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

PREQUALIFICATION

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

REQUESTS FOR AUTHORIZATION TO BID

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

WHO CAN BID ?

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

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?: When a prospective prime bidder submits a "Request for Authorization to Bid/or Not For Bid Status"(BDE 124INT) he/she must indicate at that time which items are being requested For Bidding purposes. Only those items requested For Bidding will be analyzed. After the request has been analyzed, the bidder will be issued 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 and addendum or revision could result in a bid being rejected as irregular.

RETURN WITH BID

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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. 76B83
ST CLAIR County
Section 27-25RS
District 8 Construction Funds
Routes FAP 103 & FAU 9273

PLEASE MARK THE APPROPRIATE BOX BELOW:

☐ A Bid Bond is included.

☐ A Cashier's Check or a Certified Check is included.

Plans Included Herein

Prepared by

S

Checked by

(Printed by authority of the State of Illinois)

INSTRUCTIONS

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

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

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

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

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond

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

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

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

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

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

RETURN WITH BID

Illinois Department of Transportation

PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

1. Proposal of _____

_____

Taxpayer Identification Number (Mandatory) _____ a

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

Contract No. 76B83
ST CLAIR County
Section 27-25RS
Routes FAP 103 & FAU 9273
District 8 Construction Funds

3.96 miles of milling, patching and resurfacing at two locations, IL Route 15 from just east of IL Route 159 to just west of Greenmount Road and IL Route 13 from Nocturne Drive to IL Route 15.

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

3. **ASSURANCE OF EXAMINATION AND INSPECTION/WAIVER.** The undersigned further declares that he/she has carefully examined the proposal, plans, specifications, form of contract and contract bond, and special provisions, and that he/she has inspected in detail the site of the proposed work, and that he/she has familiarized themselves with all of the local conditions affecting the contract and the detailed requirements of construction, and understands that in making this proposal he/she waives all right to plead any misunderstanding regarding the same.

4. **EXECUTION OF CONTRACT AND CONTRACT BOND.** The undersigned further agrees to execute a contract for this work and present the same to the department within fifteen (15) days after the contract has been mailed to him/her. The undersigned further agrees that he/she and his/her surety will execute and present within fifteen (15) days after the contract has been mailed to him/her contract bond satisfactory to and in the form prescribed by the Department of Transportation, in the penal sum of the full amount of the contract, guaranteeing the faithful performance of the work in accordance with the terms of the contract.

5. **PROPOSAL GUARANTY.** Accompanying this proposal is either a bid bond on the department form, executed by a corporate surety company satisfactory to the department, or a proposal guaranty check consisting of a bank cashier's check or a properly certified check for not less than 5 per cent of the amount bid or for the amount specified in the following schedule:

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

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

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

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

Attach Cashier's Check or Certified Check Here

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

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

Item _____

Section No. _____

County _____

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

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

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

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

Schedule of Combination Bids

Combination No.	Sections Included in Combination	Combination Bid Dollars	Cents

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 76B83

State Job # - C-98-051-08
PPS NBR - 8-89405-0100
County Name - ST CLAIR- -
Code - 163 - -
District - 8 - -
Section Number - 27-25RS

Project Number

Route
FAP 103
FAU 9273

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0322452	REP TB TERM T1 SP RLP	EACH	1.000				
X0326470	PARTIAL DPTH REM 3 SP	SQ YD	372.200				
X4421000	PARTIAL DEPTH PATCH	TON	123.400				
X4422030	PARTIAL DEPTH REM 3	SQ YD	358.000				
X7800200	PAINT PVT MARK CURB	FOOT	612.000				
Z0017202	DOWEL BARS 1 1/2	EACH	100.000				
20200100	EARTH EXCAVATION	CU YD	59.000				
35800100	PREPARATION OF BASE	SQ YD	273.000				
35800200	AGG BASE REPAIR	TON	8.000				
40600200	BIT MATLS PR CT	TON	34.800				
40600300	AGG PR CT	TON	167.000				
40600645	LEV BIND MM N90	TON	3,576.000				
40600895	CONSTRUC TEST STRIP	EACH	1.000				
40600982	HMA SURF REM BUTT JT	SQ YD	2,581.000				
40600990	TEMPORARY RAMP	SQ YD	470.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 76B83

State Job # - C-98-051-08
PPS NBR - 8-89405-0100
County Name - ST CLAIR- -
Code - 163 - -
District - 8 - -
Section Number - 27-25RS

Project Number

Route
FAP 103
FAU 9273

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40601005	HMA REPL OVER PATCH	TON	9.600				
40603090	HMA BC IL-19.0 N90	TON	118.000				
40603345	HMA SC "D" N90	TON	6,783.000				
40800020	BIT MATLS PR CT	TON	0.400				
40800030	AGG PR CT	TON	2.000				
40800050	INCIDENTAL HMA SURF	TON	65.000				
44000152	HMA SURF REM 3/4	SQ YD	52,807.000				
44000155	HMA SURF REM 1 1/2	SQ YD	67.000				
44000158	HMA SURF REM 2 1/4	SQ YD	2,755.000				
44000500	COMB CURB GUTTER REM	FOOT	8.000				
44002212	HMA RM OV PATCH 3	SQ YD	56.000				
44004250	PAVED SHLD REMOVAL	SQ YD	13.300				
44200128	PAVT PATCH T1 11	SQ YD	16.600				
44200132	PAVT PATCH T2 11	SQ YD	166.800				
44200136	PAVT PATCH T3 11	SQ YD	18.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
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Code - 163 - -
District - 8 - -
Section Number - 27-25RS

Project Number

Route
FAP 103
FAU 9273

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44200970	CL B PATCH T2 10	SQ YD	32.000				
44200974	CL B PATCH T3 10	SQ YD	24.000				
44213100	PAVEMENT FABRIC	SQ YD	24.000				
44213200	SAW CUTS	FOOT	252.000				
44300200	STRIP REF CR CON TR	FOOT	12,296.000				
48102100	AGG WEDGE SHLD TYPE B	TON	971.000				
48203029	HMA SHOULDERS 8	SQ YD	13.300				
48203100	HMA SHOULDERS	TON	2,848.000				
60260600	INLETS ADJ NEW T4F&G	EACH	2.000				
60405740	FR & GRATES REMOVED	EACH	2.000				
60608900	COMB CC&G TM6.06 MOD	FOOT	12.000				
63000002	SPBGR TY A 6.75 POSTS	FOOT	112.500				
63100167	TR BAR TRM T1 SPL TAN	EACH	4.000				
63200310	GUARDRAIL REMOV	FOOT	212.500				
63301210	REM RE-E SPBGR TY A	FOOT	3,605.300				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 76B83

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County Name - ST CLAIR- -
Code - 163 - -
District - 8 - -
Section Number - 27-25RS

Project Number

Route
FAP 103
FAU 9273

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
63301215	REM RE-E SPBGR TY B	FOOT	100.000				
63302000	REM RE-E T B TERM T2	EACH	3.000				
63302500	REM RE-E T B TERM T5A	EACH	8.000				
67000400	ENGR FIELD OFFICE A	CAL MO	11.000				
67100100	MOBILIZATION	L SUM	1.000				
70100310	TRAF CONT-PROT 701421	L SUM	1.000				
70100315	TRAF CONT-PROT 701422	EACH	2.000				
70100420	TRAF CONT-PROT 701411	EACH	2.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				
70100500	TRAF CONT-PROT 701326	L SUM	1.000				
70100825	TRAF CONT-PROT 701456	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	3.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	22.000				
70300100	SHORT-TERM PAVT MKING	FOOT	13,448.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 76B83

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PPS NBR - 8-89405-0100
County Name - ST CLAIR- -
Code - 163 - -
District - 8 - -
Section Number - 27-25RS

Project Number

Route
FAP 103
FAU 9273

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70300220	TEMP PVT MK LINE 4	FOOT	213,048.000				
70300250	TEMP PVT MK LINE 8	FOOT	1,455.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	1,320.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	116.000				
78000200	THPL PVT MK LINE 4	FOOT	71,016.000				
78000500	THPL PVT MK LINE 8	FOOT	485.000				
78008210	POLYUREA PM T1 LN 4	FOOT	5,515.000				
78100100	RAISED REFL PAVT MKR	EACH	428.000				
78200300	PRISMATIC CURB REFL	EACH	117.000				
78200410	GUARDRAIL MKR TYPE A	EACH	64.000				
78201000	TERMINAL MARKER - DA	EACH	4.000				
78300100	PAVT MARKING REMOVAL	SQ FT	1,838.000				
78300200	RAISED REF PVT MK REM	EACH	418.000				

CONTRACT NUMBER **76B83**

THIS IS THE TOTAL BID **$** _____

NOTES:

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

RETURN WITH BID

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

I. GENERAL

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

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

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

II. ASSURANCES

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

B. Felons

1. The Illinois Procurement Code provides:

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

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

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

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

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

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

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

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

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

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

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

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

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

E. Inducements

1. The Illinois Procurement Code provides:

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

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

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

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

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

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

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

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

H. Confidentiality

1. The Illinois Procurement Code provides:

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

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

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

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

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

III. CERTIFICATIONS

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

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

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

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

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

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

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

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

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

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

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

C. Educational Loan

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

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

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

D. Bid-Rigging/Bid Rotating

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

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

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

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

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

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

E. International Anti-Boycott

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

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

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

F. Drug Free Workplace

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

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

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

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

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

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

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

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

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

G. Debt Delinquency

1. The Illinois Procurement Code provides:

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

H. Sarbanes-Oxley Act of 2002

1. The Illinois Procurement Code provides:

Section 50-60(c).
The contractor certifies in accordance with 30 ILCS 500/50-10.5 that no officer, director, partner or other managerial agent of the contracting business has been convicted of a felony under the Sarbanes-Oxley Act of 2002 or a Class 3 or Class 2 felony under the Illinois Securities Law of 1953 for a period of five years prior to the date of the bid or contract. The contractor acknowledges that the contracting agency shall declare the contract void if this certification is false.

I. Addenda

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

J. Section 42 of the Environmental Protection Act

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

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

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

_____

_____

_____

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

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

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

M. Disclosure of Business Operations in Iran

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

(1) More than 10% of the Company's revenues produced in or assets located in Iran involve oil-related activities or mineral-extraction activities; less than 75% of the Company's revenues produced in or assets located in Iran involve contracts with or provision of oil-related or mineral-extraction products or services to the Government of Iran or a project or consortium created exclusively by that government; and the Company has failed to take substantial action.

(2) The Company has, on or after August 5, 1996, made an investment of $20 million or more, or any combination of investments of at least $10 million each that in the aggregate equals or exceeds $20 million in any 12-month period, which directly or significantly contributes to the enhancement of Iran's ability to develop petroleum resources of Iran.

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

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

Check the appropriate statement:

/___/ Company has no business operations in Iran to disclose.

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

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

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

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

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

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

TO BE RETURNED WITH BID

IV. DISCLOSURES

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

B. Financial Interests and Conflicts of Interest

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

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

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

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

C. Disclosure Form Instructions

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

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

CERTIFICATION STATEMENT

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

_____
(Bidding Company)

☐ _____ _____
Signature of Authorized Representative Date

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

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

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

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

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

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

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

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

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

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

D. Bidders Submitting More Than One Bid

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

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

_____

_____

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A
Financial Information & Potential Conflicts of Interest Disclosure

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

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

DISCLOSURE OF FINANCIAL INFORMATION

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

FOR INDIVIDUAL (type or print information)

NAME: _____

ADDRESS _____

_____

Type of ownership/distributable income share:

stock _____ sole proprietorship _____ Partnership _____ other: (explain on separate sheet):

% or $ value of ownership/distributable income share: _____

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

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

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

1. Are you currently an officer or employee of either the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___ No __

2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds $106,447.20, (60% of the Governor's salary as of 7/1/07) provide the name the State agency for which you are employed and your annual salary. _____
_____

3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds $106,447.20, (60% of the Governor's salary as of 7/1/07) are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes ___No __

4. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds $106,447.20, (60% of the Governor's salary as of 7/1/07) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes ___No __

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

Yes ___No __

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

1. Is your spouse or any minor children currently an officer or employee of the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___No __

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

3. If your spouse or any minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds $106,447.20, (60% of the salary of the Governor as of 7/1/07) are you entitled to receive (i) more then 71/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes ___No __

4. If your spouse or any minor children are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds $106,447.20, (60% of the Governor's salary as of 7/1/07) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor?

Yes ___No __

(c) Elective status; the holding of elective office of the State of Illinois, the government of the United States, any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois currently or in the previous 3 years. Yes ___No __

(d) Relationship to anyone holding elective office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___No __

(e) Appointive office; the holding of any appointive government office of the State of Illinois, the United States of America, or any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois, which office entitles the holder to compensation in excess of the expenses incurred in the discharge of that office currently or in the previous 3 years. Yes ___No __

(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter. Yes ___No __

(g) Employment, currently or in the previous 3 years, as or by any registered lobbyist of the State government. Yes ___No __

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

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

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

APPLICABLE STATEMENT

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

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

NOT APPLICABLE STATEMENT

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

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

☐ _____ _____
Signature of Authorized Representative Date

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B
Other Contracts & Procurement Related Information Disclosure

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

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

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

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

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

THE FOLLOWING STATEMENT MUST BE CHECKED

☐ _____ _____
Signature of Authorized Representative Date

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

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

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

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

RETURN WITH BID

Illinois Department of Transportation

Contract No. 76B83
ST CLAIR County
Section 27-25RS
Routes FAP 103 & FAU 9273
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

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

TABLE C

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

FOR DEPARTMENT USE ONLY

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

BC 1256 (Rev. 12/11/07)

Note: See instructions on page 2

RETURN WITH BID

Contract No. 76B83
ST CLAIR County
Section 27-25RS
Routes FAP 103 & FAU 9273
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.

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

RETURN WITH BID

Contract No. 76B83
ST CLAIR County
Section 27-25RS
Routes FAP 103 & FAU 9273
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.

Firm Name _____

(IF AN INDIVIDUAL)

Signature of Owner _____

Business Address _____

_____

Firm Name _____

By _____

(IF A CO-PARTNERSHIP)

Business Address _____

_____

Name and Address of All Members of the Firm:

_____ _____

_____ _____

Corporate Name _____

By _____

Signature of Authorized Representative

_____

Typed or printed name and title of Authorized Representative

(IF A CORPORATION)

Attest _____

Signature

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

Business Address _____

_____

Corporate Name _____

By _____

Signature of Authorized Representative

_____

Typed or printed name and title of Authorized Representative

(IF A JOINT VENTURE)

Attest _____

Signature

Business Address _____

_____

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

Illinois Department of Transportation

Return with Bid

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

Item No. _____

Letting Date _____

KNOW ALL MEN BY THESE PRESENTS, That We _____

_____

as PRINCIPAL, and _____

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

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

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

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

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

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

PRINCIPAL	**SURETY**
_____ (Company Name)	_____ (Company Name)
By _____ (Signature & Title)	By: _____ (Signature of Attorney-in-Fact)

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
County of _____

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

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

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

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

My commission expires _____ _____
Notary Public

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

Electronic Bid Bond ID#	Company / Bidder Name	☐ Signature and Title

PROPOSAL ENVELOPE

Illinois Department of Transportation

PROPOSALS

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

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

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

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

NOTICE

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

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

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

Contract No. 76B83
ST CLAIR County
Section 27-25RS
Routes FAP 103 & FAU 9273
District 8 Construction Funds

Illinois Department of Transportation

Illinois Department of Transportation

NOTICE TO BIDDERS

1. **TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., 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. 76B83
   ST CLAIR County
   Section 27-25RS
   Routes FAP 103 & FAU 9273
   District 8 Construction Funds

3.96 miles of milling, patching and resurfacing at two locations, IL Route 15 from just east of IL Route 159 to just west of Greenmount Road and IL Route 13 from Nocturne Drive to IL Route 15.

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

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

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

By Order of the
Illinois Department of Transportation

Gary Hannig,
Acting Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2009

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

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

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

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

TABLE OF CONTENTS

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 103/FAU Route 9273 (IL 13/15); Section (27-25)RS; St. Clair County; Contract No. 76B83 and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

IL 15 from 0.3 miles east of IL 159 to 0.02 miles west of Greenmount Road and IL 13 from Nocturne Drive to IL 15.

DESCRIPTION OF PROJECT

Milling, patching and resurfacing of 2.3 miles multi-lane on IL 15, 0.9 miles 2-lane one-way on IL 13 SB, 0.44 miles 2-lane two-way on IL 13 and 0.32 miles single lane ramp on IL 13 NB.

Items of work include: Earth Excavation; Pavement Patching, Partial Depth Patching, Hot-Mix Asphalt Surface Removal (3/4", 1½" and 2¼"), Leveling Binder (MM), Hot-Mix Asphalt Surface Course, Hot-Mix Asphalt Shoulders, Guardrail Removal and Replacement, Inlet Adjustment, Aggregate Wedge Shoulders, Thermoplastic Pavement Marking, 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 (0000060.00)	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.

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 LINES			MAR-GIN	BOR-DER	BLANK STD.
	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	701201	701301	701306
701311	701326	701411	701421	701422	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

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.

COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 (MODIFIED)

This work shall consist of constructing combination concrete curb and gutter (modified) as per details in the plans. Materials shall be according to Section 606 of the Standard Specifications

and plan details. Excavation and backfilling required in the performance of the work will be considered as included in the unit price per foot for COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 (MODIFIED). The combination concrete curb and gutter (modified) will be measured for payment in feet along the flow line of the gutter, which measurement will include drainage castings incorporated into the work. This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 (MODIFIED).

COOPERATION BETWEEN CONTRACTORS

It is anticipated that this project will be constructed concurrently with an ongoing highway project located on FAP 103 (IL 15) at the east end from Greenmount Road to Freeburg, IL (Contract 76300). The Contractors for each section shall cooperate and coordinate work efforts in accordance with Section 105.08 of the Standard Specifications.

EARTH EXCAVATION

The proposed earth excavation for safety shoulder construction along (IL 13) shall include work to remove existing bituminous and aggregate entrances. This work will be considered incidental to earth excavation. Earth excavation will be measured for payment in (CU YD) as per Article 202 of the Standard Specifications and will be paid for at the contract unit price per cubic yard for EARTH EXCAVATION.

PARTIAL DEPTH HOT-MIX ASPHALT PATCHING (SPECIAL)

This work shall consist of partial depth removal of the existing hot-mix asphalt overlay and the upper pavement structure of the existing portland cement concrete pavement and replacement with hot-mix asphalt (HMA). Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(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

Item	Article/Section
(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.

When the Engineer determines the exposed Portland cement concrete pavement will not be suitable for a partial depth patch, or removal is one half or more of the pavement thickness, the Contractor shall remove the remaining portion of the pavement and place a full depth patch according to Section 442 of the Standard Specifications for the Class of full depth patches included in the contract.

Partial depth removal of the HMA overlay and upper portion of the portland cement concrete 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" (SPECIAL). 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.

When the Engineer determines to convert any partial depth patch to a full depth patch after the partial depth removal of the HMA overlay and top portion of the portland cement concrete pavement has begun, the partial depth removal will be paid for at the contract unit price for PARTIAL DEPTH REMOVAL 3" (SPECIAL). The removal for the full depth patch will be considered as included in the appropriate full depth patching pay item.

STEEL PLATE BEAM GUARDRAIL

The proposed steel plate beam guardrail and traffic barrier terminal items 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.

FRAME AND GRATES TO BE REMOVED

This work shall consist of removing the frame and grates from the Type A inlets at locations shown in the plans. Combination concrete curb and gutter removal and replacement, adjusting inlets and installation of new frame and grates shall be paid for separately. This work will be measured for payment as (EACH) and will be paid for at the contract unit price per each for FRAMES & GRATES TO BE REMOVED). This price shall include all labor, equipment and material necessary to satisfactorily complete the work as described herein.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL – RAIL ELEMENT PLATE

This work shall consist of removal and replacement of 25 foot long inbound damaged rail element plate and related hardware of a Traffic Barrier Terminal Type 1, Special at the location specified in the plans and in accordance with Article 633 of the Standard Specifications and this provision.
The contractor shall adjust and realign existing rail element plates and posts adjacent to the traffic barrier terminal repair as directed by the RE/RT. Unbolting, bolting, adjusting, realigning or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price each for REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL – RAIL ELEMENT PLATE. This price shall include all labor, equipment and material necessary to satisfactorily complete the work as described herein.

STATUS OF UTILITIES TO BE ADJUSTED

NAME AND ADDRESS OF UTILITY	TYPE	LOCATION	ESTIMATED DATE RELOCATION COMPLETED

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.

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."

ALKALI-SILICA REACTION FOR CAST-IN-PLACE CONCRETE (BDE)
Effective: August 1, 2007 Revised: January 1, 2009

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

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

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

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

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

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

For Class PP-3 concrete the mixture options are not applicable, and any cement may be used with the specified finely divided minerals.

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

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

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

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

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

1) Class F Fly Ash. For Class PV, BS, MS, DS, SC, and SI concrete and cement aggregate mixture II (CAM II), Class F fly ash shall replace 15 percent of the portland cement at a minimum replacement ratio of 1.5:1.

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

For Class PP-1, RR, BS, and DS concrete and CAM II, Class C fly ash with less than 26.5 percent calcium oxide content shall replace 15 percent of the portland cement at a minimum replacement ratio of 1.5:1.

3) Ground Granulated Blast-Furnace Slag. For Class PV, BS, MS, SI, DS, and SC concrete, ground granulated blast-furnace slag shall replace 25 percent of the portland cement at a minimum replacement ratio of 1:1.

For Class PP-1 and RR concrete, ground granulated blast-furnace slag shall replace 15 percent of the portland cement at a minimum replacement ratio of 1.5:1.

For Class PP-2, ground granulated blast-furnace slag shall replace 25 to 30 percent of the portland cement at a minimum replacement ratio of 1:1.

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

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

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

e) Mixture Option 5. The proposed cement or finely divided mineral may be used if the ASTM C 1567 expansion value is ≤ 0.16 percent when performed on the aggregate in the concrete mixture with the highest ASTM C 1260 test result. The ASTM C 1567 test

will be valid for two years, unless the Engineer determines the materials have changed significantly. For latex concrete, the ASTM C 1567 test shall be performed without the latex. The 0.20 percent autoclave expansion limit in ASTM C 1567 shall not apply.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revise Section 1001 of the Standard Specifications to read:

"**SECTION 1001. CEMENT**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revise Section 1021 of the Standard Specifications to read:

"**SECTION 1021. CONCRETE ADMIXTURES**

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

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

Tests shall be conducted using materials and methods specified on a "test" concrete and a "reference" concrete, together with a certification that no changes have been made in the

formulation of the material since the performance of the tests. Per the manufacturer's option, the cement content for all required tests shall either be according to applicable specifications or 5.65 cwt/cu yd (335 kg/cu m). Compressive strength test results for six months and one year will not be required.

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

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

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

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

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

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

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

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

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

(a) The retarding admixture shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).

(b) The water-reducing admixture shall be according to AASHTO M 194, Type A.

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

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

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

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

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

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

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

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

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

CONCRETE MIX DESIGNS (BDE)
Effective: April 1, 2009

Add the following to Article 1020.05(c) of the Standard Specifications:

"(5) Performance Based Finely Divided Mineral Combination. For Class PV and SI concrete a performance based finely divided mineral combination may be used. The minimum cement factor, maximum cement factor, and water cement ratio of Article 1020.04 shall be replaced with the values below, and the performance based

finely divided mineral combination herein is an alternative to Articles 1020.05(c)(1), (c)(2), (c)(3), and (c)(4). The mix design shall meet the following requirements and the Engineer may request a trial batch.

a. The mixture shall contain a minimum of 375 lbs/cu yd (222 kg/cu m) of portland cement. For a blended cement, a sufficient amount shall be used to obtain the required 375 lbs/cu yd (222 kg/cu m) of portland cement in the mixture. For example, a blended cement stated to have 20 percent finely divided mineral, ignoring any ASTM C 595 tolerance on the 20 percent, would require a minimum of 469 lbs/cu yd (278 kg/cu m) of material in the mixture. When the mixture is designed for cement content from 375 lbs/cu yd (222 kg/cu m) to 400 lbs/cu yd (237 kg/cu m), the total of organic processing additions, inorganic processing additions, and limestone addition in the cement shall not exceed 5.0 percent.

b. The mixture shall contain a maximum of two finely divided minerals. The finely divided mineral in a blended cement shall count toward the total number of finely divided minerals allowed. The finely divided mineral(s) shall constitute a maximum of 35.0 percent of the total cement plus finely divided mineral(s). The fly ash portion shall not exceed 30.0 percent for Class C fly ash or 25.0 percent for Class F fly ash. The Class C and F fly ash combination shall not exceed 30.0 percent. The ground granulated blast-furnace slag portion shall not exceed 35.0 percent. The microsilica or high-reactivity metakaolin portion used together or separately shall not exceed 5.0 percent. The finely divided mineral in the blended cement shall apply to the maximum 35.0 percent, and shall be determined as discussed in a. above for determining portland cement in blended cement.

c. For central mixed Class PV and SI concrete, the mixture shall contain a minimum of 535 lbs/cu yd (320 kg/cu m) of cement and finely divided mineral(s) summed together, and a water-reducing admixture shall be used. The value shall be 565 lbs/cu yd (335 kg/cu m) without a water-reducing admixture.

   For truck mixed or shrink mixed Class PV and SI concrete, the mixture shall contain a minimum of 575 lbs/cu yd (345 kg/cu m) of cement and finely divided mineral(s) summed together, and a water-reducing admixture shall be used. The value shall be 605 lbs/cu yd (360 kg/cu m) without a water-reducing admixture.

d. The mixture shall contain a maximum of 705 lbs/cu yd (418 kg/cu m) of cement and finely divided mineral(s) summed together.

e. The mixture shall have a water/cement ratio of 0.32 – 0.44.

f. The mixture shall not be used for placement underwater.

g. The combination of cement and finely divided mineral(s) shall have an ASTM C 1567 expansion value ≤ 0.16 percent, and shall be performed on the

aggregate in the concrete mixture with the highest ASTM C 1260 test result. The ASTM C 1567 test will be valid for two years, unless the Engineer determines the materials have changed significantly.

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

CONSTRUCTION AIR QUALITY - IDLING RESTRICTIONS (BDE)
Effective: April 1, 2009

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

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

1) The motor vehicle has a gross vehicle weight rating of less than 8000 lb (3630 kg).
2) The motor vehicle idles while forced to remain motionless because of on-highway traffic, an official traffic control device or signal, or at the direction of a law enforcement official.
3) The motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency.
4) A police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator.
5) The primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity.
6) A motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection.
7) When idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations, lumbering operations; oil or gas well servicing; or farming operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions.

8) When the motor vehicle idles due to mechanical difficulties over which the operator has no control.
9) The outdoor temperature is less than 32 °F (0 °C) or greater than 80 °F (26 °C).

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

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

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

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

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

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

Add the following Article to the Standard Specifications:

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

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

Revise Article 354.09 of the Standard Specifications to read:

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

prior to placement of the cover layer(s), the Engineer will determine the thickness of the cover layer(s), and subtract them from the measured core thickness to determine the base course widening thickness.

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

(a) The width of a unit shall be the width of the widening along one edge of the pavement.

(b) The length of the unit shall be 1000 ft (300 m).

(c) The option of correcting deficient pavement with additional lift(s) shall not apply."

Revise Article 355.09 of the Standard Specifications to read:

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

Revise Article 356.07 of the Standard Specifications to read:

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

Revise Article 407.10 of the Standard Specifications to read:

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

The method described in Article 407.10(a), shall be used except for those pavements constructed in areas where access to side streets and entrances necessitates construction in

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Definitions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revise Article 482.06 of the Standard Specifications to read:

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

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

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

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

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

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

Revise Article 483.07 of the Standard Specifications to read:

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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)
Effective: September 1, 2000 Revised: 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 **10.0%** 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 contact. 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.

DOWEL BARS (BDE)
Effective: April 1, 2007 Revised: January 1, 2008

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

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

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.

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

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

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

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

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

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

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

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

FLAGGER AT SIDE ROADS AND ENTRANCES (BDE)
Effective: April 1, 2009

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

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

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

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

HOT-MIX ASPHALT - FIELD VOIDS IN THE MINERAL AGGREGATE (BDE)
Effective: April 1, 2007 Revised: April 1, 2008

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

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

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

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

HOT-MIX ASPHALT – TRANSPORTATION (BDE)
Effective: April 1, 2008

Revise Article 1030.08 of the Standard Specifications to read:

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

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

(a) Ambient air temperature is below 60 ºF (15 ºC).

(b) The weather is inclement.

(c) The temperature of the HMA immediately behind the paver screed is below 250 ºF (120 ºC).

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

LIQUIDATED DAMAGES (BDE)
Effective: April 1, 2009

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

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

MULTILANE PAVEMENT PATCHING (BDE)
Effective: November 1, 2002

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

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE)
Effective: April 1, 2007 Revised: November 1, 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."

POLYUREA PAVEMENT MARKING (BDE)
Effective: April 1, 2004 Revised: January 1, 2009

Description. This work shall consist of furnishing and applying pavement marking lines.

The type of polyurea pavement marking applied will be determined by the type of reflective media used. Polyurea Pavement Marking Type I shall use glass beads as a reflective media. Polyurea Pavement Marking Type II shall use a combination of composite reflective elements and glass beads as a reflective media.

Polyurea-based liquid pavement markings shall only be applied by Contractors on the list of Approved Polyurea Contractors maintained by the Engineer of Operations and in effect on the date of advertisement for bids.

Materials. Materials shall meet the following requirements:

(a) Polyurea Pavement Marking. The polyurea pavement marking material shall consist of 100 percent solid two part system formulated and designed to provide a simple volumetric mixing ratio of two components (must be two or three volumes of Part A to one volume of Part B). No volatile or polluting solvents or fillers will be allowed.

(b) Pigmentation. The pigment content by weight (mass) of component A shall be determined by low temperature ashing according to ASTM D 3723. The pigment content shall not vary more than ± two percent from the pigment content of the original qualified paint.

White Pigment shall be Titanium Dioxide meeting ASTM D 476 Type II, Rutile.

Yellow Pigment shall be an Organic Yellow and contain no heavy metals.

(c) Environmental. Upon heating to application temperature, the material shall not exude fumes which are toxic or injurious to persons or property.

