

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

PREQUALIFICATION

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

REQUESTS FOR AUTHORIZATION TO BID

Contractors downloading and/or ordering CD-ROM's and are 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, signed and notarized, "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 bidder check IDOT's website <http://www.dot.il.gov/desenv/delett.html> before submitting final bid information.

IDOT is not responsible for any e-mail related 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 garmantr@dot.il.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 |
| Electronic plans and proposals | (217)524-1642 |

ADDENDUMS AND REVISIONS TO THE PROPOSAL FORMS

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

218

RETURN WITH BID

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

Letting June 16, 2006

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. 68594
PEORIA County
Section D4 MAST ARM REPAIR 2007
District 4 Construction Funds
Various Routes**

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



PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

1. Proposal of _____

Taxpayer Identification Number (Mandatory) _____

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

Contract No. 68594
PEORIA County
Section D4 MAST ARM REPAIR 2007
Various Routes
District 4 Construction Funds

This project consists of modernizing existing traffic signal installations located at various intersections of U.S. Route 24 (Washington Street) in Peoria.

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

RETURN WITH BID

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

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

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

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

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

Attach Cashier's Check or Certified Check Here

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

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

Item _____

Section No. _____

County _____

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

RETURN WITH BID

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

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

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

Schedule of Combination Bids

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 68594

State Job # - C-94-072-06
 PPS NBR - 0-00856-4027
 County Name - PEORIA- -
 Code - 143 - -
 District - 4 - -
 Section Number - D4 MAST ARM REPAIR 2007

Project Number

Route
 VARIOUS

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|-------------|-----------------------|-----------------|-----------|---|------------|---|-------------|
| XX001306 | SIDEWALK REM & REPL | SQ FT | 12.500 | | | | |
| X0323372 | VIDEO VEH DET 2 CAM | EACH | 3.000 | | | | |
| X0325272 | TS POST SPECIAL | EACH | 2.000 | | | | |
| X0325273 | REM & RE VID DET CAM | EACH | 2.000 | | | | |
| X0325274 | SIGNAL HEAD SPECIAL | EACH | 1.000 | | | | |
| X8730027 | ELCBL C GROUND 6 1C | FOOT | 1,177.000 | | | | |
| X8800020 | SH LED 1F 3S MAM | EACH | 13.000 | | | | |
| X8800035 | SH LED 1F 3S BM | EACH | 8.000 | | | | |
| X8800036 | SH LED 1F 4S 1DI MAM | EACH | 3.000 | | | | |
| X8950210 | REBLD EX HH TO HD HH | EACH | 2.000 | | | | |
| 67100100 | MOBILIZATION | L SUM | 1.000 | | | | |
| 70102632 | TR CONT & PROT 701602 | L SUM | 1.000 | | | | |
| 70102635 | TR CONT & PROT 701701 | L SUM | 1.000 | | | | |
| 81012300 | CON T 1 PVC | FOOT | 5.000 | | | | |
| 81012600 | CON T 2 PVC | FOOT | 5.000 | | | | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 68594

State Job # - C-94-072-06
 PPS NBR - 0-00856-4027
 County Name - PEORIA- -
 Code - 143 - -
 District - 4 - -
 Section Number - D4 MAST ARM REPAIR 2007

Project Number

Route
 VARIOUS

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|-------------|-----------------------|-----------------|-----------|---|------------|---|-------------|
| 81100300 | CON AT ST 1 GALVS | FOOT | 40.000 | | | | |
| 81500200 | TR & BKFIL F ELECT WK | FOOT | 10.000 | | | | |
| 81702130 | EC C XLP USE 1C 6 | FOOT | 128.000 | | | | |
| 87301225 | ELCBL C SIGNAL 14 3C | FOOT | 415.500 | | | | |
| 87301245 | ELCBL C SIGNAL 14 5C | FOOT | 2,729.000 | | | | |
| 87301255 | ELCBL C SIGNAL 14 7C | FOOT | 370.000 | | | | |
| 87502480 | TS POST GALVS 14 | EACH | 2.000 | | | | |
| 87701160 | S MAA & P 24 SPL | EACH | 1.000 | | | | |
| 87701180 | S MAA & P 28 SPL | EACH | 6.000 | | | | |
| 87701190 | S MAA & P 30 SPL | EACH | 1.000 | | | | |
| 87701200 | S MAA & P 32 SPL | EACH | 1.000 | | | | |
| 87800100 | CONC FDN TY A | FOOT | 3.000 | | | | |
| 87900100 | DRILL EX FOUNDATION | EACH | 1.000 | | | | |
| 88200410 | TS BACKPLATE L F PLAS | EACH | 16.000 | | | | |
| 88300100 | DIRECT LOUV A | EACH | 4.000 | | | | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 68594

State Job # - C-94-072-06
 PPS NBR - 0-00856-4027
 County Name - PEORIA--
 Code - 143 - -
 District - 4 - -
 Section Number - D4 MAST ARM REPAIR 2007

Project Number

Route
 VARIOUS

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|-------------|-----------------------|-----------------|----------|---|------------|---|-------------|
| 88800100 | PED PUSH-BUTTON | EACH | 6.000 | | | | |
| 89500100 | RELOC EX SIG HEAD | EACH | 4.000 | | | | |
| 89500200 | RELOC EX PED SIG HEAD | EACH | 5.000 | | | | |
| 89502375 | REMOV EX TS EQUIP | EACH | 5.000 | | | | |
| 89502385 | REMOV EX CONC FDN | EACH | 2.000 | | | | |

CONTRACT NUMBER

68594

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 \$150,700.00. Sixty percent of the salary is \$90,420.00.

RETURN WITH BID

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

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

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

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

E. Inducements

1. The Illinois Procurement Code provides:

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

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

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

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

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

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

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

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

H. Confidentiality

1. The Illinois Procurement Code provides:

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

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

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

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

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

III. CERTIFICATIONS

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

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

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

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

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

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

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

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

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

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

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

C. Educational Loan

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

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

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

D. Bid-Rigging/Bid Rotating

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

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

RETURN WITH BID

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

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

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

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

E. International Anti-Boycott

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

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

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

F. Drug Free Workplace

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

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

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

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

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

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

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

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

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

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.

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 sign the following certification statement indicating that the information previously submitted by the bidder is, as of the date of signature, current and accurate. The Certification must be signed and dated by a person who is authorized to execute contracts for the bidding company. Before signing this certification, the bidder should carefully review its prior submissions to ensure the Certification is correct. If the Bidder signs 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)

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

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 \$90,420.00? YES ___ NO ___
3. Does anyone in your organization receive more than \$90,420.00 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 \$90,420.00? 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. It must be signed by an individual who is authorized to execute contracts for the bidding entity. *Note: Signing the NOT APPLICABLE STATEMENT on Form A does not allow the bidder to ignore Form B. Form B must be completed, signed 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 signature box on the bottom of Form B. If "Yes" is checked, the bidder must do one of the following:

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

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

D. Bidders Submitting More Than One Bid

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

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

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

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

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

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

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than \$90,420.00 (60% of the Governor's salary as of 7/1/01). **(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 \$90,420.00, (60% of the Governor's salary as of 7/1/01) provide the name the State agency for which you are employed and your annual salary. _____

RETURN WITH BID/OFFER

- 3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$90,420.00, (60% of the Governor's salary as of 7/1/01) 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 \$90,420.00, (60% of the Governor's salary as of 7/1/01) 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 \$90,420.00, (60 % of the Governor's salary as of 7/1/01) 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 \$90,420.00, (60% of the salary of the Governor as of 7/1/01) 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 \$90,420.00, (60% of the Governor's salary as of 7/1/01) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

RETURN WITH BID/OFFER

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

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

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

APPLICABLE STATEMENT

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

Completed by: _____
Name of Authorized Representative (type or print)

Completed by: _____
Title of Authorized Representative (type or print)

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

NOT APPLICABLE STATEMENT

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

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

Name of Authorized Representative (type or print)

Title of Authorized Representative (type or print)

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 SIGNED

| | |
|--|-------|
| _____ | |
| Name of Authorized Representative (type or print) | |
| _____ | |
| Title of Authorized Representative (type or print) | |
| _____ | _____ |
| Signature of Authorized Representative | Date |

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

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

RETURN WITH BID

**Contract No. 68594
PEORIA County
Section D4 MAST ARM REPAIR 2007
Various Routes
District 4 Construction Funds**

PART II. WORKFORCE PROJECTION - continued

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

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

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

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

PART III. AFFIRMATIVE ACTION PLAN

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

B. The undersigned bidder understands and agrees that the minority and female employee utilization projection submitted herein, and the goals and timetable included under an Affirmative Action Plan if required, are deemed to be part of the contract specifications.

