

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.

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RETURN WITH BID

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. 76B78
WASHINGTON County
Section (31-2,32-2)RS-2
District 8 Construction Funds
Route FAP 322**

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

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Questions Regarding	Call
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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. 76B78
WASHINGTON County
Section (31-2,32-2)RS-2
Route FAP 322
District 8 Construction Funds**

4.64 miles of milling, HMA surface and striping on US 51 from south of I-64 to Jefferson County line.

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 -

76B78

State Job # - C-98-046-08
 PPS NBR - 8-70057-0000
 County Name - WASHINGTON- -
 Code - 189 - -
 District - 8 - -
 Section Number - (31-2,32-2)RS-2

Project Number

Route
 FAP 322

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X4421000	PARTIAL DEPTH PATCH	TON	59.300				
X4422030	PARTIAL DEPTH REM 3	SQ YD	353.300				
X7800100	PT PVT MK- RAISED MED	SQ FT	65.600				
X7800200	PAINT PVT MARK CURB	FOOT	1,251.000				
Z0070100	SURV MONUMENT COV ASY	EACH	3.000				
40600200	BIT MATLS PR CT	TON	65.200				
40600300	AGG PR CT	TON	312.500				
40600635	LEV BIND MM N70	TON	5,928.000				
40600895	CONSTRUC TEST STRIP	EACH	1.000				
40600982	HMA SURF REM BUTT JT	SQ YD	2,435.000				
40600990	TEMPORARY RAMP	SQ YD	425.000				
40603340	HMA SC "D" N70	TON	11,894.000				
40800020	BIT MATLS PR CT	TON	1.900				
40800030	AGG PR CT	TON	9.100				
40800050	INCIDENTAL HMA SURF	TON	432.000				

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Project Number

Route
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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44000152	HMA SURF REM 3/4	SQ YD	120,568.000				
44000158	HMA SURF REM 2 1/4	SQ YD	20,611.000				
44300200	STRIP REF CR CON TR	FOOT	414.000				
48102100	AGG WEDGE SHLD TYPE B	TON	1,141.000				
48203100	HMA SHOULDERS	TON	5,375.000				
60300105	FR & GRATES ADJUST	EACH	1.000				
60300305	FR & LIDS ADJUST	EACH	1.000				
63000002	SPBGR TY A 6.75 POSTS	FOOT	50.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	3.000				
63100169	TR BAR TRM T1 SPL FLR	EACH	1.000				
63200310	GUARDRAIL REMOV	FOOT	175.000				
63301210	REM RE-E SPBGR TY A	FOOT	2,275.000				
63302000	REM RE-E T B TERM T2	EACH	5.000				
67000400	ENGR FIELD OFFICE A	CAL MO	11.000				
67100100	MOBILIZATION	L SUM	1.000				

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Project Number

Route
 FAP 322

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70100420	TRAF CONT-PROT 701411	EACH	4.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				
70100825	TRAF CONT-PROT 701456	L SUM	1.000				
70300100	SHORT-TERM PAVT MKING	FOOT	28,568.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	1,123.200				
70300220	TEMP PVT MK LINE 4	FOOT	331,281.000				
70300250	TEMP PVT MK LINE 8	FOOT	12,306.000				
70300260	TEMP PVT MK LINE 12	FOOT	2,337.000				
70300280	TEMP PVT MK LINE 24	FOOT	255.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	2,613.000				
78000200	THPL PVT MK LINE 4	FOOT	110,427.000				
78000500	THPL PVT MK LINE 8	FOOT	4,102.000				
78000600	THPL PVT MK LINE 12	FOOT	779.000				
78000650	THPL PVT MK LINE 24	FOOT	85.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
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76B78

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 County Name - WASHINGTON- -
 Code - 189 - -
 District - 8 - -
 Section Number - (31-2,32-2)RS-2

Project Number

Route

FAP 322

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78004200	PREF PL PM TB INL L&S	SQ FT	374.400				
78100100	RAISED REFL PAVT MKR	EACH	742.000				
78200300	PRISMATIC CURB REFL	EACH	243.000				
78200410	GUARDRAIL MKR TYPE A	EACH	10.000				
78201000	TERMINAL MARKER - DA	EACH	4.000				
78300200	RAISED REF PVT MK REM	EACH	644.000				

CONTRACT NUMBER

76B78

THIS IS THE TOTAL BID

\$ _____

NOTES:

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

RETURN WITH BID

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

I. GENERAL

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

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

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

II. ASSURANCES

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

B. Felons

1. The Illinois Procurement Code provides:

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

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

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

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

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

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

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

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

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

RETURN WITH BID

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

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

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

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

E. Inducements

1. The Illinois Procurement Code provides:

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

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

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

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

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

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

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

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

H. Confidentiality

1. The Illinois Procurement Code provides:

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

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

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

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

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

III. CERTIFICATIONS

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

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

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

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

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

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

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

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

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

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

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

C. Educational Loan

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

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

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

D. Bid-Rigging/Bid Rotating

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

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

RETURN WITH BID

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

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

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

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

E. International Anti-Boycott

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

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

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

F. Drug Free Workplace

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

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

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

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

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

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

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

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

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

RETURN WITH BID

G. Debt Delinquency

1. The Illinois Procurement Code provides:

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

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

H. Sarbanes-Oxley Act of 2002

1. The Illinois Procurement Code provides:

Section 50-60(c).

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

I. Addenda

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

J. Section 42 of the Environmental Protection Act

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

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

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

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

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

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

RETURN WITH BID

M. Disclosure of Business Operations in Iran

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

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

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

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

Check the appropriate statement:

Company has no business operations in Iran to disclose.

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

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

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

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

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

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

TO BE RETURNED WITH BID

IV. DISCLOSURES

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

B. Financial Interests and Conflicts of Interest

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

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

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

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

C. Disclosure Form Instructions

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

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

CERTIFICATION STATEMENT

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: _____
Signature of Individual or Authorized Representative Date

NOT APPLICABLE STATEMENT

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

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

Signature of Authorized Representative Date

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ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B Other Contracts & Procurement Related Information Disclosure

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

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

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

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

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

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

THE FOLLOWING STATEMENT MUST BE CHECKED

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. 76B78
 WASHINGTON County
 Section (31-2,32-2)RS-2
 Route FAP 322
 District 8 Construction Funds

PART I. IDENTIFICATION

Dept. Human Rights # _____ Duration of Project: _____
 Name of Bidder: _____

PART II. WORKFORCE PROJECTION

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

TABLE A

TABLE B

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

CURRENT EMPLOYEES TO BE ASSIGNED TO CONTRACT			
TOTAL EMPLOYEES		MINORITY EMPLOYEES	
M	F	M	F

TABLE C

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

FOR DEPARTMENT USE ONLY

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

Note: See instructions on page 2

RETURN WITH BID

**Contract No. 76B78
WASHINGTON County
Section (31-2,32-2)RS-2
Route FAP 322
District 8 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. 76B78
WASHINGTON County
Section (31-2,32-2)RS-2
Route FAP 322
District 8 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. 76B78
WASHINGTON County
Section (31-2,32-2)RS-2
Route FAP 322
District 8 Construction Funds**



Illinois Department of Transportation



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. 76B78
WASHINGTON County
Section (31-2,32-2)RS-2
Route FAP 322
District 8 Construction Funds**

4.64 miles of milling, HMA surface and striping on US 51 from south of I-64 to Jefferson County line.

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

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

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

By Order of the
Illinois Department of Transportation

Gary Hannig,
Acting Secretary

INDEX
 FOR
 SUPPLEMENTAL SPECIFICATIONS
 AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2009

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

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

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STATE OF ILLINOIS

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 322 (US 51); Section (31-2, 32-2)RS-2; Washington County; Contract No. 76B78 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

FAP 322 (US 51) from 0.4 miles South of I-64 to the Jefferson County Line.

DESCRIPTION OF PROJECT

Milling, patching and resurfacing of 4.64 miles multi-lane pavement on US 51 and ramp tie-ins at I-64 and IL 177. Items of work include: Partial Depth Patching, Hot-Mix Asphalt Surface Removal (3/4" and 2 1/4"), Leveling Binder (MM), Hot-Mix Asphalt Surface Course, Hot-Mix Asphalt Shoulders, Thermoplastic Pavement Marking, Preformed Plastic Pavement Marking, Guardrail Removal and Re-Erection, Inlet Adjustment, Aggregate Wedge Shoulders, Traffic Control and all other necessary and collateral work required to complete the project.

MONTHLY LABOR SUMMARY AND ACTIVITY REPORTING SYSTEM

Effective: 1-1-1995

Revised: June 2001

I. Monthly Labor Summary Report, Form SBE 148

The prime contractor and each first and second tier sub-contractor, (hereinafter referred to as "subcontractor") shall submit a certified Monthly Labor Summary Report directly to the District Engineer.

This report is in lieu of submittal of the Monthly Workforce Analysis Report, Form SBE 956.

This report must be received in District Eight no later than the tenth day of the next month.

This Report shall be submitted by the prime contractor and each subcontractor, for each consecutive month, from the start, to the completion of their work on the contract.

The data source for this Report will be a summation of all personnel and hours worked on each subject contract for the month based on weekly payrolls for that month.

The Monthly Labor Summary Report is required to be submitted in one of the following formats:

- a.) For contractors having IDOT contracts valued in the aggregate at \$250,000 or less, the report may be typed or clearly handwritten using Form SBE 148 for submittal to the District Engineer for District Eight.
- b.) For contractors having IDOT contracts valued in the aggregate at more than \$250,000, the report must be submitted in a specific "Fixed Length Comma Delimited ASCII Text File Format". The subject file format is detailed on the next page. Submittal of this file may be by 3.5 inch disk, modem, or by e-mail.

II. Monthly Contract Activity Report, Form SBE 248

The prime contractor and each subcontractor shall submit a monthly report directly to the District Engineer reflecting their contract activity on all Illinois Department of Transportation contracts they have in force in District Eight.

This report shall be submitted for each consecutive month, from the start, to the completion of all contracts in District Eight.

The report must be received in the District Office no later than the tenth day of the next month.

Monthly Labor Summary and Activity Reporting System Codes and Formats

Indicated below for your reference are the Employee Codes and File Formats required for this system.

I.) Monthly Labor Summary Report, Form SBE 148

The following employee codes are to be used to identify each individual on the Summary Report:

- 1. **Gender:** M - Male F - Female
- 2. **Ethnic Group:** 1 - White 2 - Black 3 - Hispanic
4 - American Indian/Alaskan Native 5 - Asian/Pacific Islander
- 3. **Work Classification:** OF - Official SU - Supervisor FO - Foremen
CL - Clerical CA - Carpenter EO - Operator ME - Mechanic
TD - Truck Driver IW - Ironworker PA - Painter OT - Other
EL - Electrician PP - Pipefitter TE - Technical LA - Laborer
CM - Cement Mason
- 4. **Employee Status:** O - Owner Operator J - Journeyman
C - Company A - Apprentice T - Trainee

Specific "Fixed Length Comma Delimited ASCII File Format"

Order	Field Name	Type	Size
1	Contractor Number	A	4
2	Contractor Reference Number	A	6
3	Contract Number	A	5
4	Period (07/28/2000)	D	10
5	SSN (111-11-1111)	A	11
6	Name	A	40
7	Gender	A	1
8	Ethnic Group	A	1
9	Work Classification	A	1
10	Employee Status	A	1
11	Total Hours (000060.00)	N	10

File Name Conventions: (Contractor Number + Report Month/Year).Txt
 i.e. 20001298.Txt

II.) Monthly Contract Activity Report, Form SBE 248

The following activity codes are to be used to identify the contractor's contract status each month on the Monthly Activity Report, Form SBE 248:

- A. Contract Status: 1 - Not Started 2 - Active 3 - No Work
 4 - Suspended 5 - Complete

Failure to comply with this special provision may result in the withholding of payments to the contractor, and/or cancellation, termination, or suspension of the contract in whole or part.

Compliance with this Special Provision shall be considered incidental to the cost of the contract and no additional compensation will be allowed for any costs incurred.

All prime and subcontractors having contracts in the aggregate exceeding \$250,000 must provide a "Fixed Length Comma Delimited ASCII File" for approval prior to the start of construction.

This Special Provision must be included in each subcontract agreement.

The Department of Transportation is requesting disclosure of information necessary to accomplish the statutory purpose as outlined under 23CFR part 230 and 41CFR part 60.4 and the Illinois Human Rights Act. Disclosure of this information is REQUIRED. Failure to comply with this special provision may result in the withholding of payments to the contractor, and/or cancellation, termination, or suspension of the contract in whole or part.

Compliance with this Special Provision shall be considered incidental to the cost of the contract and no additional compensation will be allowed for any costs incurred.

This Special Provision must be included in each subcontract agreement.

SURVEY MONUMENT COVER ASSEMBLY

Effective: February 5, 1975

Revised: November 1, 2006

This item shall consist of furnishing and placing a survey monument cover assembly as shown and specified in the plans at all section, sub-section monuments, landmarks, and pavement alignment control points that might occur in the pavement.

The Contractor may be directed by the Engineer to remove existing hot-mix asphalt surface in trying to relocate and re-establish such monuments or landmarks in the original pavement. All exploration work will not be paid for separately, but shall be considered included in the cost of the contract.

The Survey Monument Cover Assembly as shown on the plans may require modifications to accommodate the total thickness of hot-mix asphalt surface, existing and/or proposed, on the concrete pavement. In the event the total thickness is greater than 3 in (76 mm), the Contractor may attach a metal cylinder, in a manner meeting the approval of the Engineer, to accommodate the additional height required. In the event the thickness of proposed resurfacing is less than 3 in (76 mm) the Contractor shall have the option of coring the existing pavement to the depth required to install the assembly or the Contractor may remove the bottom portion of the assembly and attach a metal flange 1 in (25 mm) minimum in width to insure proper seating.

The cost of furnishing and placing each assembly as herein specified will be paid for at the contract unit price each for SURVEY MONUMENT COVER ASSEMBLY.

The quantity shown in the plans is estimated and has been included to establish a contract unit price.

The final pay quantity will be adjusted to the number of assemblies actually needed as determined by the Engineer at the contract unit price bid.

HOT-MIX ASPHALT SURFACE REMOVAL W/SKETCH OF ILLINOIS STANDARD W8-I106

Effective: October 1, 1985

Revised: August 10, 2007

This work shall consist of removing bituminous surface to the limits specified on the plans according to Section 440 of the Standard Specifications except as herein modified.

The cuttings from the hot-mix asphalt surface removal shall become the property of the Contractor, unless otherwise noted in the General Notes, and their salvage value shall be reflected in the contract unit price for HOT-MIX ASPHALT SURFACE REMOVAL.

Concrete patches which have to be partially removed will be paid for as HOT-MIX ASPHALT SURFACE REMOVAL.

Manholes and valve vaults which are exposed by the hot-mix asphalt surface removal and transverse cuts at the end of the day which are more than 1/2 inch (12 mm) deep shall be tamped with a bituminous cold mix. The cost of this temporary taper shall be included in HOT-MIX ASPHALT SURFACE REMOVAL.

When the removal width of the machine is less than the width of the lane, the operations shall be planned such that after the hot-mix asphalt surface for a portion of the lane has been removed the remaining portion shall have been removed by the end of the day so that the two passes begin and terminate even with each other.

If the depth of removal is greater than 1/2 inch (12 mm), the removal shall be tapered at the terminating point at the end of each day's operation when the lane is open to traffic.

All materials, equipment, and labor necessary to complete the work and maintenance of the tapers as specified above will be included in the contract unit bid price for HOT-MIX ASPHALT SURFACE REMOVAL.

Where hot-mix asphalt surface removal has been performed and water would be pocketed on the pavement prior to resurfacing, the Contractor shall construct temporary ditches through the shoulder to permit drainage as directed by the Engineer. Where the existing shoulders are hot-mix asphalt, narrow strips of surface removal to permit drainage will be done only on the specific instructions from the Engineer. The Contractor shall repair the shoulder to its original condition after the resurfacing is completed.

After any hot-mix asphalt removal operation has been performed, the Contractor shall erect special "ROUGH GROOVED SURFACE" signs, as shown on the attached sheet, in advance of the construction zone in both directions, if applicable. In addition, these signs shall also be erected along major side streets in advance of the construction zone.

These signs shall remain in place until they are no longer applicable as determined by the Engineer. They shall then be removed by the Contractor and become his property.

The cost of furnishing, erecting, maintaining, and removing these signs will not be paid for separately, but shall be considered in the cost of the HOT-MIX ASPHALT SURFACE REMOVAL.

At the end of each day's work, temporary pavement marking line shall be in place on the planed surface in accordance with Section 703 of the Standard Specifications.

ILLINOIS STANDARD W8-I106



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

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
36X36	36.0	17.2	2.2	24.3	23.5	5.5	10.5	2.5
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES			MAR- GIN	BOR- DER	BLANK STD.
	LINES					
	1	2	3			
36X36	5C	5C	5C	0.6	0.8	B4-36D
48X48	7C	7C	7C	0.8	1.2	B4-48D

All dimensions in inches.

OFFICE COPY MACHINE

Effective: January 1, 1987

Revised: November 1, 2006

The copier specified in Article 670.02 shall meet the following specifications:

- (1) Edge-to-edge copying.
- (2) Up to 11 in x 17 in (275 mm x 425 mm) size for copy-size capabilities.
- (3) A detachable platen cover in order to copy portions of large-bound documents.
- (4) A cabinet stand for the copier.

TELEPHONE ANSWERING MACHINE

Effective: January 11, 1990

Revised: November 1, 2006

The telephone answering machine specified in Article 670.02 shall meet the following minimum specifications:

- (1) Time/Day Indication - A computerized voice records the date and time that each message is received.
- (2) Beeperless Remote - Any remote touch-tone phone can be used to review all messages by the use of an access code.
- (3) Digital System - Pre-recorded and received messages are managed on separate cassettes.
- (4) Conversation Record - The operator can record any phone call.
- (5) Remote Turn-On - Any remote touch-tone phone can be used to turn on the answering machine by the use of an access code.
- (6) Full Message - The Caller is advised if the memory is insufficient to record the call.
- (7) Battery Back-Up - The settings and messages are protected from power failures.
- (8) Two-Line Capacity - Projects that have a second phone line through the provision of a 670.05 Engineer's Field Laboratory shall provide a single phone answering machine that services both lines.

Prior to the purchase of this item, the Contractor shall submit specifications for the proposed machine to the Engineer for his approval.

TRAFFIC CONTROL PLAN

Effective: July 12, 1993

Revised: May 12, 1997

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 "National Manual on Uniform Traffic Control Devices for Streets and Highways", Illinois Supplement to the National Manual of Uniform Traffic Control Devices, these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

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

701006	701011	701101	701306	701311	701400
701406	701411	701426	701456	701901	

In addition, the following Special Provision(s) will also govern traffic control for this project:

- Automated Flagger Assistance Device
- Construction and Maintenance Sign Supports
- Reflective Sheeting on Channelizing Devices
- Flagger at Side Roads and Entrances
- Personal Protective Equipment
- Partial Ramp Closure Freeway/Expressway

CONSTRUCTION AND MAINTENANCE SIGN SUPPORTS

Effective: April 21, 1981

Revised: November 1, 2006

This work shall be done according to Section 1106 of the Standard Specifications and Highway Standard 701901 except as herein modified.

All construction signs mounted on permanent support for use in temporary traffic control having an area of 10 square feet (1 square meter) or more shall be mounted on two 4 in x 4 in (100 mm x 100 mm) or two 4 in x 6 in (100 mm x 150 mm) wood posts.

Type A metal post (two for each sign) conforming to Article 1006.29 of the Standard Specifications may be used in lieu of wood posts. Type A metal posts used for these signs may be unfinished.

This work shall not be paid for separately; but shall be considered included in the cost of the traffic control items in this contract.

COOPERATION BETWEEN CONTRACTORS

It is anticipated that this project will be constructed concurrently with an ongoing highway project located on FAI-64 which includes resurfacing portions of Ramps 1, 2, 3 & 4 (Contract #76A38). The Contractors for each section shall cooperate and coordinate work efforts in accordance with Section 105.08 of the Standard Specifications.

PAINT PAVEMENT MARKING CURB

This work shall consist of painting the concrete curb face between the flowline and the top of curb extending 6-inches on the horizontal top as per the details shown in the plans. Surface preparation and paint application shall be in accordance with Section 780 of the Standard Specifications and as directed by the RE/RT.

This work will be paid for at the contract unit price per foot for PAINT PAVEMENT MARKING CURB, which price shall include all necessary equipment, labor and materials required to clean and prepare the surface and complete the work.

PAINT PAVEMENT MARKING – RAISED MEDIAN

This work shall consist of painting the median ramped noses as shown in the plans. Surface preparation and paint application shall be in accordance with Section 780 of the Standard Specifications and as directed by the RE/RT.

This work will be paid for at the contract unit price per square foot for PAINT PAVEMENT MARKING – RAISED MEDIAN, which price shall include all necessary equipment, labor and materials required to clean and prepare the surface and complete the work.

PARTIAL DEPTH PATCHING

This work shall consist of partial depth removal of existing hot-mix asphalt pavement structure and replacement with hot-mix asphalt (HMA) after the $\frac{3}{4}$ " milling. Materials shall be according to the following Articles/Sections of the Standard Specifications.

<u>Item</u>	<u>Article/Section</u>
(a) Bituminous Material for Prime Coat	406.02
(b) Hot-Mix Asphalt (Note 1)	1030

Note1. The HMA for partial depth patches shall be a binder or surface mixture of the same type as the proposed resurfacing.

Equipment shall be according to the following Articles/Sections of the Standard Specifications

<u>Item</u>	<u>Article/Section</u>
(a) Self-Propelled Milling Machine	1101.16
(b) Concrete Saw	442.03(f)
(c) Wheel Saw	442.03(g)
(d) Rollers	442.03
(e) Mechanical Sweeper	1101.03
(f) Air Equipment (Note 1)	

Note 1: The air equipment shall be capable of supplying compressed air at a minimum pressure of 100 psi and shall have sufficient flow rate to remove all disturbed pavement debris. The equipment shall also be according to ASTM D 4285.

Disposal of waste materials shall be according to Article 202.03 of the Standard Specifications.

Partial depth removal of the pavement shall be accomplished by the use of a milling machine and/or the wheel saw. The minimum patch dimension shall be 24" x 24". Debris from the milling or wheel saw operation shall be removed from the patch area by air equipment or mechanical sweeper and shall remove all disturbed pavement debris and any loose and/or unsound concrete or HMA material.

When the Engineer determines the exposed pavement will be suitable for a partial depth patch, a bituminous prime coat shall be applied according to Article 406.05(b) of the Standard Specifications.

The prepared patch shall be filled with HMA with a maximum lift thickness of 3". Where more than one lift is needed, the top lift shall be a minimum of 2" thick. At the option of the contractor, the 2" top layer may be constructed using HMA surface course. The HMA shall be compacted to the satisfaction of the Engineer.

Patches open to traffic which are high or become rough by rutting, shoving, or heaving shall be corrected by trimming off high areas and/or filling depressions. Filled areas shall be rolled again and compacted to the satisfaction of the Engineer.

Partial depth removal of the HMA pavement will be measured for payment in place and the area computed in square yards and will be paid at the contract unit price per square yard for PARTIAL DEPTH REMOVAL 3". HMA material for partial depth patching will be measured for payment in tons according to Article 406.13 of the Standard Specifications and will be paid for at the contract unit price per ton for PARTIAL DEPTH PATCHING.

STEEL PLATE BEAM GUARDRAIL

The proposed steel plate beam guardrail and traffic barrier terminal items of work included in the plans shall comply with the details in the plans, Articles 630, 631 and 633 of the Standard Specifications and manufacturer's details in order to match the existing guardrail elements that were erected prior to January 1, 2007.

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT) AND (FLARED)

This is the approved list of producers for new end sections to be attached to guardrail installed according to highway standards in effect prior to January 1, 2007.

Illinois Department of Transportation
Bureau of Materials and Physical Research
APPROVED LIST OF TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL
December 17, 2004

Traffic Barrier Terminal, Type 1 Special (Tangent)

Road Systems, Inc.
3616 Old Howard County Airport
Big Spring, Texas 79720
Phone: 915-263-2435

“SKT”

Wood blockouts only. Wood post system only. Posts 1 & 2 to use steel soil tubes (6'-6" or 6'-0" with wood posts). Posts 3 through 8 to use 4'-6" soil tubes with wood posts (soil plates not required), OR posts 3 through 8 may be 6' CRT posts.

