required, should be securely stapled.

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

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. 68655
STARK-BUREAU Counties
Section (105,106)RS-3,122RS-2,123RS-5
Routes FAP 646 & FAS 1194
District 4 Construction Funds**



Illinois Department of Transportation



NOTICE TO BIDDERS

1. TIME AND PLACE OF OPENING BIDS. Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., May 15, 2009. All bids will be gathered, sorted, publicly opened and read in the auditorium at the Department of Transportation's Harry R. Hanley Building shortly after the 10:00 a.m. cut off time.

2. DESCRIPTION OF WORK. The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 68655
STARK-BUREAU Counties
Section (105,106)RS-3,122RS-2,123RS-5
Routes FAP 646 & FAS 1194
District 4 Construction Funds**

6.65 miles of patching, milling and resurfacing on IL Route 93 from IL Route 91 to IL Route 40 and on IL Route 40 from just north of the Bureau County Line to IL Route 17.

3. INSTRUCTIONS TO BIDDERS. (a) This Notice, the invitation for bids, proposal and letter of award shall, together with all other documents in accordance with Article 101.09 of the Standard Specifications for Road and Bridge Construction, become part of the contract. Bidders are cautioned to read and examine carefully all documents, to make all required inspections, and to inquire or seek explanation of the same prior to submission of a bid.

(b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.

4. AWARD CRITERIA AND REJECTION OF BIDS. This contract will be awarded to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the rules, Invitation for Bids and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

By Order of the
Illinois Department of Transportation

Gary Hannig,
Acting Secretary

INDEX
 FOR
 SUPPLEMENTAL SPECIFICATIONS
 AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2009

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS and frequently used RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-07) (Revised 1-1-09)

SUPPLEMENTAL SPECIFICATIONS

<u>Std. Spec. Sec.</u>	<u>Page No.</u>
201 Clearing, Tree Removal and Protection	1
205 Embankment	2
251 Mulch	3
253 Planting Woody Plants	4
280 Temporary Erosion Control	6
443 Reflective Crack Control Treatment	7
502 Excavation for Structures	10
503 Concrete Structures	11
504 Precast Concrete Structures	12
505 Steel Structures	13
540 Box Culverts	14
581 Waterproofing Membrane System	15
633 Removing and Reerecting Guardrail and Terminals	16
669 Removal and Disposal of Regulated Substances	17
672 Sealing Abandoned Water Wells	18
701 Work Zone Traffic Control and Protection	19
733 Overhead Sign Structures	20
783 Pavement Marking and Marker Removal	21
801 Electrical Requirements	22
805 Electrical Service Installation – Traffic Signals	23
836 Pole Foundation	24
838 Breakaway Devices	25
862 Uninterruptable Power Supply	26
873 Electric Cable	28
878 Traffic Signal Concrete Foundation	30
1004 Coarse Aggregates	31
1008 Structural Steel Coatings	32
1010 Finely Divided Materials	33
1020 Portland Cement Concrete	34
1022 Concrete Curing Materials	43
1024 Nonshrink Grout	44
1042 Precast Concrete Products	45
1062 Reflective Crack Control System	47
1069 Pole and Tower	49
1074 Control Equipment	52
1076 Wire and Cable	57
1081 Materials for Planting	58
1083 Elastomeric Bearings	60
1094 Overhead Sign Structures	61
1101 General Equipment	62
1102 Hot-Mix Asphalt Equipment	63
1106 Work Zone Traffic Control Devices	64

RECURRING SPECIAL PROVISIONS

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

<u>CHECK SHEET #</u>	<u>PAGE NO.</u>
1	65
2	67
3	68
4	78
5	83
6	88
7	89
8	90
9	91
10	94
11	97
12	99
13	103
14	105
15	106
16	108
17	109
18	111
19	112
20	113
21	117
22	119
23	121
24	123
25	124
26	125
27	126
28	127
29	128
30	129
31	137
32	149
33	150

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
MOWING	1
PLACEMENT OF HOT-MIX ASPHALT SURFACE COURSES	2
HOT-MIX ASPHALT SURFACE REMOVAL, 0.75", 1.5" AND 2"	2
CLASS D PATCHES, TYPE II, III & IV, 13", 14" & 15"	5
HOT-MIX ASPHALT SHOULDER RESURFACING CONSTRUCTED SIMULTANEOUSLY WITH MAINLINE PAVING.....	5
TRAFFIC CONTROL PLAN	5
WORK ZONE PAVMEENT MARKINGS ON MILLED SURFACES.....	6
MATERIAL TRANSFER DEVICE (BDE)	6
MATERIAL TRANSFER DEVICE RESTRICTIONS	7
APPROVAL OF PROPOSED BORROW AREAS, USE AREAS, AND/OR WASTE AREAS INSIDE ILLINOIS STATE BORDERS (BDE)	8
AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE).....	8
CONSTRUCTION AIR QUALITY - IDLING RESTRICTIONS (BDE).....	9
DETERMINATION OF THICKNESS (BDE).....	10
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)	21
ENGINEER'S FIELD OFFICE TYPE A (BDE)	28
EPOXY PAVEMENT MARKINGS (BDE).....	30
EQUIPMENT RENTAL RATES (BDE).....	32
FLAGGER AT SIDE ROADS AND ENTRANCES (BDE)	33
HOT-MIX ASPHALT - FIELD VOIDS IN THE MINERAL AGGREGATE (BDE).....	33
HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE)	35
HOT-MIX ASPHALT – TRANSPORTATION (BDE)	36
HOT-MIX ASPHALT MIXTURE IL-4.75 (BDE)	37
HOT-MIX ASPHALT MIXTURE IL-9.5L (BDE)	41
LIQUIDATED DAMAGES (BDE).....	42
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE)	43
PAYMENTS TO SUBCONTRACTORS (BDE)	43
PAYROLLS AND PAYROLL RECORDS (BDE)	44
PERSONAL PROTECTIVE EQUIPMENT (BDE)	46
RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)	46
REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)	52
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	53
WORKING DAYS (BDE)	53
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID).....	54

FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 57
PROJECT LABOR AGREEMENT 61

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 646, FAS Route 1194 (IL 40, IL 93); Section (105,106)RS-3,122RS-2,123RS-5; Stark and Bureau Counties; Contract No. 68655; in Stark and Bureau Counties 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

This project is located on Illinois Route 93 from Illinois Route 91(S) to Illinois Route 40(N) and on Illinois Route 40 from 500 feet north of the Bureau County Line to Illinois Route 17(W).

DESCRIPTION OF PROJECT

The work on this project consists of patching, milling, resurfacing and other collateral work.

MOWING

Effective December 11, 2001

Revised January 1, 2007

This work shall consist of mowing the roadway foreslopes to the ditchline or for a width of 15' (4.572 meters) from both edges of pavement or paved shoulder, whichever is less. At intersecting roadways, the mowing shall extend to the proposed right of way for a distance of 150' (45 m) on either side of the intersection. The height of the mowing shall not be more than 6" (150 mm). Equipment used shall be capable of completely severing all growth at the cutting height and distributing it evenly over the mowed area. The Contractor will not be required to mow continuously wet ditches and drainage ways, slopes greater than 1:3 (V:H), or areas which may be designated by the Engineer as not mowable. Mowing shall be done within the project limits during the construction of the project as directed by the Engineer and prior to the final inspection of the project. Any subsequent mowing required to disperse mowed material shall be considered as included in the cost of the mowing. Debris encountered during mowing, which interferes with the mowing operation or is visible from the roadway shall be removed and disposed of according to Article 250.05.

Method of Measurement: Mowing will be measured for payment in units of 100' (30 m) in horizontal distances along the roadway centerline. For purposes of measurement, the quantity of units to be paid for each individual mowing is defined as the net length of the project as

shown on the cover sheet of the construction plans divided by 100' (30 m) which includes the left and right sides of the roadway. No allowances will be made for variations in width of mowing.

Basis of Payment: This work will be paid for at the contract unit price per unit for MOWING.

PLACEMENT OF HOT-MIX ASPHALT SURFACE COURSES

Effective: March 22, 2001

Revised: January 1, 2007

Placement of hot-mix asphalt surface courses shall not be allowed after October 15th of any calendar year. The contractor is responsible for scheduling construction activities to complete placement of surface courses prior to October 15th. If surface courses are not in place by October 15th, the contractor is responsible for implementing any measures needed to make the roadway suitable for winter traffic and snow plowing activities. Any additional costs associated with this provision shall be considered included in the cost of the unit prices bid for hot-mix asphalt surface course items.

HOT-MIX ASPHALT SURFACE REMOVAL, 0.75", 1.5" AND 2"

Effective March 1, 1993

Revised April 24, 2009

Description: This work shall consist of removing a portion of the existing hot-mix asphalt concrete surface course in accordance with the applicable portions of Section 440 and 1101 of the Standard Specifications, this special provision, details in the plans and as directed by the Engineer. The cold milled salvaged aggregate resulting from this operation shall become the property of the Contractor.

Equipment: The machine used for milling and planing shall be a self-propelled grinding machine having a minimum 12' (3.6 m) wide drum at least 28" (710 mm) in diameter. The grinding machine shall be capable of accurately and automatically establishing profile grades by referencing from either the existing pavement or from an independent grade control and shall have a positive means for controlling cross slope elevations. It shall also have an effective means for removing excess material from the surface and for preventing dust resulting from the operation from escaping into the air. When a milling width in excess of 12' is required and the Contractor's milling machine is less than the required width shown in the plans, the remaining area shall be milled with a machine capable of meeting the requirements of this special provision. Milling attachments used with skid steer tractors will not be allowed for longitudinal areas to mill additional widths.

The cutting teeth used in the milling operation shall be the GTE AM722, or an approved equivalent. When the teeth become worn so that they do not produce a uniform surface texture, they shall all be changed at the same time (as a unit). Occasionally, individual teeth may be changed if they lock up or break, but this method shall not be used to avoid changing the set of teeth as a unit.

The moldboard is critical in obtaining the desired surface texture. It shall be straight, true, and free of excessive nicks or wear, and it shall be replaced as necessary to uniformly produce the required surface texture. Gouging of the pavement by more than 1/4 inch (6 mm) shall be sufficient cause to require replacement of all teeth.

Occasional gouges, due to deteriorated pavement condition, or separation of lifts will not be cause to replace all teeth. The Engineer will be the sole judge of the cause of the pavement gouging and the corrective work required. Corrective work due to negligence or poor workmanship shall be at the Contractor's expense.

Construction Requirements

General: The temperature at which the work is performed, the nature and condition of the equipment, and the manner of performing the work shall be such that the milled and planed surface is not torn, gouged, shoved, or otherwise injured by the grinding operation. Sufficient cutting passes shall be made so that all irregularities or high spots are eliminated.

Weather conditions, when milling work is performed, must be such that short term or temporary pavement markings can be placed the day the surface is milled in accordance with Section 703 "Work Zone Pavement Markings".

An automatic grade control device shall be used when milling mainline pavement and shall be capable of controlling the elevation of the drum relative to either a preset grade control stringline or a grade reference device traveling on the adjacent pavement surface. The automatic grade control device may be utilized only on one side of the machine with a automatic slope control device controlling the opposite side. The traveling grade reference device shall not be less than 30 feet (9 m) in length. When milling cross roads, turn lanes, intersections, crossovers, or other miscellaneous areas, the Engineer may permit the matching shoe. The Contractor, at his option, may also substitute an approved 6' wide (1.8 m) machine for areas other than mainline pavement.

The Contractor shall mill 0.75" inch, 1.5" inches and 2" inches at the centerline, except when the milling at the outer edge of the lane would exceed 1.5 inches (40 mm); then the Contractor shall reduce the cut at the centerline to provide the maximum cut of 1.5 inches (40 mm) at the edge of pavement. If deemed necessary, the Contractor may reduce the cross slope from normal 1.5% to 1%. A drawing labeled "Hot-Mix Asphalt Surface Removal" is included in the plans.

Surface tests will be performed in accordance with Article 407.09(a) of the Standard Specifications. The longitudinal profile will be taken 3 ft. (0.9 m) from and parallel to each edge of pavement and 3 ft. (0.9 m) from and parallel to the centerline on each side. If a shadow area is found at the 3 ft. (0.9 m) points the pavement smoothness tester will be moved sufficient distance either side to measure the Contractor's milling efforts. Any surface variations exceeding the tolerance of Table 1 of Article 407.09 shall be corrected by reprofiling at no additional expense to the Department. In addition, the Contractor shall be responsible for refilling with approved hot-mix asphalt mixtures any area that lowered the pavement profile as a result of faulty milling operations if directed by the Engineer. The Contractor shall be responsible for providing the pavement smoothness tester described elsewhere to retest the pavement profile obtained.

If the milling depth is intended to expose the original concrete pavement, then additional hand or machine work may be necessary to remove any remaining veneer of bituminous pavement which may be left in place behind the milling machine. Such work will be at the direction of the Engineer and at no extra cost to the Department.

The Contractor shall provide a 10 foot (3 m) straightedge equipped with a carpenter's level or a 7 foot (2.1 m) electronic straightedge to check the cross slope of the roadway at regular intervals as directed by the Engineer.

Surface Texture: Each tooth on the cutting drum shall produce a series of discontinuous longitudinal striations. There shall be 16 to 20 striations (tooth marks) for each tooth for each 6 feet (1.8 m) in the longitudinal direction, and each striation shall be 1.7 inches \pm 0.2 inch (43 \pm 5 mm) in length after the area is planed by the moldboard. Thus, the planed length between each pair of striations shall be 2.3 inches \pm 0.2 inch (58 \pm 5 mm). There shall be 80 to 96 rows of discontinuous longitudinal striations for each 5 feet (1.5 m) in the transverse dimension. The areas between the striations in both the longitudinal and transverse directions shall be flat topped and coplaner. The moldboard shall be used to cut this plane; and any time the operation fails to produce this flat plane interspersed with a uniform pattern of discontinuous longitudinal striations, the operation shall be stopped and the cause determined and corrected before recommencing. Other similar patterns of uniform discontinuous longitudinal striations interspersed on a flat plane may be approved by the Engineer. The drawing titled "Hot-Mix Asphalt Surface Removal" showing the desired surface texture is included in the plans.

The start-up milling speed shall be limited to a maximum of 50 foot (15 m) per minute. The Contractor shall limit his operations to this speed to demonstrate his ability to obtain the striations and ride ability as described above. If the Contractor is able to demonstrate that he can consistently obtain the desired striations and ride ability at a greater speed he will be permitted to run at the increased speed.

Cleanup: After cold milling a traffic lane and before opening the lane to traffic, the pavement shall be swept by a mechanical broom to prevent compaction of the cuttings onto the pavement. All loose material shall be removed from the roadway. Before the prime coat is placed, the pavement shall be cleaned of all foreign material to the satisfaction of the Engineer.

This cleanup work shall be considered included in the contract unit price per square meter (square yard) for HOT-MIX ASPHALT SURFACE REMOVAL of the depth specified, and no additional compensation will be allowed.

Method of Measurement:

- (a) Contract Quantities. The requirements for the use of Contract Quantities shall be Article 202.07(a) of the Standard Specifications.
- (b) Measured Quantities. Cold milling and planing will be measured and the area computed in square yards (square meters) of surface.

Areas not milled (shadowed areas) due to rutting in the existing pavement surface will be included in the area measured for payment.

Basis of Payment: The cold milling and planing will be paid for at the contract unit price per square yard (square meter) for HOT-MIX ASPHALT SURFACE REMOVAL of the depth specified. Payment as specified will include variations in depth of cuts due to rutting, superelevations, and pavement crown and no additional compensation will be allowed.

CLASS D PATCHES, TYPE II, III & IV, 13", 14" & 15"

Effective January 1, 1999

Revised November 1, 2007

This work shall consist of pavement patching in accordance with applicable portions of Section 442 except as herein specified.

The patching mixture as specified in the Standard Specifications shall be either Class PP-2, PP-3, or PP-4.

HOT-MIX ASPHALT SHOULDER RESURFACING CONSTRUCTED SIMULTANEOUSLY WITH MAINLINE PAVING

Effective January 22, 2001

Revised January 1, 2007

If the Department allows resurfacing hot-mix asphalt shoulders simultaneously with the mainline pavement resurfacing, a roller meeting the requirements of Article 1101.01 shall be required. This roller will be in addition to any rollers required for compaction of the mainline roadway resurfacing. This additional roller will not be paid for separately, but shall be included in the contract unit price bid for the mainline bituminous material being placed.

TRAFFIC CONTROL PLAN

Effective April 4, 2009

Traffic control shall be in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction," the applicable guidelines contained in the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways," these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Section 701 and Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction" and the following Highway Standards relating to traffic control:

701301 701306 701311 701136 701901

The Contractor shall be responsible for the proper location, installation and arrangement of all traffic control devices. Special attention shall be given to existing warning signs, speed and guide signs during the construction operation. Warning signs and existing guide signs shall be kept consistent with the barricade placement at all times. The Contractor shall immediately remove, completely cover or turn from motorists' view all signs which are inconsistent with lane assignment patterns and traffic speed.

Roadway Restrictions

No lane closures or lane width reduction of any section of lane in either the northbound or southbound direction will be allowed to remain when workers are not present and working the lane. This restriction does not apply to the pavement patching operation.

Overnight lane closures in either the northbound or southbound lane will not be permitted on any section of roadway that has two-lane, two-way traffic. This restriction includes the pavement patching operation.

Unless otherwise specified, all labor, equipment, and materials required to provide the traffic control, including removal after work completion, as shown in the plans and as directed by the Engineer, in accordance with the applicable Standards, and as specified herein shall be considered as included in the cost of the Traffic Control and Protection items used for the project.

WORK ZONE PAVEMENT MARKINGS ON MILLED SURFACES

Effective November 1, 2007

The work zone pavement markings placed on milled surfaces for this project shall be Type I or Type II tape pavement markings.

MATERIAL TRANSFER DEVICE (BDE)

Effective Date: June 15, 1999

Revised Date: January 1, 2009

Description. This work shall consist of placing hot-mix asphalt surface, except that these materials shall be placed using a material transfer device.

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

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

CONSTRUCTION REQUIREMENTS

General. The material transfer device shall be used for the placement of hot-mix asphalt surface. The material transfer device speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

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

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

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

Method of Measurement. This work will be measured for payment in tons (metric tons) for hot-mix asphalt surface materials placed with a material transfer device.

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

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

MATERIAL TRANSFER DEVICE RESTRICTIONS

The material transfer device shall be unloaded of all hot mix asphalt and empty when traveling over structures 090-0052, 090-0053, 090-2003, and 090-2004.

This restriction is based on the maximum load carrying capacity of the structures.

Any structural damage sustained and subsequent repairs needed to the listed structures by traveling over the given structure(s) with anything other than a completely unloaded material transfer device will be the financial responsibility of the contractor.

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.

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 subplot 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 subplot. 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 subplot. 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:

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

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:

$$PF \text{ (in percent)} = 55 + 0.5 (PWL)$$

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:

$$\text{Payment} = (((TPF/100)-1) \times CUP) \times (\text{TOTPAVT} - \text{DEFPAVT})$$

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 subplot 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: November 1, 2008

FEDERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory or most recent addendum.

STATE OBLIGATION. This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

CONTRACTOR ASSURANCE. The Contractor makes the following assurance and agrees to include the assurance in each subcontract that the Contractor signs with a subcontractor:

The Contractor, subrecipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate.

OVERALL GOAL SET FOR THE DEPARTMENT. As a requirement of compliance with 49 CFR part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. This determination is

based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform 0.0% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set forth in this Special Provision:

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

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

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

- (a) In order to assure the timely award of the contract, the as-read low bidder shall submit a Disadvantaged Business Utilization Plan on Department form SBE 2026 within seven working days after the date of letting. To meet the seven day requirement, the bidder may send the Plan by certified mail or delivery service within the seven working day period. If a question arises concerning the mailing date of a Plan, the mailing date will be established by the U.S. Postal Service postmark on the original certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service. It is the responsibility of the bidder to ensure that the postmark or receipt date is affixed within the seven working days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Plan is to be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). It is the responsibility of the bidder to obtain confirmation of telefax delivery. The Department will not accept a Utilization Plan if it does not meet the seven day submittal requirement and the bid will be declared not responsive. In the event the bid is declared not responsive due to a failure to submit a Plan or failure to comply with the bidding procedures set forth herein, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty, and may deny authorization to bid the

project if re-advertised for bids. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration or to extend the time for award.

- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.
- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. The signatures on these forms must be original signatures. All elements of information indicated on the said form shall be provided, including but not limited to the following:
 - (1) The name and address of each DBE to be used;
 - (2) A description, including pay item numbers, of the commercially useful work to be done by each DBE;
 - (3) The price to be paid to each DBE for the identified work specifically stating the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
 - (4) A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform commercially useful work on the project; and
 - (5) If the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s).
- (d) The contract will not be awarded until the Utilization Plan submitted by the bidder is approved. The Utilization Plan will be approved by the Department if the Plan commits sufficient commercially useful DBE work performance to meet the contract goal. The Utilization Plan will not be approved by the Department if the Plan does not commit sufficient DBE performance to meet the contract goal unless the bidder documents that it made a good faith effort to meet the goal. The good faith procedures of Section VIII of this special provision apply. If the Utilization Plan is not approved because it is deficient in a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no less than a five working day period in order to cure the deficiency.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a

commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR part 26.55, the provisions of which govern over the summary contained herein.

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

GOOD FAITH EFFORT PROCEDURES. If the bidder cannot obtain sufficient DBE commitments to meet the contract goal, the bidder must document in the Utilization Plan the good faith efforts made in the attempt to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which could reasonably be expected to obtain sufficient DBE participation. The Department will consider the quality, quantity, and intensity of the kinds of

efforts that the bidder has made. Mere *pro forma* efforts are not good faith efforts; rather, the bidder is expected to have taken those efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

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

b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

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

Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

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

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

Business Enterprises will evaluate the good faith efforts in light of all circumstances surrounding the performance status of the contract, and determine whether the contract goal should be amended.

- (c) The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than thirty calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Regional Engineer. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Plan, the Department will deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.
- (d) The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.
- (e) Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department.

ENGINEER'S FIELD OFFICE TYPE A (BDE)

Effective: April 1, 2007

Revised: August 1, 2008

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) One 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. Three separate telephone lines.

- (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 plain paper fax machine with paper.
- (l) Two telephones, with touch tone, where available, and a digital telephone answering machine, for exclusive use by the Engineer.
- (m) One electric water cooler dispenser.
- (n) One first-aid cabinet fully equipped.
- (o) One microwave oven, 1 cu ft (0.03 cu m) minimum capacity.
- (p) One fire-proof safe, 0.5 cu ft (0.01 cu m) minimum capacity.
- (q) One electric paper shredder.
- (r) One post mounted rain gauge, located on the project site for each 5 miles (8 km) of project length.”

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

“The building or buildings fully equipped as specified will be paid for on a monthly basis until the building or buildings are released by the Engineer.”

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.”

EPOXY PAVEMENT MARKINGS (BDE)

Effective: January 1, 2007

Revise Article 1095.04(a) of the Standard Specifications to read:

- “(a) The epoxy marking material shall consist of a 100 percent solid two part system formulated and designed to provide a simple volumetric mixing ratio of two components (must be two volumes of Part A and one volume of Part B). No volatile solvents or fillers will be allowed. Total solids shall not be less than 99 percent when determined, on the mixed material, according to ASTM D 2369, excluding the solvent dispersion.”

Revise Article 1095.04(d) of the Standard Specifications to read:

“(d) Composition by Weight of Component A as Determined by Low Temperature Ashing. A 0.5 gram sample of component A shall be dispersed with a paperclip on the bottom of an aluminum dish, weighed and then heated in a muffle furnace at 1000 °F (538 °C) for one hour and weighed again. No solvents shall be used for dispersion. The difference in the weights shall be calculated and meet the following.

Pigment*	White	Yellow
Titanium Dioxide ASTM D 476 Type II	21-24%	
Organic Yellow, Titanium Dioxide, Other		± 2%**
Epoxy Resin	76-79%	± 2%**

* No extender pigments are permitted.

** From the pigment and epoxy resin content determined on qualification samples.”

Revise Article 1095.04(f) of the Standard Specifications to read:

“(f) The daylight directional reflectance of the paint (without glass spheres) applied at 14 to 16 mils (0.35 to 0.41 mm) shall meet the following requirements 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 80 % min.
 Yellow:* Daylight Reflectance 50 % 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 1095.04(h) of the Standard Specifications to read:

“(h) The epoxy pavement marking material, when mixed in the proper mix ratio and tested according to ASTM D 7234 shall have a degree of adhesion which results in a 100 percent concrete failure in the performance of this test.”

Revise Article 1095.04(n) of the Standard Specifications to read:

“(n) The epoxy paint shall be applied to an aluminum alloy panel (Federal Test Std. No. 141, Method 2013) at a film thickness of 14 to 16 mils (0.35 to 0.41 mm) and allowed to cure for 72 hours at room temperature. Subject the coated panel for 75 hours to accelerated weathering using the light and water exposure apparatus (fluorescent UV - condensation type) as specified in 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 show no more than 10 Hunter Lab Delta E units or substantial change in gloss from the original, non-exposed paint.”

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.”

FLAGGER AT SIDE ROADS AND ENTRANCES (BDE)

Effective: April 1, 2009

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

“The Engineer will determine when a side road or entrance shall be closed to traffic. A flagger will be required at each side road or entrance remaining open to traffic within the operation where two-way traffic is maintained on one lane of pavement. The flagger shall be positioned as shown on the plans or as directed by the Engineer.”

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

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

HOT-MIX ASPHALT - FIELD VOIDS IN THE MINERAL AGGREGATE (BDE)

Effective: April 1, 2007

Revised: April 1, 2008

Add the following to the table in Article 1030.05(d)(2)a. of the Standard Specifications:

"Parameter	Frequency of Tests	Frequency of Tests	Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture	All Other Mixtures	
VMA	Day's production ≥ 1200 tons:	N/A	Illinois-Modified AASHTO R 35
Note 5.	1 per half day of production		
	Day's production < 1200 tons:		
	1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		

Note 5. The G_{sb} used in the voids in the mineral aggregate (VMA) calculation shall be the same average G_{sb} value listed in the mix design.”

Add the following to the Control Limits table in Article 1030.05(d)(4) of the Standard Specifications:

“CONTROL LIMITS			
Parameter	High ESAL Low ESAL	High ESAL Low ESAL	All Other
	Individual Test	Moving Avg. of 4	Individual Test
VMA	-0.7 % ^{2/}	-0.5 % ^{2/}	N/A

2/ Allowable limit below minimum design VMA requirement”

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

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

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

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

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

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

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

“Test Parameter	Acceptable Limits of Precision
% Passing: ^{1/}	
1/2 in. (12.5 mm)	5.0 %
No. 4 (4.75 mm)	5.0 %
No. 8 (2.36 mm)	3.0 %
No. 30 (600 μm)	2.0 %
Total Dust Content No. 200 (75 μm) ^{1/}	2.2 %
Asphalt Binder Content	0.3 %
Maximum Specific Gravity of Mixture	0.026

Bulk Specific Gravity	0.030
VMA	1.4 %
Density (% Compaction)	1.0 % (Correlated)

1/ Based on washed ignition.”

HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE)

Effective: April 1, 2008

Revise the table in Article 1030.05(d)(2)a. of the Standard Specifications to read:

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

Maximum Specific Gravity of Mixture	Day's production \geq 1200 tons: 1 per half day of production	1 per day	Illinois-Modified AASHTO T 209"
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		

HOT-MIX ASPHALT – TRANSPORTATION (BDE)

Effective: April 1, 2008

Revise Article 1030.08 of the Standard Specifications to read:

“1030.08 Transportation. Vehicles used in transporting HMA shall have clean and tight beds. The beds shall be sprayed with asphalt release agents from the Department’s approved list. In lieu of a release agent, the Contractor may use a light spray of water with a light scatter of manufactured sand (FA 20 or FA 21) evenly distributed over the bed of the vehicle. After spraying, the bed of the vehicle shall be in a completely raised position and it shall remain in this position until all excess asphalt release agent or water has been drained.

When the air temperature is below 60 °F (15 °C), the bed, including the end, endgate, sides and bottom shall be insulated with fiberboard, plywood or other approved insulating material and shall have a thickness of not less than 3/4 in (20 mm). When the insulation is placed inside the bed, the insulation shall be covered with sheet steel approved by the Engineer. Each vehicle shall be equipped with a cover of canvas or other suitable material meeting the approval of the Engineer which shall be used if any one of the following conditions is present.

- (a) Ambient air temperature is below 60 °F (15 °C).
- (b) The weather is inclement.
- (c) The temperature of the HMA immediately behind the paver screed is below 250 °F (120 °C).

The cover shall extend down over the sides and ends of the bed for a distance of approximately 12 in. (300 mm) and shall be fastened securely. The covering shall be rolled back before the load is dumped into the finishing machine.”

HOT-MIX ASPHALT MIXTURE IL-4.75 (BDE)

Effective: November 1, 2004

Revised: January 1, 2008

Description. This work shall consist of constructing hot-mix asphalt (HMA) surface course or leveling binder with an IL-4.75 mixture. Work shall be according to Sections 406 and 1030 of the Standard Specifications, except as modified herein.

Materials.

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

“(c) Gradation. The fine aggregate gradation for High ESAL, Low ESAL, and All Other HMA shall be FA 1, FA 2, FA 20, or FA 21; except FA 21 will not be permitted for mixture IL-4.75.”

Revise the third sentence of Note 2 of Article 1030.02 of the Standard Specifications to read:

“The maximum percentage of RAP in any mixtures containing a polymer modified asphalt binder shall be ten percent.”

Revise the second sentence of Note 3 of Article 1030.02 of the Standard Specifications to read:

“For mixtures with an $N_{design} \geq 90$ and for mixture IL-4.75, at least 50 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, or steel slag meeting the FA/FM 20 gradation.”

Add the following note after Table 1 and after Table 2 of Article 1032.05(b) of the Standard Specifications:

“Note. When SBS/SBR PG76-22 or SBS/SBR PG76-28 are specified for mixture IL-4.75, the elastic recovery shall be a minimum of 80.”

Equipment.

Add the following paragraph after the second paragraph of Article 1102.01(a)(6) of the Standard Specifications:

“IL-4.75 mixtures which contain aggregate having absorptions greater than or equal to 2.5 percent, or which contain steel slag sand, shall have a minimum silo storage plus haul time of 1.5 hours.”

Add the following to Article 1102.01(a) of the Standard Specifications:

“(13) For mixture IL-4.75, mineral filler and collected dust (baghouse) shall be proportioned according to the following.

- a. Mineral filler shall not be stored in the same silo as collected dust (baghouse).

- b. Additional minus 200 material needed to meet the JMF may be entirely manufactured mineral filler.
- c. Collected dust (baghouse) may be used in lieu of manufactured mineral filler according to the following.
 - 1. Sufficient collected dust (baghouse) is available for production of the IL-4.75 mixture for the entire project.
 - 2. A mix design was prepared based on collected dust (baghouse).
- d. A combination of collected dust (baghouse) and manufactured mineral filler may be used according to the following.
 - 1. The amount (proportion) of each shall be established and not varied.
 - 2. A mix design was prepared based on the established proportions."

Mixture Design.

Add the following to the list of Illinois Modified AASHTO references in Article 1030.04 of the Standard Specifications:

“AASHTO T 305 Standard Method of Test for Determination of Draindown Characteristics in Uncompacted Asphalt Mixtures”

Add the following to Article 1030.04(a) of the Standard Specifications:

“(4) IL-4.75 Mixture. The Job Mix Formula (JMF) shall fall within the following limits.

IL-4.75, MIXTURE COMPOSITION	
Sieve	Percent Passing
1/2 in. (12.5 mm)	100
3/8 in. (9.5 mm)	100
No. 4 (4.75 mm)	90-100
No. 8 (2.36 mm)	70-90
No. 16 (1.18 mm)	50-65
No. 30 (600 μm)	35-55
No. 50 (300 μm)	15-30
No. 100 (150 μm)	10-18
No. 200 (75 μm)	7-9
AB Content	7% to 9%”

Add the following to Article 1030.04(b) of the Standard Specifications:

“(4) IL-4.75 Mixture.

VOLUMETRIC REQUIREMENTS IL-4.75	
Volumetric Parameter	Requirement
Design Air Voids	4.0 % at Ndesign 50
Voids in the Mineral Aggregate (VMA)	18.5 % minimum
Voids Filled with Asphalt (VFA)	78-88 %
Maximum Dust/AC Ratio	1.0
Maximum Draindown	0.3%”

Control Limits.

Add the following to the tables in Article 1030.05(d)(4) of the Standard Specifications:

“CONTROL LIMITS		
Parameter	IL-4.75 Individual Test	IL-4.75 Moving Ave. of 4
% Passing: ^{1/}		
1/2 in. (12.5 mm)		
No. 4 (4.75 mm)		
No. 8 (2.36 mm)		
No. 16 (1.18 mm)	± 4 %	± 3 %
No. 30 (600 µm)		
Total Dust Content No. 200 (75 µm)	± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %
Voids	± 1.2 %	± 1.0 %

DENSITY CONTROL LIMITS		
Mixture Composition	Parameter	Individual Test
IL-4.75	Ndesign = 50	93.0% - 97.4% ^{2/}

2/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.”

CONSTRUCTION REQUIREMENTS

Leveling.

Revise the table and the second paragraph of Article 406.05(c) of the Standard Specifications to read:

"Leveling Binder	
Nominal, Compacted, Leveling Binder Thickness, in. (mm)	Mixture Composition
≤ 1 1/4 (32)	IL-4.75, IL-9.5, or IL-9.5L
> 1 1/4 to 2 (32 to 50)	IL-9.5, IL-12.5, or IL-9.5L

The density requirements of Article 406.07(c) shall apply for leveling binder, machine method, when the nominal compacted thickness is: 3/4 in. (19 mm) or greater for IL-4.75 mixtures; 1 1/4 in. (32 mm) or greater for IL-9.5 and IL-9.5L mixtures; and 1 1/2 in. (38 mm) or greater for IL-12.5 mixtures."

Placing.

Revise Article 406.06(b) of the Standard Specifications to read:

"(b) Placement Conditions. Placement of HMA shall be under the following conditions.

(1) General Conditions. HMA shall be placed on a clean, dry base and when weather conditions are suitable. The leveling binder and binder courses shall be placed only when the temperature in the shade is at least 40 °F (5 °C) and the forecast is for rising temperatures. The surface course shall be placed only when the air temperature in the shade is at least 45 °F (8 °C) and the forecast is for rising temperatures.

The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C).

Intermingling of different mixture compositions at any one paver will not be permitted.

(2) Special Conditions for mixture IL-4.75.

- a. The surface shall be dry for at least 24 hours, and clean, prior to placement of the mixture.
- b. Work shall not begin when local conditions indicate rain is imminent.
- c. The mixture shall be placed only when the temperature in the shade is at least 50 °F (10 °C) and the forecast is for rising temperatures.
- d. The mixture temperature shall be 310 to 350 °F (155 to 175 °C) and shall be measured in the truck just prior to placement.
- e. When used as leveling binder, the mixture shall be overlaid within five days of being placed."

Add the following paragraph to the end of Article 406.06(d) of the Standard Specifications:

"The minimum and maximum compacted lift thickness for mixture IL-4.75 shall be 3/4 in. (19 mm) and 1 1/4 in. (32 mm) respectively."

Compaction.

Revise Table 1 of Article 406.07 of the Standard Specifications to read:

"TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Level Binder: (When the density requirements of Article 406.05(c) do not apply.)	P ^{3/}	--	V _S , P, T _B , T _F , 3W	To the satisfaction of the Engineer.
Binder and Surface ^{1/} Level Binder ^{1/} : (When the density requirements of Article 406.05(c) apply.)	V _D , P, T _B , 3W	P ^{3/}	V _S , T _B , T _F	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
Bridge Decks ^{2/}	T _B	--	T _F	As specified in Articles: 582.05 and 582.06.

- 1/ If the average delivery at the job site is 85 ton/hr (75 metric ton/hr) or less, any roller combination may be used provided it includes a steel wheeled roller and the required density and smoothness is obtained.
- 2/ One T_B roller may be used for both breakdown and final rolling on bridge decks 300 ft (90 m) or less in length, except when the air temperature is less than 60 °F (15 °C).
- 3/ A V_D roller may be used in lieu of the P roller on mixtures containing polymer modified asphalt binder.
- 4/ For mixture IL-4.75, a minimum of two T_B rollers and one T_F roller shall be provided. P and V rollers will not be permitted."

Basis of Payment.

Add the following paragraph after the third paragraph of Article 406.14 of the Standard Specifications:

"Mixture IL-4.75 will be paid for at the contract unit price per ton (metric ton) for POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50; and POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-4.75, N50."

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

Effective: January 1, 2008

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

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

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

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

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

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

LIQUIDATED DAMAGES (BDE)

Effective: April 1, 2009

Revise the table in Article 108.09 of the Standard Specifications to read:

"Schedule of Deductions for Each Day of Overrun in Contract Time			
Original Contract Amount		Daily Charges	
From More Than	To and Including	Calendar Day	Work Day
\$ 0	\$ 100,000	\$ 375	\$ 500
100,000	500,000	625	875
500,000	1,000,000	1,025	1,425
1,000,000	3,000,000	1,125	1,550
3,000,000	5,000,000	1,425	1,950
5,000,000	10,000,000	1,700	2,350
10,000,000	And over	3,325	4,650"

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

Effective: April 1, 2007

Revised: November 1, 2008

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

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

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

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

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: June 1, 2000

Revised: January 1, 2006

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

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

The Act also provides that the time for payment required and the calculation of any interest due applies to transactions between subcontractors and lower-tier subcontractors and material suppliers throughout the contracting chain.

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

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

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

PAYROLLS AND PAYROLL RECORDS (BDE)

Effective: March 1, 2009

FEDERAL AID CONTRACTS. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

"STATEMENTS AND PAYROLLS

The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit payroll records to the Engineer each week from the start to the completion of their respective work, except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number.). The submittals shall be on the Department's form SBE 48, or an approved facsimile. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate box ("No Work", "Suspended", or "Complete") checked on the form."

STATE CONTRACTS. Revise Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

"IV.COMPLIANCE WITH THE PREVAILING WAGE ACT

1. Prevailing Wages. All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto. If the Department of Labor revises the wage rates, the Contractor will not be allowed additional compensation on account of said revisions.
2. Payroll Records. The Contractor and each subcontractor shall make and keep, for a period of three years from the date of completion of this contract, records of the wages paid to his/her workers. The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid. Upon two business days' notice, these records shall be available, at all reasonable hours at a location within the State, for inspection by the Department or the Department of Labor.
3. Submission of Payroll Records. The Contractor and each subcontractor shall submit payroll records to the Engineer each week from the start to the completion of their respective work, except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). The submittals shall be on the Department's form SBE 48, or an approved facsimile. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate box ("No Work", "Suspended", or "Complete") checked on the form.