(d) Daylight Reflectance. The daylight directional reflectance of the cured polyurea material (without reflective media) shall be a minimum of 80 percent (white) and 50 percent (yellow) relative to magnesium oxide when tested using a color spectrophotometer with a 45 degrees circumferential /zero degrees geometry, illuminant C, and two degrees 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. In addition, the color of the yellow polyurea shall visually match Color Number 33538 of Federal Standard 595a with chromaticity limits as follows:

X	0.490	0.475	0.485	0.539
Y	0.470	0.438	0.425	0.456

(e) Weathering Resistance. The polyurea marking material, when mixed in the proper ratio and applied at 14 to 16 mils (0.35 to 0.41 mm) wet film thickness to an aluminum alloy panel (Federal Test Std. No. 141, Method 2013) and allowed to cure for 72 hours at room temperature, shall be subjected to accelerated weathering for 75 hours. The accelerated weathering shall be completed by using the light and water exposure apparatus (fluorescent UV - condensation type) and tested according to ASTM G 53.

The cycle shall consist of four hours UV exposure at 122 °F (50 °C) and four hours of condensation at 104 °F (40 °C). UVB 313 bulbs shall be used. At the end of the exposure period, the material shall show no substantial change in color or gloss.

(f) Dry Time. The polyurea pavement marking material, when mixed in the proper ratio and applied at 14 to 16 mils (0.35 to 0.41 mm) wet film thickness and with the proper saturation of reflective media, shall exhibit a no-tracking time of ten minutes or less when tested according to ASTM D 711.

(g) Adhesion. The catalyzed polyurea pavement marking materials when applied to a 4 x 4 x 2 in. (100 x 100 x 50 mm) concrete block, shall have a degree of adhesion which results in a 100 percent concrete failure in the performance of this test.

The concrete block shall be brushed on one side and have a minimum strength of 3500 psi (24,100 kPa). A 2 in. (50 mm) square film of the mixed polyurea shall be applied to the brushed surface and allowed to cure for 72 hours at room temperature. A 2 in. (50 mm) square cube shall be affixed to the surface of the polyurea by means of an epoxy glue. After the glue has cured for 24 hours, the polyurea specimen shall be placed on a dynamic testing machine in such a fashion so that the specimen block is in a fixed position and the 2 in. (50 mm) cube (glued to the polyurea surface) is attached to the dynamometer head. Direct upward pressure shall be slowly applied until the polyurea system fails. The location of the break and the amount of concrete failure shall be recorded.

(h) Hardness. The polyurea pavement marking materials when tested according to ASTM D 2240, shall have a shore D hardness of between 70 and 100. Films shall be cast on a rigid substrate at 14 to 16 mils (0.35 to 0.41 mm) in thickness and allowed to cure at room temperature for 72 hours before testing.

(i) Abrasion. The abrasion resistance shall be evaluated according to ASTM D 4060 using a Taber Abrader with a 1,000 gram load and CS 17 wheels. The duration of the test shall be 1,000 cycles. The loss shall be calculated by difference and be less than 120 mgs. The tests shall be run on cured samples of polyurea material which have been applied at a film thickness of 14 to 16 mils (0.35 to 0.41 mm) to code S-16 stainless steel plates. The films shall be allowed to cure at room temperature for at least 72 hours and not more than 96 hours before testing.

(j) Reflective Media. The reflective media shall meet the following requirements:

(1) Type I - The glass beads shall meet the requirements of Article 1095.07 of the Standard Specifications and the following requirements:

a. First Drop Glass Beads. The first drop glass beads shall be tested by the standard visual method of large glass spheres adopted by the Department. The beads shall have a silane coating and meet the following sieve requirements:

U.S. Standard Sieve Number	Sieve Size	% Passing By Weight (mass)
12	1.70 mm	95-100
14	1.40 mm	75-95
16	1.18 mm	10-47
18	1.00 mm	0-7
20	850 µm	0-5

b. Second Drop Glass Beads. The second drop glass beads shall meet the requirements of Article 1095.07 of the Standard Specifications for Type B.

(2) Type II - The combination of microcrystalline ceramic elements and glass beads shall meet the following requirements:

a. First Drop Glass Beads. The first drop glass beads shall meet the following requirements:

1. Composition. The elements shall be composed of a titania opacified ceramic core having clear and or yellow tinted microcrystalline ceramic beads embedded to the outer surface.

2. Index of Refraction. All microcrystalline reflective elements embedded to the outer surface shall have an index of refraction of 1.8 when tested by the immersion method.

3. Acid Resistance. A sample of microcrystalline ceramic beads supplied by the manufacturer, shall show resistance to corrosion of their surface after exposure to a one percent solution (by weight (mass)) of sulfuric acid. Adding 0.2 oz (5.7 ml) of concentrated acid into the water shall make the one percent acid solution. This test shall be performed by taking a 1 x 2 in. (25 x 50 mm) sample and adhering it to the bottom of

a glass tray and placing just enough acid solution to completely immerse the sample. The tray shall be covered with a piece of glass to prevent evaporation and allow the sample to be exposed for 24 hours under these conditions. The acid solution shall be decanted (do not rinse, touch, or otherwise disturb the bead surfaces) and the sample dried while adhered to the glass tray in a 150 °F (66 °C) oven for approximately 15 minutes. Microscope examination (20X) shall show no white (corroded) layer on the entire surface.

b. Second Drop Glass Beads. The second drop glass beads shall meet the requirements of Article 1095.07 of the Standard Specifications for Type B or the following manufacturer's specification:

1. Sieve Analysis. The glass beads shall meet the following sieve requirements:

U.S. Standard Sieve Number	Sieve Size	% Passing By Weight (mass)
20	850 μm	100
30	600 μm	75-95
50	300 μm	15-35
100	150 μm	0-5

The manufacturer of the glass beads shall certify that the treatment of the glass beads meets the requirements of the polyurea manufacturer.

2. Imperfections. The surface of the glass beads shall be free of pits and scratches. The glass beads shall be spherical in shape and shall contain a maximum of 20 percent by weight (mass) of irregular shapes when tested by the standard method using a vibratile inclined glass plate as adopted by the Department.

3. Index of Refraction. The index of refraction of the glass beads shall be a minimum of 1.50 when tested by the immersion method at 77 °F (25 °C).

(k) Packaging. Microcrystalline ceramic reflective elements and glass beads shall be delivered in approved moisture proof bags or weather resistant bulk boxes. Each carton shall be legibly marked with the manufacturer, specifications and type, lot number, and the month and year the microcrystalline ceramic reflective elements and/or glass beads were packaged. The letters and numbers used in the stencils shall be a minimum of 1/2 in. (12.7 mm) in height.

(1) Moisture Proof Bags. Moisture proof bags shall consist of at least five ply paper construction unless otherwise specified. Each bag shall contain 50 lb (22.7 kg) net.

(2) Bulk Weather Resistance Boxes. Bulk weather resistance boxes shall conform to Federal Specification PPP-8-640D Class II or latest revision. Boxes are to be weather resistant, triple wall, fluted, corrugated-fiber board. Cartons shall be

strapped with two metal straps. Straps shall surround the outside perimeter of the carton. The first strap shall be located approximately 2 in. (50 mm) from the bottom of the carton and the second strap shall be placed approximately in the middle of the carton. All cartons shall be shrink wrapped for protection from moisture. Cartons shall be lined with a minimum 4 mil polyester bag and meet Interstate Commerce Commission requirements. Cartons shall be approximately 38 x 38 in. (1 x 1 m), contain 2000 lb (910 kg) of microcrystalline ceramic reflective elements and/or glass beads and be supported on a wooden pallet with fiber straps.

(l) Packaging. The material shall be shipped to the job site in substantial containers and shall be plainly marked with the manufacturer's name and address, the name and color of the material, date of manufacture, and batch number.

(m) Verification. Prior to approval and use of the polyurea pavement marking materials, the manufacturer shall submit a notarized certification of an independent laboratory, together with the results of all tests, stating these materials meet the requirements as set forth herein. The certification test report shall state the lot tested, manufacturer's name, brand name of polyurea and date of manufacture. The certification shall be accompanied by one 1 pt (1/2 L) samples each of Part A and Part B. Samples shall be sent in the appropriate volumes for complete mixing of Part A and Part B.

After approval by the Department, certification by the polyurea manufacturer shall be submitted for each batch used. New independent laboratory certified test results and samples for testing by the Department shall be submitted any time the manufacturing process or paint formulation is changed. All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer.

(n) Acceptance samples. Acceptance samples shall consist of one 1 pt (1/2 L) samples of Part A and Part B, of each lot of paint. Samples shall be sent in the appropriate volumes for complete mixing of Part A and Part B. The samples shall be submitted to the Department for testing, together with a manufacturer's certification. The certification shall state the formulation for the lot represented is essentially identical to that used for qualification testing. All, acceptance samples will be taken by a representative of the Department. The polyurea pavement marking materials shall not be used until tests are completed and they have met the requirements as set forth herein.

(o) Material Retainage. The manufacturer shall retain the test sample for a minimum of 18 months.

Equipment. The polyurea pavement marking compounds shall be applied through equipment specifically designed to apply two component liquid materials, glass beads and/or reflective elements in a continuous and skip-line pattern. The two-component liquid materials shall be applied after being accurately metered and then mixed with a static mix tube or airless

impingement mixing guns. The static mixing tube or impingement mixing guns shall accommodate plural component material systems that have a volumetric ratio of 2 to 1 or 3 to 1. This equipment shall produce the required amount of heat at the mixing head and gun tip and maintain those temperatures within the tolerances specified. The guns shall have the capacity to deliver materials from approximately 1.5 to 3 gal/min (5.7 to 11.4 L/min) to compensate for a typical range of application speeds of 6 to 8 mph (10 to 13 km/h). The accessories such as spray tip, mix chamber, and rod diameter shall be selected according to the manufacturer's specifications to achieve proper mixing and an acceptable spray pattern. The application equipment shall be maneuverable to the extent that straight lines can be followed and normal curves can be made in a true arc. This equipment shall also have as an integral part of the gun carriage, a high pressure air spray capable of cleaning the pavement immediately prior to making application.

The equipment shall be capable of spraying both yellow and white polyurea, according to the manufacturer's recommended proportions and be mounted on a truck of sufficient size and stability with an adequate power source to produce lines of uniform dimensions and prevent application failure. The truck shall have at least two polyurea tanks each of 110 gal (415 L) minimum capacity and be equipped with hydraulic systems and agitators. It shall be capable of placing stripes on the left and right sides and placing two lines on a three-line system simultaneously with either line in a solid or intermittent pattern, in yellow or white, and applying the appropriate reflective media according to manufacturer's recommendations. All guns shall be in full view of operations at all times. The equipment shall have a metering device to register the accumulated installed quantities for each gun, each day. Each vehicle shall include at least one operator who shall be a technical expert in equipment operations and polyurea application techniques. Certification of equipment shall be provided at the pre-construction conference.

The mobile applicator shall include the following features:

(a) Material Reservoirs. The applicator shall provide individual material reservoirs, or space for the storage of Part A and Part B of the resin composition.

(b) Heating Equipment. The applicator shall be equipped with heating equipment of sufficient capacity to maintain the individual resin components at the manufacturer's recommended temperature of ±5 ºF (±2.8 °C) for spray application.

(c) Dispensing Equipment. The applicator shall be equipped with glass bead and/or reflective element dispensing equipment. The applicator shall be capable of applying the glass beads and/or reflective elements at a rate and combination indicated by the manufacturer.

(d) Volumetric Usage. The applicator shall be equipped with metering devices or pressure gauges on the proportioning pumps as well as stroke counters to monitor volumetric usage. Metering devices or pressure gauges and stroke counters shall be visible to the Engineer.

(e) Pavement Marking Placement. The applicator shall be equipped with all the necessary spray equipment, mixers, compressors and other appurtenances to allow for the placement of reflectorized pavement markings in a simultaneous sequence of operations.

The Contractor shall provide an accurate temperature-measuring device(s) that shall be capable of measuring the pavement temperature prior to application of the material, the material temperature at the gun tip and the material temperature prior to mixing.

CONSTRUCTION REQUIREMENTS

General. The pavement shall be cleaned by a method approved by the Engineer to remove all dirt, grease, glaze, or any other material that would reduce the adhesion of the markings with minimum or no damage to the pavement surface. New portland cement concrete pavements shall be air-blast-cleaned to remove all latents.

Widths, lengths, and shapes of the cleaned surface shall be of sufficient size to include the full area of the specified pavement marking to be placed.

The cleaning operation shall be a continuous moving operation process with minimum interruption to traffic.

Markings shall be applied to the cleaned surfaces on the same calendar day. If this cannot be accomplished, the surface shall be re-cleaned prior to applying the markings. No markings shall be applied until the Engineer approves the cleaning.

The pavement markings shall be applied to the cleaned road surface, during conditions of dry weather and subsequently dry pavement surfaces at a minimum uniform wet thickness of 15 mils (0.4 mm) according to the manufacturer's installation instructions. On new hot-mix asphalt (HMA) surfaces the pavement markings shall be applied at a minimum uniform wet thickness of 20 mils (0.5 mm). The application of and combination of reflective media (glass beads and/or reflective elements) shall be applied at a rate specified by the manufacturer. At the time of installation the pavement surface temperature and the ambient temperature shall be above 40 ºF (4 ºC) and rising. The pavement markings shall not be applied if the pavement shows any visible signs of moisture or it is anticipated that damage causing moisture, such as rain showers, may occur during the installation and set periods. The Engineer will determine the atmospheric conditions and pavement surface conditions that produce satisfactory results.

Using the application equipment, the pavement markings shall be applied in the following manner, as a simultaneous operation:

(a) The surface shall be air-blasted to remove any dirt and residue.

(b) The resin shall be mixed and heated according to manufacturer's recommendations and sprayed onto the pavement surface.

The edge of the center line or lane line shall be offset a minimum distance of 2 in. (50 mm) from a longitudinal crack or joint. Edge lines shall be approximately 2 in. (50 mm) from the edge of pavement. The finished center and lane lines shall be straight, with the lateral deviation of any 10 ft (3 m) line not to exceed 1 in. (25 mm).

Notification. The Contractor shall notify the Engineer 72 hours prior to the placement of the markings in order that he/she can be present during the operation. At the time of notification, the Contractor shall provide the Engineer the manufacturer and lot numbers of polyurea and reflective media that will be used.

Inspection. The polyurea pavement markings will be inspected following installation according to Article 780.10 of the Standard Specifications, except, no later than December 15, and inspected following a winter performance period that extends 180 days from December 15.

Method of Measurement. This work will be measured for payment as follows:

(a) Contract Quantities. The requirements for the use of contract quantities shall be according to Article 202.07(a).

(b) Measured Quantities. Lines will be measured for payment in place in feet (meters). Double yellow lines will be measured as two separate lines.

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for POLYUREA PAVEMENT MARKING TYPE I – LINE of the line width specified or for POLYUREA PAVEMENT MARKING TYPE II – LINE of the line width specified.

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
0.2º	0º	14 (1.3)	11 (1.0)
0.2º	+5º *	14 (1.3)	11 (1.0)
0.2º	+10º *	9 (0.8)	7 (0.7)
0.2º	+20º *	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 restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

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

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

Parameter	Homogeneous / Conglomerate	Conglomerate "D" Quality
1 in. (25 mm)		± 5 %
1/2 in. (12.5 mm)	± 8 %	± 15 %
No. 4 (4.75 mm)	± 6 %	± 13 %
No. 8 (2.36 mm)	± 5 %	

No. 16 (1.18 mm)		± 15 %
No. 30 (600 μm)	± 5 %	
No. 200 (75 μm)	± 2.0 %	± 4.0 %
Asphalt Binder	± 0.4 % 1/	± 0.5 %

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

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

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

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

(a) RAP from Class I, Superpave (High ESAL), or HMA (High ESAL) surface mixtures are designated as containing Class B quality coarse aggregate.

(b) RAP from Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder and IL-9.5L surface mixtures are designated as Class D quality coarse aggregate.

(c) RAP from Class I, Superpave (High ESAL), or HMA (High ESAL) binder mixtures, bituminous base course mixtures, and bituminous base course widening mixtures are designated as containing Class C quality coarse aggregate.

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

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

(a) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.

(b) Steel Slag Stockpiles. RAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) surface mixtures only.

(c) Use in HMA Surface Mixtures (High and Low ESAL). RAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be homogeneous in which the coarse aggregate is Class B quality or better.

(d) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be homogeneous, or conglomerate, in which the coarse aggregate is Class C quality or better.

(e) Use in Shoulders and Subbase. RAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be homogeneous, conglomerate, or conglomerate DQ.

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

Max RAP Percentage

HMA Mixtures [1/, 3/]	Maximum % RAP		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified
30	30	30	10
50	25	15	10
70	15 / 25 [2/]	10 / 15 [2/]	10
90	10	10	10
105	10	10	10

1/ For HMA shoulder and stabilized subbase (HMA) N-30, the amount of RAP shall not exceed 50% of the mixture.

2/ Value of Max % RAP if homogeneous RAP stockpile of IL-9.5 RAP is utilized.

3/ When RAP exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275°°F (135 °C) the grades shall be reduced as follows:

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

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

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

Max FRAP Percentage[1/]

HMA Mixtures [2/, 3/]	Maximum % FRAP		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified
30	35	35	10
50	30	25	10
70	25	20	10
90	20	15	10
105	10	10	10

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

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

3/ When FRAP exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275°°F (135 °C) the grades shall be reduced as follows:

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

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

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

RAP designs shall be submitted for volumetric verification. If additional RAP stockpiles are tested and found that no more than 20 percent of the results, as defined under "Testing" herein,

are outside of the control tolerances set for the original RAP stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP stockpiles may be used in the original mix design at the percent previously verified.

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

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

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

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

(a) Dryer Drum Plants.

(1) Date, month, year, and time to the nearest minute for each print.

(2) HMA mix number assigned by the Department.

(3) Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

(4) Accumulated dry weight of RAP in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).

(5) Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.

(6) Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.

(7) Residual asphalt binder in the RAP material as a percent of the total mix to the nearest 0.1 percent.

(8) Aggregate and RAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP are printed in wet condition.)

(b) Batch Plants.

(1) Date, month, year, and time to the nearest minute for each print.

(2) HMA mix number assigned by the Department.

(3) Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).

(4) Mineral filler weight to the nearest pound (kilogram).

(5) RAP weight to the nearest pound (kilogram).

(6) Virgin asphalt binder weight to the nearest pound (kilogram).

(7) Residual asphalt binder in the RAP material as a percent of the total mix to the nearest 0.1 percent.

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

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

(a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Other". The testing requirements of Article 1031.03 shall not apply.

(b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)
Effective: April 1, 2007 Revised: November 1, 2008

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

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

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

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

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

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

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

REINFORCEMENT BARS (BDE)
Effective: November 1, 2005 Revised: April 1, 2009

Revise Article 1006.10(a) of the Standard Specifications to read:

“(a) Reinforcement Bars. Reinforcement bars will be accepted according to the current Bureau of Materials and Physical Research Policy Memorandum, “Reinforcement Bar and/or Dowel Bar Plant Certification Procedure”. The Department will maintain an approved list of producers.

(1) Reinforcement Bars (Non-Coated). Reinforcement bars shall be according to ASTM A 706 (A 706M), Grade 60 (420) for deformed bars and the following.

a. For straight bars furnished in cut lengths and with a well-defined yield point, the yield point shall be determined as the elastic peak load, identified by a halt or arrest of the load indicator before plastic flow is sustained by the bar and dividing it by the nominal cross-sectional area of the bar.

b. Tensile strength shall be a minimum of 1.20 times the yield strength.

c. For bars straightened from coils or bars bent from fabrication, there shall be no upper limit on yield strength; and for bar designation Nos. 3 - 6 (10 - 19), the elongation after rupture shall be at least 9%.

d. Heat Numbers. Bundles or bars at the construction site shall be marked or tagged with heat identification numbers of the bar producer.

e. Guided Bend Test. Bars may be subject to a guided bend test across two pins which are free to rotate, where the bending force shall be centrally applied with a fixed or rotating pin of a certain diameter as specified in Table 3 of ASTM A 706 (A 706M). The dimensions and clearances of this guided bend test shall be according to ASTM E 190.

f. Spiral Reinforcement. Spiral reinforcement shall be deformed or plain bars conforming to the above requirements or cold-drawn steel wire conforming to AASHTO M 32.

(2) Epoxy Coated Reinforcement Bars. Epoxy coated reinforcement bars shall be according to Article 1006.10(a)(1) and shall be epoxy coated according to AASHTO M 284 (M 284M) and the following.

a. Certification. The epoxy coating applicator shall be certified according to the current Bureau of Materials and Physical Research Policy Memorandum, "Epoxy Coating Plant Certification Procedure". The Department will maintain an approved list.

b. Coating Thickness. When spiral reinforcement is coated after fabrication, the thickness of the epoxy coating shall be 7 to 20 mils (0.18 to 0.50 mm).

c. Cutting Reinforcement. Reinforcement bars may be sheared or sawn to length after coating, providing the end damage to the coating does not extend more than 0.5 in. (13 mm) back and the cut is patched before any visible rusting appears. Flame cutting will not be permitted."

REINFORCEMENT BARS - STORAGE AND PROTECTION (BDE)
Effective: August 1, 2008 Revised: April 1, 2009

Revise Article 508.03 of the Standard Specifications to read:

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

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

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

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 ($Ti0_2$). The white pigment content shall be a minimum of ten percent by weight and shall be uniformly distributed throughout the thermoplastic compound.

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

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

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

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

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456"

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

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

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

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

For bituminous materials measured in gallons: Q, tons = V x 8.33 lb/gal x SG / 2000
For bituminous materials measured in liters: Q, metric tons = V x 1.0 kg/L x SG / 1000

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

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

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

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:

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR FUEL COST ADJUSTMENT

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

Contract No.: _____

Company Name:_____

Contractor's Option:

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

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

Signature: _____ Date: _____

STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)
Effective: April 2, 2004 Revised: April 1, 2009

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

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

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

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

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

(a) The dates and quantity of steel, in lb (kg), shipped from the mill to the fabricator.

(b) The quantity of steel, in lb (kg), incorporated into the various items of work covered by this special provision. The Department reserves the right to verify submitted quantities.

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

SCA = Q X D

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

$D = MPI_M - MPI_L$

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

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

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

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

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

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

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

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

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

Attachment

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR STEEL COST ADJUSTMENT

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

Contract No.: _____

Company Name:_____

Contractor's Option:

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

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

Signature: _____ **Date:** _____

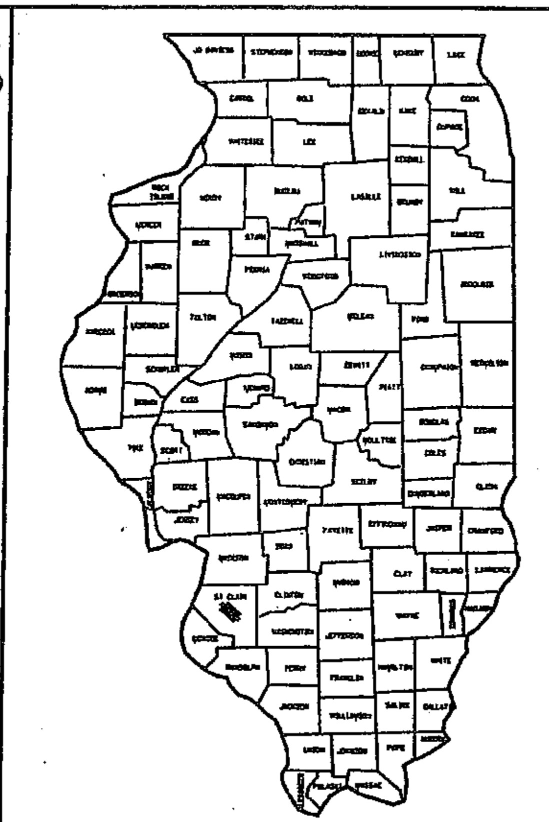
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED

FAP 103/FAU 9273 IL13/15
SECTION 27-25RS
ST. CLAIR COUNTY
RESURFACING

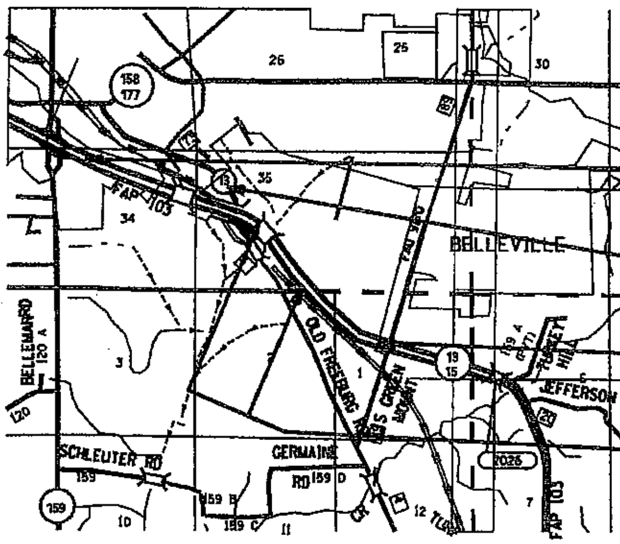
C-98-051-08



LOCATION OF SECTION INDICATED THUS

D-98-055-08

FOR INDEX OF SHEETS SEE SHEET NO. 2
FOR ADT SEE SHEET NO. 2



BEGIN SECTION (IL 15)
EB STA 651+63
WB STA 651+73

BEGIN SECTION (IL 13)
STA 0+00

END SECTION (IL 15)
EB STA 768+29
WB STA 146+78

END SECTION (IL 13)
NB RAMP STA 39+91
SB RAMP STA 69+75

LOCATION MAP
NOT TO SCALE

N

FOR BRIDGE OMISSIONS AND
STATION EQUATIONS,
(SEE SHEET NO. 29)

IL 15
GROSS LENGTH = 13,451'
NET LENGTH = 12,230'

IL 13
GROSS LENGTH = 2,310'
NET LENGTH = 2,310'
NB RAMP GROSS LENGTH = 1,681'
NB RAMP NET LENGTH = 1,681'
SB RAMP GROSS LENGTH = 4,665'
SB RAMP NET LENGTH = 4,665'

TOTAL GROSS LENGTH = 22,107'
TOTAL NET LENGTH = 20,886'

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

SUBMITTED 3/20/2009
Mary C. Lamie
DEPUTY DIRECTOR OF HIGHWAYS
REGION FIVE ENGINEER

PASSED ____________

____
ENGINEER OF DESIGN & ENVIRONMENT

APPROVED ____________

____
DIRECTOR, DIVISION OF HIGHWAYS

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

3/20/2009

CONTRACT NO. 76B83

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS
PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	2
CONTRACT NO.: 76B83	

INDEX OF SHEETS

STANDARDS

000001	701006	701311	701456
442101	701011	701326	701901
442201	701101	701411	780001
604016	701201	701421	781001
635006	701301	701422	
635011	701306	701426	

PROJECT ADT

FAU 9273 (IL 13)	FAP 103 (IL 15 WB)	FAP 103 (IL 15 EB)
2009 - 2400	STA 6512009 - 14,700	STA 753+00 (EASTWARD)
2029 - 2900	2009 - 14,700	2009 - 15,900
3.4% SU	2029 - 17,900	2029 - 19,400
0.9% MU	4.2% SU	4.2% SU
	5.2% MU	4.8% MU

FAU 9273 (IL 13 SB RAMP)
2009 - 550
2029 - 700
9.1% SU
3.6% MU

PROJECT LIMITS

FAP 103 (IL 15) WEST END (LAT - 38° 29' 46.1" N) (LONG - 89° 58' 42.7" W)
FAP 103 (IL 15) EAST END (LAT - 38° 28' 39.0" N) (LONG - 89° 56' 23.5" W)
FAU 9273 (IL 13) NORTH END (LAT - 38° 29' 47.0" N) (LONG - 89° 57' 53.2" W)

INDEX OF SHEETS & HIGHWAY STANDARDS

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

$$DATE$$
3/20/2009
c:\pw_work\pwidot\alfordb\d0120045\d876b83-sht-plan.dgn

TOTAL SHEETS	SHEET NO.
79	3
CONTRACT NO.: 76883	

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 RAMPS. 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. OVERNIGHT LANE CLOSURES WILL BE PERMITTED ON IL ROUTE 15 FOR CONSTRUCTION OF CLASS B PATCHING ONLY. NO OTHER OVERNIGHT LANE CLOSURES WILL BE PERMITTED.

8. SIDE ROADS, ENTRANCES AND RAMPS SHALL BE KEPT OPEN TO TRAFFIC AT ALL TIMES.

9. FLAGGERS SHALL BE PRESENT DURING ALL DAYTIME 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 INCLUDING ALL LANE MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKINGS. AFTER COMPLETION OF HMA OVERLAY OPERATIONS THE PROPOSED THERMOPLASTIC PAVEMENT MARKING ANDRAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED AT THE EXISTING DOCUMENTED LOCATIONS AS DIRECTED BY THE RE/RT.

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 ASHPALT MIXTURE IS PLACED.

12. THE EXISTING STEEL PLATE BEAM GUARDRAIL AND TERMINALS ON THE APPROACH AND EXIT ENDS OF THE ICG RR STRUCTURES (NO.'s 082-0051 & 082-0052) ARE NOT TO BE UPGRADED ON THIS PROJECT. THESE STRUCTURES ARE SCHEDULED FOR REPLACEMENT IN THE NEAR FUTURE.

13. 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 & ELECTRIC)
    - AT&T ILLINOIS (AERIAL & BURIED COMMUNICATIONS)
    - CHARTER COMMUNICATIONS, INC. (AERIAL & BURIED CABLE TV)
    - ILLINOIS AMERICAN WATER COMPANY (BURIED WATER)
    - MCI NETWORK SERVICES, INC. (AERIAL & BURIED COMMUNICATIONS)
    - 360 NETWORKS (USA) INC. (BURIED COMMUNICATIONS)
    - ST. CLAIR TOWNSHIP (BURIED SANITARY SEWER)

    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 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 4/9/2009

14. 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=90	4.0% @ Ndes=90	4.0% @ Ndes=90	4.0% @ Ndes=90
MIX COMPOSITION				
(GRADATION MIXTURE)	IL 12.5/9/5	IL 9.5	IL 19.0	
FRICTION 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	PG 64-22
RAP % (MAX)	10%	30%	30%
DESIGN AIR VOIDS	4.0% @ Ndes=90	2.0% @ Ndes=30	••2.0% @ Ndes=30
MIX COMPOSITION			
(GRADATION MIXTURE)			
FRICTION AGG	MIXTURE "D"	BAM	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)

15. 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).

16. 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.