Trinity Industries, Inc.
2525 N. Stemmons Freeway
Dallas, TX 75207
Phone: 800-644-7976
or 801-292-4461

“ET-2000”

Wood blockouts only

A wood post system may be used. Posts 1 & 2 to use steel soil tubes (6'-6" or 6'-0" with wood posts). Posts 3 through 8 to use 4'-6" soil tubes with wood posts (soil plates not required), OR posts 3 through 8 may be 6' CRT posts.

OR a system using the Steel Yielding Terminal Post (SYTP) (Posts 2 to 8) and one Hinged Break Away post (HBA) (Post 1) may be used.

Traffic Barrier Terminal, Type 1 Special (Flared)

Energy Absorption Systems, Inc.
One East Wacker Drive
Chicago, IL60601-2076
Phone: 312-467-6750

“REGENT”

Road Systems, Inc.
3616 Old Howard County Airport
Big Spring, Texas 79720
Phone: 915-263-2435

“FLEAT”

Wood post system only.

Trinity Industries, Inc.
2525 N. Stemmons Freeway
Dallas, TX 75207
Phone: 800-644-7976
or 801-292-4461

“SRT-350”

Wood post system only.

DELAYED START OF MULTIPLE CONTRACTS

Effective: November 1, 2001

Add the following after the first paragraph of Article 108.03 of the Standard Specifications:

“Contractors who are the apparent low bidders on multiple contracts in one letting, may submit a written request for waiver within 10 days after bid opening to each of the Regional Engineers in whose region the affected contract is located. The request shall include specific reasons for the delay in a contract prosecution coordination plan and a proposed progress schedule for each contract. Each Regional Engineer will schedule a meeting with the Contractor within 5 working days after receipt of the request for waiver. Schedules for the prosecution of each contract and exact starting dates, as well as dates for preconstruction conferences, for each contract shall be established. Consideration of waivers will not affect award decisions or the procedures followed to execute awarded contracts.

By submission of a delayed start plan, the Contractor understands and agrees that the granting of a delayed start shall not be reason for an extension of time to complete the contract, and that the decision to approve a waiver for any or all contracts will reside with the Department, whose decision will be final.

All delayed working day contracts shall be scheduled for completion, except for off-pavement and/or cleanup work, by November 25, 2009. However, upon starting a working day contract, working days will be charged according to Article 108.04 of the Standard Specifications until the contract is complete.

Completion date contracts will not be extended beyond the date included in the plans due to the granting of a request for delayed start.”

STATUS OF UTILITIES TO BE ADJUSTED

NAME AND ADDRESS OF UTILITY	TYPE	LOCATION	ESTIMATED DATE RELOCATION COMPLETED
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NO UTILITIES TO BE ADJUSTED

The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Sections 102, 103, and Articles 105.07 and 107.20 of the Standard Specifications for Road and Bridge Construction shall apply.

If any utility adjustment or removal has not been completed when required by the Contractor's operation, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's operations were affected.

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 8.0% of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will 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.”

EQUIPMENT RENTAL RATES (BDE)

Effective: August 2, 2007

Revised: January 2, 2008

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

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

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

“(4) Equipment. Equipment used for extra work shall be authorized by the Engineer. The equipment shall be specifically described, be of suitable size and capacity for the work to be performed, and be in good operating condition. For such equipment, the Contractor will be paid as follows.

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

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

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

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

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

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

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

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

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

FLAGGER AT SIDE ROADS AND ENTRANCES (BDE)

Effective: April 1, 2009

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

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

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

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

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

Effective: April 1, 2007

Revised: April 1, 2008

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

"Parameter	Frequency of Tests	Frequency of Tests	Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture	All Other Mixtures	
VMA	Day's production ≥ 1200 tons:	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		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 Gyrotory 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 ≥ 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 209"

HOT-MIX ASPHALT – TRANSPORTATION (BDE)

Effective: April 1, 2008

Revise Article 1030.08 of the Standard Specifications to read:

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

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

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

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

LIQUIDATED DAMAGES (BDE)

Effective: April 1, 2009

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

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

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.”

PARTIAL EXIT RAMP CLOSURE FOR FREEWAY/EXPRESSWAY (BDE)

Effective: January 1, 2009

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

Add the following after the fourth paragraph of Article 701.07 of the Standard Specifications:

“Drop-offs at the edge of pavement greater than 1 1/2 in. (40 mm) caused by the Contractor’s operations will be allowed only on one side of the ramp at a time.”

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

Delete the third paragraph of Article 701.18(e)(3) of the Standard Specifications.

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

“Traffic control and protection required under Standards 701201, 701206, 701306, 701326, 701336, 701406, 701421, 701456, 701501, 701502, 701601, 701602, 701606, 701701 and 701801 will be measured for payment on a lump sum basis.”

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

“TRAFFIC CONTROL AND PROTECTION STANDARD 701456;”

PAVEMENT MARKING REMOVAL (BDE)

Effective: April 1, 2009

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

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

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."

PLASTIC BLOCKOUTS FOR GUARDRAIL (BDE)

Effective: November 1, 2004

Revised: January 1, 2007

Add the following to Article 630.02 of the Standard Specifications:

“(g) Plastic Blockouts (Note 1.)

Note 1. Plastic blockouts may be used in lieu of wood blockouts for steel plate beam guardrail. The plastic blockouts shall be the minimum dimensions shown on the plans and shall be on the Department’s approved list.”

PRISMATIC CURB REFLECTORS (BDE)

Effective: November 1, 2008

Add the following paragraph to the end of Article 782.03 of the Standard Specifications:

“The installed height of the prismatic curb reflectors shall be a maximum of 3/4 in. (19 mm) above the mounting surface. The unit shall have one reflective surface that is placed approximately perpendicular to the mounting surface.”

Add the following Article to Section 1097 of the Standard Specifications:

“1097.04 Prismatic Curb Reflectors. The unit shall provide a reflective area between 1 1/2 sq in. (960 sq mm) and 2 sq in. (1290 sq mm). The base of the marker shall be designed for adhesive mounting.

The unit shall support an 800 lb (360 kg) load. This shall be determined by placing the unit on a flat plate and slowly applying the load by means of another plate evenly to the entire top flat surface of the unit. Breakage or significant deformation of the unit shall constitute failure.

The coefficient of luminous intensity of each reflector shall be equal to or exceed the following minimum values regardless of reflector orientation.

Divergence Angle Degrees	Entrance Angle Degrees	Intensity Candle Power per Foot Candle (candelas/lux)	
		Crystal	Amber
0.2°	0°	14 (1.3)	11 (1.0)
0.2°	+5° *	14 (1.3)	11 (1.0)
0.2°	+10° *	9 (0.8)	7 (0.7)
0.2°	+20° *	5 (0.5)	7 (0.4)

* Traffic side”

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 restocking. 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
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		
	Binder/Leveling Binder	Surface	Polymer Modified
30	35	35	10
50	30	25	10
70	25	20	10
90	20	15	10
105	10	10	10

- 1/ 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. Shheeting 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.”

STEEL PLATE BEAM GUARDRAIL (BDE)

Effective: November 1, 2005

Revised: August 1, 2007

Revise the first paragraph of Article 1006.25 of the Standard Specifications to read:

"1006.25 Steel Plate Beam Guardrail. Steel plate beam guardrail, including bolts, nuts, and washers, shall be according to AASHTO M 180. The guardrail shall be Class A, with a Type II galvanized coating; except the weight (mass) of the coating for each side of the guardrail shall be at least 2.00 oz/sq ft (610 g/sq m). The coating will be determined for each side of the guardrail using the average of at least three non-destructive test readings taken on that side of the guardrail. The minimum average thickness for each side shall be 3.4 mils (86 µm).”

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: April 2, 2005

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

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

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

THERMOPLASTIC PAVEMENT MARKINGS (BDE)

Effective: January 1, 2007

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

“(2) Pigment. The pigment used for the white thermoplastic compound shall be a high-grade pure (minimum 93 percent) titanium dioxide (TiO₂). The white pigment content shall be a minimum of ten percent by weight and shall be uniformly distributed throughout the thermoplastic compound.

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

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

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

White: Daylight Reflectance75 percent min.

*Yellow: Daylight Reflectance45 percent min.

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456”

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

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

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

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 75 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:** _____

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

Effective: April 2, 2004

Revised: April 1, 2009

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

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

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

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

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

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

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

$$SCA = Q \times D$$

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

$$D = MPI_M - MPI_L$$

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

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

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

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

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

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

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

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

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

Attachment

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR STEEL COST ADJUSTMENT

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

Metal Piling	Yes	<input type="checkbox"/>
Structural Steel	Yes	<input type="checkbox"/>
Reinforcing Steel	Yes	<input type="checkbox"/>
Dowel Bars, Tie Bars and Mesh Reinforcement	Yes	<input type="checkbox"/>
Guardrail	Yes	<input type="checkbox"/>
Steel Traffic Signal and Light Poles, Towers and Mast Arms	Yes	<input type="checkbox"/>
Metal Railings (excluding wire fence)	Yes	<input type="checkbox"/>
Frames and Grates	Yes	<input type="checkbox"/>

Signature: _____ **Date:** _____

3/26/2009
 3/26/2009
 C:\www\www\pavides\all\road\ad8119777\4876278-a1-r-plan.dgn

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED

FAP 322 (US 51)

SECTION (31-2,32-2)RS-2

WASHINGTON COUNTY

RESURFACING

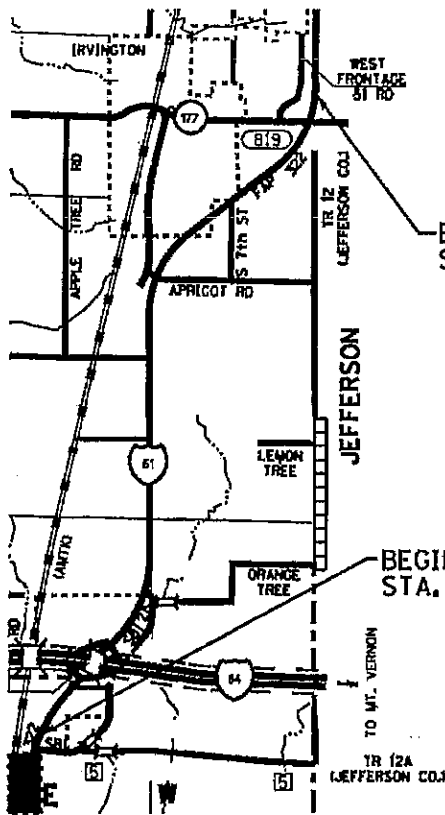
C-98-046-08

FOR INDEX OF SHEETS SEE SHEET NO. 2



LOCATION OF SECTION INDICATED THUS ■

D-98-050-08



END PROJECT
 STA. 575+00

BEGIN PROJECT
 STA. 330+00

ADT	
S. OF CYPRESS RD	N. OF CYPRESS RD
2007 ADT = 4550	2007 ADT = 4150
2029 ADT = 5600	2029 ADT = 5100
3.8% SU	3.6% SU
6.0% MU	7.2% MU

JOINT UTILITY LOCATION
 INFORMATION FOR EXCAVATIONS
 PHONE: (800) 892-0123

LOCATION MAP

GROSS LENGTH = 24,510 FT (4.64 MI)
 NET LENGTH = 24,510 FT (4.64 MI)

FOR STATION EQUATIONS
 SEE SHEET NO. 23

CONTRACT NO. 76B78

PROJECT ENGINEER: PATTI LEBEAU (618) 346-3179
 SQUAD LEADER: CHERYL KEPLAR (618) 346-3186

SUBMITTED April 7, 2009

May C Lami
 DEPUTY DIRECTOR OF HIGHWAYS
 REGION FIVE ENGINEER

PASSED _____

ENGINEER OF DESIGN & ENVIRONMENT

APPROVED _____

DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS
 PLOT DATE: 3/26/2009

TOTAL SHEETS	SHEET NO.
55	2
CONTRACT NO. 76B7B	

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS AND HIGHWAY STANDARDS
- 3-4 GENERAL NOTES
- 5-8 SUMMARY OF QUANTITIES
- 9-18 TYPICAL SECTIONS - (US 51)
- 19-20 TYPICAL SECTIONS - RAMPS (I-64)
- 21-22 TYPICAL SECTIONS - RAMPS (IL 177)
- 23-24 LOCATION MAPS
- 25-37 SCHEDULES
- 38-43 DETAILS - PAVING JOINTS
- 44 DETAILS - CROSSOVERS
- 45 DETAILS - RAMP GORES (IL 177)
- 46-47 DETAILS - SIDE ROADS
- 48-51 DETAILS - PAVEMENT MARKINGS
- 52-55 DETAILS - GUARDRAIL

STANDARDS

- 000001-05 701400-03
- 635006-03 701406-05
- 635011-02 701411-05
- 701006-03 701426-03
- 701011-02 701456
- 701101-02 701901-01
- 701306-02 780001-02
- 701311-03 781001-03

PROJECT LIMITS

POSITION	LATITUDE	LONGITUDE
START	38°-23'-02.6" N	89°-10'-34.6" W
END	38°-26'-34.4" N	89°-08'-41.5" W

INDEX OF SHEETS

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE#
DATE-TIME#
JOB-SECT#

TOTAL SHEETS	SHEET NO.
55	3
CONTRACT NO.: 76B78	

GENERAL NOTES

- ① THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT.
 - ② THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION.
 - ③ IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSURE THAT ADJACENT PAVEMENT & APPURTENANCES ARE NOT DAMAGED DURING ANY CONSTRUCTION OPERATION.
 - ④ ROAD CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT EACH END OF THE PROJECT PLUS INTERSECTING SIDE ROADS AND ENTRANCE RAMP. THE COST FOR THIS WORK WILL BE INCIDENTAL TO THE COST BID FOR TRAFFIC CONTROL AND PROTECTION PAY ITEMS. ALL TRAFFIC CONTROL SIGNS SHALL BE (48" X 48") AND FLUORESCENT ORANGE.
 - ⑤ THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR ITS UTILITIES WITHIN THE PROJECT LIMITS. IF HIGHWAY LIGHTING AND/OR ITS UTILITIES EXIST WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. IF LOCATING UNDERGROUND CABLE IS NOT INCLUDED AS PART OF THE PLANS, THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
 - ⑥ CARE SHALL BE TAKEN AT ALL SIDE ROADS DURING MILLING OPERATIONS TO ENSURE THAT THE PROPOSED HMA RESURFACING WILL MEET THE EXISTING SIDE ROADS AS SHOWN ON THE DETAIL.
 - ⑦ NO OVERNIGHT LANE CLOSURES WILL BE PERMITTED.
 - ⑧ SIDE ROADS, ENTRANCES AND RAMP SHALL BE OPEN TO TRAFFIC AT ALL TIMES.
 - ⑨ FLAGGERS SHALL BE PRESENT DURING ALL LANE CLOSURE HOURS INCLUDING LUNCH HOUR PERIODS. WHEN FLAGGERS ARE NOT REQUIRED, FLAGGER SIGNS MUST BE REMOVED OR COVERED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - ⑩ PRIOR TO MILLING OPERATIONS, THE RE/RT SHALL RECORD AND DOCUMENT ALL EXISTING PAVEMENT MARKINGS AND THEIR LOCATIONS INCLUDING ALL LANE MARKINGS, CROSS-WALKS, STOP-BARS AND SYMBOLS. AFTER COMPLETION OF HMA OVERLAY OPERATIONS THE PROPOSED THERMOPLASTIC PAVEMENT MARKING OR PREFORMED PLASTIC SYMBOLS SHALL BE PLACED AT THE EXISTING DOCUMENTED LOCATIONS OR AS DIRECTED ON THE PLAN SHEETS.
 - ⑪ THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
 - ⑫ ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT LIMITS ARE AS FOLLOWS:
 - AMEREN IP (BURIED GAS)
 - AMEREN IP ELECTRIC (AERIAL & BURIED ELECTRIC)
 - AT&T CORPORATION (AERIAL & BURIED COMMUNICATIONS)
 - CHARTER COMMUNICATIONS, INC. (AERIAL & BURIED CABLE TV)
 - COUNTRYMARK COOPERATIVE, LLP (BURIED PIPELINE)
 - FRONTIER COMMUNICATIONS COMPANY (AERIAL & BURIED COMMUNICATIONS)
 - HOYLETON RURAL WATER COMPANY (BURIED WATER)
 - VILLAGE OF IRVINGTON (BURIED WATER & SANITARY SEWER)
 - VILLAGE OF RICHVIEW (BURIED WATER & SANITARY SEWER)
 - TRI-COUNTY ELECTRIC COOPERATIVE, INC. (AERIAL & BURIED ELECTRIC)
- MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY *. NON J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

GENERAL NOTES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: 3/9/2009

⑬ THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE	SURFACE	LEVEL BINDER	BINDER / PATCHING	INCIDENTAL SURF
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	15%	10%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION (GRADATION MIXTURE)	IL 12.5/9.5	IL 9.5	IL 19.0	
FRICITION AGG	MIXTURE "D"	MIXTURE "C"	MIXTURE "B"	MIXTURE "D"

MIXTURE USE	PARTIAL DEPTH PATCH	SHOULDERS	TOP LIFT SHOULDERS
AC/PG	PG 64-22		PG 64-22
RAP % (MAX)	10%		30%
DESIGN AIR VOIDS	4.0% @ Ndes=70		**2.0% @ Ndes=30
MIX COMPOSITION (GRADATION MIXTURE)			
FRICITION AGG	MIXTURE "D"		BAM

** TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB / SQ YD / IN (59.8 KG / SQ M / 25 MM THICKNESS)

- ⑭ SHORT TERM PAVEMENT MARKING SHALL BE PLACED ON THE MILLED SURFACE, PRIMED SURFACE, LEVELING BINDER AND THE FINAL HMA SURFACE. ONLY REMOVAL FROM THE HOT-MIX ASPHALT SURFACE COURSE SHALL BE PAID FOR AS WORK ZONE PAVEMENT MARKING REMOVAL (SQ FT).
- ⑮ ALL TEMPORARY PAVEMENT MARKINGS PLACED ON THE FINAL SURFACE SHALL BE INSTALLED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE FINAL PERMANENT PAVEMENT MARKINGS.

NO COMMITMENTS

GENERAL NOTES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME-

SUMMARY OF QUANTITIES

TOTAL SHEETS	SHEET NO.
55	5
CONTRACT NO. 76B78	

CODE NO	ITEM	UNIT	CONST CODE 100 STATE 1000 TOTAL QUANTITIES
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	65.2
40600300	AGGREGATE (PRIME COAT)	TON	312.5
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	5928
40600895	CONSTRUCTING TEST STRIP	EACH	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2435
40600990	TEMPORARY RAMP	SQ YD	425
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	11894
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	1.9
40800030	AGGREGATE (PRIME COAT)	TON	9.1
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	432
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	120568
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	20611
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	414
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1141
48203100	HOT-MIX ASPHALT SHOULDERS	TON	5375
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1

SUMMARY OF QUANTITIES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

##DATE##
DATE-TIME
PER-SPEC

SUMMARY OF QUANTITIES

TOTAL SHEETS	SHEET NO.
55	6
CONTRACT NO. 1 76278	

CODE NO	ITEM	UNIT	CONST CODE
			TOTAL QUANTITIES
* 6300002	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6.75 FOOT POSTS	FOOT	100/1000 50
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1
63200310	GUARDRAIL REMOVAL	FOOT	175
* 63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL; TYPE A	FOOT	2275
* 63302000	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	5
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	11
67100100	MOBILIZATION	L SUM	1
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	4
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	28568
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1123.2

* Specialty Items

SUMMARY OF QUANTITIES

FAP 322 (US 51)
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WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE
DATE-TIME
ORN-SPEC

SUMMARY OF QUANTITIES

TOTAL SHEETS	SHEET NO.
55	7
CONTRACT NO. 76B78	

CODE NO	ITEM	UNIT	CONST CODE
			TOTAL QUANTITIES
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	331281
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	12306
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2337
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	255
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2613
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	110427
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	4102
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	779
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	85
* 78004200	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LETTERS AND SYMBOLS	SQ FT	374.4
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	742
* 78200300	PRISMATIC CURB REFLECTOR	EACH	243
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	10
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	644
X4421000	PARTIAL DEPTH PATCHING	TON	59.3

SUMMARY OF QUANTITIES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

*Specialty Items

PLOT DATE: DATE-TIME

DATE: DATE-TIME
DATE-TIME
DATE-TIME

SUMMARY OF QUANTITIES

TOTAL SHEETS	SHEET NO.
55	8
CONTRACT NO. 7687B	

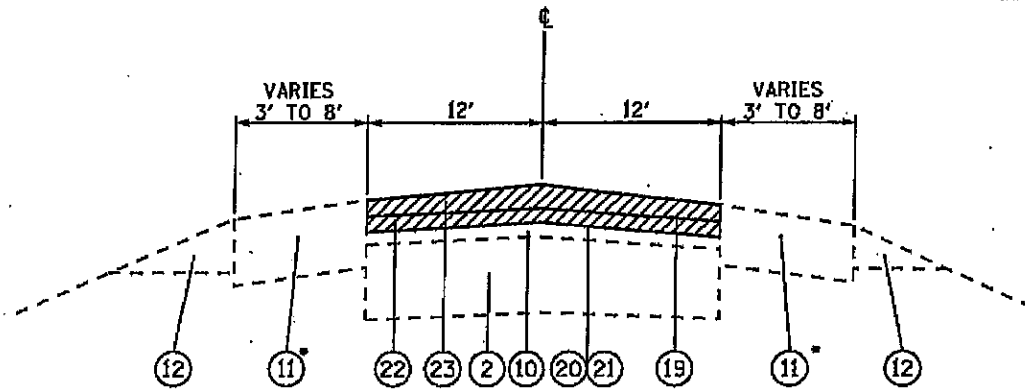
CODE NO	ITEM	UNIT	CONST CODE
			TOTAL QUANTITIES
X4422030	PARTIAL DEPTH REMOVAL 3"	SQ YD	353.3
* X7800100	PAINT PAVEMENT MARKING - RAISED MEDIAN	SQ FT	65.6
* X7800200	PAINT PAVEMENT MARKING CURB	FOOT	1251
Z0070100	SURVEY MONUMENT COVER ASSEMBLY	EACH	3

** Specialty Items*


SUMMARY OF QUANTITIES

FAP 322 (US 51)
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WASHINGTON COUNTY
RESURFACING

PLOT DATE: _DATE-TIME_



FA ROUTE 322 TYPICAL SECTION
STA. 330+00 TO STA. 335+00

 - HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

(*EXISTING HOT-MIX ASPHALT SHOULDER - STA. 332+00 TO STA. 335+00
3' WIDE AT STA. 332+00, 8' WIDE AT STA. 335+00)

- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

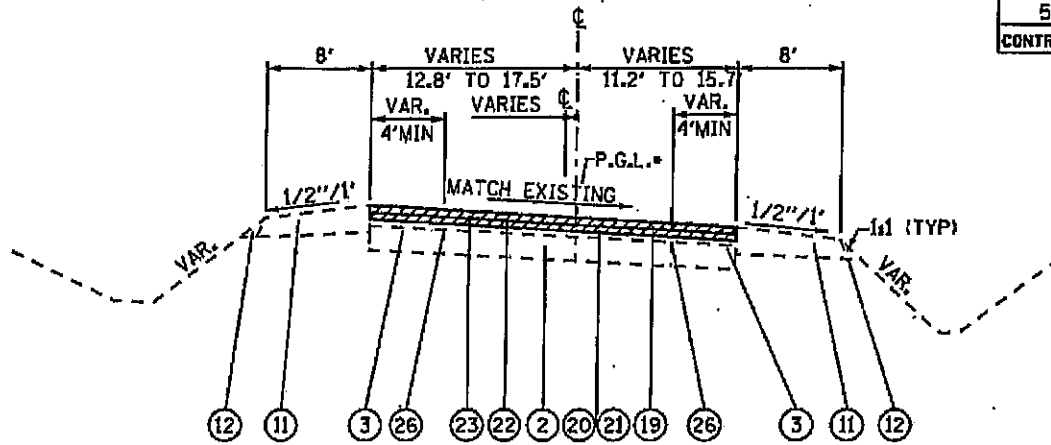
TYPICAL SECTIONS
(US 51)

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

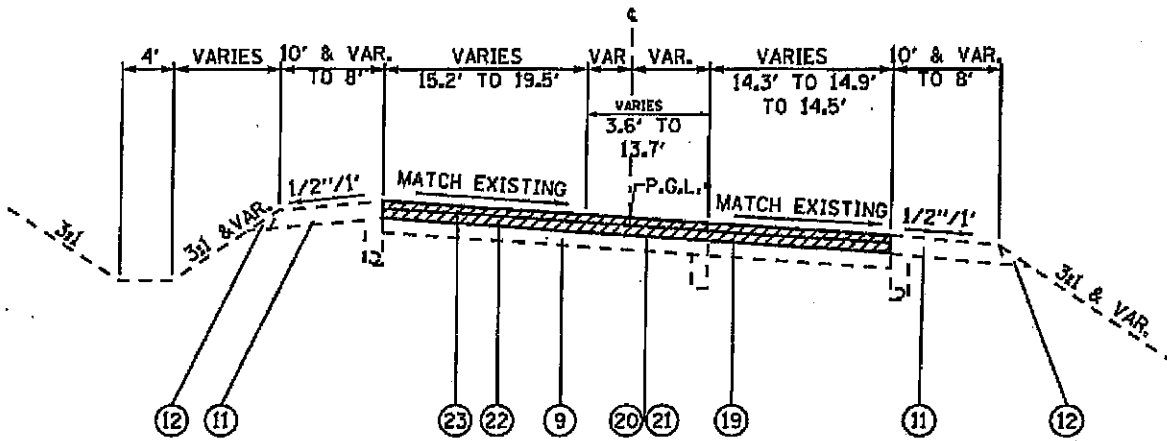
PLOT DATE: DATE-TIME

#DATE-TIME
#DATE-TIME
#DATE-TIME


TOTAL SHEETS	SHEET NO.
55	10
CONTRACT NO. 76B7E	



F.A. ROUTE 322 TYPICAL SECTION
 STA. 335+00 TO STA. 338+07.7
 *PAVEMENT IS SUPERELEVATED AROUND P.G.L.