Company _____ Telephone Number _____

Address _____

NOTICE REGARDING SIGNATURE

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

Signature: _____ Title: _____ Date: _____

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

RETURN WITH BID

**Contract No. 68594
PEORIA County
Section D4 MAST ARM REPAIR 2007
Various Routes
District 4 Construction Funds**

PROPOSAL SIGNATURE SHEET

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

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.



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

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 below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the State of Illinois under the conditions of the bid bond as shown above.

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

PROPOSAL ENVELOPE



PROPOSALS

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

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

Submitted By:

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

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

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

NOTICE

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

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

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

Contract No. 68594
PEORIA County
Section D4 MAST ARM REPAIR 2007
Various Routes
District 4 Construction Funds



Illinois Department of Transportation



NOTICE TO BIDDERS

1. TIME AND PLACE OF OPENING BIDS. Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., June 16, 2006. 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. 68594
PEORIA County
Section D4 MAST ARM REPAIR 2007
Various Routes
District 4 Construction Funds**

This project consists of modernizing existing traffic signal installations located at various intersections of U.S. Route 24 (Washington Street) in Peoria.

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

Timothy W. Martin, Secretary

BD 351 (Rev. 01/2003)

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS
Adopted March 1, 2005

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-02) (Revised 3-1-05)

SUPPLEMENTAL SPECIFICATIONS

| <u>Std. Spec. Sec.</u> | <u>Page No.</u> |
|---|-----------------|
| 101 Definition of Terms | 1 |
| 105 Control of Work | 2 |
| 205 Embankment | 3 |
| 251 Mulch | 4 |
| 281 Riprap..... | 5 |
| 282 Filter Fabric for Use With Riprap | 8 |
| 285 Concrete Revetment Mats..... | 10 |
| 311 Granular Subbase | 14 |
| 351 Aggregate Base Course..... | 15 |
| 440 Removal of Existing Pavement and Appurtenances | 16 |
| 442 Pavement Patching | 17 |
| 449 Removal and Replacement of Preformed Elastomeric Compression Joint Seal | 18 |
| 481 Aggregate Shoulders | 19 |
| 501 Removal of Existing Structures | 20 |
| 503 Concrete Structures | 21 |
| 505 Steel Structures | 22 |
| 506 Cleaning and Painting Metal Structures | 25 |
| 508 Reinforcement Bars | 26 |
| 512 Piling | 27 |
| 540 Box Culverts..... | 28 |
| 589 Elastic Joint Sealer | 30 |
| 602 Catch Basin, Manhole, Inlet, Drainage Structures and Valve Vault Construction, Adjustment and Reconstruction | 31 |
| 603 Adjusting Frames and Grates of Drainage and Utility Structures | 32 |
| 610 Shoulder Inlets with Curb | 33 |
| 665 Woven Wire Fence | 34 |
| 669 Removal and Disposal of Regulated Substances | 35 |
| 671 Mobilization | 36 |
| 702 Work Zone Traffic Control Devices | 37 |
| 1003 Fine Aggregates | 38 |
| 1004 Coarse Aggregate | 39 |
| 1005 Stone, Concrete Blocks and Broken Concrete for Erosion Protection, Sediment Control and Rockfill | 42 |
| 1006 Metals | 46 |
| 1007 Timber and Preservative Treatment | 49 |
| 1012 Hydrated Lime | 50 |
| 1020 Portland Cement Concrete | 51 |
| 1021 Concrete Admixtures | 58 |
| 1022 Concrete Curing Materials | 59 |
| 1024 Nonshrink Grout | 61 |
| 1041 Brick | 63 |
| 1043 Precast Reinforced Concrete Manhole Sections and Adjusting Rings..... | 64 |
| 1056 Preformed Flexible Gaskets and Mastic Joint Sealer for Sewer and Culvert Pipe | 66 |
| 1059 Elastic Joint Sealers | 67 |
| 1060 Waterproofing Materials | 68 |
| 1069 Pole and Tower | 69 |
| 1070 Foundation and Breakaway Devices | 70 |
| 1077 Post and Foundation | 72 |
| 1080 Fabric Materials | 73 |
| 1081 Materials For Planting | 76 |
| 1083 Elastomeric Bearings | 77 |
| 1094 Overhead Sign Structures | 78 |
| 1103 Portland Cement Concrete Equipment | 79 |

RECURRING SPECIAL PROVISIONS

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

| <u>CHECK SHEET #</u> | <u>PAGE NO.</u> |
|---|-----------------|
| 1 State Required Contract Provisions All Federal-aid Construction Contracts (Eff. 2-1-69) (Rev. 10-1-83) | 80 |
| 2 Subletting of Contracts (Federal-aid Contracts) (Eff. 1-1-88) (Rev. 5-1-93)..... | 82 |
| 3 X EEO (Eff. 7-21-78) (Rev. 11-18-80) | 83 |
| 4 X Specific Equal Employment Opportunity Responsibilities NonFederal-aid Contracts (Eff. 3-20-69) (Rev. 1-1-94) | 94 |
| 5 X Required Provisions - State Contracts (Eff. 4-1-65) (Rev. 4-1-93)..... | 100 |
| 6 Reserved | 105 |
| 7 Asphalt Quantities and Cost Reviews (Eff. 7-1-88)..... | 106 |
| 8 National Pollutant Discharge Elimination System Permit (Eff. 7-1-94) (Rev. 1-1-03)..... | 107 |
| 9 Haul Road Stream Crossings, Other Temporary Stream Crossings and In-Stream Work Pads (Eff. 1-2-92) (Rev. 1-1-98) | 108 |
| 10 Construction Layout Stakes Except for Bridges (Eff. 1-1-99) (Rev. 1-1-02)..... | 109 |
| 11 Construction Layout Stakes (Eff. 5-1-93) (Rev. 1-1-02)..... | 112 |
| 12 Use of Geotextile Fabric for Railroad Crossing (Eff. 1-1-95) (Rev. 1-1-97)..... | 115 |
| 13 Asphaltic Emulsion Slurry Seal and Fibrated Asphaltic Emulsion Slurry Seal (Eff. 8-1-89) (Rev. 2-1-97) | 117 |
| 14 Bituminous Surface Treatments Half-Smart (Eff. 7-1-93) (Rev. 1-1-97) | 123 |
| 15 Quality Control/Quality Assurance of Bituminous Concrete Mixtures (Eff. 1-1-00) (Rev. 3-1-05) | 129 |
| 16 Subsealing of Concrete Pavements (Eff. 11-1-84) (Rev. 2-1-95)..... | 148 |
| 17 Bituminous Surface Removal (Cold Milling) (Eff. 11-1-87) (Rev. 10-15-97)..... | 152 |
| 18 Resurfacing of Milled Surfaces (Eff. 10-1-95) | 154 |
| 19 PCC Partial Depth Bituminous Patching (Eff. 1-1-98)..... | 155 |
| 20 Patching with Bituminous Overlay Removal (Eff. 10-1-95) (Rev. 7-1-99) | 157 |
| 21 Reserved | 159 |
| 22 Protective Shield System (Eff. 4-1-95) (Rev. 1-1-03)..... | 160 |
| 23 Polymer Concrete (Eff. 8-1-95) (Rev. 3-1-05)..... | 162 |
| 24 Controlled Low-Strength Material (CLSM) (Eff. 1-1-90) (Rev. 3-1-05)..... | 164 |
| 25 Pipe Underdrains (Eff. 9-9-87) (Rev. 1-1-98)..... | 169 |
| 26 Guardrail and Barrier Wall Delineation (Eff. 12-15-93) (Rev. 1-1-97) | 170 |
| 27 Bicycle Racks (Eff. 4-1-94) (Rev. 1-1-97) | 175 |
| 28 Reserved | 177 |
| 29 Reserved | 178 |
| 30 Reserved | 179 |
| 31 Night Time Inspection of Roadway Lighting (Eff. 5-1-96)..... | 180 |
| 32 Reserved | 181 |
| 33 English Substitution of Metric Bolts (Eff. 7-1-96)..... | 182 |
| 34 English Substitution of Metric Reinforcement Bars (Eff. 4-1-96) (Rev. 1-1-03)..... | 183 |
| 35 Polymer Modified Emulsified Asphalt (Eff. 5-15-89) (Rev. 1-1-04)..... | 185 |
| 36 Corrosion Inhibitor (Eff. 3-1-80) (Rev. 7-1-99) | 187 |
| 37 Quality Control of Concrete Mixtures at the Plant-Single A (Eff. 8-1-00) (Rev. 1-1-04) | 188 |
| 38 Quality Control of Concrete Mixtures at the Plant-Double A (Eff. 8-1-00) (Rev. 1-1-04) | 194 |
| 39 Quality Control/Quality Assurance of Concrete Mixtures (Eff. 4-1-92) (Rev. 3-1-05)..... | 202 |
| 40 Traffic Barrier Terminal Type 1, Special (Eff. 8-1-94) (Rev. 1-1-03) | 215 |
| 41 Reserved | 216 |
| 42 Segregation Control of Bituminous Concrete (Eff. 7-15-97)..... | 217 |
| 43 Reserved | 220 |