COMMITMENTS - THE RE/RT AND CONTRACTOR SHALL BE AWARE THAT RECENT GRADING HAS BEEN PERFORMED BY IDOT OPERATION'S FORCES ALONG THE OUTSIDE FORESLOPE FOR IL 15 EASTBOUND FROM STA 717+00 RT TO STA 720+00 RT FOR THE PURPOSE OF RE-ESTABLISHING A MAXIMUM 4:1 FORESLOPE.THE RE/RT SHALL CROSS SECTION THIS AREA TO CONFIRM THE NEW SLOPE IS 4:1 OR FLATTER. IF NECESSARY, THE CONTRACTOR SHALL BE INSTRUCTED TO RE-GRADE THIS SLOPE TO MEET THE MAXIMUM 4:1 REQUIREMENT. WORK REQUIRED WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04. THIS WORK SHALL INCLUDE FURNISHING EXCAVATION PER ARTICLE 204 IF NECESSARY, CONSTRUCTING EMBANKMENT PER ARTICLE 205 AND SEEDING, FERTILIZING AND MULCHING PER ARTICLE 250 AND AS DIRECTED BY THE RE/RT. THE RE/RT SHALL COORDINATE THIS WORK WITH CRAIG POETKER OF THE BUREAU OF OPERATIONS.

GENERAL NOTES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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3/20/2009
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3/20/2009
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SUMMARY OF QUANTITIES URBAN

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE I000 F.A.P. 103 IL 15 QUANTITIES	F.A.U. 9273 IL 13 QUANTITIES	
20200100	EARTH EXCAVATION	CU YD	59		59	
35800100	PREPARATION OF BASE	SQ YD	273	273		
35800200	AGGREGATE BASE REPAIR	TON	8	8		
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	34.8	27.96	6.84	
40600300	AGGREGATE (PRIME COAT)	TON	167	134.24	32.76	
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	3576	2785.2	790.8	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2581	2514.3	66.7	
40600990	TEMPORARY RAMP	SQ YD	470	453.3	16.7	
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	9.6	9.6		
40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	118	118		
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	6783	5158.4	1624.6	

SUMMARY OF QUANTITIES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76B83	TOTAL SHEETS	SHEET NO.
	79	5

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SUMMARY OF QUANTITIES

URBAN

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 1000 F.A.P. 103 IL 15 QUANTITIES	F.A.U. 9273 IL 13 QUANTITIES	
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.4	0.36	0.04	
40800030	AGGREGATE (PRIME COAT)	TON	2	1.8	0.2	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	65	57.4	7.6	
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	52807	34026.8	18780.2	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	67	67		
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	2755	2755		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	8		8	
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	56	56		
44004250	PAVED SHOULDER REMOVAL	SQ YD	13.3	13.3		
44200128	PAVEMENT PATCHING, TYPE I, 11 INCH	SQ YD	16.6		16.6	
44200132	PAVEMENT PATCHING, TYPE II, 11 INCH	SQ YD	166.8		166.8	
44200136	PAVEMENT PATCHING, TYPE III, 11 INCH	SQ YD	18		18	
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	32	32		
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	24	24		

SUMMARY OF QUANTITIES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76883

TOTAL SHEETS	SHEET NO.
79	6

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SUMMARY OF QUANTITIES URBAN

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 1000 F.A.P. 103 IL 15 QUANTITIES	F.A.U. 9273 IL 13 QUANTITIES	
	44213100	PAVEMENT FABRIC	SQ YD	24	24		
	44213200	SAW CUTS	FOOT	252	252		
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	12296		12296	
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	971	721.1	249.9	
	48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	13.3	13.3		
	48203100	HOT-MIX ASPHALT SHOULDERS	TON	2848	2609	239	
	60260600	INLETS TO BE ADJUSTED WITH NEW TYPE 4 FRAME AND GRATE	EACH	2		2	
	60405740	FRAMES AND GRATES TO BE REMOVED	EACH	2		2	
	60608900	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06 (MODIFIED)	FOOT	12		12	
*	63000002	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6.75 FOOT POSTS	FOOT	112.5	112.5		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
	63200310	GUARDRAIL REMOVAL	FOOT	212.5	212.5		

*SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76B83	TOTAL SHEETS	SHEET NO.
	79	7

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SUMMARY OF QUANTITIES URBAN

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE I000 F.A.P. 103 IL 15 QUANTITIES	F.A.U. 9273 IL 13 QUANTITIES	
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	3605.3	3605.3		
63301215	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE B	FOOT	100	100		
63302000	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	3		
63302500	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE SA	EACH	8	8		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	11	11		
67100100	MOBILIZATION	L SUM	1	1		
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1		
70100315	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	EACH	2	2		
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2	2		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76883

TOTAL SHEETS	SHEET NO.
79	8

SUMMARY OF QUANTITIES URBAN

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE I000 F.A.P. 103 IL 15 QUANTITIES	F.A.U. 9273 IL 13 QUANTITIES	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1	
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1		1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	3		3	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	22	22		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	13448	11025	2423	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	213048	150846	62202	
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1455	396	1059	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1320	1089	231	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	116	116		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	71016	50282	20734	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76883	TOTAL SHEETS	SHEET NO.
	79	9

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SUMMARY OF QUANTITIES URBAN

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 1000 F.A.P. 103 IL 15 QUANTITIES	F.A.U. 9273 IL 13 QUANTITIES	
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	485	132	353	
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	5515	5515		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	428	293	135	
*	78200300	PRISMATIC CURB REFLECTOR	EACH	117		117	
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	64	64		
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	1838	1838		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	418	280	138	
	X0326470	PARTIAL DEPTH REMOVAL 3" (SPECIAL)	SQ YD	372.2	372.2		
	X0322452	REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL - RAIL ELEMENT PLATE	EACH	1	1		
	X4421000	PARTIAL DEPTH PATCHING	TON	123.4	123.4		
	X4422030	PARTIAL DEPTH REMOVAL 3"	SQ YD	358	358		

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76883	TOTAL SHEETS	SHEET NO.
	79	10

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SUMMARY OF QUANTITIES URBAN

	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 1000 F.A.P. 103 IL 15 QUANTITIES	F.A.U. 9273 IL 13 QUANTITIES	
*	X7800200	PAINT PAVEMENT MARKING CURB	FOOT	612		612	
	Z0017202	DOWEL BARS 1 1/2"	EACH	100	100		

*SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76B83	TOTAL SHEETS	SHEET NO.
	79	11

TOTAL SHEETS	SHEET NO.
79	12
CONTRACT NO. 76883	

LEGEND

1. EXISTING PCC PAVEMENT
2. EXISTING PCC BASE COURSE 8"
3. EXISTING PCC BASE COURSE 9"
4. EXISTING SUB-BASE 6"
5. EXISTING 9-7-9 PCC PAVEMENT
6. EXISTING HMA RESURFACING
7. EXISTING HMA SHOULDERS
8. EXISTING CONCRETE CURB & GUTTER
9. EXISTING HMA BASE COURSE - 10¾"
10. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4 "
11. PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
12. PROPOSED AGGREGATE (PRIME COAT)
13. PROPOSED LEVELING BINDER (MACHINE METHOD) - ¾"
14. PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1½"
15. PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
16. PROP. HOT-MIX ASPH. BINDER COURSE, IL-19.0 - 4¼"
17. PROPOSED STRIP REFLECTIVE CRACK CONTROL
18. PROPOSED HOT-MIX ASPHALT SHOULDERS
19. EXISTING HMA PAVEMENT - 11¼"
20. EXISTING PCC PAVEMENT - 10"
21. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2¼"
22. PROPOSED LEVELING BINDER (MACHINE METHOD) - 1"

TYPICAL SECTIONS LEGEND

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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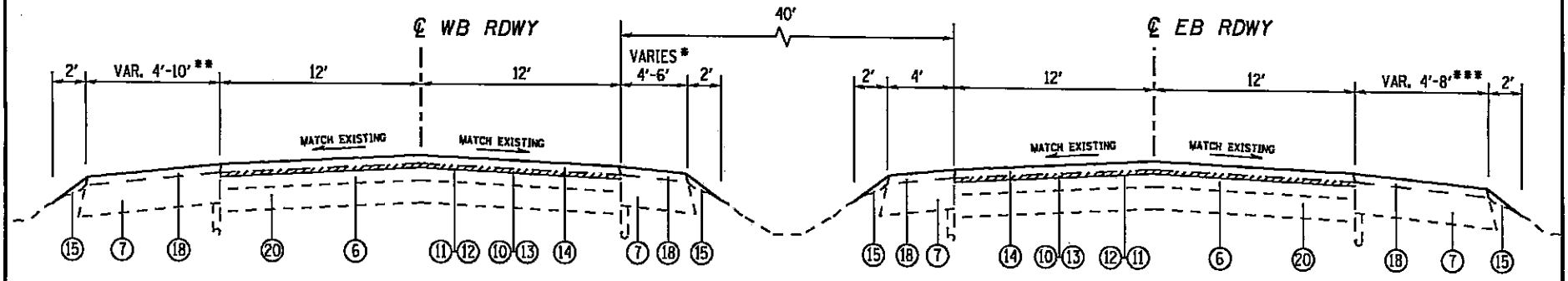

TANGENT SECTION (IL 15)

NOT TO SCALE

WESTBOUND
STA 651+73 TO STA 652+23
STA 683+79 TO STA 686+52
STA 689+95 TO STA 691+93
STA 700+45 TO STA 703+05
STA 732+32 TO STA 737+96
STA 748+31 TO STA 768+29
(EQ: STA 768+29 BK = STA 128+91 AHD)
STA 128+91 TO STA 136+45

EASTBOUND
STA 651+63 TO STA 652+13
STA 685+41 TO STA 687+89
STA 691+32 TO STA 693+37
STA 702+38 TO STA 704+38
STA 732+32 TO STA 737+96
STA 748+31 TO STA 768+29

* 6' WIDE STA 128+91 TO STA 136+75
** 4' WIDE STA 689+65 TO 8' WIDE STA 691+60
** 8' WIDE STA 700+45 TO 4' WIDE STA 702+81
** 8' WIDE STA 731+00 TO STA 768+29
** 10' WIDE STA 128+91 TO STA 136+75
*** 8' WIDE STA 686+11 TO 4' WIDE STA 688+19
*** 4' WIDE STA 691+62 TO 8' WIDE STA 693+37
*** 8' WIDE STA 702+38 TO 4' WIDE STA 704+62
*** 8' WIDE STA 732+32 TO STA 737+96 AND STA 748+31 TO STA 768+29

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

(FOR LEGEND - SEE SHEET NO. 12)

TYPICAL SECTIONS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

CONTRACT NO. 76883	TOTAL SHEETS	SHEET NO.
	79	13

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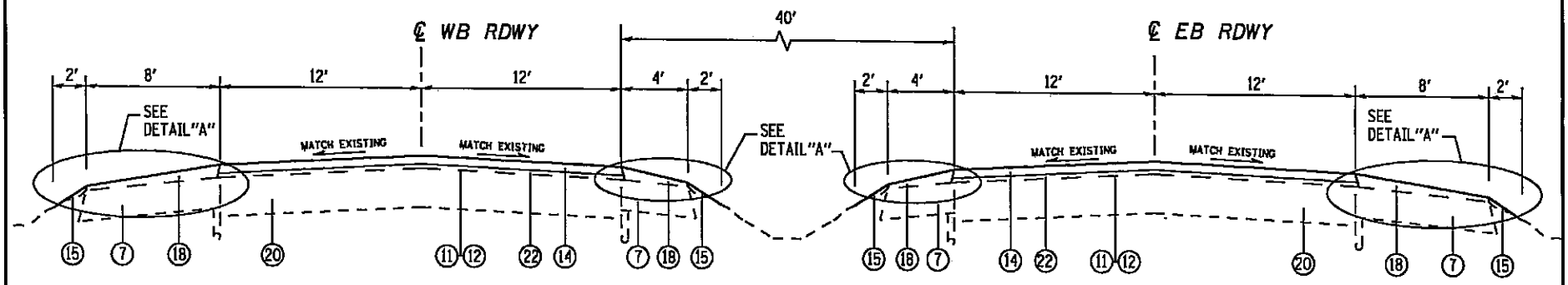
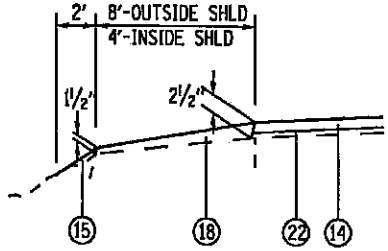


TANGENT SECTION (IL 15)
NOT TO SCALE

WESTBOUND	EASTBOUND
STA 652+23 TO STA 683+79	STA 652+13 TO STA 685+41
STA 691+93 TO STA 700+45	STA 693+37 TO STA 702+38



DETAIL "A"
NOT TO SCALE

(FOR LEGEND - SEE SHEET NO. 12)

TYPICAL SECTIONS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

CONTRACT NO. 76B83	SHEET NO.	TOTAL SHEETS
	14	79

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3/25/2009
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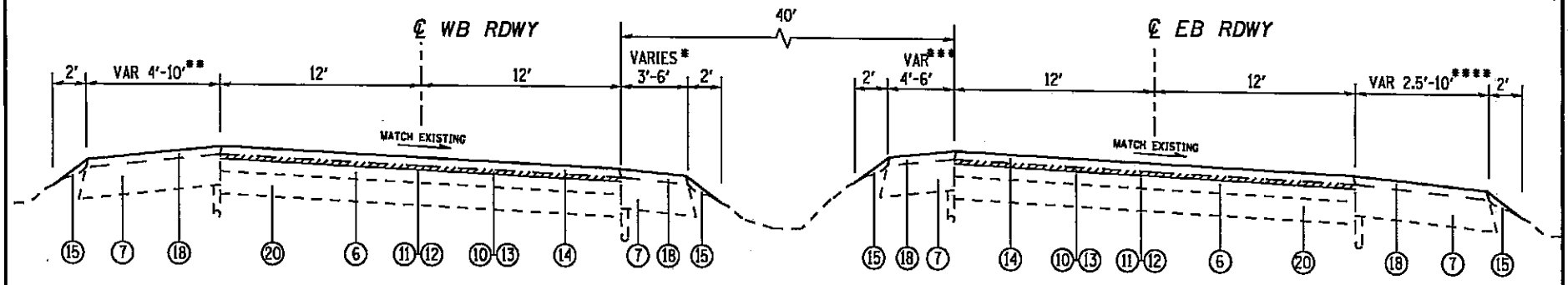


SECTION IN SUPER (IL 15)
NOT TO SCALE

WESTBOUND	EASTBOUND
STA 711+18 TO STA 723+73	STA 711+91 TO STA 723+84
STA 724+68 TO STA 732+32	STA 724+79 TO STA 732+32
STA 737+96 TO STA 748+31	STA 737+96 TO STA 748+31

* 3' WIDE STA 711+29 TO STA 712+49
* 6' WIDE STA 712+61 TO STA 731+00
* 4' WIDE STA 731+00 TO STA 768+29
** 4' WIDE STA 711+07 TO STA 711+27
** 8' WIDE STA 712+02 TO STA 719+10 AND STA 731+00 TO STA 768+29
** 10' WIDE STA 724+68 TO STA 731+00
*** 4' WIDE STA 711+80 TO STA 712+05 AND STA 728+78 TO STA 768+29
*** 6' WIDE STA 712+55 TO STA 728+78
**** 4' WIDE STA 712+02
**** 2.5' WIDE STA 712+95
**** 10' WIDE STA 714+22 TO STA 728+78
**** 8' WIDE STA 728+78 TO STA 744+60 AND STA 753+00 TO STA 768+29
**** 3' WIDE STA 746+40

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

(FOR LEGEND - SEE SHEET NO. 12)

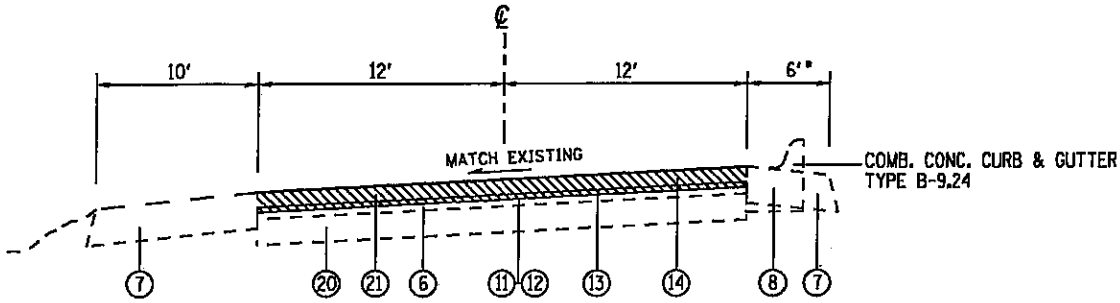
TYPICAL SECTIONS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

CONTRACT NO. 76883	SHEET NO.	TOTAL SHEETS
	15	79

TOTAL SHEETS	SHEET NO.
79	16
CONTRACT NO. 76883	



TYPICAL SECTION (IL 15)

NOT TO SCALE

WESTBOUND - STA 136+45 TO STA 146+78

*EXISTING HMA SHOULDER ENDS AT STA 136+80±

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 2¼"

LEGEND

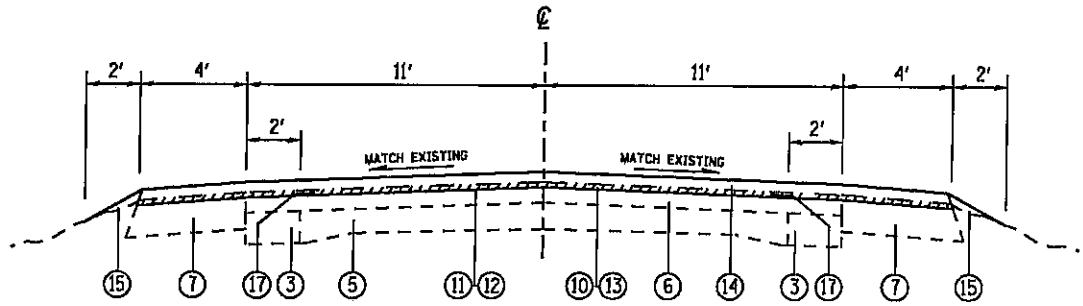
1. EXISTING PCC PAVEMENT
2. EXISTING PCC BASE COURSE 8"
3. EXISTING PCC BASE COURSE 9"
4. EXISTING SUB-BASE 6"
5. EXISTING 9-7-9 PCC PAVEMENT
6. EXISTING HMA RESURFACING
7. EXISTING HMA SHOULDERS
8. EXISTING CONCRETE CURB & GUTTER
9. EXISTING HMA BASE COURSE - 10¾"
10. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - ¾"
11. PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
12. PROPOSED AGGREGATE (PRIME COAT)
13. PROPOSED LEVELING BINDER (MACHINE METHOD) - ¾"
14. PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1½"
15. PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
16. PROP. HOT-MIX ASPH. BINDER COURSE, IL-19.0 - 4½"
17. PROPOSED STRIP REFLECTIVE CRACK CONTROL
18. PROPOSED HOT-MIX ASPHALT SHOULDERS
19. EXISTING HMA PAVEMENT - 11¼"
20. EXISTING PCC PAVEMENT - 10"
21. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2¼"

TYPICAL SECTIONS
IL RTE 15

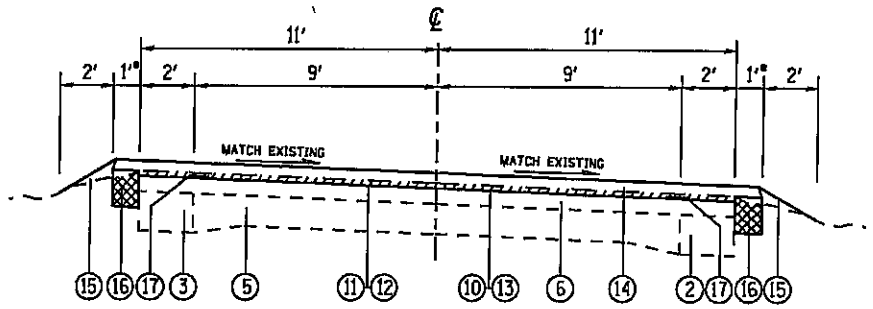
FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

TOTAL SHEETS	SHEET NO.
79	17
CONTRACT NO.: 76B83	



TANGENT SECTION (IL 13)
STA 0+00 TO 0+20



TYPICAL SECTION (IL 13)
STA 0+20 TO STA 22+16

*1' WIDE SAFETY SHOULDER - BEGINS AT STA 0+20 LT & RT
ENDS AT STA 21+92 LT, STA 22+16 RT
(AT EXISTING PAVEMENT STUBS)

▩ - EARTH EXCAVATION FOR CONSTRUCTION OF SAFETY SHOULDER

LEGEND

1. EXISTING PCC PAVEMENT
2. EXISTING PCC BASE COURSE 8"
3. EXISTING PCC BASE COURSE 9"
4. EXISTING SUB-BASE 6"
5. EXISTING 9-7-9 PCC PAVEMENT
6. EXISTING HMA RESURFACING
7. EXISTING HMA SHOULDERS
8. EXISTING CONCRETE CURB & GUTTER
9. EXISTING HMA BASE COURSE - 10¾"
10. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - ¾"
11. PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
12. PROPOSED AGGREGATE (PRIME COAT)
13. PROPOSED LEVELING BINDER (MACHINE METHOD) - ¾"
14. PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1½"
15. PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
16. PROP. HOT-MIX ASPH. BINDER COURSE, IL-19.0 - 4½"
17. PROPOSED STRIP REFLECTIVE CRACK CONTROL
18. PROPOSED HOT-MIX ASPHALT SHOULDERS
19. EXISTING HMA PAVEMENT - 11¼"
20. EXISTING PCC PAVEMENT - 10"
21. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2¼"

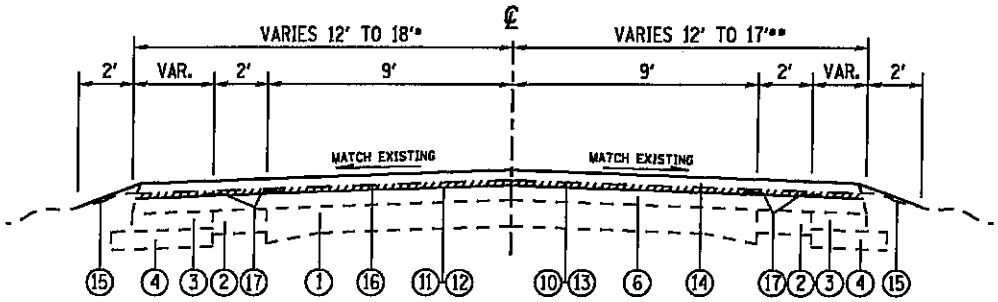
PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 3/4"

TYPICAL SECTIONS
IL RTE 13

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	18
CONTRACT NO.: 76B83	



TANGENT SECTION (IL 13)
STA 22+16 TO STA 23+10

*LT LANE WIDTH 12' AT STA 21+92
*LT LANE WIDTH 14' AT STA 23+10 (& GORE WIDTH OF 4')
**RT LANE WIDTH 12' AT STA 22+16, 17' WIDE AT STA 23+10

LEGEND

1. EXISTING PCC PAVEMENT
2. EXISTING PCC BASE COURSE 8"
3. EXISTING PCC BASE COURSE 9"
4. EXISTING SUB-BASE 6"
5. EXISTING 9-7-9 PCC PAVEMENT
6. EXISTING HMA RESURFACING
7. EXISTING HMA SHOULDERS
8. EXISTING CONCRETE CURB & GUTTER
9. EXISTING HMA BASE COURSE - 10¾"
10. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - ¾"
11. PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
12. PROPOSED AGGREGATE (PRIME COAT)
13. PROPOSED LEVELING BINDER (MACHINE METHOD) - ¾"
14. PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1½"
15. PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
16. PROP. HOT-MIX ASPH. BINDER COURSE, IL-19.0 - 4½"
17. PROPOSED STRIP REFLECTIVE CRACK CONTROL
18. PROPOSED HOT-MIX ASPHALT SHOULDERS
19. EXISTING HMA PAVEMENT - 11¼"
20. EXISTING PCC PAVEMENT - 10"
21. PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2¼"

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

TYPICAL SECTIONS
IL RTE 13

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

DATE
3/25/2009
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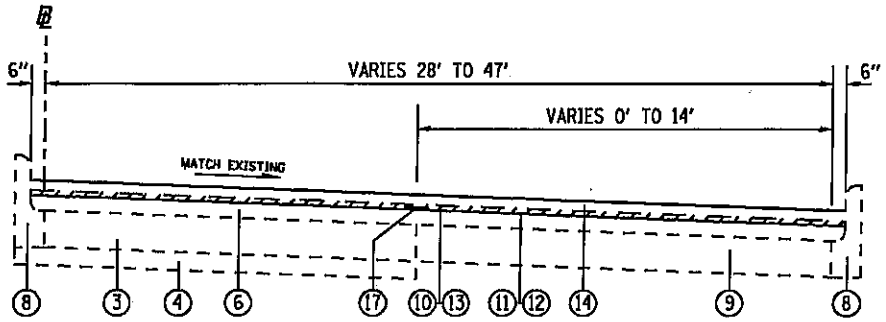
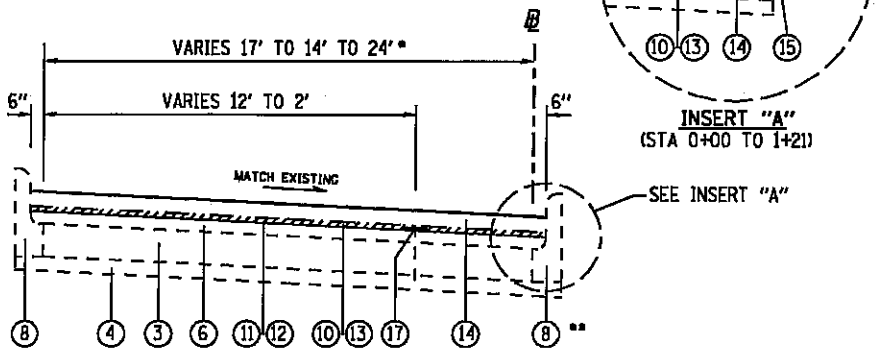
TOTAL SHEETS	SHEET NO.
79	19
CONTRACT NO. 76883	



TYPICAL SECTION (IL 13 SB LOOP CONNECTOR)
(LOOKING EASTWARD)
NOT TO SCALE

(FOR LEGEND - SEE SHEET NO. 12)



TYPICAL SECTION (IL 13 NB LOOP CONNECTOR)
(LOOKING EASTWARD)
NOT TO SCALE

WESTBOUND - STA 130+22 TO STA 146+78

*LANE WIDTH 17' AT STA 0+00, 14' FROM STA 0+49 TO STA 1+21 AND 24' AT STA 1+64
**COMB. CONC. CURB & GUTTER - STA 1+21 TO 1+64 RT

(FOR LEGEND - SEE SHEET NO. 12)

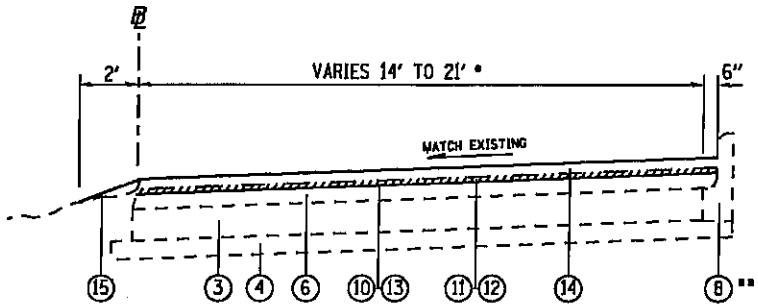
PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL 3/4" & LEVELING BINDER 3/4"

TYPICAL SECTIONS IL RTE 13 LOOPS

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

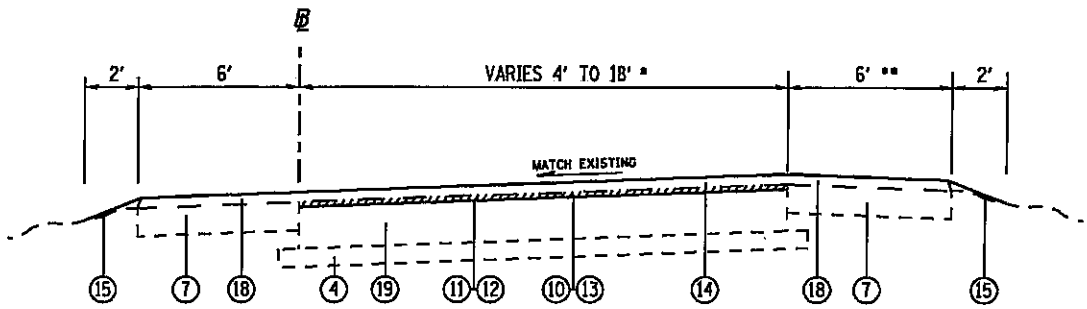
TOTAL SHEETS	SHEET NO.
79	20
CONTRACT NO.: 76883	



TYPICAL SECTION (IL 13 NB RAMP)
STA 23+10 TO STA 30+57

* LANE WIDTH 14' AT STA 23+10; 18' AT STA 23+91; 21' AT STA 24+41
* LANE WIDTH 18' FROM STA 25+01 TO STA 31+24
** CONC. CURB & GUTTER ENDS AT STA 25+91

(FOR LEGEND - SEE SHEET NO. 12)



TYPICAL SECTION (IL 13 NB RAMP)
(REVERSE SLOPE FOR CURVES TO THE RIGHT)
STA 30+57 TO 39+91

* LANE WIDTH 18' FROM STA 30+57 TO STA 31+24
* LANE WIDTH 16' FROM STA 33+48 TO STA 35+69
* LANE WIDTH 12' FROM STA 36+39 TO STA 38+70
* LANE WIDTH 4' AT STA 39+91 (END OF BRIDGE APPROACH PAVEMENT)
** HOT-MIX ASPHALT SHOULDER ENDS AT STA 35+21 RT

(FOR LEGEND - SEE SHEET NO. 12)