F.A. ROUTE 322 TYPICAL SECTION
 STA. 338+07.7 TO STA. 339+96
 *PAVEMENT IS SUPERELEVATED AROUND P.G.L.

 - HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

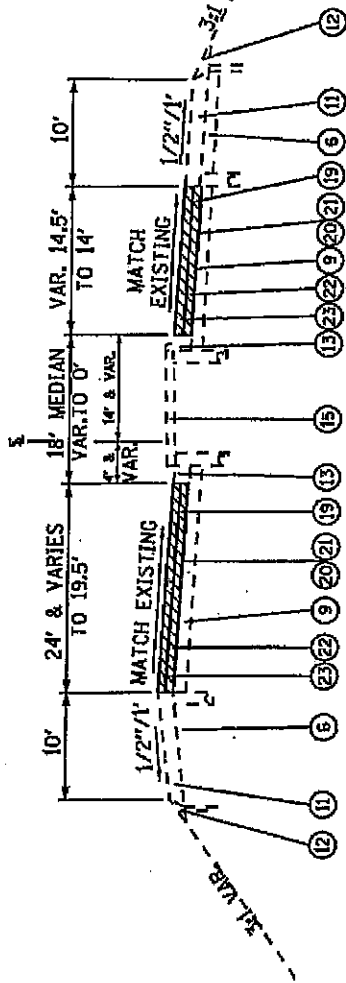
- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 16-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

TYPICAL SECTIONS
 (US 51)

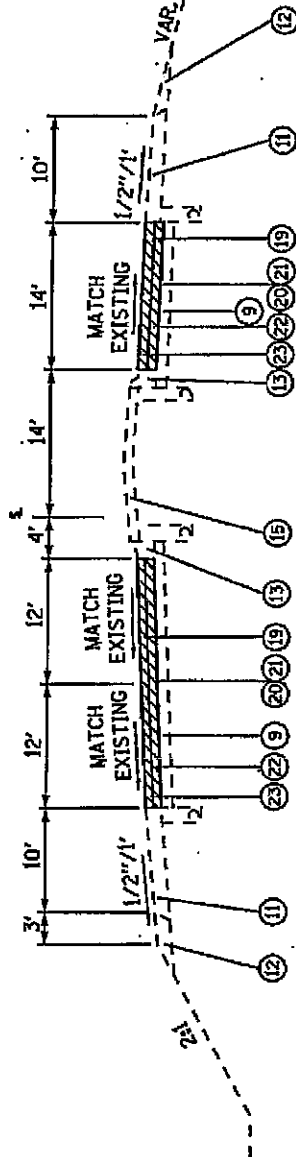
FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE: _____ DATE-TIME: _____


11/15/00
 11/15/00
 11/15/00



F.A. ROUTE 322 TYPICAL SECTION
STA. 339+96 TO STA. 342+91



F.A. ROUTE 322 TYPICAL SECTION
STA. 342+91 TO STA. 346+99.6
STA. 355+46 TO STA. 356+00

 - HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

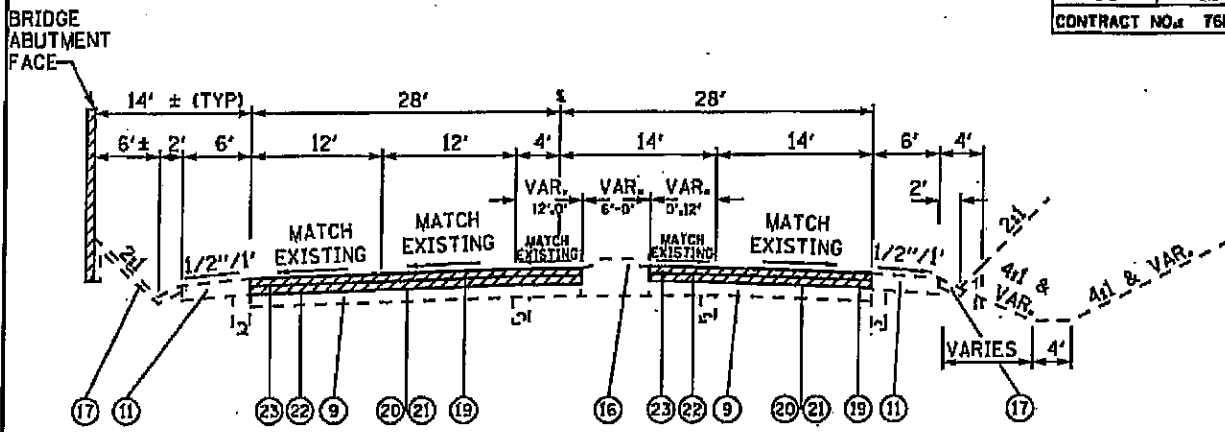
- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

TYPICAL SECTIONS (US 51)


FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: _DATE-TIME_

TOTAL SHEETS	SHEET NO.
55	12
CONTRACT NO. 76B78	



F.A. ROUTE 322 TYPICAL SECTION
STA. 346+99.6 TO STA. 355+46

 - HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

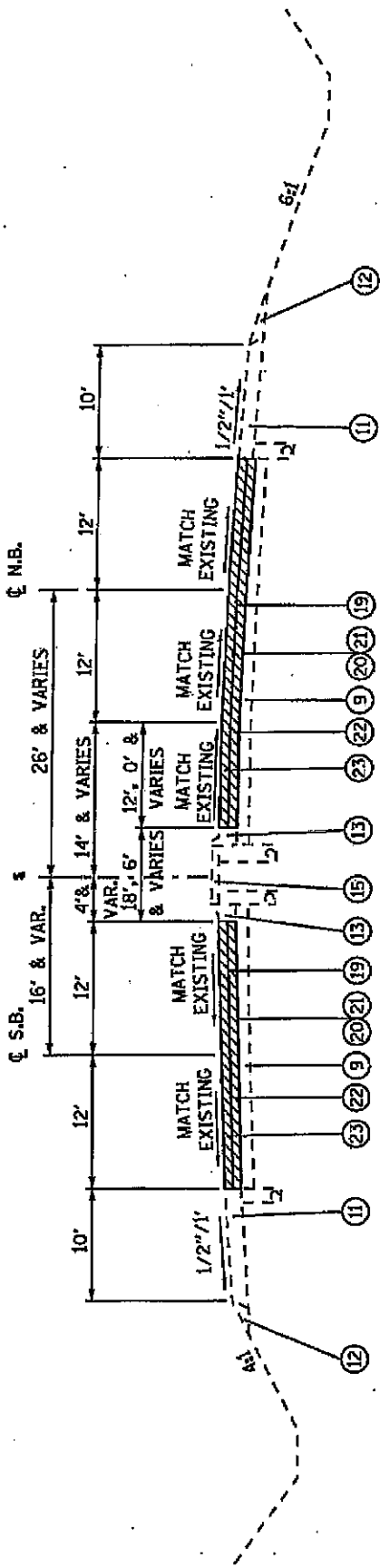
**TYPICAL SECTIONS
(US 51)**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME


#NOTES
DATE-TIME
GEN. SPEC.

DATE= DATE-TIME=



F.A. ROUTE 322 TYPICAL SECTION

STA. 355+46 TO STA. 358+12.79 S.L.
 STA. 358+12.79 TO STA. 360+89.02 C. N.B.
 STA. 362+00.54 C. M.B.

 - HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

- 1 EXISTING P.C.C. PAVEMENT - 8"
- 2 EXISTING P.C.C. PAVEMENT - 10"
- 3 EXISTING P.C.C. BASE COURSE - 8"
- 4 EXISTING P.C.C. BASE COURSE - 9"
- 5 EXISTING AGGREGATE BASE COURSE - 8"
- 6 NOT USED
- 7 EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- 8 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH, 13-3/4"
- 9 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH, 15-1/4"
- 10 EXISTING HOT-MIX ASPHALT OVERLAY
- 11 EXISTING HOT-MIX ASPHALT SHOULDERS
- 12 EXISTING AGGREGATE SHOULDERS
- 13 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- 14 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- 15 EXISTING CONCRETE MEDIAN SURFACE - 4"
- 16 EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- 17 EXISTING P.C.C. SLOPEWALL
- 18 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- 19 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- 20 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- 21 PROPOSED AGGREGATE (PRIME COAT)
- 22 PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- 23 PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- 24 PROPOSED HOT-MIX ASPHALT SHOULDERS
- 25 PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- 26 PROPOSED STRIP REFLECTIVE CRACK CONTROL

**TYPICAL SECTIONS
(US 51)**

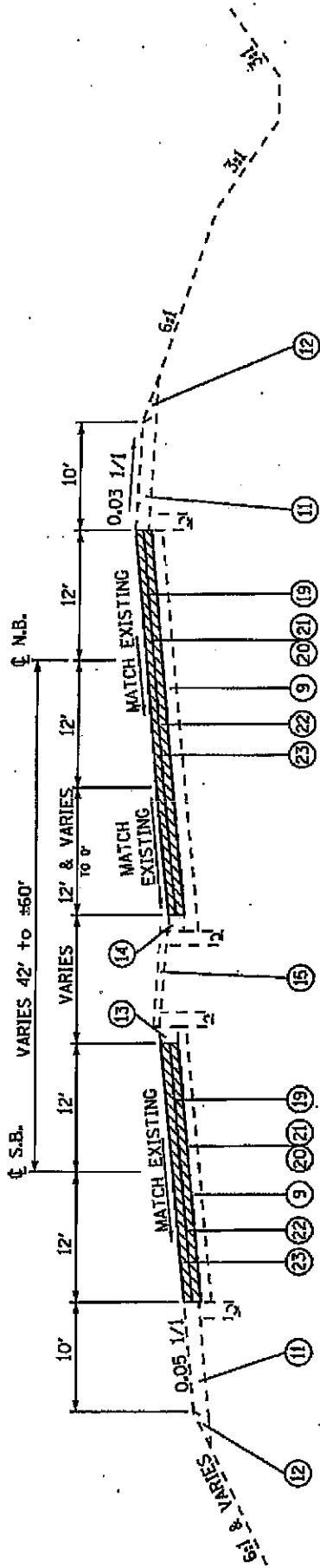
FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE= DATE-TIME=


TOTAL SHEETS	SHEET NO.
55	13

CONTRACT NO. 76B78

DATE-TIME
 DATE-TIME
 DATE-TIME



F.A. ROUTE 322 TYPICAL SECTION
 STA. 360+89.02 TO STA. 365+89.00 S.B.
 STA. 362+00.54 TO STA. 365+88.00 N.B.

 - HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

- | | | | |
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| <p>1
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13</p> | <p>EXISTING P.C.C. PAVEMENT - 8"
 EXISTING P.C.C. PAVEMENT - 10"
 EXISTING P.C.C. BASE COURSE - 8"
 EXISTING P.C.C. BASE COURSE - 9"
 EXISTING AGGREGATE BASE COURSE - 8"
 NOT USED
 EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
 EXISTING HOT-MIX ASPHALT OVERLAY
 EXISTING HOT-MIX ASPHALT SHOULDERS
 EXISTING AGGREGATE SHOULDERS
 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12</p> | <p>14
15
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25
26</p> | <p>EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
 EXISTING CONCRETE MEDIAN SURFACE - 4"
 EXISTING CONCRETE MEDIAN, TYPE SM-4.12
 EXISTING P.C.C. SLOPEWALL
 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 PROPOSED AGGREGATE (PRIME COAT)
 PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
 PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
 PROPOSED HOT-MIX ASPHALT SHOULDERS
 PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
 PROPOSED STRIP REFLECTIVE CRACK CONTROL</p> |
|--|--|---|---|

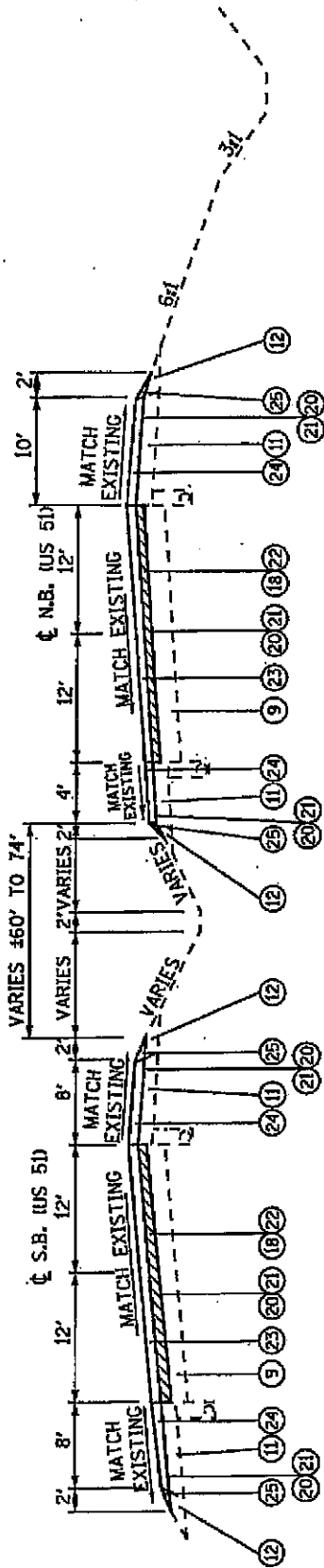
**TYPICAL SECTIONS
 (US 51)**

FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

DATE-TIME

TOTAL SHEETS	SHEET NO.
55	14
CONTRACT NO. 76876	

DATE-TIME
 DATE-TIME
 DATE-TIME



F.A. ROUTE 322 TYPICAL SECTION

STA. 365+89.00 TO STA. 369+25.90 ϕ S.B.
 STA. 365+98.00 TO STA. 369+42.75 ϕ N.B.

▨ - HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"

- | | | | |
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| <p>1
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13</p> | <p>EXISTING P.C.C. PAVEMENT - 8"
 EXISTING P.C.C. PAVEMENT - 10"
 EXISTING P.C.C. BASE COURSE - 8"
 EXISTING P.C.C. BASE COURSE - 9"
 EXISTING AGGREGATE BASE COURSE - 8"
 NOT USED
 EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
 EXISTING HOT-MIX ASPHALT OVERLAY
 EXISTING HOT-MIX ASPHALT SHOULDERS
 EXISTING AGGREGATE SHOULDERS
 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12</p> | <p>14
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26</p> | <p>EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
 EXISTING CONCRETE MEDIAN SURFACE - 4"
 EXISTING CONCRETE MEDIAN, TYPE SM-4.12
 EXISTING P.C.C. SLOPEWALL
 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 PROPOSED AGGREGATE (PRIME COAT)
 PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
 PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
 PROPOSED HOT-MIX ASPHALT SHOULDERS
 PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
 PROPOSED STRIP REFLECTIVE CRACK CONTROL</p> |
|--|--|---|---|

**TYPICAL SECTIONS
 (US 51)**

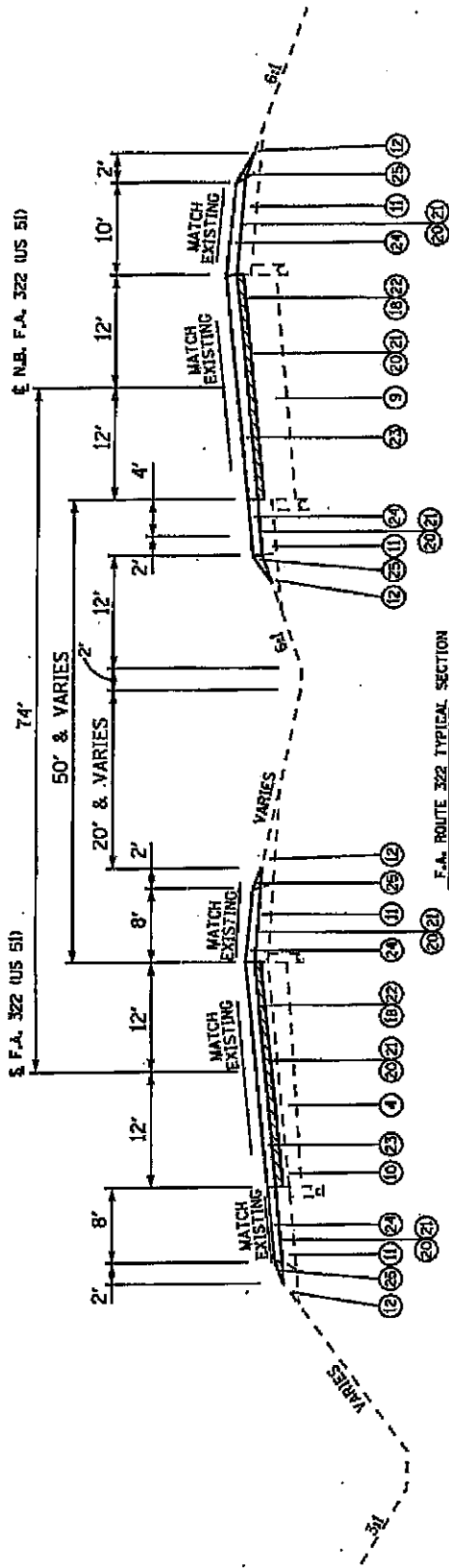
FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE: DATE-TIME

TOTAL SHEETS	SHEET NO.
55	15

CONTRACT NO. 76876

DATE-TIME
 DATE-TIME
 DATE-TIME



F.A. ROUTE 322 TYPICAL SECTION
 STA. 569+25.08 TO STA. 350+45.01
 STA. 532+28.51 TO STA. 567+44.25

- HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"



- 1 EXISTING P.C.C. PAVEMENT - 8"
- 2 EXISTING P.C.C. PAVEMENT - 10"
- 3 EXISTING P.C.C. BASE COURSE - 8"
- 4 EXISTING P.C.C. BASE COURSE - 9"
- 5 EXISTING AGGREGATE BASE COURSE - 8"
- 6 NOT USED
- 7 EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- 8 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- 9 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- 10 EXISTING HOT-MIX ASPHALT OVERLAY
- 11 EXISTING HOT-MIX ASPHALT SHOULDERS
- 12 EXISTING AGGREGATE SHOULDERS
- 13 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- 14 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- 15 EXISTING CONCRETE MEDIAN SURFACE - 4"
- 16 EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- 17 EXISTING P.C.C. SLOPEWALL
- 18 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- 19 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- 20 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- 21 PROPOSED AGGREGATE (PRIME COAT)
- 22 PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- 23 PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- 24 PROPOSED HOT-MIX ASPHALT SHOULDERS
- 25 PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- 26 PROPOSED STRIP REFLECTIVE CRACK CONTROL

TYPICAL SECTIONS (US 51)

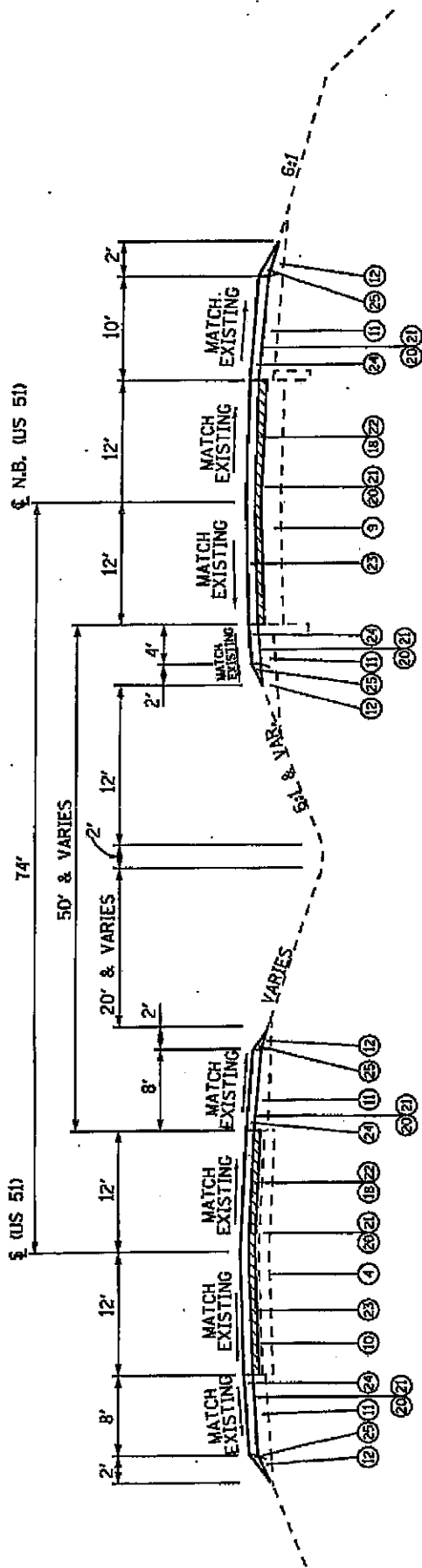
FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE, DATE-TIME

TOTAL SHEETS	SHEET NO.
55	16

CONTRACT NO. 7893

DATE-TIME
DATE-TIME
DATE-TIME



F.A. ROUTE 322 TYPICAL SECTION
 STA. 350+45.01 TO STA. 468+58.77
 STA. 503+58.70 TO STA. 532+28.51
 STA. 567+44.25 TO STA. 575+00.00

▨ - HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"

- 1 EXISTING P.C.C. PAVEMENT - 8"
- 2 EXISTING P.C.C. PAVEMENT - 10"
- 3 EXISTING P.C.C. BASE COURSE - 8"
- 4 EXISTING P.C.C. BASE COURSE - 9"
- 5 EXISTING AGGREGATE BASE COURSE - 8"
- 6 NOT USED
- 7 EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- 8 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- 9 EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- 10 EXISTING HOT-MIX ASPHALT OVERLAY
- 11 EXISTING HOT-MIX ASPHALT SHOULDERS
- 12 EXISTING AGGREGATE SHOULDERS
- 13 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- 14 EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- 15 EXISTING CONCRETE MEDIAN SURFACE - 4"
- 16 EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- 17 EXISTING P.C.C. SLOPEWALL
- 18 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- 19 PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- 20 PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- 21 PROPOSED AGGREGATE (PRIME COAT)
- 22 PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- 23 PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- 24 PROPOSED HOT-MIX ASPHALT SHOULDERS
- 25 PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- 26 PROPOSED STRIP REFLECTIVE CRACK CONTROL

**TYPICAL SECTIONS
(US 51)**

FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

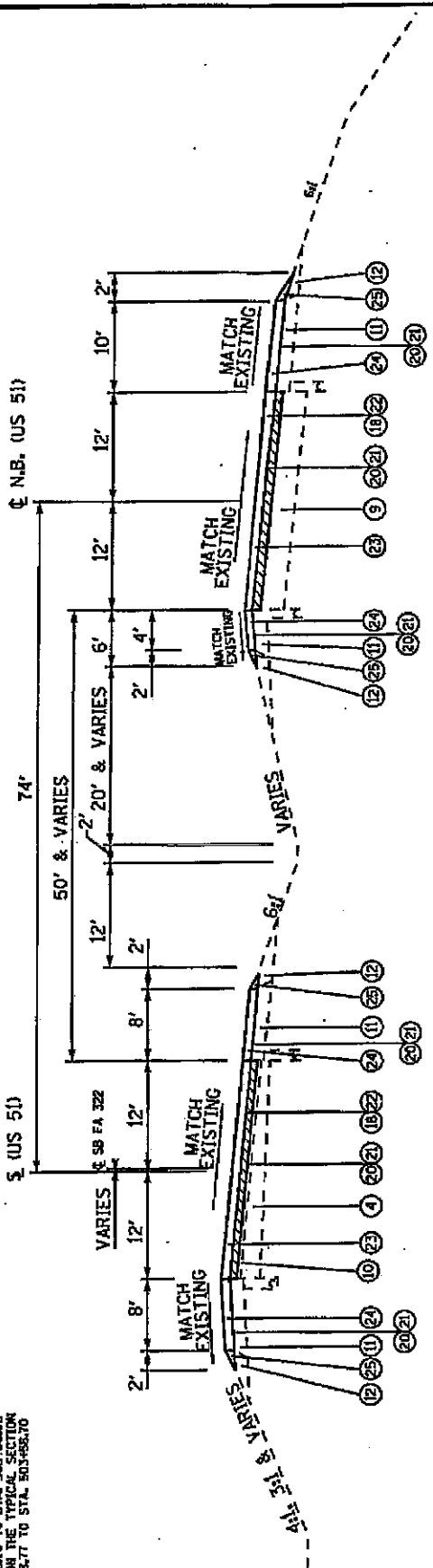
PLOT DATE, DATE-TIME

TOTAL SHEETS	SHEET NO.
55	17

CONTRACT NO. 76B76

#01215**
DATE-TIME-
CON-SECT.