TABLE OF CONTENTS

| | |
|---|----|
| LOCATION OF PROJECT | 1 |
| DESCRIPTION OF PROJECT | 1 |
| TRAFFIC CONTROL PLAN | 1 |
| LOCATION OF UNDERGROUND STATE MAINTAINED FACILITIES..... | 3 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | 3 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | 3 |
| SIGNAL HEAD, LED, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, MAST ARM MOUNTED | 3 |
| STEEL MAST ARM ASSEMBLY AND POLE, SPECIAL..... | 8 |
| GROUNDING OF TRAFFIC SIGNAL STRUCTURES | 9 |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT..... | 9 |
| REMOVE AND REINSTALL VIDEO DETECTION CAMERA..... | 11 |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14' | 12 |
| TRAFFIC SIGNAL POST, SPECIAL..... | 12 |
| RELOCATE EXISTING SIGNAL HEAD..... | 13 |
| RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD | 13 |
| PEDESTRIAN PUSHBUTTON | 13 |
| REMOVE EXISTING CONCRETE FOUNDATION..... | 14 |
| SIDEWALK REMOVAL AND REPLACEMENT | 14 |
| VIDEO VEHICLE DETECTION, 2 CAMERA | 15 |
| SIGNAL HEAD, SPECIAL..... | 22 |
| CONCRETE FOUNDATION, TYPE A | 22 |
| CONCRETE ADMIXTURES (BDE) | 23 |
| CURING AND PROTECTION OF CONCRETE CONSTRUCTION (BDE) | 27 |
| FLAGGER VESTS (BDE) | 34 |
| FREEZE-THAW RATING (BDE)..... | 34 |
| PARTIAL PAYMENTS (BDE)..... | 35 |
| PAYMENTS TO SUBCONTRACTORS (BDE) | 36 |
| PAYROLLS AND PAYROLL RECORDS (BDE)..... | 37 |
| PERSONAL PROTECTIVE EQUIPMENT (BDE) | 38 |
| PORTLAND CEMENT (BDE)..... | 38 |
| PORTLAND CEMENT CONCRETE (BDE) | 38 |
| SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) | 39 |
| TRAFFIC CONTROL DEFICIENCY DEDUCTION (BDE) | 39 |
| TRAFFIC SIGNAL GROUNDING (BDE) | 40 |
| WORK ZONE TRAFFIC CONTROL DEVICES (BDE) | 41 |
| WORKING DAYS (BDE) | 42 |
| STEEL COST ADJUSTMENT (BDE)..... | 42 |

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2002, 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 Various Route, Section D4 Mast Arm Repair 2007 in Peoria County and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

This project is located along US Route 24 (Washington Street) at the intersections of South, Cass, Edmund, and Illinois Routes 8, 29 and 116 (Macarthur Highway) and along Illinois Routes 8 and 116 (Lincoln Avenue) at the intersection of Adams Street in the city of Peoria in Peoria County.

DESCRIPTION OF PROJECT

This project consists of modernizing existing traffic signal installations by removing existing traffic signal equipment, installing new traffic signal mast arms on existing concrete foundations, traffic signal posts, traffic signal heads, video detection systems, new electrical cable in conduit, updating electrical services, grounding all existing and proposed components in accordance with NEC requirements, and performing all other work required to complete the improvements.

TRAFFIC CONTROL PLAN

Effective February 8, 2006

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

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

701101 701106 701602 701701 702001

Construction staging and traffic control requirements are as follows:

US 24 (Washington Street) & IL 8, 29 and 116 (Macarthur Highway).

- The Contractor will not be allowed to commence construction at this intersection while this intersection is being utilized as a detour route during the I-74 reconstruction project (I-74 Westbound is currently scheduled to open on November 17, 2006).
- The Contractor will be allowed to place this intersection into all-red flash mode to facilitate the installation of the proposed traffic signal components.
- The Contractor shall furnish and install a minimum of two stop signs per approach when the intersection is operating in all-red flash mode. The traffic signals may be placed into all-red flash mode between the hours of 8:30 AM and 3:00 PM only.
- The Contractor shall restore the traffic signal to normal operation at all other times, unless specifically directed otherwise by the Engineer.
- The Contractor will be allowed to place the intersection into flash for a maximum of four days.

US 24 (Washington) & South, US 24 (Washington) & Cass, US 24 (Washington) & Edmund.

- The Contractor will be allowed to place this intersection into all-red flash mode to facilitate the installation of the proposed traffic signal components.
- The Contractor shall furnish and install a minimum of two stop signs per approach when the intersection is operating in all-red flash mode. The traffic signals may be placed into all-red flash mode between the hours of 8:30 AM and 3:30 PM only.
- The Contractor shall restore the traffic signal to normal operation at all other times, unless specifically directed otherwise by the Engineer.
- The Contractor will be allowed to place the intersection into flash for a maximum of four days for each intersection.
- Only one of these intersections may be placed into all-red flash at any given time.

IL 8/116 (Lincoln) & Adams.

- The Contractor will be allowed to place this intersection into all-red flash mode to facilitate the installation of the proposed traffic signal components.
- The Contractor shall furnish and install a minimum of two stop signs per approach when the intersection is operating in all-red flash mode. The traffic signals may be placed into all-red flash mode between the hours of 8:30 AM and 3:30 PM only.

- The Contractor shall restore the traffic signal to normal operation at all other times, unless specifically directed otherwise by the Engineer.
- The Contractor will be allowed to place the intersection into flash for a maximum of two days.

All costs (labor, materials, and equipment) associated with these requirements shall be included in the contract bid price. There will be no additional compensation for items requirement to implement staging, included but not limited to, temporary cable splices, temporary traffic posts, and premium time hours.

LOCATION OF UNDERGROUND STATE MAINTAINED FACILITIES

The Contractor shall be responsible for locating all existing IDOT and city of Peoria traffic signal and lighting electrical facilities prior to performing any work at his/her own expense if required. The Contractor shall also be liable for any damage to facilities resulting from inaccurate locating.

The Contractor may obtain, on request, plans for the existing electrical facilities from the Department.