Each submittal shall be accompanied by a statement signed by the Contractor or subcontractor which avers that: (i) such records are true and accurate; (ii) the hourly rate paid to each worker is not less than the general prevailing rate of hourly wages required by the Act; and (iii) the Contractor or subcontractor is aware that filing a payroll record that he/she knows to be false is a Class B misdemeanor.

4. Employee Interviews. The Contractor and each subcontractor shall permit his/her employees to be interviewed on the job, during working hours, by compliance investigators of the Department or the Department of Labor.”

PERSONAL PROTECTIVE EQUIPMENT (BDE)

Effective: November 1, 2008

Revise the first sentence of Article 701.12 of the Standard Specifications to read:

“All personnel on foot, excluding flaggers, within the highway right-of-way shall wear a fluorescent orange, fluorescent yellow/green, or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of ANSI/ISEA 107-2004 for Conspicuity Class 2 garments.”

RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)

Effective: January 1, 2007

Revised: April 1, 2009

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

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT

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

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

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

- (a) Homogeneous. Homogeneous RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures and represent:
1) the same aggregate quality, but shall be at least C quality; 2) the same type of crushed aggregate (either crushed natural aggregate, ACBF slag, or steel slag); 3) similar gradation; and 4) similar asphalt binder content. If approved by the Engineer, combined single pass surface/binder millings may be considered “homogenous” with a quality rating dictated by the lowest coarse aggregate quality present in the mixture.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (a) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
- (b) Steel Slag Stockpiles. RAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) surface mixtures only.

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

Max RAP Percentage

HMA Mixtures ^{1/, 3/}	Maximum % RAP		
Ndesign	Binder/Leveling Binder	Surface	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^{1/}

HMA Mixtures ^{2/, 3/}	Maximum % FRAP		
	Ndesign	Binder/Leveling Binder	Surface
30	35	35	10
50	30	25	10
70	25	20	10
90	20	15	10
105	10	10	10

- 1/ Minimum of two fractions for surface and binder applications.
- 2/ For HMA shoulder and stabilized subbase (HMA) N30, the amount of RAP shall not exceed 50 percent of the mixture.
- 3/ When FRAP exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275°F (135 °C) the grades shall be reduced as follows:

Overlays:

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

Full Depth:

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

1031.06 HMA Mix Designs. At the Contractor's option, HMA mixtures may be constructed utilizing RAP material meeting the above detailed requirements.

RAP designs shall be submitted for volumetric verification. If additional RAP stockpiles are tested and found that no more than 20 percent of the results, as defined under "Testing" herein, are outside of the control tolerances set for the original RAP stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP stockpiles may be used in the original mix design at the percent previously verified.

1031.07 HMA Production. The coarse aggregate in all RAP used shall be equal to or less than the nominal maximum size requirement for the HMA mixture being produced.

To remove or reduce agglomerated material, a scalping screen, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAP feed system to remove or reduce oversized material. If material passing the sizing device adversely affects the mix production or quality of the mix, the sizing device shall be set at a size specified by the Engineer.

If the RAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP and either switch to the virgin aggregate design or submit a new RAP design.

HMA plants utilizing RAP shall be capable of automatically recording and printing the following information.

(a) Dryer Drum Plants.

- (1) Date, month, year, and time to the nearest minute for each print.
- (2) HMA mix number assigned by the Department.
- (3) Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- (4) Accumulated dry weight of RAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- (5) Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
- (6) Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
- (7) Residual asphalt binder in the RAP material as a percent of the total mix to the nearest 0.1 percent.
- (8) Aggregate and RAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP are printed in wet condition.)

(b) Batch Plants.

- (1) Date, month, year, and time to the nearest minute for each print.
- (2) HMA mix number assigned by the Department.
- (3) Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
- (4) Mineral filler weight to the nearest pound (kilogram).
- (5) RAP weight to the nearest pound (kilogram).
- (6) Virgin asphalt binder weight to the nearest pound (kilogram).
- (7) Residual asphalt binder in the RAP material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.08 RAP in Aggregate Surface Course and Aggregate Shoulders. The use of RAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Other". The testing requirements of Article 1031.03 shall not apply.
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)

Effective: April 1, 2007

Revised: November 1, 2008

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

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

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

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

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

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

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

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.

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within **85** working days.

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

Effective: November 2, 2006

Revised: April 1, 2009

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

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

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

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

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

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

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

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

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

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

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

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR BITUMINOUS MATERIALS COST ADJUSTMENTS

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

Yes No

Signature: _____ **Date:** _____

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

Effective: April 1, 2009

Description. Fuel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in fuel prices when optioned by the Contractor. The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form or failure to indicate contract number, company name and sign and date the form shall make this contract exempt of fuel cost adjustments for all categories of work. Failure to indicate "Yes" for any category of work will make that category of work exempt from fuel cost adjustment.

General. The fuel cost adjustment shall apply to contract pay items as grouped by category. The adjustment shall only apply to those categories of work checked "Yes", and only when the cumulative plan quantities for a category exceed the required threshold. Adjustments to work items in a category, either up or down, and work added by adjusted unit price will be subject to fuel cost adjustment only when the category representing the added work was subject to the fuel cost adjustment. Added work paid for by time and materials will not be subject to fuel cost adjustment. Category descriptions and thresholds for application and the fuel usage factors which are applicable to each are as follows:

(a) Categories of Work.

- (1) Category A: Earthwork. Contract pay items performed under Sections 202, 204, and 206 including any modified standard or nonstandard items where the character of the work to be performed is considered earthwork. The cumulative total of all applicable item plan quantities shall exceed 25,000 cu yd (20,000 cu m). Included in the fuel usage factor is a weighted average 0.10 gal/cu yd (0.50 liters/cu m) factor for trucking.
- (2) Category B: Subbases and Aggregate Base Courses. Contract pay items constructed under Sections 311, 312 and 351 including any modified standard or nonstandard items where the character of the work to be performed is considered construction of a subbase or aggregate, stabilized or modified base course. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is a 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.
- (3) Category C: Hot-Mix Asphalt (HMA) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 355, 406, 407 and 482 including any modified standard or nonstandard items where the character of the work to be performed is considered HMA bases, pavements and shoulders. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.
- (4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 including any modified standard or nonstandard items where the character of the work to be

performed is considered PCC base, pavement or shoulder. The cumulative total of all applicable item plan quantities shall exceed 7500 sq yd (6000 sq m). Included in the fuel usage factor is 1.20 gal/cu yd (5.94 liters/cu m) factor for trucking.

- (5) Category E: Structures. Structure items having a cumulative bid price that exceeds \$250,000 for pay items constructed under Sections 502, 503, 504, 505, 512, 516 and 540 including any modified standard or nonstandard items where the character of the work to be performed is considered structure work when similar to that performed under these sections and not included in categories A through D.

(b) Fuel Usage Factors.

English Units		
Category	Factor	Units
A - Earthwork	0.34	gal / cu yd
B – Subbase and Aggregate Base courses	0.62	gal / ton
C – HMA Bases, Pavements and Shoulders	1.05	gal / ton
D – PCC Bases, Pavements and Shoulders	2.53	gal / cu yd
E – Structures	8.00	gal / \$1000

Metric Units		
Category	Factor	Units
A - Earthwork	1.68	liters / cu m
B – Subbase and Aggregate Base courses	2.58	liters / metric ton
C – HMA Bases, Pavements and Shoulders	4.37	liters / metric ton
D – PCC Bases, Pavements and Shoulders	12.52	liters / cu m
E – Structures	30.28	liters / \$1000

(c) Quantity Conversion Factors.

Category	Conversion	Factor
B	sq yd to ton	0.057 ton / sq yd / in depth
	sq m to metric ton	0.00243 metric ton / sq m / mm depth
C	sq yd to ton	0.056 ton / sq yd / in depth
	sq m to metric ton	0.00239 m ton / sq m / mm depth
D	sq yd to cu yd	0.028 cu yd / sq yd / in depth
	sq m to cu m	0.001 cu m / sq m / mm depth

Method of Adjustment. Fuel cost adjustments will be computed as follows.

$$CA = (FPI_P - FPI_L) \times (FUF / 100) \times Q$$

Where: CA = Cost Adjustment, \$
 FPI_P = Fuel Price Index, as published by the Department for the month the work is performed, \$/gal (\$/liter)

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

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

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

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

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

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR FUEL COST ADJUSTMENT

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

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

Signature: _____ **Date:** _____

PROJECT LABOR AGREEMENT

This Project Labor Agreement ("PLA") is entered into this _____ day of _____, 2007, by and between the Illinois Department of Transportation ("IDOT" or "Department") in its proprietary capacity, and each relevant Illinois AFL-CIO Building Trades Council made signatory hereto by the Illinois AFL-CIO Statewide Project Labor Agreement Committee on behalf of itself and each of its affiliated members (individually and collectively, the "Union"). This PLA shall apply to Construction Work (as defined herein) to be performed by IDOT's Prime Contractor and each of its relevant subcontractors of whatever tier ("Subcontractor" or "Subcontractors") on Contract No. 68655 (hereinafter, the "Project").

ARTICLE 1 - INTENT AND PURPOSES

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

and control. For any work performed under the NTL Articles of Agreement, the National Stack/Chimney Agreement, the National Cooling Tower Agreement, the National Agreement of the International Union of Elevator Constructors, and for any instrument calibration work and loop checking performed under the UA/IBEW Joint National Agreement for Instrument and Control Systems Technicians, the preceding sentence shall apply only with respect to Articles I, II, V, VI, and VII.

- 1.5. Subject to the provisions of paragraph 1.4 of this Article, it is the parties' intent to respect the provisions of any other collective bargaining agreements that may now or hereafter pertain, whether between the Prime Contractor and one or more of the Unions or between a Subcontractor and one or more of the Unions. Accordingly, except and to the extent of any contrary provision set forth in this PLA, the Prime Contractor and each of its Subcontractors agrees to be bound and abide by the terms of the following in order of precedence: (a) the applicable collective bargaining agreement between the Prime Contractor and one or more of the Unions made signatory hereto; (b) the applicable collective bargaining agreement between a Subcontractor and one or more of the Unions made signatory hereto; or (c) the current applicable area collective bargaining agreement for the relevant Union that is the agreement certified by the Illinois Department of Labor for purposes of establishing the Prevailing Wage applicable to the Project. The Union will provide copies of the applicable collective bargaining agreements pursuant to part (c) of the preceding sentence to the Prime Contractor. Assignments by the Contractors amongst the trades shall be consistent with area practices; in the event of unresolved disagreements as to the propriety of such assignments, the provisions of Article VI shall apply.
- 1.6. Subject to the limitations of paragraphs 1.4 and 1.5 of this Article, the terms of each applicable collective bargaining agreement as determined in accordance with paragraph 1.5 are incorporated herein by reference, and the terms of this PLA shall be deemed incorporated into such other applicable collective bargaining agreements only for purposes of their application to the Project.
- 1.7. To the extent necessary to comply with the requirements of any fringe benefit fund to which the Prime Contractor or Subcontractor is required to contribute under the terms of an applicable collective bargaining agreement pursuant to the preceding paragraph, the Prime Contractor or Subcontractor shall execute all "Participation Agreements" as may be reasonably required by the Union to accomplish such purpose; provided, however, that such Participation Agreements shall, when applicable to the Prime Contractor or Subcontractor solely as a result of this PLA, be amended as reasonably necessary to reflect such fact. Upon written notice from any applicable fringe benefit fund, IDOT will withhold from the Prime Contractor payment of any delinquencies arising from this Project.
- 1.8. In the event that the applicable collective bargaining agreement between a Prime Contractor and the Union or between the Subcontractor and the Union expires prior to the completion of this Project, the expired applicable contract's terms will be maintained until a new applicable collective bargaining agreement is ratified. The wages and fringe benefits included in any new applicable collective bargaining agreement will apply on

and after the effective date of the newly negotiated collective bargaining agreement, except to the extent wage and fringe benefit retroactivity is specifically agreed upon by the relevant bargaining parties.

ARTICLE II – APPLICABILITY, RECOGNITION, AND COMMITMENTS

- 2.1 The term Construction Work as used herein shall include all “construction, prosecution, completion, or repair” work performed by a “laborer or mechanic” at the “site of the work” for the purpose of “building” the specific structures and improvements that constitute the Project. Terms appearing within quotation marks in the preceding sentence shall have the meaning ascribed to them pursuant to 29 CFR Part 5.
- 2.2 By executing the Letters of Assent, Prime Contractor and each of its Subcontractors recognizes the Unions signatory to this PLA as the sole and exclusive bargaining representatives for their craft employees employed on the jobsite for this Project. Unions who are signatory to this PLA will have recognition on the Project for their craft.
- 2.3 The Prime Contractor and each of its Subcontractors retains and shall be permitted to exercise full and exclusive authority and responsibility for the management of its operations, except as expressly limited by the terms of this PLA or by the terms and conditions of the applicable collective bargaining agreement.
- 2.4 Except to the extent contrary to an express provision of the relevant collective bargaining agreement, equipment or materials used in the Project may be pre-assembled or pre-fabricated, and there shall be no refusal by the Union to handle, transport, install, or connect such equipment or materials. Equipment or materials delivered to the job-site will be unloaded and handled promptly without regard to potential jurisdictional disputes; any such disputes shall be handled in accordance with the provisions of this PLA.
- 2.5 Unions commit to furnishing qualified and skilled craft persons as required by the Prime Contractor and its Subcontractors in fulfillment of their obligations to complete the Project. In order to promote the long-term development of a skilled and knowledgeable work force, the parties are encouraged to utilize apprentices to the maximum extent permitted by the applicable collective bargaining agreement.
- 2.6 The parties are mutually committed to promoting a safe working environment for all personnel at the job site. It shall be the responsibility of each employer to which this PLA applies to provide and maintain safe working conditions for its employees, and to comply with all applicable federal, state, and local health and safety laws and regulations.
- 2.7 The use or furnishing of alcohol or drugs and the conduct of any other illegal activity at the job-site is strictly prohibited. The parties shall take every practical measure consistent with the terms of applicable collective bargaining agreements to ensure that the job-site is free of alcohol and drugs.
- 2.8 All parties to this PLA agree that they shall not discriminate against any employee based on race, creed, color, national origin, union activity, age, or gender as required by all applicable federal, state, and local laws.

- 2.9 The Parties hereto agree that engineering consultants and materials testing employees, to the extent subject to the terms of this PLA, shall be fully expected to objectively and responsibly perform their duties and obligations owed to the Department without regard to the potential union affiliation of such employees or of other employees on the Project.

ARTICLE III - ADMINISTRATION OF AGREEMENT

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

ARTICLE IV - HOURS OF WORK AND GENERAL CONDITIONS

- 4.1 The standard work day for Construction Work on the Project shall be an established consecutive eight (8) hour period between the hours of 7:00 a.m. and 5:00 p.m. with

one-half hour designated as unpaid period for lunch. The standard work week shall be five (5) consecutive days of work commencing on Monday. Starting time shall be established at the pre-job conference, and shall be applicable to all craft employees on the Project unless otherwise expressly agreed in writing. In the event Project site or other job conditions dictate a change in the established starting time and/or a staggered lunch period for portions of the Project or for specific crafts, the Prime Contractor, relevant Subcontractors and business managers of the specific crafts involved shall confer and mutually agree to such changes as appropriate. If proposed work schedule changes cannot be mutually agreed upon between the parties, the hours fixed at the time of the pre-job meeting shall prevail.

- 4.2 Shift work may be established and directed by the Prime Contractor or relevant Subcontractor as reasonably necessary or appropriate to fulfill the terms of its contract with the Department. If used, shift hours, rates and conditions shall be as provided in the applicable collective bargaining agreement.
- 4.3 The parties agree that chronic and/or unexcused absenteeism is undesirable and must be controlled in accordance with procedures established by the applicable collective bargaining agreement. Any employee disciplined for absenteeism in accordance with such procedures shall be suspended from all work on the Project for not less than the maximum period permitted under the applicable collective bargaining agreement.
- 4.4 Except as may be otherwise expressly provided by the applicable collective bargaining agreement, employment begins and ends at the Project site; employees shall be at their place of work at the starting time; and employees shall remain at their place of work until quitting time.
- 4.5 Except as may be otherwise expressly provided by the applicable collective bargaining agreement, there shall be no limit on production by workmen, no restrictions on the full use of tools or equipment, and no restrictions on efficient use of manpower or techniques of construction other than as may be required by safety regulations.
- 4.6 The parties recognize that specialized or unusual equipment may be installed on the Project. In such cases, the Union recognizes the right of the Prime Contractor or Subcontractor to involve the equipment supplier or vendor's personnel in supervising the setting up of the equipment, making modifications and final alignment, and performing similar activities that may be reasonably necessary prior to and during the start-up procedure in order to protect factory warranties. The Prime Contractor or Subcontractor shall notify the Union representatives in advance of any work at the job-site by such vendor personnel in order to promote a harmonious relationship between the equipment vendor's personnel and other Project employees.
- 4.7 For the purpose of promoting full and effective implementation of this PLA, authorized Union representatives shall have access to the Project job-site during scheduled work hours. Such access shall be conditioned upon adherence to all reasonable visitor and security rules of general applicability that may be established for the Project site at the pre-job conference or from time to time thereafter.

ARTICLE V - GRIEVANCE AND ARBITRATION PROCEDURES

- 5.1 Except as provided in Articles VI or VII, it is specifically agreed among the parties that any grievance or dispute arising out of the interpretation or application of this PLA shall be settled by means of the expedited arbitration process set forth in Paragraph 5.2 below. No such grievance or dispute shall be recognized unless called to the attention of the Prime Contractor and relevant Subcontractor by the Union or to the Union by the Prime Contractor or relevant Subcontractor within five (5) working days after the alleged violation was committed or discovered by the grieving party.
- 5.2 Grievances shall be settled according to the following procedure:
- 5.2.A. Step 1. The dispute shall be referred to the Steward of the craft union involved and a representative of the Prime Contractor and relevant Subcontractor at the job-site.
- 5.2.B. Step 2. In the event that the Steward and the contractors' representatives at the job-site cannot reach agreement within two (2) working days after a meeting is arranged and held, the matter shall be referred to the Union Business Manager and to executive representatives of the Prime Contractor and relevant Subcontractor.
- 5.2.C. Step 3. In the event the dispute is not resolved within five (5) working days after completion of Step 2, the relevant parties shall request a Permanent Arbitrator as determined in accordance with paragraph 3.4 of this PLA, who shall, within ten (10) working days, hear the grievance and make a written decision. Such decisions shall be final and binding on all parties. The parties shall each pay the expense of their own representative. The expense of the Permanent Arbitrator shall be divided equally between (1) the Prime Contractor and/or relevant Subcontractor, and (2) the involved Union.
- 5.3 Any failure of a party to comply fully with such final and binding decision of the Permanent Arbitrator may result in removal of the non-complying party from the site, in a holdback from the Prime Contractor or Subcontractor of any amounts awarded, or in such other relief as the Department may reasonably determine is necessary to promote final resolution of the dispute.
- 5.4 In the event any dispute or grievance should arise, the parties expressly agree that it shall be resolved without occurrence of any strike, work stoppage, slow-down or other prohibited activities as provided in Article VII of this PLA. Individuals or parties violating this section shall be subject to immediate discharge or other discipline.

ARTICLE VI - JURISDICTIONAL DISPUTES

- 6.1 As used in this Agreement, the term "jurisdictional dispute" shall be defined as any dispute, difference or disagreement involving the assignment of particular work to one class or craft of employees rather than to a different class or craft of employees, regardless of that Contractor's contractual relationship to any other employer, contractor, or organization on the site.

6.2 It is agreed by and between the parties to this Agreement that any and all jurisdictional disputes shall be resolved in the following manner; each of the steps hereinafter listed shall be initiated by the parties in sequence as set forth:

- (a) Negotiation by and between the Local Business Representative of the disputing Union and Employer shall take place within two (2) business days. Business days are defined as Monday through Friday excluding contract holidays. Such negotiations shall be pursued until it is apparent that the dispute cannot be resolved at the local level.
- (b) The International Representatives of the disputing Union shall meet or confer and attempt to resolve said dispute. This meeting shall take place within two (2) business days. Business days are defined as Monday through Friday excluding contract holidays.
- (c) The parties to the Jurisdictional Dispute shall submit the dispute directly to an Arbitrator after complying with paragraph (2b) above. The parties shall meet with the Arbitrator within three (3) business days. Business days are defined as Monday through Friday excluding contract holidays. An Arbitrator will be selected based on availability from the slate of permanent Arbitrators. The Arbitrator's bench decision will be given the day of the hearing and will be final and legally binding on this project only. The Arbitrator's bench decision will be implemented without delay. The cost of Arbitration will be shared equally by the disputing parties. Any party to the dispute can require that a "long form" written decision be provided from the Arbitrator, however the cost of the "long form" written decision will be the responsibility of the party making the request.

Notes:

- A jurisdictional dispute may be submitted based upon a pre-job assignment.
 - If any party to the jurisdictional disputes does not fully comply with the steps and time limits with each step, then the party in non-compliance will lose by "automatic default".
 - Time limits at any step can be extended if all parties to the jurisdictional dispute mutually agree in writing.
 - All parties to a jurisdictional dispute can mutually agree to waive the time limits in steps (a) and (b) and proceed directly to an expedited arbitration hearing.
- (d) In rendering his decision, the Arbitrator shall determine:
 - (1) First whether a previous agreement of record or applicable agreement, including a disclaimer agreement, between the National or International Unions to the dispute governs;

- (2) Only if the Arbitrator finds that the dispute is not covered by an appropriate or applicable agreement of record or agreement between the crafts to the dispute, he shall then consider whether there is a previous decision of record governing the case;
- (3) If the Arbitrator finds that a previous decision of record governs the case, the Arbitrator shall apply the decision of record in rendering his decision except under the following circumstances. After notice to the other parties to the dispute prior to the hearing that it intends to challenge the decision of record, if a trade challenging the decision of record is able to demonstrate that the recognized and established prevailing practice in the locality of the work has been contrary to the applicable decision of record, and that historically in that locality the work in dispute has not been performed by the other craft or crafts, the Arbitrator may rely on such prevailing practice rather than the decision of record. If the craft relying on the decision of record demonstrates that it has performed the work in dispute in the locality of the job, then the Arbitrator shall apply the decision of record in rendering his decision. If the Arbitrator finds that a craft has improperly obtained the prevailing practice in the locality through raiding, the undercutting of wagers or by the use of vertical agreements, the Arbitrator shall rely on the decision of record rather than the prevailing practice in the locality.
- (4) If no decision of record is applicable, the Arbitrator shall then consider the established trade practice in the industry and prevailing practice in the locality; and
- (5) Only if none of the above criteria is found to exist, the Arbitrator shall then consider that because efficiency, cost or continuity and good management are essential to the well being of the industry, the interest of the consumer or the past practice of the employer shall not be ignored.

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

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

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

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

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

ARTICLE VII - WORK STOPPAGES AND LOCKOUTS

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

7.2 Should any activity prohibited by paragraph 7.1 of this Article occur, the Union shall undertake all steps reasonably necessary to promptly end such prohibited activities. No Union complying with its obligations under this Article shall be liable for acts of employees for which it has no responsibility or for the unauthorized acts of employees it represents. Any employee who participates in or encourages any activity prohibited by paragraph 7.1 shall be immediately suspended from all work on the Project for a period equal to the greater of (a) 60 days; or (b) the maximum disciplinary period allowed under the applicable collective bargaining agreement for engaging in comparable unauthorized or prohibited activity.

7.3 During the term of this PLA, the Prime Contractor and its Subcontractors shall not engage in any lockout at the Project site of employees covered by this Agreement.

7.4 Upon notification of violations of this Article, the principal officer or officers of the local area Building and Construction Trades Council, and the Illinois AFL-CIO Statewide Project Labor Agreement Committee as appropriate, will immediately instruct, order and use their best efforts to cause the affiliated union or unions to cease any violations of this Article. A Trades Council and the Committee otherwise in compliance with the obligations under this paragraph shall not be liable for unauthorized acts of its affiliates.

7.5 In the event that activities in violation of this Article are not immediately halted through the efforts of the parties, any aggrieved party may invoke the special arbitration provisions set forth in paragraph 7.6 of this Article.

- 7.6 Upon written notice to the other involved parties by the most expeditious means available, any aggrieved party may institute the following special arbitration procedure when a breach of this Article is alleged:
- 7.6.A The party invoking this procedure shall notify the individual designated as the Permanent Arbitrator pursuant to Article III of the nature of the alleged violation; such notice shall be by the most expeditious means possible. The initiating party may also furnish such additional factual information as may be reasonably necessary for the Permanent Arbitrator to understand the relevant circumstances. Copies of any written materials provided to the arbitrator shall also be contemporaneously provided by the most expeditious means possible to the party alleged to be in violation and to all other involved parties.
 - 7.6.B Upon receipt of said notice the Permanent Arbitrator shall set and hold a hearing within twenty-four (24) hours if it is contended the violation is ongoing, but not before twenty-four (24) hours after the written notice to all parties involved as required above.
 - 7.6.C The Permanent Arbitrator shall notify the parties by facsimile or any other effective written means, of the place and time chosen by the Permanent Arbitrator for this hearing. Said hearing shall be completed in one session. A failure of any party or parties to attend said hearing shall not delay the hearing of evidence or issuance of an Award by the Permanent Arbitrator.
 - 7.6.D The sole issue at the hearing shall be whether a violation of this Article has, in fact, occurred. An Award shall be issued in writing within three (3) hours after the close of the hearing, and may be issued without a written opinion. If any party desires a written opinion, one shall be issued within fifteen (15) days, but its issuance shall not delay compliance with, or enforcement of, the Award. The Permanent Arbitrator may order cessation of the violation of this Article, and such Award shall be served on all parties by hand or registered mail upon issuance.
 - 7.6.E Such Award may be enforced by any court of competent jurisdiction upon the filing of the Award and such other relevant documents as may be required. Facsimile or other hardcopy written notice of the filing of such enforcement proceedings shall be given to the other relevant parties. In a proceeding to obtain a temporary order enforcing the Permanent Arbitrator's Award as issued under this Article, all parties waive the right to a hearing and agree that such proceedings may be ex parte. Such agreement does not waive any party's right to participate in a hearing for a final order of enforcement. The Court's order or orders enforcing the Permanent Arbitrator's Award shall be served on all parties by hand or by delivery to their last known address or by registered mail.
- 7.7 Individuals found to have violated the provisions of this Article are subject to immediate termination. In addition, IDOT reserves the right to terminate this PLA as to any party found to have violated the provisions of this Article.

- 7.8 Any rights created by statute or law governing arbitration proceedings inconsistent with the above procedure or which interfere with compliance therewith are hereby waived by parties to whom they accrue.
- 7.9 The fees and expenses of the Permanent Arbitrator shall be borne by the party or parties found in violation, or in the event no violation is found, such fees and expenses shall be borne by the moving party.

ARTICLE VIII – MISCELLANEOUS

- 8.1 If any Article or provision of this PLA shall be declared invalid, inoperative or unenforceable by operation of law or by final non-appealable order of any tribunal of competent jurisdiction, such provision shall be deemed severed or limited, but only to the extent required to render the remaining provisions of this PLA enforceable consistent with the intent of the parties. The remainder of this PLA or the application of such Article or provision to persons or circumstances other than those as to which it has been held invalid, inoperative or unenforceable shall not be affected thereby.
- 8.2 The term of this PLA shall commence as of and from the date of the notice of award to the Prime Contractor and shall end upon final acceptance by IDOT of all work on the Project by the parties hereto.
- 8.3 This PLA may not be changed or modified except by the subsequent written agreement of the parties. All parties represent that they have the full legal authority to enter into this PLA. This PLA may be executed by the parties in one or more counterparts.
- 8.4 Any liability arising out of this PLA shall be several and not joint. IDOT shall not be liable to any person or other party for any violation of this PLA by any other party, and no Contractor or Union shall be liable for any violation of this PLA by any other Contractor or Union.
- 8.5 The failure or refusal of a party to exercise its rights hereunder in one or more instances shall not be deemed a waiver of any such rights in respect of a separate instance of the same or similar nature.

[The Balance of This Page Intentionally Left Blank]

Execution Page

Illinois Department of Transportation

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

Ann Schneider, Director Finance & Administration

Ellen Schanzle-Haskins, Chief Counsel

Gary Hannig, Acting Secretary

(Date)

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

(Date)

List Union Locals:

**** RETURN WITH BID ****

Exhibit A – Contractor Letter of Assent

(Date)

To All Parties:

In accordance with the terms and conditions of the contract for Construction Work on [Contract No. 68655], this Letter of Assent hereby confirms that the undersigned Prime Contractor or Subcontractor agrees to be bound by the terms and conditions of the Project Labor Agreement established and entered into by the Illinois Department of Transportation in connection with said Project.

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

(Authorized Company Officer)

(Company)

**** RETURN WITH BID ****

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
FAP RTE 646 (IL 40) & FAS RTE 1194 (IL 93)
SECTION (105,106)RS-3, 122RS-2, 123RS-5
STARK & BUREAU COUNTIES**

SHEET 1 OF 85
D-94-124-06



INDEX OF SHEETS

1. COVER SHEET
- 2.-4. SIGNATURE BLOCK COMMITMENTS.
5. GENERAL NOTES.
- 6.-8. JOB SPECIFIC NOTES
- 9.-33. SUMMARY OF QUANTITIES
- 34.-54. PROJECT A - IL 40
BUREAU CO LINE TO BRADFORD
- 55.-85. PROJECT B - IL 40
BRADFORD TO IL 17 (W)
- 86.-120. PROJECT C - IL 93
HIGHWAY STANDARDS

C-94-192-06



HIGHWAY STANDARDS

- 000001-05 701306-02
- 406201-01 701311-03
- 442201-03 701336-05
- 482001-02 701901-01
- 701301-03 781001-03

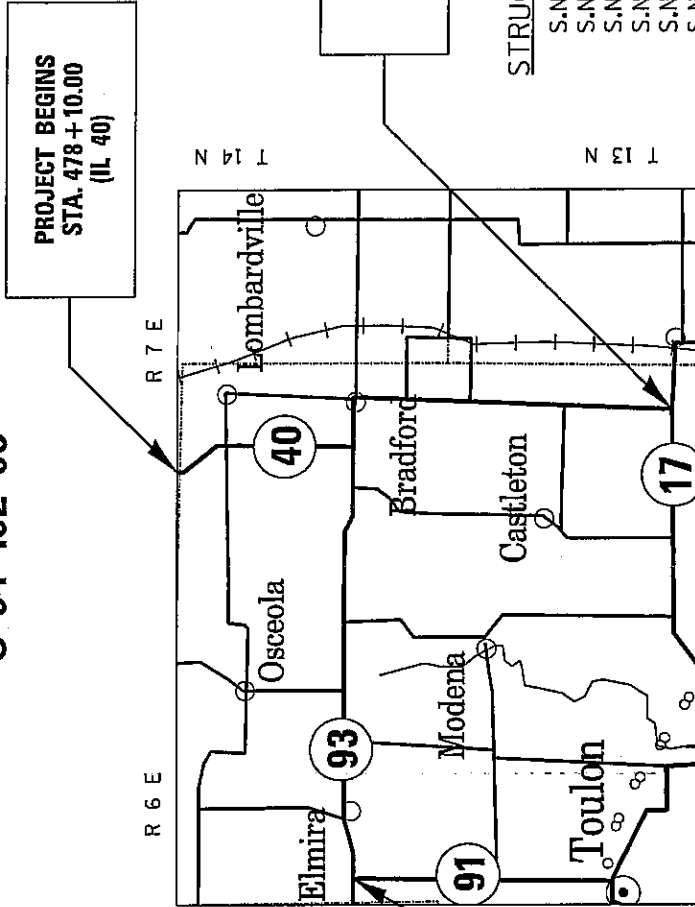
**PROJECT BEGINS
STA. 1185 + 55.00
(IL 93)**

DISTRICT STANDARDS

- 406101-D4
- 440001-D4
- 780001-D4

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

**CONTRACT NO. 68655
CATALOG NO. 033399-00D**



STRUCTURE OMISSIONS*

- S.N. 088-021 (IL 93)
- S.N. 088-022 (IL 93)
- S.N. 088-024 (IL 40)
- S.N. 088-025 (IL 40)
- S.N. 088-026 (IL 40)
- S.N. 088-027 (IL 40)

*REFER TO LINE DIAGRAMS (SHEETS 28, 46 AND 77)
FOR LOCATIONS

PROJECT DESCRIPTION

THE WORK ON THIS PROJECT CONSISTS OF MILLING, PATCHING AND RESURFACING OF IL 93 FROM IL 91 (S) TO IL 40 (N) AND ON IL 40 FROM 500 FT NORTH OF BUREAU COUNTY LINE TO IL 17 (W)

GROSS LENGTH = 114,313 FT = 21.65 MILES
NET LENGTH = 113,393 FT = 21.48 MILES

ADT	IL 40	IL 93
MU	1900 (2007)	1050 (2007)
SU	12%	7%
	5%	8%

ROUTE		SECTION	COUNTY	SHEET	
				TOTAL	NO.
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	85	2
FAS	1194				
MKD.	IL40 IL93				

GENERAL NOTES

COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE. NO COMMITMENTS WERE MADE FOR THIS PROJECT.

PROPERTY OWNER ACCESS REQUIREMENT

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT TERM CLOSURES.

AGGREGATE FOR DRIVEWAY REPLACEMENT

THE MATERIAL USED FOR CONSTRUCTION OF PERMANENT AGGREGATE DRIVEWAYS SHALL BE GRAVEL OR CRUSHED STONE, AS DIRECTED BY THE ENGINEER, TO REPLACE IN KIND THE EXISTING AGGREGATE DRIVEWAYS.

NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR THIS REQUIREMENT BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PAY ITEM FOR THE AGGREGATE AS SPECIFIED ON THE PLANS.

BUTT JOINT CUTTING TIME RESTRICTION

BUT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE BITUMINOUS SURFACE COURSE.

PAVING SURFACE COURSE

CONTINUOUS PAVING OPERATING ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED April 10 2009

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER _____

ENGINEER OF DESIGN AND ENVIRONMENT _____

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER _____

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

SIGNATURE BLOCK
COMMITMENTS
GENERAL NOTES

GENERAL NOTES (CONTINUED)

PAVEMENT STATION NUMBERS AND PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150 MM) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING

LOCATION:

- 2, 3 & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS
- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS
- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+XX00)", WHERE X REPRESENTS THE PAVEMENT STATION.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	3
MKD.	IL40				
	IL93				

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SUITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM * D4 P10101
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM * D4 P10101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

GENERAL NOTES

GENERAL NOTES (CONTINUED)

REFLECTIVE CRACK CONTROL PLACEMENT

STRIP REFLECTIVE CRACK CONTROL TREATMENT SHALL BE PLACED ON THE COLD MILLED SURFACE.

ENGINEER'S FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02(i) AND 670.04 (e):

ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USE(S):	SURFACE COURSE	LEVELING BINDER 3/4"	CLASS D PATCHES	HMA SHOULDER (IF NOT PAVED WITH MAINLINE)	INCIDENTAL SURFACE COURSE
AC/PG:	PG 64-22	SBS or SBR 70-22	PG 64-22	PG 64-22	PG 64-22
RAP% (MAX): **	15%	0%	25%	30%	15%
DESIGN AIR Voids:	4.0% @ N=50	3.0% @ N=50	4.0% @ N=50	3.0% @ N=30	4.0% @ N=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 or IL12.5	IL 4.75	IL 19.0	IL 9.5L	IL 9.5 or IL12.5
FRICITION AGGREGATE:	MIXTURE D (DOLOMITE ONLY)	N.A.	N.A.	MIXTURE C	MIXTURE C

** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED; THIS WILL BE DETERMINED BY THE ENGINEER.

GENERAL NOTES

ROUTE		SECTION	COUNTY	SHEET	
FAP	FAS			TOTAL	NO.
646	1194	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	85	4
IL40	IL93				

JOB SPECIFIC NOTES

SETTING OF DISK

ALL SECTION CORNER LOCATION ON THIS PROJECT SHALL BE LOCATED AND VERIFIED BY A LICENSED LAND SURVEYOR PRIOR TO ANY REMOVAL WORK BEING PERFORMED. THE LAND SURVEYOR SHALL LOCATE THE EXISTING SECTION CORNERS THROUGH COURTHOUSE RESEARCH, PERSONAL KNOWLEDGE OR THROUGH THE ASSISTANCE OF LOCAL FIRMS PERFORMING LAND SURVEYING IN THE AREA. IF THE SECTION CORNER DOES NOT EXIST THROUGH EITHER ITS PHYSICAL LOCATION OR THROUGH TIES IN THE FIELD IT SHALL NOT BE RESET, THERE SHALL BE NO CALCULATING OF SECTION CORNERS ONTO A PROJECT REQUIRED.

ONCE THE PAVING AND STRIPPING OPERATIONS HAVE BEEN PERFORMED THE SECTION CORNER SHALL BE RESET AT THE DIRECTION OF A LICENSED LAND SURVEYOR. IF ANY DIMENSIONS HAVE BEEN CHANGES, IT SHALL BE THE RESPONSIBILITY OF THE SURVEYOR TO FILE A NEW MONUMENT RECORD IN THE APPROPRIATE COURTHOUSE.

A COPY OF ALL DRAWINGS OR MONUMENT RECORDS PRODUCED FROM THIS PROJECT SHALL BE SENT TO THE CHIEF OF SURVEYS, ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 4, PEORIA, IL.

THE SUPPLYING, DRILLING, SETTING OF DISKS, PROFESSIONAL SERVICES, LABOR AND ANY OTHER ADDITIONAL WORK REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR UNDER PAY ITEM 66700305.

REFER TO SHEETS 52 AND 83 IN THE PLANS FOR THE STANDARD DRAWING.