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

TYPICAL SECTIONS
IL RTE 13 NB RAMP

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

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3/25/2009
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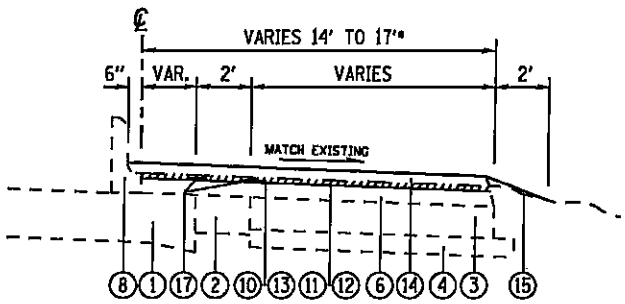
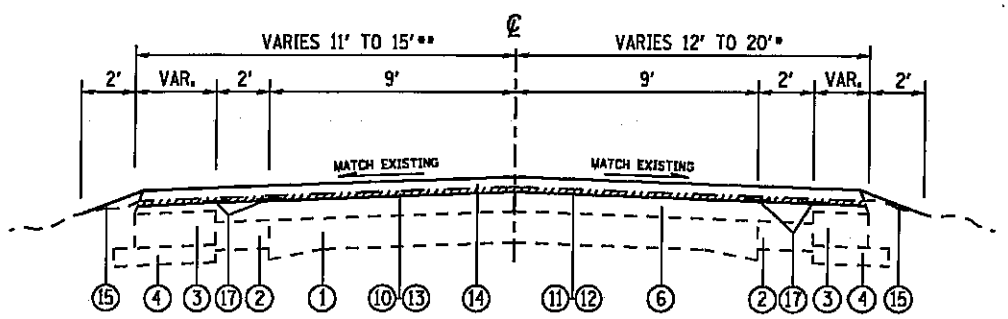
TOTAL SHEETS	SHEET NO.
79	21
CONTRACT NO.: 76883	



TYPICAL SECTION (IL 13 SB RAMP)
STA 23+10 TO STA 26+77

* LANE WIDTH 17' AT STA 23+10
* LANE WIDTH 14' STA 24+56 TO STA 26+77

(FOR LEGEND - SEE SHEET NO. 12)



TYPICAL SECTION (IL 13 SB RAMP)
STA 26+77 TO STA 29+06

* RT LANE WIDTH 14' AT STA 26+77 (& GORE WIDTH OF 4')
* RT LANE WIDTH 12' AT STA 29+06
** LT LANE WIDTH 17' AT STA 26+77, 12' WIDE AT STA 27+25
** LT LANE WIDTH 11' STA 27+25 TO STA 29+06

(FOR LEGEND - SEE SHEET NO. 12)

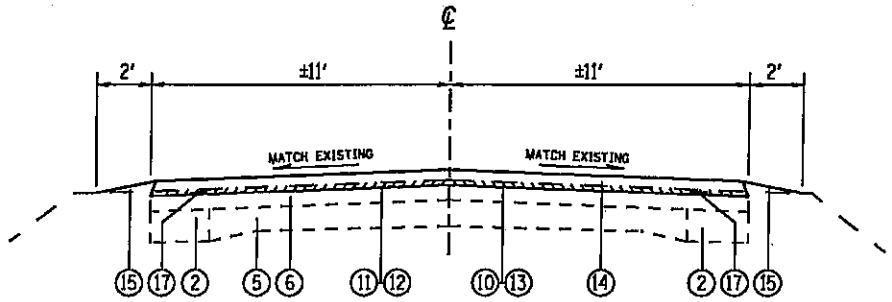
PROPOSED HOT-MIX ASPHALT
SURFACE REMOVAL- 3/4"

TYPICAL SECTIONS
IL RTE 13 SB RAMP

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

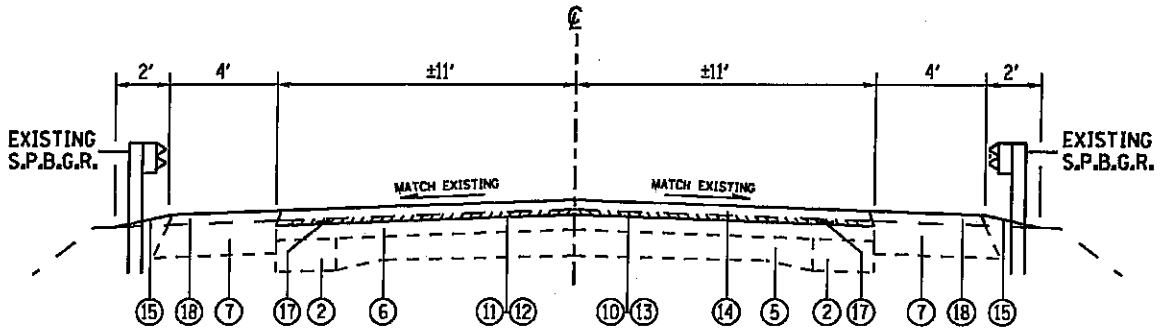
PLOT DATE: 3/25/2009

TOTAL SHEETS	SHEET NO.
79	22
CONTRACT NO.: 76883	



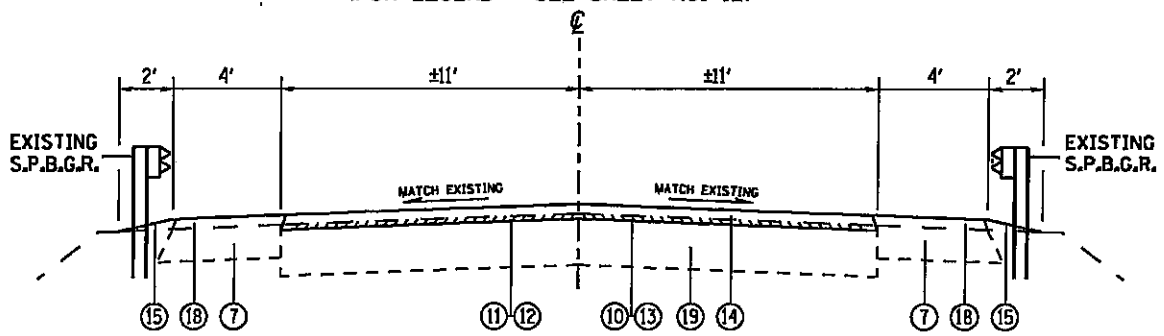
TYPICAL SECTION (IL 13 SB)
STA 29+06 TO STA 38+41
STA 42+56 TO STA 52+10

(FOR LEGEND - SEE SHEET NO. 12)



TYPICAL SECTION (IL 13 SB)
STA 38+41 TO STA 40+88
STA 41+64 to STA 42+56

(FOR LEGEND - SEE SHEET NO. 12)



TYPICAL SECTION (IL 13 SB)
STA 40+88 to STA 41+64

(FOR LEGEND - SEE SHEET NO. 12)

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

TYPICAL SECTIONS
IL RTE 13 SB RAMP

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

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3/25/2009
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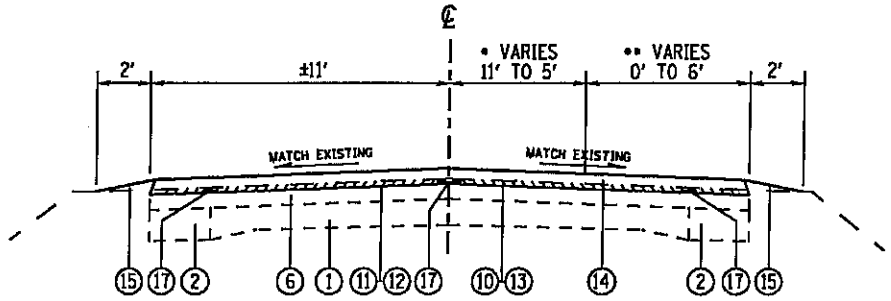
TOTAL SHEETS	SHEET NO.
79	23
CONTRACT NO.: 76883	



TYPICAL SECTION (IL 13 SB)
STA 52+10 TO STA 55+10

• LANE WIDTH 11' @ STA. 52+10, 5' @ STA. 55+10
•• HMA SHOULDER WIDTH 0' @ STA. 52+10, 6' @ STA. 55+10

LEGEND

① EXISTING PCC PAVEMENT
② EXISTING PCC BASE COURSE 8"
③ EXISTING PCC BASE COURSE 9"
④ EXISTING SUB-BASE 6"
⑤ EXISTING 9-7-9 PCC PAVEMENT
⑥ EXISTING HMA RESURFACING
⑦ EXISTING HMA SHOULDERS
⑧ EXISTING CONCRETE CURB & GUTTER
⑨ EXISTING HMA BASE COURSE - 10¾"
⑩ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - ¾"
⑪ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
⑫ PROPOSED AGGREGATE (PRIME COAT)
⑬ PROPOSED LEVELING BINDER (MACHINE METHOD) - ¾"
⑭ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1½"
⑮ PROPOSED AGGREGATE WEDGE SHOULDER TYPE B
⑯ PROP. HOT-MIX ASPH. BINDER COURSE, IL-19.0 - 4½"
⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL
⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS
⑲ EXISTING HMA PAVEMENT - 11¼"
⑳ EXISTING PCC PAVEMENT - 10"
㉑ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2¼"

PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL ¾" & LEVELING COURSE ¾"

TYPICAL SECTIONS
IL RTE 13 SB RAMP

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

DATE
3/25/2009
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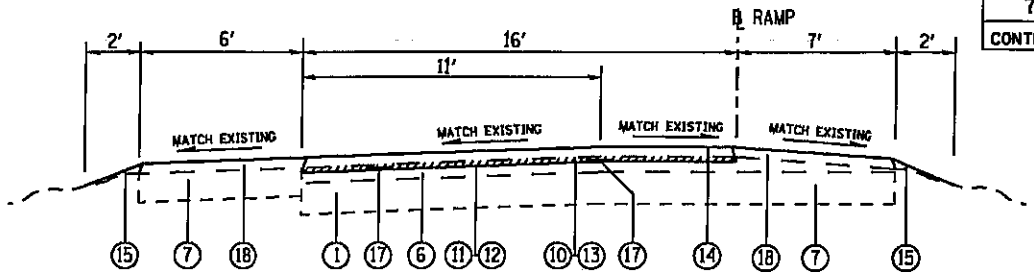
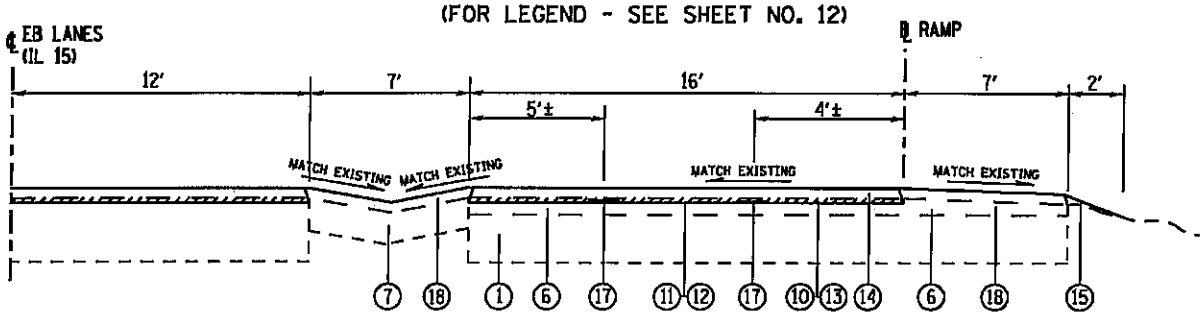
TOTAL SHEETS	SHEET NO.
79	24

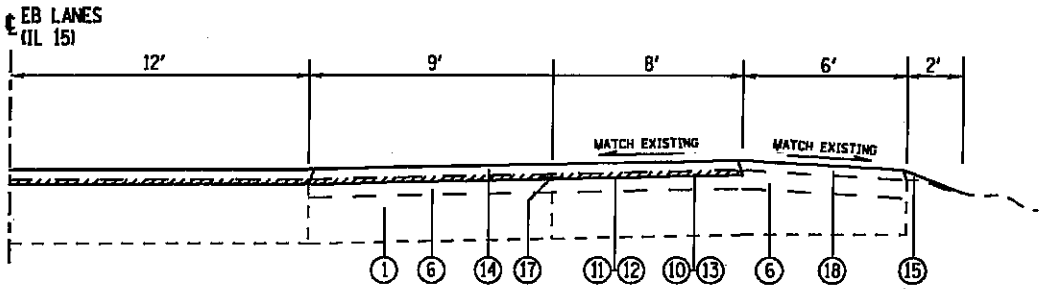
CONTRACT NO. 76883



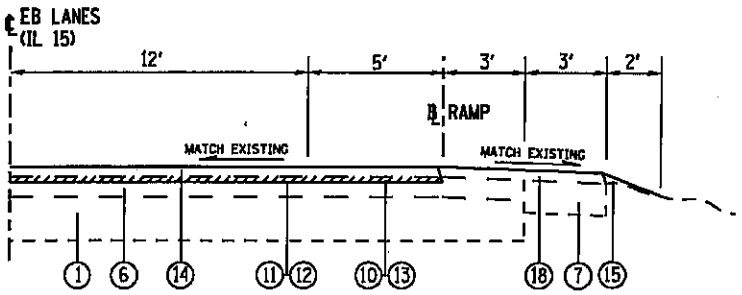
SECTION D-D (IL 13 SB ENTRANCE RAMP)
(SEE SHEET NO. 25 FOR SECTION D-D LOCATION)
(FOR LEGEND - SEE SHEET NO. 12)



SECTION C-C (IL 13 SB ENTRANCE RAMP)
(SEE SHEET NO. 25 FOR SECTION C-C LOCATION)
(FOR LEGEND - SEE SHEET NO. 12)



SECTION B-B (IL 13 SB ENTRANCE RAMP)
(SEE SHEET NO. 25 FOR SECTION B-B LOCATION)
(FOR LEGEND - SEE SHEET NO. 12)



SECTION A-A (IL 13 SB ENTRANCE RAMP)
(SEE SHEET NO. 26 FOR SECTION A-A LOCATION)
(FOR LEGEND - SEE SHEET NO. 12)

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

TYPICAL SECTIONS
IL 13 SB ENTRANCE RAMP

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

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3/25/2009
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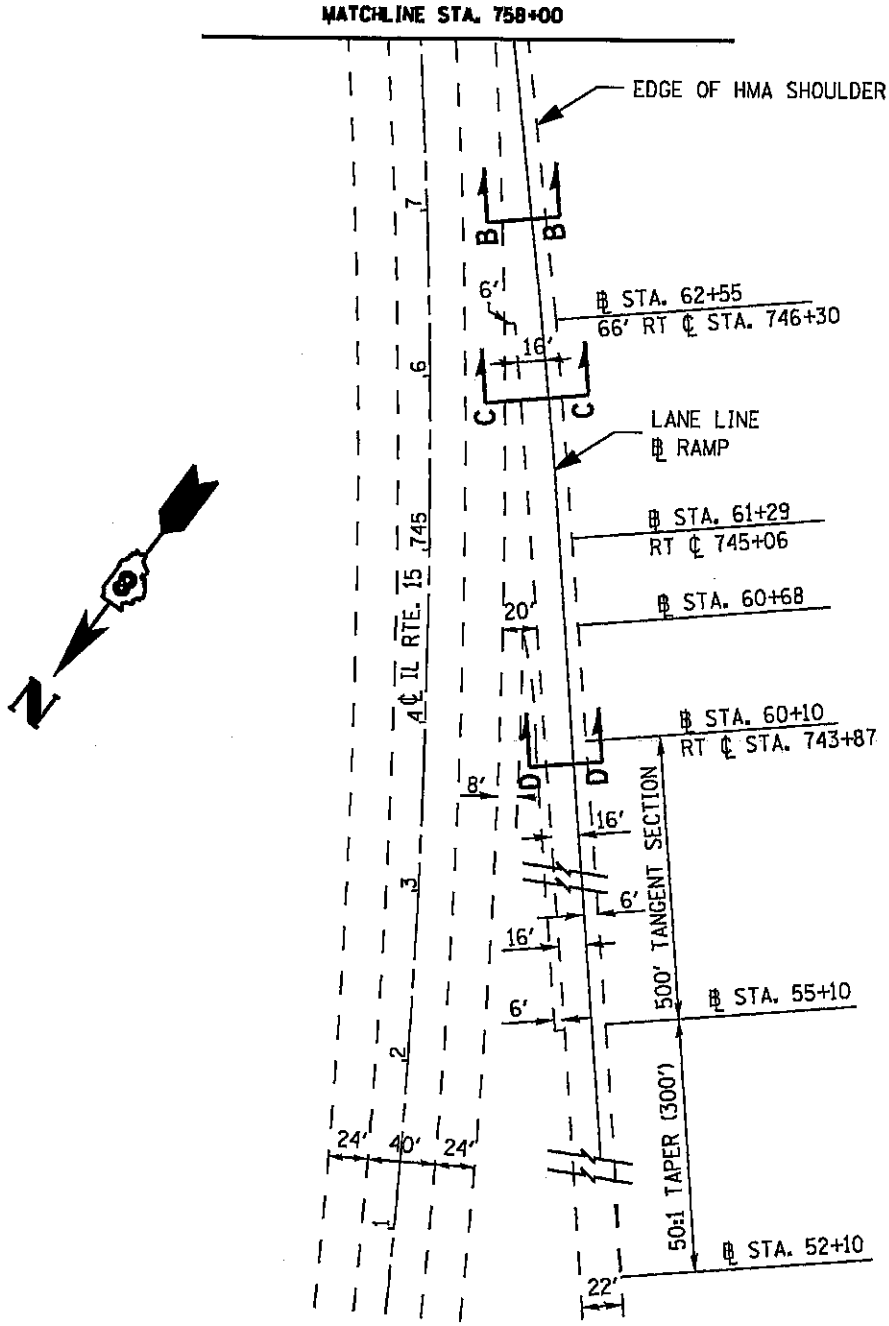
TOTAL SHEETS	SHEET NO.
79	25
CONTRACT NO.: 76883	



IL 13 SB ENTRANCE RAMP DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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3/20/2009
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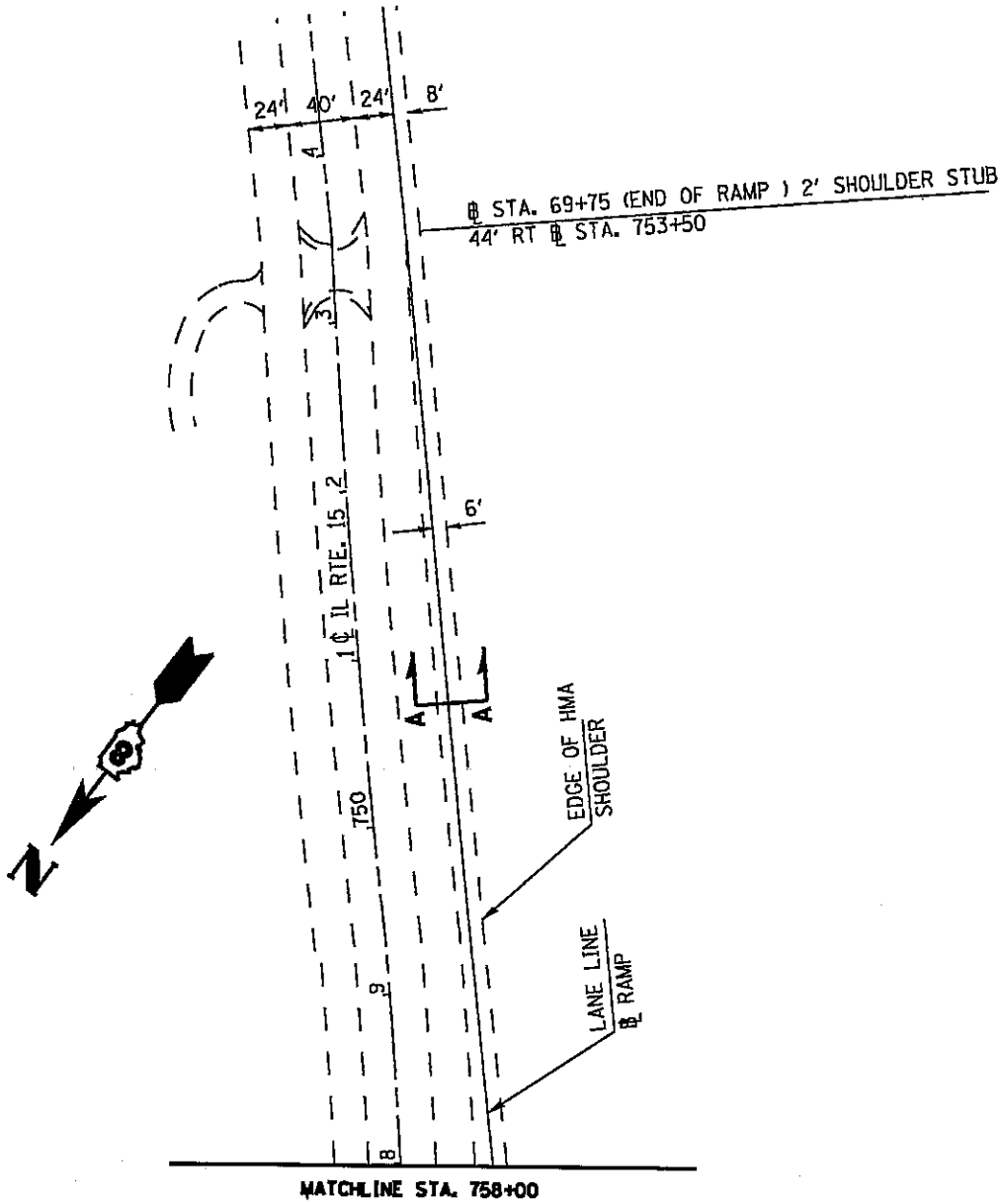
TOTAL SHEETS	SHEET NO.
79	26
CONTRACT NO.: 76883	



IL 13 SB ENTRANCE RAMP DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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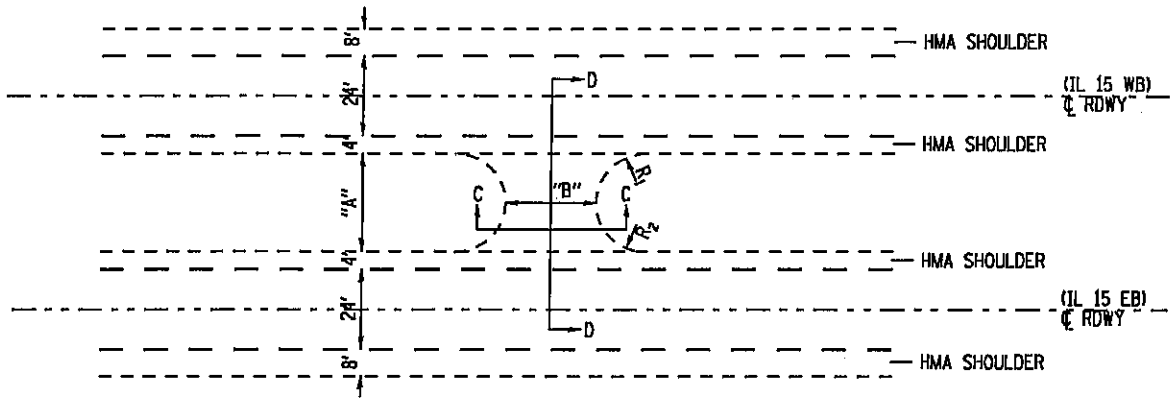
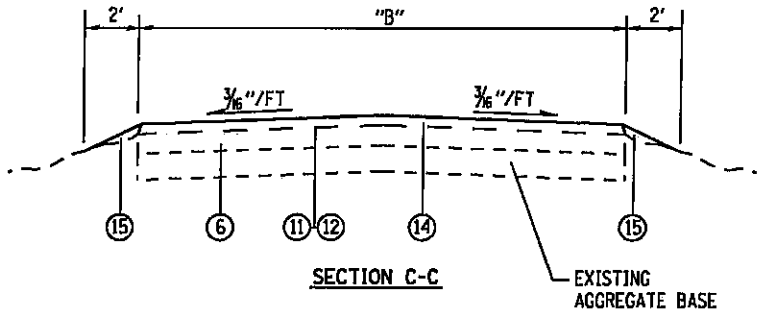
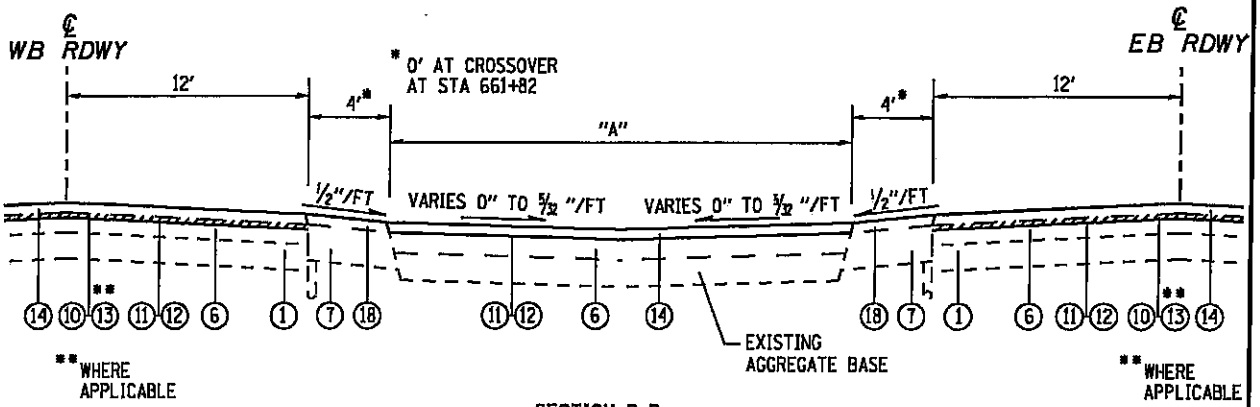
TOTAL SHEETS	SHEET NO.
79	27
CONTRACT NO.: 76883	





SECTION C-C

(FOR LEGEND - SEE SHEET NO. 12)



SECTION D-D

NOTE: FOR CROSSOVER AT STA 132+40 FEATHER 1½" OVERLAY ONTO EXISTING INSIDE SHOULDER FOR EB IL15.

(FOR LEGEND - SEE SHEET NO. 12)

CROSSOVER LOCATION (STA) IL 15	"A" (FT)	"B" (FT)	"R_1" (FT)	"R_2" (FT)
661+30	40	46	3	27
733+50	32	28	9	9
753+30	32	20	6	6
132+40	25	32	5	5

TYPICAL SECTIONS IL 15 CROSSOVERS

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

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3/25/2009
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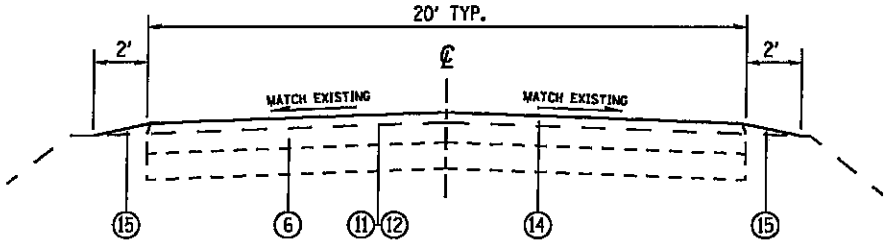
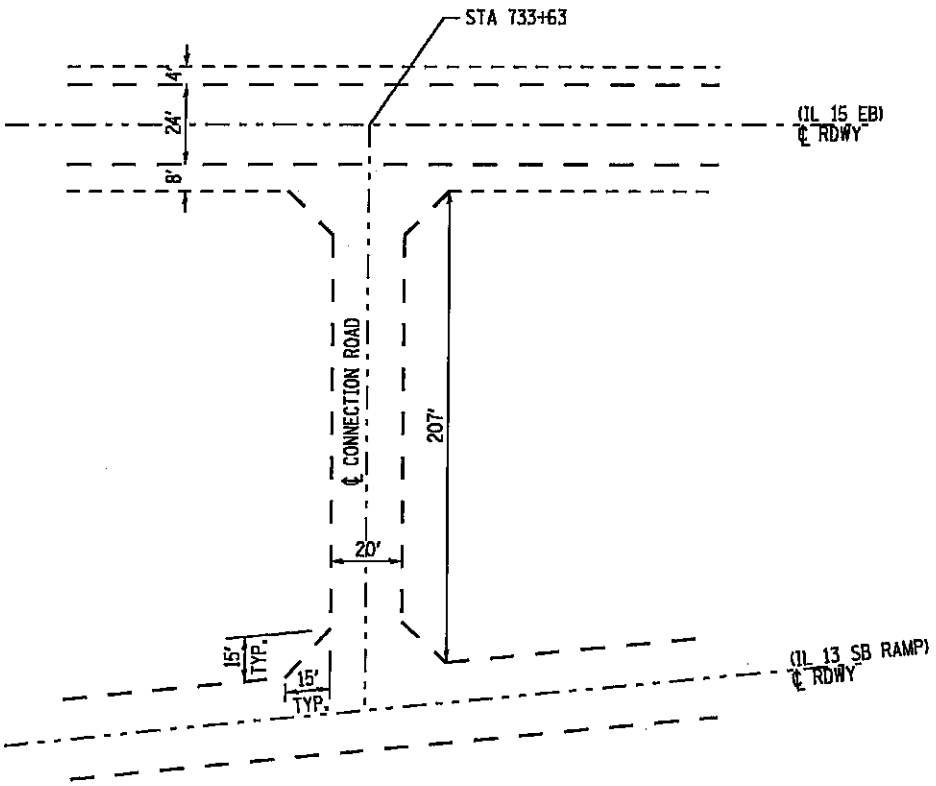
TOTAL SHEETS	SHEET NO.
79	28
CONTRACT NO.: 76883	



TYPICAL SECTION OF CONNECTION ROAD
RT. AT STA 734+50 (IL 15)
(FOR LEGEND - SEE SHEET NO. 12)