The Contractor shall also be responsible for locating and providing protection for facilities during all phases of construction. If at any time, the facilities are damaged, the Contractor shall immediately notify the Department and make all necessary arrangements for repair to the satisfaction of the Engineer. This work shall be included in the contract bid price.

SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED SIGNAL HEAD, LED, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, MAST ARM MOUNTED

This work shall be in accordance with Sections 880 and 1078 of the Standard Specifications except as modified herein.

The traffic signal heads shall consist of 300mm (12") polycarbonate sections and shall be equipped with LED assemblies for all red bulb, yellow bulb, green bulb, red arrow, yellow arrow, and green arrow indications.

The traffic signal heads shall have a black finish with black doors and tunnel visors. The LED signal faces shall be equipped with spade connectors and connected to the traffic signal head terminal block.

The LED assemblies for the red, yellow, and green solid and arrow indications shall meet or exceed the following minimum specifications:

RED LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore Model DR6-RTFB-20A

Dialight Model DURALED 433-1210-003

The LED assembly must conform to the following minimum specifications:

Lens: 300mm (12") Diameter, Red, Hard Coated for Abrasion Resistance, UV Stabilized Dome, Designed to Evenly Distribute Light Across the Entire Face of the Lens to Provide a Uniform Illuminance Across the Face of The LED, Provide a Wide Angle For Viewing, And Eliminate any "Dotty" or Grainy Appearance.

LEDs: Interconnected to minimize the effect of single LED failures, Nominal Wattage: 12 W or less, Nominal Wavelength: 622-626nm

Minimum Luminous Intensity (cd): 339

Product Warranty: 5-Year Replacement (Materials, Workmanship, and Intensity)

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of -40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 and ITE VTCSH - STD PART 2.

YELLOW LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore Model DR6-YTFB-20A

Dialight Model DURALED 433-3230-001

The LED assembly must conform to the following minimum specifications:

Lens: 300mm (12") Diameter, Clear or Yellow, Hard Coated for Abrasion Resistance, UV Stabilized Dome, Designed to Evenly Distribute Light Across the Entire Face of the Lens to Provide a Uniform Illuminance Across the Face of The LED, Provide a Wide Angle For Viewing, And Eliminate any "Dotty" or Grainy Appearance.

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage : 32 W or less, Nominal Wavelength: 590-592nm.

Minimum Luminous Intensity (cd): 678

Product Warranty: 5-Year Replacement (Materials, Workmanship, and Intensity).

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of -40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C, except for when its terms are in conflict with the terms contained in this special provision. In such cases, this special provision shall supersede the contrary ITE specification.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 and ITE VTCSH - STD PART 2.

GREEN LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore Model DR6-GTFB-20A (Tinted Lens) or DR6-GCFB-20A (Clear)

Dialight Model 433-2220-001 (Tinted Lens)

The LED assembly must conform to the following minimum specifications:

Lens: 300mm (12") Diameter, Hard Coated for Abrasion Resistance, UV Stabilized Dome, Designed to Evenly Distribute Light Across the Entire Face of the Lens to Provide a Uniform Illuminance Across the Face of The LED, Provide a Wide Angle For Viewing, And Eliminate any "Dotty" or Grainy Appearance

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage : 12 W or less, Nominal Wavelength : 505 - 508nm.

Minimum Luminous Intensity (cd): 678

Product Warranty: 5-Year Replacement (Materials, Workmanship, and Intensity).

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of -40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 and ITE VTCSH - STD Part 2.

GREEN ARROW LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore Model DR6-GCAAN-21A

Dialight Model 432-2374-001 (3 Row)

The LED assembly must conform to the following minimum specifications:

Lens: 300mm (12") Diameter, Hard Coated for Abrasion Resistance, UV Stabilized Dome, Designed to Evenly Distribute Light Across the Entire Face of the Lens to Provide a Uniform Illuminance Across the Face of The LED, Provide a Wide Angle For Viewing, And Eliminate any "Dotty" or Grainy Appearance.

LEDs: Interconnected to minimize the effect of single LED failures, Nominal Wattage: 11 W or less, Nominal Wavelength: 505 -508nm, Shall Have a Full Profile Arrow Indication (No Outlined or 2 Row Indications).

Product Warranty: 5-Year Replacement (Materials, Workmanship, and Intensity).

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of -40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 per ITE VTCSH - STD Part 2.

YELLOW ARROW LED ASSEMBLY

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore Model DR6-YTAAN-21A

Dialight Model 431-3334-001 (3 Row)

The LED assembly must conform to the following minimum specifications:

Lens: 300mm (12") Diameter, Clear or Yellow, Hard Coated for Abrasion Resistance, UV Stabilized Dome, Designed to Evenly Distribute Light Across the Entire Face of the Lens to Provide a Uniform Illuminance Across the Face of The LED, Provide a Wide Angle For Viewing, And Eliminate any "Dotty" or Grainy Appearance.

LEDs: Interconnected to minimize the effect of single LED failures, Nominal Wattage: 12 W or less, Nominal Wavelength: 590-592nm, Shall Have a Full Profile Arrow Indication (No Outlined or 2 Row Indications).

Product Warranty: 5-Year Replacement (Materials, Workmanship, and Intensity).

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of -40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C, except for when its terms are in conflict with the terms contained in this special provision. In such cases, this special provision shall supersede the contrary ITE specification.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 per ITE VTCSH - STS Part 2.

YELLOW/GREEN BI-MODAL ARROW

Currently, only the following models are approved by the Department for use provided that they meet the minimum specifications listed below:

GELcore Model DR6-ECA6-01A (Outline Profile)

Dialight Model 430-6370-001

The LED assembly must conform to the following minimum specifications:

Lens: 12" Diameter, Hard Coated for Abrasion Resistance, UV Stabilized Dome.

LEDS: Interconnected to minimize the effect of single LED failures, Nominal Wattage: 10 W Green, 10 W Yellow or less, Nominal Wavelength: 505 -508 nm Green, 590-592 nm Yellow.

Product Warranty: 5-Year Replacement (Materials, Workmanship, and Intensity).

The assembly shall be capable of operating from 80 to 135 VAC with less than 10% variation in intensity, shall have an operating temperature range of 40° to 74°C, and shall be sealed and highly resistant to water intrusion.

The assembly shall conform to the latest applicable (Part II) ITE color requirements and meet ITE specifications for LED traffic signals, including intensity requirements at -40° to 74°C.

The assembly shall be compatible with signal control equipment per NEMA TS-2, NEMA TS-1 standards, and include transient voltage protection and fusing to withstand high-repetition noise transients and low repetition high energy transients per NEMA standard 1992 per ITE VTCSH - STD Part 2.

Basis of Payment: This work will be paid for at the contract unit prices each for SIGNAL HEAD, LED of the type specified and shall be payment in full for all labor, materials, and equipment required to provide and install the traffic signal heads described above, complete.

STEEL MAST ARM ASSEMBLY AND POLE, SPECIAL

This work shall consist of furnishing a Steel Mast Arm Assembly and Pole of the arm length specified on the plans and installing it on an existing concrete foundation. This work shall be in accordance with the applicable Articles of Sections 834 and 1085 of the Standard Specifications with the following modification:

Mast Arms and Poles shall be capable of supporting the number of signal faces (with backplates where indicated), signs, and appurtenances as shown on the plans.

The proposed mast arm foundations shall be installed on the existing concrete foundations. The Contractor shall be responsible for verifying the bolt circle prior to order any material for the project.

The Contractor shall be responsible for removing any existing grout, cleaning the existing anchor bolt threads, and performing all other work required to prepare the existing foundation and install the mast arm. The Contractor shall furnish and install new anchor bolt nuts, washers, and any other hardware required for installation.

Basis of Payment: This work will be paid for at the contract unit price each for STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, SPECIAL of the signal arm length specified.