OVERLAY EXISTING PAVEMENT
STA. 300+40 TO STA. 300+00
STA. 466+00 TO STA. 468+58.77 &
STA. 503+00 TO STA. 508+00.00
AS SHOWN ON THE TYPICAL SECTION
STA. 468+58.77 TO STA. 503+58.70



F.A. ROUTE 322 TYPICAL SECTION
STA. 468+58.77 TO STA. 503+58.70
HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"

- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

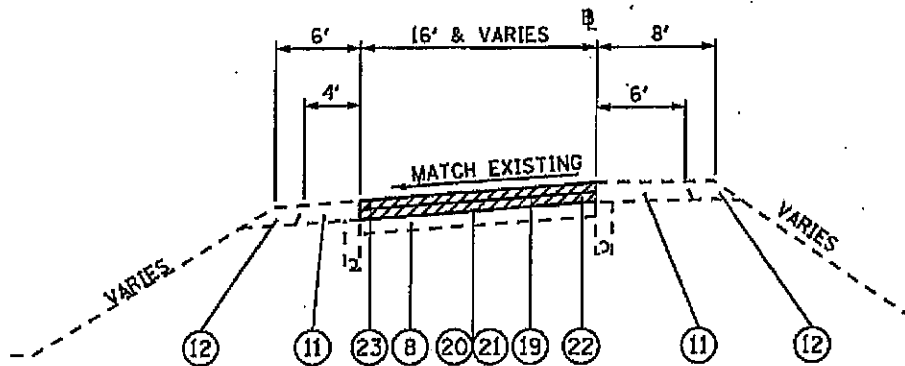
- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

TYPICAL SECTIONS
(US 51)

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE, DATE-TIME

TOTAL SHEETS	SHEET NO.
55	18
CONTRACT NO. 76878	



TYPICAL FOR SUPERELEVATED SECTION - RAMPS ON I-64
(REVERSE FOR CURVES TO RIGHT)

RAMP 1 - STA. 100+87.68 TO STA. 101+40.00 (CURVE TO LEFT)
 RAMP 3 - STA. 315+00.00 TO STA. 315+46.12 (CURVE TO RIGHT)
 RAMP 4 - STA. 400+88.80 TO STA. 401+65.00 (CURVE TO LEFT)

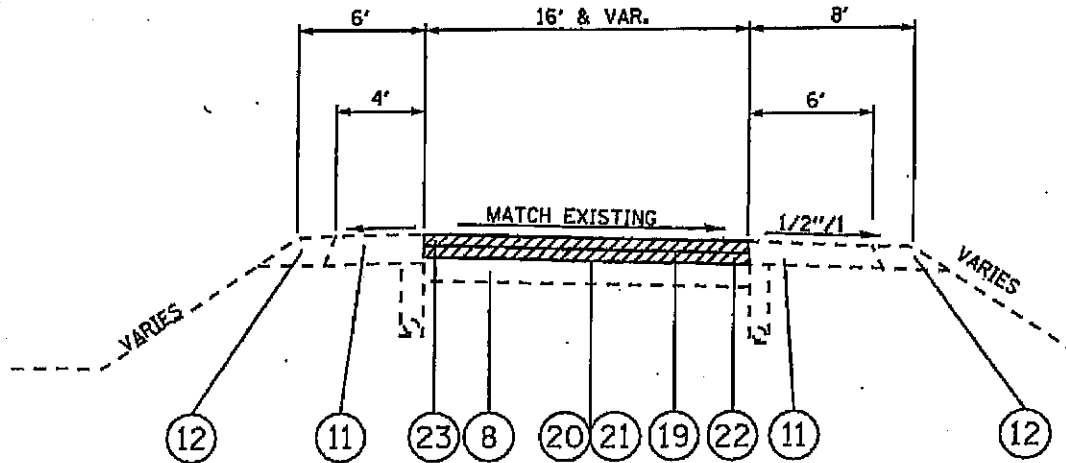
 - HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
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- ⑰ EXISTING P.C.C. SLOPEWALL
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- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

TYPICAL SECTIONS
I-64 RAMPS

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOY DATE, DATE-TIME



TYPICAL TANGENT SECTION - RAMPS @ I-64

- RAMP 1 - STA. 100+32.28 TO STA. 100+87.68
- RAMP 2 - STA. 211+50.00 TO STA. 212+10.00
- RAMP 3 - STA. 315+46.12 TO STA. 315+60.00
- RAMP 4 - STA. 400+32.55 TO STA. 400+88.80

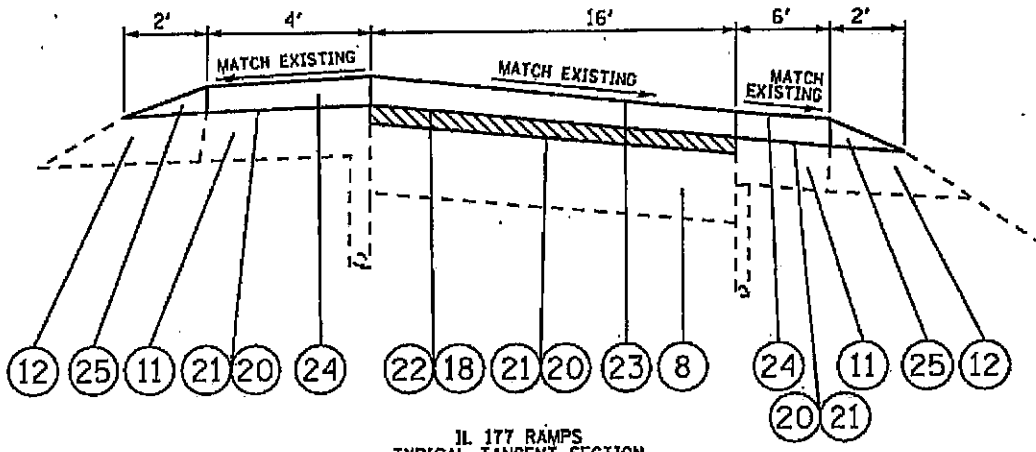
- HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"

- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SM-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

**TYPICAL SECTIONS
I-64 RAMPS**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME



RAMP 1 - STA. 106+36.41 TO STA. 106+94.00
RAMP 2 - STA. 208+43.93 TO STA. 208+52.53

RAMP 3 - STA. 303+62.88 TO STA. 305+29.81
RAMP 4 - STA. 409+56.95 TO STA. 410+28.32

- HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"

- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
- ⑤ EXISTING AGGREGATE BASE COURSE - 8"
- ⑥ NOT USED
- ⑦ EXISTING HOT-MIX ASPHALT PAVEMENT, 9"
- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
- ⑨ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15-1/4"
- ⑩ EXISTING HOT-MIX ASPHALT OVERLAY
- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
- ⑭ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.24
- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
- ⑯ EXISTING CONCRETE MEDIAN, TYPE SH-4.12
- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

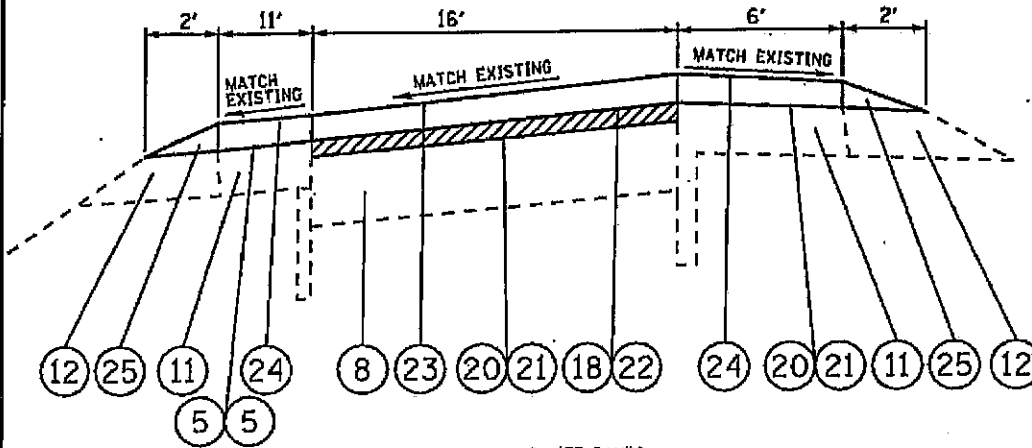
**TYPICAL SECTIONS
(IL 177) RAMP**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE-TIME
DATE-TIME
DATE-TIME

TOTAL SHEETS	SHEET NO.
55	22
CONTRACT NO. 76878	



IL 177 RAMPS
TYPICAL SUPERELEVATED SECTION
(REVERSE FOR CURVES TO RIGHT)

- RAMP 1 - STA. 104+01.48 TO STA. 106+36.41 (CURVE TO LEFT) RAMP 3 - STA. 305+29.81 TO STA. 306+33.00 (CURVE TO RIGHT)
RAMP 2 - STA. 207+33.00 TO STA. 208+43.93 (CURVE TO RIGHT) RAMP 4 - STA. 408+49.00 TO STA. 409+56.95 (CURVE TO RIGHT)
RAMP 2 - STA. 208+52.53 TO STA. 210+48.47 (CURVE TO LEFT) RAMP 4 - STA. 410+28.32 TO STA. 411+50.41 (CURVE TO RIGHT)

 - HOT-MIX ASPHALT SURFACE REMOVAL

NOTE: RAMP STATIONING @ 1' STUB TIE-IN TO US 51 PAVEMENT
RAMP 1 - STA. 100+00.74 @ = STA. 538+51.75, 87' RT US 51 &
RAMP 2 - STA. 219+99.18 @ = STA. 574+75.32, 87' RT US 51 &
RAMP 3 - STA. 300+00.80 @ = STA. 572+84.52, 11.9' LT US 51 &
RAMP 4 - STA. 421+04.78 @ = STA. 532+48.37, 13' LT US 51 &

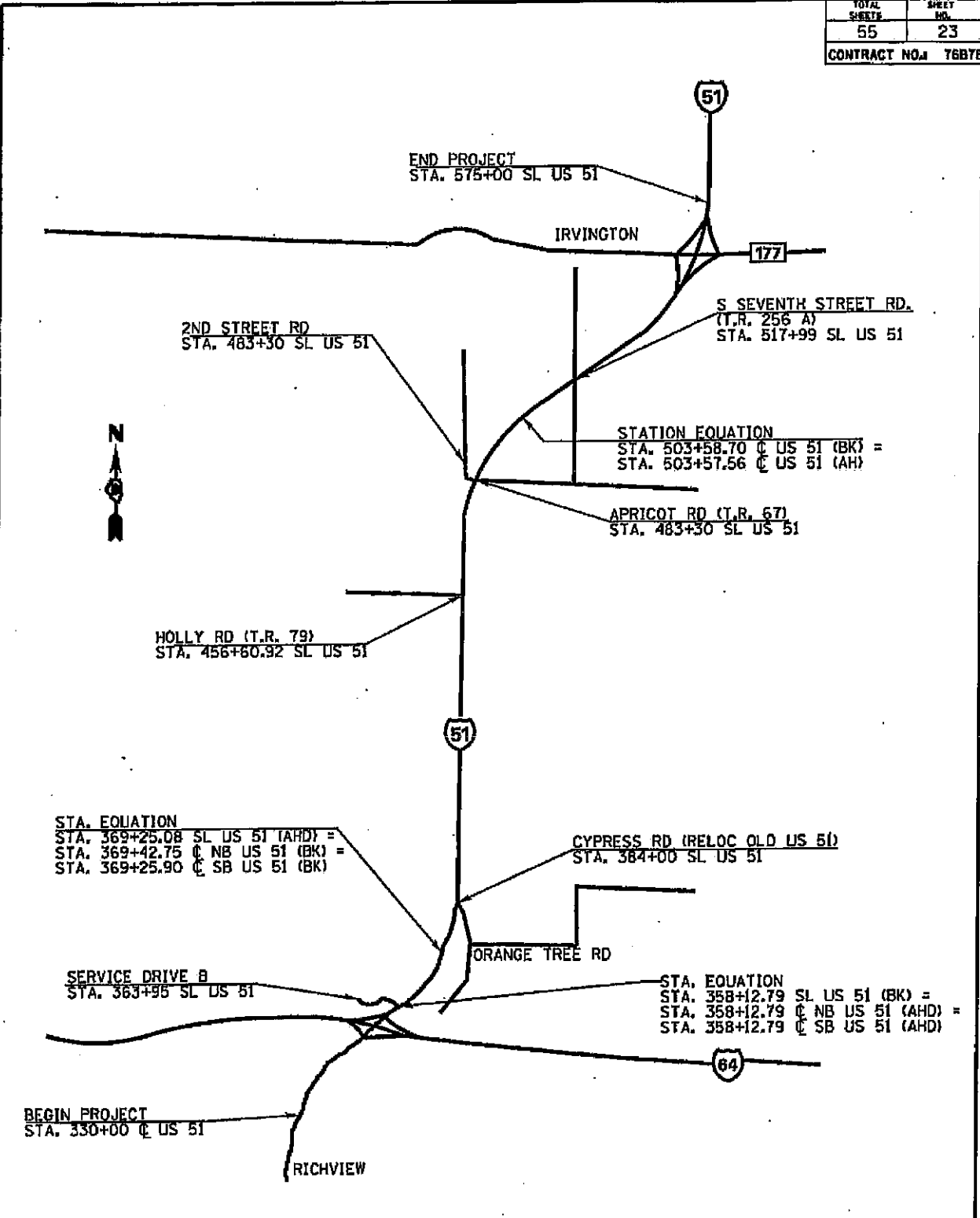
- ① EXISTING P.C.C. PAVEMENT - 8"
- ② EXISTING P.C.C. PAVEMENT - 10"
- ③ EXISTING P.C.C. BASE COURSE - 8"
- ④ EXISTING P.C.C. BASE COURSE - 9"
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- ⑧ EXISTING HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13-3/4"
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- ⑪ EXISTING HOT-MIX ASPHALT SHOULDERS
- ⑫ EXISTING AGGREGATE SHOULDERS
- ⑬ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12
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- ⑮ EXISTING CONCRETE MEDIAN SURFACE - 4"
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- ⑰ EXISTING P.C.C. SLOPEWALL
- ⑱ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- ⑲ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2 1/4"
- ⑳ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ㉑ PROPOSED AGGREGATE (PRIME COAT)
- ㉒ PROPOSED LEVELING BINDER (MACHINE METHOD) - 3/4"
- ㉓ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2"
- ㉔ PROPOSED HOT-MIX ASPHALT SHOULDERS
- ㉕ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
- ㉖ PROPOSED STRIP REFLECTIVE CRACK CONTROL

TYPICAL SECTIONS
(IL 177) RAMPS

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

TOTAL SHEETS	SHEET NO.
55	23
CONTRACT NO. 76B7E	



STA. EQUATION
 STA. 369+25.08 SL US 51 (AHD) =
 STA. 369+42.75 @ NB US 51 (BK) =
 STA. 369+25.90 @ SB US 51 (BK)

STATION EQUATION
 STA. 503+58.70 @ US 51 (BK) =
 STA. 503+57.56 @ US 51 (AH)

STA. EQUATION
 STA. 358+12.79 SL US 51 (BK) =
 STA. 358+12.79 @ NB US 51 (AHD) =
 STA. 358+12.79 @ SB US 51 (AHD)

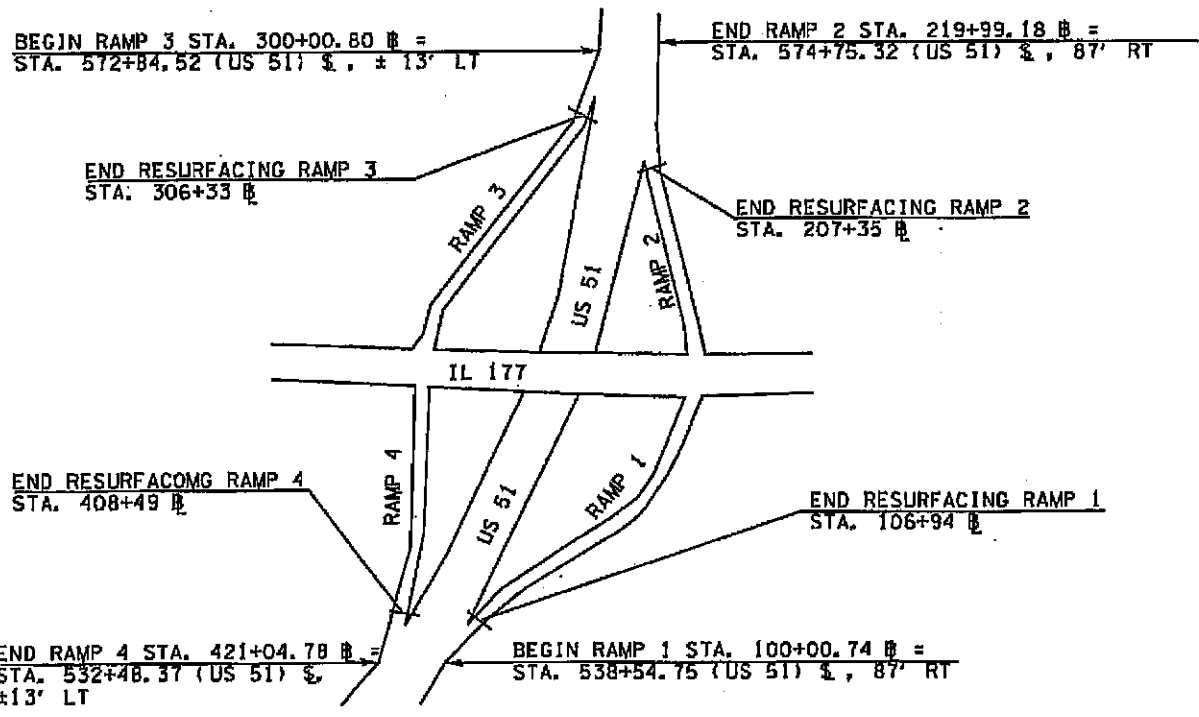
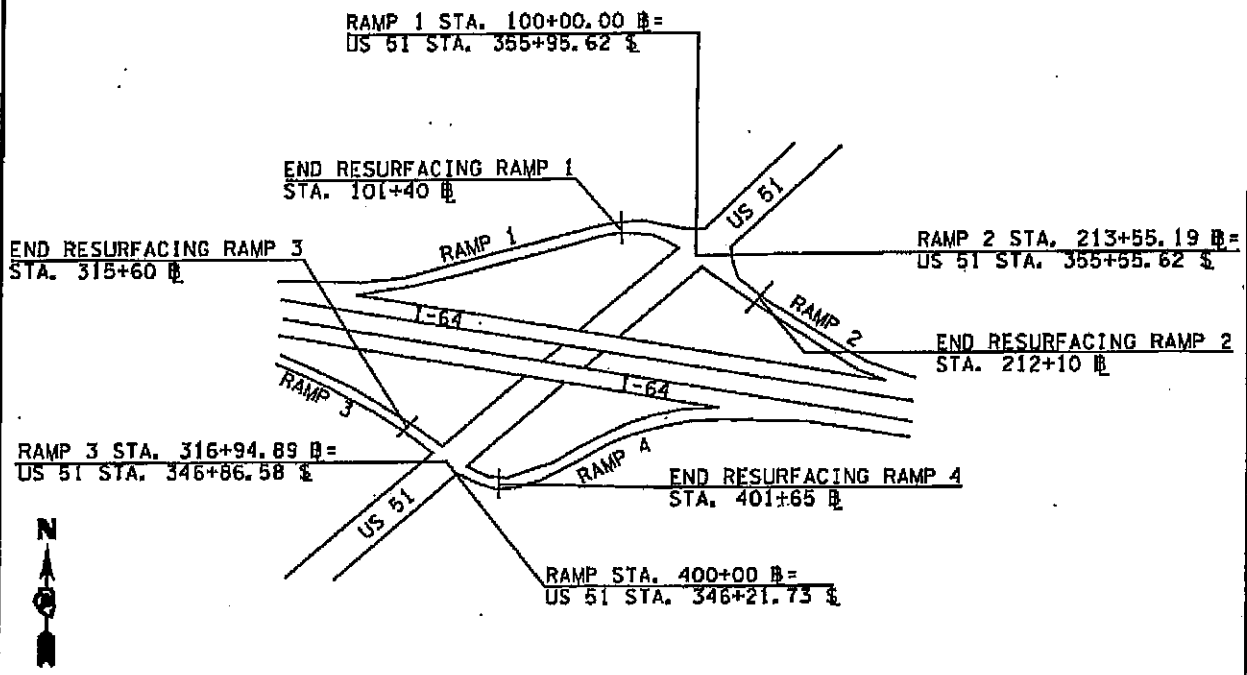
DETAILED MAP

FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE: _DATE-TIME_

SDATERS
 DATE-TIME
 DRAW-SHEET

TOTAL SHEETS	SHEET NO.
55	24
CONTRACT NO. 76B7E	



**RAMP LOCATIONS
I-64 & IL 177**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE: 10/15/80
BY: JMC
CHECKED: JMC

TEMPORARY PAVEMENT MARKING SCHEDULE

TOTAL SHEETS	SHEET NO.
55	25
CONTRACT NO. 76878	

LOCATION			TEMPORARY PAVEMENT MARKING						LETTERS AND SYMBOLS (SO FT)	
			4" - LINE		8" - LINE	12" - LINE		24" - LINE		
			WHITE		YELLOW	WHITE	WHITE	YELLOW		WHITE
			SOLID	SKIP DASH 10'-30'-10'	SOLID	SOLID	SOLID	SOLID		SOLID
STA	TO	STA	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(SO FT)	
(US 51) NORTH BOUND										
330+00	TO	347+46.5	4290		9729			330		
347+46.5	TO	355+63.5	2892		2235				93.6	
355+63.5	TO	384+00	8436	1989	7936				93.6	
384+00	TO	482+80.5	31080	7410	29250				280.8	
482+80.5	TO	517+89.5	9609	2631	10407				93.6	
517+89.5	TO	575+00	11346	4284	17070					
(US 51) SOUTH BOUND										
330+00	TO	346+77.5	4572	348	1896					
346+77.5	TO	354+98.5	2856	615	2178				93.6	
354+98.5	TO	363+97	1818	675	2334					
363+97	TO	456+57.5	28380	6945	27441				187.2	
456+57.5	TO	483+64	7860	2031	7923				93.6	
483+64	TO	517+61	10290	2547	9663				93.6	
517+61	TO	575+00	11496	4305	17241				93.6	
(US 51) SIDE ROADS										
SERVICE ROAD A			204							
CYPRESS ROAD			252							
HOLLY ROAD			162							
APRICOT RD / 2ND ST			513		180	75				
7TH STREET			885		840	270				
(I-64) RAMP										
RAMP #1			570		345					
RAMP #2			570		414	735	150	120		
RAMP #3			495		375	507	120	135		
RAMP #4			537		408					
(I-17) RAMP										
RAMP #1			2082			2400	696			
RAMP #2			3792			2622				
RAMP #3			1899			2400	696			
RAMP #4			3758			2622				
COLUMN TOTALS			150654	33780	146847	12306	2007	330	255	1123.2
TOTALS			331281			12306	2337		255	1123.2