ROUTE		SECTION	COUNTY	SHEET	
FAP	MKD.			TOTAL	NO.
646	1194	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	85	5
FAS	IL 40 IL 93				

JOB SPECIFIC NOTES

SUMMARY OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.		
EAS	1194	122RS-2, 123RS-5	BUREAU	85	6		
MKD.	IL 40						
	IL 93						

SUMMARY OF QUANTITIES

100% STATE

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	FAP 646 BUREAU IL 40	FAP 646 STARK IL 40	FAS 1194 STARK IL 93
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	200	1000	50	150
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	175	1	102	72
40600300	AGGREGATE (PRIME COAT)	TON	991	8	575	408
40600895	CONSTRUCTING TEST STRIP	EACH	1			1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2,950	447	2,266	237
40600990	TEMPORARY RAMP	SQ YD	549	48	359	142
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	28,585	151	16,948	11,486
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	357	31	254	72
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	100,319	1,643	98,676	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	97,662		97,662	
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	136,259			136,259
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	1,020	70	950	
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	116		116	
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	354		354	
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	272	272		
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	827	827		

SUMMARY OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK		TOTAL		7
FAS	1194	122RS-2, 123RS-5	BUREAU		85		
MKD.	IL 40 IL 93						

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	FAP 646 BUREAU IL 40	FAP 646 STARK IL 40	FAS 1194 STARK IL 93
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	99,902			99,902
48101200	AGGREGATE SHOULDERS, TYPE B	TON	3,399	27	2,788	584
48203100	HOT-MIX ASPHALT SHOULDERS	TON	346			346
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	19	1	16	2
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	4		3	1
66700605	PERMANENT SURVEY TIES	EACH	73	4	68	1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	3	3	3
67100100	MOBILIZATION	L SUM	1	0.2	0.4	0.4
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.2	0.4	0.4
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	0.2	0.8	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	48,975	2,460	26,462	20,053
70300210	TEMPORARY PAVEMENT MARKING-LETTERS AND SYMBOLS	SQ FT	187		156	31
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	288,587	1,183	162,826	124,578
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	21,118			21,118
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1,263		800	463

SUMMARY OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK		TOTAL		8
FAS	1194	122RS-2, 123RS-5	BUREAU		85		
MKD.	IL 40 IL 93						

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	FAP 646 BUREAU IL 40	FAP 646 STARK IL 40	FAS 1194 STARK IL 93
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	248		155	93
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	148		120	28
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ.FT	3,781	17	2,093	1,671
78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	14,224			14,224
78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	21,118			21,118
78005100	EPOXY PAVEMENT MARKING - LETTERS, SYMBOLS AND	SQ.FT	187		156	31
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	274,363	1,183	162,826	110,354
78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	1,263		800	463
78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	248		155	93
78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	148		120	28
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,430	436	361	633
78300100	PAVEMENT MARKING REMOVAL	SQ.FT	76,129		23,555	52,574
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	720		259	461
X0322729	MATERIAL TRANSFER DEVICE	TON	28,584	151	16,947	11,486
X2503100	MOWING	UNIT	2,280	10	1,262	1,008
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N60	TON	13,629	72	7,829	5,728

INDEX OF SHEETS

- 9. COVER SHEET
- 10.-11. SUMMARY OF QUANTITIES
- 12-20. TYPICAL SECTIONS
- 21.-23. TABULATION OF HMA QUANTITIES
- 24.-27. SCHEDULE OF QUANTITIES
- 28. LINE DIAGRAM
- 29. ENTRANCE & SIDEROADS DETAIL
- 30.-32. BUTT JOINT DETAIL
- 33. MILLING DETAIL

STANDARDS

- 701301-03 701001-02
- 701306-02 701006-03
- 701311-03 701011-02
- 701336-05 701901-01
- 781001-03 -4464601-
- 780001-02

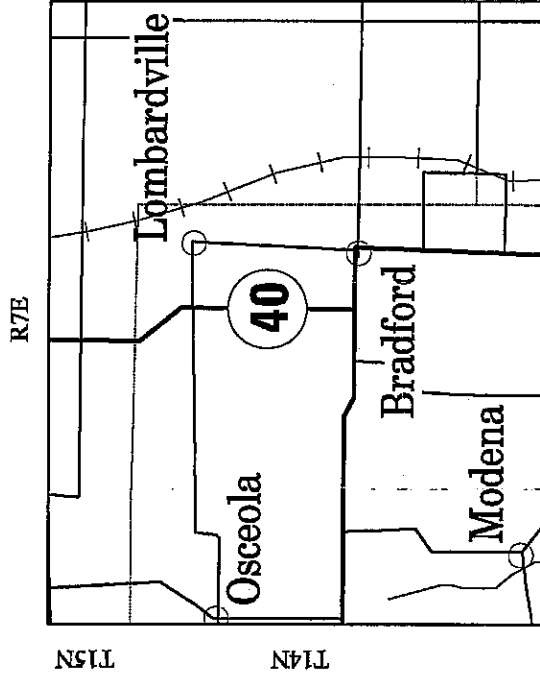
STARK COUNTY
OSCEOLA TWP
T 14 N, R 7 E OF THE 4TH PM
SEC. 2,3,10,11,14,15,646,23,24,25,26

BUREAU COUNTY
MACON TWP
T 15 N, R 7 E OF THE 4TH PM
SEC. 33,34

ADT = 2150 (2009)
MU = 10.7%

CONTRACT NO. 68655
CATALOG NO. 033399-00D

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
FAP RTE 646 (IL 40) & FAS RTE 1164 (IL 93)
SECTION (105,106)RS-3, 122RS-2, 123RS-5
STARK & BUREAU COUNTIES
C-94-192-06



J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123

GROSS LENGTH = 35,149 FT = 6.657 Miles
NET LENGTH = 34,698 FT = 6.572 Miles

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FOR INFORMATION ONLY

SHEET 9 OF 85
D-94-127-06



PROPOSED IMPROVEMENT

Consists of a Class D patches, HMA surface removal, HMA overlay and other collateral work.

IMPROVEMENT SECTION

STA. 478+10 TO STA. 823+20

BRIDGE OMISSIONS

STA. 530+86 TO STA. 532+38
STA. 541+64 TO STA. 543+11
STA. 646+33 TO STA. 647+85

FOR INFORMATION ONLY

ROUTE		SECTION	COUNTY	SHEET		
FAP	646			STARK	TOTAL	NO.
FAS	1194				85	
MKD.	IL40	122RS-2, 123RS-5	BUREAU			
	IL93					

CONTRACT NO: 68655

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	CONSTRUCTION TYPE CODE		TOTAL QUANTITY
			Bureau Co. Quantities	Stark Co. Quantities	
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	1.1	58.2	59.3
40600300	AGGREGATE (PRIME COAT)	TON	7.6	323.4	331.0
40600895	CONSTRUCTING TEST STRIP	EACH	0.1	0.9	1.0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	446.7	2,014.3	2,461.0
40600990	TEMPORARY RAMP	SQ YD	47.8	258.2	306.0
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	150.5	9,842.5	9,993.0
40800050	INCIDENTAL HOT-MIX SURFACING	TON	31.3	238.7	270.0
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	1,642.7	98,676.3	100,319.0
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	0	13,644.0	13,644.0
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	70.0	104.0	174.0
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	0	272.0	272.0
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	0	827.0	827.0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	26.8	1,335.2	1,362.0
66700205	PERMANENT SURVEY MARKERS, TYPE 1	EACH	1.0	7.0	8.0
66700605	PERMANENT SURVEY TIES	EACH	4.0	28.0	32.0
67100100	MOBILIZATION	L SUM	0.1	0.9	1.0

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

FOR INFORMATION ONLY

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK BUREAU	TOTAL	NO.	85	11
FAS	1194	122RS-2, 123RS-5					
MKD.	IL40 IL93						

CONTRACT NO: 68655

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	CONSTRUCTION TYPE CODE		TOTAL QUANTITY
			Bureau Co. Quantities	Stark Co. Quantities	
70102460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	0.1	0.9	1.0
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	0.1	0.9	1.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	2,460.0	14,955.0	17,415.0
70300610	TEMPORARY PAINT PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	0	156.0	156.0
70300625	TEMPORARY PAINT PAVEMENT MARKING, LINE 4"	FOOT	1,183.0	92,162.0	93,345.0
70300640	TEMPORARY PAINT PAVEMENT MARKING, LINE 8"	FOOT	0	800.0	800.0
70300645	TEMPORARY PAINT PAVEMENT MARKING, LINE 12"	FOOT	0	155.0	155.0
70300660	TEMPORARY PAINT PAVEMENT MARKING, LINE 24"	FOOT	0	120.0	120.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	17.0	1,134.0	1,151.0
* 78005100	EPOXY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	0	156.0	156.0
* 78005110	EPOXY PAVEMENT MARKING, LINE 4"	FOOT	1,183.0	92,162.0	93,345.0
* 78005140	EPOXY PAVEMENT MARKING, LINE 8"	FOOT	0	800.0	800.0
* 78005150	EPOXY PAVEMENT MARKING, LINE 12"	FOOT	0	155.0	155.0
* 78005180	EPOXY PAVEMENT MARKING, LINE 24"	FOOT	0	120.0	120.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	0	100.0	100.0
X0322729	MATERIAL TRANSFER DEVICE	TON	151.0	9,842.0	9,993.0
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	72.0	4,292.0	4,364.0

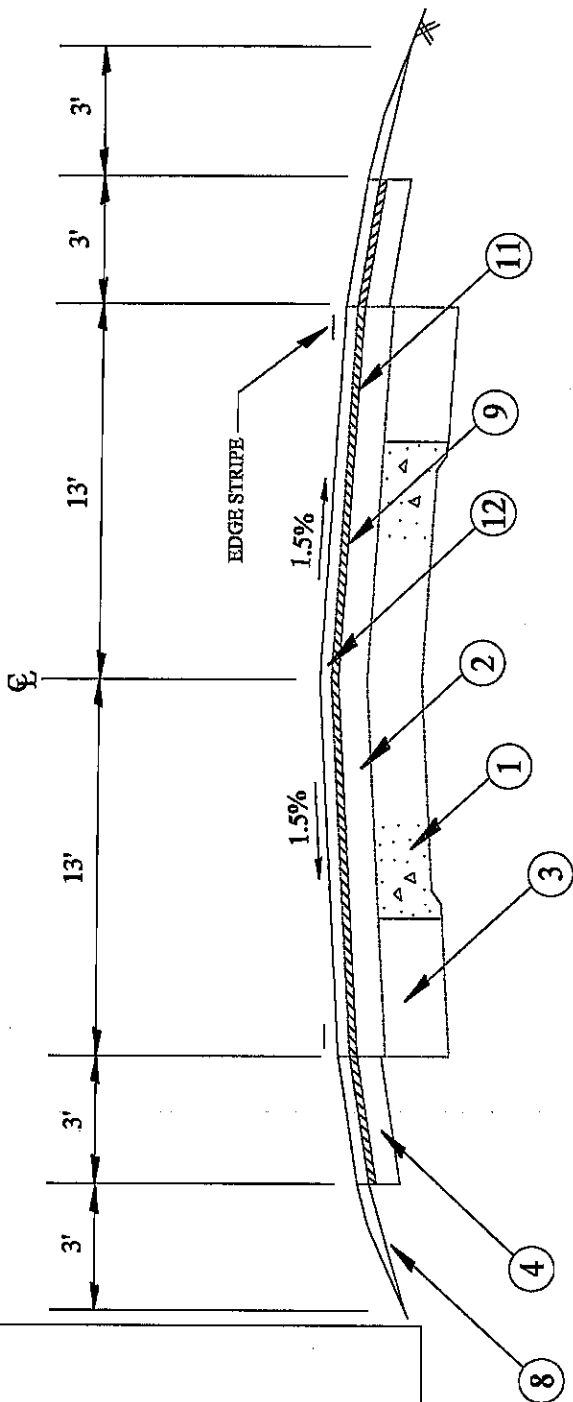
* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	12
MKD.	IL40				
	IL93				


CONTRACT NO: 68655

STATION	TYPICAL
478+10 TO 479+00	#3
479+00 TO 489+82	#2
489+82 TO 501+84	#3
501+84 TO 513+11	#2
513+11 TO 687+00	#3
687+00 TO 692+76	#4
693+80	#5
693+80 TO 732+30	#3
732+30 TO 734+45	#1
734+45 TO 756+25	#6
756+25 TO 756+70	#7
756+70 TO 759+87	#8
759+87 TO 766+25	#9
766+25 TO 769+68	#1
769+68 TO 823+20	#3



STA 489+82 TO 501+84
*766+25 TO 769+68

1. Existing Pavement
2. Existing HMA Overlay
3. Existing Widening
4. Existing Shoulders
8. Proposed Aggregate Shoulders
9. Proposed HMA Surface Removal 3/4"
11. Proposed HMA Polymer Leveling Binder 3/4"
12. Proposed HMA Surface Course 1 1/2"

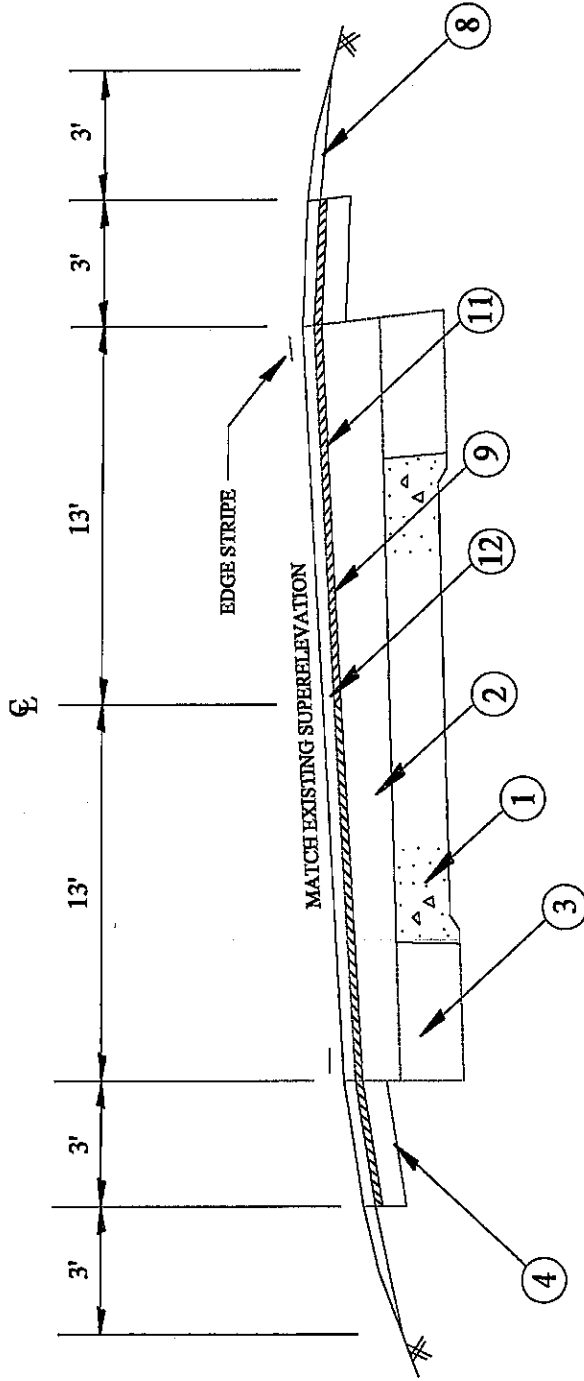
 3/4" HMA Surf. Removal

*Note: The Existing HMA Shoulders thru these stations are 4' in width.

TYPICAL SECTION #1
Not to Scale


ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	
MKD.	IL40	IL93			

CONTRACT NO: 68655



- 1. Existing PCC Pavement
- 2. Existing HMA Overlay
- 3. Existing Widening
- 4. Existing Shoulders
- 8. Proposed Aggregate Shoulders
- 9. Proposed HMA Surface Removal 3/4"
- 11. Proposed HMA Polymer Leveling Binder 3/4"
- 12. Proposed HMA Surface Course 1 1/2"

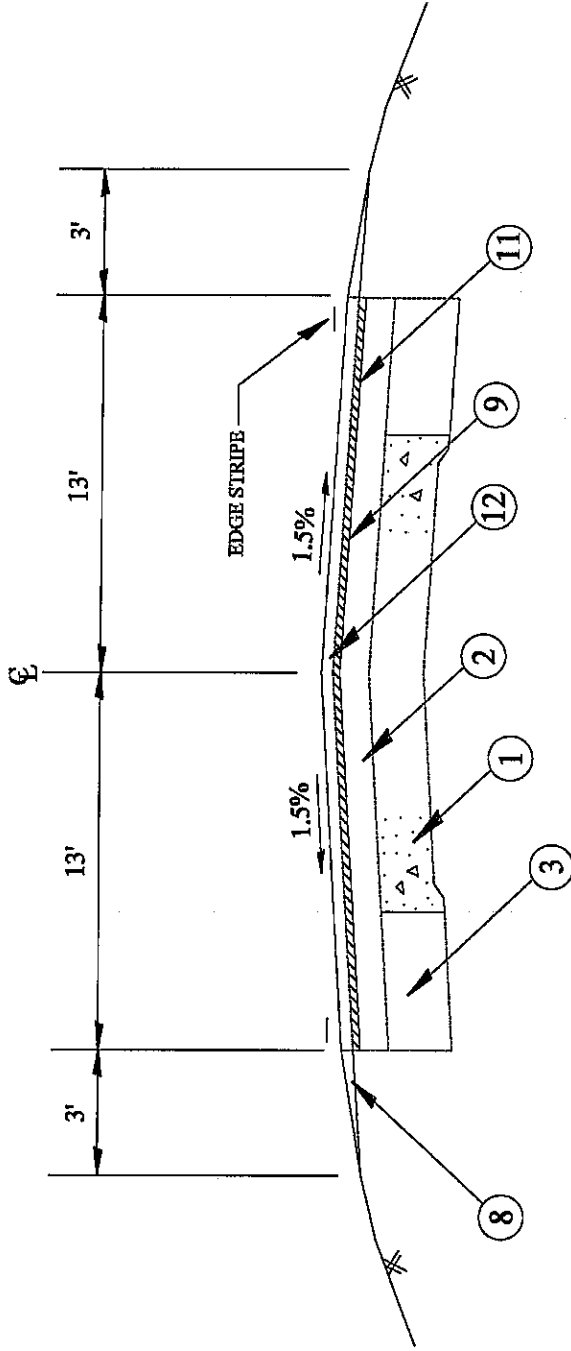
STA 479+00 TO 489+82
501+84 TO 513+11

 3/4" HMA Surf. Removal

TYPICAL SECTION #2
Not to Scale


ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	14
MKD.	IL-40				
	IL-93				

CONTRACT NO: 68655



STA 478+10 to 479+00
 513+11 TO 687+00
 693+80 TO 732+30
 *732+30 TO 734+45
 769+68 TO 823+20

- 1. Existing Pavement
- 2. Existing HMA Overlay
- 3. Existing Widening
- 8. Proposed Aggregate Shoulders
- 9. Proposed HMA Surface Removal 3/4"
- 11. Proposed HMA Polymer Leveling Binder 3/4"
- 12. Proposed HMA Surface Course 1 1/2"

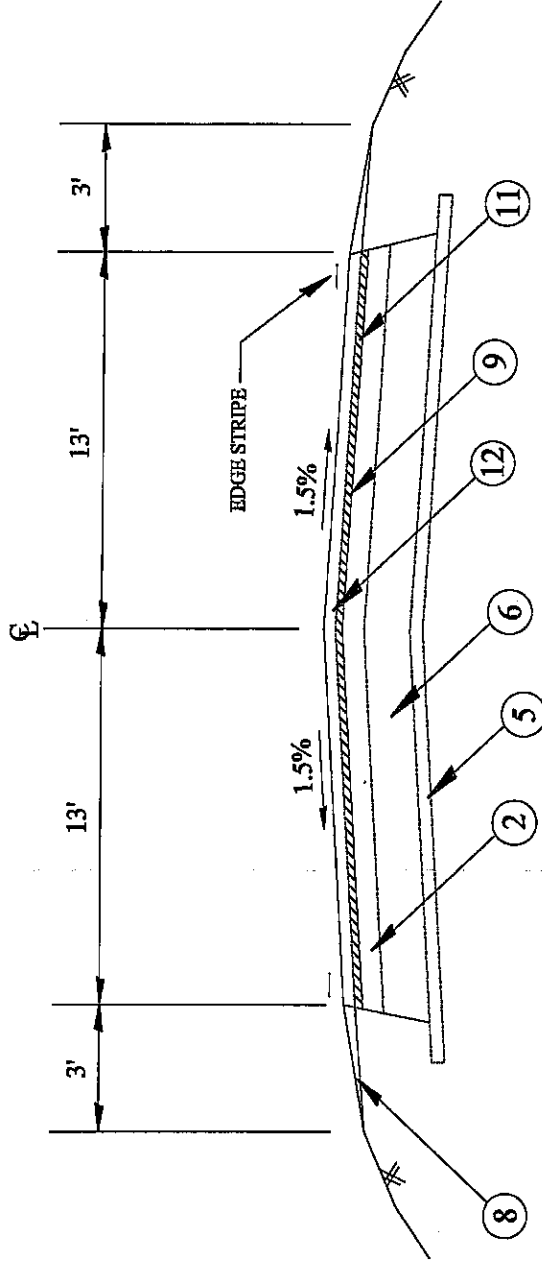
 3/4" HMA Surf. Removal

TYPICAL SECTION #3
 Not to Scale

*Note: The Existing Aggregate Shoulders thru these stations are 5' in width with guardrail.

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	15
MKD.	IL40				
	IL93				

CONTRACT NO: 68655



STA 687+00 TO 692+76

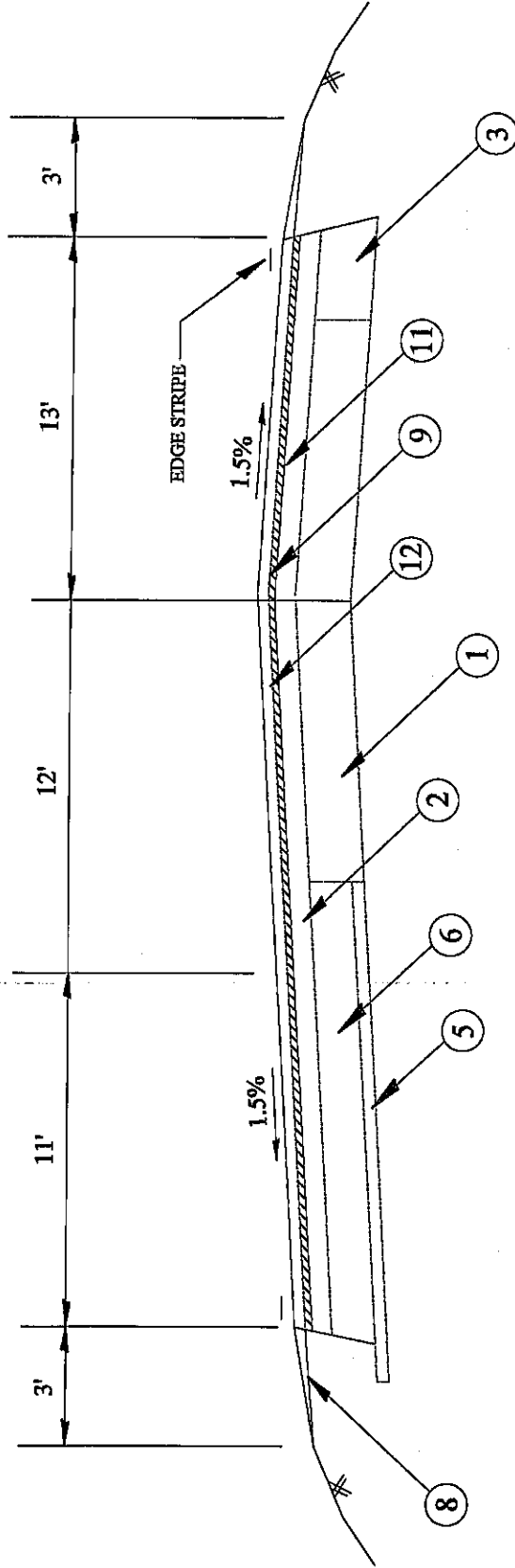
3/4" HMA Surf. Removal

- 2. Existing HMA Overlay
- 5. Existing Sub-Base Granular
- 6. Existing Stabilized Base Cse
- 8. Proposed Aggregate Shoulders
- 9. Proposed HMA Surface Removal 3/4"
- 11. Proposed HMA Polymer Leveling Binder 3/4"
- 12. Proposed HMA Surface Course 1 1/2"

TYPICAL SECTION #4
Not to Scale

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	16
MKD.	IL40				
	IL93				

CONTRACT NO: 68655



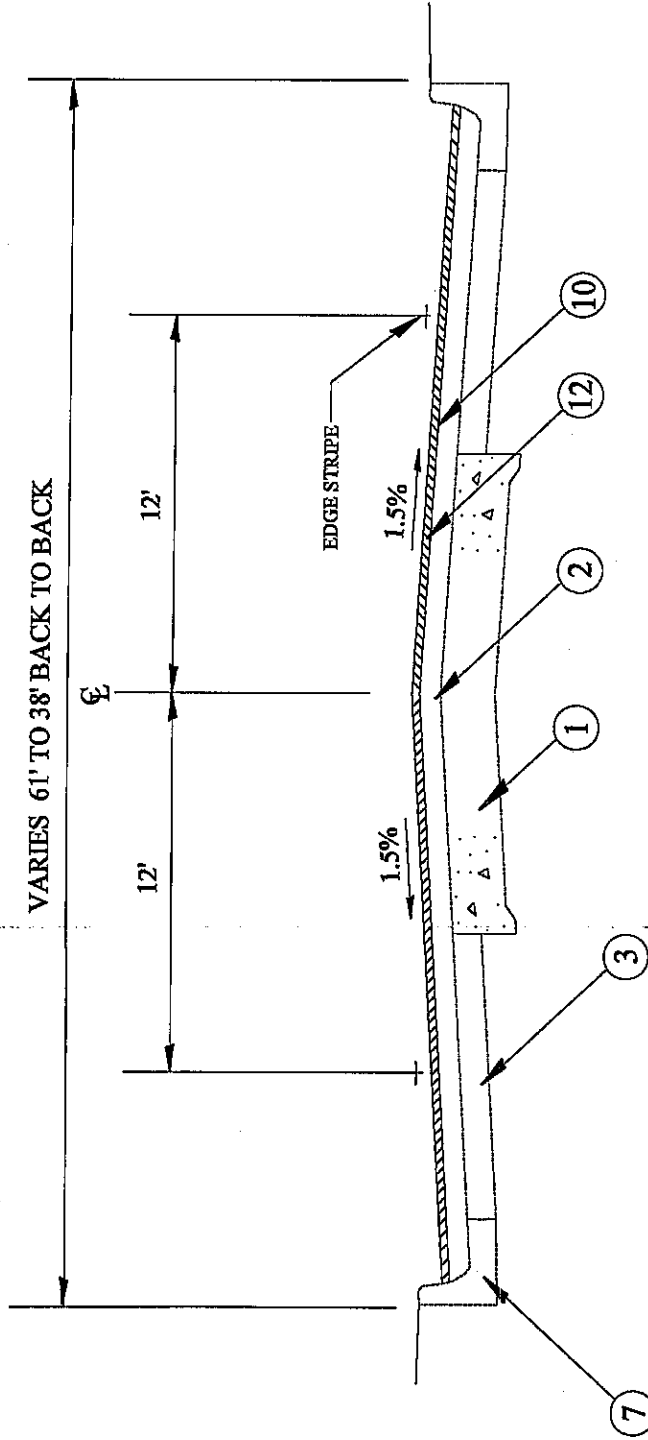
1. Existing PCC Pavement
 2. Existing HMA Overlay
 3. Existing Widening
 5. Existing Sub-Base Granular
 6. Existing Stabilized Base Cse
 8. Proposed Aggregate Shoulders
 9. Proposed HMA Surface Removal 3/4"
 11. Proposed HMA Polymer Leveling Binder 3/4"
 12. Proposed HMA Surface Course 1 1/2"
- STA IL 93 (West) 688+55 TO IL 40 (East) 693+80
- 3/4" HMA Surf. Removal

TYPICAL SECTION #5
Not to Scale

ROUTE.		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	17
MKD.	11.40				
	11.93				

CONTRACT NO: 68655

VARIES 61' TO 38' BACK TO BACK



- 1. Existing PCC Pavement
- 2. Existing HMA Overlay
- 3. Existing Widening
- 7. Existing PCC Curb
- 10. Proposed HMA Surface Removal 1 1/2"
- 12. Proposed HMA Surface Course 1 1/2"

STA 734+45 TO 756+25

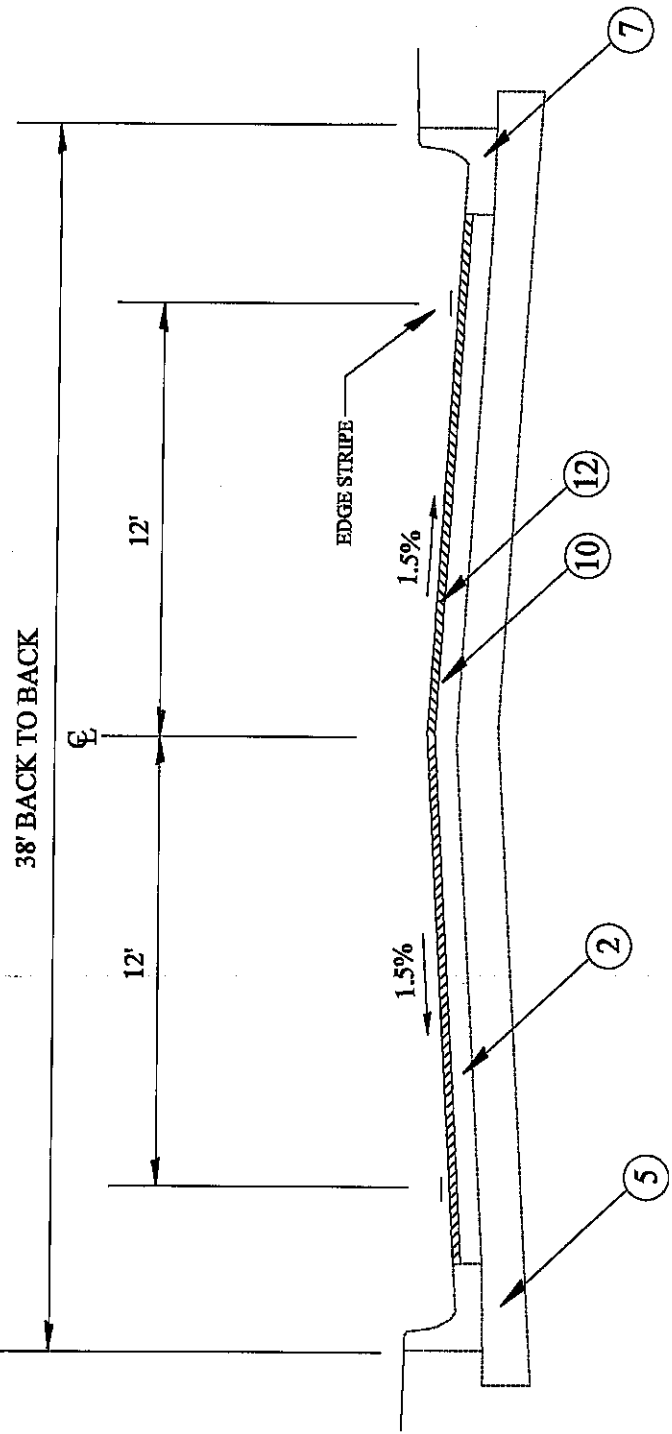


1 1/2" HMA Surf. Removal

TYPICAL SECTION #6
Not to Scale

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	18
MKD.	IL'40				
	IL'93				

CONTRACT NO: 68655



- 2. Existing HMA (13 3/4")
- 5. Existing Sub-Base Granular
- 7. Existing PCC Curb
- 10. Proposed HMA Surface Removal 1 1/2"
- 12. Proposed HMA Surface Course 1 1/2"

STA 756+25 TO 756+70

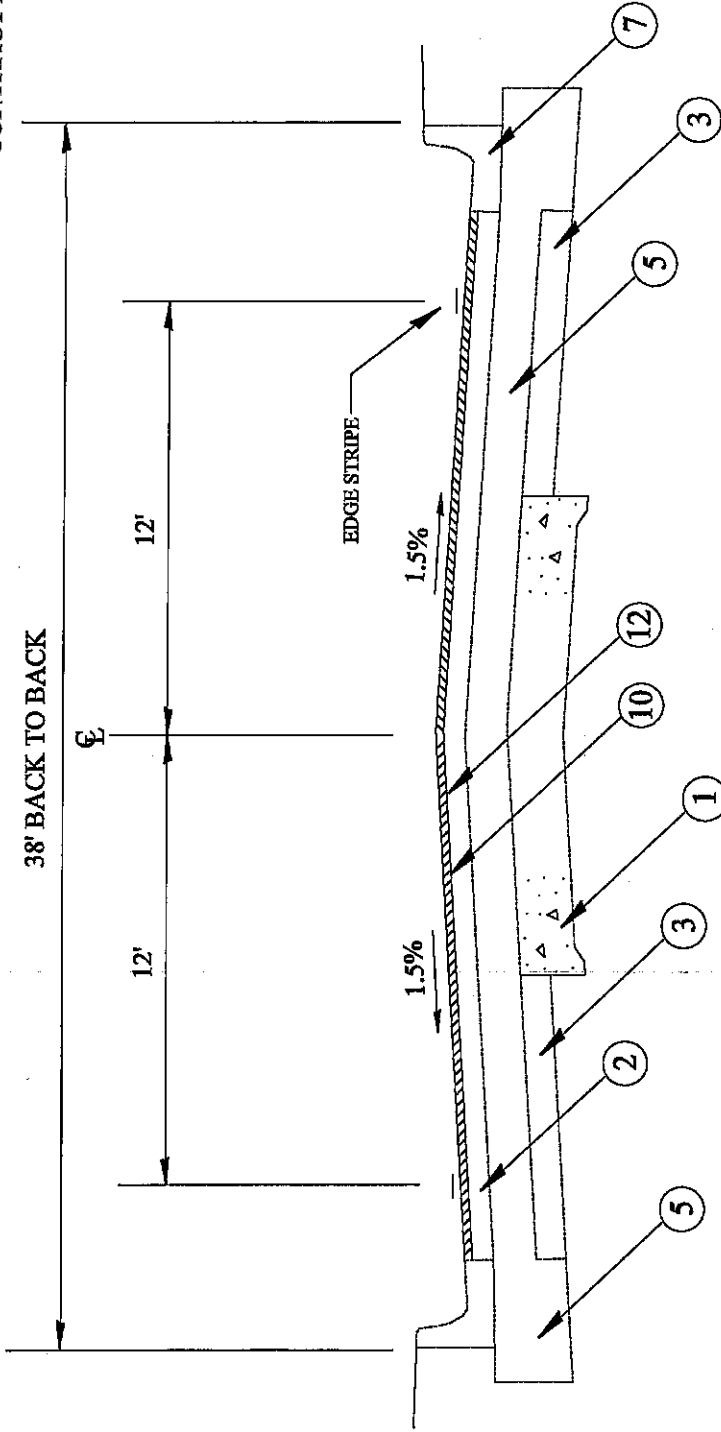


1 1/2" HMA Surf. Removal

TYPICAL SECTION #7
Not to Scale

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	19
MKD.	IL-40 IL-93				

CONTRACT NO: 68655



1. Existing PCC Pavement
2. Existing HMA (13 3/4")
3. Existing Widening
5. Existing Sub-Base Granular
7. Existing PCC Curb
10. Proposed HMA Surface Removal 1 1/2"
12. Proposed HMA Surface Course 1 1/2"

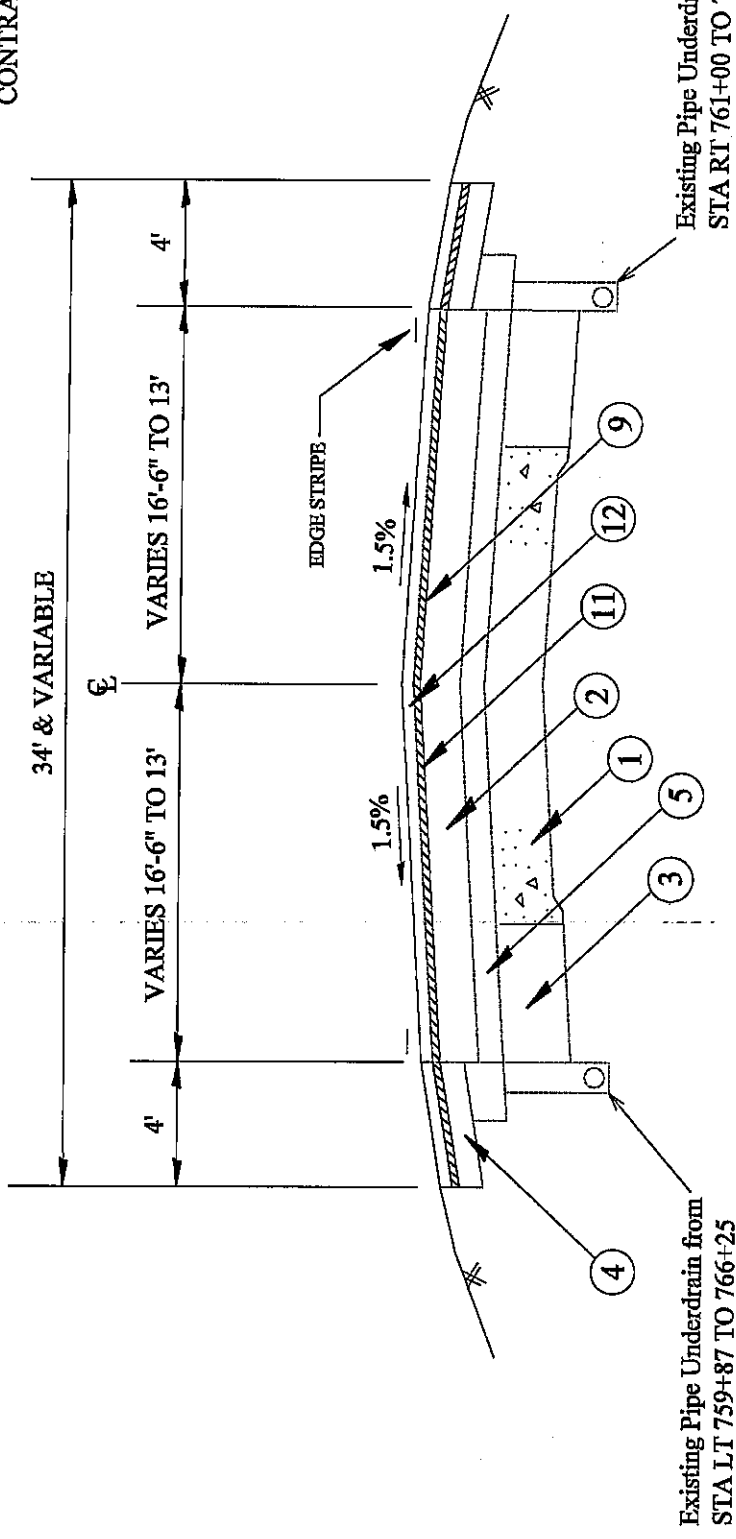
STA 756+70 TO 759+87

1 1/2" HMA Surf. Removal

TYPICAL SECTION #8
Not to Scale

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	20
MKD.	IL-90	IL-93			

CONTRACT NO: 68655



1. Existing Pavement
2. Existing HMA (13 3/4")
3. Existing Widening
4. Existing Shoulders
5. Existing Sub-Base Granular
9. Proposed HMA Surface Removal 3/4"
11. Proposed HMA Polymer Leveling Binder 3/4"
12. Proposed HMA Surface Course 1 1/2"

STA 759+87 TO 766+25

* From STA 766+00 TO 766+25 the existing PCC Pavement and Widening have been removed and replaced with Sub-Base Granular

3/4" HMA Surf. Removal

TYPICAL SECTION #9
Not to Scale

CONTRACT NO: 68655

Poly. Bit. Materials (Prime Coat) 0.10 gal/sy on Milled Surface
 Poly. Bit. Materials (Prime Coat) 0.03 gal/sy on Level Binder
 Aggregate (Prime Coat) 4.0 lb/sy on Milled Surface
 Additional Aggregate (Prime Coat) 2.0 lb/sy on Level Binder