TYPICAL SECTIONS
CONNECTION ROAD STA 734+50 RT

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

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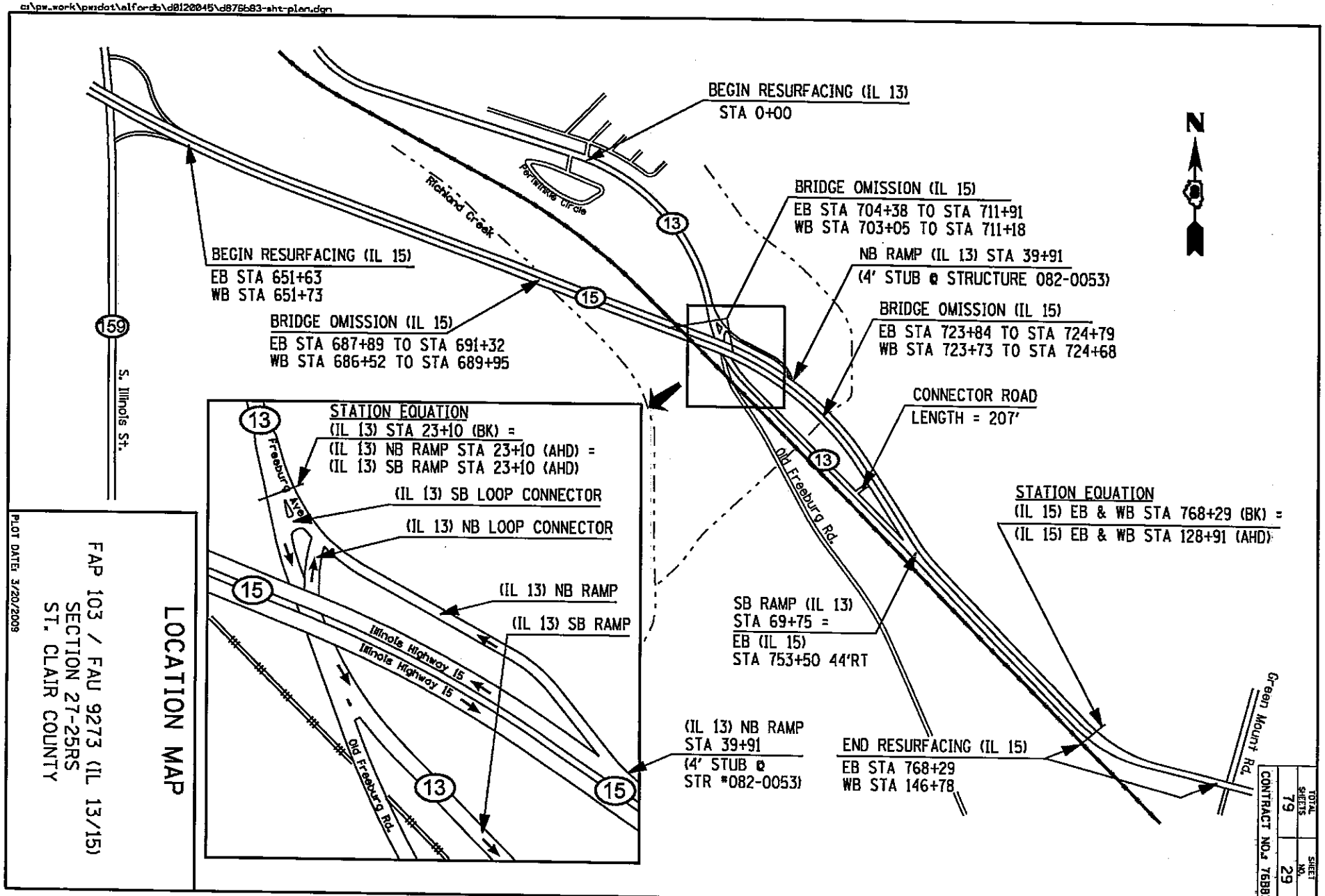

LOCATION MAP

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76883	SHEET NO.	TOTAL SHEETS
	29	79

TOTAL SHEETS	SHEET NO.
79	30
CONTRACT NO.: 76883	

STRIP REFLECTIVE CRACK CONTROL SCHEDULE

LOCATION STA	TO	STA	OFFSET FROM CENTERLINE RDWY (FT) LT	CNTR	RT	STRIP REFLECTIVE CRACK CONTROL TREATMENT (FOOT)
IL 13						
0+00	TO	23+10	9		9	4,620
IL 13 SB RAMP						
23+10	TO	24+54			9 - 2	144
25+94	TO	26+77			2 - 6	83
26+77	TO	29+06	12 - 9		6 - 9	458
29+06	TO	40+88	9		9	2,364
41+64	TO	52+10	9		9	2,092
52+10	TO	53+10			9	100
52+10	TO	61+56	9	0		1,892
61+56	TO	62+58	9 - 5	0		204
62+58	TO	63+70	5	0		224
IL 13 NB LOOP CONNECTOR						
0+00	TO	0+45			12 - 2	45
IL 13 SB LOOP CONNECTOR					VAR	70
TOTAL						12,296

DRAINAGE SCHEDULE

LOCATION (IL 13) SB RAMP	FRAME & GRATES TO BE REMOVED (EACH)	INLET TO BE ADJUSTED W/ NEW TY 4 F&G (EACH)
STA 24+52 LT	1	1
STA 26+73 LT	1	1
TOTAL (EACH)	2	2

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	31
CONTRACT NO.: 76883	

EARTHWORK SCHEDULE

LOCATION (IL 13) STA TO STA	EARTH EXCAVATION (CU YD)
0+20 TO 21+92 LT	30.2
0+20 TO 5+55 RT	7.5
6+13 TO 12+65 RT	9.1
0+20 TO 22+16 RT	11.9
TOTAL (CU YD)	58.7

CONCRETE SCHEDULE

LOCATION (IL 13) SB RAMP	COMBINATION CURB & GUTTER REMOVAL (FOOT)	COMB CONC CURB & GUTTER TY M-6.06 (MODIFIED) (FOOT)
STA 24+54 LT	2	6
STA 26+75 LT	6	6
TOTAL (FT)	8	12

TEMPORARY RAMP SCHEDULE

LOCATION	TEMPORARY RAMP WIDTH (FT)	LENGTH (FT)	AREA (SQ YD)
IL 15 EASTBOUND			
STA 651+63	36	5	20.0
STA 687+89	76	5	42.2
STA 691+32	76	5	42.2
STA 704+38	64	5	35.6
STA 711+91	40	5	22.2
STA 723+84	40	5	22.2
STA 724+79	40	5	22.2
STA 768+29	36	5	20.0
IL 15 WESTBOUND			
STA 651+73	36	5	20.0
STA 686+52	76	5	42.2
STA 689+95	76	5	42.2
STA 703+05	64	5	35.6
STA 711+18	40	5	22.2
STA 723+73	40	5	22.2
STA 724+68	40	5	22.2
STA 146+78	24	7.5	20.0
IL 13			
STA 0+00	30	5	16.7
TOTAL (SY)			470.0

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	32
CONTRACT NO.: 76B83	

HMA SHOULDER REPAIR SCHEDULE

LOCATION (IL 15) EASTBOUND	SIZE LENGTH (FT)	SIZE WIDTH (FT)	PAVED SHOULDER REMOVAL (SQ YD)	HOT-MIX ASPHALT SHLDRS 8" (SQ YD)
STA 661+50 RT	20	5	11.1	11.1
STA 667+30 RT	5	4	2.2	2.2
TOTALS (SQ YD)			13.3	13.3

RAISED REFLECTIVE PAVEMENT MARKER SCHEDULE

LOCATION STA	TO	STA	SIDE LT/RT	REMOVAL (EACH)	INSTALLATION ONE-WAY CRYSTAL (EACH)	INSTALLATION TWO-WAY AMBER (EACH)
IL 15 EASTBOUND						
651+63	TO	687+89		44	45	
691+32	TO	704+38		17	16	
711+91	TO	723+84		14	15	
724+79	TO	768+29		48	54	
IL 15 WESTBOUND						
651+73	TO	686+52		42	43	
689+95	TO	703+05		16	16	
711+18	TO	723+73		14	16	
718+95	TO	720+27	RT	9	7	
724+68	TO	768+29		54	54	
128+91	TO	146+78		18	23	
137+67	TO	138+95	LT	4	4	
IL 13						
0+00	TO	23+10		24		29
IL 13 SOUTHBOUND RAMP						
26+77	TO	30+07		4		4
30+07	TO	49+35		20	24	
51+17	TO	65+45	RT	83	71	
IL 13 NORTHBOUND RAMP						
34+74	TO	36+10	LT	7	7	
COLUMN TOTALS				418	395	33
TOTALS (EACH)				418	428	

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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GUARDRAIL SCHEDULE

LOCATION STA TO STA	INSIDE/ OUTSIDE SHLD	GUARD RAIL REMOVAL (FT)	SPBGR TYPE A 6.75' POST (FT)	TBT TY 1 (SPECIAL) TANGENT (EACH)	REMOVE & RE-ERECT SPBGR TY A (FT)	REMOVE & RE-ERECT SPBGR TY B (FT)	REMOVE & RE-ERECT TBT TY 2 (EACH)	REMOVE & RE-ERECT TBT TY 5 (EACH)	REPAIR TBT TY 1 SPECIAL RAIL ELEM (EACH)	GUARDRAIL MARKER TYPE A (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)
IL 15 EASTBOUND											
685+66.4 TO 686+16.4	IN	25		1							1
686+16.4 TO 687+54.7	IN				175			1		4	
685+85.0 TO 686+35.0	OUT	25		1							1
686+35.0 TO 688+10.0	OUT	12.5	12.5		162.5					4	
688+10.0 688+23.3	OUT							1			
690+97.7 TO 691+23.5	IN						1	1		1	
691+66.3 TO 691+79.6	OUT							1			
691+79.6 TO 692+04.6	OUT				25						
692+17.1 TO 704+54.6	OUT	12.5	12.5		1225					17	
720+96.5 TO 721+46.5	IN	25		1							1
SUBTOTAL 1		100	25	3	1587.5	0	1	4	0	26	3

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76B83	TOTAL SHEETS	SHEET NO.
	79	33

GUARDRAIL SCHEDULE CONTINUED

LOCATION STA TO STA	INSIDE/ OUTSIDE SHLD	GUARD RAIL REMOVAL (FT)	SPBGR TYPE A 6.75' POST (FT)	TBT TY 1 (SPECIAL) TANGENT (EACH)	REMOVE & RE-ERECT SPBGR TY A (FT)	REMOVE & RE-ERECT SPBGR TY B (FT)	REMOVE & RE-ERECT TBT TY 2 (EACH)	REMOVE & RE-ERECT TBT TY 5 (EACH)	REPAIR TBT TY 1 SPECIAL RAIL ELEM (EACH)	GUARDRAIL MARKER TYPE A (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)
IL 15 EASTBOUND											
721+46.5 TO 723+59.0	IN				212.5					4	
723+59.0 TO 723+84.0	IN					25					
722+46.5 TO 723+59.0	OUT				112.5					3	
723+59.0 TO 723+84.0	OUT					25					
IL 15 WESTBOUND											
685+91.9 TO 686+17.7	OUT						1	1		1	
686+60.5 TO 686+86.3	IN						1	1		1	
689+60.7 TO 689+74.0	OUT							1			
689+74.0 TO 702+66.8	OUT	50	50		1242.8					18	
690+29.3 TO 690+42.6	IN							1			
SUBTOTAL 2		50	50	0	1567.8	50	2	4	0	27	0

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76883	SHEET NO.	TOTAL SHEETS
	34	79

GUARDRAIL SCHEDULE CONTINUED

LOCATION STA TO STA	INSIDE/ OUTSIDE SHLD	GUARD RAIL REMOVAL (FT)	SPBGR TYPE A 6.75' POST (FT)	TBT TY 1 (SPECIAL) TANGENT (EACH)	REMOVE & RE-ERECT SPBGR TY A (FT)	REMOVE & RE-ERECT SPBGR TY B (FT)	REMOVE & RE-ERECT TBT TY 2 (EACH)	REMOVE & RE-ERECT TBT TY 5 (EACH)	REPAIR TBT TY 1 SPECIAL RAIL ELEM (EACH)	GUARDRAIL MARKER TYPE A (EACH)	TERMINAL MARKER DIRECT APPLIED (EACH)
IL 15 WESTBOUND											
690+42.6 TO 692+17.6	IN				175					4	
692+17.6 TO 692+67.6	IN	25		1							1
724+68.0 TO 724+93.0	OUT					25					
724+93.0 TO 726+05.5	OUT	12.5	12.5		100					3	
726+05.5 TO 726+30.5	OUT								1		
724+68.0 TO 724+93.0	IN					25					
724+93.0 TO 726+93.0	IN	25	25		175					4	
SUBTOTAL 3		62.5	37.5	1	450	50	0	0	1	11	1
SUBTOTAL 1		100	25	3	1587.5	0	1	4	0	26	3
SUBTOTAL 2		50	50	0	1567.8	50	2	4	0	27	0
TOTAL		212.5	112.5	4	3605.3	100	3	8	1	64	4

NOTE: SPBGR & TBT UPGRADES ARE OMITTED FROM THE APPROACH AND EXIT ENDS OF THE ICG RR STRUCTURES (#'s 082-0051 & 082-0052). TOTAL REPLACEMENT OF THESE STRUCTURES IS PLANNED.

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76883	SHEET NO.	TOTAL SHEETS
	35	79

TOTAL SHEETS	SHEET NO.
79	36
CONTRACT NO.: 76883	

HOT-MIX ASPHALT SURFACE REMOVAL SCHEDULE

LOCATION STA TO STA	HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 2-1/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT (SQ YD)
IL 15 EASTBOUND				
651+63.0 TO 652+13.0				200.0
685+41.0 TO 687+33.3	512.8			
687+33.3 TO 687+89.0				205.9
691+32.0 TO 691+87.7				200.3
691+87.7 TO 693+37.0	398.1			
702+38.0 TO 703+87.2	397.9			
703+87.2 TO 704+38.0				190.2
711+91.0 TO 712+29.8				136.4
712+29.8 TO 723+54.0	2997.9			
723+54.0 TO 723+84.0				133.3
724+79.0 TO 725+09.0				133.3
725+09.0 TO 768+14.0	11480.0			
768+14.0 TO 768+29.0				60.0
IL 15 WESTBOUND				
651+73.0 TO 652+23.0				200.0
683+79.0 TO 685+96.3	579.5			
685+96.3 TO 686+52.0				207.1
689+95.0 TO 690+50.7				204.2
SUBTOTAL 1	16366.1	0.0	0.0	1870.7

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	37
CONTRACT NO.: 76883	

HOT-MIX ASPHALT SURFACE REMOVAL SCHEDULE CONTINUED

LOCATION STA TO STA	HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 2-1/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT (SQ YD)
IL 15 WESTBOUND				
690+50.7 TO 691+93.0	379.5			
700+45.0 TO 702+54.2	557.9			
702+54.2 TO 703+05.0				182.1
711+18.0 TO 711+56.8				137.5
711+56.8 TO 723+43.0	3163.2			
723+43.0 TO 723+73.0				136.7
724+68.0 TO 724+98.0				133.3
724+98.0 TO 768+29.0	11549.3			
128+91.0 TO 136+45.0	2010.7			
136+45.0 TO 136+75.0			80.0	53.3
136+75.0 TO 146+78.0			2674.7	
IL 13				
0+00.0 TO 0+20.0				66.7
0+20.0 TO 23+10.0	5678.8			
IL 13 SB RAMP				
23+10.0 TO 38+41.0	3593.9			
38+41.0 TO 42+56.0	1014.4			
42+56.0 TO 52+10.0	2332.0			
52+10.0 TO 55+10.0	633.3			
SUBTOTAL 2	30913.0	0.0	2754.7	709.6

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	38
CONTRACT NO. 76883	

HOT-MIX ASPHALT SURFACE REMOVAL SCHEDULE CONTINUED

LOCATION STA TO STA	HOT-MIX ASPHALT SURFACE REMOVAL 3/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 1-1/2" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL 2-1/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT (SQ YD)
IL 13 SB RAMP				
55+10.0 TO 62+55.0	1324.4			
62+55.0 TO 69+75.0	684.0			
IL 13 NB RAMP				
23+10.0 TO 30+57.0	1494.3			
30+57.0 TO 35+22.0	866.2			
35+22.0 TO 39+91.0	634.2			
IL 13 NB LOOP CONNECTOR				
0+00.0 TO 1+59.0	300.0			
IL 13 SB LOOP CONNECTOR	224.6			
IL 15 SIDE ROADS				
CE STA 661+25 LT		66.7		
SUBTOTAL 3	5527.7	66.7	0.0	0.0
SUBTOTAL 1	16366.1	0.0	0.0	1870.7
SUBTOTAL 2	30913.0	0.0	2754.7	709.6
TOTAL (SQ YD)	52806.9	66.7	2754.7	2580.3

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

PAVING SCHEDULE

LOCATION STA	TO	STA	SIDE LT/RT	BIT MATL'S PRIME COAT (TON)	AGG PRIME COAT (TON)	LEVELING BINDER (MACHINE-METHOD) MIX "C", N90 (TON)	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N90 (TON)	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N90 (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACING MIX "D", N90 (TON)	HOT-MIX ASPHALT SHLDRS (TON)	AGG WEDGE SHLDRS TYPE B (TON)
IL 15 EASTBOUND											
651+63.0	TO	652+13.0		0.06	0.3			14.9		6.2	1.7
652+13.0	TO	685+41.0		4.15	19.9	497.0		745.5		464.9	111.2
685+41.0	TO	687+33.3		0.24	1.1	22.3		43.1		25.1	6.5
687+33.3	TO	687+89.0		0.06	0.3			15.6		4.5	1.9
691+32.0	TO	691+87.7		0.06	0.3			15.6		4.0	1.9
691+87.7	TO	693+37.0		0.18	0.9	17.5		33.4		17.7	5.1
693+37.0	TO	702+38.0		1.13	5.4	134.5		201.8		127.1	30.6
702+38.0	TO	703+87.2		0.18	0.9	17.5		33.4		18.4	5.1
703+87.2	TO	704+38.0		0.06	0.3			14.2		4.9	2.1
711+91.0	TO	712+29.8		0.04	0.2			10.9		2.8	1.3
712+29.8	TO	723+54.0		1.53	7.3	125.9		251.8		150.3	38.1
723+54.0	TO	723+84.0		0.04	0.2			8.4		4.2	1.0
724+79.0	TO	725+09.0		0.04	0.2			8.4		4.2	1.0
725+09.0	TO	768+14.0		5.24	25.1	482.2		964.3		418.0	133.5
768+14.0	TO	768+29.0		0.02	0.1			4.2		1.6	0.5
SUBTOTAL 1				13.04	62.5	1296.8	0.0	2365.6	0.0	1253.9	341.5

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76B83	TOTAL SHEETS	SHEET NO.
	79	39

PAVING SCHEDULE CONTINUED

LOCATION STA	TO	STA	SIDE LT/RT	BIT MATL'S PRIME COAT (TON)	AGG PRIME COAT (TON)	LEVELING BINDER (MACHINE-METHOD) MIX "C", N90 (TON)	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N90 (TON)	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N90 (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACING MIX "D", N90 (TON)	HOT-MIX ASPHALT SHLDRS (TON)	AGG WEDGE SHLDRS TYPE B (TON)
IL 15 WESTBOUND											
651+73.0	TO	652+23.0		0.06	0.3			14.9		6.2	1.7
652+23.0	TO	683+79.0		3.90	18.7	471.3		706.9		430.0	103.8
683+79.0	TO	685+96.3		0.27	1.3	25.1		48.7		30.3	7.4
685+96.3	TO	686+52.0		0.06	0.3			15.6		4.6	1.8
689+95.0	TO	690+50.7		0.07	0.3			15.6		5.7	2.4
690+50.7	TO	691+93.0		0.17	0.8	16.7		31.9		18.3	4.8
691+93.0	TO	700+45.0		1.07	5.1	127.2		190.8		120.2	28.9
700+45.0	TO	702+54.2		0.25	1.2	24.2		46.9		24.8	7.1
702+54.2	TO	703+05.0		0.06	0.3			14.2		3.6	1.7
711+18.0	TO	711+56.8		0.04	0.2			10.9		2.7	1.3
711+56.8	TO	723+43.0		1.43	6.9	132.9		265.7		112.8	32.9
723+43.0	TO	723+73.0		0.03	0.2			8.4		1.6	0.5
724+68.0	TO	724+98.0		0.04	0.2			8.4		4.2	1.0
724+98.0	TO	768+29.0		5.50	26.4	485.1		970.1		479.5	145.6
128+91.0	TO	136+45.0		1.05	5.0	84.4		168.9		106.4	24.8
SUBTOTAL 2				14.02	67.2	1366.8	0.0	2518.0	0.0	1350.9	365.8

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO.: 76883	SHEET NO.	TOTAL SHEETS
	40	79

PAVING SCHEDULE CONTINUED

LOCATION STA TO STA	SIDE LT/RT	BIT MATL'S PRIME COAT (TON)	AGG PRIME COAT (TON)	LEVELING BINDER (MACHINE-METHOD) MIX "C", N90 (TON)	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N90 (TON)	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N90 (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACING MIX "D", N90 (TON)	HOT-MIX ASPHALT SHLDRS (TON)	AGG WEDGE SHLDRS TYPE B (TON)
IL 15 WESTBOUND									
136+45.0 TO 136+75.0		0.04	0.2	3.4		6.7		4.2	1.0
136+75.0 TO 146+78.0		0.84	4.0	112.3		224.7			0.0
IL 13									
0+00.0 TO 0+20.0		0.02	0.1	2.1		5.6			0.7
0+20.0 TO 23+10.0		1.78	8.5	238.5	118.0	517.8			71.3
IL 13 SB RAMP									
23+10.0 TO 38+41.0		1.12	5.4	150.9		301.9			41.3
38+41.0 TO 42+56.0		0.43	2.1	42.6		85.2		29.3	14.1
42+56.0 TO 52+10.0		0.73	3.5	97.9		195.9			32.4
52+10.0 TO 55+10.0		0.23	1.1	26.6		53.2		7.9	10.2
55+10.0 TO 62+55.0		0.75	3.6	55.6		111.3		86.2	22.1
62+55.0 TO 69+75.0		0.38	1.8	28.7		57.5		41.3	12.2
IL 13 NB RAMP									
23+10.0 TO 30+57.0		0.47	2.2	62.8		125.5			20.6
30+57.0 TO 35+22.0		0.47	2.2	36.4		72.8		49.5	15.2
SUBTOTAL 3		7.25	34.8	857.8	118.0	1758.0	0.0	218.4	240.9

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76883	SHEET NO.	TOTAL SHEETS
	41	79

PAVING SCHEDULE CONTINUED

LOCATION STA TO STA	SIDE LT/RT	BIT MATL'S PRIME COAT (TON)	AGG PRIME COAT (TON)	LEVELING BINDER (MACHINE-METHOD) MIX "C", N90 (TON)	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N90 (TON)	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N90 (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACING MIX "D", N90 (TON)	HOT-MIX ASPHALT SHLDRS (TON)	AGG WEDGE SHLDRS TYPE B (TON)
IL 13 NB RAMP									
35+22.0 TO 39+91.0		0.30	1.4	26.6		53.3		24.8	8.0
IL 13 NB LOOP CONNECTOR									
0+00.0 TO 1+59.0		0.09	0.5	12.6		25.2			2.1
IL 13 SB LOOP CONNECTOR		0.07	0.3	9.4		18.9			
IL 15 CROSSOVERS									
STA 661+30		0.08	0.4				26.1		1.6
STA 733+50		0.03	0.2				9.0		1.4
STA 753+30		0.02	0.1				6.3		1.3
STA 132+40		0.03	0.1				7.6		1.3
IL 15 SIDE ROADS									
CONNECTOR ROAD		0.16	0.8			42.8			7.0
CE STA 661+25 LT		0.05	0.2	5.6			8.5		
IL 13 SB RAMP SIDE ROADS									
27+52.0 TO 29+17.0	RT	0.01	0.1				2.1		
29+77.0 TO 30+36.0	RT	0.00	0.0			0.7	0.7		
SUBTOTAL 4		0.85	4.1	54.3	0.0	140.9	60.2	24.8	22.8

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	42

CONTRACT NO. 76B83

PAVING SCHEDULE CONTINUED

LOCATION STA	TO	STA	SIDE LT/RT	BIT MATL'S PRIME COAT (TON)	AGG PRIME COAT (TON)	LEVELING BINDER (MACHINE-METHOD) MIX "C", N90 (TON)	HOT-MIX ASPHALT BINDER COURSE IL-19.0, N90 (TON)	HOT-MIX ASPHALT SURFACE COURSE MIX "D", N90 (TON)	INCIDENTAL HOT-MIX ASPHALT SURFACING MIX "D", N90 (TON)	HOT-MIX ASPHALT SHLDRS (TON)	AGG WEDGE SHLDRS TYPE B (TON)
IL 13 SIDE ROADS											
5+55.0	TO	7+63.0	RT	0.01	0.1				2.6		
12+65.0	TO	13+62.0	RT	0.01	0.0				1.2		
20+14.0	TO	20+36.0	LT	0.00	0.0				0.3		
22+60.0	TO	23+20.0	RT	0.00	0.0				0.7		
SUBTOTAL 5				0.03	0.1	0.0	0.0	0.0	4.8	0.0	0.0
SUBTOTAL 1				13.04	62.5	1296.8	0.0	2365.6	0.0	1253.9	341.5
SUBTOTAL 2				14.02	67.2	1366.8	0.0	2518.0	0.0	1350.9	365.8
SUBTOTAL 3				7.25	34.8	857.8	118.0	1758.0	0.0	218.4	240.9
SUBTOTAL 4				0.85	4.1	54.3	0.0	140.9	60.2	24.8	22.8
TOTAL				35.19	168.7	3,575.8	118.0	6,782.4	65.1	2,848.0	971.0

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76883

SHEET NO. 43

TOTAL SHEETS 79

TOTAL SHEETS	SHEET NO.
79	44
CONTRACT NO.: 76883	

SHORT-TERM PAVEMENT MARKING SCHEDULE

LOCATION			SHORT-TERM PVMT MRK CENTERLINE PER LIFT (FT)	SHORT-TERM PVMT MRK SHOULDER PER LIFT (FT)	TOTAL SHORT-TERM PVMT MRK REQUIRED (FT)	WORK ZONE PVMT MRK REMOVAL (SQ FT)
STA	TO	STA				
IL 15 EASTBOUND						
651+63	TO	687+89	363	145	1,740	169.2
691+32	TO	704+38	131	52	627	60.9
711+91	TO	723+84	119	95	668	71.6
724+79	TO	728+78	40	32	223	23.9
728+78	TO	768+29	395	130	1,840	175.0
IL 15 WESTBOUND						
651+73	TO	686+52	348	139	1,670	162.4
689+95	TO	703+05	131	52	629	61.1
711+18	TO	723+73	126	82	666	69.1
724+68	TO	731+00	63	51	354	37.9
731+00	TO	768+29	373	149	1,790	174.0
128+91	TO	136+75	78	31	376	36.6
136+75	TO	146+78	100	40	441	46.8
IL 13						
0+00	TO	2+50	25		100	8.3
2+50	TO	23+10	206		824	68.7
IL 13 NB RAMP						
30+57	TO	35+00		35	71	11.8
35+00	TO	39+91		20	39	6.5
IL 13 SB RAMP						
26+77	TO	30+07	66		264	22.0
30+07	TO	38+41	83		334	27.8
38+41	TO	42+56	42	33	232	24.9
42+56	TO	52+10	95		382	31.8
55+10	TO	69+75		88	177	29.5
TOTALS					13448	1320

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	45
CONTRACT NO.: 76B83	

PARTIAL DEPTH PATCHING SCHEDULE

LOCATION STATION	LANE PL / DL	SIDE RT / LT OR CNTR	SIZE LENGTH (FT)	SIZE WIDTH (FT)	PARTIAL DEPTH REM 3" (SQ YD)	PARTIAL DEPTH REM (SPL) 3" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
IL 15 EASTBOUND							
652+36	PL	CNTR	4	4	1.78		0.30
652+36	DL	LT	9	6	6.00		1.01
653+10	DL	LT	4	4	1.78		0.30
653+52	DL	LT	2	3	0.67		0.12
653+63	DL	LT	3	4	1.33		0.23
653+92	DL	LT	4	4	1.78		0.30
655+50	PL	LT	4	4	1.78		0.30
656+93	DL	LT	4	4	1.78		0.30
657+50	DL	LT	2	4	0.89		0.15
658+94	PL	RT	3	3	1.00		0.17
658+94	DL	RT	7	3	2.33		0.40
659+06	PL	LT	4	4	1.78		0.30
659+09	DL	RT	5	6	3.33		0.56
659+50	PL	LT	2	4	0.89		0.15
661+50	PL	LT	3	4	1.33		0.23
662+50	DL	CNTR	4	4	1.78		0.30
663+50	PL	LT	4	4	1.78		0.30
663+50	DL	LT	4	4	1.78		0.30
663+50	DL	RT	2	4	0.89		0.15
664+52	PL	LT	3	3	1.00		0.17
664+52	DL	LT	4	6	2.67		0.45
665+52	PL	RT	6	2	1.33		0.23
665+52	DL	LT	4	2	0.89		0.15
665+52	DL	RT	3	3	1.00		0.17
666+53	PL		4	12	5.33		0.90
666+53	DL		4	12	5.33		0.90
667+53	PL		3	12	4.00		0.68
667+53	DL		6	12	8.00		1.35
669+53	PL	RT	3	4	1.33		0.23
669+53	DL		3	12	4.00		0.68
670+53	PL	LT	3	3	1.00		0.17
670+53	DL	RT	3	3	1.00		0.17
SUBTOTAL 1					71.56	0	12.12

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

PARTIAL DEPTH PATCHING SCHEDULE (CONT.)

LOCATION STATION	LANE PL / DL	SIDE RT / LT OR CNTR	SIZE LENGTH (FT)	SIZE WIDTH (FT)	PARTIAL DEPTH REM 3" (SQ YD)	PARTIAL DEPTH REM (SPL) 3" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
IL 15 EASTBOUND							
671+92	DL	RT	10	6	6.67		1.12
673+58	DL	LT	3	6	2.00		0.34
674+55	PL		3	12	4.00		0.68
674+55	DL	RT	4	4	1.78		0.30
675+54	PL	LT	3	3	1.00		0.17
675+54	DL	CNTR	2	4	0.89		0.15
676+55	PL		3	12	4.00		0.68
677+55	PL	LT	3	3	1.00		0.17
678+55	PL	LT	3	3	1.00		0.17
678+55	DL	RT	2	6	1.33		0.23
680+56	PL	LT	2	2	0.44		0.08
680+56	DL		4	12	5.33		0.90
681+57	PL	LT	2	4	0.89		0.15
681+57	DL		4	12	5.33		0.90
682+68	PL	LT	4	4	1.78		0.30
682+95	PL	RT	10	2	2.22		0.38
683+90	DL		3	12	4.00		0.68
684+63	PL	RT	8	2	1.78		0.30
685+02	DL	RT	2	2	0.44		0.08
685+30	DL		13	12		17.33	2.92
687+20	PL		4	12		5.33	0.90
687+20	DL		4	12		5.33	0.90
691+90	PL		4	12		5.33	0.90
691+90	DL		4	12		5.33	0.90
696+43	DL	RT	2	2	0.44		0.08
696+57	DL	RT	2	2	0.44		0.08
696+71	DL	RT	2	2	0.44		0.08
696+85	DL	RT	2	2	0.44		0.08
697+30	DL	RT	5	6	3.33		0.56
698+00	DL		4	12	5.33		0.90
698+30	DL	RT	3	3	1.00		0.17
701+00	PL	RT	3	8	2.67		0.45
SUBTOTAL 2					60.00	38.67	16.70

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	47
CONTRACT NO. 76883	

PARTIAL DEPTH PATCHING SCHEDULE (CONT.)