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE-TIME
DATE-TIME
DATE-TIME

AGGREGATE SHOULDER SCHEDULE

LOCATION			AGG WEDGE SHOULDER TYPE B (TON)
STA	TO	STA	
(US 51) SB OUTSIDE			
365+89.00	TO	482+68.84	159.8
483+91.51	TO	575+00.00	98.0
(US 51) SB INSIDE			
365+89.00	TO	482+85.32	156.5
484+43.36	TO	575+00.00	123.2
(US 51) NB OUTSIDE			
365+98.00	TO	483+17.13	158.9
484+49.85	TO	575+00.00	97.1
(US 51) NB INSIDE			
365+98.00	TO	482+60.65	156.0
484+02.03	TO	575+00.00	124.0
(US 51) CROSSOVERS			
384+00		NORTH	1.0
384+00		SOUTH	1.3
430+00		NORTH	1.2
430+00		SOUTH	1.3
456+60		NORTH	1.2
456+60		SOUTH	1.2
483+50		NORTH	0.9
483+50		SOUTH	1.2
517+99		NORTH	1.0
517+99		SOUTH	1.2
(ILL 177) RAMP #1			
100+00.00	TO	106+94.00	10.0
(ILL 177) RAMP #2			
207+35.00	TO	219+99.18	18.0
(ILL 177) RAMP #3			
300+00.80	TO	306+33.00	9.2
(ILL 177) RAMP #4			
408+49.00	TO	421+04.78	17.8
TOTAL (TONS)			1140.1

DRAINAGE SCHEDULE

LOCATION	FRAME & GRATE TO BE ADJUSTED (EACH)	FRAME & LID TO BE ADJUSTED (EACH)
	RT / LT	
STATION		
US 51 NORTHBOUND		
483+72	LT	1
542+62	RT	1
TOTALS		1

STRIP REFLECTIVE CRACK CONTROL TREATMENT

LOCATION			DISTANCE FROM CENTERLINE		STRIP REFLECTIVE CRACK CONTROL TREATMENT (FOOT)
STA	TO	STA	RT	LT	
336+00	TO	338+07	8 TO 11		207
336+00	TO	338+07		8 TO 11	207
TOTAL (FT)					414

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE

LOCATION			NB / SB	REMOVAL	INSTALLATION		
STA	TO	STA		(EACH)	ONE-WAY CRYSTAL (EACH)	ONE-WAY AMBER (EACH)	TWO-WAY AMBER (EACH)
330+00	TO	342+15		29	29	30	7
342+15	TO	575+00	SB	271	328		
342+15	TO	575+00	NB	306	310		
ILL 177 - RAMP 1			NB	20	20		
ILL 177 - RAMP 3			SB	18	18		
COLUMN TOTAL				644	705	30	7
TOTALS (EACH)				644	742		

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: _DATE-TIME-

GUARDRAIL SCHEDULE

LOCATION STA TO STA	GUARDRAIL REMOVAL (FT)	SPBGR TYPE A 6.75' POST (FT)	TBT TY 1 (SPECIAL) FLARED (EACH)	TBT TY 1 (SPECIAL) TANGENT (EACH)	REN & RE- ERECT SPBGR TY A (FT)	REN & RE- ERECT TBT TY 2 (EACH)	GUARDRAIL MARKER TYPE A (EACH)	TERMINAL MARKER DIRECT APPL (EACH)
(US 51) SOUTHBOUND								
342+25.0 TO 342+37.5						1		
342+37.5 TO 345+00.0	12.5	12.5			250.0		2	
345+00.0 TO 345+50.0	50.0		1					1
350+00.0 TO 350+12.5						1		
350+12.5 TO 353+50.0					337.5		2	
353+50.0 TO 354+00.0	25.0			1				1
375+50.0 TO 375+62.5						1		
375+62.5 TO 386+87.5	37.5	37.5			1087.5		3	
386+87.5 TO 387+37.5	25.0			1				1
390+50.0 TO 390+62.5						1		
390+62.5 TO 393+50.0					287.5		2	
393+50.0 TO 394+00.0	25.0			1				1
(US 51) NORTH BOUND								
349+30.0 TO 352+42.5					312.5		1	
352+42.5 TO 352+55.0						1		
TOTAL	175.0	50.0	1	3	2275.0	5	10	4

• QUANTITY TO REPLACE DAMAGED SPBGR TY A. (QUANTITY INCLUDED IN GUARDRAIL REMOVAL)

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

LOCATION		THERMOPLASTIC PAVEMENT MARKING												PREFORMED PLASTIC TYPE B INLAID LETTERS & SYMBOLS (SQ FT)			
		4" - LINE				8" - LINE				12" - LINE					24" - LINE		
		WHITE		YELLOW		WHITE		YELLOW		WHITE		YELLOW			WHITE		
		SOLID (FT)	SKIP DASH 10'-30'-10" (FT)	SOLID (FT)	SKIP DASH 10'-30'-10" (FT)	SOLID (FT)	SKIP DASH 10'-30'-10" (FT)	SOLID (FT)	SKIP DASH 10'-30'-10" (FT)	SOLID (FT)	SKIP DASH 10'-30'-10" (FT)	SOLID (FT)	SKIP DASH 10'-30'-10" (FT)		SOLID (FT)	SKIP DASH 10'-30'-10" (FT)	
(US 51) NORTH BOUND																	
330+00.0	TO 347+46.5	1430				3243						110					
347+46.5	TO 355+63.5	964				745										31.2	
355+63.5	TO 384+00.0	2812				2646										31.2	
384+00	TO 482+80.5	10360				2470										93.6	
482+80.5	TO 517+89.5	3203				877										31.2	
517+89.5	TO 575+00.0	3782				1428											
(US 51) SOUTH BOUND																	
330+00.0	TO 346+77.5	1524				116						632					
346+77.5	TO 354+98.5	952				205						726				31.2	
354+98.5	TO 363+97.0	606				225						778					
363+97.0	TO 456+57.5	9460				2315						9147				62.4	
456+57.5	TO 483+64.0	2620				677						2641				31.2	
483+64.0	TO 517+61.0	3430				849						3221				31.2	
517+61.0	TO 575+00.0	3632				1435						5747				31.2	
SUBTOTAL 1		44975				11260				0			48435			0	374.4

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

*DATE**
DATE-TIME
CON-NO

PAVEMENT MARKING SCHEDULE CONTINUED

LOCATION	THERMOPLASTIC PAVEMENT MARKING										PERFORMED PLASTIC TYPE B INLAID LETTERS & SYMBOLS (SQ FT)
	4" - LINE		8" - LINE		12" - LINE		24" - LINE				
	WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	
	SOLID (FT)	SKIP DASH 10'-30'-10" (FT)	SOLID (FT)	SOLID (FT)	SOLID (FT)	SOLID (FT)	SOLID (FT)	SOLID (FT)	SOLID (FT)	SOLID (FT)	
STA TO STA											
(US 51) SIDE ROADS											
SERVICE ROAD A	68										
CYPRESS ROAD	84										
HOLLY ROAD	54										
APRICOT RD / 2ND ST	171			60	25						
7TH STREET	295			280	90						
(I-5) RAMP											
RAMP #1	190		115								
RAMP #2	190		138	245	50				40		
RAMP #3	165		125	169	40				45		
RAMP #4	179		136								
(I-17) RAMP											
RAMP #1	694			800	232						
RAMP #2	1264			874							
RAMP #3	633			800	232						
RAMP #4	1256			874							
SUBTOTAL 2	5243	0	514	4102	669	0	85	0	85	0	
SUBTOTAL 1	44975	11260	48435	0	0	110	0	374.4	0	374.4	
TOTALS		110427		4102	779		85			374.4	

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

*DATE**
DATE-TIME
DOW-SPEC

TOTAL SHEETS	SHEET NO.
55	30
CONTRACT NO. 76878	

PAVING SCHEDULE								
LOCATION			BIT MATLS PRIME COAT (TON)	AGG PRIME COAT (TON)	LEVELING BINDER (MACHINE-METHOD) MIX "C", N70 (TON)	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70 (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACE MIX "D", N70 (TON)	HOT-MIX ASPHALT SHLD (TON)
STA	TO	STA	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)
(US 51)								
330+00.00	TO	339+96.00	0.99	4.7	132.7	265.3		
(US 51) NORTH BOUND								
339+96.00	TO	355+28.54	0.81	3.9	108.4	216.9		
355+28.54	TO	575+00.00	27.73	132.9	2459.6	4927.5		2379.7
(US 51) NB L T TURN LANE								
350+07.58	TO	354+70.11	0.14	0.7	19.4	38.8		
358+08.00	TO	363+17.09	0.17	0.8	22.4	44.7		
425+14.96	TO	429+49.96	0.13	0.6	17.9	35.8		
451+56.76	TO	455+91.76	0.13	0.6	17.9	35.8		
478+25.65	TO	482+60.65	0.13	0.6	17.9	35.8		
512+72.03	TO	517+07.03	0.13	0.6	17.9	35.8		
(US 51) NB SIDE RD / ENTR								
382+59.75	TO	385+05.67	0.09	0.4			23.0	
443+12.00	TO	443+46.00	0.00	0.0			0.6	
456+26.00	TO	456+95.00	0.01	0.0			1.3	
468+12.50	TO	468+51.50	0.00	0.0			0.7	
482+49.53	TO	485+22.34	0.09	0.5			25.5	
515+20.24	TO	518+71.64	0.12	0.6			32.8	
(US 51) CROSSOVERS								
Service Drive @ Sta 364+00			0.13	0.6	16.9	33.8		
Cypress Road Sta 384+00			0.18	0.9			39.2	8.2
Field Entrance Sta 430+00			0.24	1.1			54.7	8.8
Holly Road (T.R. 79) Sta 456+61			0.22	1.1			50.1	8.3
2nd St/Apricot Rd Sta 483+30			0.24	1.2			56.8	7.2
7th Street Sta 517+99			0.28	1.3			66.9	8.1
SUBTOTAL 1			31.97	153.3	2831.0	5670.4	351.6	2420.2

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE-TIME
DATE-TIME
DATE-TIME

PAVING SCHEDULE CONTINUED

LOCATION			BIT MATLS PRIME COAT	AGG PRIME COAT	LEVELING BINDER (MACHINE-METHOD) MIX "C", N70	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N70	INCIDENTAL HOT-MIX ASPHALT SURFACE MIX "D", N70	HOT-MIX ASPHALT SHLD
STA	TO	STA	(TON)	(TON)	(TON)	(TON)	(TON)	(TON)
(US 51) SOUTH BOUND								
339+96.00	TO	575+00.00	30.48	146.1	2637.2	5282.8		2741.5
(US 51) SB LT TURN LANE								
347+77.58	TO	352+40.11	0.14	0.7	19.4	38.8		
384+68.80	TO	389+03.80	0.13	0.6	17.9	35.8		
431+00.50	TO	435+35.50	0.13	0.6	17.9	35.8		
457+27.79	TO	461+62.79	0.13	0.6	17.9	35.8		
484+43.35	TO	488+78.36	0.13	0.6	17.9	35.8		
518+42.54	TO	522+77.74	0.13	0.6	17.9	35.9		
(US 51) SB SIDE RD / ENTR								
405+87.50	TO	406+26.50	0.00	0.0			0.7	
455+37.23	TO	457+90.64	0.09	0.4			23.7	
482+06.63	TO	484+53.68	0.09	0.4			23.1	
516+79.24	TO	520+31.39	0.12	0.6			32.9	
(I-64) RAMPS								
RAMP #1			0.26	1.2	34.3	68.7		
RAMP #2			0.21	1.0	28.6	57.1		
RAMP #3			0.22	1.1	29.8	59.6		
RAMP #4			0.27	1.3	35.7	71.4		
(IL 177) RAMPS								
RAMP #1			0.49	2.3	42.1	89.7		39.5
RAMP #2			0.81	3.9	68.8	143.2		70.1
RAMP #3			0.44	2.1	38.6	82.8		34.9
RAMP #4			0.82	3.9	72.1	149.7		68.1
SUBTOTAL 2			35.10	168.3	3096.1	6223.0	80.3	2954.1
SUBTOTAL 1			31.97	153.3	2831.0	5670.4	351.6	2420.2
TOTALS			67.08	321.6	5927.1	11893.4	431.9	5374.3

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

SS-DATES
DATE-TIME
DGN-SPEC

HOT-MIX ASPHALT SURFACE REMOVAL SCHEDULE					
LOCATION			HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 2-1/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT - JOINT (SQ YD)
STATION	TO	STATION			
(US 51)					
330+00.00	TO	339+96.00		3158.5	
(US 51) NORTH BOUND					
339+96.00	TO	365+68.00		5353.6	
365+68.00	TO	365+98.00		80.0	46.6
365+98.00	TO	574+85.00	55748.8		
574+85.00	TO	575+00.00			86.7
(US 51) NB LT TURN LANE					
350+07.58	TO	354+70.11		461.7	
358+08.00	TO	363+17.09		532.7	
425+14.96	TO	429+49.96	426.6		
451+56.76	TO	455+91.76	426.6		
478+25.65	TO	482+60.65	426.6		
512+72.03	TO	517+07.03	426.6		
(US 51) NB SIDE RD / ENTR					
382+59.75	TO	385+05.67			273.2
482+49.53	TO	485+22.34			303.1
515+20.24	TO	518+71.64			390.4
(US 51) CROSSOVERS					
Service Drive B Sta 364+00				402.9	
SUBTOTAL {			57455.2	9989.4	1100.0

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

**HOT-MIX ASPHALT SURFACE REMOVAL SCHEDULE
CONTINUED**

LOCATION			HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 2-1/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT - JOINT (SQ YD)
STATION	TO	STATION			
(US 51) SOUTHBOUND					
339+95.00	TO	365+59.00		7022.3	
365+59.00	TO	365+89.00		80.0	53.3
365+89.00	TO	574+85.00	55727.9		
574+85.00	TO	575+00.00			93.3
(US 51) SB LT TURN LANE					
347+77.58	TO	352+40.11		461.7	
384+68.80	TO	389+03.80	426.6		
431+00.50	TO	435+35.50	426.6		
457+27.79	TO	461+62.79	426.6		
484+43.35	TO	488+78.36	426.6		
518+42.54	TO	522+77.74	426.9		
(US 51) SB SIDE RD / ENTR					
455+37.23	TO	457+90.64			281.6
482+06.63	TO	484+53.68			274.6
516+79.24	TO	520+31.39			391.3
SUBTOTAL 2			57861.2	7564.0	1094.1

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: _DATE-TIME_

HOT-MIX ASPHALT SURFACE REMOVAL SCHEDULE CONTINUED

LOCATION			HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 2-1/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT - JOINT (SQ YD)
STATION	TO	STATION			
(I-64) RAMP5					
	RAMP#1			817.5	
	RAMP#2			680.4	
	RAMP#3			709.7	
	RAMP#4			849.7	
(IL 177) RAMP5					
	RAMP#1		1016.4		60.0
	RAMP#2		1618.5		60.0
	RAMP#3		927.1		60.0
	RAMP#4		1689.5		60.0
SUBTOTAL 3			5251.5	3057.3	240.0
SUBTOTAL 1			57455.2	9989.4	1100.0
SUBTOTAL 2			57861.2	7564.0	1094.1
TOTALS			120567.9	20610.7	2434.1

PARTIAL DEPTH PATCHING SCHEDULE

LOCATION	LANE DL/PL	LENGTH (FT)	WIDTH (FT)	PARTIAL DEPTH PATCHING (TONS)	PARTIAL DEPTH REMOVAL, 3" (SQ YD)
STATION TO STATION					
(US 51) SOUTHBOUND					
527+40 TO 529+00	DL	160.0	12.0	35.8	213.3
562+40 TO 563+40	DL	100.0	6.0	11.2	66.7
563+85 TO 564+35	DL	50.0	6.0	5.6	33.3
565+30 TO 565+90	DL	60.0	6.0	6.7	40.0
TOTALS				59.3	353.3

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: ,DATE-TIME-

SHORT-TERM PAVEMENT MARKING SCHEDULE

LOCATION			4" LANE LINE PER LIFT (4' / 40')	4" SHLD LINE PER LIFT (4' / 40')	4" LANE LINE MILL, PRIME BINDER & SURF. LIFTS (FOOT)	4" SHLD LINE MILL, PRIME & SURFACE LIFTS (FOOT)	WORK ZONE PAVEMENT MARKING REMOVAL (50 FT)
STA	TO	STA	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(50 FT)
(US 51)							
330+00	TO	336+00	120	40	480	120	53.3
336+00	TO	340+15	166	32	664	96	66.0
340+15	TO	342+15		16		48	5.3
(US 51) NORTH BOUND							
342+15	TO	357+35		45		135	15.0
357+35	TO	358+15	8	8	32	24	5.3
358+15	TO	369+25	113	45	452	135	52.7
369+25	TO	503+59	1343	526	5372	1578	623.0
503+59	TO	575+00	714	241	2856	723	318.3
(US 51) SOUTH BOUND							
342+15	TO	358+15	160	52	640	156	70.7
358+15	TO	369+25	111	41	444	123	50.7
369+25	TO	503+59	1343	998	5372	2994	780.3
503+59	TO	575+00	714	500	2856	1500	404.7
(US 51) NB LT TURN LN							
352+40	TO	354+70	23		92		7.7
360+47	TO	363+17	27		108		9.0
427+45	TO	429+50	21		84		7.0
453+87	TO	455+92	21		84		7.0
480+56	TO	482+61	21		84		7.0
515+02	TO	517+07	21		84		7.0
(US 51) SB LT TURN LN							
347+78	TO	350+08	23		92		7.7
384+69	TO	386+74	21		84		7.0
431+01	TO	433+06	21		84		7.0
457+28	TO	459+33	21		84		7.0
484+43	TO	486+48	21		84		7.0
518+43	TO	520+48	21		84		7.0
RAMPS							
IL 177 (1, 2, 3 & 4)				208		624	69.3
I-64 (1, 2, 3 & 4)				32		96	10.7
COLUMN TOTAL					20216	8352	2612.7
TOTALS					28568		2612.7

SCHEDULES

FAP 322 (US 51)
SECTION (31-2, 32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

TOTAL SHEETS	SHEET NO.
55	36
CONTRACT NO. 76878	

TEMPORARY RAMP SCHEDULE

LOCATION STATION	LANE NB/SB LT/RT	MILL DEPTH 2.25"			MILL DEPTH 1.5"		
		WIDTH (FT)	LENGTH (FT)	AREA (SQ YD)	WIDTH (FT)	LENGTH (FT)	AREA (SQ YD)
330+00	SB	12	7.5	10.0			
330+00	NB	12	7.5	10.0			
I-64 RAMP #1		21	7.5	17.5			
I-64 RAMP #2		21	7.5	17.5			
I-64 RAMP #3		19	7.5	15.8			
I-64 RAMP #4		18	7.5	15.0			
IL 177 RAMP #1					26	5	14.4
IL 177 RAMP #2					26	5	14.4
IL 177 RAMP #3					26	5	14.4
IL 177 RAMP #4					26	5	14.4
575+00	SB				40	5	22.2
575+00	NB				38	5	21.1
CYPRESS RD	RT				80	5	44.4
HOLLY RD	LT				62	5	34.4
2ND STREET	LT				65	5	36.1
APRICOT RD	RT				65	5	36.1
7TH STREET	RT				75	5	41.7
7TH STREET	LT				80	5	44.4
COLUMN TOTAL				85.8			338.3
TOTAL (SQ YD)				424.2			

SURVEY MONUMENT COVER ASSEMBLY

LOCATION		LANE	QUANTITY
STATION		NB / SB	EACH
390+45	PT	SB	1
532+28	PC	SB	1
555+00	POC	SB	1
TOTAL			3

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE-TIME
DATE-TIME
DATE-TIME

TOTAL SHEETS	SHEET NO.
55	37
CONTRACT NO. 76878	

**PRISMATIC CURB
REFLECTORS SCHEDULE**

LOCATION			AMBER	CRYSTAL
STA	TO	STA	(EACH)	(EACH)
US 51				
340+00	TO	346+95	40	
347+78	TO	354+70	40	
355+48	TO	363+40	46	
364+41	TO	365+30	12	
I-64 RAMP 3				15
I-64 RAMP 2				20
2ND STREET				12
7TH STREET RIGHT				28
7TH STREET LEFT				30
TOTAL (EACH)			243	

**PAINT PAVEMENT MARKING
SCHEDULE**

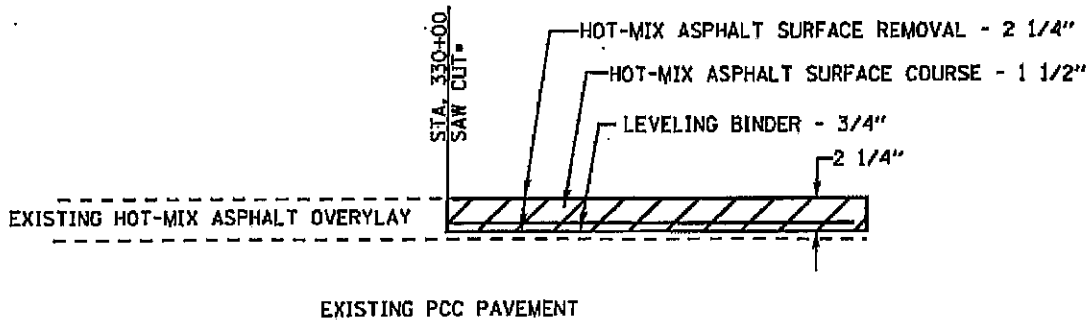
LOCATION			CURB		RAISED
			YELLOW	WHITE	MEDIAN
STA	TO	STA	(FT)	(FT)	(SO FT)
US 51					
340+00	TO	346+95	126		20.4
347+78	TO	354+70	122		12.6
355+48	TO	363+40	126		12.6
364+41	TO	365+30	80		20.0
I-64 RAMP 3				108	
I-64 RAMP 2				144	
2ND STREET				40	
7TH STREET RIGHT				250	
7TH STREET LEFT				255	
TOTALS			1,251		65.6

SCHEDULES

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME-

TOTAL SHEETS	SHEET NO.
55	38
CONTRACT NO. 76878	



*-COST OF SAW CUT TO BE INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"

JOINT DETAIL (US 51)
STA. 330+00

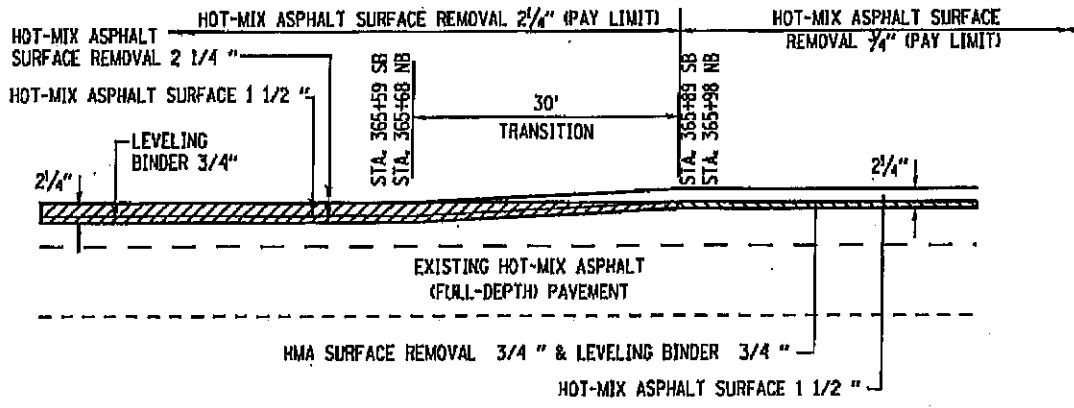
**JOINT DETAILS
(US 51)**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