Location	Length	Width	Area	Poly. Bit. Materials (Prime Coat) (0.1 Gal/Sq Yd) (0.004 Ton/Gal)	Aggregate (Prime Coat) (4 LB/Sq Yd) (2000 LB/Ton)	HMA Surface Course (116 LB/SY/IN) -- 1 1/2" --	HMA Level Binder (116 LB/SY/IN) -- 3/4" --		HMA Surface Removal -- 1 1/2" --	HMA Surface Removal -- 3/4" --	Temporary Ramp	HMA Surface Removal Butt Joint	Incidental HMA Surface (116 LB/SY/IN) -- 1 1/2" --		
							TON	SQ YD						TON	SQ YD
							TON	SQ YD						TON	SQ YD
Stark County	FT	FT	SQ YD	SQ YD	SQ YD	TON	TON	TON	SQ YD	SQ YD	SQ YD	TON	TON		
STA. 483+02 to 511+51	2,849.0	32.0	10,129.78	5.27	40.52	881.29	440.65		10,129.78						
511+51 bkt to 509+56 ab	Station Equation														
STA. 509+56 to 513+30	374.0	32.0	1,329.78	0.69	5.32	115.69	57.85		1,329.78						
STA. 513+30 to 528+25	1,495.0	26.0	4,318.89	2.25	17.28	375.74	187.87		4,318.89						
STA. 528+25 to 529+00	75.0	29.0	241.67	0.13	0.97	21.03	10.51		241.67						
STA. 529+00 to 530+56	156.0	26.0	450.67	0.23	1.80	39.21	19.60		450.67						
STA. 530+56 to 530+86	30.0	32.0	106.67	0.04	0.43	9.28				17.78	106.67				
STA. 530+86 to 530+86	5.0	32.0	17.78							17.78					
STA. 530+86 to 532+38	Bridge Omission									17.78					
STA. 532+38 to 532+43	5.0	32.0	17.78							17.78					
STA. 532+38 to 532+68	30.0	32.0	106.67	0.04	0.43	9.28					106.67				
STA. 532+68 to 533+00	32.0	32.0	113.78	0.06	0.46	9.90	4.95		113.78						
STA. 533+00 to 533+10	10.0	26.0	28.89	0.01	0.12	2.51	1.26		28.89						
STA. 533+10 to 538+80	570.0	26.0	1,646.67	0.86	6.59	143.26	71.63		1,646.67						
STA. 538+80 to 540+25	145.0	29.0	467.22	0.25	1.87	40.65	20.32		467.22						
STA. 540+25 to 541+36	111.0	32.0	394.67	0.21	1.58	34.34	17.17		394.67						
STA. 541+36 to 541+64	30.0	32.0	106.67	0.04	0.43	9.28				17.78	106.67				
STA. 541+64 to 541+64	5.0	32.0	17.78							17.78					
STA. 541+64 to 543+11	Bridge Omission														
STA. 543+11 to 543+16	5.0	32.0	17.78							17.78					
STA. 543+11 to 543+41	30.0	32.0	106.67	0.04	0.43	9.28					106.67				
STA. 543+41 to 545+36	195.0	32.0	693.33	0.36	2.77	60.32	30.16		693.33						
STA. 545+36 to 546+05	69.0	29.0	222.33	0.12	0.89	19.34	9.67		222.33						
STA. 546+05 to 587+40	4,135.0	26.0	11,945.56	6.21	47.78	1,039.26	519.63		11,945.56						
STA. 587+40 to 588+20	80.0	29.0	257.78	0.13	1.03	22.43	11.21		257.78						
STA. 588+20 to 591+40	320.0	32.0	1,137.78	0.60	4.55	98.99	49.49		1,137.78						
PAGE 1 TOTAL			39,876.66	17.54	135.25	2,941.08	1,451.97		33,378.80	71.12	426.68				

TABULATION OF RESURFACING QUANTITIES

ROUTE

FAP 646
FAS 1194
MKD. IL40
IL93

SECTION

(105,106)RS-3
122RS-2, 123RS-5

COUNTY

STARK BUREAU

SHEET

TOTAL 85
21

CONTRACT NO: 68655

Poly. Bit. Materials (Prime Coat) 0.10 gal/sy on Milled Surface
 Poly. Bit. Materials (Prime Coat) 0.03 gal/sy on Level Binder
 Aggregate (Prime Coat) 4.0 lb/sy on Milled Surface
 Additional Aggregate (Prime Coat) 2.0 lb/sy on Level Binder

ROUTE
 FAP FAS 1646 1194
 MKD. IL 40 IL 93

SECTION
 (105,106)RS-3
 122RS-2, 123RS-5

COUNTY
 STARK
 BUREAU

SHEET
 TOTAL 85
 NO. 22

Location	Length	Width	Area	Poly. Bit. Materials (Prime Coat) (0.1 Gal/Sq Yd) (0.004 Ton/Gal)	Aggregate (Prime Coat) (4 LB/Sq Yd) (2000 LB/Ton)	HMA Surface Course (116 LB/SY/IN) -- 1 1/2" --	HMA Level Binder (116 LB/SY/IN) -- 3/4" --	EMA Surface Removal -- 1 1/2" --	EMA Surface Removal -- 3/4" --	Temporary Ramp	HMA Surface Removal Butt Joint	Incidental HMA Surface Removal (116 LB/SY/IN) -- 1 1/2" --
STA. 591+40 to 592+00	60.0	29.0	193.33	0.10	0.77	16.82	8.41		193.33			
STA. 592+00 to 631+36	3,936.0	26.0	11,370.67	5.91	45.48	989.25	494.62		11,370.67			
631+36 bit to 631+44 ah												
STA. 631+44 to 645+25	1,381.0	26.0	3,989.56	2.08	7.98	347.09	173.55		3,989.56			
STA. 645+25 to 646+03	78.0	32.0	277.33	0.14	0.55	24.13	12.06		277.33			
STA. 646+03 to 646+33	30.0	32.0	106.67	0.04	0.21	9.28				17.78	106.67	
STA. 646+28 to 646+33	5.0	32.0	17.78									
STA. 646+33 to 647+85	Bridge Omission											
STA. 647+85 to 647+90	5.0	32.0	17.78							17.78		
STA. 647+85 to 648+15	30.0	32.0	106.67	0.04	0.21	9.28					106.67	
STA. 648+15 to 649+20	105.0	32.0	373.33	0.19	0.75	32.48	16.24		373.33			
STA. 649+20 to 650+00	80.0	29.0	257.78	0.13	0.52	22.43	11.21		257.78			
STA. 650+00 to 690+92	4,092.0	26.0	11,821.33	6.15	23.64	1,028.46	514.23		11,821.33			
STA. 690+92 to 692+87	195.0	26 & var	5,146.23	2.68	10.29	447.72	223.86		5,146.23			
Jet IL 40 & IL 93	West leg of IL 93/IL 40 to Bradford											
STA. 688+55W to 688+60	5.0	26.0	14.14							14.14		
STA. 688+55 to 688+85	30.0	26.0	86.67	0.03	0.17	7.54					86.67	
STA. 688+85 to 690+86	201.0	26.0	580.67	0.30	1.16	50.52	25.26		580.67			
STA. 690+86 to 693+50	264.0	36 & var	1,053.91	0.55	2.11	91.69	45.85		1,053.91			
STA. 693+50 to 732+00	3,850.0	26.0	11,122.22	5.78	22.24	967.63	483.82		11,122.22			
STA. 732+00 to 732+30	30.0	26.0	86.67	0.03	0.17	7.54		86.67				
STA. 732+30 to 734+45	215.0	26.0	621.11	0.25	1.24	54.04		621.11				
STA. 734+45 to 744+00	955.0	61.0	6,472.78	2.59	12.95	563.13		6,472.78				
STA. 744+00 to 744+30	30.0	var	753.53	0.3	1.51	65.56		753.53				
STA. 744+30 to 756+25	1,195.0	var	4,381.67	1.75	8.76	381.21		4,381.67				
STA. 756+25 to 756+70	45.0	33.0	165.0	0.07	0.33	14.36		165.0				
PAGE 2 TOTAL			59,016.23	29.11	141.04	5,130.16	2,009.11	12,480.76	46,186.36	49.70	300.01	

TABULATION OF RESURFACING QUANTITIES

CONTRACT NO: 68655

Poly. Bit. Materials (Prime Coat) 0.10 gal/sy on Milled Surface
 Poly. Bit. Materials (Prime Coat) 0.03 gal/sy on Level Binder
 Aggregate (Prime Coat) 4.0 lb/sy on Milled Surface
 Additional Aggregate (Prime Coat) 2.0 lb/sy on Level Binder

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.		
FAS	1194	122RS-2, 123RS-5	BUREAU	85	23		
MKD.	IL-40						
	IL-93						

Location	Length	Width	Area	Poly. Bit. Materials (Prime Coat) (0.1 Gal/Sq Yd) (0.004 Ton/Gal)	Aggregate (Prime Coat) (4 LB/Sq Yd) (2000 LB/Ton)	HMA Surface Course (116 LB/SY/IN) -- 1 1/2" --	HMA Level Binder (116 LB/SY/IN) -- 3/4" --	HMA Surface Removal -- 1 1/2" --	HMA Surface Removal -- 3/4" --	Temporary Ramp	HMA Surface Removal (116 LB/SY/IN) -- 1 1/2" --	Incidental HMA Surface (116 LB/SY/IN) -- 1 1/2" --
	FT	FT	SQ YD	SQ YD	SQ YD	TON	TON	SQ YD	SQ YD	SQ YD	TON	TON
Stark County (cont)												
STA. 756+70 to 759+87	317.0	33.0	1,162.33	0.46	2.32	101.12		1,162.33				
STA. 759+87 to 761+00	113.0	var	370.20	0.19	0.74	32.21	16.10		370.20			
STA. 761+00 to 769+68	868.0	34.0	3,279.11	1.70	6.56	285.28	142.64		3,279.11			
STA. 769+68 to 823+20	5,352.0	26.0	15,461.33	8.04	30.92	1,345.14	672.57		15,461.33			
STA. 822+90 to 823+20	30.0	26.0	86.67	0.03	0.17	7.54					86.67	
STA. 823+15 to 823+20	5.0	26.0	14.44	0.01	0.03					14.44		
Sideroads & Entrances			2,739.97	1.10	5.48					122.22	1200.0	238.38
Stark County sub-totals page 3			21,657.45	11.53	46.22	1,771.29	831.31	1,162.33	19,110.64	136.66	1286.67	238.38
Bureau County												
STA. 478+10 to 478+15	5.0	26.0	14.44							14.44		
STA. 478+10 to 478+40	30.0	26.0	86.67	0.03	0.35	7.54					86.67	
STA. 478+40 to 479+00	60.0	32.0	213.33	0.12	0.85	18.56	9.28		213.33			
STA. 479+00 to 483+02	402.0	32.0	1,429.33	0.74	5.72	124.35	62.18		1,429.33			
Sideroads & Entrances			360.0	0.14	0.72					33.33	360.0	31.32
Bureau County sub-total			3884.1	1.03	7.64	150.45	71.46		1,642.66	47.77	446.67	31.32
Stark County sub-total page 1			39,876.66	17.54	135.25	2,941.08	1,431.97		33,378.80	71.12	426.68	
Stark County sub-total page 2			59,016.23	29.11	141.04	5,130.16	2,009.11	12,480.76	46,186.36	49.70	300.01	
Stark County sub-total page 3			21,657.45	11.53	46.22	1,771.29	831.31	1,162.33	19,110.64	136.66	1,286.67	238.38
Grand Total			120,550.34	59.3	331.0	9,993.0	4,564.0	13,644.0	100,319.0	306.0	2,461.0	270.0

TABULATION OF
RESURFACING
QUANTITIES

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	
MKD.	IL-40 IL-93			85	24

CONTRACT NO: 68655

CLASS D PATCHES, TYPE 2 13 INCH		SQ YD
Bureau County		
Sta. 478+10 to 483+02		70.0
Total		70.0
Stark County		
County Line to Sta. 500+00		52.0
Sta. 687+00 to 693+50		17.3
Sta. 744+00 to 756+25		34.7
Bureau County Total		70.0
Stark County Total		104.0
Total		174.0

CLASS D PATCHES, TYPE 2 14 INCH		SQ YD
Stark County		
Sta. 693+50 to 744+00		208.0
Sta. 756+25 to 766+25		64.0
Total		272.0

CLASS D PATCHES, TYPE 2 15 INCH		SQ YD
Stark County		
Sta. 500+00 to 687+00		732.0
Sta. 766+25 to 796+80		95.0
Total		827.0

MOBILIZATION		L SUM
Bureau County		0.1
Stark County		0.9
Total		1.0

AGGREGATE SHOULDERS, TYPE B		TONS
Bureau County		
Sta. 478+10 to 483+02		26.8
Total		26.8
Stark County		
Sta. 483+02 to 530+56		259.2
Sta. 533+00 to 540+25		39.5
Sta. 545+36 to 645+25		544.7
Sta. 649+20 to 692+87		238.1
Sta. 688+55 to 734+45		250.3
Sta. 769+68 to 823+20		291.8
Sideroads		27.4
Bureau County Total		26.8
Stark County Total		1,651.0
Total		1,678.0

TRAFFIC CONTROL AND PROTECTION, STANDARD 701306		L SUM
Bureau County		0.1
Stark County		0.9
Total		1.0

SCHEDULE OF
QUANTITIES

ROUTE		SECTION	COUNTY	SHEET	
FAP	1646	(105,106RS-3 122RS-2, 123RS-5)	STARK BUREAU	TOTAL	NO.
MKD.	1194			85	
		IL-10			
		IL-93			

CONTRACT NO: 68655

SHORT-TERM PAVEMENT MARKING		FOOT
Bureau County		
Sta. 478+10 to 483+02		246.0
Total		246.0
Stark County		
Sta. 483+02 to 823+20		17,169.0
Bureau County Total		246.0
Stark County Total		17,169.0
Total		17,415.0

MATERIAL TRANSFER DEVICE		TON
Bureau County		
Sta. 478+10 to 483+02		151.0
Total		151.0
Stark County		
Sta. 483+02 to 823+20		9,842.0
Bureau County Total		151.0
Stark County Total		9,842.0
Total		9,993.0

WORK ZONE PAVEMENT MARKING REMOVAL		SQ. FT
Bureau County		
Sta. 478+10 to 483+02		17.0
Total		17.0
Stark County		
Sta. 483+02 to 823+20		1,134.0
Bureau County Total		17.0
Stark County Total		1,134.0
Total		1,151.0

TRAFFIC CONTROL AND PROTECTION, STANDARD 701336		L SUM
Bureau County		0.1
Stark County		0.9
Total		1.0

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL		EACH
Bureau County		0
Stark County		100.0
Total		100.0

CONSTRUCTING TEST STRIP		EACH
Bureau County		0.1
Stark County		0.9
Total		1.0

RAISED REFLECTIVE PAVEMENT MARKER		EACH
Bureau County		0
Stark County		436
Total		436

SCHEDULE OF QUANTITIES

ROUTE		SECTION	COUNTY	SHEET	
FAP	MKD.			TOTAL	NO.
646	1194	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	85	26
FAS	IL40				
	IL93				

CONTRACT NO: 68655

EPOXY PAVEMENT MARKING, LINE 4"		FOOT
Bureau County		
Sta. 478+10 to 483+02		1,183.0
Total		1,183.0
Stark County		
Sta. 483+02 to 823+20		92,162.0
Bureau County Total		1,183.0
Stark County Total		92,162.0
Total		93,345.0

TEMPORARY PAINT PAVEMENT MARKING, LINE 4"		FOOT
Bureau County		
Sta. 478+10 to 483+02		1,183.0
Total		1,183.0
Stark County		
Sta. 483+02 to 823+20		92,162.0
Bureau County Total		1,183.0
Stark County Total		92,162.0
Total		93,345.0

EPOXY PAVEMENT MARKING, LINE 8"		FOOT
Stark County		
Sta. 688+55 to 744+00		800.0
Total		800.0

TEMPORARY PAINT PAVEMENT MARKING, LINE 8"		FOOT
Stark County		
Sta. 688+55 to 744+00		800.0
Total		800.0

EPOXY PAVEMENT MARKING, LINE 12"		FOOT
Stark County		
Sta. 688+55 to 744+00		155.0
Total		155.0

TEMPORARY PAINT PAVEMENT MARKING, LINE 12"		FOOT
Stark County		
Sta. 688+55 to 744+00		155.0
Total		155.0

EPOXY PAVEMENT MARKING, LINE 24"		FOOT
Stark County		
Sta. 688+55 to 744+00		120.0
Total		120.0

TEMPORARY PAINT PAVEMENT MARKING, LINE 24"		FOOT
Stark County		
Sta. 688+55 to 744+00		120.0
Total		120.0

SCHEDULE OF
QUANTITIES

ROUTE		SECTION	COUNTY	SHEET	
FAP	FAS			TOTAL	NO.
1646	1194	(105,106RS-3 122RS-2, 123RS-5	STARK BUREAU	85	27
MKD.	IL93				

CONTRACT NO: 68655

MOWING		UNIT
Bureau County		10
Stark County		684
Total		694

EPOXY PAVEMENT MARKING LETTERS AND SYMBOLS		SQ FT
Stark County		
Sta. 688+55 to 744+00		156.0
Total		156.0

TEMP PAINT PAVEMENT MARKING LETTERS & SYMBOLS		SQ FT
Stark County		
Sta. 688+55 to 744+00		156.0
Total		156.0

PERMANENT SURVEY MARKERS TYPE 1					
PERMANENT SURVEY MARKERS TIES					
Stark County	Station	Description	Offset	TIES	
				TYPE 1	EACH
	559+79.13	W 1/4 cor sec 11	12.8 ft Right	1.0	4.0
	580+45	SW cor sec 11	0.5 ft Right	1.0	4.0
	639+80.98	NE cor sec 22	9.36 ft Right	1.0	4.0
	666+44.66	E 1/4 cor sec 22	11.29 ft Right	1.0	4.0
	693+08.62	SE cor sec 22	23.75 ft Right	1.0	4.0
	769+68.46		2.03 ft Left	1.0	4.0
	796+24.61		0.99 ft Left	1.0	4.0
	797+16.45	PC	Centerline	1.0	4.0
	801+95.95	PT	Centerline	1.0	4.0
	822+69.47		9.9 ft Right	1.0	4.0
Total				10.0	40.0

SCHEDULE OF
QUANTITIES

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	28
MKD.	IL 40 IL 93				

CONTRACT NO: 68655

Project Begins Sta. 478+10

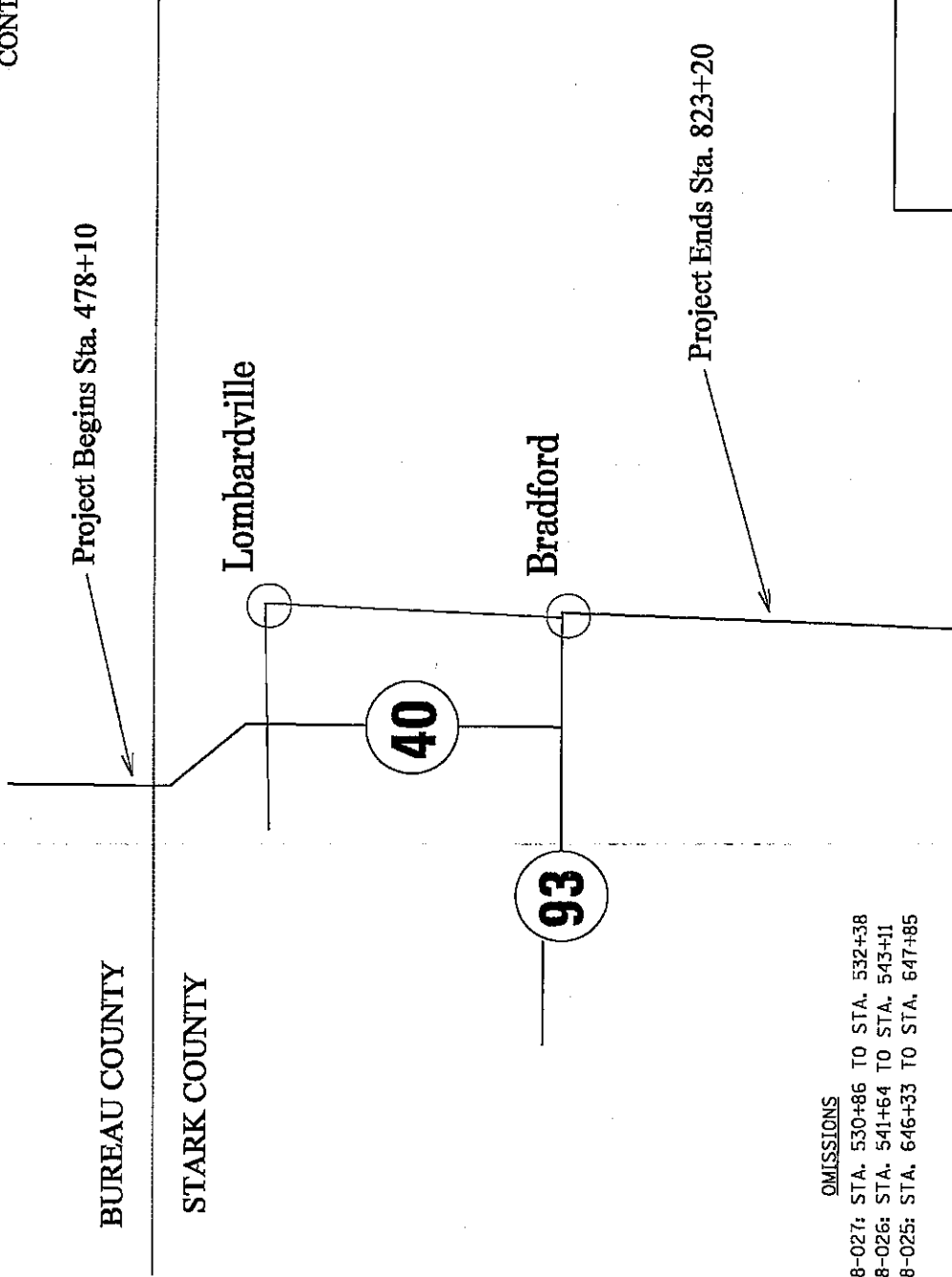
BUREAU COUNTY

STARK COUNTY

Lombardville

Bradford

Project Ends Sta. 823+20



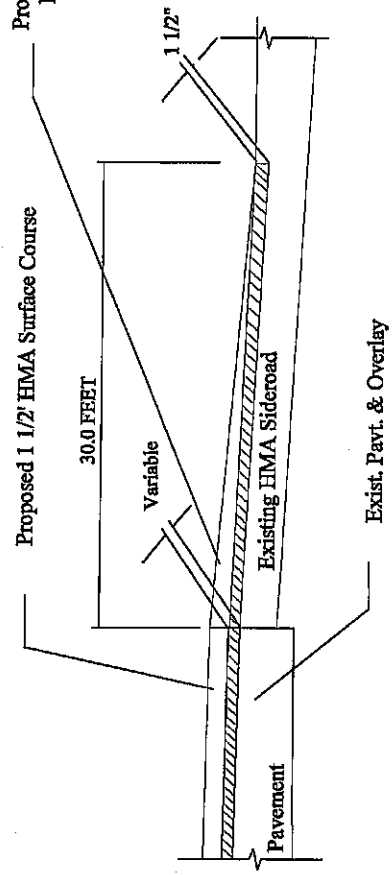
OMISSIONS

- S.N. 088-027: STA. 530+86 TO STA. 532+38
- S.N. 088-026: STA. 541+64 TO STA. 543+11
- S.N. 088-025: STA. 646+33 TO STA. 647+85

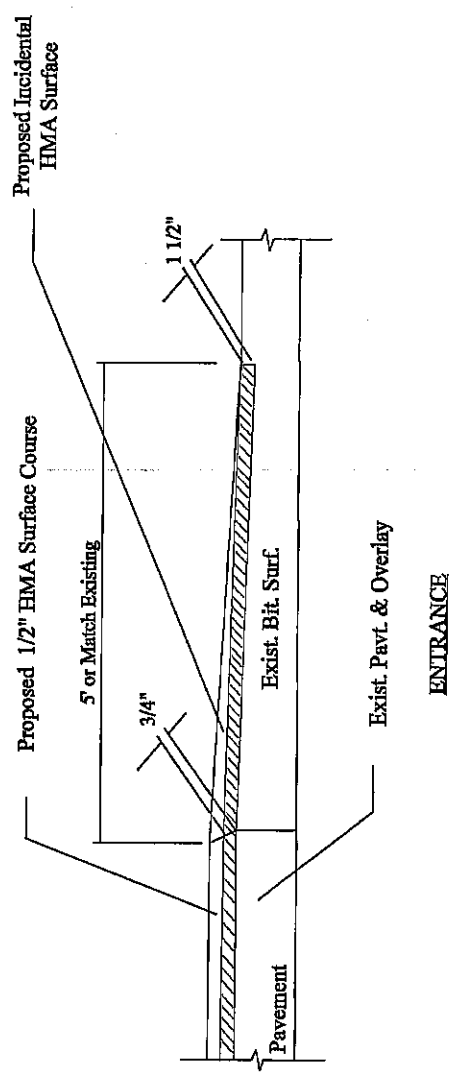
LINE DIAGRAM

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	29
MKD.	IL40				
	IL93				

CONTRACT NO: 68655



SIDEROADS

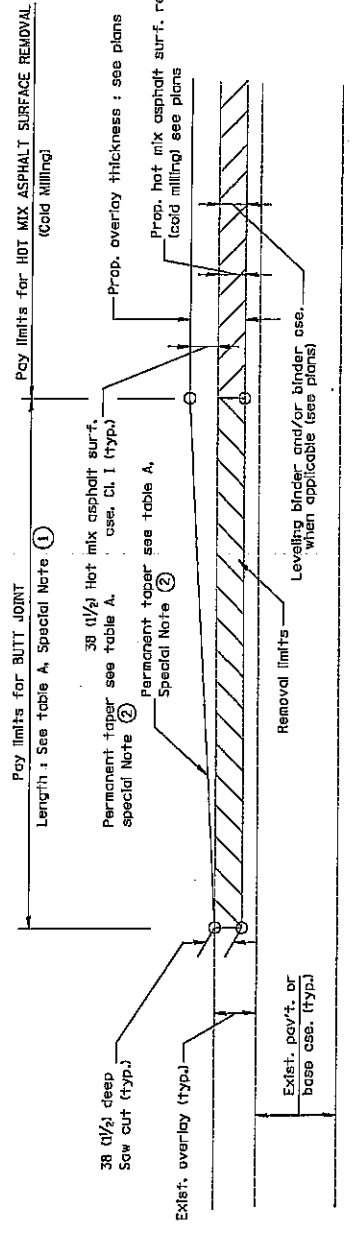


ENTRANCE

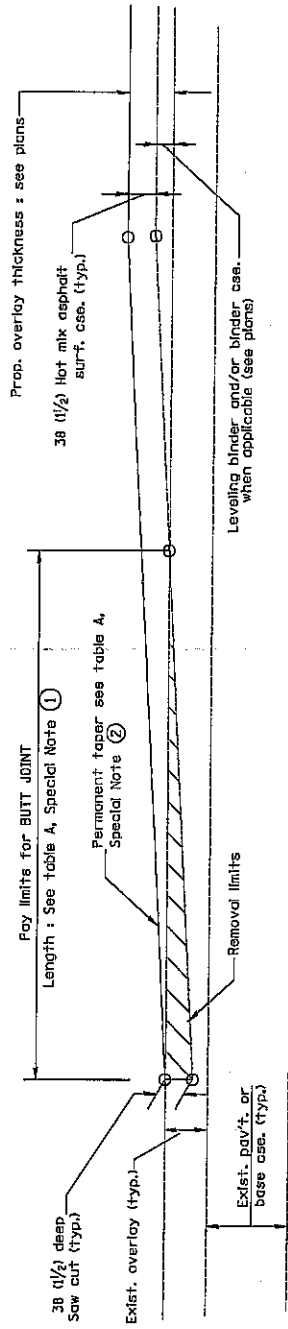
**ENTRANCES & SIDEROADS
DETAIL
(Not to Scale)**

ROUTE	SECTION		COUNTY	SHEET	
	F&E 1845	194		STARK BUREAU	TOTAL
MAKD. 1140	1225-2	1225-5		85	30

CONTRACT NO: 68655



CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
1	LENGTH OF BUTT JOINT	19.0 m(60')	9.0 m(30')
2	PERMANENT TAPER RATE	1:480	1:240
3	TEMPORARY RAMP TAPER RATE	1:80	1:40
4	TEMPORARY RAMP LENGTH	3.0 m(10')	1.5 m(5')
5	LENGTH OF BUTT JOINT	3.0 m(10')	3.0 m(10')

GENERAL NOTES

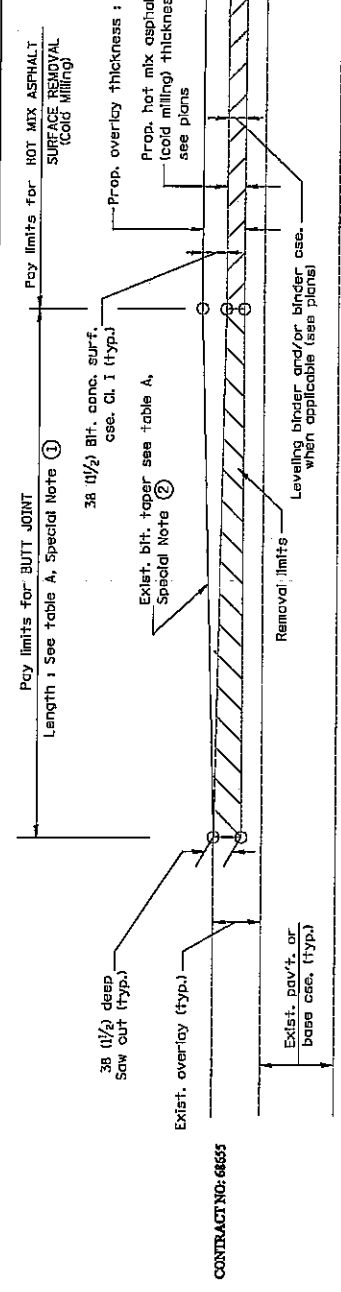
- The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
- The pavement surface to be removed may be either HMA or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
- The saw cut joints shall be primed just prior to the placing of HMA material. The work will be in accordance with the applicable portions of Article 406.06.

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

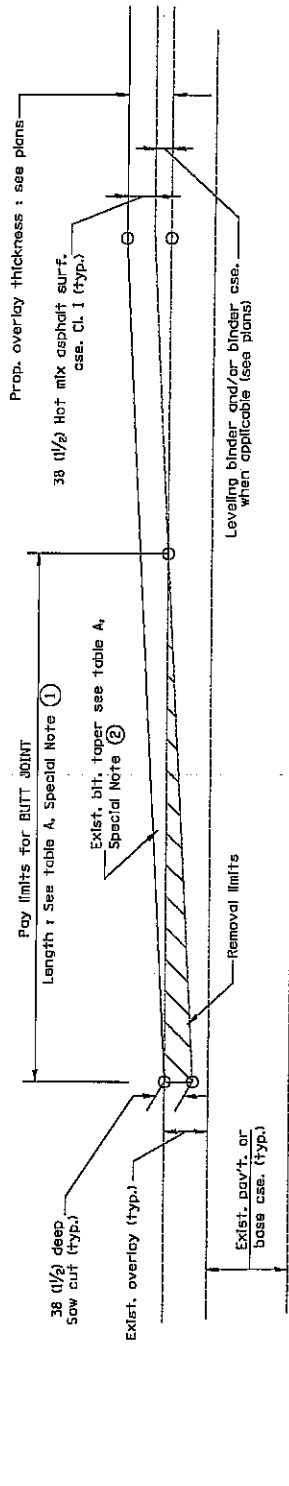
ILLINOIS DEPARTMENT OF TRANSPORTATION		DISTRICT CADD STANDARD	
DATE	REVISIONS	BY	TP.
1-1-97	REVISION 1-23-01, NEW		
4-1-97	CONSTRUCTION TO DEPTH	J.A.	
2-15-02	REVISED DESIGNER NAME	M.A.K.	
02-18-06	REVISED TO 2007 SPEC.		
CADD STD NO. 406101-04		BUTT JOINTS	
SCALE: NOT DRAWN TO SCALE		SHEET 1 OF 3	
DRAWN BY: CAD		CHECKED BY:	
DATE:		406101-D4 (1)	

ROUTE	SECTION	COUNTY	SHEET
FAP, EAS, I84 MKD, I14D, L93	405, 10285-3 12285-2, 12285-5	STARK BURLEAU	TOTAL NO. 85
			31

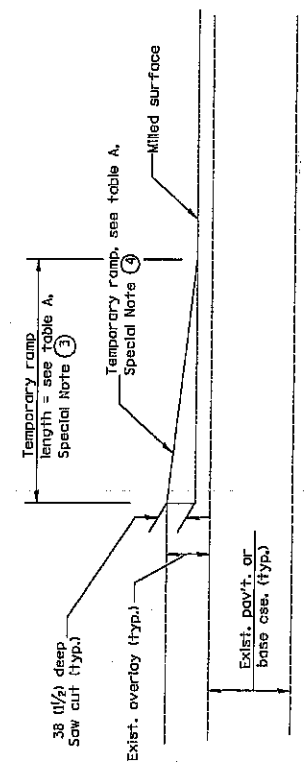
CONTRACT NO: 68655



CASE 3 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING HMA TAPER



CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING HMA TAPER



DETAIL TEMPORARY RAMP

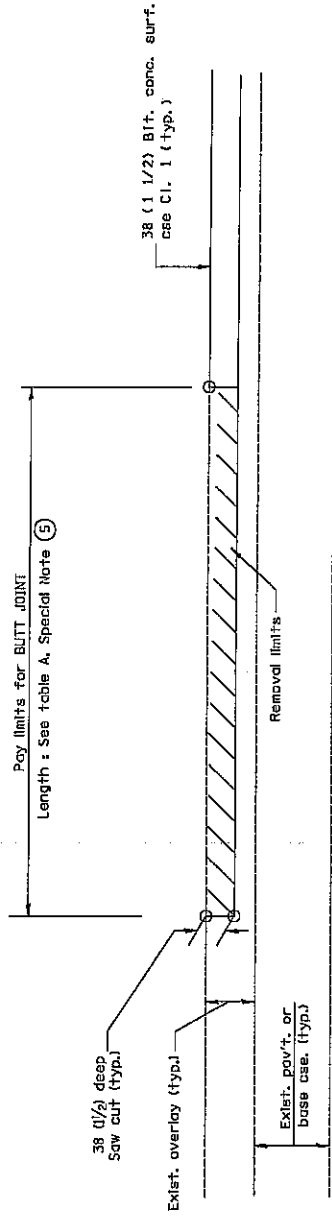
All dimensions are in millimeters
(inches unless otherwise noted).