LOCATION STATION	LANE PL / DL	SIDE RT / LT OR CNTR	SIZE LENGTH (FT)	SIZE WIDTH (FT)	PARTIAL DEPTH REM 3" (SQ YD)	PARTIAL DEPTH REM (SPL) 3" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
IL 15 EASTBOUND							
701+00	DL		3	12	4.00		0.68
701+86	DL	RT	4	6	2.67		0.45
703+00	PL		3	12		4.00	0.68
703+00	DL		4	12		5.33	0.90
703+75	PL		4	12		5.33	0.90
703+75	DL		4	12		5.33	0.90
712+50	PL		4	12		5.33	0.90
712+50	DL		4	12		5.33	0.90
713+50	PL		4	12		5.33	0.90
713+50	DL		8	12		10.67	1.80
714+50	PL		4	12		5.33	0.90
714+50	DL		4	12		5.33	0.90
715+50	PL		4	12		5.33	0.90
715+50	DL		4	12		5.33	0.90
719+50	PL		4	12		5.33	0.90
719+50	DL		4	12		5.33	0.90
720+80	PL		4	12		5.33	0.90
720+80	DL	LT	4	6		2.67	0.45
721+00	PL	LT	16	6		10.67	1.80
721+00	DL	RT	30	6		20.00	3.36
721+20	DL	RT	6	4		2.67	0.45
721+46	PL		17	12		22.67	3.81
721+60	DL		6	12		8.00	1.35
722+32	DL	RT	6	4		2.67	0.45
722+46	PL		11	12		14.67	2.47
722+46	DL		11	12		14.67	2.47
723+00	PL		4	12		5.33	0.90
726+64	PL		4	12		5.33	0.90
726+64	DL		6	12		8.00	1.35
730+55	DL	LT	4	4		1.78	0.30
730+75	DL	LT	4	4		1.78	0.30
731+00	DL	LT	12	6		8.00	1.35
SUBTOTAL 3					6.67	212.89	37.02

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

PARTIAL DEPTH PATCHING SCHEDULE (CONT.)

LOCATION STATION	LANE PL / DL	SIDE RT / LT OR CNTR	SIZE LENGTH (FT)	SIZE WIDTH (FT)	PARTIAL DEPTH REM 3" (SQ YD)	PARTIAL DEPTH REM (SPL) 3" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
IL 15 EASTBOUND							
731+39	PL	LT	6	6		4.00	0.68
731+47	PL	RT	12	6		8.00	1.35
731+47	DL		10	12		13.33	2.24
731+65	PL	RT	11	6		7.33	1.24
731+65	DL		17	12		22.67	3.81
IL 15 WESTBOUND							
652+23	DL		3	12	4.00		0.68
652+41	DL	RT	5	5	2.78		0.47
652+47	PL	LT	6	4	2.67		0.45
652+63	PL		3	12	4.00		0.68
653+05	PL	RT	8	6	5.33		0.90
653+05	DL	LT	4	2	0.89		0.15
653+40	PL	CNTR	3	3	1.00		0.17
653+78	PL	CNTR	4	4	1.78		0.30
655+12	PL	LT	4	4	1.78		0.30
655+48	DL	RT	4	4	1.78		0.30
655+61	PL		4	12	5.33		0.90
655+91	DL		2	12	2.67		0.45
656+62	DL	RT	2	2	0.44		0.08
656+62	DL	LT	2	2	0.44		0.08
657+07	DL	RT	4	4	1.78		0.30
657+67	DL		4	12	5.33		0.90
657+67	PL	LT	2	4	0.89		0.15
658+67	DL	RT	2	6	1.33		0.23
659+53	PL		11	12	14.67		2.47
659+55	DL		17	12	22.67		3.81
659+68	PL	RT	5	4	2.22		0.38
659+83	DL	RT	3	3	1.00		0.17
660+83	DL	RT	3	6	2.00		0.34
660+98	DL	RT	3	6	2.00		0.34
663+69	PL	LT	3	6	2.00		0.34
664+69	PL		4	12	5.33		0.90
SUBTOTAL 4					96.11	55.33	25.56

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

PARTIAL DEPTH PATCHING SCHEDULE (CONT.)

LOCATION STATION	LANE PL / DL	SIDE RT / LT OR CNTR	SIZE LENGTH (FT)	SIZE WIDTH (FT)	PARTIAL DEPTH REM 3" (SQ YD)	PARTIAL DEPTH REM (SPL) 3" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
IL 15 WESTBOUND							
665+69	PL		3	12	4.00		0.68
668+70	PL	LT	2	4	0.89		0.15
668+70	DL		4	12	5.33		0.90
669+66	DL	RT	2	4	0.89		0.15
671+70	DL		4	12	5.33		0.90
671+70	PL	LT	3	5	1.67		0.28
673+70	PL		4	12	5.33		0.90
674+41	DL	RT	10	6	6.67		1.12
674+89	DL	RT	4	6	2.67		0.45
676+22	DL	RT	4	3	1.33		0.23
676+88	DL	RT	2	4	0.89		0.15
676+88	DL	LT	4	3	1.33		0.23
679+76	PL	RT	3	2	0.67		0.12
679+82	DL	LT	6	4	2.67		0.45
680+76	PL	RT	2	4	0.89		0.15
680+82	PL	RT	2	3	0.67		0.12
682+76	PL	RT	2	2	0.44		0.08
683+77	DL	RT	2	3	0.67		0.12
685+07	DL		3	12		4.00	0.68
685+07	PL		3	12		4.00	0.68
685+90	DL		3	12		4.00	0.68
685+90	PL		3	12		4.00	0.68
690+84	DL		2	12		2.67	0.45
690+84	PL		2	12		2.67	0.45
691+62	DL		5	12		6.67	1.12
691+62	PL		4	12		5.33	0.90
692+30	DL		40	12	53.33		8.96
692+60	DL	LT	3	4	1.33		0.23
692+66	DL	LT	2	3	0.67		0.12
693+75	DL	LT	10	6	6.67		1.12
693+75	PL	RT	4	4	1.78		0.30
693+85	DL	RT	3	3	1.00		0.17
SUBTOTAL 5					107.11	33.33	23.72

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

PARTIAL DEPTH PATCHING SCHEDULE (CONT.)

LOCATION STATION	LANE PL / DL	SIDE RT / LT OR CNTR	SIZE LENGTH (FT)	SIZE WIDTH (FT)	PARTIAL DEPTH REM 3" (SQ YD)	PARTIAL DEPTH REM (SPL) 3" (SQ YD)	PARTIAL DEPTH PATCHING (TON)
IL 15 WESTBOUND							
694+63	PL		3	12	4.00		0.68
696+79	DL	RT	3	3	1.00		0.17
697+00	PL	LT	4	6	2.67		0.45
697+13	DL	RT	5	6	3.33		0.56
697+64	DL	RT	2	2	0.44		0.08
697+64	DL	LT	3	4	1.33		0.23
697+64	PL	LT	2	5	1.11		0.19
698+64	PL		2	12	2.67		0.45
701+43	DL		3	12		4.00	0.68
701+43	PL		3	12		4.00	0.68
702+15	DL		3	12		4.00	0.68
702+15	PL		3	12		4.00	0.68
702+45	DL		4	12		5.33	0.90
702+45	PL		4	12		5.33	0.90
711+73	DL		2	12		2.67	0.45
711+73	PL		2	12		2.67	0.45
SUBTOTAL 6					16.56	32.00	8.23
SUBTOTAL 1					71.56	0.00	12.12
SUBTOTAL 2					60.00	38.67	16.70
SUBTOTAL 3					6.67	212.89	37.02
SUBTOTAL 4					96.11	55.33	25.56
SUBTOTAL 5					107.11	33.33	23.72
TOTALS					358.00	372.22	123.35

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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PAVEMENT PATCHING SCHEDULE - CLASS B

LOCATION STATION	LANE PL / DL	SIZE LENGTH (FT)	SIZE WIDTH (FT)	CLASS B PATCHING 10" TYPE II (SQ YD)	CLASS B PATCHING 10" TYPE III (SQ YD)	HOT-MIX ASPHALT REMOVAL OVER PATCHES 3" (SQ YD)	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (TON)	SAW CUT (FT)	DOWEL BARS 1-1/2" (EACH)	PVMT FABRIC (SQ YD)
IL 15 EASTBOUND										
685+60	PL	6	12	8.0		8.0	1.4	48.0	20.0	
685+60	DL	6	12	8.0		8.0	1.4	42.0	20.0	
692+90	PL	6	12	8.0		8.0	1.4	48.0	20.0	
692+90	DL	6	12	8.0		8.0	1.4	42.0	20.0	
720+67	DL	18	12		24.0	24.0	4.0	72.0	20.0	24.0
TOTALS				32.0	24.0	56.0	9.6	252.0	100.0	24.0

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76B83	SHEET NO.	TOTAL SHEETS
	51	79

TOTAL SHEETS	SHEET NO.
79	52
CONTRACT NO. 76883	

PAVEMENT PATCHING SCHEDULE - 11"

LOCATION	LANE	SIDE	SIZE		PAVEMENT PATCHING - 11"		
STATION	PL / DL	LT / RT	LENGTH (FT)	WIDTH (FT)	TYPE I (SQ YD)	TYPE II (SQ YD)	TYPE III (SQ YD)
IL 13							
1+84		LT	8	11		9.8	
2+90		LT	6	11		7.3	
2+90		RT	6	11		7.3	
8+70		LT	10	11		12.2	
8+70		RT	8	11		9.8	
10+43		LT	7	11		8.6	
10+43		RT	9	11		11.0	
14+64		LT	3	11	3.7		
20+39		LT	6	11		7.3	
20+39		RT	7	11		8.6	
21+18		LT	4	11	4.9		
21+18		RT	5	11		6.1	
IL 13 SOUTHBOUND RAMP							
35+18	PL		6	11		7.3	
35+18	DL		8	11		9.8	
40+30	PL		8	11		9.8	
40+30	DL		8	11		9.8	
45+76	PL		7	11		8.6	
45+76	DL		6	11		7.3	
53+93	PL		10	11		12.2	
53+93	DL		18	9			18.0
IL 13 NORTHBOUND RAMP							
25+01		LT	4	9	4.0		
25+01		RT	4	9	4.0		
26+98		LT	7	9		7.0	
26+98		RT	7	9		7.0	
TOTALS (SQ YD)					16.6	166.8	18.0

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

PAVEMENT MARKING SCHEDULE

LOCATION	THERMOPLASTIC PAVEMENT MARKING								POLYUREA PVMT MARKING				TEMPORARY PAVEMENT MARKING							PVMT MRK REM
	LINE - 4"					LINE - 8"		LETTERS AND SYMBOLS	LINE 4"				LINE - 4"					LINE - 8"		
	WHITE			YELLOW		WHITE			WHITE			YEL	WHITE			YELLOW		WHITE		
STA TO STA	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	(SQ FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	(SQ FT)
IL 15 EASTBOUND																				
651+63 TO 687+89	3626	907		3626				27.7					10878	2721		10878				
687+89 TO 691+32									343	86		343								257
691+32 TO 704+38	1306	327		1306				3.5					3918	981		3918				
704+38 TO 711+91									741	188		765								565
711+91 TO 723+84	1193	298		1193				10.4					3579	894		3579				
723+84 TO 724+79									95	30		95								73
724+79 TO 768+29	4350	1087		4350				12.1					13050	3261		13050				
SUBTOTAL 1	10475	2619	0	10475	0	0	0	54	1179	304	0	1203	31425	7857	0	31425	0	0	0	895

PLOT DATE: 3/20/2009

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

CONTRACT NO. 76883	SHEET NO.	TOTAL SHEETS
	53	79

PAVEMENT MARKING SCHEDULE CONTINUED

LOCATION	THERMOPLASTIC PAVEMENT MARKING								POLYUREA PVMT MARKING				TEMPORARY PAVEMENT MARKING							PVMT MRK REM
	LINE - 4"					LINE - 8" WHITE		LETTERS AND SYMBOLS	LINE 4"				LINE - 4"					LINE - 8" WHITE		
	WHITE			YELLOW					WHITE			YEL	WHITE			YELLOW				
STA TO STA	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	(SQ FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	(SQ FT)
IL 15 WESTBOUND																				
651+73 TO 686+52	3479	870		3479				27.7					10437	2610		10437				
686+52 TO 689+95									343	86		343								257
689+95 TO 703+05	1310	328		1310				6.9					3930	984		3930				
703+05 TO 711+18									825	203		801								610
711+18 TO 723+73	777	314		1255		132		6.9					2331	942		3765		396		
723+73 TO 724+68									95	30	8	95								76
724+68 TO 768+29	4361	1090		4361				20.8					13083	3270		13083				
128+91 TO 146+78	1915	447		1417									5745	1341		4251				
SUBTOTAL 2	11842	3049	0	11822	0	132	0	62	1263	319	8	1239	35526	9147	0	35466	0	396	0	943

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76883	SHEET NO.	TOTAL SHEETS
	54	79

DATE
3/20/2009
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PAVEMENT MARKING SCHEDULE CONTINUED

LOCATION	THERMOPLASTIC PAVEMENT MARKING								POLYUREA PVMT MARKING				TEMPORARY PAVEMENT MARKING							PVMT MRK REM
	LINE - 4"					LINE - 8" WHITE		LETTERS AND SYMBOLS	LINE 4"				LINE - 4"					LINE - 8" WHITE		
	WHITE			YELLOW					WHITE			YEL	WHITE			YELLOW				
STA TO STA	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	(SQ FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SKIP DASH 2'-6'-2' (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	SOLID (FT)	SKIP DASH 10'-30'-10 (FT)	(SQ FT)
IL 13																				
0+00 TO 23+10	4620			4120	63								13860			12360	189			
IL 13 NB RAMP																				
23+10 TO 39+91	1681		96	131		136							5043		288	393		408		
IL 13 SB RAMP																				
23+10 TO 69+75	4771	499		4088		187	30						14313	1497		12264		561	90	
IL 13 LOOP RAMPS	164			501									492			1503				
SUBTOTAL 3	11236	499	96	8840	63	323	30	0	0	0	0	0	33708	1497	288	26520	189	969	90	0
SUBTOTAL 1	10475	2619	0	10475	0	0	0	54	1179	304	0	1203	31425	7857	0	31425	0	0	0	895
SUBTOTAL 2	11842	3049	0	11822	0	132	0	62	1263	319	8	1239	35526	9147	0	35466	0	396	0	943
TOTALS	71016					485		116	5515				213048					1455		1838

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

CONTRACT NO. 76B83

SHEET NO.	TOTAL SHEETS
55	79

TOTAL SHEETS	SHEET NO.
79	56
CONTRACT NO.: 76883	

PREPARATION OF BASE SCHEDULE

LOCATION STATION	PREPARATION OF BASE (SQ YD)	AGGREGATE BASE REPAIR (TON)
IL 15 CROSSOVERS		
733+50	107.3	2.0
753+30	74.4	2.0
132+40	91.3	2.0
IL 15 SIDEROAD		
661+25 LT		2.0
TOTALS	273.0	8.0

PAINT PAVEMENT MARKING - CURB SCHEDULE

LOCATION STA TO STA	YELLOW (FT)	WHITE (FT)
IL 13 MEDIANS		
23+10 TO 24+56	188	
24+66 TO 26+77	244	
IL 13 MEDIANS		
25+47 TO 25+98	64	
IL 13 SB RAMP @ OLD FREEBURG RD		
29+20 TO 29+75		116
TOTAL (FT)	612	

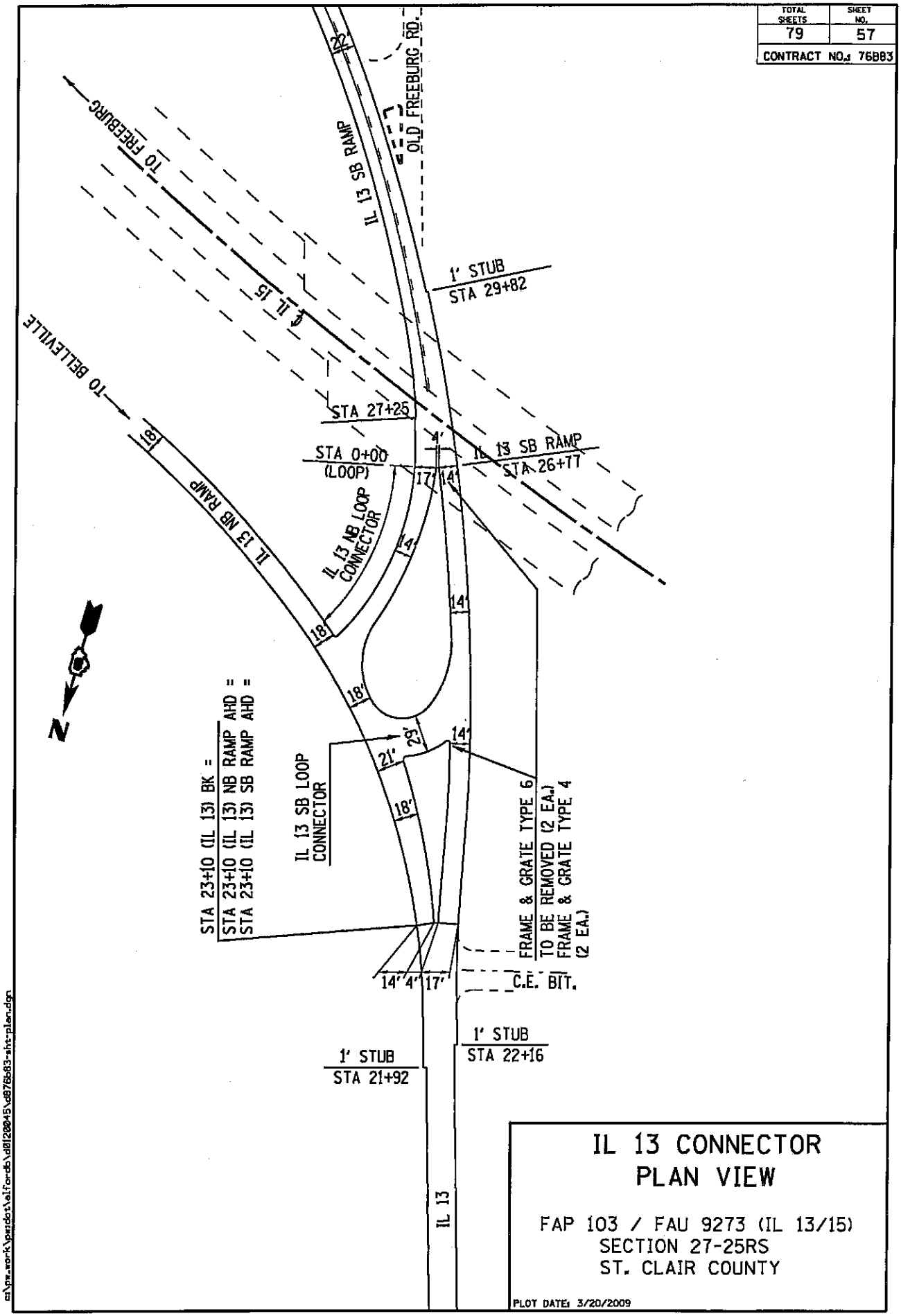
PRISMATIC CURB REFLECTORS SCHEDULE

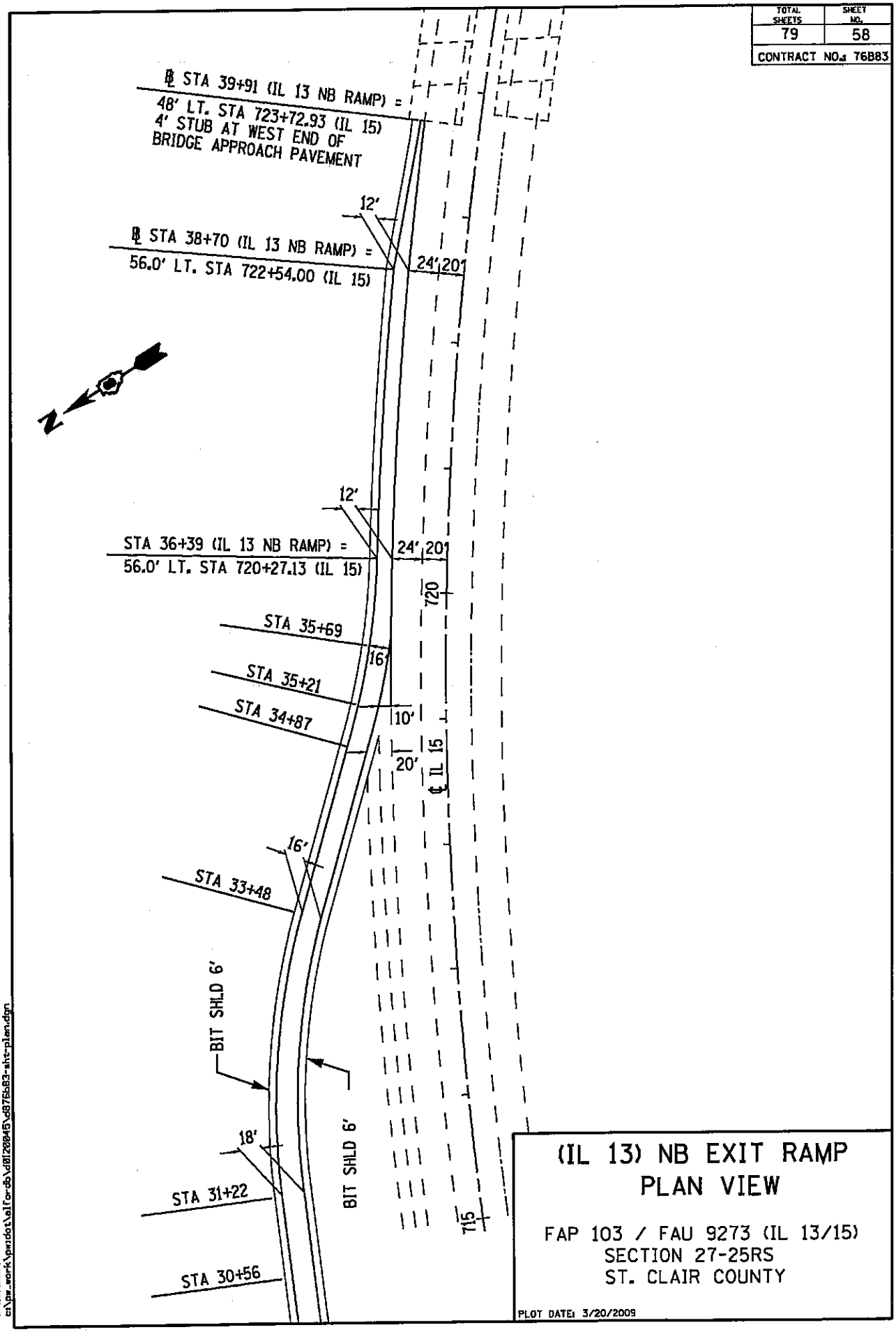
LOCATION STA TO STA	AMBER (EACH)	CRYSTAL (EACH)
IL 13 MEDIANS		
23+10 TO 24+56	39	
24+66 TO 26+77	52	
IL 13 NB RAMP		
25+47 TO 25+98	9	
IL 13 SB RAMP @ OLD FREEBURG RD		
29+20 TO 29+75		17
TOTAL (EACH)	117	

SCHEDULES

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009


TOTAL SHEETS 79
SHEET NO. 57
CONTRACT NO. 76883
OLD FREEBURG RD.
IL 13 SB RAMP
TO FREEBURG
IL 15
TO BELLEVILLE
1' STUB
STA 29+82
STA 27+25
STA 0+00
(LOOP)
IL 13 SB RAMP
STA 26+77
IL 13 NB RAMP
IL 13 NB LOOP CONNECTOR
IL 13 SB LOOP CONNECTOR
STA 23+10 (IL 13) BK =
STA 23+10 (IL 13) NB RAMP AHD =
STA 23+10 (IL 13) SB RAMP AHD =
FRAME & GRATE TYPE 6
TO BE REMOVED (2 EA.)
FRAME & GRATE TYPE 4
(2 EA.)
C.E. BIT.
1' STUB
STA 22+16
1' STUB
STA 21+92
IL 13
N
IL 13 CONNECTOR
PLAN VIEW
FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY
PLOT DATE: 3/20/2009



TOTAL SHEETS	SHEET NO.
79	58

CONTRACT NO.: 76B83

(IL 13) NB EXIT RAMP
PLAN VIEW

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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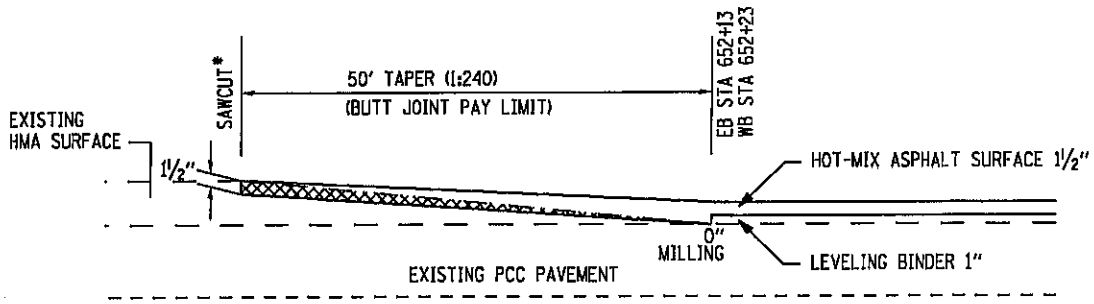
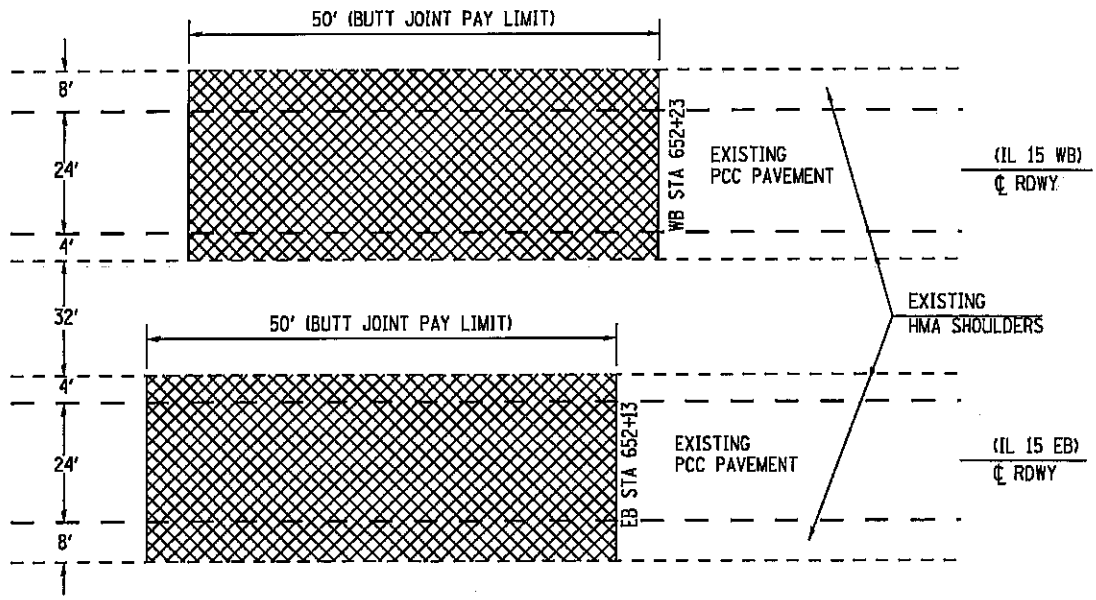
TOTAL SHEETS	SHEET NO.
79	59
CONTRACT NO.: 76B83	



HOT-MIX ASPHALT SURFACE REMOVAL (BUTT JOINT)

(IL 15) EB STA 651+63 TO 652+13
(IL 15) WB STA 651+73 TO 652+23

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



PLAN VIEW

HOT-MIX ASPHALT SURACE REMOVAL - BUTT JOINT

JOINT DETAILS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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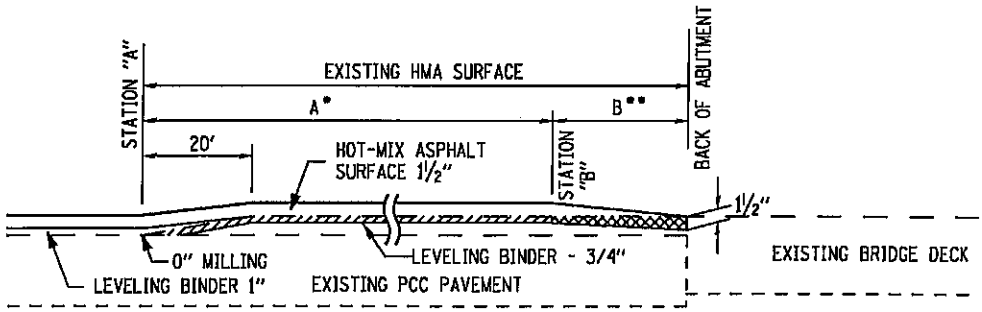

*HOT-MIX ASPHALT SURFACE REMOVAL ¾" (PAY LIMIT)
**HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (PAY LIMIT)
(DIMENSIONS A" & "B" ARE MEASURED AT ℄ OF ROADWAY)

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
SEE TABLE 1 FOR IL 15 LOCATIONS

TABLE 1 - (IL 15) HMA RESURFACING & BUTT JOINTS

STRUCTURE NUMBER	LOCATION	END	STATION "A"	STATION "B"	STATION ℄ BK OF ABUT	"A" (FT)	"B" (FT)
082-0049 (RICHLAND CRK)	WB	EAST	691+93	690+50.7	689+95	142.3	55.7
082-0049 (RICHLAND CRK)	WB	WEST	683+79	685+96.3	686+52	217.3	55.7
082-0050 (RICHLAND CRK)	EB	EAST	693+37	691+87.7	691+32	149.3	55.7
082-0050 (RICHLAND CRK)	EB	WEST	685+41	687+33.3	687+89	192.3	55.7
082-0051 (ICG RR & IL 13)	WB	WEST	700+45	702+54.2	703+05	209.2	50.8
082-0052 (ICG RR & IL 13)	EB	WEST	702+38	703+87.2	704+38	149.2	50.8

NOTE: DIMENSIONS "A" & "B" ARE MEASURED ℄ THE CENTERLINE OF ROADWAYS

HOT-MIX ASPHALT SURFACE REMOVAL ¾" & LEVELING BINDER ¾"