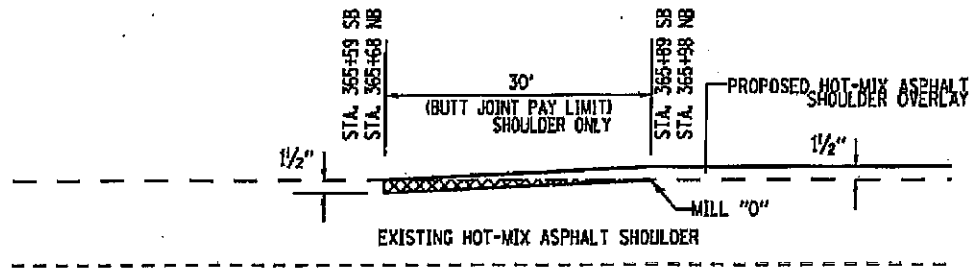
PLOT DATE: -DATE-TIME-

DATES
DATE-TIME
JOB-NO

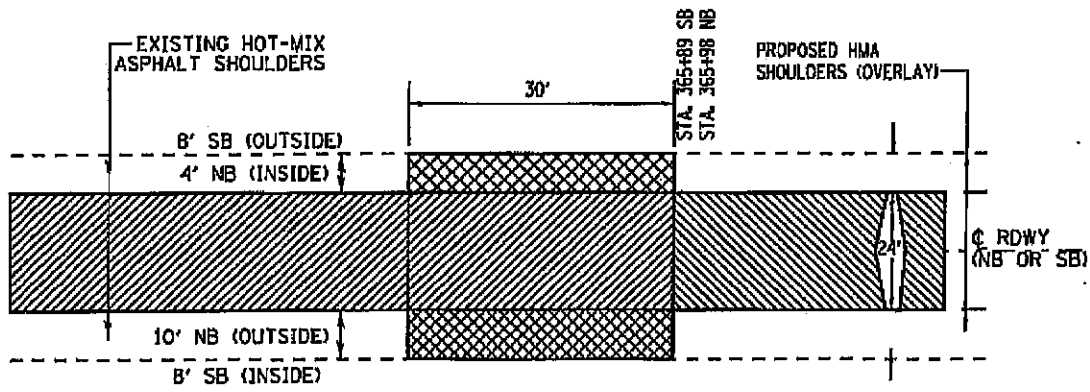
TOTAL SHEETS	SHEET NO.
55	39
CONTRACT NO. 76878	



HOT-MIX ASPHALT SURFACE REMOVAL TRANSITION (ROADWAY AREA)
(US 51) NB & SB



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SHOULDER AREA)
(US 51) NB & SB



PLAN VIEW

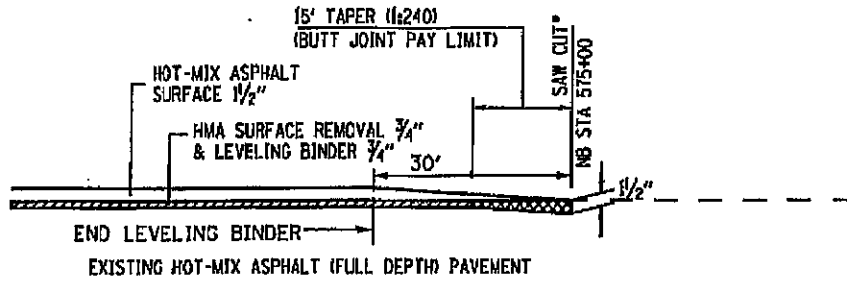
- HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (PAY LIMIT)
- HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4" (PAY LIMIT)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (PAY LIMIT)

**TRANSITION JOINT
DETAILS
(US 51)**
FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

DATE-TIME
DATE-TIME
DATE-TIME

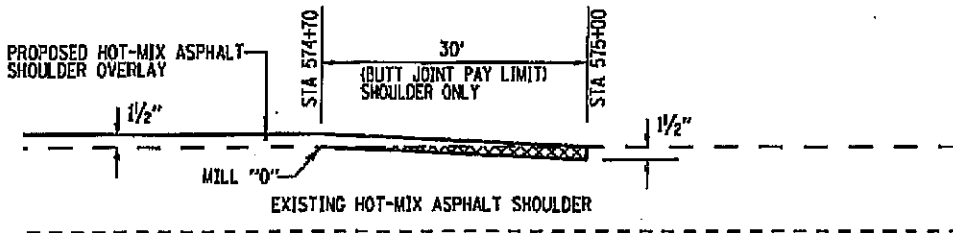
DATE-TIME

TOTAL SHEETS	SHEET NO.
55	40
CONTRACT NO. 76878	

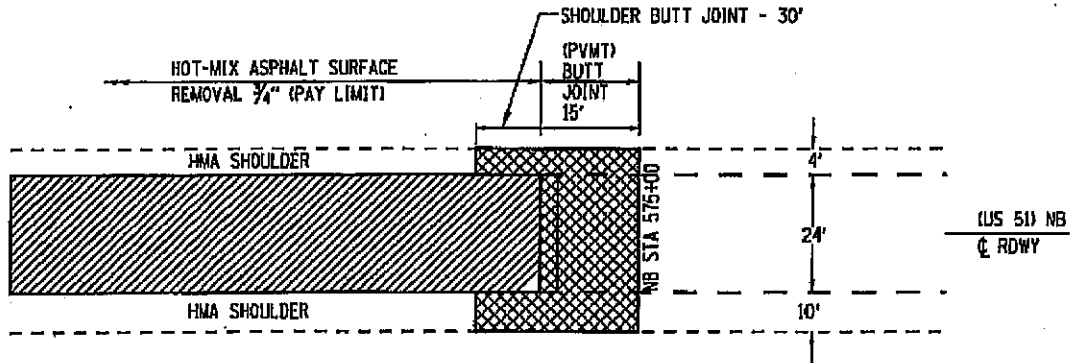


*COST OF SAW CUT TO BE INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (ROADWAY AREA)
 (US 51) NB STA. 575+00



HOT-MIX ASPHALT SURFACE REMOVAL BUTT-JOINT (SHOULDER AREA)
 (US 51) NB STA. 575+00



PLAN VIEW

-  HOT-MIX ASPHALT SURFACE REMOVAL 3/4" & LEVELING BINDER 3/4"
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

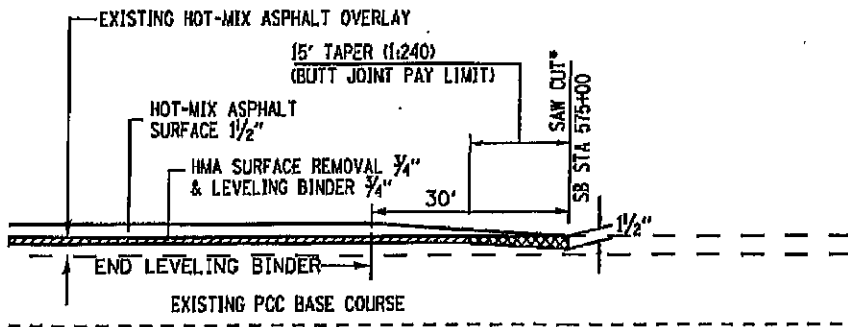
JOINT DETAILS (US 51)

FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE: _DATE-TIME-

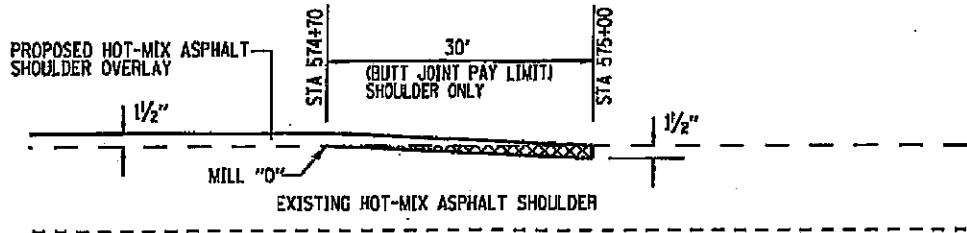
DATE-TIME
 DATE-TIME
 DATE-TIME

TOTAL SHEETS	SHEET NO.
55	41
CONTRACT NO. 76B78	

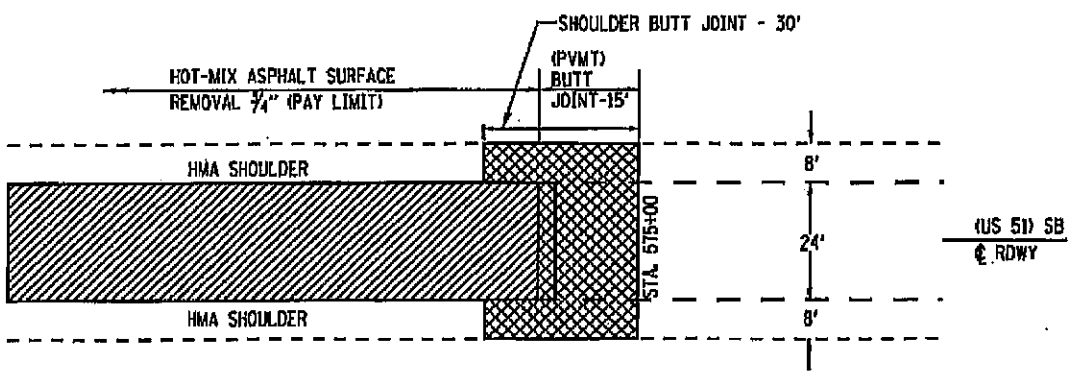


*COST OF SAW CUT TO BE INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (ROADWAY AREA)
 (US 51) SB STA. 575+00



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SHOULDER AREA)
 (US 51) SB STA. 575+00



PLAN VIEW

**JOINT DETAILS
 (US 51)**

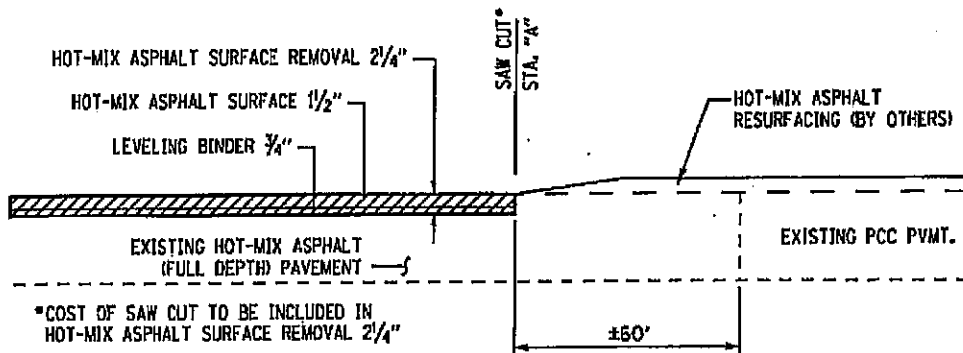
FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

- HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (PAY LIMIT)
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (PAY LIMIT)

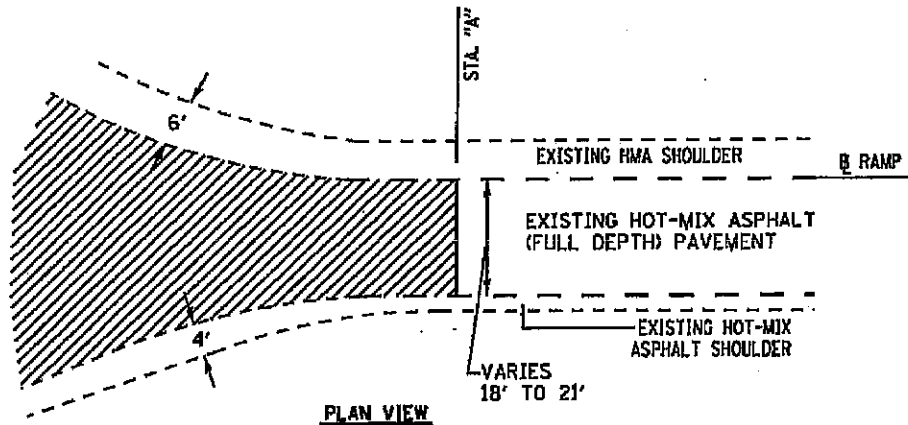
SHORTERS
 DATE-TIME
 DES-SPEC

PLOT DATE: DATE-TIME

TOTAL SHEETS	SHEET NO.
55	42
CONTRACT NO. 76B78	



JOINT DETAIL
(I-64 RAMPS)



PLAN VIEW

- STA. "A"
 RAMP 1 (I-64 WB ENTRANCE) STA. 101+40
 RAMP 2 (I-64 WB EXIT) STA. 212+10
 RAMP 3 (I-64 EB EXIT) STA. 315+60
 RAMP 4 (I-64 EB ENTRANCE) STA. 401+65

 HOT-MIX ASPHALT SURFACE REMOVAL 2 1/4"

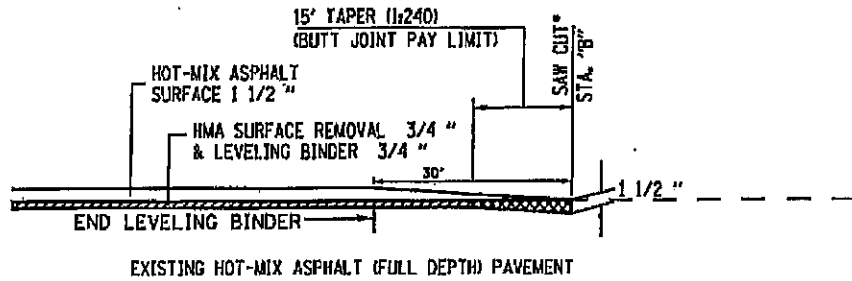
JOINT DETAILS
(I-64) RAMPS

FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE: DATE-TIME

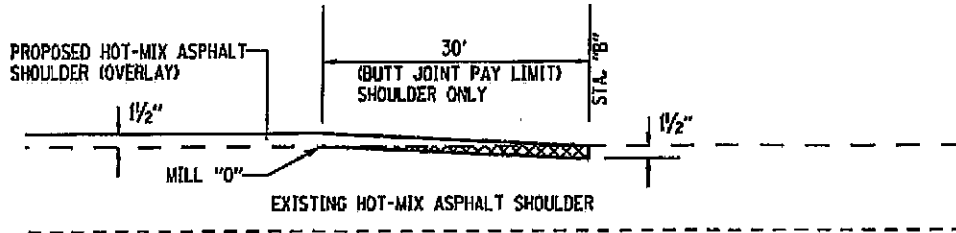
DATE
 DATE-TIME
 DEN-SPEC

TOTAL SHEETS	SHEET NO.
55	43
CONTRACT NO. 1 76878	



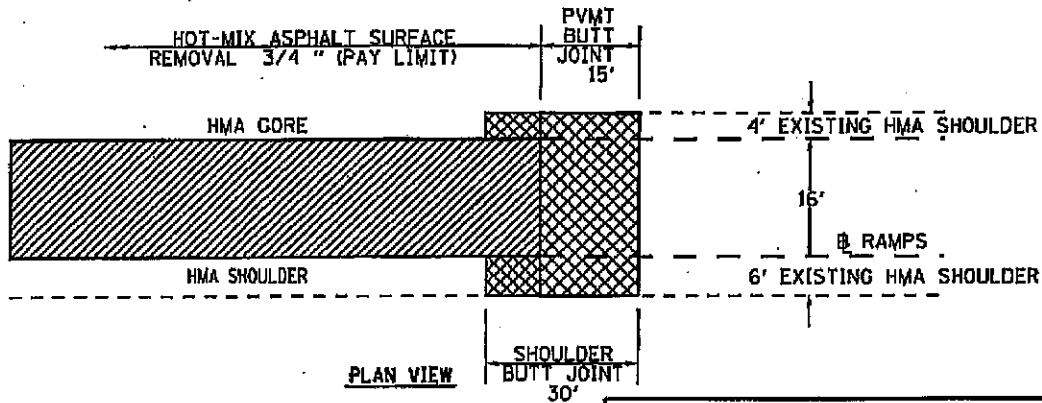
*COST OF SAW CUT TO BE INCLUDED IN
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (ROADWAY AREA)
(IL 177 RAMPS)



HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT (SHOULDER AREA)
(IL 177 RAMPS)

- STA. "B"
 RAMP 1 (NB EXIT) STA. 106+94
 RAMP 2 (NB ENTRI) STA. 207+35
 RAMP 3 (SB EXIT) STA. 306+33
 RAMP 4 (SB ENTRI) STA. 408+49



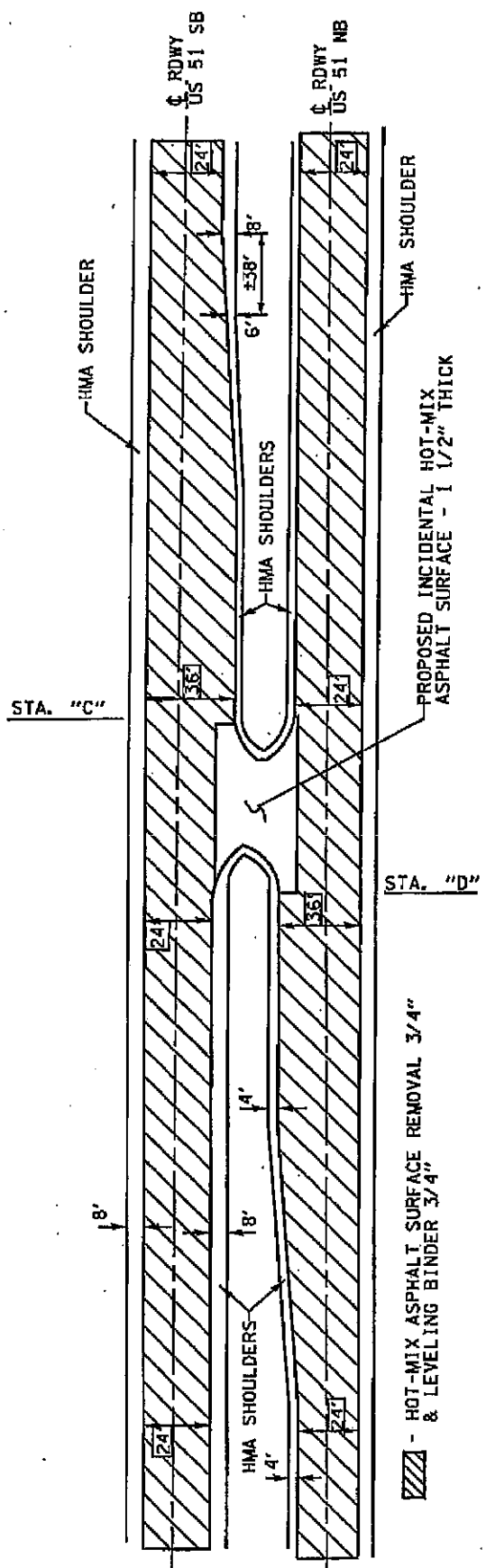
-  HOT-MIX ASPHALT SURFACE REMOVAL 3/4" & LEVELING BINDER 3/4"
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

**JOINT DETAILS
(IL 177) RAMPS**

FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE, DATE-TIME

DATE-TIME
 DATE-TIME
 DATE-TIME



- HOT-MIX ASPHALT SURFACE REMOVAL 3/4" & LEVELING BINDER 3/4"

(US 51) CROSSOVER PLAN VIEW (TYPICAL)

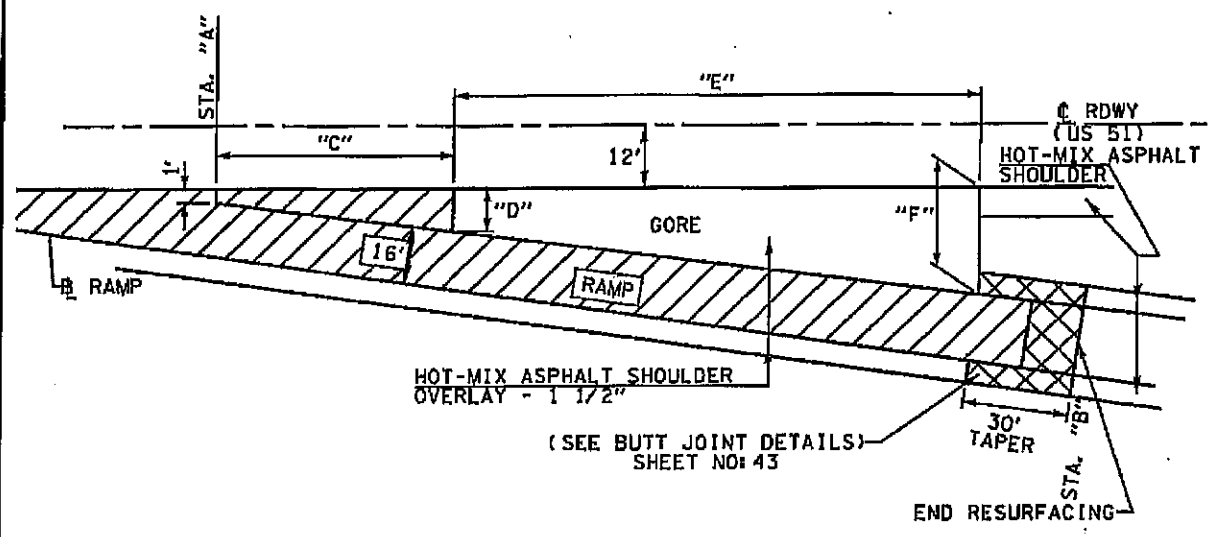
HOT-MIX ASPHALT SURFACE REMOVAL LIMITS - 3/4"		
FOR LEFT TURN LANES		
ROADWAY	STATION "C"	STATION "D"
US 51 SB	384+68.8	
US 51 SB	431+00.5	
US 51 NB		429+50.0
US 51 SB	457+27.8	
US 51 NB		455+91.8
US 51 SB	484+73.4	
US 51 NB		482+60.7
US 51 SB	518+42.6	
US 51 NB		517+07.0

(US 51) CROSS OVER DETAILS

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

DATE
 DATE-TIME
 DGN-SPEC



RAMP GORE: RESURFACING DETAIL (IL 177)

- HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

(IL 177) RAMP GORE RESURFACING LIMITS							
RAMP	LOCATION	STATION "A"	STATION "B"	"C" (FT)	"D" (FT)	"E" (FT)	"F" (FT)
1	NB EXIT	103+12.4	106+94.0	107.0	7.8	244.6	20.0
2	NB ENTR	211+78.6	207+35.0	130.0	4.0	283.6	18.0
3	SB EXIT	302+81.7	306+33.0	103.0	7.3	218.3	20.0
4	SB ENTR	413+71.3	408+49.0	195.0	4.0	297.3	16.0

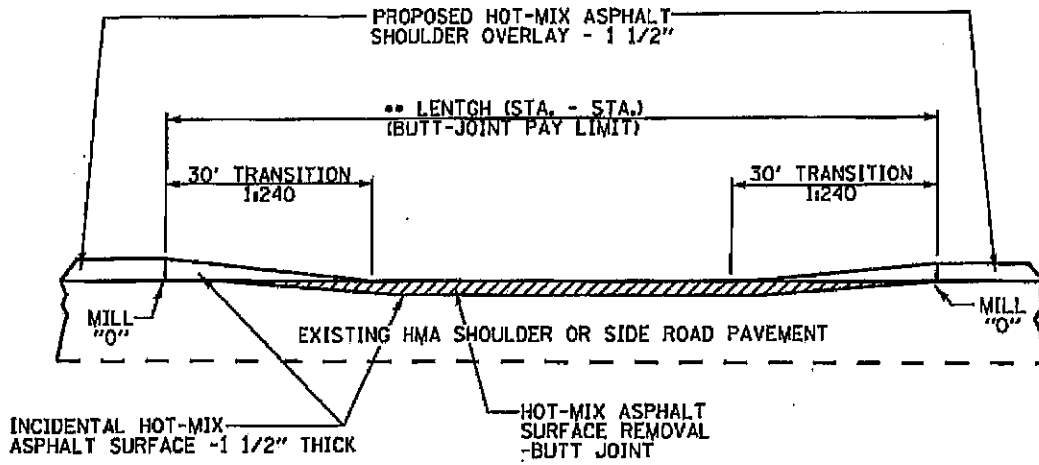
**RAMP GORE PAVING
DETAIL (IL 177)**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: . . . DATE-TIME: . . .