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
BUTT JOINTS
CADD STD NO. 406101-D4 SHEET 2 OF 3
DRAWN BY CADD
CHECKED BY

406101-D4 (2)

ROUTE		SECTION	COUNTY	SHEET	
F&P	EAS	108, 108RS-3	STARK	TOTAL	NO.
MKD.	IL 40	122RS-2, 122RS-5	BUREAU	85	32
	IL 53				

CONTRACT NO: 68655



CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING HMA TAPER

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT CADD STANDARD

BUTT JOINTS

CADD STD NO. 406101-D4 SHEET 3 OF 3
DRAWN BY: CMM
CHECKED BY:

406101-D4 (3)

FOR INFORMATION ONLY

INDEX OF SHEETS

- 34. COVER SHEET
- 35.-36. SUMMARY OF QUANTITIES
- 37.-38. TYPICAL SECTIONS
- 39.-45. SCHEDULES OF QUANTITIES
- 46. LINE DIAGRAM
- 47. BUTT-JOINT AT SIDE ROADS DETAIL
- 48.-54. DISTRICT STANDARDS

HIGHWAY STANDARDS

- 000001-05 701311-03
- 406201-01 701336-05
- 442201-03 701901-01
- 701301-03 781001-03
- 701306-02

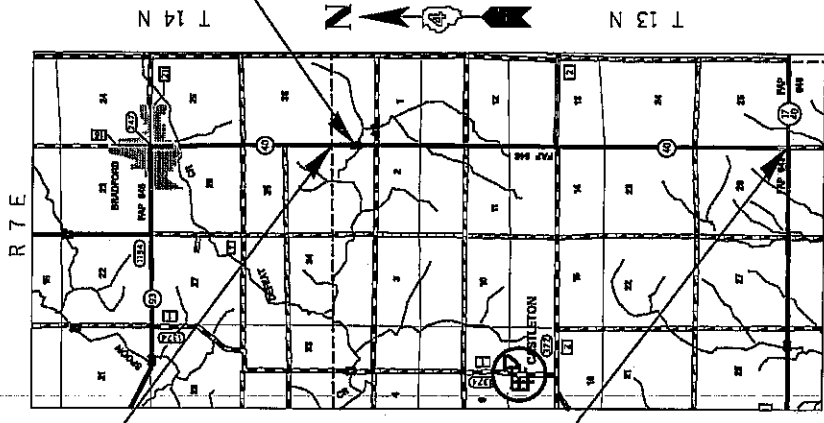
DISTRICT STANDARDS

- 406101-D4
- 440001-D4
- 780001-D4

CONTRACT NO. 68655
 CATALOG NO. 033399-00D

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
FAP RTE 646 (IL 40) & FAS RTE 1164 (IL 93)
SECTION (105,106)RS-3, 122RS-2, 123RS-5
STARK & BUREAU COUNTIES
C-94-192-06

SHEET 34 OF 85
 D-94-124-06



PROJECT BEGINS
 STA. 823+20.00

PROJECT ENDS
 STA. 1111+24.00

OMISSION
 STA. 864+06.50
 TO STA. 864+66.50
 S.N. 088-024

PROJECT DESCRIPTION

THE WORK CONSISTS OF MILLING, PATCHING
 AND RESURFACING OF IL 40 1.3 MILES SOUTH
 OF BRADFORD TO IL 17 (W)

ADT = 1900 (2007)
 MU = 12%
 SU = 5%

JULIE.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-9123

GROSS LENGTH = 28,804' = 5.46 MILES
 NET LENGTH = 28,744' = 5.44 MILES

SUMMARY OF QUANTITIES

FOR INFORMATION ONLY

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	
MKD.	IL-40 IL-93			35	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	50	50
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	102	102
40600300	AGGREGATE (PRIME COAT)	TON	252	252
40600895	CONSTRUCTING TEST STRIP	EACH	1	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	252	252
40600990	TEMPORARY RAMP	SQ YD	101	101
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	7,105	7,105
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	15	15
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	84,018	84,018
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	846	846
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	116	116
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	354	354
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,453	1,453
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	9	9
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	3	3

SUMMARY OF QUANTITIES

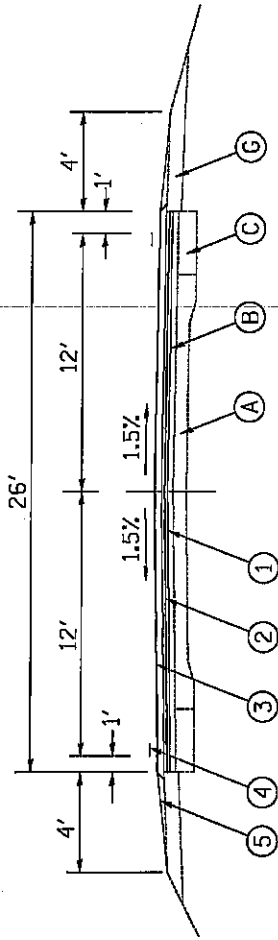
FOR INFORMATION ONLY

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	1105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	
MKD.	IL-40 IL-93			36	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000
66700605	PERMANENT SURVEY TIES	EACH	40	40
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL_MO	9	9
67100100	MOBILIZATION	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	11,507	11,507
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	70,664	70,664
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	959	959
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	70,664	70,664
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	361	361
78300100	PAVEMENT MARKING REMOVAL	SQ FT	23,555	23,555
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	159	159
X0322729	MATERIAL TRANSFER DEVICE	TON	7,105	7,105
X2503100	MOWING	UNIT	578	578
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	3,537	3,537

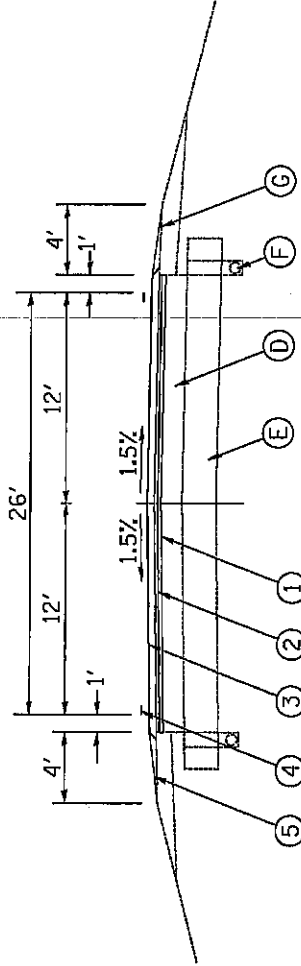
ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	37
MKD.	IL40 IL93				



STA. 823+20.00 TO STA. 864+06.50
 STA. 864+66.50 TO STA. 897+80.00
 STA. 898+90.00 TO STA. 973+50.00
 STA. 984+17.00 TO STA. 1102+10.00

LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL, 1 1/2"
- ② POLY. LEVELING BINDER (MM), IL-4.75, N50 (3/4")
- ③ HMA SURFACE CSE, MIX "D", N50 (1 1/2")
- ④ EPOXY PAVEMENT MARKING
- ⑤ AGGREGATE SHOULDER, TYPE B



STA. 897+80.00 TO STA. 898+90.00
 STA. 973+50.00 TO STA. 974+50.00
 STA. 983+25.00 TO STA. 984+17.00
 STA. 1102+10.00 TO STA. 1111+16.00

LEGEND - EXISTING

- (A) EXIST. PCC PAVEMENT
- (B) EXIST. HMA OVERLAY, VAR. 4 1/2" - 13 3/4"
- (C) EXIST. PCC BASE CSE WIDENING, 9"
- (D) EXIST. HMA PAVEMENT, 13 3/4"
- (E) EXIST. GRANULAR SUB-BASE, VAR. 18" - 24"
- (F) EXIST. PIPE UNDERDRAIN, 4"
- (G) AGGREGATE SHOULDER

TYPICAL SECTIONS
 NOT TO SCALE

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	64B	(105,106)RS-3	STARK	TOTAL	NO.		
FAS	1194	122RS-2, 123RS-5	BUREAU	85	39		
MKD.	IL40						
	IL93						

TABULATION OF RESURFACING QUANTITIES

LOCATION	HMA SURFACE REMOVAL - BUTT JOINT		TEMPORARY RAMP		HMA SURFACE REMOVAL, 1 1/2 IN		POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)		AGGREGATE (PRIME COAT)			
	SQ YD		SQ YD		SQ YD		TON		TON			
	SQ YD	TON	SQ YD	TON	SQ YD	TON	COLD-MILLED	FOG COAT	COLD-MILLED	FOG COAT		
IL 40												
STA. 823 + 20.00 TO STA. 823 + 30.00	28.89		14.44				0.01		0.06			
STA. 823 + 30.00 TO STA. 863 + 96.50					11814.11		4.73	1.42	23.63			11.81
STA. 863 + 96.50 TO STA. 884 + 06.50	28.89		14.44				0.01		0.06			
STA. 864 + 66.50 TO STA. 884 + 76.50	28.89		14.44				0.01		0.06			
STA. 864 + 76.50 TO STA. 874 + 40.00					2783.44		1.11	0.33	5.57			2.78
STA. 874 + 40.00 TO STA. 875 + 23.50					241.22		0.10	0.03	0.48			0.24
STA. 875 + 23.50 TO STA. 926 + 86.50					14915.33		5.97	1.79	29.83			14.92
STA. 926 + 86.50 TO STA. 927 + 68.50					231.11		0.09	0.03	0.46			0.23
STA. 927 + 68.50 TO STA. 979 + 73.00					15041.00		6.02	1.80	30.08			15.04
STA. 979 + 73.00 TO STA. 980 + 74.00					291.78		0.12	0.04	0.58			0.29
STA. 980 + 74.00 TO STA. 1059 + 06.00					22625.78		9.05	2.72	45.25			22.63
STA. 1059 + 06.00 TO STA. 1059 + 86.00					231.11		0.09	0.03	0.46			0.23
STA. 1059 + 86.00 TO STA. 1080 + 90.00					6078.22		2.43	0.73	12.16			6.08
STA. 1080 + 90.00 TO STA. 1081 + 42.00	83.33		14.44		652.24		0.26	0.08	1.30			0.65
STA. 1081 + 42.00 TO STA. 1108 + 00.00					7678.67		3.07	0.92	15.36			7.68
STA. 1108 + 00.00 TO STA. 1108 + 81.00					234.00		0.09	0.03	0.47			0.23
STA. 1108 + 81.00 TO STA. 1110 + 21.00					404.44		0.16	0.05	0.81			0.40
STA. 1110 + 21.00 TO STA. 1111 + 05.00					242.67		0.10	0.03	0.49			0.24
STA. 1111 + 05.00 TO STA. 1111 + 14.00					26.00		0.01	0.00	0.05			0.03
STA. 1111 + 14.00 TO STA. 1111 + 24.00	28.89		14.44				0.01		0.06			
CASTLETON RD.												
STA. 9 + 43.00 TO STA. 9 + 53.00	26.67		14.44				0.01		0.05			
STA. 9 + 53.00 TO STA. 9 + 88.00					193.15		0.08	0.02	0.39			0.19
STA. 10 + 12.50 TO STA. 10 + 73.00					333.87		0.13	0.04	0.67			0.33
STA. 10 + 73.00 TO STA. 10 + 83.00	26.67		14.44				0.01		0.05			
SUB-TOTAL	252.22		101.11		84018.15		33.67	10.08	168.37			84.02
TOTAL	252		101		84,018		44		252			

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3		STARK		TOTAL	NO.
FAS	1194	122RS-2, 123RS-5		BUREAU		85	40
MKD.	IL40						
	IL93						

TABULATION OF RESURFACING QUANTITIES (CONTINUED)

LOCATION	POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	HMA SURFACE COURSE, MIX "D", N50	AGGREGATE SHOULDERS, TYPE B		INCIDENTAL HMA SURFACING
			LEFT	RIGHT	
			TON		
IL 40					
STA. 823 + 20.00 TO STA. 823 + 30.00		2.44	0.25		
STA. 823 + 30.00 TO STA. 863 + 96.50	497.39	997.16	103.50	101.68	
STA. 863 + 96.50 TO STA. 864 + 06.50		2.44	0.25	0.25	
STA. 864 + 66.50 TO STA. 864 + 76.50		2.44	0.25	0.25	
STA. 864 + 76.50 TO STA. 874 + 40.00	117.19	234.93	22.87	24.38	
STA. 874 + 40.00 TO STA. 875 + 23.50	10.16	20.36			3.90
STA. 875 + 23.50 TO STA. 926 + 86.50	627.95	1259.91	129.45	128.85	
STA. 926 + 86.50 TO STA. 927 + 66.50	9.73	19.51			3.73
STA. 927 + 66.50 TO STA. 979 + 73.00	633.24	1289.52	131.77	131.77	
STA. 979 + 73.00 TO STA. 980 + 74.00	12.28	24.63			
STA. 980 + 74.00 TO STA. 1059 + 06.00	952.57	1903.70	196.40	198.22	
STA. 1059 + 06.00 TO STA. 1059 + 96.00	9.73	19.51			
STA. 1059 + 86.00 TO STA. 1080 + 90.00	255.90	513.03	53.25	53.25	
STA. 1080 + 90.00 TO STA. 1081 + 42.00	27.41	54.85	13.09	1.32	
STA. 1081 + 42.00 TO STA. 1108 + 00.00	323.28	648.11	67.27	67.27	
STA. 1108 + 00.00 TO STA. 1108 + 61.00	9.85	19.75		2.05	3.78
STA. 1108 + 81.00 TO STA. 1110 + 21.00	17.03	34.14	3.54	3.54	
STA. 1110 + 21.00 TO STA. 1111 + 05.00	10.22	20.48	2.13		3.92
STA. 1111 + 05.00 TO STA. 1111 + 14.00	1.09	2.19	0.23	0.23	
STA. 1111 + 14.00 TO STA. 1111 + 24.00		2.44	0.25	0.25	
CASTLETON RD.					
STA. 9 + 43.00 TO STA. 9 + 53.00		2.25	0.25	0.25	
STA. 9 + 53.00 TO STA. 9 + 88.00	8.12	16.27	3.11	3.11	
STA. 10 + 12.50 TO STA. 10 + 73.00	14.04	28.12	4.06	4.06	
STA. 10 + 73.00 TO STA. 10 + 83.00		2.25	0.25	0.25	
SUB-TOTAL	3537.17	7105.41	732.18	720.99	15.33
TOTAL	3,537	7,105	1,453		15

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	85		
FAS	1194	122RS-2, 123RS-5	BUREAU	NO.	41		
MKD.	IL 40						
	IL 93						

PAVEMENT MARKING SCHEDULE

LOCATION	LINE 4"												RAISED REFLECTIVE PVMIT MARKER EACH		
	SOLID - WHITE			SOLID - YELLOW			SKIP DASH - YELLOW			SOLID - YELLOW					
	NB	SB	FT.	NB	SB	FT.	NB	SB	FT.	NB	SB	FT.			
	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.	FT.			
IL 40															
STA. 823 + 20.00 TO STA. 864 + 06.50	4,110		4,110						1,027						51
STA. 864 + 66.50 TO STA. 874 + 40.00	974		974					243							13
STA. 874 + 40.00 TO STA. 875 + 24.00								21							1
STA. 875 + 24.00 TO STA. 926 + 84.00	5,160		5,160					1,280							86
STA. 926 + 84.00 TO STA. 927 + 67.00								21							1
STA. 927 + 67.00 TO STA. 960 + 46.00	3,281		3,281					820							41
STA. 960 + 46.00 TO STA. 965 + 76.00	528		528				528	132							7
STA. 965 + 76.00 TO STA. 971 + 04.00	528		528				528								7
STA. 971 + 04.00 TO STA. 979 + 73.00	869		869				869							217	11
STA. 979 + 73.00 TO STA. 980 + 74.00							101							25	1
STA. 980 + 74.00 TO STA. 981 + 60.00	86		86				86							22	1
STA. 981 + 60.00 TO STA. 1059 + 06.00	7,746		7,746						1,937						97
STA. 1059 + 6.00 TO STA. 1059 + 86.00														20	1
STA. 1059 + 86.00 TO STA. 1076 + 64.00	1,678		1,678						420						21
STA. 1076 + 64.00 TO STA. 1080 + 90.00	426		426				426							107	5
STA. 1080 + 90.00 TO STA. 1081 + 42.00	220		220				52								1
STA. 1081 + 42.00 TO STA. 1081 + 92.00	50		50				50		13						1
STA. 1081 + 92.00 TO STA. 1087 + 20.00	528		528				528		528						7
STA. 1087 + 20.00 TO STA. 1092 + 48.00	528		528				528							132	7
STA. 1092 + 48.00 TO STA. 1102 + 10.00	962		962				962		241						12
STA. 1102 + 10.00 TO STA. 1111 + 24.00	914		914				914		914						11
CASTLETON RD.															
STA. 9 + 43.00 TO STA. 9 + 88.00	164														
STA. 10 + 13.00 TO STA. 10 + 83.00			227												
SUB-TOTAL													57,345	6,686	360
TOTAL													70,664	6,686	360

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL		NO.	
FAS	1194	122RS-2, 123RS-5	BUREAU	85	42		
MKD.	IL40						
	IL93						

CLASS D PATCH - 13 IN

PATCHING UNIT	LOCATION	TYPE II		TYPE III		TYPE IV	
		NB	SB	NB	SB	NB	SB
1	IL 40 STA. 823+20.00 TO STA. 874+81.00	40.44	49.11		23.11		
2	STA. 874+81.00 TO STA. 864+06.50	69.33	69.33				
3	STA. 864+66.50 TO STA. 927+25.00	167.55	135.78			180.56	
4	STA. 927+25.00 TO STA. 980+12.50	92.44	92.44	46.22	46.22	28.89	144.45
5	STA. 980+12.50 TO STA. 1059+45.00	69.33	60.67				
	STA. 1059+45.00 TO STA. 1111+24.00						
	SUB-TOTAL	439.09	407.33	46.22	69.33	209.45	144.45
	GRAND-TOTAL	846		116		354	

PRIME COAT CONVERSION FACTORS

SURFACE TYPE	BIT PR COAT (GAL/SQ YD)	AGG PR COAT (LBS/SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW HMA COURSES	0.03	2

HMA & AGGREGATE CONVERSION FACTORS

SURFACE TYPE	LB SQ YD IN	TON CU YD
COLD MILLED SURFACES	112	2.016
EXISTING PAVEMENT	112	2.016
NEW HMA COURSES	114	2.016

TRAFFIC CONTROL AND PROTECTION

LOCATION	STD. 701306 L SUM	STD. 701336 L SUM
IL 40	1	1
TOTAL	1	1

MATERIAL TRANSFER DEVICE

LOCATION	TON
IL 40	7105
TOTAL	7,105

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3		STARK		TOTAL	NO.
FAS	1194	122RS-2, 123RS-5		BUREAU		85	43
MKD.	IL 40						
	IL 93						

TEMPORARY PAVEMENT MARKING SCHEDULE

LOCATION	LINE 4"													
	SOLID - WHITE			SOLID - YELLOW			SKIP DASH - YELLOW							
	NB	SB	FT.	NB	SB	FT.	NB	SB	FT.	NB	SB	FT.		
IL 40														
STA. 823 + 20.00 TO STA. 864 + 06.50	4,110	4,110										1,027		
STA. 864 + 66.50 TO STA. 874 + 40.00	974	974										243		
STA. 874 + 40.00 TO STA. 875 + 24.00												21		
STA. 875 + 24.00 TO STA. 926 + 84.00	5,160	5,160										1,280		
STA. 926 + 84.00 TO STA. 927 + 67.00												21		
STA. 927 + 67.00 TO STA. 960 + 48.00	3,281	3,281										820		
STA. 960 + 48.00 TO STA. 965 + 76.00	528	528					528					132		
STA. 965 + 76.00 TO STA. 971 + 04.00	528	528					528					528		
STA. 971 + 04.00 TO STA. 979 + 73.00	869	869					869					217		
STA. 979 + 73.00 TO STA. 980 + 74.00							101					25		
STA. 980 + 74.00 TO STA. 981 + 60.00	86	86					86					22		
STA. 981 + 60.00 TO STA. 1059 + 06.00	7,746	7,746										1,937		
STA. 1059 + 6.00 TO STA. 1059 + 86.00												20		
STA. 1059 + 86.00 TO STA. 1076 + 64.00	1,678	1,678										420		
STA. 1076 + 64.00 TO STA. 1080 + 90.00	426	426					426					107		
STA. 1080 + 90.00 TO STA. 1081 + 42.00	220	220					52					52		
STA. 1081 + 42.00 TO STA. 1081 + 92.00	50	50					50					13		
STA. 1081 + 92.00 TO STA. 1087 + 20.00	528	528					528					528		
STA. 1087 + 20.00 TO STA. 1092 + 48.00	528	528					528					132		
STA. 1092 + 48.00 TO STA. 1102 + 10.00	962	962					962					241		
STA. 1102 + 10.00 TO STA. 1111 + 24.00	914	914					914					914		
CASTLETON RD.														
STA. 9 + 43.00 TO STA. 9 + 88.00	164													
STA. 10 + 13.00 TO STA. 10 + 83.00		227												
SUB-TOTAL														
											57,346	6,632		
TOTAL													70,664	6,686

SCHEDULES OF QUANTITIES

ROUTE		SECTION	COUNTY	SHEET
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL
FAS	1194			
MKD.	IL93			
				85
				44

ENGINEER'S FIELD OFFICE TYPE A		
LOCATION	CAL	MO
IL 40		
JOBSITE	4	
TOTAL	4	

CONSTRUCTING TEST STRIP		
LOCATION	EACH	
IL 40		
JOBSITE	1	
TOTAL	1	

MOBILIZATION		
LOCATION	L SUM	
IL 40		
JOBSITE	1	
TOTAL	1	

AGGREGATE SURFACE COURSE, TYPE B		
LOCATION	TON	
IL 40		
LT. STA. 832+70.00	4.66	
RT. STA. 832+99.00	0.91	
LT. STA. 902+00.00	0.91	
LT. STA. 908+69.50	0.91	
LT. STA. 925+27.00	4.66	
RT. STA. 927+25.00	11.25	
LT. STA. 994+86.5	4.66	
LT./RT. STA. 1059+45.00	22.50	
TOTAL	50	

MOWING		
LOCATION	UNIT	
IL 40		
JOBSITE	578	
TOTAL	578	

WORK ZONE PAVEMENT MARKING REMOVAL		
LOCATION	SQ FT	
IL 40		
SHORT-TERM PAVEMENT MARKING (4")	959	
TOTAL	959	

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL		
LOCATION	EACH	
IL 40		
TOTAL	159	
TOTAL	159	

PAVEMENT MARKING REMOVAL		
LOCATION	SQ FT	
IL 40		
TEMPORARY PAVEMENT MARKING - LINE 4"	23555	
TOTAL	23,555	

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK BUREAU	TOTAL	85	NO.	
FAS	1194	122RS-2, 123RS-5		85		45	
MKD.	IL 40	IL 93					

PERMANENT SURVEY MARKERS AND SURVEY TIES			
LOCATION	SURVEY MARKER TYPE I	SURVEY MARKER TYPE II	SURVEY TIES
	EACH	EACH	EACH
IL 40			
STA. 849+14.33 (5.41' RT.)	1		4
STA. 874+81.47 (0.41' LT.)	1		4
STA. 901+03.10 (0.30' LT.)	1		4
STA. 927+27.03 (15.55' LT.)	1		4
STA. 953+72.71 (39.64' LT.)		1	4
STA. 980+13.17 (5.11' LT.)	1		4
STA. 1006+53.43 (14.17' LT.)		1	4
STA. 1033+04.18 (12.38' LT.)	1		4
STA. 1059+55.92 (10.58' LT.)	1		4
STA. 1086+07.60 (27.51' LT.)		1	4
STA. 1105+53.00 (CL - PC)	1		
STA. 1110+78.98 (CL - PT)	1		
TOTAL	9	3	40

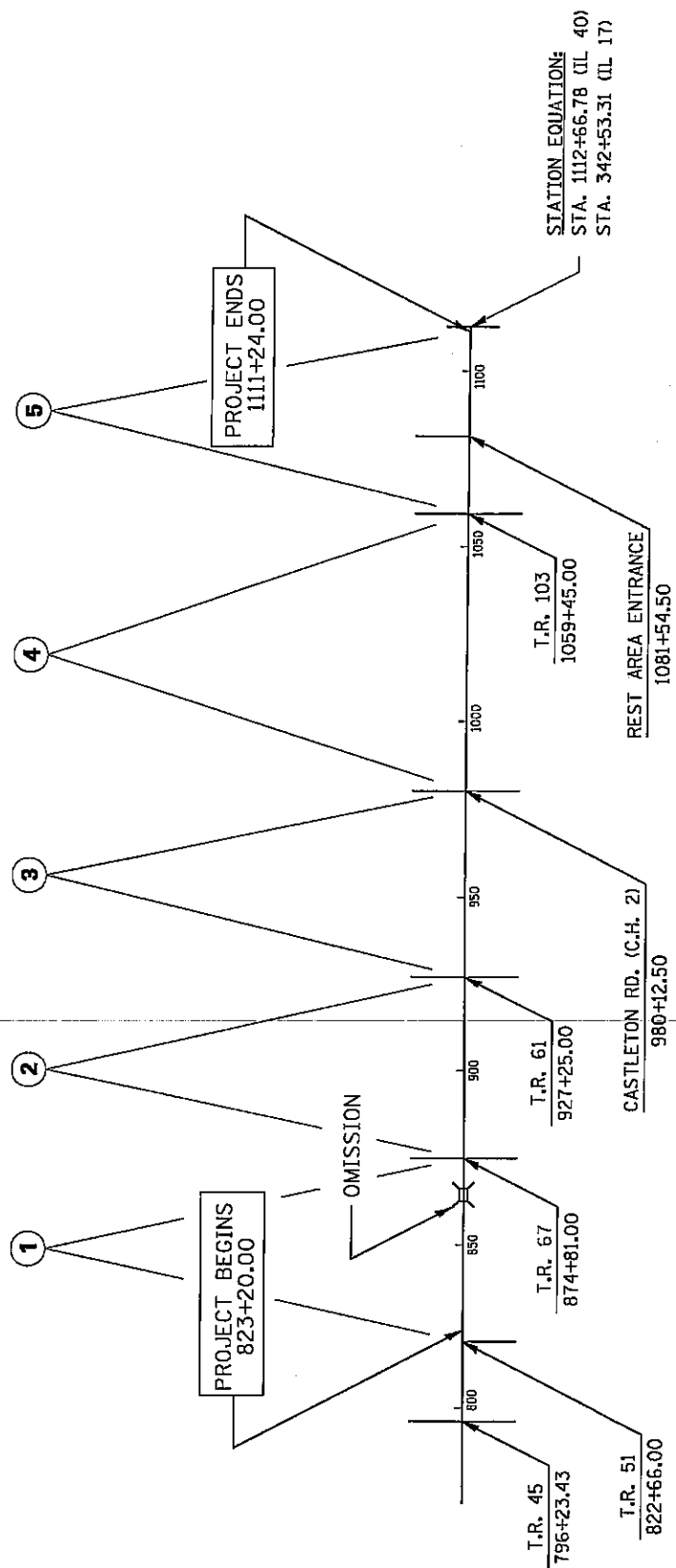
SHORT-TERM PAVEMENT MARKING			
LOCATION	LENGTH	NO. OF APPLICATIONS	TOTAL
	FT		
IL 40			
STA. 823+20.00 TO STA. 864+06.50	411	4	1,644
STA. 864+66.50 TO STA. 1111+24.00	2,466	4	9,863
SUB-TOTAL	2,877	4	11,507
TOTAL		11,507	

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	46
MKD.	IL-40 IL-93				

OMISSION:
STA. 864+06.50 TO STA. 864+66.50
S.N. 088-0024

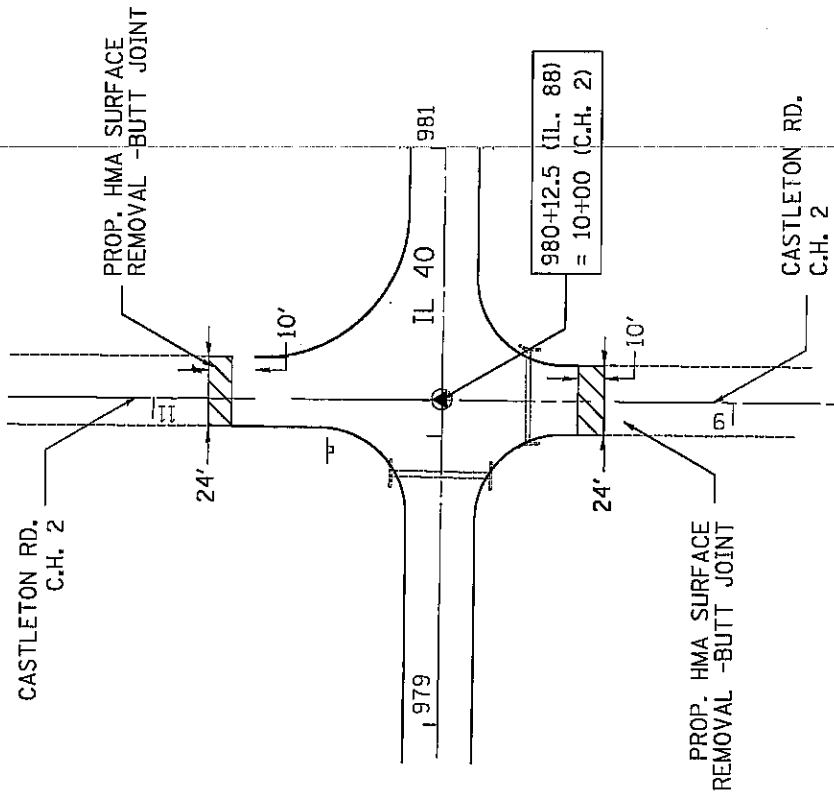
PATCHING UNITS

- ① STA. 823+20 TO STA. 874+81
- ② STA. 874+81 TO STA. 864+06.50
- ③ STA. 864+66.50 TO STA. 927+25
- ④ STA. 927+25 TO STA. 980+12.50
- ⑤ STA. 980+12.50 TO STA. 1059+45
- ⑥ STA. 1059+45 TO STA. 1111+24

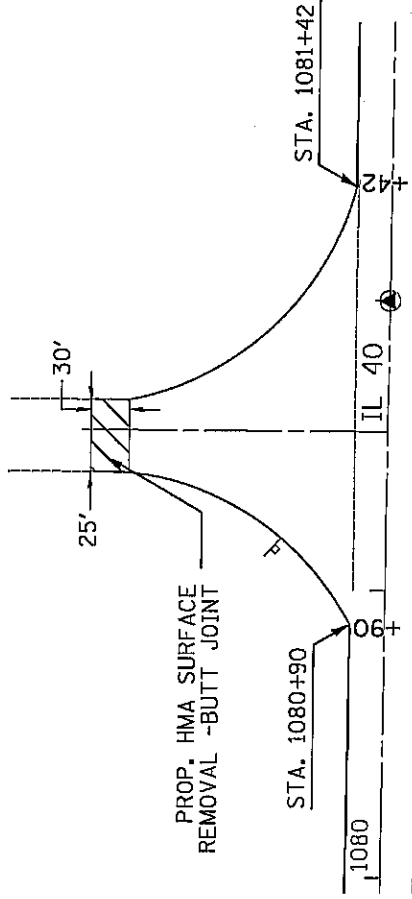


LINE DIAGRAM
NOT TO SCALE

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	47
MKD.	IL40 IL93				

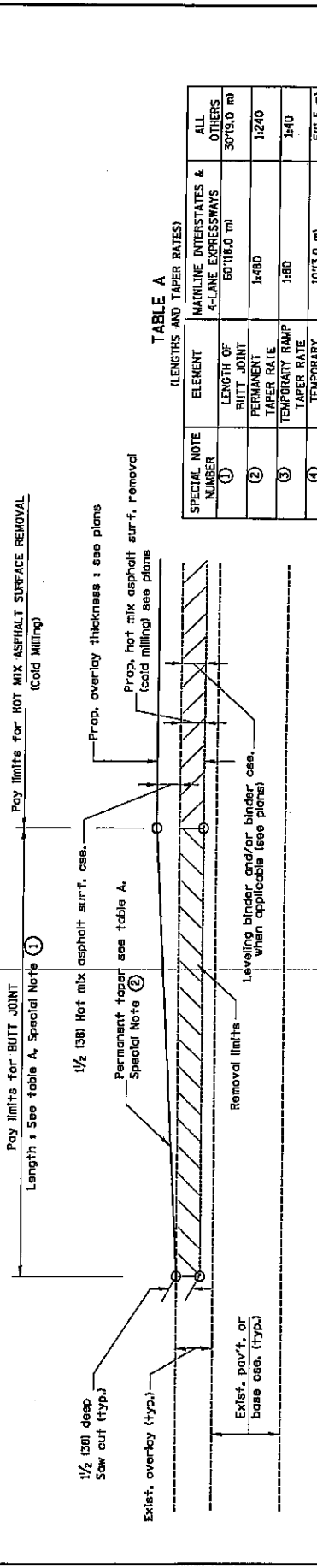


REST AREA



BUTT JOINT
AT SIDE ROADS
DETAIL
NOT TO SCALE

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL		NO.	
FAS	1194	122RS-2, 123RS-5	BUREAU	85		48	
MKD.	IL40						
	IL93						



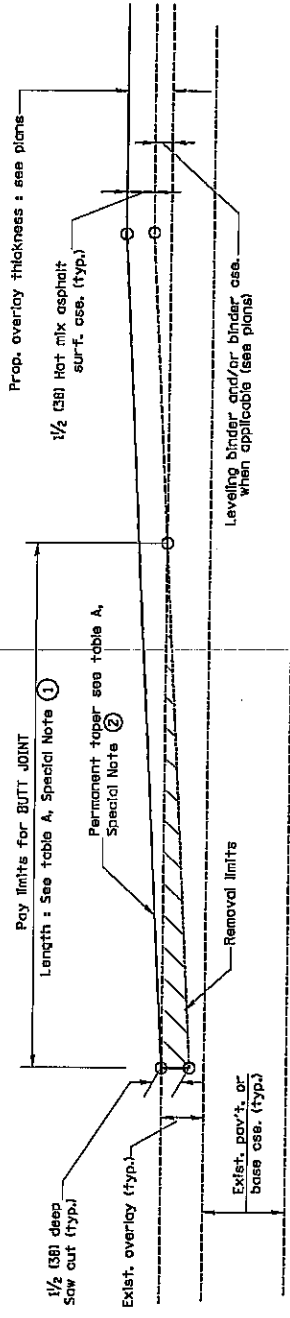
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
⑤	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

GENERAL NOTES

- The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
- The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
- The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

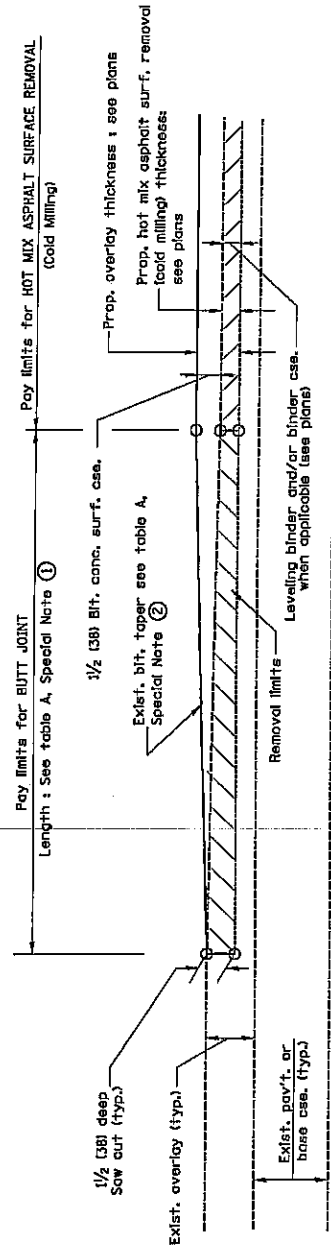
All dimensions are in inches (millimeters) unless otherwise noted.

BUTT JOINTS

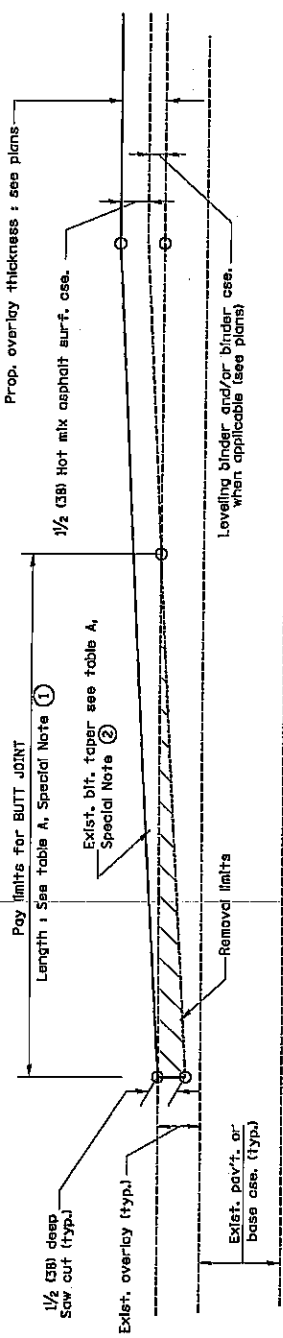
NOT TO SCALE

SEE 1 OF 2
CADD STD. 486/07-02

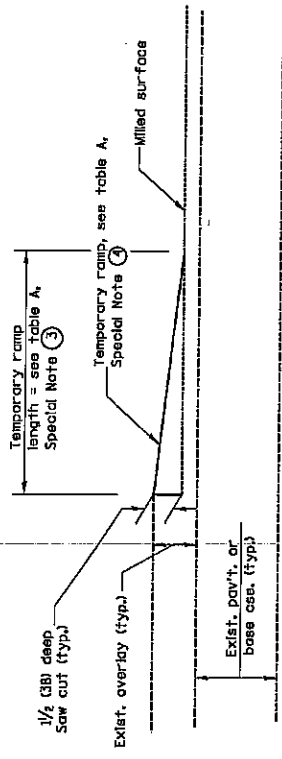
ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105.106)RS-3	STARK	TOTAL	NO.
MKD.	IL40	122RS-2, 123RS-5	BUREAU	85	49
	IL93				



**CASE 3 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



**CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



DETAIL TEMPORARY RAMP

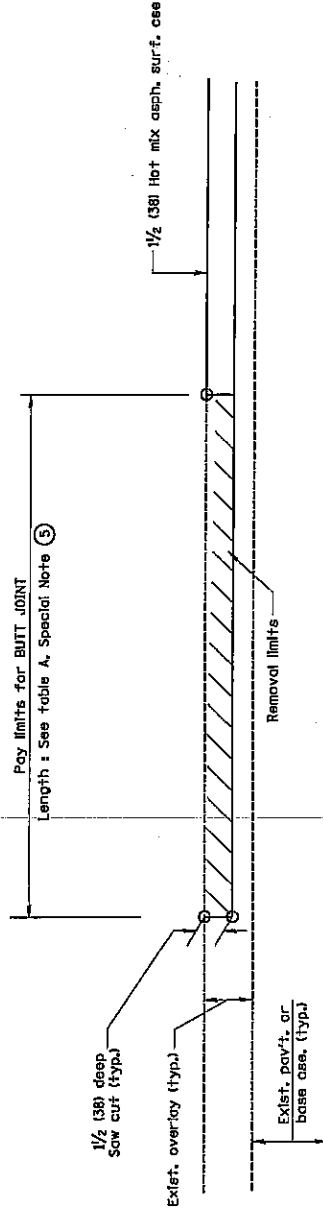
All dimensions are in inches unless otherwise noted.

BUTT JOINTS

NOT TO SCALE

SHT. 2 OF 3
CADD STD. 406101-04

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO. 85
FAS	1194				
MKD.	IL40 IL93				
				85	50



**CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**

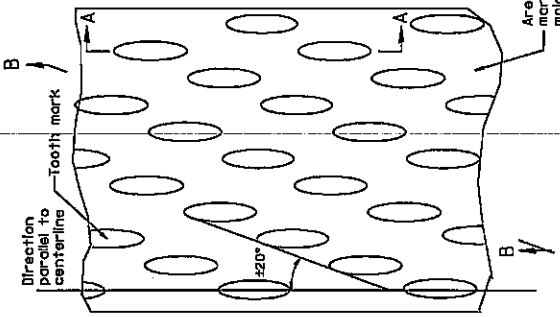
All dimensions are in inches (millimeter) unless otherwise noted.

BUTT JOINTS

NOT TO SCALE

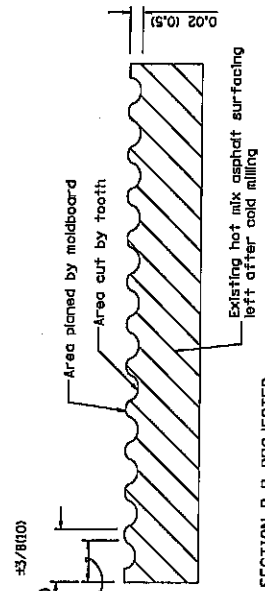
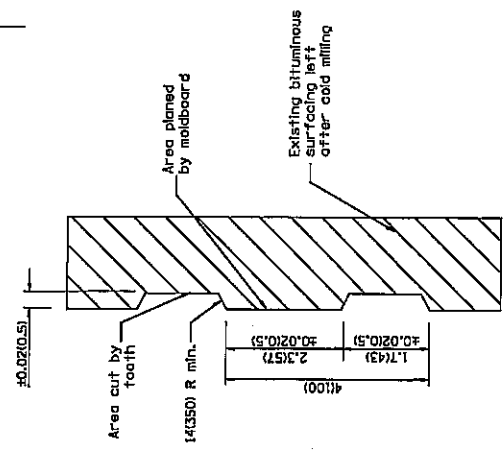
REV. 3 OF 3
CADD STD. (02/01/04)

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
MKD.	IL40	122RS-2, 123RS-5	BUREAU	85	51
	IL93				



General notes:

1. Coldmilling shall consist of two processes: cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



All dimensions are in inches (millimeter) unless otherwise noted.

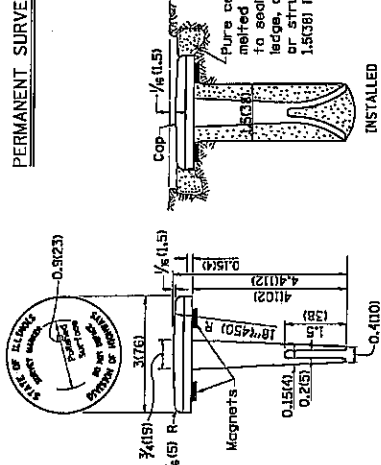
HOT-MIX ASPHALT SURFACE REMOVAL

NOT TO SCALE

CDD STL 44000-04

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	52
MKD.	IL40				
	IL93				

PERMANENT SURVEY MARKERS



GENERAL NOTES

- All type II markers shall be cast in place, and precast markers will not be allowed.
- Two permanent magnets, each having a diameter of 3/4 inch and a thickness of 1/4 inch, or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
- The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (3300m).
- The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
- The project designation, the center-line station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

All dimensions are in inches unless otherwise noted.