HOT-MIX ASPHALT SURACE REMOVAL - BUTT JOINT

JOINT DETAILS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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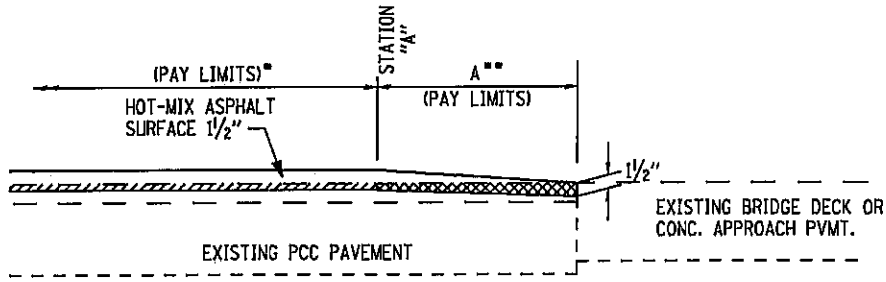

*HOT-MIX ASPHALT SURFACE REMOVAL ¾" (PAY LIMIT)
**HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (PAY LIMIT)
(DIMENSION A" IS MEASURED AT ℄ OF ROADWAY)

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
SEE TABLE 2 FOR IL 15 LOCATIONS

TABLE 2 - (IL 15) HMA RESURFACING & BUTT JOINTS

STRUCTURE NUMBER	LOCATION	END	STATION "A"	STATION @ BK OF ABUT/ APPR PVMT	"A" (FT)
082-0051 (ICG RR & IL 13)	WB	EAST	711+56.8	711+18	38.8
082-0052 (ICG RR & IL 13)	EB	EAST	712+29.8	711+91	38.8
082- 0053 (Richland Crk Trib)	WB	EAST	724+98	724+68	30
082- 0053 (Richland Crk Trib)	WB	WEST	723+43	723+73	30
082- 0054 (Richland Crk Trib)	EB	EAST	725+09	724+79	30
082- 0054 (Richland Crk Trib)	EB	WEST	723+54	723+84	30

NOTE: DIMENSION "A" IS MEASURED @ THE CENTERLINE OF ROADWAYS

HOT-MIX ASPHALT SURFACE REMOVAL ¾" & LEVELING BINDER ¾"

HOT-MIX ASPHALT SURACE REMOVAL - BUTT JOINT

JOINT DETAILS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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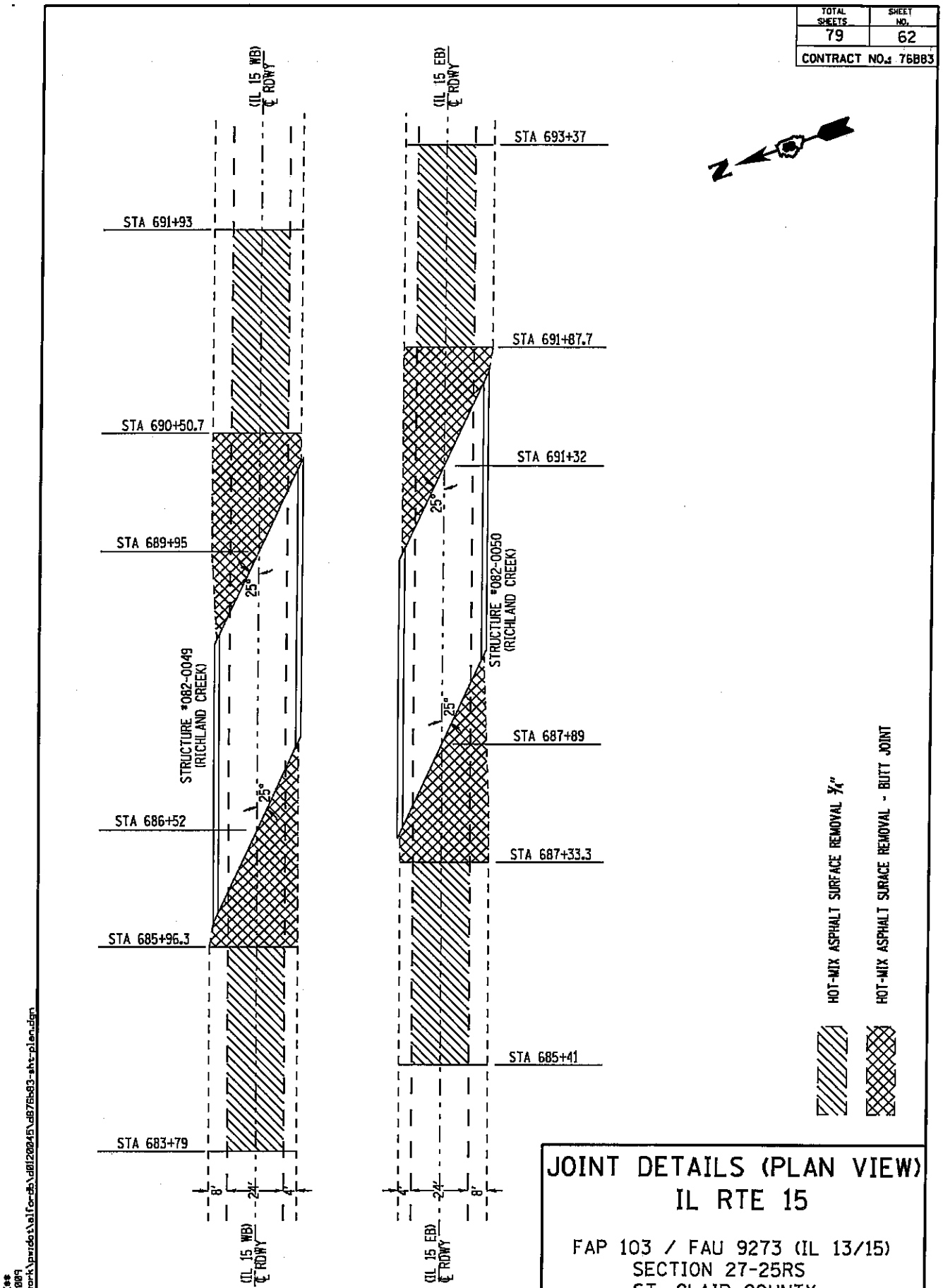
TOTAL SHEETS	SHEET NO.
79	62

CONTRACT NO.: 76883



JOINT DETAILS (PLAN VIEW)
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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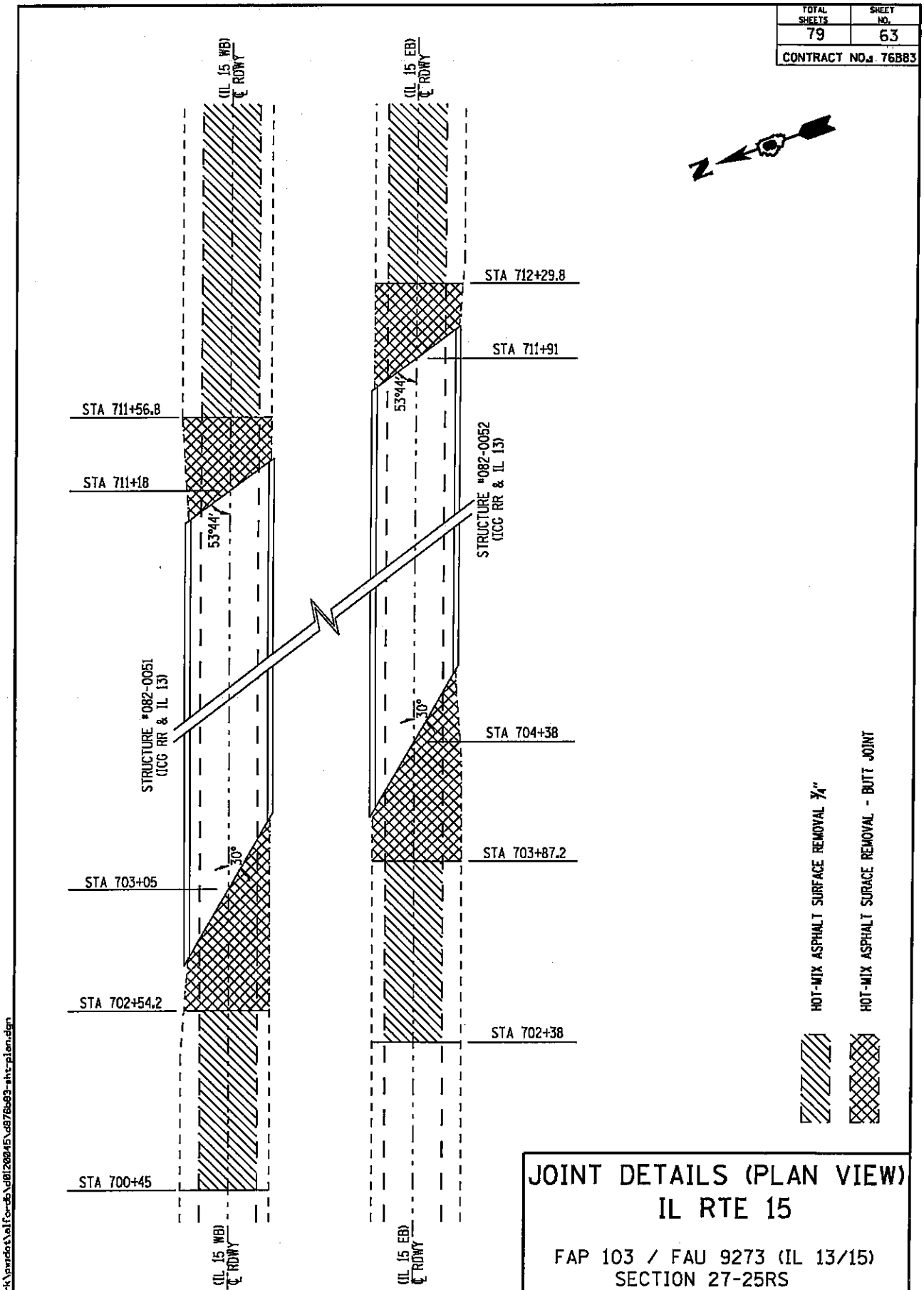
TOTAL SHEETS	SHEET NO.
79	63
CONTRACT NO.: 76B83	



JOINT DETAILS (PLAN VIEW)
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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3/20/2009
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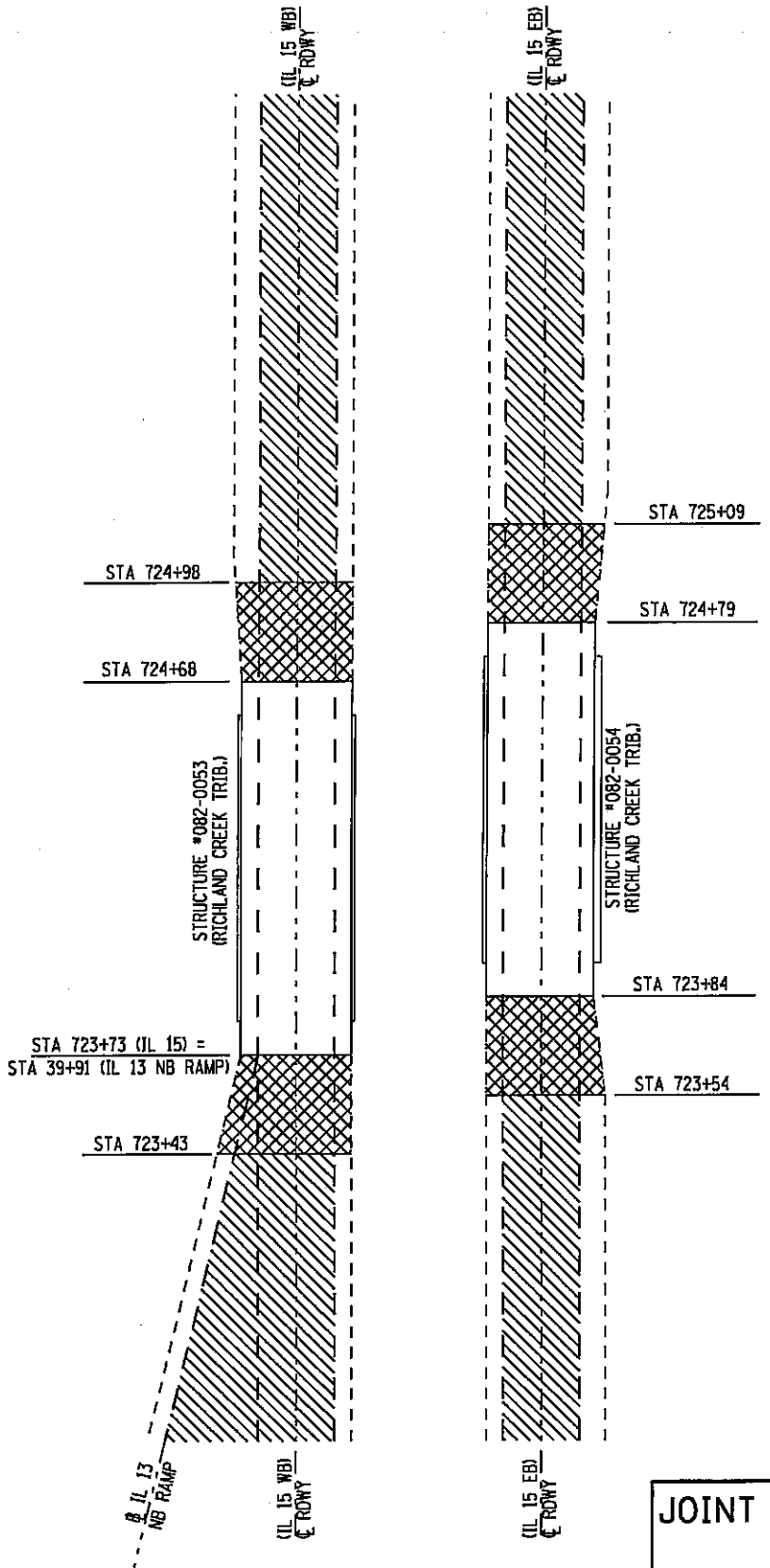
TOTAL SHEETS	SHEET NO.
79	64
CONTRACT NO.: 76883	



JOINT DETAILS (PLAN VIEW)
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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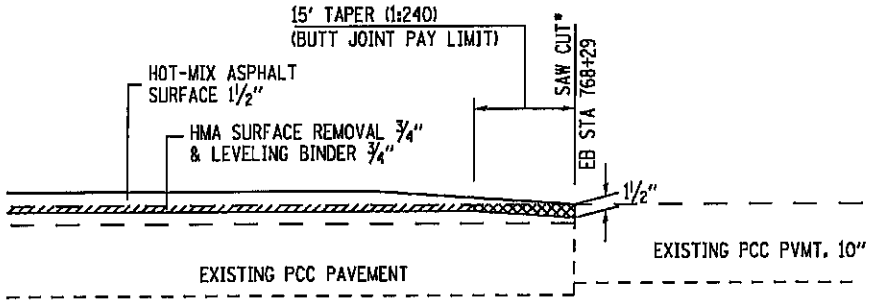
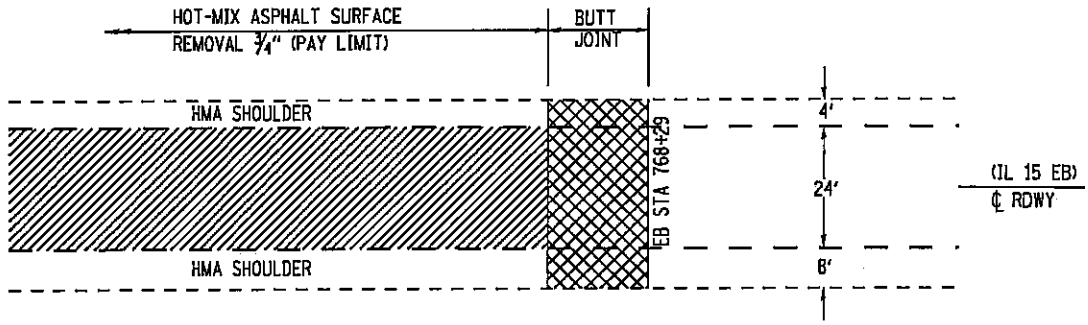
TOTAL SHEETS	SHEET NO.
79	65
CONTRACT NO.: 76B83	



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

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
IL 15 EB STA 768+29



PLAN VIEW

HOT-MIX ASPHALT SURFACE REMOVAL ¾" & LEVELING BINDER ¾"

HOT-MIX ASPHALT SURACE REMOVAL - BUTT JOINT

JOINT DETAILS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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3/20/2009
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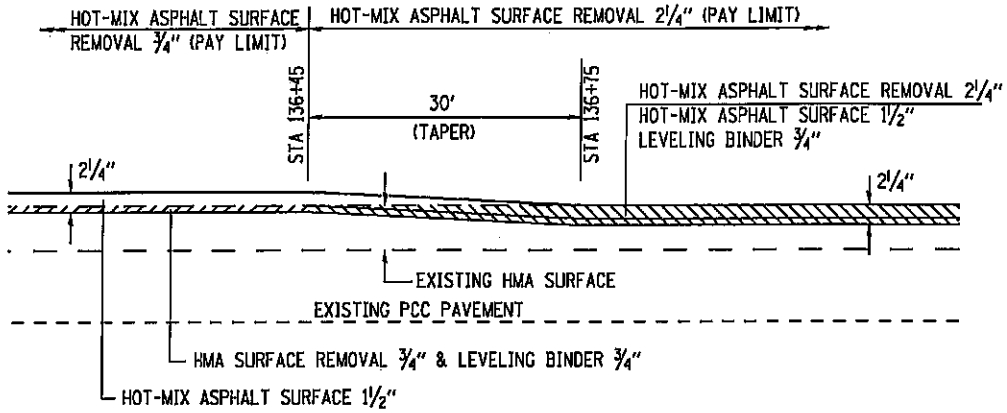
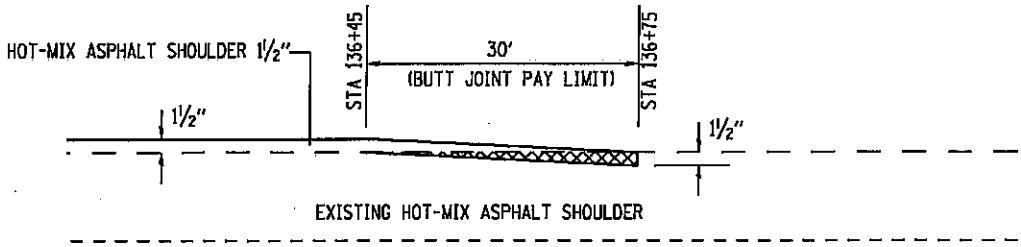
TOTAL SHEETS	SHEET NO.
79	66
CONTRACT NO.: 76B83	



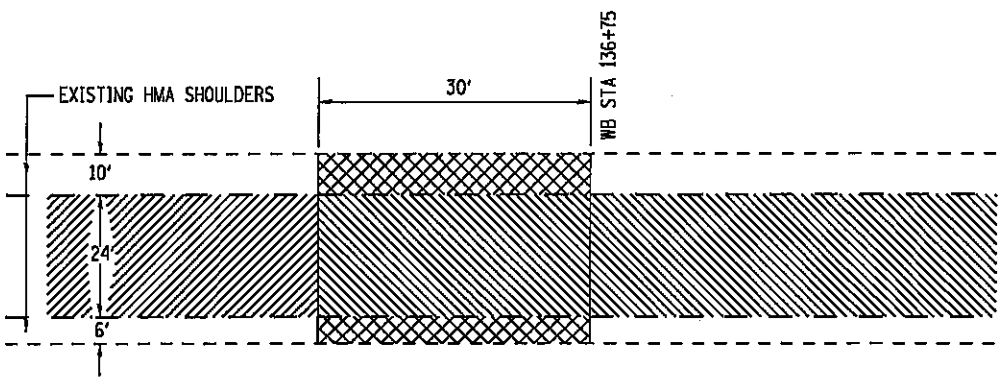
HOT-MIX ASPHALT SURFACE REMOVAL TRANSITION (ROADWAY AREA)

IL 15 WB



HOT-MIX ASPHALT SURFACE REMOVAL TRANSITION (SHOULDER AREA)

IL 15 WB



PLAN VIEW

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

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

HOT-MIX ASPHALT SURACE REMOVAL - BUTT JOINT (PAY LIMIT)

JOINT DETAILS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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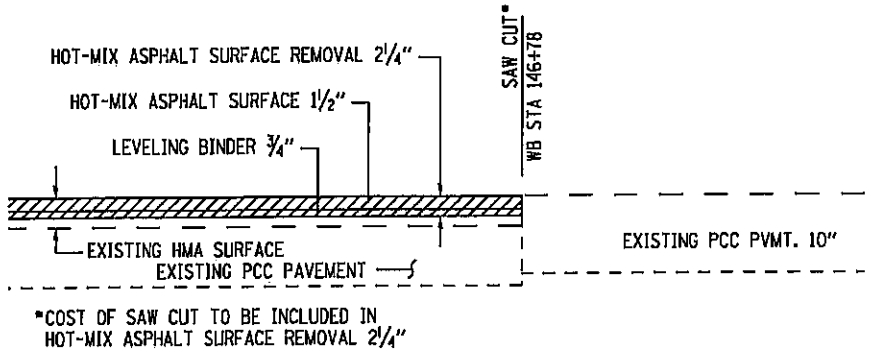
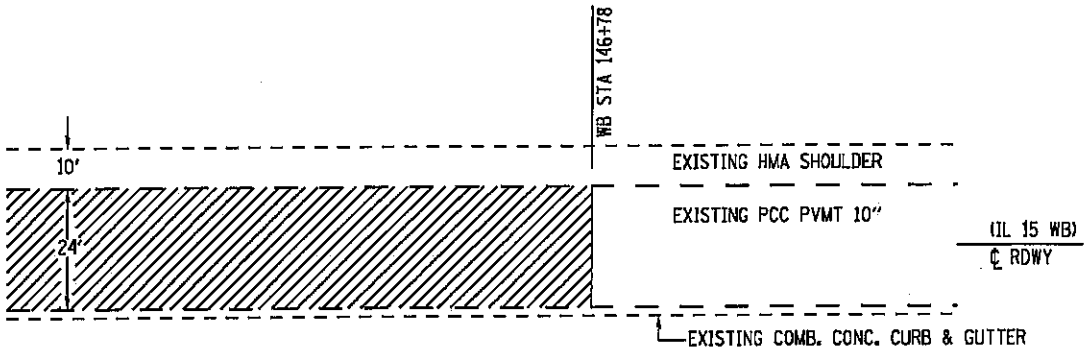
TOTAL SHEETS	SHEET NO.
79	67
CONTRACT NO. 76883	



*COST OF SAW CUT TO BE INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL 2¼"

JOINT DETAIL
IL 15 WB STA 146+78



PLAN VIEW

HOT-MIX ASPHALT SURFACE REMOVAL 2¼"

JOINT DETAILS
IL RTE 15

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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3/20/2009
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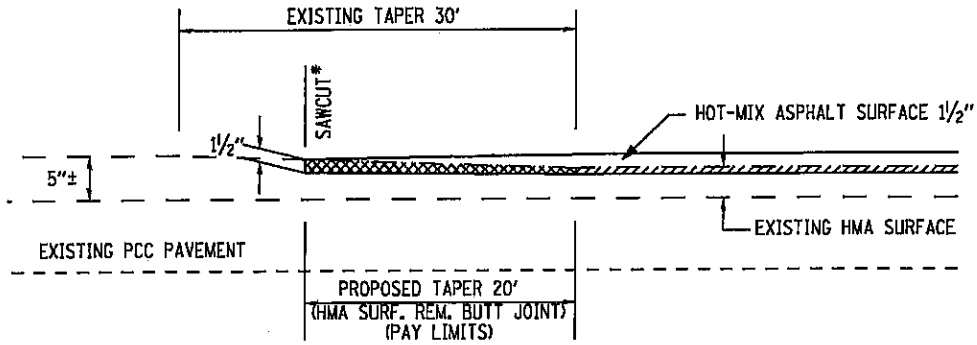
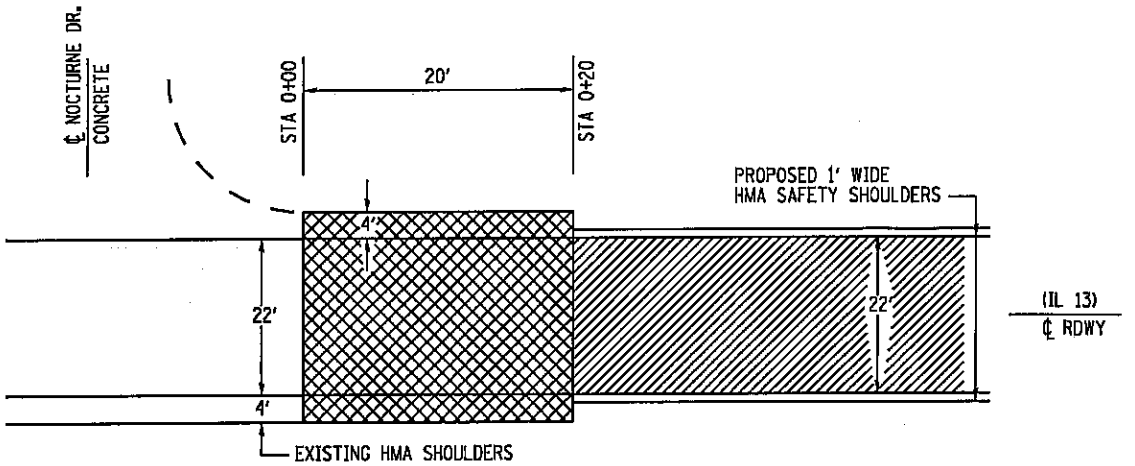
TOTAL SHEETS	SHEET NO.
79	68
CONTRACT NO. 76883	



HOT-MIX ASPHALT SURFACE REMOVAL (BUTT JOINT) (IL 13)

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



PLAN VIEW

HOT-MIX ASPHALT SURFACE REMOVAL ¾" & LEVELING BINDER ¾"

HOT-MIX ASPHALT SURACE REMOVAL - BUTT JOINT

JOINT DETAILS
IL RTE 13

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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3/20/2009
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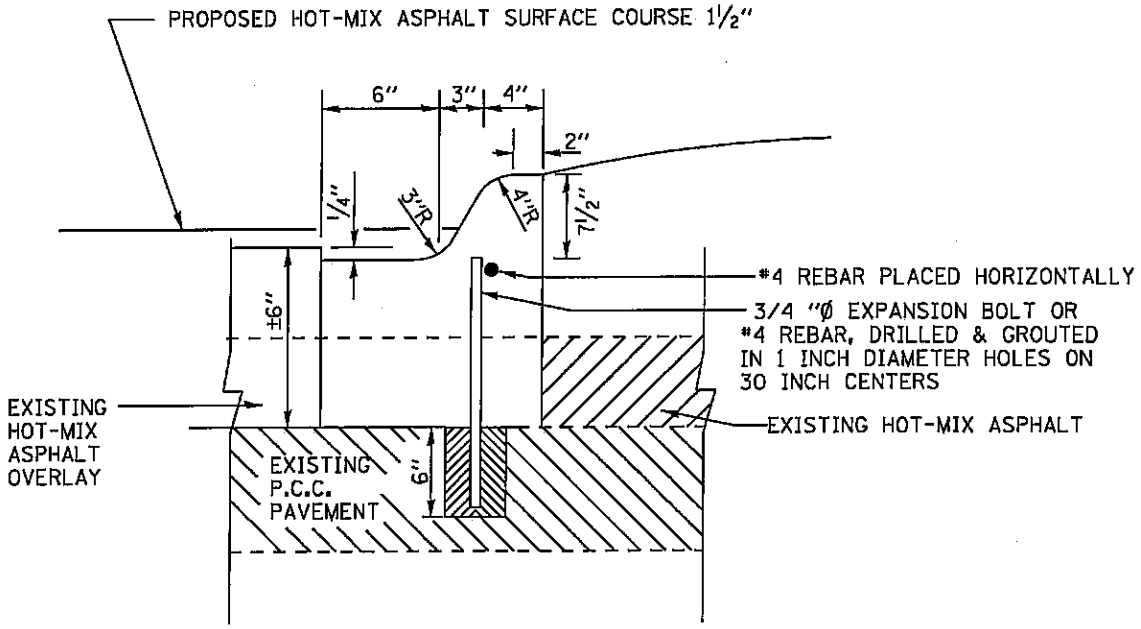
TOTAL SHEETS	SHEET NO.
79	69
CONTRACT NO.: 76B83	



C.C.C. & G. DETAIL

COMBINATION CONCRETE CURB
AND GUTTER TYPE M-6.06 (MODIFIED)

IL 13 SB RAMP STA 24+54 LT AND 26+75 LT

COMBINATION CONCRETE CURB & GUTTER DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

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3/20/2009
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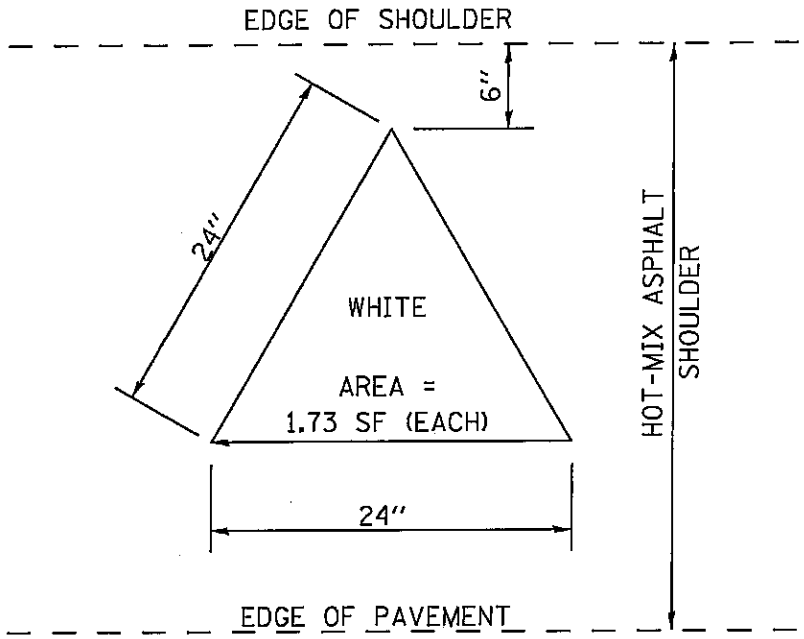
TOTAL SHEETS	SHEET NO.
79	70