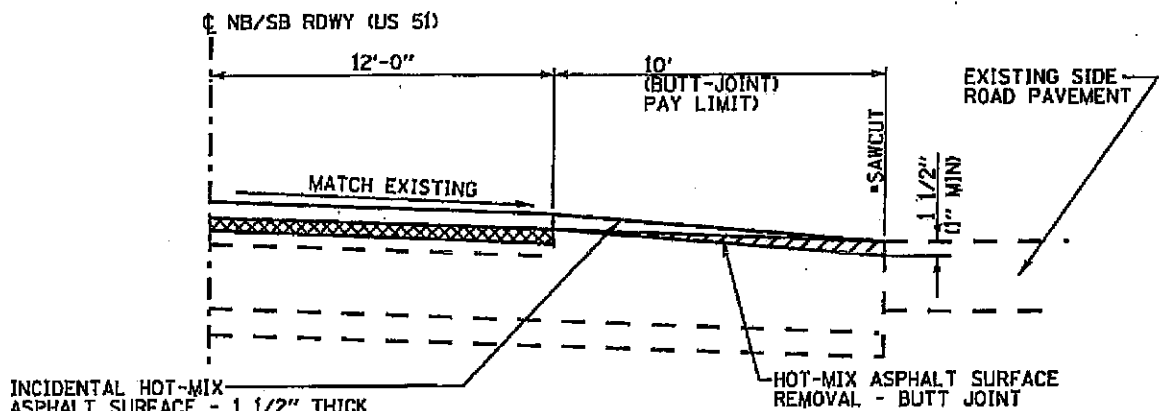
\$DATE\$\$
 \$DATE-TIME\$
 \$JOB-SPEC\$

TOTAL SHEETS	SHEET NO.
55	46
CONTRACT NO. 76878	

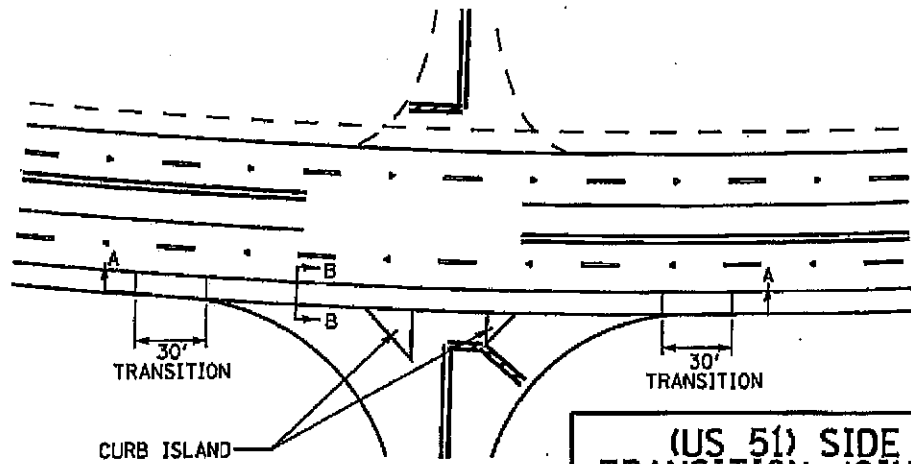


*COST OF SAWCUT TO BE INCLUDED IN SURFACE REMOVAL - BUTT JOINT

SECTION A-A
(SHOULDER OR SIDE ROAD ONLY)



SECTION B-B



- HOT-MIX ASPHALT SURFACE REMOVAL-3/4"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

** - SEE PAVING SCHEDULE FOR LOCATIONS (STA.-STA.)

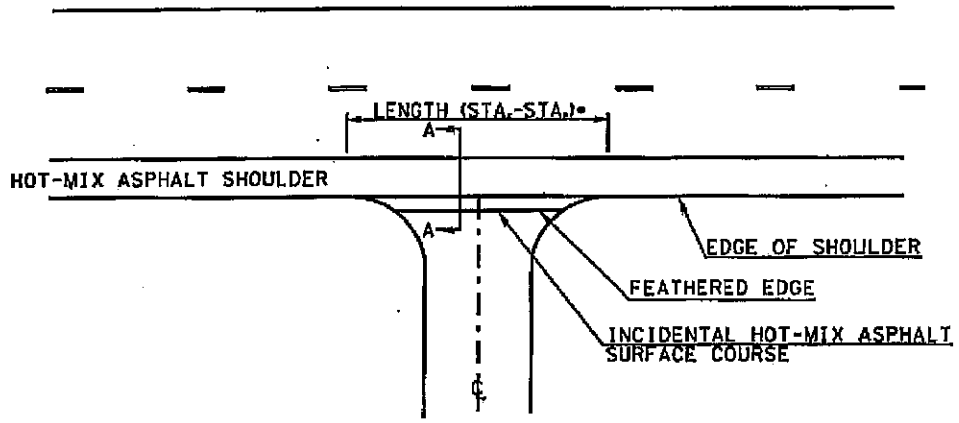
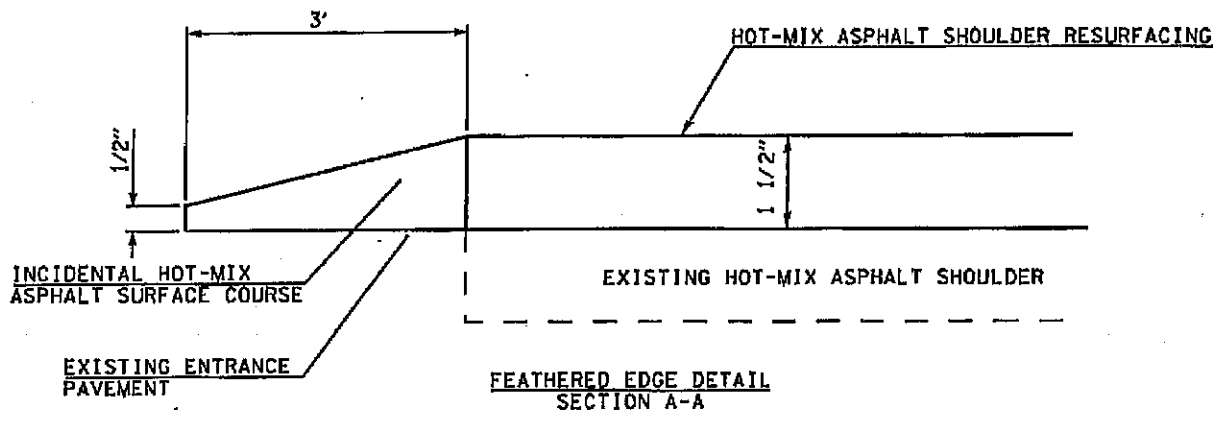
(US 51) SIDE ROAD
TRANSITION JOINT DETAIL

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

*DATE**
 DATE-TIME
 JOB-SPEC

TOTAL SHEETS	SHEET NO.
55	47
CONTRACT NO. 76B78	



ENTRANCE DETAIL
 •SEE PAVING SCHEDULE FOR LOCATIONS (STA. - STA.)

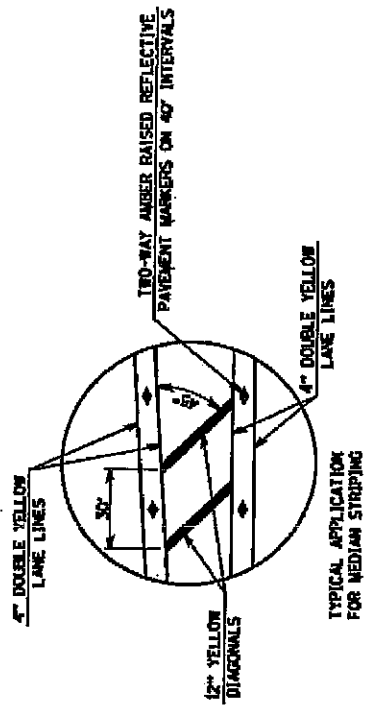
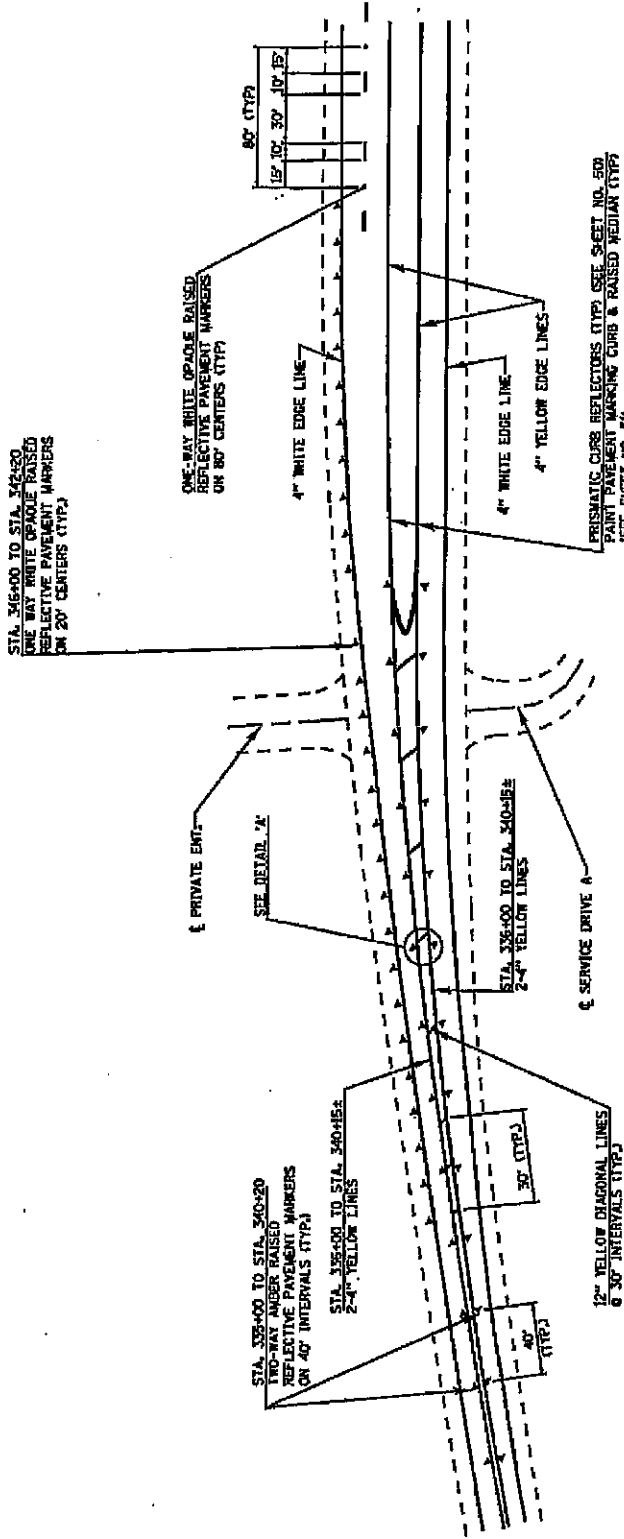
**MISCELLANEOUS PAVING
 DETAIL**

FAP 322 (US 51)
 SECTION (31-2.32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE, DATE-TIME

DATE
 DATE-TIME
 SIGN-SPEC

TOTAL SHEETS	SHEET NO.
55	48
CONTRACT NO. 76B78	



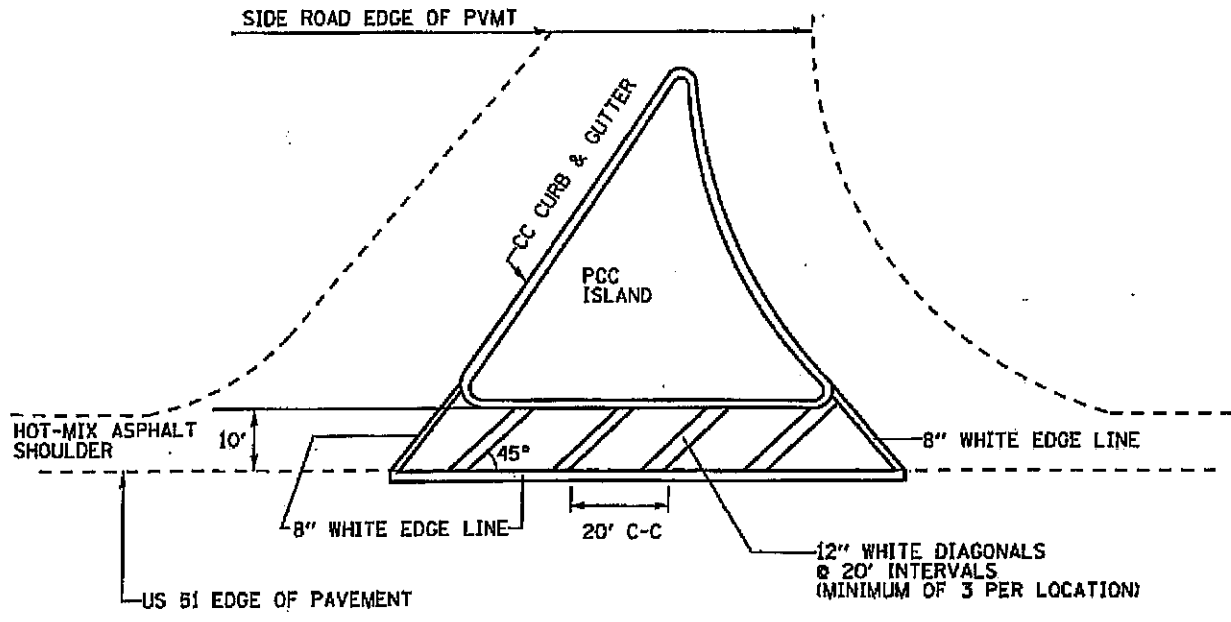
PAVEMENT MARKING DETAIL

FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE: DATE-TIME

\$DATE\$
 DATE-TIME
 DIM-SPEC

TOTAL SHEETS	SHEET NO.
55	49
CONTRACT NO. 76B78	



TYPICAL PAVEMENT MARKING DETAIL
 @ CONCRETE ISLANDS
 (FOR PRISMATIC CURB REFLECTORS - SEE SHEET NO. 50)
 PAINT PAVEMENT MARKING - CURB - SEE SHEET NO. 51)

PAVEMENT MARKING DETAIL

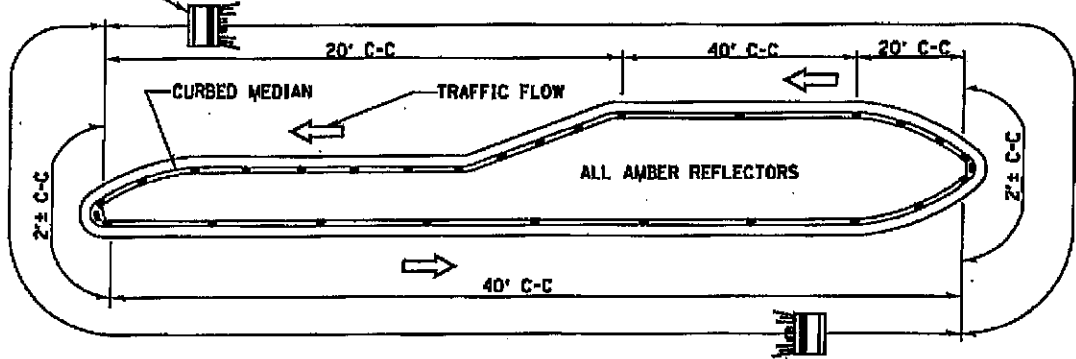
FAP 322 (US 51)
 SECTION (31-2,32-2)RS-2
 WASHINGTON COUNTY
 RESURFACING

PLOT DATE: DATE-TIME

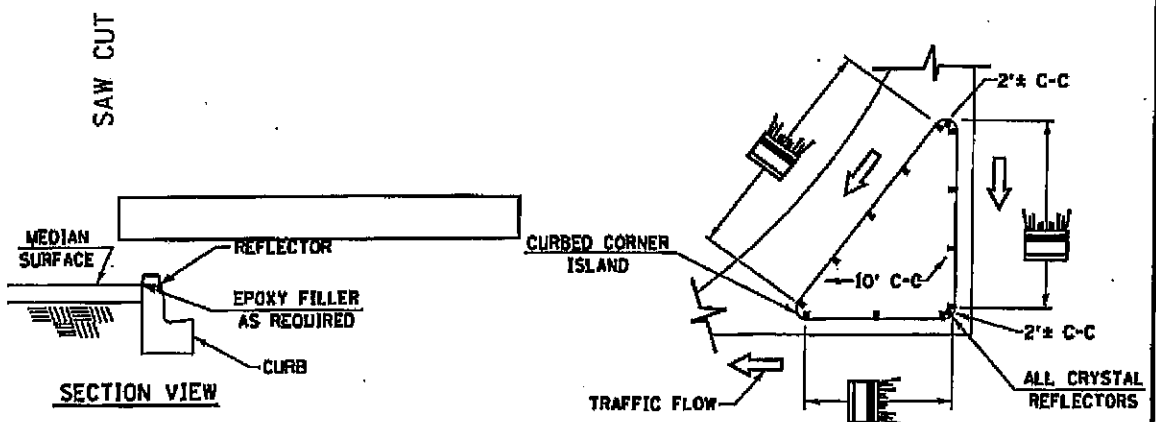
DATE: DATE-TIME
 DATE-TIME
 DATE-TIME

TOTAL SHEETS	SHEET NO.
55	50
CONTRACT NO. 75B7B	

MARKER ORIENTATION
WITHIN LIMITS SHOWN



- NOTES**
1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
 2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
 3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.



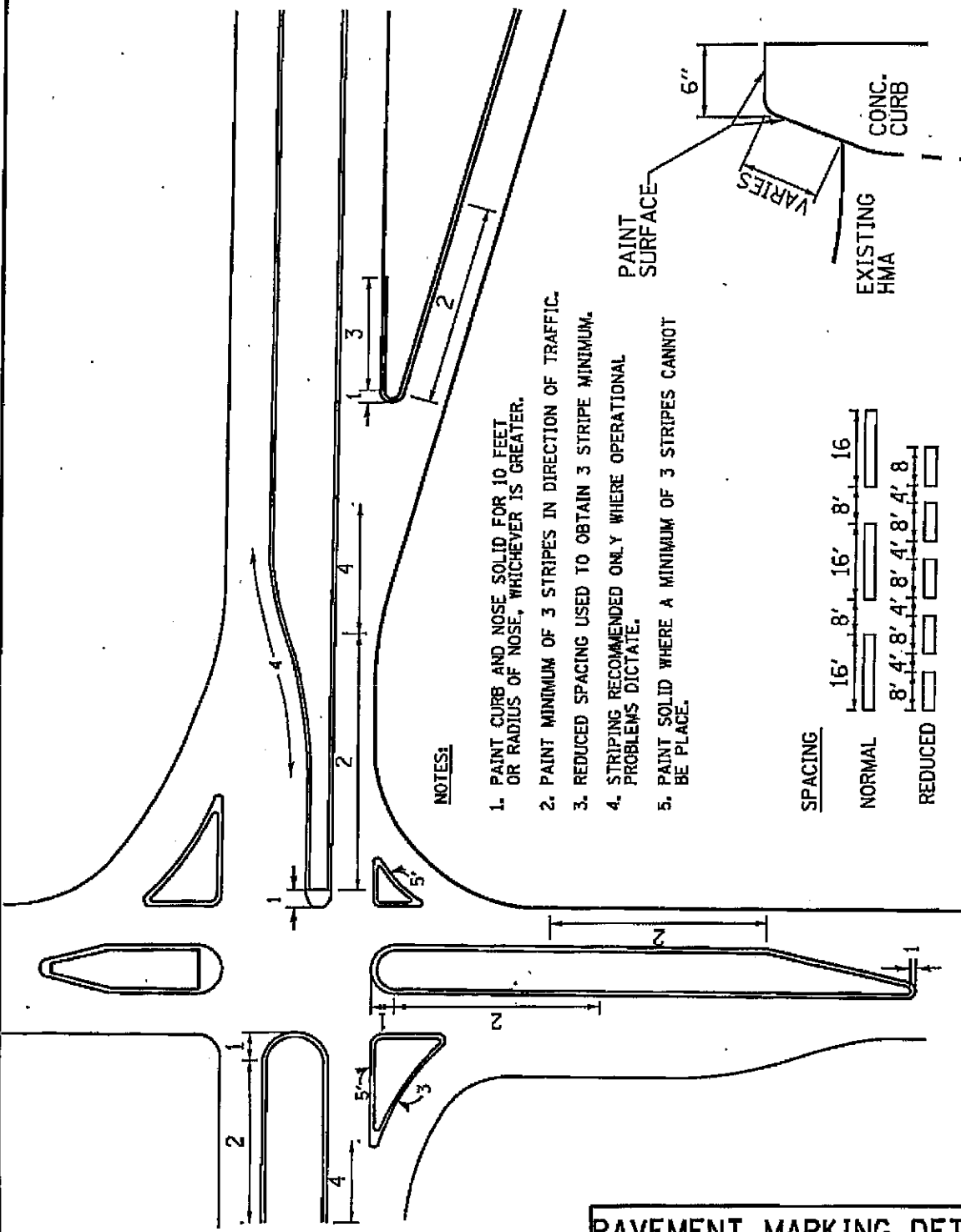
TYPICAL PLACEMENT OF PRISMATIC REFLECTORS ON CURBS
(NO SCALE)

**PAVEMENT MARKING
DETAIL- CURB REFLECTOR**

FAP 322 (US 51)
SECTION (31-2.32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE: DATE-TIME

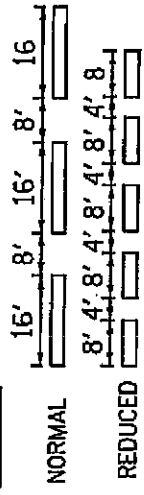
48047584
48047584
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NOTES:

1. PAINT CURB AND NOSE SOLID FOR 10 FEET OR RADIUS OF NOSE, WHICHEVER IS GREATER.
2. PAINT MINIMUM OF 3 STRIPES IN DIRECTION OF TRAFFIC.
3. REDUCED SPACING USED TO OBTAIN 3 STRIPE MINIMUM.
4. STRIPING RECOMMENDED ONLY WHERE OPERATIONAL PROBLEMS DICTATE.
5. PAINT SOLID WHERE A MINIMUM OF 3 STRIPES CANNOT BE PLACE.

SPACING



CURB MARKING

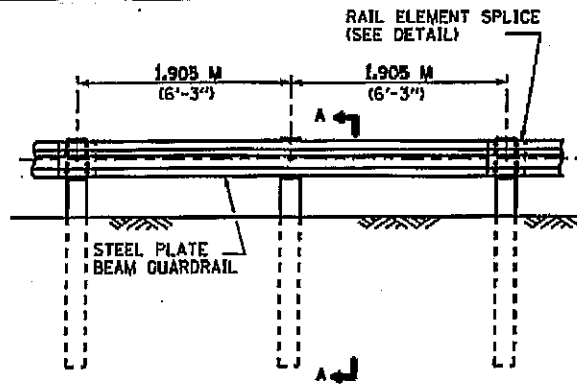
PAVEMENT MARKING DETAILS
- CURB & RAISED MEDIAN

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

DATE: _____

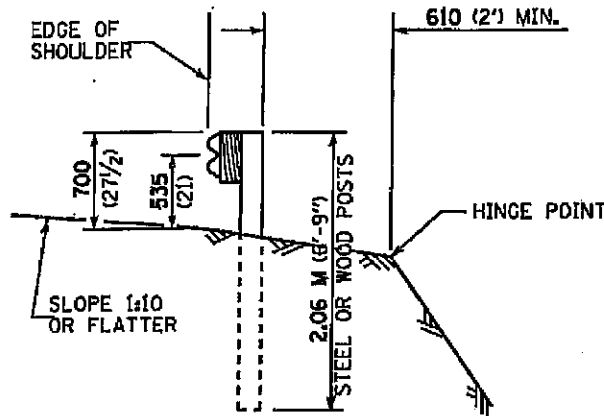
SHAW-WALKER
DATE-TIME
DDM-SPEC

TOTAL SHEETS	SHEET NO.
55	52
CONTRACT NO. 76B7B	

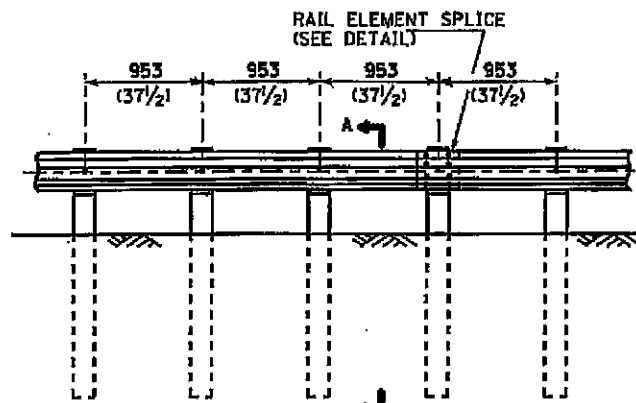


TYPE A

1.905 M (6'-3") TYPICAL POST SPACING



SECTION A-A



ELEVATION

TYPE B

953 (37 1/2) CLOSED POST SPACING

GENERAL NOTES

ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

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

THE EXISTING STEEL POSTS MAY BE DRILLED TO MATCH THE BOLT PATTERN SHOWN HEREIN FOR THE WOOD BLOCK-OUT, OR A NEW STEEL POST SHALL BE PROVIDED.