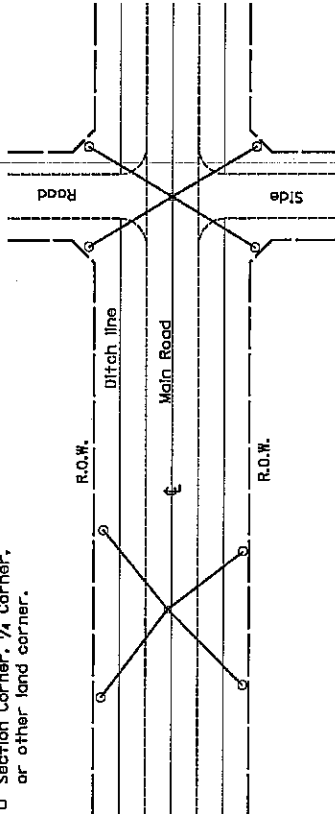
**PERMANENT SURVEY TIE
& PERMANENT
SURVEY MARKERS**
TY.I - TY.II

MDOT STD. 657001-04

NOT TO SCALE

PERMANENT SURVEY TIES

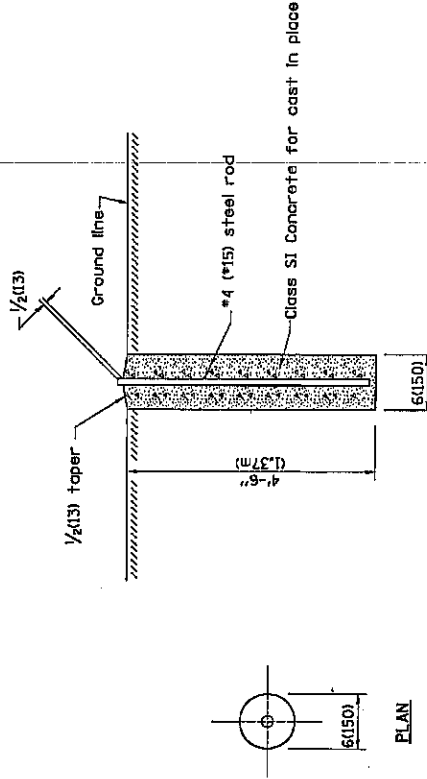
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

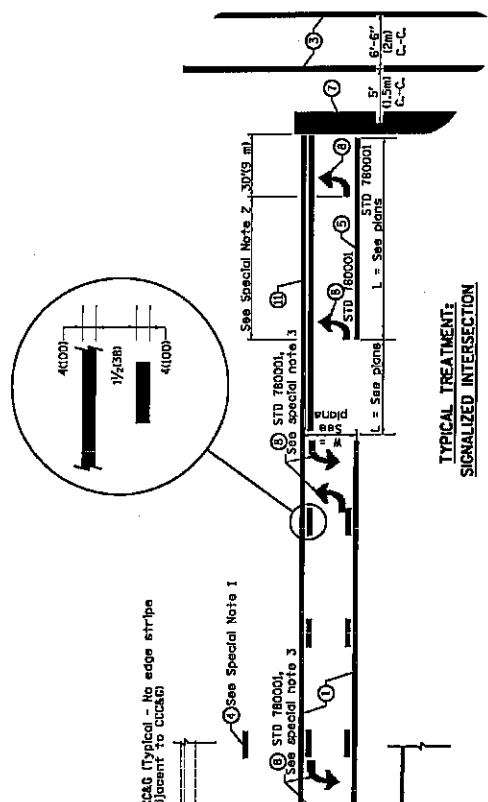
- The marker shall be cast in place of Class SI Concrete.
- The marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
- The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.



PLAN

SECTION

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	1194	STARK	TOTAL	NO.	53
MKD.	IL-40	122RS-2, 123RS-5	IL93	BUREAU	85		



TYPICAL TREATMENT: MULTI-LANE WITH CCC&G

TYPICAL TREATMENT: 2-LANE WITH SHOULDER

TYPICAL TREATMENT: SIGNALIZED INTERSECTION

FLUSH PAVED MEDIAN; TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

- TYPICAL PAVEMENT MARKING LEGEND**
 Notes: This is a District Standard Legend. Some elements may not apply to specific projects.
- ① 4(100) Solid (Yellow)
 - ② 4(100) Solid (White)
 - ③ 2-8(200) Crosswalk, 6 6'-6" (Main C-C, White) (When traffic signals are present)
 - ④ 6(150) Skip-Dash (White) (See Special Note II)
 - ⑤ 8(200) Solid (White)
 - ⑥ 12(300) Diagonal (White) (Is shown on Std. 780001)
 - ⑦ 2(4500) Stop Bar (White)
 - ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
 - ⑨ 4(100) Skip-Dash (Yellow) (See Special Note D)
 - ⑩ 12(300) Diagonal (Yellow) (See Table A)
 - ⑪ 4(100) Double Solid (Yellow) (See Table A)

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The median spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The minimum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The median spacing between B. Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

TYPICAL PAVEMENT MARKINGS

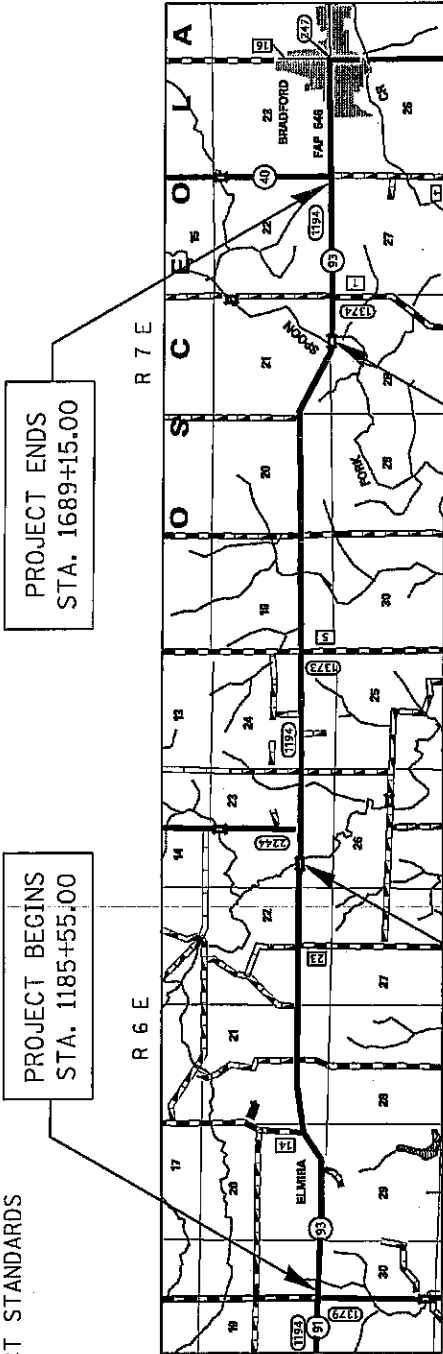
FOR INFORMATION ONLY

INDEX OF SHEETS

- 55. COVER SHEET
- 56.-57. SUMMARY OF QUANTITIES
- 58.-62. TYPICAL SECTIONS
- 63.-76. SCHEDULES OF QUANTITIES
- 77. LINE DIAGRAM
- 78. INTERSECTION DETAIL
- 79.-85. DISTRICT STANDARDS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
FAP RTE 646 (IL 40) & FAS RTE 1164 (IL 93)
SECTION (105,106)RS-3, 122RS-2, 123RS-5
STARK & BUREAU COUNTIES
C-94-192-06**

SHEET 55 OF 85
D-94-124-06



PROJECT BEGINS
STA. 1185+55.00

PROJECT ENDS
STA. 1689+15.00

OMISSION
STA. 1616+39.00
TO STA. 1618+27.00
S.N. 088-022

OMISSION
STA. 1379+41.00
TO STA. 1381+62.00
S.N. 088-021

HIGHWAY STANDARDS

- 000001-05 701306-02
- 406201-01 701311-03
- 482001-02 701901-01
- 701011-03 781001-03

DISTRICT STANDARDS

- 406101-D4
- 440001-D4
- 780001-D4

PROJECT DESCRIPTION

THE WORK ON THIS PROJECT CONSISTS OF MILLING AND RESURFACING OF IL 93 FROM IL 91 (S) TO IL 40 (N)

GROSS LENGTH = 50,360' = 9.54 MILES
NET LENGTH = 49,951' = 9.46 MILES

ADT = 1050 (2007)
MU = 7%
SU = 8%

**JULIE
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-882-0123**

CONTRACT NO. 68655
CATALOG NO. 033399-000

SUMMARY OF QUANTITIES

FOR INFORMATION ONLY

ROUTE		SECTION		COUNTY		SHEET	
FAP	64B	105,106RS-3	STARK	TOTAL		NO.	
FAS	1194	122RS-2, 123RS-5	BUREAU	85	56		
MKD.	IL40						
	IL93						

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	150	150
40800215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	72	72
40800300	AGGREGATE (PRIME COAT)	TON	408	408
40800895	CONSTRUCTING TEST STRIP	EACH	1	1
40800982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	237	237
40800990	TEMPORARY RAMP	SQ YD	142	142
40803335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	11,486	11,486
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	72	72
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	136,259	136,259
44300900	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	99,902	99,902
48101200	AGGREGATE SHOULDERS, TYPE B	TON	584	584
48203100	HOT-MIX ASPHALT SHOULDERS	TON	346	346
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	2	2
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1
66700605	PERMANENT SURVEY TIES	EACH	1	1
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
67100100	MOBILIZATION	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	20,053	20,053
70300210	TEMPORARY PAVEMENT MARKING, LETTERS AND SYMBOLS	SQ FT	31	31

SUMMARY OF QUANTITIES

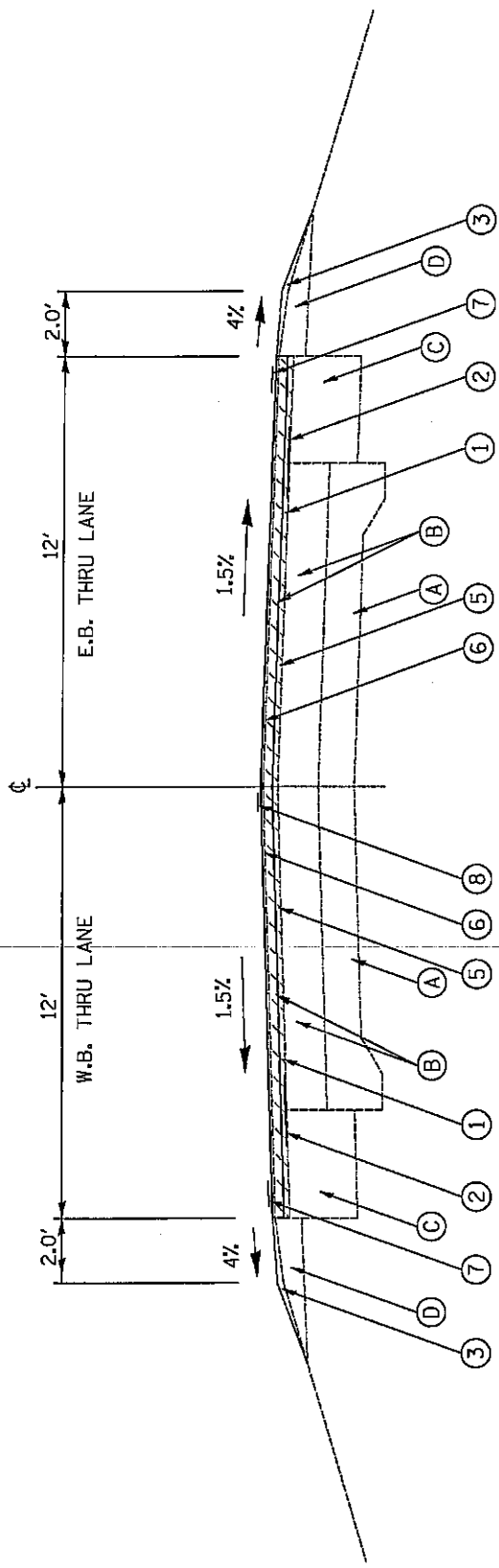
FOR INFORMATION ONLY

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK		TOTAL		NO.
FAS	1194	122RS-2, 123RS-5	BUREAU		85		
MKD.	IL-40 IL-93						57

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	1000
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	124,578	124.578
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	21,118	21.118
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	463	463
70300280	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	93	93
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	28	28
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ.FT	1,671	1.671
78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4"	FOOT	14,224	14.224
78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	21,118	21.118
78005100	EPOXY PAVEMENT MARKING - LETTERS & SYMBOLS	SQ.FT	31	31
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	110,354	110.354
78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	463	463
78005150	EPOXY PAVEMENT MARKING - LINE 12"	FOOT	93	93
78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	28	28
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	633	633
78300100	PAVEMENT MARKING REMOVAL	SQ.FT	52,574	52.574
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	461	461
X0322729	MATERIAL TRANSFER DEVICE	TON	11,486	11.486
X2503100	MOWING	UNIT	1,008	1.008
X4067107	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	5,728	5.728

ROUTE		SECTION	COUNTY	SHEET	
FAP	645	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	58
MKD.	IL40 IL93				



LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL - 2"
- ② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- ③ AGGREGATE SHOULDERS, TYPE B
- ④ HMA SHOULDERS
- ⑤ POLYMERIZED LEVELING BINDER (MM), IL-4,75, N50 - 3/4"
- ⑥ HMA SURFACE COURSE MIX "D", N50 - 1/2"
- ⑦ EPOXY PVMT MARKING - LINE 4" (SOLID WHITE)**
- ⑧ EPOXY PVMT MARKING - LINE 4" (YELLOW)*

*PERFORMED PLASTIC PVT MARKING, TYPE B
 - LINE 6" (WHITE) & LINE 4" (YELLOW)
 STA. 1222+71 TO STA. 1275+51
 STA. 1563+59 TO STA. 1616+39

TYPICAL SECTION 1

- STA. 1185+55 TO STA. 1330+38
- STA. 1340+50 TO STA. 1343+50
- STA. 1370+10 TO STA. 1378+00
- STA. 1384+50 TO STA. 1409+00
- STA. 1423+00 TO STA. 1610+60
- STA. 1627+00 TO STA. 1689+15
- OSCEOLA SPUR
- STA.105+12.00 TO STA. 106+94.00

NOTE:

HMA SHOULDERS ON INSIDE OF CURVES;
 LT. STA. 1245+85 TO STA. 1252+36,
 RT. STA. 1255+63 TO STA. 1259+89,
 RT. STA. 1578+47 TO STA. 1587+66,
 LT. STA. 1605+97 TO STA. 1615+39.

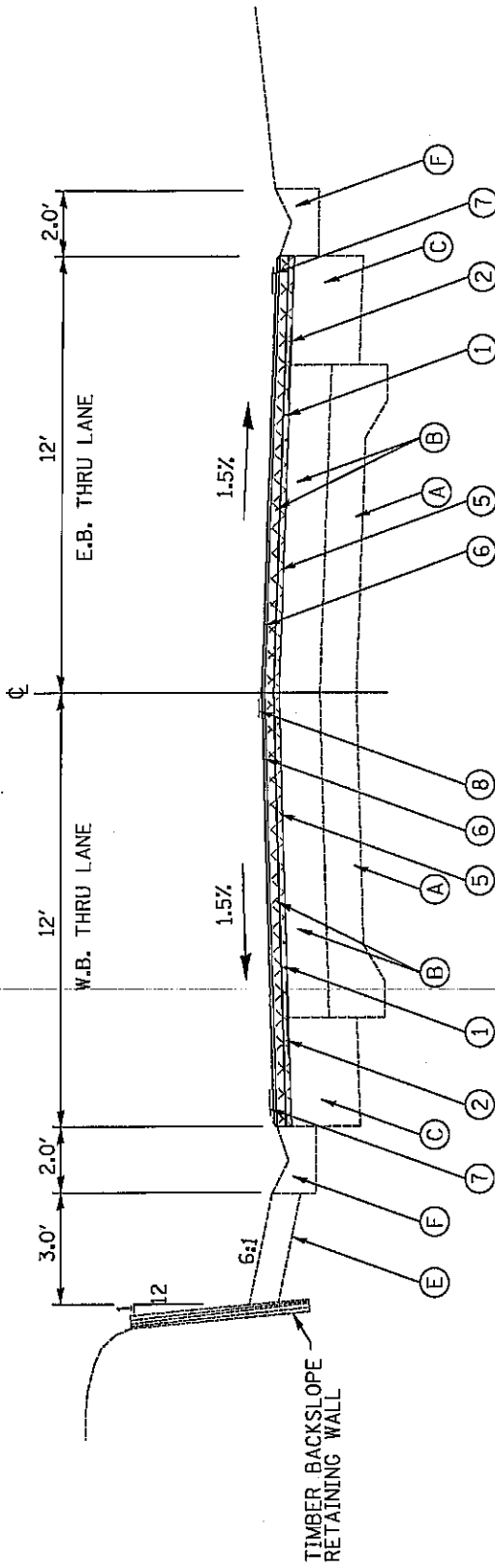
LEGEND - EXISTING

- Ⓐ PCC PAVEMENT - 9"
- Ⓑ HMA OVERLAY - 2 1/2"-7"
- Ⓒ HMA BASE COURSE WIDENING - VAR.
- Ⓓ AGGREGATE SHOULDERS - 6"
- Ⓔ HMA SHOULDERS - 6"
- Ⓕ CONCRETE GUTTER, TYPE B MODIFIED
- Ⓖ STEEL PLATE BEAM GUARD RAIL, TYPE A

TYPICAL SECTIONS

NOT TO SCALE

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	IL94	122RS-2, 123RS-5	BUREAU	85	59
MKD.	IL40				
	IL93				



LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL - 2"
- ② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- ③ AGGREGATE SHOULDERS, TYPE B
- ④ HMA SHOULDERS
- ⑤ POLYMERIZED LEVELING BINDER (MM), IL-4,75, N50 - 3/4"
- ⑥ HMA SURFACE COURSE MIX "D", N50 - 1/2"
- ⑦ EPOXY PVMT MARKING - LINE 4" (SOLID WHITE)***
- ⑧ EPOXY PVMT MARKING - LINE 4" (YELLOW)*

*PERFORMED PLASTIC PVT MARKING, TYPE B
 - LINE 6" (WHITE) & LINE 4" (YELLOW)
 STA. 1222+71 TO STA. 1275+51
 STA. 1563+59 TO STA. 1616+39

TYPICAL SECTION 2

- STA. 1130+38 TO STA. 1337+50
- STA. 1343+50 TO STA. 1351+00
- STA. 1354+50 TO STA. 1370+10
- STA. 1409+00 TO STA. 1423+00
- STA. 1610+60 TO STA. 1614+00

NOTES:

ONLY ONE GUTTER EXISTS ON RT. SIDE;
 STA. 1405+00 TO STA. 1410+88,
 STA. 1417+88 TO STA. 1423+00.
 ONLY ONE GUTTER EXISTS ON LT. SIDE;
 STA. 1610+60 TO STA. 1614+00.

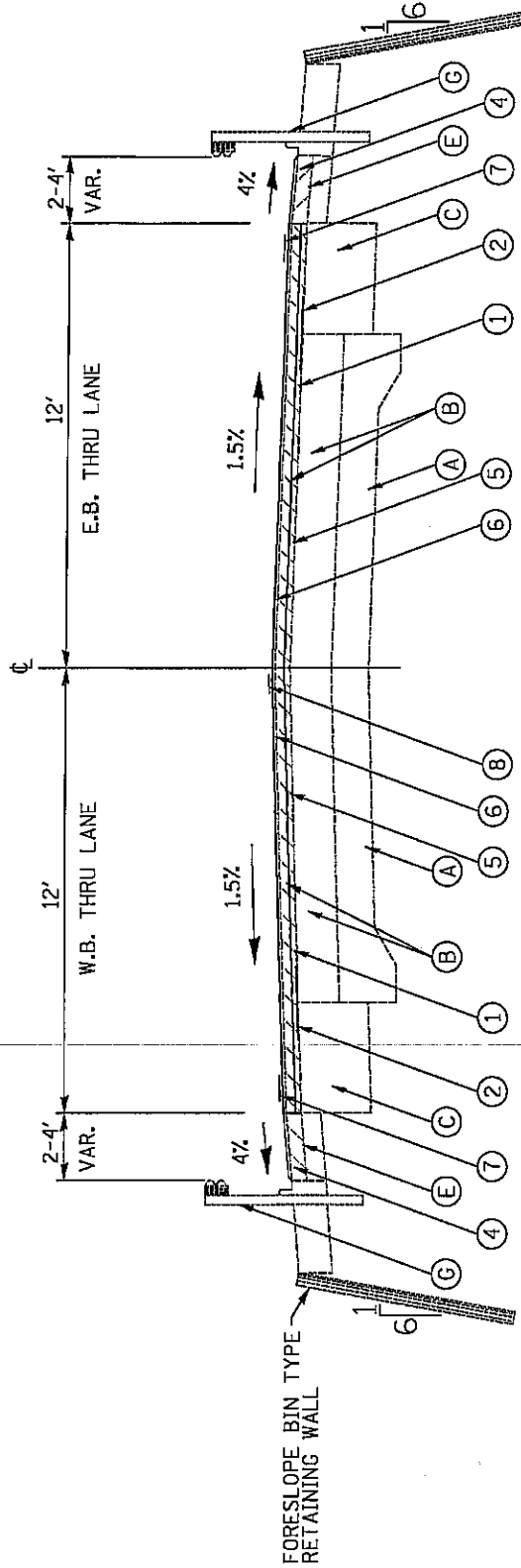
LEGEND - EXISTING

- Ⓐ PCC PAVEMENT - 9"
- Ⓑ HMA OVERLAY - 2 1/2"-7"
- Ⓒ HMA BASE COURSE WIDENING - VAR.
- Ⓓ AGGREGATE SHOULDERS - 6"
- Ⓔ HMA SHOULDERS - 6"
- Ⓕ CONCRETE GUTTER, TYPE B MODIFIED
- Ⓖ STEEL PLATE BEAM GUARD RAIL, TYPE A

TYPICAL SECTIONS

NOT TO SCALE

ROUTE		SECTION	COUNTY	SHEET	
FAP	645	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	60
MKD.	IL40 IL93				



LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL - 2"
- ② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- ③ AGGREGATE SHOULDERS, TYPE B
- ④ HMA SHOULDERS
- ⑤ POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50 - 3/4"
- ⑥ HMA SURFACE COURSE MIX "D", N50 - 1/2"
- ⑦ EPOXY PVMT MARKING - LINE 4" (SOLID WHITE)***
- ⑧ EPOXY PVMT MARKING - LINE 4" (YELLOW)*

*PREFORMED PLASTIC PVT MARKING, TYPE B
- LINE 6" (WHITE) & LINE 4" (YELLOW)
STA. 1222+71 TO STA. 1275+51
STA. 1563+59 TO STA. 1616+39

TYPICAL SECTION 3

- STA. 1337+50 TO STA. 1340+50
- STA. 1351+00 TO STA. 1354+50
- STA. 1378+00 TO STA. 1379+41
- STA. 1381+62 TO STA. 1384+50

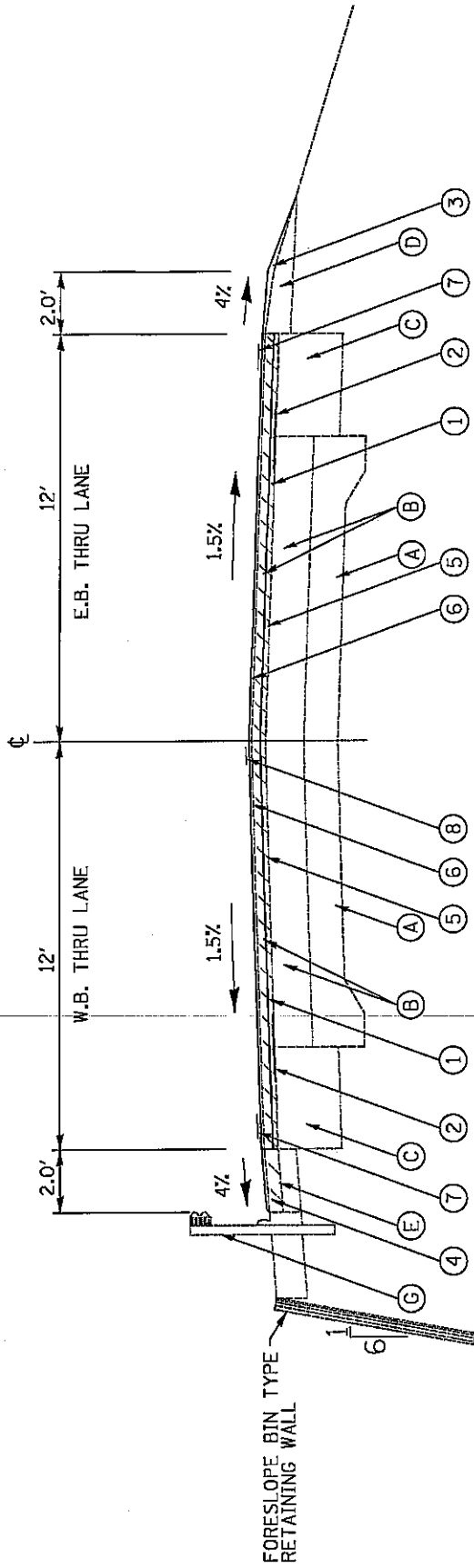
LEGEND - EXISTING

- ① PCC PAVEMENT - 9"
- ② HMA OVERLAY - 2 1/2"-7"
- ③ HMA BASE COURSE WIDENING - VAR.
- ④ AGGREGATE SHOULDERS - 6"
- ⑤ HMA SHOULDERS - 6"
- ⑥ CONCRETE GUTTER, TYPE B MODIFIED
- ⑦ STEEL PLATE BEAM GUARD RAIL, TYPE A

TYPICAL SECTIONS

NOT TO SCALE

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	61
MKD.	IL-40				
	IL-93				



LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL - 2"
- ② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- ③ AGGREGATE SHOULDERS, TYPE B
- ④ HMA SHOULDERS
- ⑤ POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50 - 3/4"
- ⑥ HMA SURFACE COURSE MIX "D", N50 - 1/2"
- ⑦ EPOXY PVMT MARKING - LINE 4" (SOLID WHITE)***
- ⑧ EPOXY PVMT MARKING - LINE 4" (YELLOW)*

*PREFORMED PLASTIC PVT MARKING, TYPE B
 - LINE 6" (WHITE) & LINE 4" (YELLOW)
 STA. 1222+71 TO STA. 1275+51
 STA. 1563+59 TO STA. 1616+39

TYPICAL SECTION 4

STA. 1614+00 TO STA. 1616+39
 STA. 1618+27 TO STA. 1627+00

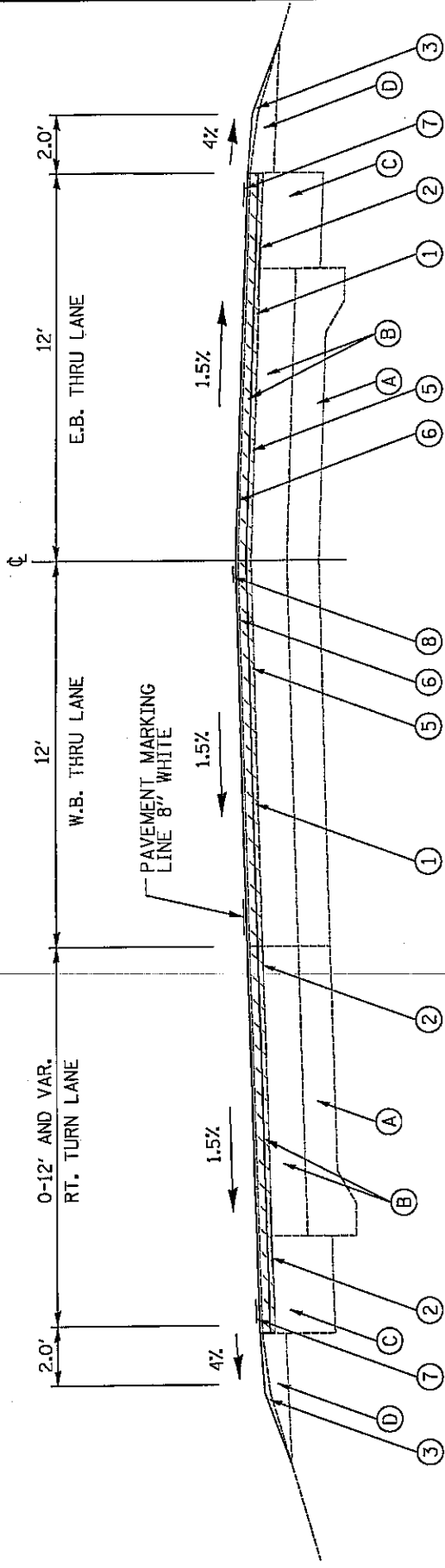
LEGEND - EXISTING

- Ⓐ PCC PAVEMENT - 9"
- Ⓑ HMA OVERLAY - 2 1/2"-7"
- Ⓒ HMA BASE COURSE WIDENING - VAR.
- Ⓓ AGGREGATE SHOULDERS - 6"
- Ⓔ HMA SHOULDERS - 6"
- Ⓕ CONCRETE GUTTER, TYPE B MODIFIED
- Ⓖ STEEL PLATE BEAM GUARD RAIL, TYPE A

TYPICAL SECTIONS

NOT TO SCALE

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
MKD.	IL40	122RS-2, 123RS-5	BUREAU	85	62
	IL93				



LEGEND - PROPOSED

- ① HMA SURFACE REMOVAL - 2"
- ② STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM A
- ③ AGGREGATE SHOULDERS, TYPE B
- ④ HMA SHOULDERS
- ⑤ POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50 - 3/4"
- ⑥ HMA SURFACE COURSE MIX "D", N50 - 1 1/2"
- ⑦ EPOXY PVMT MARKING - LINE 4" (SOLID WHITE)**
- ⑧ EPOXY PVMT MARKING - LINE 4" (YELLOW)*

*PERFORMED PLASTIC PVT MARKING, TYPE B
 - LINE 6" (WHITE) & LINE 4" (YELLOW)
 STA. 1222+71 TO STA. 1275+51
 STA. 1563+59 TO STA. 1616+39

LEGEND - EXISTING

- Ⓐ PCC PAVEMENT - 9"
- Ⓑ HMA OVERLAY - 2 1/2"-7"
- Ⓒ HMA BASE COURSE WIDENING - VAR.
- Ⓓ AGGREGATE SHOULDERS - 6"
- Ⓔ HMA SHOULDERS - 6"
- Ⓕ CONCRETE GUTTER, TYPE B MODIFIED
- Ⓖ STEEL PLATE BEAM GUARD RAIL, TYPE A

TYPICAL SECTION 5

STA. 1398+05 TO STA. 1403+05

TYPICAL SECTIONS

NOT TO SCALE

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK BUREAU	TOTAL	NO.	85	63
FAS	1194	122RS-2, 123RS-5					
MKD.	IL40 IL93						

TABULATION OF RESURFACING QUANTITIES

LOCATION	HMA SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP	HMA SURFACE REMOVAL, 2 IN	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)		AGGREGATE (PRIME COAT)			
				SQ YD	SQ YD	COLD-MILLED	FOG COAT	COLD-MILLED	FOG COAT
				TON		TON			
IL 93									
STA. 1185 + 55.00 TO STA. 1185 + 65.00	26.67	17.79	16053.33	0.01	0.00	0.05	0.03		
STA. 1185 + 65.00 TO STA. 1245 + 85.00			1880.67	6.42	1.93	32.11	16.05		
STA. 1245 + 85.00 TO STA. 1255 + 36.00			872.00	0.75	0.23	3.47	1.74		
STA. 1252 + 36.00 TO STA. 1255 + 63.00			1230.67	0.35	0.10	1.74	0.87		
STA. 1255 + 63.00 TO STA. 1259 + 89.00			18797.33	0.49	0.15	2.27	1.14		
STA. 1259 + 89.00 TO STA. 1330 + 38.00			2136.00	7.52	2.26	37.59	18.80		
STA. 1330 + 38.00 TO STA. 1337 + 50.00			933.33	0.85	0.26	3.80	1.90		
STA. 1337 + 50.00 TO STA. 1340 + 50.00			800.00	0.37	0.11	1.60	0.80		
STA. 1340 + 50.00 TO STA. 1343 + 50.00			2250.00	0.32	0.10	1.60	0.80		
STA. 1343 + 50.00 TO STA. 1351 + 00.00			1088.89	0.90	0.27	4.00	2.00		
STA. 1351 + 00.00 TO STA. 1354 + 50.00			4680.00	0.44	0.13	1.87	0.93		
STA. 1354 + 50.00 TO STA. 1370 + 10.00			2106.67	1.87	0.56	8.32	4.16		
STA. 1370 + 10.00 TO STA. 1378 + 00.00			465.78	0.84	0.25	4.21	2.11		
STA. 1378 + 00.00 TO STA. 1379 + 31.00				0.19	0.06	0.70	0.35		
STA. 1379 + 31.00 TO STA. 1379 + 41.00	26.67	26.68		0.01	0.00	0.05	0.03		
STA. 1381 + 62.00 TO STA. 1381 + 72.00	26.67	26.68		0.01	0.00	0.05	0.03		
STA. 1381 + 72.00 TO STA. 1384 + 50.00			988.44	0.40	0.12	1.48	0.74		
STA. 1384 + 50.00 TO STA. 1395 + 77.62			3006.99	1.20	0.36	6.01	3.01		
STA. 1395 + 77.62 TO STA. 1403 + 05.00			1939.68	1.47	0.44	7.37	3.69		
STA. 1403 + 05.00 TO STA. 1409 + 00.00			1586.67	0.63	0.19	3.17	1.59		
STA. 1409 + 00.00 TO STA. 1423 + 00.00			4200.00	1.68	0.50	7.47	3.73		
STA. 1423 + 00.00 TO STA. 1517 + 10.00			25093.33	10.04	3.01	50.19	25.09		
STA. 1517 + 10.00 TO STA. 1578 + 47.00			16365.33	6.55	1.96	32.73	16.37		
STA. 1578 + 47.00 TO STA. 1587 + 66.00			2654.89	1.06	0.32	4.90	2.45		
STA. 1587 + 66.00 TO STA. 1605 + 97.00			4882.67	1.95	0.59	9.77	4.88		
STA. 1605 + 97.00 TO STA. 1610 + 60.00			1337.56	0.54	0.16	2.47	1.23		
STA. 1610 + 60.00 TO STA. 1614 + 00.00			982.22	0.39	0.12	1.81	0.91		

SCHEDULES OF QUANTITIES

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	
MKD.	1L40 1L93			64	

TABULATION OF RESURFACING QUANTITIES

LOCATION	HMA SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP	HMA SURFACE REMOVAL, 2 IN	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)		AGGREGATE (PRIME COAT)	
				TON		TON	
				SQ YD	SQ YD	COLD-MILLED	FOG COAT
IL 93							
STA. 1614 + 00.00 TO STA. 1615 + 39.00			401.56	0.16	0.05	0.74	0.37
STA. 1615 + 39.00 TO STA. 1616 + 29.00			240.00	0.10	0.03	0.48	0.24
STA. 1616 + 29.00 TO STA. 1616 + 39.00	26.67	17.79		0.01	0.00	0.05	0.00
STA. 1618 + 27.00 TO STA. 1618 + 37.00	26.67	17.79		0.01	0.00	0.05	0.00
STA. 1618 + 37.00 TO STA. 1627 + 00.00			2301.33	0.92	0.28	4.60	2.30
STA. 1627 + 00.00 TO STA. 1689 + 05.00			16546.67	6.62	1.99	33.09	16.55
STA. 1689 + 05.00 TO STA. 1689 + 15.00	26.67	17.79		0.01	0.00	0.05	0.03
OSCEOLA SPUR							
STA. 105 + 00.00 TO STA. 106 + 64.00			437.33	0.41	0.12	2.03	1.02
STA. 106 + 64.00 TO STA. 106 + 94.00	76.67	17.79		0.03	0.01	0.15	0.08
SUB-TOTAL	236.67	142.28	136259.33	55.54	16.66	272.08	135.99
TOTAL	237	142	136,259	72		408	

PRIME COAT CONVERSION FACTORS

SURFACE TYPE	BIT PR COAT (GAL/SQ YD)	AGG PR COAT (LB/SQ YD)
COLD MILLED SURFACES	0.1	4
EXISTING PAVEMENT	0.05	4
NEW HMA COURSES	0.03	2

HMA & AGGREGATE CONVERSION FACTORS

SURFACE TYPE	LB SQ YD IN	TON CU YD
COLD MILLED SURFACES	112	2.016
EXISTING PAVEMENT	112	2.016
NEW HMA COURSES	114	2.016

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3		STARK		TOTAL	NO.
FAS	1194	122RS-2, 123RS-5		BUREAU		85	65
MKD.	IL40						
	IL93						

TABULATION OF RESURFACING QUANTITIES

LOCATION	POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50	HMA SURFACE COURSE, MIX "D", N50	HMA SHOULDERS		AGGREGATE SHOULDERS, TYPE B		INCIDENTAL HMA SURFACING	
			TON		TON			TON
			LEFT	RIGHT	LEFT	RIGHT		
IL 93								
STA. 1185 + 55.00 TO STA. 1185 + 65.00	1.12	2.25						
STA. 1185 + 65.00 TO STA. 1245 + 85.00	675.00	1355.50			0.07	0.07		
STA. 1245 + 85.00 TO STA. 1262 + 36.00	73.10	146.58	19.08		41.90	41.90		
STA. 1252 + 36.00 TO STA. 1255 + 63.00	36.72	73.62			2.28	2.28		
STA. 1255 + 63.00 TO STA. 1259 + 89.00	47.84	95.92		12.49				
STA. 1259 + 89.00 TO STA. 1330 + 38.00	791.54	1587.20			49.06	49.06	10.30	
STA. 1330 + 38.00 TO STA. 1337 + 50.00	79.95	160.32	30.84					
STA. 1337 + 50.00 TO STA. 1340 + 50.00	33.69	67.55		8.79				
STA. 1340 + 50.00 TO STA. 1343 + 50.00	33.69	67.55			2.09	2.09		
STA. 1343 + 50.00 TO STA. 1351 + 00.00	84.22	168.88	32.48					
STA. 1351 + 00.00 TO STA. 1354 + 50.00	39.30	78.81		10.26				
STA. 1354 + 50.00 TO STA. 1370 + 10.00	175.18	351.26	67.57					
STA. 1370 + 10.00 TO STA. 1378 + 00.00	88.71	177.88			5.50	5.50		
STA. 1378 + 00.00 TO STA. 1379 + 31.00	14.71	29.50	7.51	7.51				
STA. 1379 + 31.00 TO STA. 1379 + 41.00	1.12	2.25	0.57	0.57				
STA. 1381 + 62.00 TO STA. 1381 + 72.00	1.12	2.25	0.57	0.57				
STA. 1381 + 72.00 TO STA. 1384 + 50.00	31.22	62.60	15.93	15.93				
STA. 1384 + 50.00 TO STA. 1395 + 77.62	126.62	253.90			7.85	7.85		
STA. 1395 + 77.62 TO STA. 1403 + 05.00	155.01	310.44			5.06	5.06		
STA. 1403 + 05.00 TO STA. 1409 + 00.00	66.81	133.97			4.14	4.14		
STA. 1409 + 00.00 TO STA. 1423 + 00.00	157.21	315.23	60.64					
STA. 1423 + 00.00 TO STA. 1517 + 10.00	1056.66	2118.82			65.49	65.49	15.46	
STA. 1517 + 10.00 TO STA. 1578 + 47.00	689.13	1381.85		26.94	42.71	42.71	15.46	
STA. 1578 + 47.00 TO STA. 1587 + 66.00	103.20	206.93						
STA. 1587 + 66.00 TO STA. 1605 + 97.00	205.61	412.28			12.74	12.74	10.30	
STA. 1605 + 97.00 TO STA. 1610 + 60.00	51.99	104.25	13.57				5.15	
STA. 1610 + 60.00 TO STA. 1614 + 00.00	38.18	76.56	9.97					