CONTRACT NO.: 76883



(IL 15) UNDERDRAIN HEADWALL MARKER DETAIL

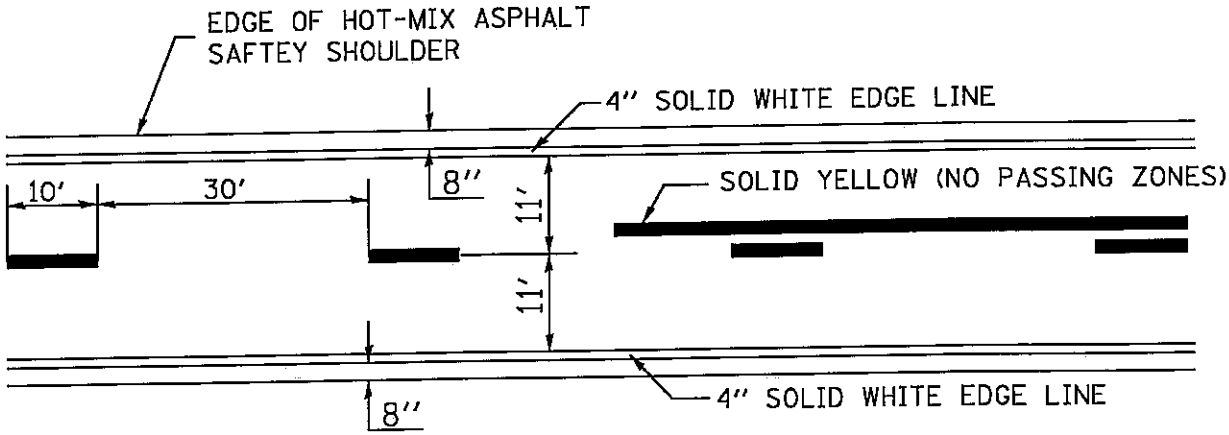
THERMOPLASTIC PAVEMENT MARKING (LETTERS & SYMBOLS)

PAVEMENT MARKING DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	71
CONTRACT NO.: 76883	



PAVEMENT MARKING DETAIL (IL 13)
STA. 0+00 TO STA. 22+16

PAVEMENT MARKING DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/25/2009

DATE
3/25/2009
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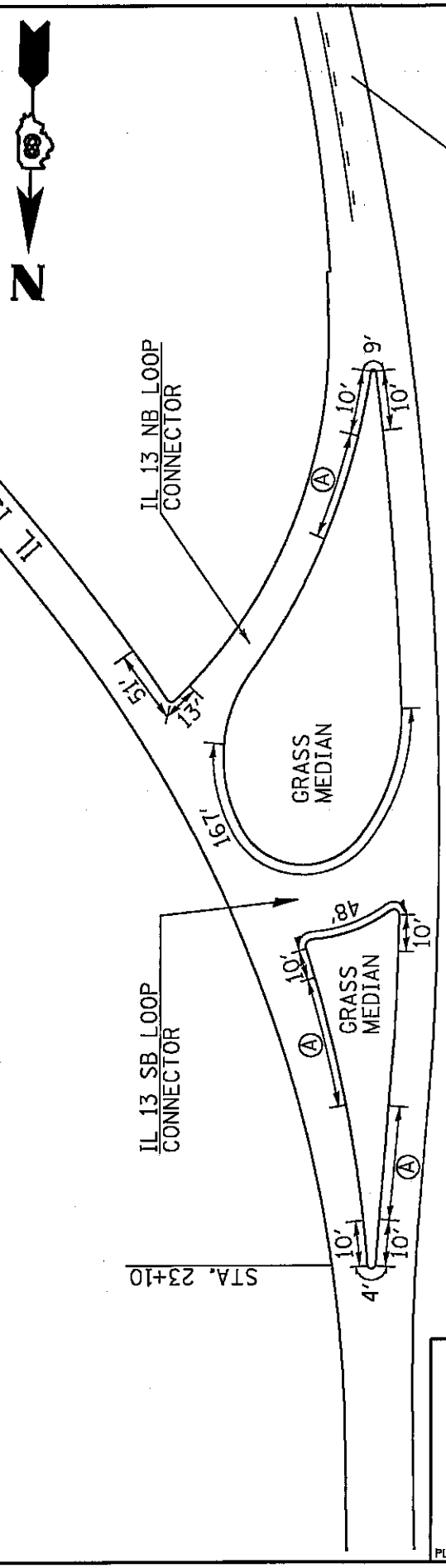
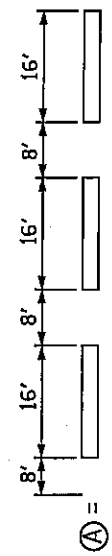
TOTAL SHEETS	SHEET NO.
79	72

CONTRACT NO. 76883





PAINT PAVEMENT MARKING-CURB
IL 13 CONNECTOR

PAVEMENT MARKING DETAILS

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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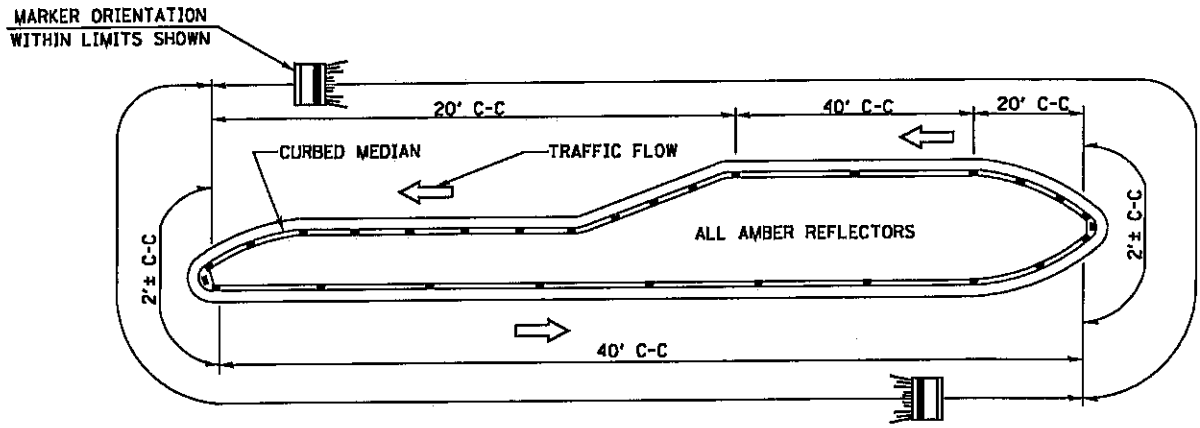
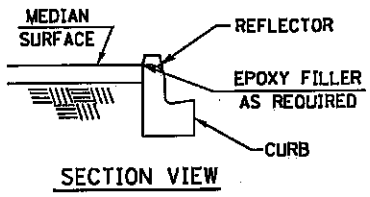
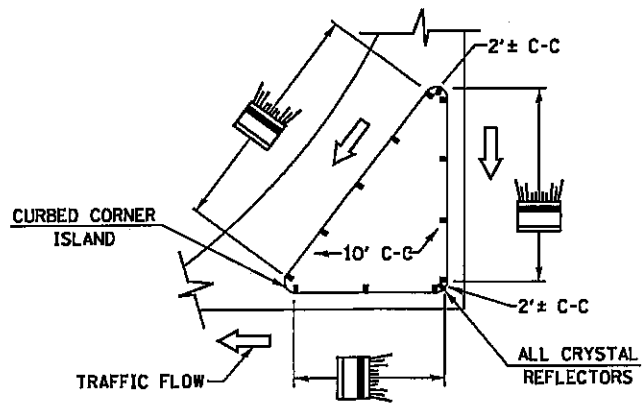
TOTAL SHEETS	SHEET NO.
79	73
CONTRACT NO.: 76883	



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

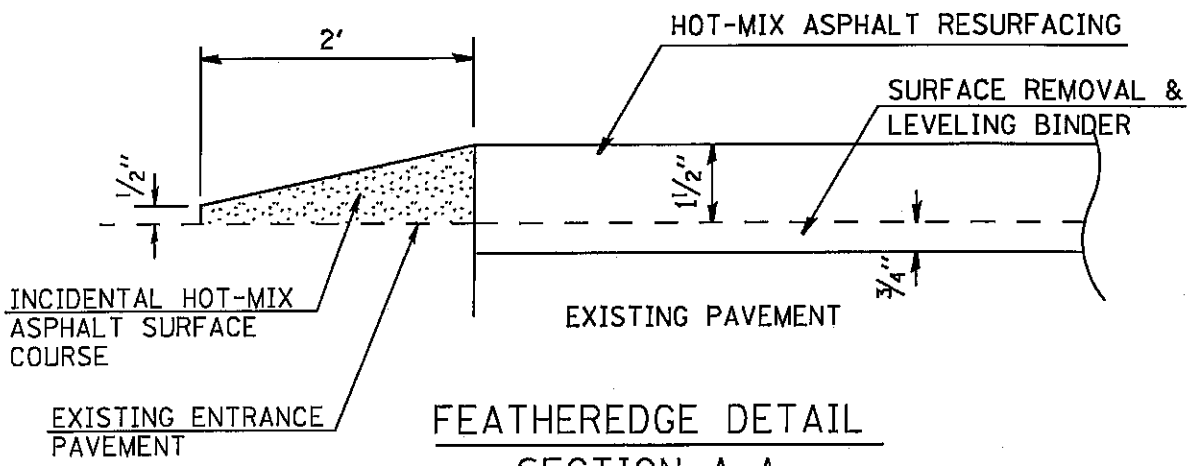
FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

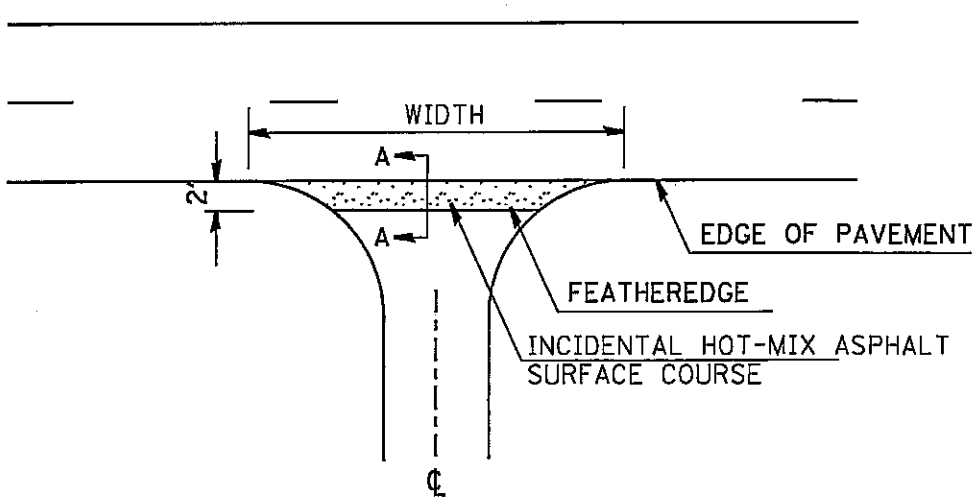
DATE
3/20/2009
c:\pw_work\pwidot\elfordb\d0120045\d876b83-sht-plan.dgn

TOTAL SHEETS	SHEET NO.
79	74
CONTRACT NO.: 76B83	

ENTRANCE DETAIL



FEATHEREDGE DETAIL
SECTION A-A



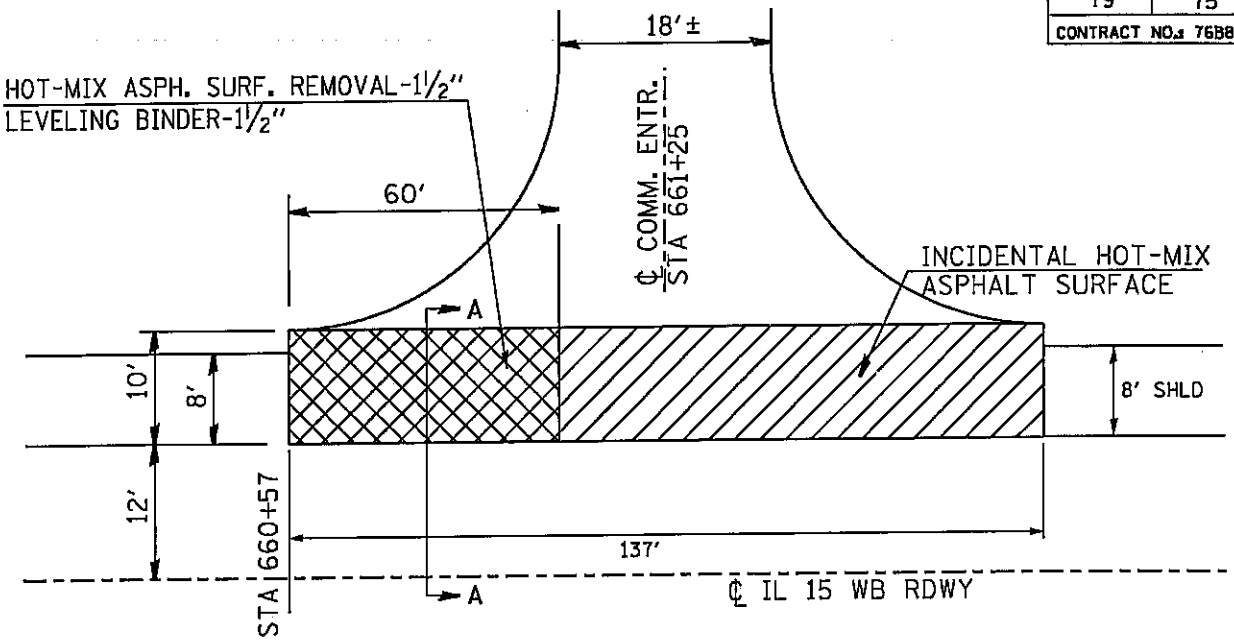
ENTRANCE DETAIL

SIDE ENTRANCE DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

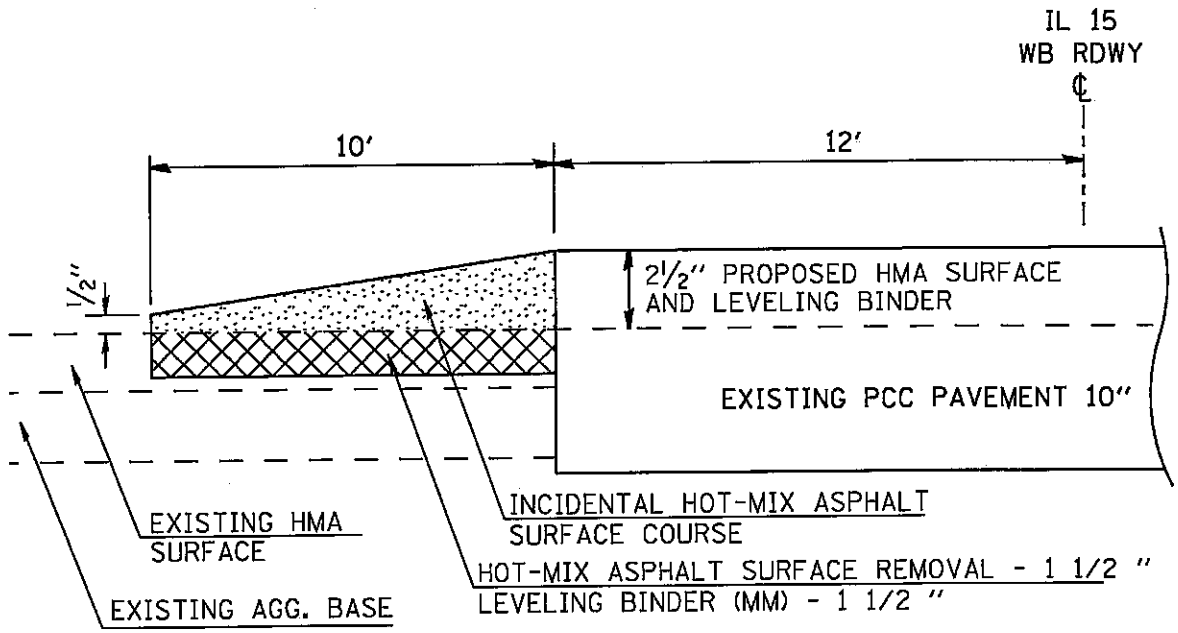
PLOT DATE: 3/20/2009

TOTAL SHEETS	SHEET NO.
79	75
CONTRACT NO.: 76883	



SIDE ENTRANCE REPAIR (PLAN VIEW)

STA 661+25



SECTION A-A

SIDE ENTRANCE REPAIR
IL 15 WB STA 661+25

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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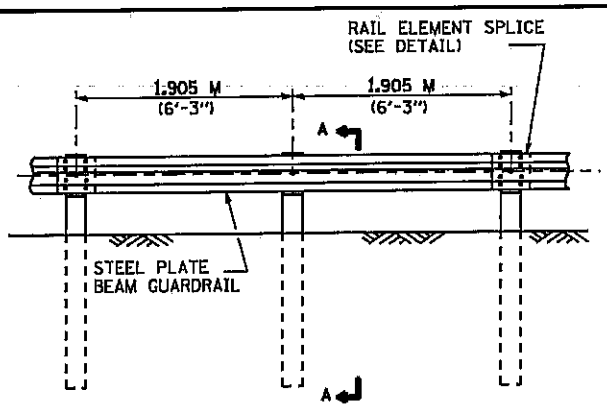
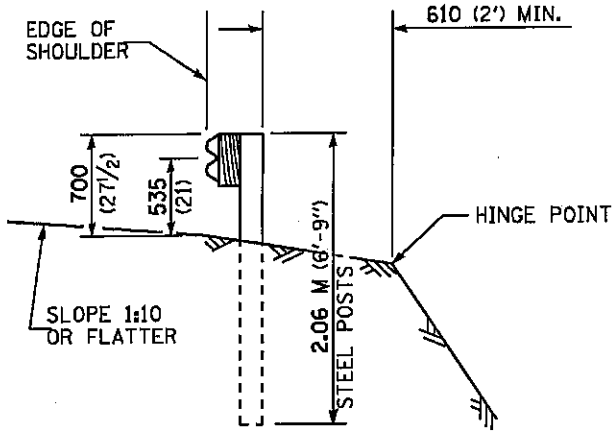
TOTAL SHEETS	SHEET NO.
79	76
CONTRACT NO.: 76B83	

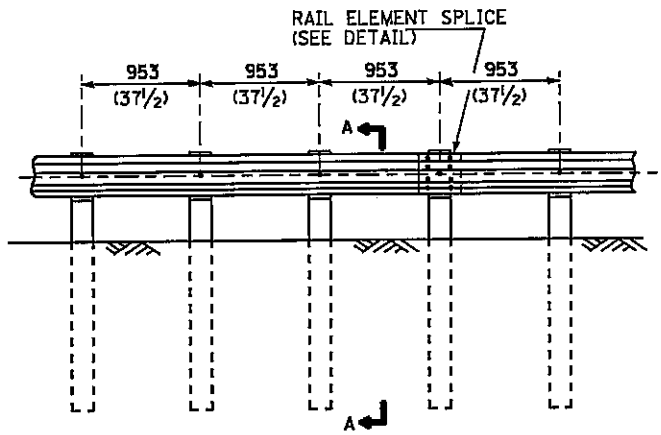


TYPE A

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



SECTION A-A



ELEVATION

TYPE B

953 (37½) 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 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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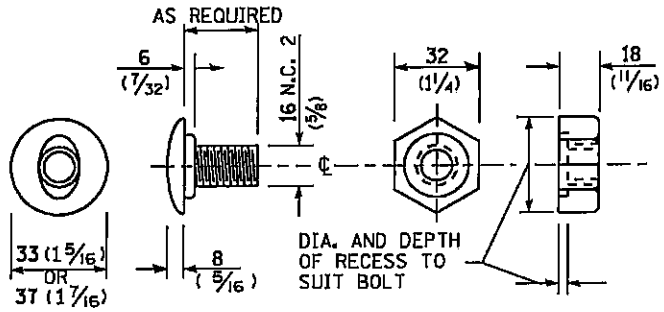
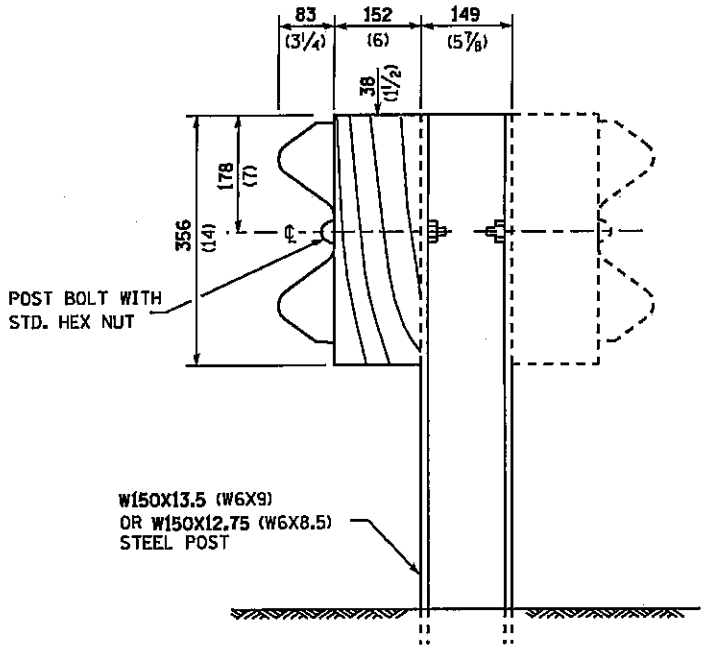
TOTAL SHEETS	SHEET NO.
79	77
CONTRACT NO.: 76B83	



POST OR SPLICE BOLT & NUT



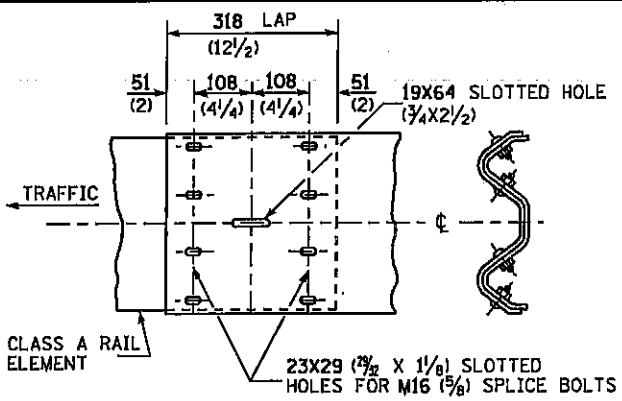
STEEL POST CONSTRUCTION

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL DETAIL

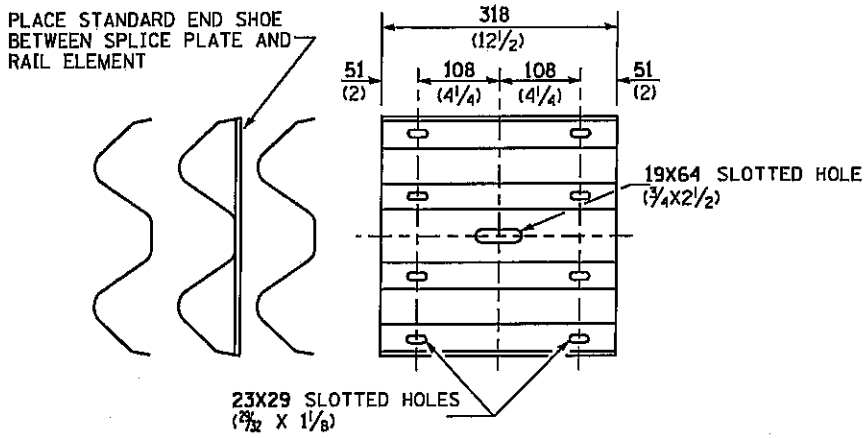
FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

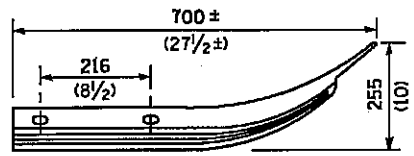
TOTAL SHEETS	SHEET NO.
79	78
CONTRACT NO. 76883	

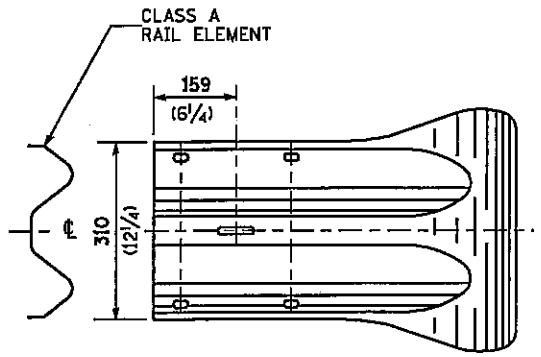


RAIL ELEMENT SPLICE



SPLICE PLATE





END SECTION

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

$$DATE$$
3/20/2009
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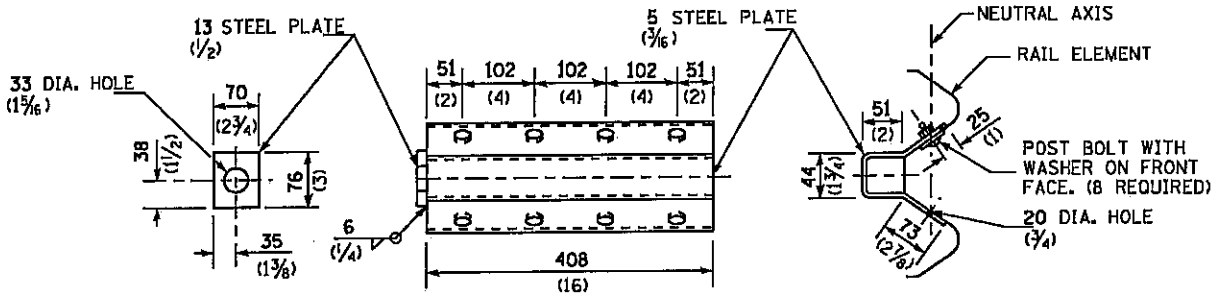
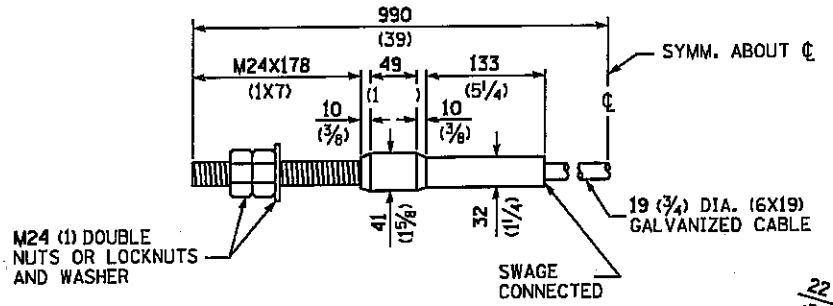
TOTAL SHEETS	SHEET NO.
79	79
CONTRACT NO.: 76B83	



NOTE

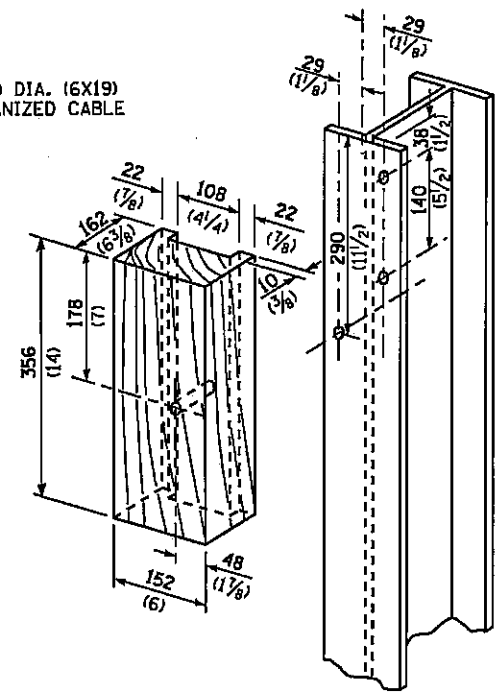
ANCHOR PLATE T SHALL BE USED TO ATTACH CABLE ASSEMBLY TO GUARDRAIL WHEN REQUIRED ON TRAFFIC BARRIER TERMINALS.

ANCHOR PLATE T DETAILS

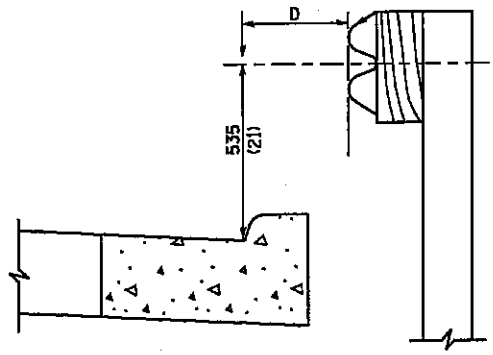


CABLE ASSEMBLY

(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. 606001) SHALL BE USED IN FRONT OF AND IN ADVANCE OF THE GUARDRAIL.

GUARDRAIL PLACED BEHIND CURB

(D = 0 DESIRABLE TO 300 (12) MAXIMUM)

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL DETAIL

FAP 103 / FAU 9273 (IL 13/15)
SECTION 27-25RS
ST. CLAIR COUNTY

PLOT DATE: 3/20/2009

DATE
3/20/2009
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ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR
ST CLAIR 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.

Saint Clair 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		BLD		26.450	26.950	1.5	1.5	2.0	5.350	7.850	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		ALL		28.450	29.450	1.5	1.5	2.0	6.500	9.500	0.000	0.200
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		ALL		34.860	36.950	1.5	1.5	2.0	5.580	7.150	0.000	0.440
ELECTRONIC SYS TECH		BLD		27.780	29.530	1.5	1.5	2.0	2.800	6.580	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	N	ALL		25.950	26.450	1.5	1.5	2.0	5.350	7.850	0.000	0.700
LABORER	S	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	NW	BLD		30.000	32.000	1.5	1.5	2.0	5.940	7.000	0.000	0.350
PIPEFITTER	SE	BLD		32.750	35.250	1.5	1.5	2.0	6.700	4.200	0.000	0.525
PLASTERER		BLD		29.150	30.150	1.5	1.5	2.0	6.500	7.750	0.000	0.250
PLUMBER	NW	BLD		32.700	35.200	1.5	1.5	2.0	5.450	5.600	0.000	0.400
PLUMBER	SE	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

ST. CLAIR COUNTY

LABORERS (NORTH) - The area bounded by Route 159 to a point south of Fairview Heights and west-southwest to Route 3 at Monroe County line.

PLUMBERS & PIPEFITTERS (SOUTHEAST) - That part of the county bordered by Rt. 50 on the North and West including Belleville.

PLUMBERS (NORTHWEST) - Towns of Aloraton, Brooklyn, Cahokia, Caseyville, Centreville, Dupo, East Carondelet, E. St. Louis, Fairview Heights, French Village, National City, O'Fallon, Sauget, and Washington Park.

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, vactor trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

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

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.
TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

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

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.