GROUNDING OF TRAFFIC SIGNAL STRUCTURES

This work shall be in accordance with the applicable Articles of Sections 807, 817 and 1066 of the Standard Specifications with the following modifications:

This work shall consist of furnishing and installing grounding wire to connect all existing and proposed traffic signal posts, existing and proposed mast arm assemblies, existing and proposed handholes (lids, rings, frames), traffic signal cabinets, lighting controllers, and exposed metallic conduits. The proposed ground wire shall be an insulated #6 XLP green copper conductor. This wire shall be bonded to all items and their associated ground rods utilizing mechanical lugs and bolts. This wire may be made continuous by splicing in the adjacent handholes with compression lugs. Split bolts shall not be allowed.

The grounding wire shall be bonded to the grounded conductor at the service disconnect per the NEC.

When the lighting system is supplied by the same source as the signals, the lighting ground conductor may be utilized to provide the required signal equipment ground. All signal poles that are part of a lighting system shall be considered grounded as required by this provision.

All clamps, hardware, and other materials required shall be included in the bid price.

Basis of Payment: This work will be paid for at the contract unit price per foot for ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6 which price shall be payment in full for all labor, materials, and equipment required to provide the grounding system described above.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

This work shall be in accordance with Section 895 of the Standard Specifications except as modified herein.

The Contractor shall remove the following items:

| Removal Items | US 24 (Washington Street) & South |
|--|-----------------------------------|
| Signal Head, 1 Face, 3 Section, Mast Arm Mounted, with Backplate | 4 |
| Signal Head, 1 Face, 3 Section, Bracket Mounted | 4 |
| Pedestrian Head, 1 Face, 1 or 2 Section, Bracket Mounted | 4 |
| Steel Mast Arm Assembly and Pole and Pedestrian Pushbuttons | 2 |
| Traffic Signal Post and Pedestrian Pushbuttons | 1 |
| Electric Cable In Conduit | ALL |
| Service Cable and PVC Conduit Attached To Wood Pole | ALL |

| | |
|---|---|
| Remove Traffic Signal Equipment Quantity (Each Per Intersection - Includes All Items Listed Above) | 1 |
|---|---|

| Removal Items | US 24 (Washington Street) & Cass |
|---|-------------------------------------|
| Signal Head, 1 Face, 3 Section, Mast Arm Mounted, with Backplate | 6 |
| Pedestrian Head, 1 Face, 1 or 2 Section, Bracket Mounted | 4 |
| Steel Mast Arm Assembly and Pole and Pedestrian Pushbuttons | 3 |
| Electric Cable In Conduit | ALL |
| Remove Traffic Signal Equipment Quantity (Each Per Intersection - Includes All Items Listed Above) | 1 |

| Removal Items | US 24 (Washington Street) & Edmund |
|---|---------------------------------------|
| Signal Head, 1 Face, 3 Section, Mast Arm Mounted, with Backplate | 6 |
| Pedestrian Head, 1 Face, 1 or 2 Section, Bracket Mounted | 4 |
| Steel Mast Arm Assembly and Pole and Pedestrian Pushbuttons | 3 |
| Electric Cable In Conduit | ALL |
| Remove Traffic Signal Equipment Quantity (Each Per Intersection - Includes All Items Listed Above) | 1 |

| Removal Items | US 24 (Washington Street) & IL 8/29/116 (Macarthur) |
|---|--|
| Signal Head, 1 Face, 3 Section, Mast Arm Mounted, with Backplate | 2 |
| Signal Head, 1 Face, 4 Section, Mast Arm Mounted, with Backplate | 2 |
| Steel Mast Arm Assembly and Pole | 2 |
| Traffic Signal Head Electric Cable In Conduit (MA-2, MA-3 Only) | ALL |
| Service Cable | ALL |
| Remove Traffic Signal Equipment Quantity (Each Per Intersection - Includes All Items Listed Above) | 1 |

| Removal Items | IL 8/116 (Lincoln) & Adams |
|---|----------------------------|
| Signal Head, 1 Face, 3 Section, Mast Arm Mounted, with Backplate | 4 |
| Steel Mast Arm Assembly and Pole | 1 |
| Traffic Signal Head Electric Cable In Conduit | ALL |
| Remove Traffic Signal Equipment Quantity (Each Per Intersection - Includes All Items Listed Above) | 1 |

The above list should represent an accurate listing of the removal items; however, it is the Contractor's responsibility to verify all quantities prior to bidding. There will be no additional compensation.

The Contractor shall dispose of all items with the exception of the traffic signal and pedestrian heads that are not being relocated (that are not being reused) which shall be removed and delivered to city of Peoria Traffic Operations Center located at 3505 Dries Lane, Peoria, Illinois.

Basis of Payment: The above work will be paid for at the contract unit price each for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT and shall be payment in full for removing and transporting the equipment described above, complete. No additional compensation will be allowed.

REMOVE AND REINSTALL VIDEO DETECTION CAMERA

This work shall be in accordance with Sections 887 and 1072 of the Standard Specifications except as modified herein.

The existing video detection camera and bracket and all associated equipment located at the intersection of US 24 (Washington St.) & IL 8/29/116 (Macarthur) (as shown on the plans) shall be removed from the existing mast arm and re-installed on the proposed mast arm assembly. The existing electrical cables and connectors may be reused for the relocated system if it is undamaged and of sufficient length. The Contractor shall provide new electrical cable and connectors for the system in the event that the existing cable can not be reused.

The Contractor shall test the relocated camera.

Basis of Payment: The above work will be paid for at the contract unit price each for REMOVE AND REINSTALL VIDEO DETECTION CAMERA and shall be payment in full for removing the existing camera and bracket, installing it on the proposed mast arm, and testing the system as described above. No additional compensation will be allowed.

TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14'

This work shall be in accordance with Sections 878 and 1077 of the Standard Specifications except as modified herein.

The traffic signal post base shall be attached to the foundation with four 19mm (3/4") x 450mm (18") galvanized anchor bolts. The post base shall be a square assembly constructed from cast iron with a galvanized finish. The base shall be designed for use with a steel post. The base shall be secured to the foundation using galvanized nuts and galvanized steel flat washers that have a minimum thickness of 6mm (1/4") and are trapezoidal in shape. The washers shall be sized so as to completely capture the mounting flanges of the traffic signal base. Round washers are not acceptable.

Basis of Payment: This work will be paid for at the contract unit price each for TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT. which price shall be payment in full for all labor, material, and equipment required to provide and install the traffic signal post and base described above.

TRAFFIC SIGNAL POST, SPECIAL

This work shall be in accordance with Sections 878 and 1077 of the Standard Specifications except as modified herein.

The Contractor shall provide a traffic signal post that conforms to the requirements listed for TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14'.

Construction Requirements:

US 24 (Washington) & Cass: The Contractor shall saw cut around the limits of the mast arm foundation (mast arm is sunken into existing sidewalk), remove the existing mast arm anchor bolts, install concrete to bring the foundation level with the existing concrete, extend all conduits up through the new concrete, and provide and install four new galvanized steel 3/4" diameter anchor bolts. The anchor bolts shall be drilled into the concrete a minimum depth of 12 inches and set in place with epoxy.

The Contractor shall provide and install a temporary traffic signal post, head, and cable if needed for construction staging. The post may be connected to the existing traffic signal cable through the use of a temporary splice. The cost of the temporary traffic signal post and all other items required for construction staging shall be included in the bid price for this pay item.

US 24 (Washington) & Edmund: The Contractor shall remove the existing mast arm anchor bolts. The Contractor shall provide and install four new galvanized steel 3/4" diameter anchor bolts. The anchor bolts shall be drilled into the existing concrete sidewalk a minimum depth of 12 inches and set in place with epoxy.

Basis of Payment: This work will be paid for at the contract unit price each for TRAFFIC SIGNAL POST, SPECIAL which price shall be payment in full for all labor, material, and equipment required to provide and install the traffic signal post and base described above.

RELOCATE EXISTING SIGNAL HEAD

This work shall be in accordance with Sections 880, 895 and 1078 of the Standard Specifications except as modified herein.