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL		NO.	
FAS	1194	122RS-2, 123RS-5	BUREAU	85	66		
MKD.	IL-40						
	IL-93						

TABULATION OF RESURFACING QUANTITIES (CONTINUED)

LOCATION	POLYMERIZED LEVELING BINDER (MM), IL-4.75, N60	HMA SURFACE COURSE, MIX "D", N60		HMA SHOULDERS		AGGREGATE SHOULDERS, TYPE B		INCIDENTAL HMA SURFACING TON
		TON		LEFT	RIGHT	LEFT	RIGHT	
		TON		TON		TON		
IL 93								
STA. 1614 + 00.00 TO STA. 1615 + 39.00	15.61	31.30	4.07			0.97	0.97	
STA. 1615 + 39.00 TO STA. 1616 + 29.00	10.11	20.27				0.63	0.63	
STA. 1616 + 29.00 TO STA. 1616 + 39.00	1.12	2.25						
STA. 1618 + 27.00 TO STA. 1618 + 37.00	1.12	2.25				0.07	0.07	
STA. 1618 + 37.00 TO STA. 1627 + 00.00	98.91	194.32				6.01	6.01	
STA. 1627 + 00.00 TO STA. 1689 + 05.00	686.77	1397.16				43.19	43.19	15.46
STA. 1689 + 05.00 TO STA. 1689 + 15.00	1.12	2.25				0.07	0.07	
OSCEOLA SPUR								
STA. 105 + 00.00 TO STA. 106 + 64.00	42.75	85.59				1.83	1.83	
STA. 106 + 64.00 TO STA. 106 + 94.00	3.23	6.48				0.21	0.21	
SUB-TOTAL	5728.39	11486.02	262.81	83.07		291.85	291.85	72.13
TOTAL	5,728	11,486	346			584		72

STRIP REFLECTIVE CRACK CONTROL TREATMENT, SYSTEM A	
LOCATION	FOOT
IL 93	99902
TOTAL	99,902

MATERIAL TRANSFER DEVICE	
LOCATION	TON
IL 93	11486.02
TOTAL	11,486

CONSTRUCTING TEST STRIP	
LOCATION	EACH
IL 93	1
TOTAL	1

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK		TOTAL		68
MKD.	1194	122RS-2, 123RS-5	BUREAU		85		
IL 40		IL 93					

PERMANENT PAVEMENT MARKING SCHEDULE

LOCATION	EPOXY PAVEMENT MARKING														LETTERS & SYMBOLS		
	LINE 4"																
	SOLID - WHITE			SOLID - YELLOW			SKIP DASH - YELLOW			LINE 8"			LINE 12"			LINE 24"	
	WB	EB	FT	WB	EB	FT	WB	EB	FT	WB	EB	FT	FT	FT		FT	SQ FT
IL 93																	
STA. 1468 + 23.00 TO STA. 1473 + 13.00	990	990		990	990		990	990		248							
STA. 1473 + 13.00 TO STA. 1477 + 36.00	423	423		423	423		423	423									
STA. 1477 + 36.00 TO STA. 1481 + 05.00	369	369		369	369		369	369						92			
STA. 1481 + 05.00 TO STA. 1488 + 76.00	773	773		773	773		773	773									
STA. 1488 + 76.00 TO STA. 1497 + 76.00	898	898		898	898		898	898									
STA. 1497 + 76.00 TO STA. 1531 + 61.00	3,385	3,385		3,385	3,385		3,385	3,385									
STA. 1531 + 61.00 TO STA. 1541 + 12.00	951	951		951	951		951	951						238			
STA. 1541 + 12.00 TO STA. 1563 + 59.00	2,247	2,247		2,247	2,247		2,247	2,247									
STA. 1563 + 59.00 TO STA. 1573 + 03.00																	
STA. 1573 + 03.00 TO STA. 1580 + 42.00																	
STA. 1580 + 42.00 TO STA. 1594 + 65.00																	
STA. 1594 + 65.00 TO STA. 1594 + 15.00																	
STA. 1594 + 15.00 TO STA. 1601 + 81.00																	
STA. 1601 + 81.00 TO STA. 1610 + 46.00																	
STA. 1610 + 46.00 TO STA. 1616 + 39.00																	
STA. 1616 + 39.00 TO STA. 1616 + 27.00	188	188		188	188		188	188									
STA. 1616 + 27.00 TO STA. 1625 + 56.00	731	731		731	731		731	731									
STA. 1625 + 56.00 TO STA. 1638 + 91.00	1,333	1,333		1,333	1,333		1,333	1,333						333			
STA. 1638 + 91.00 TO STA. 1641 + 02.00	211	211		211	211		211	211									
STA. 1641 + 02.00 TO STA. 1650 + 00.00	898	898		898	898		898	898						225			
STA. 1650 + 00.00 TO STA. 1659 + 49.00	949	949		949	949		949	949									
STA. 1659 + 49.00 TO STA. 1689 + 15.00	2,966	2,966		2,966	2,966		2,966	2,966									
OSCEOLA SPUR																	
STA. 105 + 19.00 TO STA. 105 + 94.00	509	509		163	163		163	163						155	93	28	
SUB-TOTAL	79,397			27,749			3,208			463		93		28		31	
TOTAL	110,354			110,354			463			93		28		31			

SCHEDULES OF QUANTITIES

AGGREGATE SURFACE COURSE, TYPE B		TON
LOCATION		
RT. STA. 1247+65		40.63
RT. STA. 1255+30		1.49
LT. STA. 1255+94		1.49
RT. STA. 1280+90		1.49
LT. STA. 1283+06		3.44
RT. STA. 1283+89		2.85
RT. STA. 1285+82		3.63
RT. STA. 1285+91		1.19
LT. STA. 1285+96		5.19
RT. STA. 1288+80		1.39
RT. STA. 1404+80		1.39
LT. STA. 1436+71		1.68
RT. STA. 1439+91		4.14
LT. STA. 1447+06		4.58
LT. STA. 1500+70		1.49
LT. STA. 1501+64		5.19
LT. STA. 1513+21		3.63
LT. STA. 1546+49		1.68
LT. STA. 1554+46		1.68
RT. STA. 1565+81		1.68
RT. STA. 1567+96		1.19
LT. STA. 1580+97		10.47
LT. STA. 1584+84		36.18
LT. STA. 1591+64		1.58
RT. STA. 1595+52		1.68
RT. STA. 1603+00		1.29
RT. STA. 1603+40		1.49
LT. STA. 1619+99		3.68
RT. STA. 1630+45		1.49
LT. STA. 1644+27		1.39
TOTAL		150

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	71
FAS	1194			85	
MKD.	IL 40 IL 93				

PERMANENT SURVEY MARKERS AND SURVEY TIES			
LOCATION	SURVEY MARKER TYPE I	SURVEY MARKER TYPE II	SURVEY TIES
IL 93	EACH	EACH	EACH
STA. 1380+61.49	1		
STA. 1617+33.20	1		
STA. 1580+94.19 (14.18' LT) (NW COR. SW 1/4, SW 1/4 SEC. 21-14-7)		1	1
TOTAL	2	1	1

MOBILIZATION	
LOCATION	L SUM
IL 93	1
TOTAL	1

MOWING	
LOCATION	UNIT
IL 93	1008
TOTAL	1,008

SCHEDULES OF QUANTITIES

ROUTE		SECTION 1105,106)RS-3 122RS-2, 123RS-5	COUNTY STARK BUREAU	SHEET	
FAP	646			TOTAL	85
MKD.	1194 IL-40 IL-93			NO.	72

SHORT-TERM PAVEMENT MARKING			
LOCATION	LENGTH FT	NO. OF APPLICATIONS	TOTAL
			IL 93
STA. 1185+55.00 TO STA. 1379+41.00	1,939	4	7,754
STA. 1381+62.00 TO STA. 1616+39.00	2,348	4	9,391
STA. 1618+27.00 TO STA. 1689+15.00	709	4	2,836
OSCEOLA SPUR			
STA. 105+12.00 TO STA. 106+94.00	18	4	73
SUB-TOTAL	5,013	4	20,053
TOTAL		20,053	

PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
IL 93	
TEMPORARY PVMT MARKING:	
LINE 4'	41526
LINE 6'	10559
LINE 8'	309
LINE 12'	93
LINE 24'	56
LETTERS AND SYMBOLS	31
TOTAL	52,574

WORK ZONE PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
IL 93	1,665
OSCEOLA SPUR	6
TOTAL	1,671

TRAFFIC CONTROL AND PROTECTION	
LOCATION	STD. 701306 L SUM
IL 93	
JOBSITE	1
TOTAL	1

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	EACH
IL 93	461
TOTAL	461

ENGINEER'S FIELD OFFICE TYPE A	
LOCATION	CAL MO
IL 93	
JOBSITE	9
TOTAL	9

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	85	NO.	73
FAS	1194						
MKD.	IL40 IL93						

TEMPORARY PAVEMENT MARKING SCHEDULE												
LINE 4"												
SOLID - WHITE			SOLID - YELLOW			SKIP DASH - YELLOW						
WB	EB	FT	WB	EB	FT	WB	EB	FT	WB	EB	FT	
IL 93												
STA. 1185 + 55.00	TO STA.	1193 + 35.00	780	780	780							195
STA. 1193 + 35.00	TO STA.	1222 + 71.00	2,936									
STA. 1222 + 71.00	TO STA.	1224 + 00.00										
STA. 1224 + 00.00	TO STA.	1230 + 41.00			641				160			
STA. 1230 + 41.00	TO STA.	1233 + 58.00										
STA. 1233 + 58.00	TO STA.	1237 + 66.00			408				102			
STA. 1237 + 66.00	TO STA.	1239 + 77.00			211				211			
STA. 1239 + 77.00	TO STA.	1244 + 85.00							508			127
STA. 1244 + 85.82	TO STA.	1248 + 05.00							319			80
STA. 1248 + 05.00	TO STA.	1251 + 48.00			1,341				1,341			
STA. 1251 + 46.00	TO STA.	1257 + 98.00			652							163
STA. 1257 + 98.00	TO STA.	1275 + 51.00										
STA. 1275 + 51.00	TO STA.	1308 + 70.00	3,319		3,319							
STA. 1308 + 70.00	TO STA.	1317 + 20.00	650		650				850			213
STA. 1317 + 20.00	TO STA.	1318 + 73.00	153		153							
STA. 1318 + 73.00	TO STA.	1327 + 41.00	668		668				668			217
STA. 1327 + 41.00	TO STA.	1328 + 82.00	141		141				141			
STA. 1328 + 82.00	TO STA.	1343 + 84.00	1,502		1,502				1,502			376
STA. 1343 + 84.00	TO STA.	1356 + 77.00	1,283		1,283				1,283			
STA. 1356 + 77.00	TO STA.	1367 + 86.00	1,109		1,109				1,109			277
STA. 1367 + 86.00	TO STA.	1377 + 20.00	934		934							
STA. 1377 + 20.00	TO STA.	1379 + 41.00	221		221				221			195
STA. 1381 + 62.00	TO STA.	1381 + 73.00	11		11				11			
STA. 1381 + 73.00	TO STA.	1397 + 52.00	1,579		1,579							
STA. 1397 + 52.00	TO STA.	1411 + 41.00	1,389		1,389				1,389			347
STA. 1411 + 41.00	TO STA.	1425 + 13.00	1,372		1,372				1,372			
STA. 1425 + 13.00	TO STA.	1433 + 58.00	845		845				845			211
STA. 1433 + 58.00	TO STA.	1463 + 23.00	2,965		2,965							

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3		STARK		TOTAL	NO.
FAS	1194	122RS-2, 123RS-5		BIUREAU		85	74
MKD.	IL40	IL93					

TEMPORARY PAVEMENT MARKING SCHEDULE												
LINE 4"												
SOLID - WHITE			SOLID - YELLOW			SKIP DASH - YELLOW						
WB	EB	FT	WB	EB	FT	WB	EB	FT	WB	EB	FT	
IL 93												
STA. 1453 + 23.00												
TO STA. 1473 + 13.00												
990												
STA. 1473 + 13.00												
TO STA. 1477 + 36.00												
423												
STA. 1477 + 36.00												
TO STA. 1481 + 05.00												
369												
STA. 1481 + 05.00												
TO STA. 1488 + 78.00												
773												
STA. 1488 + 78.00												
TO STA. 1497 + 76.00												
898												
STA. 1497 + 76.00												
TO STA. 1531 + 61.00												
3,385												
STA. 1531 + 61.00												
TO STA. 1541 + 12.00												
951												
STA. 1541 + 12.00												
TO STA. 1563 + 59.00												
2,247												
STA. 1563 + 59.00												
TO STA. 1573 + 03.00												
STA. 1573 + 03.00												
TO STA. 1580 + 42.00												
739												
STA. 1580 + 42.00												
TO STA. 1584 + 65.00												
423												
STA. 1584 + 65.00												
TO STA. 1584 + 15.00												
950												
STA. 1584 + 15.00												
TO STA. 1601 + 81.00												
766												
STA. 1601 + 81.00												
TO STA. 1610 + 46.00												
865												
STA. 1610 + 46.00												
TO STA. 1616 + 39.00												
593												
STA. 1616 + 39.00												
TO STA. 1618 + 27.00												
188												
STA. 1618 + 27.00												
TO STA. 1625 + 58.00												
731												
STA. 1625 + 58.00												
TO STA. 1625 + 91.00												
1,333												
STA. 1625 + 91.00												
TO STA. 1638 + 91.00												
1,333												
STA. 1638 + 91.00												
TO STA. 1641 + 02.00												
211												
STA. 1641 + 02.00												
TO STA. 1650 + 00.00												
898												
STA. 1650 + 00.00												
TO STA. 1659 + 49.00												
949												
STA. 1659 + 49.00												
TO STA. 1659 + 15.00												
2,966												
STA. 1659 + 15.00												
OSCEOLA SPUR												
STA. 105 + 19.00												
TO STA. 106 + 94.00												
509												
SUB-TOTAL												
										79,397	41,103	4,078
TOTAL												
										124,578		

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK		TOTAL		NO.
FAS	1194	122RS-2, 123RS-5	BUREAU		85		
MKD.	IL 40					75	
	IL 93						

TEMPORARY PAVEMENT MARKING SCHEDULE

STA.	LINE 6"	LINE 8"	LINE 12"	LINE 24"	LETTERS & SYMBOLS			
						SOLID - WHITE		
						WB	EB	FT
	IL 93							
STA. 1185 + 55.00	TO STA. 1193 + 35.00							
STA. 1193 + 35.00	TO STA. 1222 + 71.00							
STA. 1222 + 71.00	TO STA. 1224 + 00.00	129						
STA. 1224 + 00.00	TO STA. 1230 + 41.00	641						
STA. 1230 + 41.00	TO STA. 1233 + 58.00	317						
STA. 1233 + 58.00	TO STA. 1237 + 66.00	408						
STA. 1237 + 66.00	TO STA. 1239 + 77.00	211						
STA. 1239 + 77.00	TO STA. 1244 + 85.00	508						
STA. 1244 + 85.82	TO STA. 1248 + 05.00	319						
STA. 1248 + 05.00	TO STA. 1261 + 46.00	1,341						
STA. 1261 + 46.00	TO STA. 1267 + 98.00	652						
STA. 1267 + 98.00	TO STA. 1275 + 51.00	753						
STA. 1275 + 51.00	TO STA. 1308 + 70.00							
STA. 1308 + 70.00	TO STA. 1317 + 20.00							
STA. 1317 + 20.00	TO STA. 1318 + 73.00							
STA. 1318 + 73.00	TO STA. 1327 + 41.00							
STA. 1327 + 41.00	TO STA. 1328 + 82.00							
STA. 1328 + 82.00	TO STA. 1343 + 84.00							
STA. 1343 + 84.00	TO STA. 1356 + 77.00							
STA. 1356 + 77.00	TO STA. 1367 + 86.00							
STA. 1367 + 86.00	TO STA. 1377 + 20.00							
STA. 1377 + 20.00	TO STA. 1379 + 41.00							
STA. 1381 + 62.00	TO STA. 1381 + 73.00							
STA. 1381 + 73.00	TO STA. 1397 + 52.00							
STA. 1397 + 52.00	TO STA. 1411 + 41.00	308						
STA. 1411 + 41.00	TO STA. 1425 + 13.00				31			
STA. 1425 + 13.00	TO STA. 1453 + 58.00							
STA. 1453 + 58.00	TO STA. 1463 + 23.00							

SCHEDULES OF QUANTITIES

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	1194	105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU		TOTAL	
FAS	1194						
MKD.	IL4D IL93						
						85	76

TEMPORARY PAVEMENT MARKING SCHEDULE									
	LINE 6"	LINE 8"	LINE 12"	LINE 24"	LETTERS & SYMBOLS	LINE 6"			SQ FT
						SOLID - WHITE			
						WB	EB	FT	
IL 93									
STA. 1463 + 23.00 TO STA. 1473 + 13.00									
STA. 1473 + 13.00 TO STA. 1477 + 36.00									
STA. 1477 + 36.00 TO STA. 1481 + 05.00									
STA. 1481 + 05.00 TO STA. 1488 + 76.00									
STA. 1488 + 76.00 TO STA. 1497 + 76.00									
STA. 1497 + 76.00 TO STA. 1531 + 61.00									
STA. 1531 + 61.00 TO STA. 1541 + 12.00									
STA. 1541 + 12.00 TO STA. 1563 + 59.00									
STA. 1563 + 59.00 TO STA. 1573 + 03.00	944								
STA. 1573 + 03.00 TO STA. 1590 + 42.00	739								
STA. 1590 + 42.00 TO STA. 1684 + 66.00	423								
STA. 1684 + 66.00 TO STA. 1594 + 15.00	950								
STA. 1594 + 15.00 TO STA. 1601 + 81.00	766								
STA. 1601 + 81.00 TO STA. 1610 + 46.00	865								
STA. 1610 + 46.00 TO STA. 1616 + 39.00	593								
STA. 1616 + 39.00 TO STA. 1618 + 27.00									
STA. 1618 + 27.00 TO STA. 1625 + 58.00									
STA. 1625 + 58.00 TO STA. 1638 + 91.00									
STA. 1638 + 91.00 TO STA. 1641 + 02.00									
STA. 1641 + 02.00 TO STA. 1650 + 00.00									
STA. 1650 + 00.00 TO STA. 1659 + 49.00									
STA. 1659 + 49.00 TO STA. 1689 + 15.00									
OSCEOLA SPIUR									
STA. 105 + 19.00 TO STA. 106 + 94.00		155	93	28					
SUB-TOTAL	21,118	463	93	28					31
TOTAL	21,118	463	93	28					31

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	77
MKD.	IL 40 IL 93				

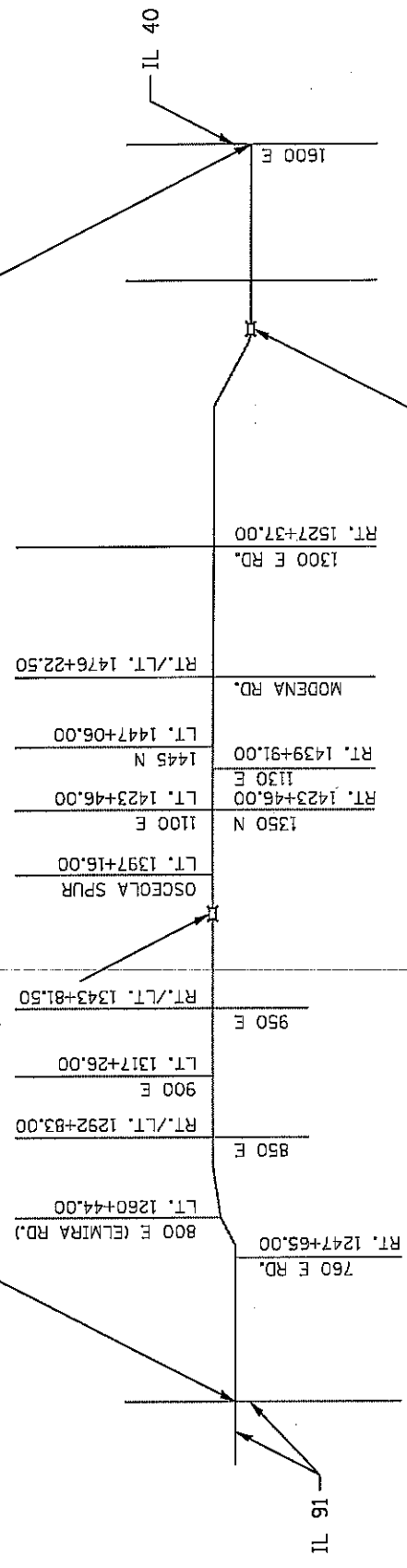


PROJECT ENDS
1689+15.00

PROJECT BEGINS
1185+55.00

OMISSION
S.N. 088-021

OMISSION
S.N. 088-022



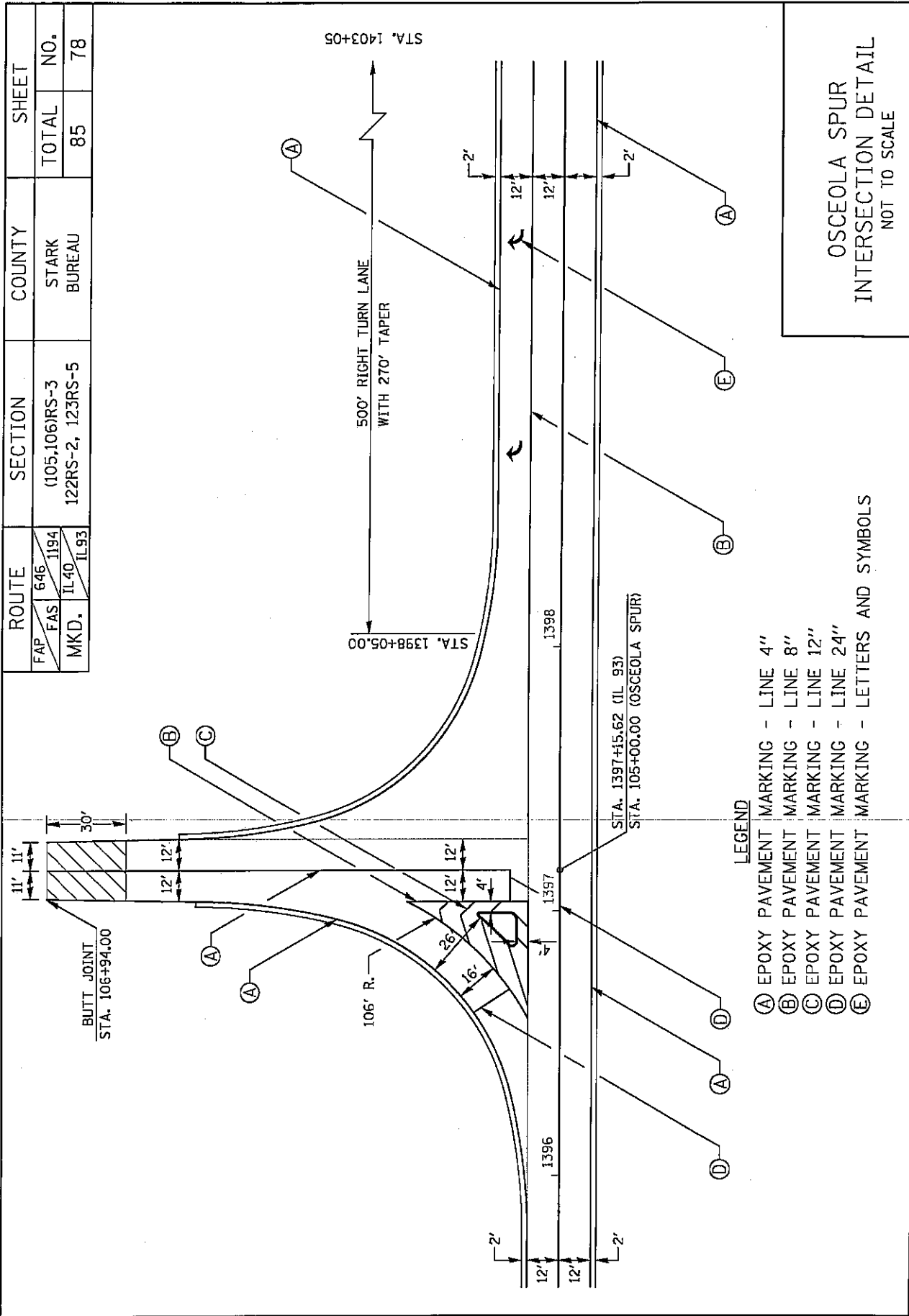
OMISSIONS:

S.N. 088-0021
STA. 1379+41.00 TO STA. 1381+62.00

S.N. 088-0022
STA. 1616+39.00 TO STA. 1618+27.00

IL 93
LINE DIAGRAM
NOT TO SCALE

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	85
MKD.	IL 40 IL 93			NO.	



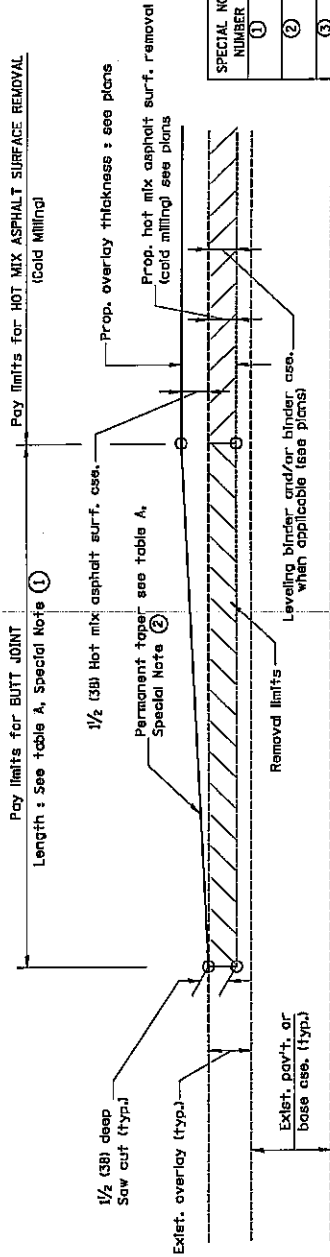
LEGEND

- (A) EPOXY PAVEMENT MARKING - LINE 4"
- (B) EPOXY PAVEMENT MARKING - LINE 8"
- (C) EPOXY PAVEMENT MARKING - LINE 12"
- (D) EPOXY PAVEMENT MARKING - LINE 24"
- (E) EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS

OSCEOLA SPUR
INTERSECTION DETAIL
NOT TO SCALE

ROUTE		SECTION	COUNTY	SHEET
FAP 646	FAS 1194	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL
MKD. IL40	IL93			85
				NO.
				79

Pay limits for HOT MIX ASPHALT SURFACE REMOVAL
Cold Milling



CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

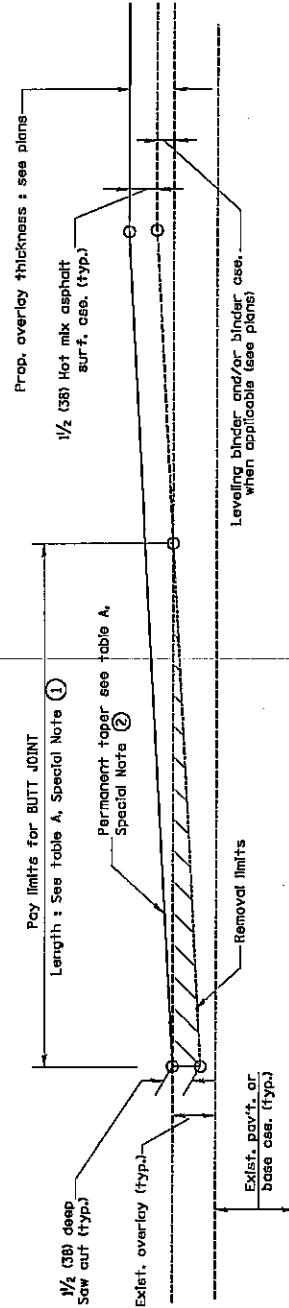
TABLE A

LENGTHS AND TAPER RATES

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
⑤	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

GENERAL NOTES

1. The work shall be done in accordance with Article 406.03 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Articles 406.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

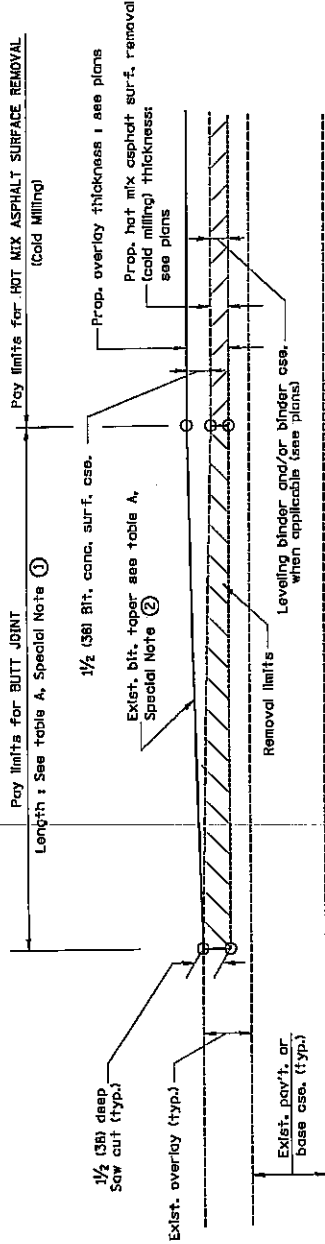
All dimensions are in inches (millimeter) unless otherwise noted.

BUTT JOINTS

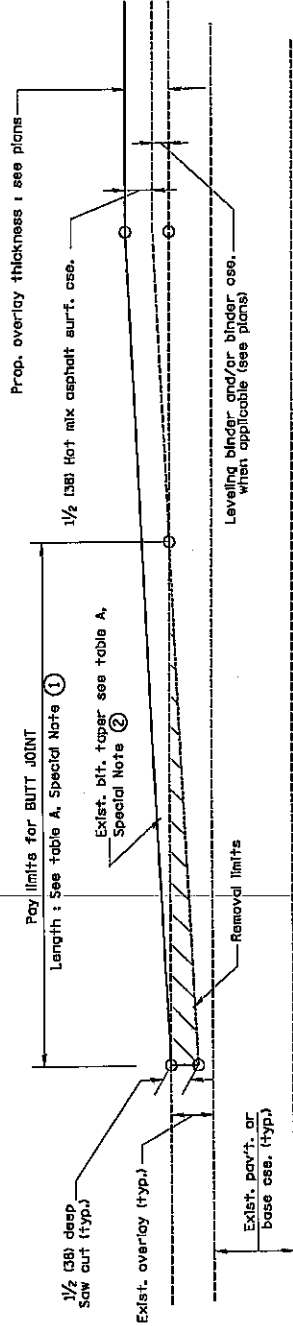
NOT TO SCALE

SHT. 1 OF 2
CADD STD. 406.01-04

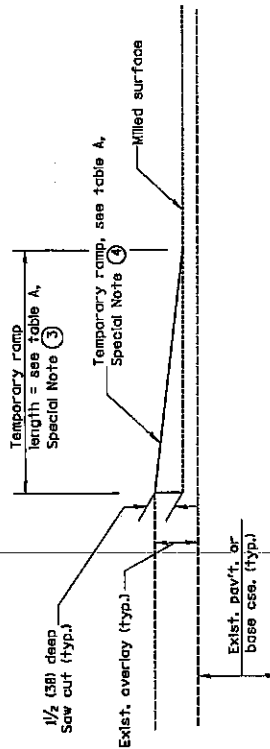
ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.
FAS	1194	122RS-2, 123RS-5	BUREAU	85	80
MKD.	IL40				
	TL93				



**CASE 3 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



**CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



DETAIL TEMPORARY RAMP

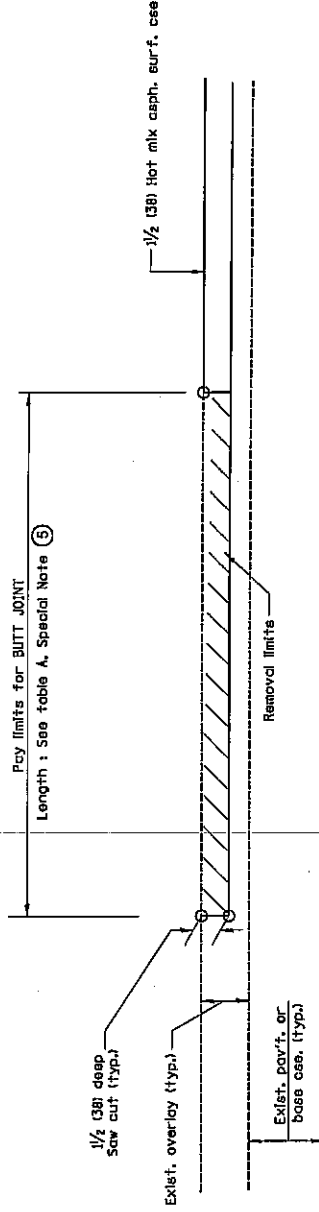
All dimensions are in inches (millimeter) unless otherwise noted.

BUTT JOINTS

NOT TO SCALE

Sht. 2 of 3
CDD STD. 405(01-04)

ROUTE		SECTION	COUNTY	SHEET	
FAP	646	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	
MKD.	IL-40	IL-93			



**CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**

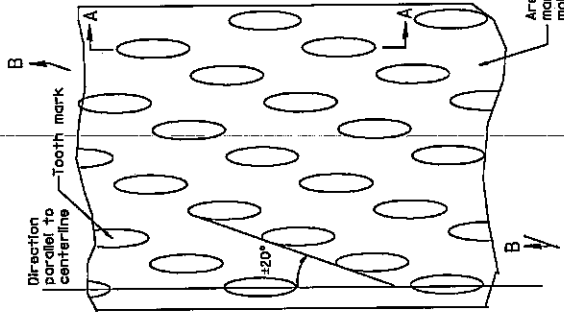
All dimensions are in inches (millimeters)
unless otherwise noted.

BUTT JOINTS

NOT TO SCALE

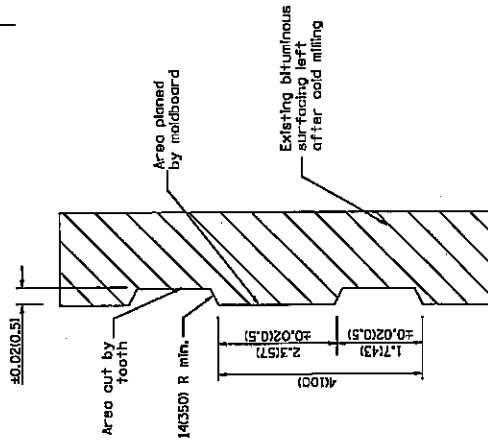
SHT. 2 OF 2
CADD STD. 406(01-04)

ROUTE		SECTION	COUNTY	SHEET	
FAP	64E	(105,106)RS-3 122RS-2, 123RS-5	STARK BUREAU	TOTAL	NO.
FAS	1194			85	82
MKD.	IL40 IL93				

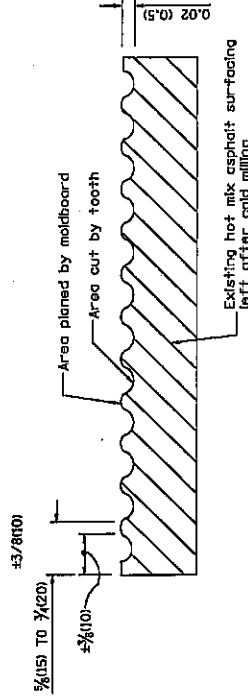


General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

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

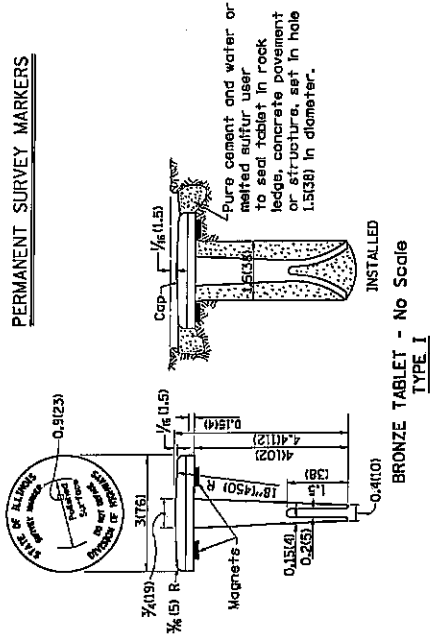
**HOT-MIX ASPHALT
SURFACE REMOVAL**

NOT TO SCALE

CAAD STD. 410001-04

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	STARK	TOTAL	NO.		
FAS	1194	122RS-2, 123RS-5	BUREAU	85	83		
MKD.	IL40	EL93					

PERMANENT SURVEY MARKERS



GENERAL NOTES

- All type II markers shall be cast in place, and precast markers will not be allowed.
- Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
- The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
- The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
- The project designation, the centimeter station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

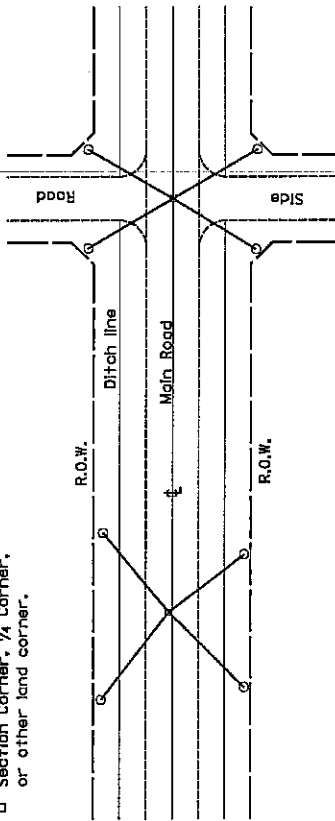
All dimensions are in inches (millimeters) unless otherwise noted.

PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY.I - TY.II

NOT TO SCALE
CADD STD. 661001-04

PERMANENT SURVEY TIES

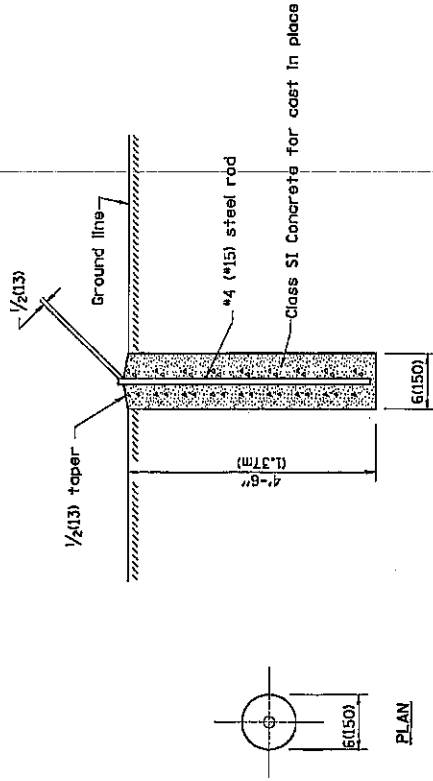
- Permanent Survey Tie
- Section corner, 1/4 Corner, or other land corner.



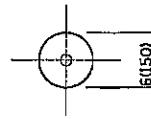
TYPICAL APPLICATION

GENERAL NOTES

- The marker shall be cast in place of Class SI Concrete.
- The marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
- The tie distances to the section corner shall be measured and recorded by the DOT Chief of Surveys.

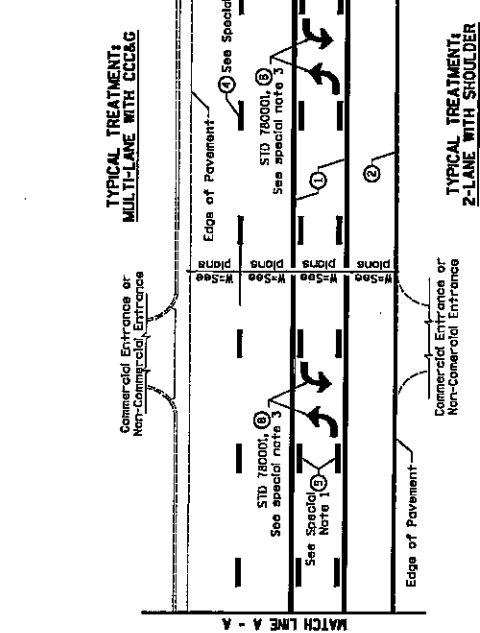
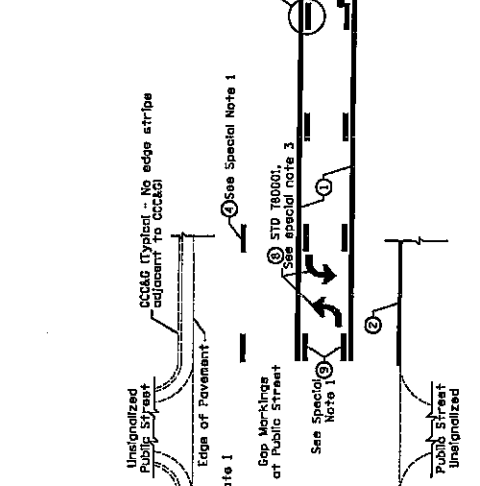
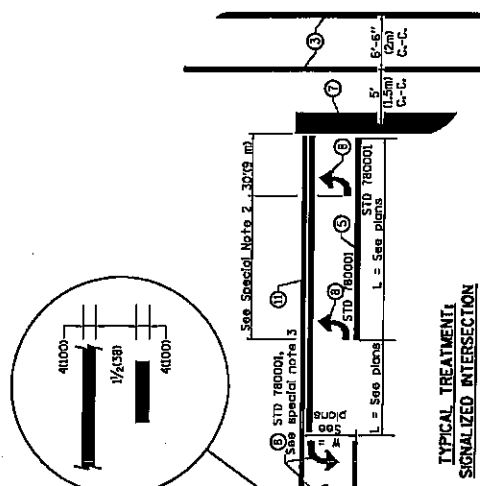


SECTION



PLAN

ROUTE		SECTION		COUNTY		SHEET	
FAP	646	(105,106)RS-3	1194	STARK	TOTAL	NO.	
MKD.	IL 40	122RS-2, 123RS-5	IL 93	BUREAU	85	84	



FLUSH PAVED MEDIAN TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND
 (Note: This is a District Standard Legend. Some elements may not apply to specific projects.)

- ① 41000 Solid (Yellow)
- ② 41000 Solid (White)
- ③ 2-61500 Crosswalks & 6'-6" (Median C-C, White) (When traffic signals are present)
- ④ 61500 Skip-Dash (White)
- ⑤ 61500 Solid (White)
- ⑥ 12300 Diagonal (White) (Item ⑥ is shown on STD. 780001)
- ⑦ 246000 Stop Bar (White)
- ⑧ Letters & Arrows
- ⑨ 41000 Skip-Dash (Yellow)
- ⑩ 12300 Diagonal (Yellow) (See Table A)
- ⑪ 41000 Double Solid (Yellow)

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi-Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

TYPICAL PAVEMENT MARKINGS

ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR BUREAU & STARK COUNTIES EFFECTIVE MAY 2009

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

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

Bureau County Prevailing Wage for May 2009

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN		ALL		27.610	28.610	1.5	1.5	2.0	6.250	5.400	0.000	0.700
ASBESTOS ABT-MEC		BLD		29.930	0.000	1.5	1.5	2.0	9.170	9.260	0.000	0.320
BOILERMAKER		BLD		34.170	37.170	2.0	2.0	2.0	6.820	8.550	0.000	0.350
BRICK MASON		BLD		32.030	33.030	1.5	1.5	2.0	6.920	6.850	0.000	0.460
CARPENTER		BLD		29.770	31.270	1.5	1.5	2.0	5.910	9.670	0.000	0.570
CARPENTER		HWY		29.480	31.230	1.5	1.5	2.0	5.910	8.940	0.000	0.500
CEMENT MASON		ALL		32.500	33.500	2.0	2.0	2.0	6.150	8.190	0.000	0.150
CERAMIC TILE FNSHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
COMMUNICATION TECH		BLD		31.000	32.500	1.5	1.5	2.0	9.170	9.330	0.000	0.310
ELECTRIC PWR EQMT OP		ALL		30.750	0.000	1.5	1.5	2.0	4.750	8.610	0.000	0.000
ELECTRIC PWR GRNDMAN		ALL		21.090	0.000	1.5	1.5	2.0	4.750	5.905	0.000	0.000
ELECTRIC PWR LINEMAN		ALL		34.160	36.350	1.5	1.5	2.0	4.750	9.560	0.000	0.000
ELECTRIC PWR TRK DRV		ALL		22.130	0.000	1.5	1.5	2.0	4.750	6.200	0.000	0.000
ELECTRICIAN		BLD		36.450	39.730	1.5	1.5	2.0	9.670	12.63	0.000	0.360
ELEVATOR CONSTRUCTOR		BLD		35.510	39.950	2.0	2.0	2.0	9.525	8.210	2.310	0.000
GLAZIER		BLD		27.920	29.920	1.5	1.5	2.0	6.750	6.250	0.000	0.550
HT/FROST INSULATOR		BLD		39.900	42.400	1.5	1.5	2.0	9.170	10.46	0.000	0.320
IRON WORKER		ALL		33.500	34.500	2.0	2.0	2.0	8.140	14.70	0.000	0.600
LABORER		ALL		26.610	27.610	1.5	1.5	2.0	6.250	5.400	0.000	0.700
LABORER, SKILLED		ALL		27.010	28.010	1.5	1.5	2.0	6.250	5.400	0.000	0.700
LATHER		BLD		29.770	31.270	1.5	1.5	2.0	5.910	9.670	0.000	0.570
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
MARBLE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
MILLWRIGHT		BLD		34.400	37.840	1.5	1.5	2.0	6.100	12.10	0.000	0.560
OPERATING ENGINEER	E	BLD	1	42.000	46.000	2.0	2.0	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	BLD	2	40.700	46.000	2.0	2.0	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	BLD	3	38.150	46.000	2.0	2.0	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	BLD	4	36.400	46.000	2.0	2.0	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	HWY	1	42.000	46.000	1.5	1.5	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	HWY	2	41.450	46.000	1.5	1.5	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	HWY	3	39.400	46.000	1.5	1.5	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	HWY	4	38.000	46.000	1.5	1.5	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	E	HWY	5	36.800	46.000	1.5	1.5	2.0	9.600	6.550	1.900	1.000
OPERATING ENGINEER	W	BLD	1	29.420	32.420	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER	W	BLD	2	27.360	32.420	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER	W	BLD	3	25.850	32.420	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER	W	HWY	1	30.300	33.300	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER	W	HWY	2	27.790	33.300	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER	W	HWY	3	23.640	33.300	1.5	1.5	2.0	6.450	10.00	0.000	1.100
PAINTER		ALL		29.850	31.850	1.5	1.5	1.5	6.750	6.750	0.000	0.550
PAINTER SIGNS		BLD		30.820	34.600	1.5	1.5	1.5	2.600	2.470	0.000	0.000
PILEDRIIVER		BLD		30.020	31.520	1.5	1.5	2.0	5.910	9.670	0.000	0.570
PILEDRIIVER		HWY		29.480	31.230	1.5	1.5	2.0	5.910	8.940	0.000	0.500
PIPEFITTER		BLD		42.050	45.050	1.5	1.5	2.0	7.660	8.550	0.000	1.370
PLASTERER		BLD		32.500	33.500	2.0	2.0	2.0	6.150	8.190	0.000	0.150
PLUMBER		BLD		42.000	44.000	1.5	1.5	2.0	8.500	9.000	0.000	1.010
ROOFER		BLD		28.810	30.810	1.5	1.5	2.0	6.950	4.670	0.000	0.330
SHEETMETAL WORKER		BLD		32.770	34.420	1.5	1.5	2.0	6.270	9.750	0.000	0.400
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STONE MASON		BLD		32.030	33.030	1.5	1.5	2.0	6.920	6.850	0.000	0.460
TERRAZZO FINISHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
TILE LAYER		BLD		29.770	31.270	1.5	1.5	2.0	5.910	9.670	0.000	0.570
TILE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
TRUCK DRIVER		ALL	1	27.457	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		ALL	2	27.857	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		ALL	3	28.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER		ALL	4	28.307	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000

TRUCK DRIVER	ALL	5	29.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	1	21.970	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	2	22.290	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	3	22.450	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	4	22.650	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C	5	23.250	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TUCK POINTER	BLD		32.030	33.030	1.5	1.5	2.0	6.920	6.850	0.000	0.460

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

BUREAU COUNTY

OPERATING ENGINEERS (EAST) - That part of the county East of Route 26.

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, TERRAZO 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.

COMMUNICATION TECHNICIAN

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice, sound and vision production and reproduction, telephone and telephone interconnect, facsimile, equipment and appliances used for domestic, commercial, educational and entertainment purposes, pulling of wire through conduit but not the installation of conduit.

LABORER, SKILLED - BUILDING AND HIGHWAY

The skilled laborer building (BLD) and heavy & highway (HWY) classification shall encompass the following types of work, irrespective of the site of the work: flagging, caisson worker plus depth, gunnite nozzle men, lead man on sewer work, welders, cutter burners and torchmen, chain saw operator, paving breaker, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setter - street and highway, air tamping hammerman, signal man on crane, concrete saw operator, concrete saw operator walk behind, screenman on asphalt pavers, front end man on chip spreader, laborers tending masons with hot material or where foreign materials are used, multiple concrete duct - leadman, luteman, asphalt raker, curb asphalt machine operator, ready mix scalemen (permanent, portable or temporary plant), laborers handling masterplate or similar materials, laser beam operator, coring machine operator, plaster tenders, underpinning and shoring of buildings, material selector when working with fire-brick or castable material, fire watch, signaling of all power equipment, tree topper or trimmer when in connection with construction, and diver tender.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

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

Class 4. Low Boy and Oil Distributors.

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

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

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

OPERATING ENGINEERS - BUILDING - EAST

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

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Greaser Engineer; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, inside Freight Elevators; Hoists, Sewer Dragging Machine; Hoists, Tigger Single Drum; Laser Screed; Rock Drill (self-propelled); Rock Drill (Truck mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

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

Class 4. Bobcat/Skid Steer Loader; Brick Forklift; Hoists, Inside Elevators push button with automatic doors; Oilers.

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION - EAST

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

of a like nature; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Dowell Machine; Dredges; Field Mechanic-Welder; Formless Curb and Gutter Machine; Gradall and Machines of a like nature; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock/Track Tamper; Rock Drill - Truck Mounted; Roto Mill Grinder; Slip-Form Paver; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping form (Tunnel); Tractor Drawn Belt Loader with attached pusher; Tractor with Boom; Tractaire with Attachments; Trenching Machine; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole; Drills (Tunnel Shaft); 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; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Greaser Engineer; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Locomotives, Dinky; Laser Screed; Pump Cretes; Squeeze Cretes-Screw Type Pumps, Gypsum Bulker and Pump; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; 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; 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; 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; Combination - Small Equipment Operator; Directional Boring Machine; 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; Tractaire; Welding Machines (2 through 5); Winches.

Class 5. Bobcats (All); Brick Forklifts; Oilers.

OPERATING ENGINEERS - BUILDING - WEST

Class 1. Cranes; Overhead Cranes; Gradall; All Cherry Pickers; Mechanics; Central Concrete Mixing Plant Operator; Road Pavers (27E - Dual Drum - Tri Batchers); Blacktop Plant Operators and Plant Engineers; 3 Drum Hoist; Derricks; Hydro Cranes; Shovels; Skimmer Scoops; Koehring Scooper; Drag Lines; Backhoe; Derrick Boats; Pile Drivers and Skid Rigs; Clamshells; Locomotive Cranes; Dredge (all types) Motor Patrol; Power Blades - Dumore - Elevating and similar

types; Tower Cranes (Crawler-Mobile) and Stationary; Crane-type Backfiller; Drott Yumbo and similar types considered as Cranes; Caisson Rigs; Dozer; Tournadozer; Work Boats; Ross Carrier; Helicopter; Tournapulls - all and similar types; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser; CMI, CMI Belt Placer, Auto Grade & 3 Track and similar types; Side Booms; Multiple Unit Earth Movers; Creter Crane; Trench Machine; Pump-crete-Belt Crete-Squeeze Cretes-Screw-type Pumps and Gypsum; Bulker & Pump - Operator will clean; Formless Finishing Machine; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Wheel Tractors (industrial or Farm-type w/Dozer-Hoe-Endloader or other attachments); F.W.D. & Similar Types; Vermeer Concrete Saw.

Class 2. Dinkeys; Power Launches; PH One-pass Soil Cement Machine (and similar types); Pugmill with Pump; Backfillers; Euclid Loader; Forklifts; Jeeps w/Ditching Machine or other attachments; Tuneluger; Automatic Cement and Gravel Batching Plants; Mobile Drills (Soil Testing) and similar types; Gurries and Similar Types; (1) and (2) Drum Hoists (Buck Hoist and Similar Types); Chicago Boom; Boring Machine & Pipe Jacking Machine; Hydro Boom; Dewatering System; Straw Blower; Hydro Seeder; Assistant Heavy Equipment Greaser on Spread; Tractors (Track type) without Power Unit pulling Rollers; Rollers on Asphalt -- Brick Macadem; Concrete Breakers; Concrete Spreaders; Mule Pulling Rollers; Center Stripper; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Cement Finishing Machine; Barber Green or similar loaders; Vibro Tamper (All similar types) Self-propelled; Winch or Boom Truck; Mechanical Bull Floats; Mixers over 3 Bag to 27E; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Truck Type Hoptoe Oilers; Fireman; Spray Machine on Paving; Curb Machines; Truck Crane Oilers; Oil Distributor; Truck-Mounted Saws; Directional boring machine.

Class 3. Air Compressor; Power Subgrader; Straight Tractor; Trac Air without attachments; Herman Nelson Heater, Dravo, Warner, Silent Glo, and similar types; Roller: Five (5) Ton and under on Earth or Gravel; Form Grader; Crawler Crane & Skid Rig Oilers; Freight Elevators - permanently installed; Pump; Light Plant; Generator; Conveyor (1) or (2) - Operator will clean; Welding Machine; Mixer (3) Bag and Under (Standard Capacity with skip); Bulk Cement Plant; Oiler on Central Concrete Mixing Plant; Straight framed articulating end dump vehicle; Truck mounted vac unit (separately powered).

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION - WEST

Class 1. Cranes; Hydro Crane; Shovels; Crane Type Backfiller; Tower Cranes - Mobile & Crawler & Stationary; Derricks & Hoists (3 Drum); Draglines; Drott Yumbo & similar types considered as Cranes; Back Hoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive - Cranes; Road Pavers - Single Drum - Dual Drum - Tri Batcher; Motor Patrols & Power Blades - Dumore - Elevating & Similar Types; Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operators and Plant Engineers; Gradall; Caisson Rigs; Skimmer Scoop - Koering Scooper; Dredges (all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls - all and similar types; Multiple Unit Earth Movers; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser (top greaser on spread); CMI, Auto Grade, CMI Belt Placer & 3 Track and similar types; Side Booms; Starting Engineer on Pipeline; Asphalt Heater & Planer Combination (used to plane streets); Wheel Tractors (with dozer, hoe or endloader attachments); F.W.D. and Similar types; Blaw Knox Spreader and Similar types; Trench Machines; Pump Crete - Belt

Crete - Squeeze Crete - screw type pumps and gypsum (operator will clean); Formless Finishing Machines; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Vermeer Concrete Saw.

Class 2. Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; P-H One Pass Soil Cement Machines and similar types; Wheel Tractors (Industry or farm type - other); Back Fillers; Euclid Loader; Fork Lifts; Jeep w/Ditching Machine or other attachments; Tunneluger; Automatic Cement & Gravel Batching Plants; Mobile Drills - Soil Testing and similar types; Pugmill with pump; All (1) and (2) Drum Hoists; Dewatering System; Straw Blower; Hydro-Seeder; Boring Machine; Hydro-Boom; Bump Grinders (self-propelled); Assistant Heavy Equipment Greaser; Apsco Spreader; Tractors (track-type) without Power Units Pulling Rollers on Asphalt - Brick or Macadam; Concrete Breakers; Concrete Spreaders; Cement Strippers; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Vibro-Tampers (all similar types self-propelled); Mechanical Bull Floats; Self-propelled Concrete Saws; Mixers-over three (3) bags to 27E; Winch and Boom Trucks; Tractor Pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Mule Pulling Rollers; Pugmill without Pump; Barber Greene or similar Loaders; Track Type Tractor w/Power Unit attached (minimum); Fireman; Spray Machine on Paving; Curb Machines; Paved Ditch Machine; Power Broom; Self-Propelled Conveyors; Power Subgrader; Oil Distributor; Straight Tractor; Truck Crane Oiler; Truck Type Oilers.

Class 3. Trac Air Machine (without attachments); Herman Nelson Heater, Dravo Warner, Silent Glo & similar types; Rollers - five ton and under on earth and gravel; Form Graders; Pumps; Light Plant; Generator; Air Compressor (1) or (2); Conveyor; Welding Machine; Mixer - 3 bags and under; Bulk Cement Plant; Oilers.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 618/993-7271 for wage rates or clarifications.

LANDSCAPING

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

Stark County Prevailing Wage for May 2009

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN	E	BLD		26.890	27.890	1.5	1.5	2.0	6.250	6.150	0.000	0.700
ASBESTOS ABT-GEN	E	HWY		28.270	28.820	1.5	1.5	2.0	6.250	6.150	0.000	0.800
ASBESTOS ABT-GEN	W	BLD		24.990	25.990	1.5	1.5	2.0	6.790	7.350	0.000	0.700
ASBESTOS ABT-GEN	W	HWY		24.240	24.740	1.5	1.5	2.0	6.790	6.950	0.000	0.700
ASBESTOS ABT-MEC		BLD		28.950	0.000	1.5	1.5	2.0	9.170	9.260	0.000	0.320
BOILERMAKER		BLD		34.170	37.170	2.0	2.0	2.0	6.820	8.550	0.000	0.350
BRICK MASON		BLD		32.030	33.030	1.5	1.5	2.0	6.920	6.850	0.000	0.460
CARPENTER		BLD		29.770	31.270	1.5	1.5	2.0	5.910	9.670	0.000	0.570
CARPENTER		HWY		29.480	31.230	1.5	1.5	2.0	5.910	8.940	0.000	0.500
CEMENT MASON		ALL		32.500	33.500	1.5	1.5	2.0	6.150	8.190	0.000	0.150
CERAMIC TILE FNSHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
COMMUNICATION TECH	N	BLD		31.000	32.500	1.5	1.5	2.0	9.170	9.330	0.000	0.310
ELECTRIC PWR EQMT OP		ALL		30.750	0.000	1.5	1.5	2.0	4.750	8.610	0.000	0.000
ELECTRIC PWR GRNDMAN		ALL		21.090	0.000	1.5	1.5	2.0	4.750	5.905	0.000	0.000
ELECTRIC PWR LINEMAN		ALL		34.160	36.350	1.5	1.5	2.0	4.750	9.560	0.000	0.000
ELECTRIC PWR TRK DRV		ALL		22.130	0.000	1.5	1.5	2.0	4.750	6.200	0.000	0.000
ELECTRICIAN	N	BLD		36.450	39.730	1.5	1.5	2.0	9.670	12.63	0.000	0.360
ELECTRICIAN	S	BLD		32.600	35.100	1.5	1.5	2.0	5.150	8.870	0.000	0.250
ELECTRONIC SYS TECH	S	BLD		24.830	26.330	1.5	1.5	2.0	5.150	6.145	0.000	0.250
ELEVATOR CONSTRUCTOR		BLD		36.620	41.200	2.0	2.0	2.0	9.525	8.210	2.190	0.000
GLAZIER		BLD		27.920	29.920	1.5	1.5	2.0	6.750	6.250	0.000	0.550
HT/FROST INSULATOR		BLD		38.600	41.100	1.5	1.5	2.0	9.170	10.46	0.000	0.320
IRON WORKER	NE	ALL		33.500	34.500	2.0	2.0	2.0	8.140	14.70	0.000	0.600
IRON WORKER	SW	BLD		27.610	29.360	1.5	1.5	2.0	8.140	8.310	0.000	0.400
IRON WORKER	SW	HWY		30.310	31.810	1.5	1.5	2.0	8.140	8.310	0.000	0.350
LABORER	E	BLD		25.890	26.890	1.5	1.5	2.0	6.250	6.150	0.000	0.700
LABORER	E	HWY		27.270	27.820	1.5	1.5	2.0	6.250	6.150	0.000	0.700
LABORER	W	BLD		23.990	24.990	1.5	1.5	2.0	6.790	7.350	0.000	0.700
LABORER	W	HWY		23.240	23.740	1.5	1.5	2.0	6.790	6.950	0.000	0.700
LABORER, SKILLED		BLD		23.990	24.990	1.5	1.5	2.0	6.790	7.350	0.000	0.700
LABORER, SKILLED		HWY		23.540	24.040	1.5	1.5	2.0	6.790	6.950	0.000	0.700
LATHER		BLD		29.770	31.270	1.5	1.5	2.0	5.910	9.670	0.000	0.570
MACHINERY MOVER	SW	HWY		30.310	31.810	1.5	1.5	2.0	8.140	8.310	0.000	0.350
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
MARBLE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
MILLWRIGHT		BLD		34.400	37.840	1.5	1.5	2.0	6.100	12.10	0.000	0.560
MILLWRIGHT		HWY		19.330	20.580	1.5	1.5	2.0	1.550	2.000	0.000	0.000
OPERATING ENGINEER		BLD	1	29.420	32.420	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER		BLD	2	27.360	32.420	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER		BLD	3	25.850	32.420	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER		HWY	1	30.300	33.300	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER		HWY	2	27.790	33.300	1.5	1.5	2.0	6.450	10.00	0.000	1.100
OPERATING ENGINEER		HWY	3	23.640	33.300	1.5	1.5	2.0	6.450	10.00	0.000	1.100
PAINTER		ALL		29.850	31.850	1.5	1.5	1.5	6.750	6.750	0.000	0.550
PAINTER SIGNS		BLD		30.820	34.600	1.5	1.5	1.5	2.600	2.470	0.000	0.000
PILEDRIVER		BLD		30.020	31.520	1.5	1.5	2.0	5.910	9.670	0.000	0.570
PILEDRIVER		HWY		29.480	31.230	1.5	1.5	2.0	5.910	8.940	0.000	0.500
PIPEFITTER		BLD		34.270	38.040	1.5	1.5	2.0	6.450	8.800	0.000	0.560
PLASTERER		BLD		32.500	33.500	1.5	1.5	2.0	6.150	8.190	0.000	0.150
PLUMBER		BLD		31.070	33.870	1.5	1.5	2.0	6.450	10.36	0.000	0.900
ROOFER		BLD		25.850	26.850	1.5	1.5	2.0	6.200	6.950	0.000	0.150
SHEETMETAL WORKER		BLD		32.770	34.420	1.5	1.5	2.0	6.270	9.750	0.000	0.400
SIGN HANGER	SW	HWY		30.310	31.810	1.5	1.5	2.0	8.140	8.310	0.000	0.350
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STEEL ERECTOR	SW	HWY		30.310	31.810	1.5	1.5	2.0	8.140	8.310	0.000	0.350
STONE MASON		BLD		32.030	33.030	1.5	1.5	2.0	6.920	6.850	0.000	0.460
TERRAZZO FINISHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400

TILE LAYER	BLD	29.770	31.270	1.5	1.5	2.0	5.910	9.670	0.000	0.570
TILE MASON	BLD	31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
TRUCK DRIVER	ALL 1	27.457	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL 2	27.857	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL 3	28.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL 4	28.307	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	ALL 5	29.057	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C 1	21.970	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C 2	22.290	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C 3	22.450	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C 4	22.650	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TRUCK DRIVER	O&C 5	23.250	0.000	1.5	1.5	2.0	8.600	3.797	0.000	0.000
TUCKPOINTER	BLD	32.030	33.030	1.5	1.5	2.0	6.920	6.850	0.000	0.460

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

STARK COUNTY

ELECTRICIANS AND ELECTRONIC SYSTEMS TECHNICIAN (SOUTH) - West Jersey, Essex and Valley Townships.

IRONWORKERS (SOUTHWEST) - That part of the county South of a diagonal line through Toulon and Bradford.

LABORERS & ASBESTOS (EAST) - That part east of a north/south line parallel to the east border of Stark County running through the center of Wyoming on Route 91 and continuing north and south through Stark County.

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, TERRAZO 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

Installation, operation, inspection, maintenance, repair and service of radio, television, recording, voice, sound and vision production and reproduction, telephone and telephone interconnect, facsimile, equipment and appliances used for domestic, commercial, educational and entertainment purposes, pulling of wire through conduit but not the installation of conduit.

ELECTRONIC SYSTEMS TECHNICIAN

Installation, service and maintenance of low-voltage systems which utilizes the transmission and/or transference of voice, sound, vision, or digital for commercial, education, security and entertainment purposes for the following: TV monitoring and surveillance, background/foreground music, intercom and telephone interconnect, field programming, inventory control systems, microwave transmission, multi-media, multiplex, radio page, school, intercom and sound burglar alarms and low voltage master clock systems.

Excluded from this classification are energy management systems, life safety systems, supervisory controls and data acquisition systems not intrinsic with the above listed systems, fire alarm systems, nurse call systems and raceways exceeding fifteen feet in length.

LABORER, SKILLED - BUILDING

The skilled laborer building (BLD) classification shall encompass the following types of work, irrespective of the site of the work: tending of carpenters in unloading, handling, stockpiling and distribution operations, also other building crafts, mixing, handling, and conveying of all materials used by masons, plasterers and other building construction crafts, whether done by hand or by any process. The drying of plastering when done by salamander heat, and the cleaning and clearing of all debris. All work pertaining to and in preparation of asbestos abatement and removal. The building of scaffolding and staging for masons and plasterers. The excavations for buildings and all other construction, digging, of trenches, piers, foundations and holes, digging, lagging, sheeting, cribbing, bracing

and propping of foundations, holes, caissons, cofferdams, and dikes, the setting of all guidelines for machine or hand excavation and subgrading. The mixing, handling, conveying, pouring, vibrating, gunniting and otherwise applying of concrete, whether by hand or other method of concrete for any walls, foundations, floors, or for other construction concrete sealant men. The wrecking, stripping, dismantling, and handling of concrete forms and false work, and the building of centers for fireproofing purposes. Boring machine, gas, electric or air in preparation for shoving pipe, telephone cable, and so forth, under highways, roads, streets and alleys. All hand and power operating cross cut saws when used for clearing. All work in compressed air construction. All work on acetylene burners in salvaging. The blocking and tamping of concrete. The laying of sewer tile and conduit, and pre-cast materials. The assembling and dismantling of all jacks and sectional scaffolding, including elevator construction and running of slip form jacks. The work of drill running and blasting, including wagon drills. The wrecking, stripping, dismantling, cleaning, moving and oiling of forms. The cutting off of concrete piles. The loading, unloading, handling and carrying to place of installation of all rods, (and materials for use in reinforcing) concrete and the hoisting of same and all signaling where hoist is used in this type of construction coming under the jurisdiction of the Laborers' Union. And, all other labor work not awarded to any other craft. Mortar mixers, kettlemen and carrier of hot stuff, tool crib men, watchmen (Laborer), firemen or salamander tenders, flagmen, deck hands, installation and maintenance of temporary gas-fired heating units, gravel box men, dumpmen and spotters, fencing Laborers, cleaning lumber, pit men, material checkers, dispatchers, unloading explosives, asphalt plant laborers, writer of scale tickets, fireproofing laborers, janitors, asbestos abatement and removal laborers, handling of materials treated with oil, creosote, chloride, asphalt, and/or foreign material harmful to skin or clothing, Laborers with de-watering systems, gunnite nozzle men, laborers tending masons with hot material or where foreign materials are used, Laborers handling masterplate or similar materials, laser beam operator, concrete burning machine operator, material selector men working with firebrick or combustible material, dynamite men, track laborers, cement handlers, chloride handlers, the unloading and laborers with steel workers and re-bars, concrete workers (wet), luteman, asphalt raker, curb asphalt machine operator, ready mix scalemen, permanent, portable or temporary plant drilling machine operator, plaster tenders, underpinning and shoring of buildings, fire watch, signaling of all power equipment, to include trucks excavating equipment, etc., tree topper or trimmer when in connection to construction, tunnel helpers in free air, batch dumpers, kettle and tar men, tank cleaners, plastic installers, scaffold workers, motorized buggies or motorized unit used for wet concrete or handling of building materials, sewer workers, rod and chain men, vibrator operators, mortar mixer operator, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers, on concrete paving, placing, cutting and tying of reinforcing, deck hand, dredge hand and shore laborers, bankmen on floating plant, asphalt workers with machine & layers, grade checker, power tools, caisson workers, lead man on sewer work, welders, cutters, burners and torch men, chain saw operators, paving breaker, jackhammer and drill operator, layout man and/or drainage tile layer, steel form setters -- street and highway, air tamping hammerman, signal man on crane, concrete saw operator, screen man on asphalt pavers, front end man on chip spreader, multiple concrete duct -- lead man.

LABORER, SKILLED - HIGHWAY

The skilled laborer heavy and highway (HWY) classification shall

encompass the following types of work, irrespective of the site of the work: handling of materials treated with oil, creosote, asphalt and/or any foreign materials harmful to skin or clothing, track laborers, 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, 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, vibrator operators, mortar mixer operators, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers plus depth, on concrete paving, placing, cutting and tying or reinforcing, deck hand, dredge hand shore laborers, bankmen on floating plant, asphalt workers with machine, and layers, grade checker, power tools, stripping of all concrete forms excluding paving forms, dumpmen and spotters, when necessary, caisson workers plus depth, gunnite nozzle men, welders, cutters, burners and torchmen, chain saw operators, paving breaker, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setters - street and highway, air tamping hammerman, signal man on crane, concrete saw operator, screedman on asphalt pavers, front end man on chip spreader, multiple concrete duct, luteman, asphalt raker, curb asphalt machine operator, ready mix scalemen (portable or temporary plant), laser beam operator, concrete burning machine operator, and coring machine operator.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

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

Class 4. Low Boy and Oil Distributors.

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

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

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

OPERATING ENGINEERS - BUILDING

Class 1. Cranes; Overhead Cranes; Gradall; All Cherry Pickers; Mechanics; Central Concrete Mixing Plant Operator; Road Pavers (27E - Dual Drum - Tri Batchers); Blacktop Plant Operators and Plant Engineers; 3 Drum Hoist; Derricks; Hydro Cranes; Shovels; Skimmer Scoops; Koehring Scooper; Drag Lines; Backhoe; Derrick Boats; Pile Drivers and Skid Rigs; Clamshells; Locomotive Cranes; Dredge (all types) Motor Patrol; Power Blades - Dumore - Elevating and similar types; Tower Cranes (Crawler-Mobile) and Stationary; Crane-type Backfiller; Drott Yumbo and similar types considered as Cranes; Caisson Rigs; Dozer; Tournadozer; Work Boats; Ross Carrier; Helicopter; Tournapulls - all and similar types; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser; CMI, CMI Belt Placer, Auto Grade & 3 Track and similar types; Side Booms; Multiple Unit Earth Movers; Creter Crane; Trench Machine; Pump-crete-Belt Crete-Squeeze Cretes-Screw-type Pumps and Gypsum; Bulker & Pump - Operator will clean; Formless Finishing Machine; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Wheel Tractors (industrial or Farm-type w/Dozer-Hoe-Endloader or other attachments); F.W.D. & Similar Types; Vermeer Concrete Saw.

Class 2. Dinkeys; Power Launches; PH One-pass Soil Cement Machine (and similar types); Pugmill with Pump; Backfillers; Euclid Loader; Forklifts; Jeeps w/Ditching Machine or other attachments; Tuneluger; Automatic Cement and Gravel Batching Plants; Mobile Drills (Soil Testing) and similar types; Gurries and Similar Types; (1) and (2) Drum Hoists (Buck Hoist and Similar Types); Chicago Boom; Boring Machine & Pipe Jacking Machine; Hydro Boom; Dewatering System; Straw Blower; Hydro Seeder; Assistant Heavy Equipment Greaser on Spread; Tractors (Track type) without Power Unit pulling Rollers; Rollers on Asphalt -- Brick Macadem; Concrete Breakers; Concrete Spreaders; Mule Pulling Rollers; Center Stripper; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Cement Finishing Machine; Barber Green or similar loaders; Vibro Tamper (All similar types) Self-propelled; Winch or Boom Truck; Mechanical Bull Floats; Mixers over 3 Bag to 27E; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Truck Type Hoptoe Oilers; Fireman; Spray Machine on Paving; Curb Machines; Truck Crane Oilers; Oil Distributor; Truck-Mounted Saws.

Class 3. Air Compressor; Power Subgrader; Straight Tractor; Trac Air without attachments; Herman Nelson Heater, Dravo, Warner, Silent Glo, and similar types; Roller: Five (5) Ton and under on Earth or Gravel; Form Grader; Crawler Crane & Skid Rig Oilers; Freight Elevators - permanently installed; Pump; Light Plant; Generator; Conveyor (1) or (2) - Operator will clean; Welding Machine; Mixer (3) Bag and Under (Standard Capacity with skip); Bulk Cement Plant; Oiler on Central Concrete Mixing Plant.

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Cranes; Hydro Crane; Shovels; Crane Type Backfiller; Tower Cranes - Mobile & Crawler & Stationary; Derricks & Hoists (3 Drum); Draglines; Drott Yumbo & similar types considered as Cranes; Back Hoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive - Cranes; Road Pavers - Single Drum - Dual Drum - Tri Batchers; Motor Patrols & Power Blades - Dumore - Elevating & Similar Types; Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operators and Plant Engineers; Gradall; Caisson Rigs; Skimmer Scoop - Koehring Scooper; Dredges (all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls - all and similar types; Multiple Unit Earth Movers; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine;

Slip Form Paver; Rock Crusher; Heavy Equipment Greaser (top greaser on spread); CMI, Auto Grade, CMI Belt Placer & 3 Track and similar types; Side Booms; Starting Engineer on Pipeline; Asphalt Heater & Planer Combination (used to plane streets); Wheel Tractors (with dozer, hoe or endloader attachments); F.W.D. and Similar types; Blaw Knox Spreader and Similar types; Trench Machines; Pump Crete - Belt Crete - Squeeze Crete - screw type pumps and gypsum (operator will clean); Formless Finishing Machines; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Vermeer Concrete Saw.

Class 2. Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; P-H One Pass Soil Cement Machines and similar types; Wheel Tractors (Industry or farm type - other); Back Fillers; Euclid Loader; Fork Lifts; Jeep w/Ditching Machine or other attachments; Tunneluger; Automatic Cement & Gravel Batching Plants; Mobile Drills - Soil Testing and similar types; Pugmill with pump; All (1) and (2) Drum Hoists; Dewatering System; Straw Blower; Hydro-Seeder; Boring Machine; Hydro-Boom; Bump Grinders (self-propelled); Assistant Heavy Equipment Greaser; Apsco Spreader; Tractors (track-type) without Power Units Pulling Rollers on Asphalt - Brick or Macadam; Concrete Breakers; Concrete Spreaders; Cement Strippers; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Vibro-Tampers (all similar types self-propelled); Mechanical Bull Floats; Self-propelled Concrete Saws; Mixers-over three (3) bags to 27E; Winch and Boom Trucks; Tractor Pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Mule Pulling Rollers; Pugmill without Pump; Barber Greene or similar Loaders; Track Type Tractor w/Power Unit attached (minimum); Fireman; Spray Machine on Paving; Curb Machines; Paved Ditch Machine; Power Broom; Self-Propelled Conveyors; Power Subgrader; Oil Distributor; Straight Tractor; Truck Crane Oiler; Truck Type Oilers; Directional boring machine; Horizontal directional drill.

Class 3. Straight framed articulating end dump vehicles and Truck mounted vac unit (separately powered); Trac Air Machine (without attachments); Herman Nelson Heater, Dravo Warner, Silent Glo & similar types; Rollers - five ton and under on earth and gravel; Form Graders; Pumps; Light Plant; Generator; Air Compressor (1) or (2); Conveyor; Welding Machine; Mixer - 3 bags and under; Bulk Cement Plant; Oilers.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 618/993-7271 for wage rates or clarifications.

LANDSCAPING

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

classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.