THIS DETAIL IS APPLICABLE TO THE GUARDRAIL SYSTEM USED PRIOR TO JANUARY 1, 2007.

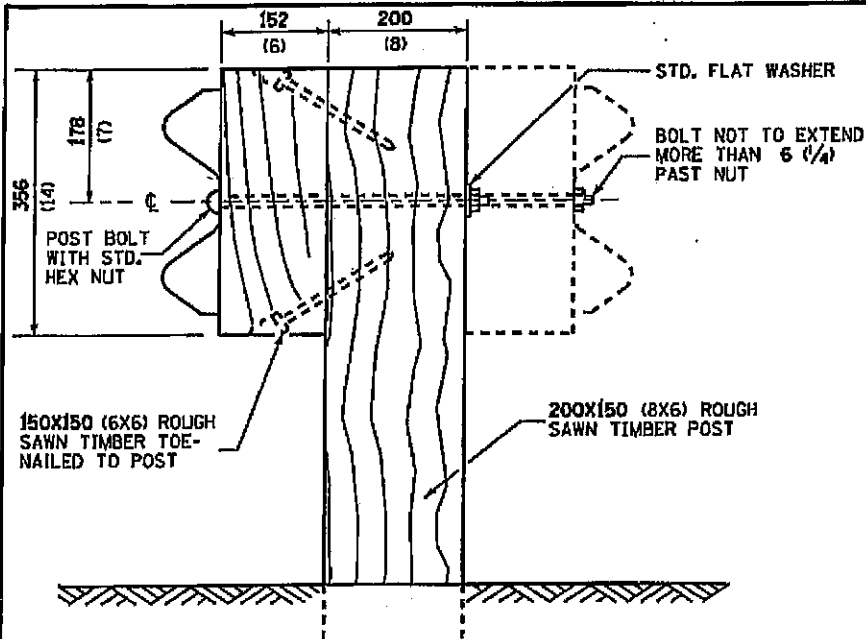
**REMOVE AND RE-ERECT
STEEL PLATE BEAM
GUARDRAIL DETAIL**

FAP 322 (US 51)
SECTION 31-2.32-2(RS-2)
WASHINGTON COUNTY
RESURFACING

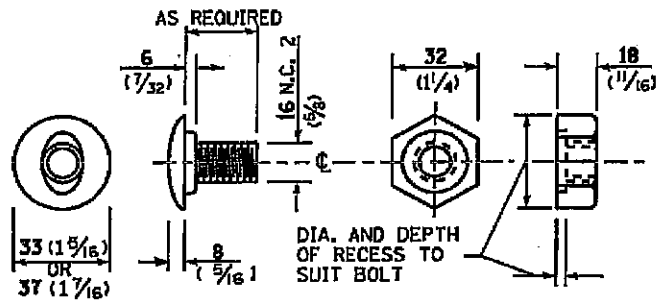
PLOT DATE: DATE-TIME

SDATERS
DATE-TIME
JOB-SPEC

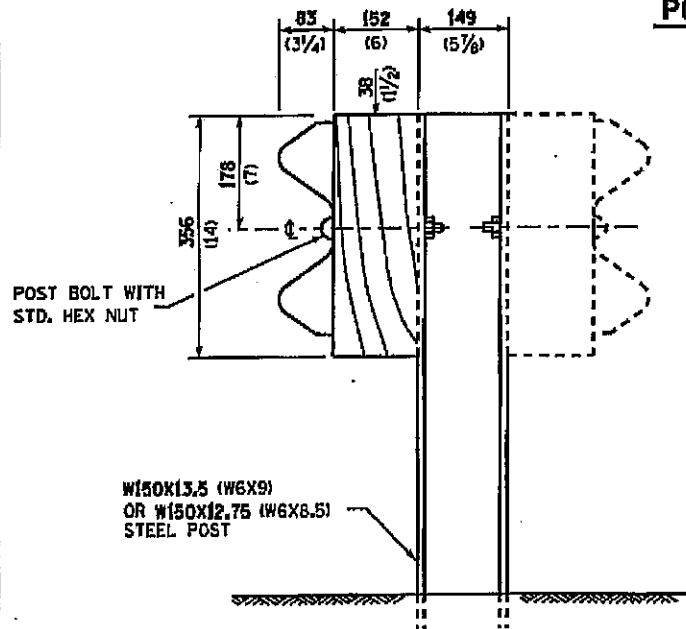
TOTAL SHEETS	SHEET NO.
55	53
CONTRACT NO. 76B78	



WOOD POST CONSTRUCTION



POST OR SPLICE BOLT & NUT



STEEL POST CONSTRUCTION

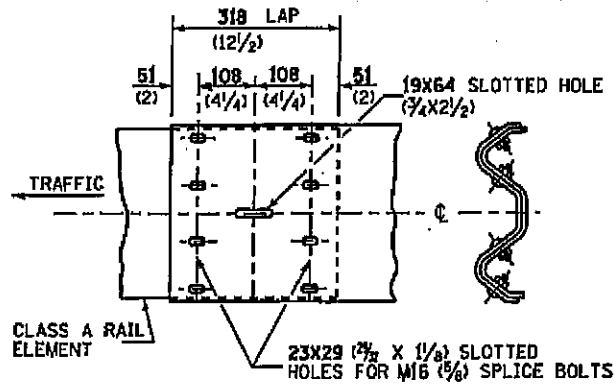
**REMOVE AND RE-ERECT
STEEL PLATE BEAM
GUARDRAIL DETAIL**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

DATE**
DATE-TIME*
REV-SPEC*

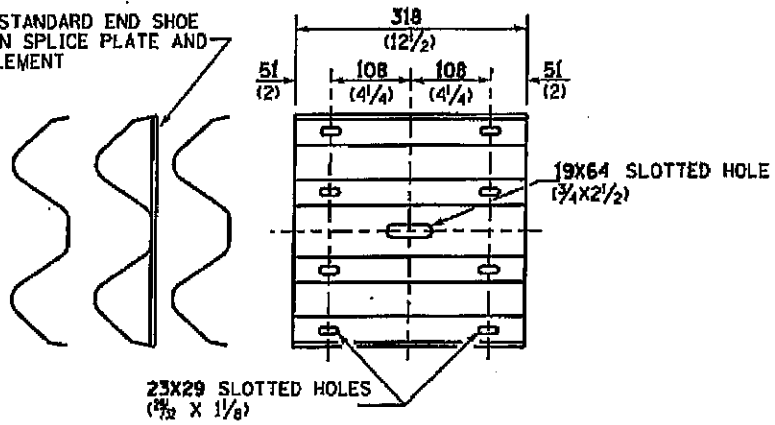
PLOT DATE, DATE-TIME*

TOTAL SHEETS	SHEET NO.
55	54
CONTRACT NO. 1 T6B7B	

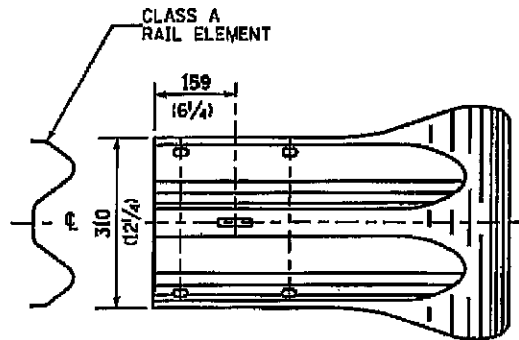
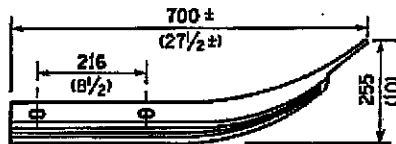


RAIL ELEMENT SPLICE

PLACE STANDARD END SHOE BETWEEN SPLICE PLATE AND RAIL ELEMENT



SPLICE PLATE



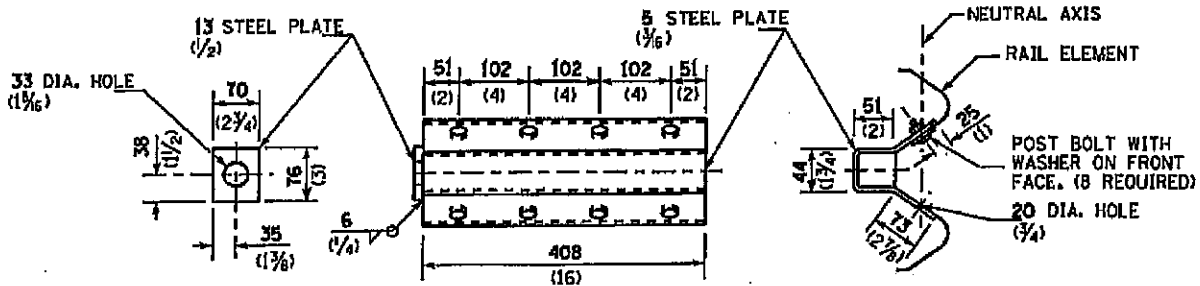
END SECTION

**REMOVE AND RE-ERECT
STEEL PLATE BEAM
GUARDRAIL DETAIL**

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

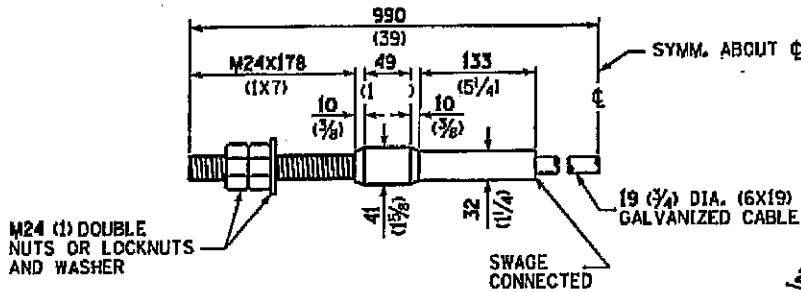
PLOT DATE: DATE-TIME

REVISIONS
DATE-TIME
DRAWN-SPEC.

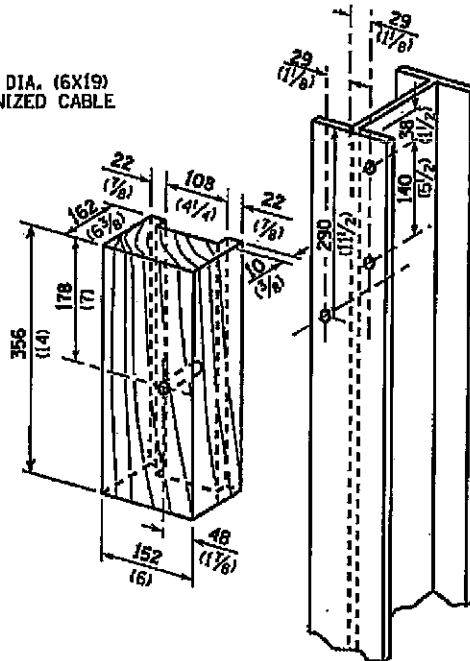


NOTE
ANCHOR PLATE T SHALL BE USED TO ATTACH CABLE ASSEMBLY TO GUARDRAIL WHEN REQUIRED ON TRAFFIC BARRIER TERMINALS.

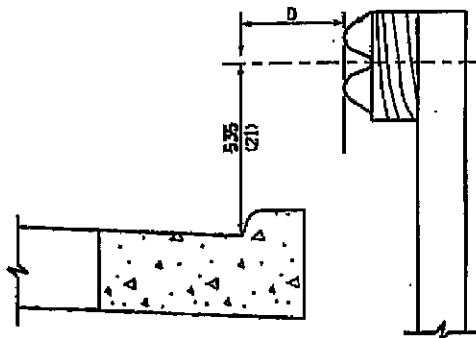
ANCHOR PLATE T DETAILS



CABLE ASSEMBLY
(18,100 KG (40,000 LBS.) MIN. BREAKING STRENGTH)
TIGHTEN TO TAUT TENSION.



WOOD BLOCK-OUT AND STEEL POST DETAILS



NOTE:
IF IT IS NECESSARY FOR D TO BE MORE THAN 300 (12) AND LESS THAN 3.0 M (10'-0") TYPE M-5 (M-2) CURB AND GUTTER (STD. 60600) SHALL BE USED IN FRONT OF AND IN ADVANCE OF THE GUARDRAIL.

GUARDRAIL PLACED BEHIND CURB

ID = 0 DESIRABLE TO 300 (12) MAXIMUM

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL DETAIL

FAP 322 (US 51)
SECTION (31-2,32-2)RS-2
WASHINGTON COUNTY
RESURFACING

PLOT DATE, _DATE-TIME_

DATE-TIME
DATE-TIME
DATE-TIME

ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR WASHINGTON COUNTY 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.

Washington 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		24.750	25.250	1.5	1.5	2.0	5.450	9.350	0.000	0.700
ASBESTOS ABT-MEC		BLD		26.610	27.610	1.5	1.5	2.0	5.250	2.500	0.000	0.250
BOILERMAKER		BLD		31.500	34.000	1.5	1.5	2.0	6.820	11.43	1.500	0.350
BRICK MASON		BLD		27.990	29.790	1.5	1.5	2.0	5.850	8.600	2.000	0.200
CARPENTER		ALL		32.270	33.770	1.5	1.5	2.0	5.550	4.250	0.000	0.350
CEMENT MASON		BLD		25.750	27.250	1.5	1.5	2.0	5.500	4.450	0.000	0.300
CEMENT MASON		HWY		30.000	30.500	1.5	1.5	2.0	5.400	8.250	0.000	0.500
CERAMIC TILE FNSHER		BLD		23.370	0.000	1.5	1.5	2.0	5.200	4.400	0.000	0.410
ELECTRIC PWR EQMT OP		ALL		32.180	0.000	1.5	1.5	2.0	4.690	8.370	0.000	0.240
ELECTRIC PWR GRNDMAN		ALL		24.030	0.000	1.5	1.5	2.0	3.500	6.250	0.000	0.180
ELECTRIC PWR LINEMAN		ALL		36.990	38.780	1.5	1.5	2.0	5.400	9.620	0.000	0.280
ELECTRIC PWR TRK DRV		ALL		26.260	0.000	1.5	1.5	2.0	3.830	6.830	0.000	0.200
ELECTRICIAN	NW	ALL		34.860	36.950	1.5	1.5	2.0	5.580	7.150	0.000	0.440
ELECTRICIAN	SE	ALL		34.460	36.710	1.5	1.5	2.0	5.150	7.920	0.000	0.520
ELECTRONIC SYS TECH		BLD		26.740	28.240	1.5	1.5	2.0	5.150	3.470	0.000	0.250
ELEVATOR CONSTRUCTOR		BLD		39.715	44.680	2.0	2.0	2.0	9.525	8.210	2.380	0.000
FLOOR LAYER		BLD		27.680	27.980	1.5	1.5	2.0	5.550	4.250	1.000	0.350
GLAZIER		BLD		30.810	0.000	2.0	2.0	2.0	9.020	8.300	2.460	0.310
HT/FROST INSULATOR		BLD		32.910	33.910	1.5	1.5	2.0	5.600	9.360	0.000	0.500
IRON WORKER		ALL		28.350	29.850	1.5	1.5	2.0	6.360	10.05	0.000	0.420
LABORER		ALL		24.250	24.750	1.5	1.5	2.0	5.450	9.350	0.000	0.700
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		23.370	0.000	1.5	1.5	2.0	5.200	4.400	0.000	0.410
MARBLE MASON		BLD		27.990	29.790	1.5	1.5	2.0	5.850	8.600	2.000	0.200
MILLWRIGHT		ALL		32.270	33.770	1.5	1.5	2.0	5.550	4.250	0.000	0.350
OPERATING ENGINEER		ALL	1	28.500	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
OPERATING ENGINEER		ALL	2	27.370	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
OPERATING ENGINEER		ALL	3	22.890	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
OPERATING ENGINEER		ALL	4	22.950	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
OPERATING ENGINEER		ALL	5	22.620	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
OPERATING ENGINEER		ALL	6	29.050	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
OPERATING ENGINEER		ALL	7	29.350	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
OPERATING ENGINEER		ALL	8	29.630	31.500	1.5	1.5	2.0	7.300	12.75	0.000	1.000
PAINTER		BLD		27.700	29.200	1.5	1.5	2.0	4.750	6.170	0.000	0.450
PAINTER		HWY		28.900	30.400	1.5	1.5	2.0	4.750	6.170	0.000	0.450
PAINTER OVER 30FT		BLD		28.700	30.200	1.5	1.5	2.0	4.750	6.170	0.000	0.450
PAINTER PWR EQMT		BLD		28.700	30.200	1.5	1.5	2.0	4.750	6.170	0.000	0.450
PAINTER PWR EQMT		HWY		29.900	31.400	1.5	1.5	2.0	4.750	6.170	0.000	0.450
PILEDRIVER		ALL		32.270	33.770	1.5	1.5	2.0	5.550	4.250	0.000	0.350
PIPEFITTER	E	BLD		31.000	34.100	1.5	1.5	2.0	5.850	5.150	0.000	0.900
PIPEFITTER	W	BLD		32.750	35.250	1.5	1.5	2.0	6.700	4.200	0.000	0.525
PLASTERER		BLD		23.500	24.500	1.5	1.5	2.0	5.200	3.550	0.000	0.100
PLUMBER	E	BLD		31.000	34.100	1.5	1.5	2.0	5.850	5.150	0.000	0.900
PLUMBER	W	BLD		32.750	35.250	1.5	1.5	2.0	6.700	4.200	0.000	0.525
ROOFER		BLD		28.000	30.000	1.5	1.5	2.0	7.150	6.400	0.000	0.200
SHEETMETAL WORKER		ALL		28.080	29.580	1.5	1.5	2.0	6.350	5.650	1.690	0.260
SPRINKLER FITTER		BLD		36.230	38.980	2.0	2.0	2.0	6.650	8.350	0.000	0.650
TERRAZZO FINISHER		BLD		31.240	0.000	1.5	1.5	2.0	0.000	0.000	0.000	0.000
TERRAZZO MASON		BLD		32.530	32.830	1.5	1.5	2.0	0.000	4.250	0.000	0.070
TRUCK DRIVER		ALL	1	27.580	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	2	27.980	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	3	28.180	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	4	28.430	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	5	29.180	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	1	22.060	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	2	22.380	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	3	22.540	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	4	22.740	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000

TRUCK DRIVER O&C 5 23.340 0.000 1.5 1.5 2.0 8.600 3.925 0.000 0.000

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

WASHINGTON COUNTY

ELECTRICIANS (NORTHWEST) - Township of Venedy.

PLUMBERS & PIPEFITTERS (WEST) - That part of the county West of a line 2.5 miles East of Rt. 127 including the towns of Posin, Beacoup and New Minden.

PLUMBERS & PIPEFITTERS (EAST) - That part of the county East of a North-South line 2.5 miles East of Rt. 127.

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 AND MARBLE FINISHER

The handling, at the building site, of all sand, cement, tile, marble or stone and all other materials that may be used and installed by [a] tile layer or marble mason. In addition, the grouting, cleaning, sealing, and mixing on the job site, and all other work as required in assisting the setter. The term "Ceramic" is used for naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

ELECTRONIC SYSTEMS TECHNICIAN

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.

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. Jurisdiction in Bond, Calhoun, Clinton, Fayette, Greene, Jefferson, Jersey, Macoupin, Madison, Marion, Monroe, Montgomery, Perry, Randolph, St. Clair, and Washington.

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

GROUP I. Cranes, Dragline, Shovels, Skimmer Scoops, Clamshells or Derrick Boats, Pile Drivers, Crane-Type Backhoes, Asphalt Plant Operators, Concrete Plant Operators, Dredges, Asphalt Spreading Machines, All Locomotives, Cable Ways, or Tower Machines, Hoists, Hydraulic Backhoes, Ditching Machines or Backfiller, Cherrypickers, Overhead Cranes, Roller, Steam or Gas, Concrete Pavers, Excavators, Concrete Breakers, Concrete Pumps, Bulk Cement Plants, Cement Pumps, Derrick-Type Drills, Boat Operators, Motor Graders or Pushcats, Scoops or Tournapulls, Bulldozers, Endloaders or Fork Lifts, Power Blade or Elevating Graders, Winch Cats, Boom or Winch Trucks or Boom Tractors, Pipe Wrapping or Painting Machines, Asphalt Plant Engineer, Journeyman Lubricating Engineer, Drills (other than Derrick Type), Mud Jacks, or Well Drilling Machines, Boring Machines or Track Jacks, Mixers, Conveyors (Two), Air Compressors (Two), Water Pumps regardless of size (Two), Welding Machines (Two), Siphons or Jets (Two), Winch Heads or Apparatuses (Two), Light Plants (Two), Waterblasters (two), All Tractors regardless of size (straight tractor only), Fireman on Stationary Boilers, Automatic Elevators, Form Grading Machines, Finishing Machines, Power Sub-Grader or Ribbon Machines, Longitudinal Floats, Distributor Operators on Trucks, Winch Heads or Apparatuses (One), Mobil Track air and heaters (two to five), Heavy Equipment Greaser, Relief Operator, Assistant Master Mechanic and Heavy Duty Mechanic, all Operators (except those listed below).

GROUP II. Assistant Operators.

GROUP III. Air Compressors (One), Water Pumps, regardless of Size (One), Waterblasters (one), Welding Machine (One), Mixers (One Bag), Conveyor (One), Siphon or Jet (One), Light Plant (One), Heater (One), Immobile Track Air (One), and Self Propelled Walk-Behind Rollers.

GROUP IV. Asphalt Spreader Oilers, Fireman on Whirlies and Heavy Equipment Oilers, Truck Cranes, Dredges, Monigans, Large Cranes - (Over 65-ton rated capacity) Concrete Plant Oiler, Blacktop Plant Oiler, and Creter Crane Oiler (when required).

GROUP V. Oiler.

GROUP VI. Master Mechanics, Operators on equipment with Booms, including jibs, 100 feet and over, and less than 150 feet long.

GROUP VII. Operators on equipment with Booms, including jibs, 150 feet and over, and less than 200 feet long.

GROUP VIII. Operators on Equipment with Booms, including jibs, 200 feet and over; Tower Cranes; Whirlie Cranes; and Operator Foreman.

TERRAZZO FINISHER

The handling of all materials used for Mosaic and Terrazzo work including preparing, mixing by hand, by mixing machine or transporting of pre-mixed materials and distributing with shovel, rake, hoe, or pail, all kinds of concrete foundations necessary for Mosaic and Terrazzo work, all cement terrazzo, magnesite terrazzo, Do-O-Tex terrazzo, epoxy matrix ter-razzo, exposed aggregate, rustic or rough washed for exterior or interior of buildings placed either by machine or by hand, and any other kind of mixture of plastics composed of chips or granules when mixed with cement, rubber, neoprene, vinyl, magnesium chloride or any other resinous or chemical substances used for seamless flooring systems, and all other building materials, all similar materials and all precast terrazzo work on jobs, all scratch

coat used for Mosaic and Terrazzo work and sub-bed, tar paper and wire mesh (2x2 etc.) or lath. The rubbing, grinding, cleaning and finishing of same either by hand or by machine or by terrazzo resurfacing equipment on new or existing floors. When necessary finishers shall be allowed to assist the mechanics to spread sand bed, lay tarpaper and wire mesh (2x2 etc.) or lath. The finishing of cement floors where additional aggregate of stone is added by spreading or sprinkling on top of the finished base, and troweled or rolled into the finish and then the surface is ground by grinding machines.

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.