Removal of the existing traffic signal heads and backplates is included in the pay item for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

The Contractor shall install the relocated heads and backplates on the proposed mast arms at locations as shown on the plan sheets. The existing bracketing is recent and shall be reused. The Contractor shall provide new hardware at no additional cost if the existing hardware can not be reused.

Basis of Payment: This work will be paid for at the contract unit price each for RELOCATE EXISTING SIGNAL HEAD which shall be payment in full for all labor, equipment, and materials required to install the existing signal head on a proposed mast arm as shown in the plan sheets.

RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD

This work shall be in accordance with Sections 881, 895 and 1078 of the Standard Specifications except as modified herein.

Removal of the existing pedestrian signal heads is included in the pay item for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

The Contractor shall install the relocated pedestrian heads on the proposed mast arms or traffic signal posts at locations as shown on the plan sheets. The existing bracketing and hardware may be reused. The Contractor shall provide new brackets and hardware at no additional cost if the existing equipment can not be reused.

Basis of Payment: This work will be paid for at the contract unit price each for RELOCATE EXISTING SIGNAL HEAD which shall be payment in full for all labor, equipment, and materials required to install the existing signal head on a proposed mast arm as shown in the plan sheets.

PEDESTRIAN PUSHBUTTON

This work shall be in accordance with Section 1074 of the Standard Specifications except as modified herein.

All pedestrian pushbuttons shall have a round case and be equipped with a 50mm (2") diameter mushroom head for easy access.

The pedestrian pushbuttons shall be of polycarbonate construction and shall have a black housing and a yellow button. The pushbutton shall utilize a solid state switch or reed relay.

The following models are approved for use within District 4: Polara, Model MPBP/BY or a Bumblebee Round Pushbutton.

The pedestrian pushbutton installation shall include all crossing signs and hardware required to mount the pedestrian pushbutton. All hardware shall be of stainless steel construction. All bolts shall be 1/4" Hex Head and no self tapping/drilling screws will be allowed.

The following pedestrian pushbutton signs currently meet Department Specifications: Pelco, Models SF-1013-08, SF-1014-08 or approved equivalent.

Basis of Payment: This work shall be paid for at the contract unit price each for PEDESTRIAN PUSHBUTTON and shall be payment in full for all labor, equipment, and materials required to supply and install the pedestrian pushbuttons described above, complete.

REMOVE EXISTING CONCRETE FOUNDATION

This work shall be in accordance with Sections 895 of the Standard Specifications except as modified herein.

The Contractor shall remove the existing foundations in accordance with Section 895.

The Contractor shall perform the following:

US 24 (Washington) & Edmund

The Contractor shall be responsible for patching the bituminous parking surface after removing the existing mast arm foundation. The Contractor, at his option, may use either bituminous or concrete. The patching work shall be completed to the satisfaction of the Engineer. This work shall be included in the bid price for this pay item.

Basis of Payment: This work will be paid for at the contract unit price each for REMOVE EXISTING CONCRETE FOUNDATION which shall be payment in full for all labor, equipment, and materials required to remove the existing foundation and patch the bituminous surface as described above.

SIDEWALK REMOVAL AND REPLACEMENT

Effective May 24, 2006

Description. Portland cement concrete sidewalk shall be removed and replaced at locations as indicated on the Plans. In general, this work will take place where underground electric cable in

existing conduit in-place under existing concrete sidewalk needs to be accessed. This work shall include removal of the existing sidewalk in accordance with Section 440 of the Standard Specifications, and installing new concrete sidewalk to replace the removed sidewalk in accordance with Section 424 of the Standard Specifications.

Materials. The newly constructed Portland cement concrete sidewalk shall meet the requirements of Section 424.02 of Standard Specifications. The thickness of the newly constructed concrete sidewalk shall match the thickness of the existing sidewalk.

Construction Requirements. The existing concrete sidewalk to be removed shall be as shown on the plans or as directed by the Engineer. The removal and disposal of the existing sidewalk shall be performed in accordance with Section 440 of the Standard Specifications.

The new Portland cement concrete sidewalk shall be constructed where the existing sidewalk has been removed, or as directed by the Engineer. Construction work shall be in accordance with Section 424 of the Standard Specifications.

Method of Measurement. Sidewalk Removal and Replacement shall be measured for payment in place, and the area computed in square feet of the newly installed concrete sidewalk. The amount of sidewalk removal shall be included in the cost of this pay item.

Basis of Payment: Payment will be paid for at the contract unit price per square feet of SIDEWALK REMOVAL AND REPLACEMENT. The price shall include payment in full for all required expansion joints, special texturing, variable height edge treatment at sidewalk ramps, and for removing and disposing of the entire quantity of sidewalk as required.

VIDEO VEHICLE DETECTION, 2 CAMERA

The video detection system shall be compatible with either Eagle or Econolite controllers and closed loop systems.

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

- Iteris Vantage Plus (2 Camera System)
- Iteris Edge 2 Processor (2 Camera System)
- Econolite Autoscope Solo Pro II (2 Camera System)
- Econolite Autoscope 2020 (2 Camera System) with Mini-Hub TS2 (Serial I/O) Detector Port Master Module Option
- Econolite RackVision System (2 Camera System) with TS2 Output Option (SDLC)

All video detection systems shall be equipped with the following number of detector channels:

US 24 (Washington) & South: 4
US 24 (Washington) & Cass: 4
US 24 (Washington) & Edmund: 4

The video vehicle detection system shall include all necessary electric and coaxial cable, electrical junction boxes, electrical and coaxial surge suppression, hardware (detector racks, bus interface units, SDLC cables, TS-2 power supplies, etc), camera brackets, software, set-up and programming, and all other items that are required for installation. These items should be taken into consideration and shall be included in the bid price for VIDEO VEHICLE DETECTION SYSTEM, 4 CAMERA.

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

Modifications to the existing controller cabinets and components will not be paid for separately and shall be included in the bid price for the video detection system.

A video monitor (12" black and white for black and white camera systems or 10" color for color camera systems) and USB Optical Mouse shall be included to allow for the setup and monitoring of the video detection system for systems that support on-screen programming.

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

The video vehicle system shall be configured and installed to NEMA TS2 Standards (use of the SDLC port and BIU) – TS-1 installations will not be accepted.

The existing intersections are configured as follows:

- US 24 (Washington) & South: Eagle EPAC3608M42 Controller, TS-2 Detector Rack with Detector BIU and Power Supply, TS-2 Backpanel, Type III Cabinet.
- US 24 (Washington) & Cass: Eagle EPAC3608M42 Controller, TS-2 Detector Rack with Detector BIU and Power Supply, TS-2 Backpanel, Type III Cabinet.
- US 24 (Washington) & Edmund: Eagle EPAC3608M42 Controller, TS-2 Detector Rack with Detector BIU and Power Supply, TS-2 Backpanel, Type III Cabinet.

The Contractor shall be responsible for furnishing and installing all camera brackets and hardware that are required for the camera installation. These brackets should be mounted on the luminaire extension arm, on the top of the mast arm strain pole, or as shown on the plan sheets and shall be of aluminum construction with a natural finish or powder coated steel.

Brackets for cameras mounted on mast arm strain poles shall provide an additional five feet of vertical height and brackets for cameras mounted on mast arms shall provide an additional four feet of vertical height. All brackets shall be submitted to the Department for approval prior to installation. The material and installation shall be completed to the satisfaction of the Engineer.

The Contractor shall supply and install a power strip with a minimum of six outlets and integral surge suppression that meets or exceeds the following minimum specifications:

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

The power strip shall be wired directly to the protected power terminals on the cabinet surge arrester. Any moving or rearrangement of cabinet shelves and/or components shall be included in this pay item.

Video Detection System Specifications

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

1.0 General

This Specification sets forth the minimum requirements for a system that monitors vehicles on a roadway via processing of video images and provides detector outputs to a traffic controller or similar device.

1.1 System Hardware

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

1.2 System Software

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

2.0 Functional Capabilities

2.1 Real-Time Detection

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

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

3.0 Vehicle Detection

3.1 Detection Zone Placement

The video detection system shall provide flexible detection zone placement anywhere and at any orientation within the combined field of view of the image sensors. In addition, detection zones shall have the capability of implementing logical functions including AND and OR.

3.2 Optimal Detection

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

3.3 Detection Performance

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

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

4.0 ACU Hardware

4.1 ACU Mounting

The ACU shall be shelf or rack mountable. Nominal outside dimensions excluding connectors shall not exceed 180mm (7.25") x 475mm (19") x 260mm (10.5") (H x W x D).

4.2 ACU Environmental

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

5.0 ACU Electrical

- 5.1 The ACU shall be modular in design and provide processing capability equivalent to the Intel Pentium microprocessor. The bus connections used to interconnect the modules of the ACU shall be gold-plated DIN connectors.
- 5.2 The ACU shall be powered by 89 - 135 VAC, 60 Hz, single phase, and draw 0.25 amps, or by 190 - 270 VAC, 50 Hz, single phase and draw 0.12 amps. If a rack mountable ACU is supplied, it shall be capable of operating from 10 to 28 VDC. The power supply shall automatically adapt to the input power level. Surge ratings shall be as set forth in the NEMA TS1 and TS2 specifications.
- 5.3 Serial communications to a remote computer equipped with remote monitoring software shall be through an RS-232 serial port. A 9-pin "D" subminiature connector on the front of the ACU shall be used for serial communications.
- 5.6 The ACU may be equipped with a NEMA TS1 detector interface for 32 detector outputs. Output level shall be compatible with the NEMA TS1, NEMA TS2 Type 2, Type 170 and Type 179 standards.
- 5.5 The ACU shall be equipped with a NEMA TS2 RS-485 SDLC interface for communicating input and output information. Front panel LEDs shall provide status information when communications are open.
- 5.6 The ACU and/or camera hookup panel shall be equipped with four RS-170 (B&W)/NTSC (color) composite video inputs for coaxial camera connections so that the signals from four image sensors can be processed in real-time.
- 5.7 The ACU shall be equipped with a port to provide communications to a computer running the remote access software.
- 5.8 The ACU and/or camera hookup panels used for a rack mountable ACU shall be equipped with a video output port.
- 5.9 The ACU shall be equipped with viewable front panel detection LED indications.

6.0 Camera

- 6.1 The video detection system shall use medium resolution, monochrome or color, image sensors as the video source for real-time vehicle detection. As a minimum, each image sensor shall provide the following capabilities:
 - a. Images shall be produced with a CCD sensing element with horizontal resolution of at least 500 lines and vertical resolution of at least 350 lines.
 - b. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as low as 0.1 lux at night.

- c. Useable video and resolvable features in the video image shall be produced when those features have luminance levels as high as 10,000 lux during the day.
 - d. Automatic gain, automatic iris, and absolute black reference controls shall be furnished.
 - e. An optical filter and appropriate electronic circuitry shall be included in the image sensor to suppress "blooming" effects at night.
 - f. The machine vision processor (MVP) may be enclosed within the camera.
- 6.2 The image sensor shall be equipped with an integrated zoom lens with zoom and focus capabilities that can be changed using either configuration computer software or hand-held controller.
- 6.3 The image sensor and lens assembly shall be housed in an environmental enclosure that provides the following capabilities:
- a. The enclosure shall be waterproof and dust-tight to NEMA-4 specifications.
 - b. The enclosure shall allow the image sensor to operate satisfactorily over an ambient temperature range from -34C to +74C while exposed to precipitation as well as direct sunlight.
 - c. The enclosure shall allow the image sensor horizon to be rotated in the field during installation.
 - d. The enclosure shall include a provision at the rear of the enclosure for connection of power and video signal cables fabricated at the factory. Input power to the environmental enclosure shall be either 115 VAC 60 Hertz or 24 VAC/DC 60 Hertz.
 - e. A heater shall be at the front of the enclosure to prevent the formation of ice and condensation in cold weather, as well as to assure proper operation of the lens' iris mechanism. The heater shall not interfere with the operation of the image sensor electronics, and it shall not cause interference with the video signal.
 - f. The enclosure shall be light-colored and shall include a sun shield to minimize solar heating. The front edge of the sunshield shall protrude beyond the front edge of the environmental enclosure and shall include provision to divert water flow to the sides of the sunshield. The amount of overhang of the sun shield shall be adjustable to prevent direct sunlight from entering the lens or hitting the faceplate.
 - g. The total weight of the image sensor in the environmental enclosure with sunshield shall be less than 2.7kg (6 pounds).

- h. When operating in the environmental enclosure with power and video signal cables connected, the image sensor shall meet FCC class B requirements for electromagnetic interference emissions.
- 6.4 The video output of the image sensor shall be isolated from earth ground. All video connections from the image sensor to the video interface panel shall also be isolated from earth ground.
- 6.5 The video output, communication, and power to the image sensor shall include transient protection to prevent damage to the sensor due to transient voltages occurring on the cable leading from the image sensor to other field locations.
- 6.6 A junction box shall be available as an option with each image sensor for installation on the structure used for image sensor mounting. The junction box shall contain a terminal block for terminating power to the image sensor and connection points for coaxial cables from the image sensor and from the ACU.
- 6.7 A video interface panel shall be available for installation inside of the traffic cabinet. The panel shall provide coaxial cable connection points and an Edco CNX06-BNCY or approved equal transient suppressor for each image sensor. The shield side of the coaxial cable connection at the transient suppressor shall be connected to earth ground via the transient suppressor.

If the coaxial cable used to connect the video signal from the image sensor to the ACU is to be routed through a conduit containing unbundled AC power cables, a video isolation amplifier shall be installed in addition to the video interface panel if there is interference. The isolation amplifier shall buffer the video signal and provide transient suppression. The isolation amplifier shall have a minimum common mode rejection ratio at 60 Hz of 100 dB.

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

7.0 Software

- 7.1 The system shall include the remote access software that is used to setup and configure the video detection system. The software shall be of the latest revision.
- 7.2 All necessary cable, adapters, and other equipment shall be included with the system.

8.0 Installation and Training

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

9.0 Warranty, Maintenance, and Support

- 9.1 The video detection system shall be warranted by its supplier for a minimum of two (2) years from date of turn-on. This warranty shall cover all material defects and shall also provide all parts and labor as well as unlimited technical support.
- 9.2 A warranty certificate shall be furnished for each video detection system that contains the unit serial number(s), terms of warranty, and effective dates.
- 9.3 Ongoing software support by the supplier shall include updates of the ACU and supervisor software. These updates shall be provided free of charge during the warranty period.
- 9.4 The supplier shall maintain a program for technical support and software updates following expiration of the warranty period. This program shall be made available to the contracting agency in the form of a separate agreement for continuing support.

Basis of Payment: This work shall be paid for at the contract unit price each for VIDEO VEHICLE DETECTION, 2 CAMERA. which price shall be payment in full for all labor, equipment, and materials required to provide, test, and install the video vehicle detection system described above, complete.

SIGNAL HEAD, SPECIAL

This work shall be in accordance with Sections 880, 895 and 1078 of the Standard Specifications, except as modified herein.

The Department shall provide a five-section polycarbonate signal head with LED modules and bracket mounts to the Contractor. The head will be delivered to the Contractor's shop or to the work site.

The Contractor shall install the bracket mounted head on the proposed mast arm at the intersection of US 24 (Washington) and MacArthur. The Contractor shall provide all hardware and other materials required to install the traffic signal head on the proposed mast arm.

Basis of Payment: This work will be paid for at the contract unit price each for SIGNAL HEAD, SPECIAL, which shall be payment in full for all labor, equipment and materials required to install the provided signal head on a proposed mast arm as shown in the plan sheets.

CONCRETE FOUNDATION, TYPE A

This work shall be in accordance with Sections 878, 1006, 1020, and 1067 of the Standard Specifications except as modified herein.

The Contractor shall remove all existing pieces of concrete and other debris that is required to install the conduit and foundation. The cost of this work shall be included in the bid price for this pay item.

Basis of Payment: This work will be paid for at the contract unit price per foot for CONCRETE FOUNDATION, TYPE A which price shall be payment in full for all labor, material, and equipment required to install the concrete foundation described above.

CONCRETE ADMIXTURES (BDE)

Effective: January 1, 2003

Revised: July 1, 2004

Revise Article 1020.05(b) of the Standard Specifications to read:

- “(b) Admixtures. Except as specified, the use of admixtures to increase the workability or to accelerate the hardening of the concrete will be permitted only when approved in writing by the Engineer. The Department will maintain an Approved List of Concrete Admixtures. When the Department permits the use of a calcium chloride accelerator, it shall be according to Article 442.02, Note 5.

When the atmosphere or concrete temperature is 18 °C (65 °F) or higher, a retarding admixture meeting the requirements of Article 1021.03 shall be used in the Class BD Concrete and portland cement concrete bridge deck overlays. The amount of retarding admixture to be used will be determined by the Engineer. The proportions of the ingredients of the concrete shall be the same as without the retarding admixture except that the amount of mixing water shall be reduced, as may be necessary, in order to maintain the consistency of the concrete as required. In addition, a high range water-reducing admixture shall be used in Class BD Concrete. The amount of high range water-reducing admixture will be determined by the Engineer. At the option of the Contractor, a water-reducing admixture may be used. Type I cement shall be used.

For Class PC and PS Concrete, a retarding admixture may be added to the concrete mixture when the concrete temperature is 18 °C (65 °F) or higher. Other admixtures may be used when approved by the Engineer, or if specified by the contract. If an accelerating admixture is permitted by the Engineer, it shall be the non-chloride type.

At the Contractor's option, admixtures in addition to an air-entraining admixture may be used for Class PP-1 concrete. The accelerator shall be the non-chloride type. If a water-reducing or retarding admixture is used, the cement factor may be reduced a maximum 18 kg/cu m (0.30 hundredweight/cu yd). If a high range water-reducing admixture is used, the cement factor may be reduced a maximum 36 kg/cu m (0.60 hundredweight/cu yd). Cement factor reductions shall not be cumulative when using multiple admixtures. An accelerator shall always be added prior to a high range water-reducing admixture, if both are used.

If Class C fly ash or ground granulated blast-furnace slag is used in Class PP-1 concrete, a water-reducing or high range water-reducing admixture shall be used. However, the cement factor shall not be reduced if a water-reducing, retarding, or high range water-reducing admixture is used. In addition, an accelerator shall not be used.

For Class PP-2 or PP-3 concrete, a non-chloride accelerator followed by a high range water-reducing admixture shall be used, in addition to the air-entraining admixture. For Class PP-3 concrete, the non-chloride accelerator shall be calcium nitrite.

For Class PP-2 or PP-3 concrete, the Contractor has the option to use a water-reducing admixture. A retarding admixture shall not be used unless approved by the Engineer. A water-reducing, retarding, or high range water-reducing admixture shall not be used to reduce the cement factor.

When the air temperature is less than 13 °C (55 °F) for Class PP-1 or PP-2 concrete, the non-chloride accelerator shall be calcium nitrite.

For Class PP-4 concrete, a high range water-reducing admixture shall be used in addition to the air-entraining admixture. The Contractor has the option to use a water-reducing admixture. An accelerator shall not be used. For stationary or truck mixed concrete, a retarding admixture shall be used to allow for haul time. The Contractor has the option to use a mobile portland cement concrete plant according to Article 1103.04, but a retarding admixture shall not be used unless approved by the Engineer. A water-reducing, retarding, or high range water-reducing admixture shall not be used to reduce the cement factor.

If the Department specifies a calcium chloride accelerator for Class PP-1 concrete, the maximum chloride dosage shall be 1.0 L (1.0 quart) of solution per 45 kg (100 lb) of cement. The dosage may be increased to a maximum 2.0 L (2.0 quarts) per 45 kg (100 lb) of cement if approved by the Engineer. If the Department specifies a calcium chloride accelerator for Class PP-2 concrete, the maximum chloride dosage shall be 1.3 L (1.3 quarts) of solution per 45 kg (100 lb) of cement. The dosage may be increased to a maximum 2.6 L (2.6 quarts) per 45 kg (100 lb) of cement if approved by the Engineer.

For Class PV, MS, SI, RR, SC and SH concrete, at the option of the Contractor, or when specified by the Engineer, a water-reducing admixture or a retarding admixture may be used. The amount of water-reducing admixture or retarding admixture permitted will be determined by the Engineer. The air-entraining admixture and other admixtures shall be added to the concrete separately, and shall be permitted to intermingle only after they have separately entered the concrete batch. The sequence, method and equipment for adding the admixtures shall be approved by the Engineer. The water-reducing admixture shall not delay the initial set of the concrete by more than one hour. Type I cement shall be used.

When a water-reducing admixture is added, a cement factor reduction of up to 18 kg/cu m (0.30 hundredweight/cu yd), from the concrete designed for a specific slump without the admixture, will be permitted for Class PV, MS, SI, RR, SC and SH concrete. When an approved high range water-reducing admixture is used, a cement factor reduction of up to 36 kg/cu m (0.60 hundredweight/cu yd), from a specific water cement/ratio without the admixture, will be permitted based on a 14 percent minimum water reduction. This is applicable to Class PV, MS, SI, RR, SC and SH concrete. A cement factor below 320 kg/cu m (5.35 hundredweight/cu yd) will not be permitted for Class PV, MS, SI, RR, SC and SH concrete. A cement factor reduction will not be allowed for concrete placed underwater. Cement factor reductions shall not be cumulative when using multiple admixtures.

For use of admixtures to control concrete temperature, refer to Articles 1020.14(a) and 1020.14(b).

The maximum slumps given in Table 1 may be increased to 175 mm (7 in.) when a high range water-reducing admixture is used for all classes of concrete except Class PV and PP.”

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 may 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 to the satisfaction of the Engineer as to manufacturer and trade name of the material they contain.

Prior to inclusion of a product on the Department's Approved List of Concrete Admixtures, the manufacturer shall submit a report prepared by an independent laboratory accredited by the AASHTO Accreditation Program. 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.

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 335 kg/cu m (5.65 cwt/cu yd). Compressive strength test results for six months and one year will not be required.

In addition to the report, 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 335 kg/cu m (5.65 cwt/cu yd). The manufacturer may select their lab or an independent lab to perform this testing. The laboratory is not required to be accredited by the AASHTO Accreditation Program.

Prior to the approval of an admixture, the Engineer may conduct all or part of the applicable tests on a sample that is representative of the material to be furnished. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 335 kg/cu m (5.65 cwt/cu yd). For freeze-thaw testing, the Department will perform the test according to Illinois Modified AASHTO T 161, Procedure B.

The manufacturer shall include in the submittal the following information according to ASTM C 494; the average and manufacturing range of specific gravity, the average and manufacturing range of solids in the solution, and the average and manufacturing range of pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

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 the AASHTO Accreditation Program.

All admixtures, except chloride-based accelerators, shall contain no more than 0.3 percent chloride by mass (weight).

1021.02 Air-Entraining Admixtures. Air-entraining admixtures shall conform to the requirements of AASHTO M 154.

If the manufacturer certifies that the air-entraining admixture is an aqueous solution of Vinsol resin that has been neutralized with sodium hydroxide (caustic soda), testing for compliance with the requirements may be waived by the Engineer. In the certification, the manufacturer shall show complete information with respect to the formulation of the solution, including the number of parts of Vinsol resin to each part of sodium hydroxide. Before the approval of its use is granted, the Engineer will test the solution for its air-entraining quality in comparison with a solution prepared and kept for that purpose.

1021.03 Retarding and Water-Reducing Admixtures. The admixture shall comply with the following requirements:

- (a) The retarding admixture shall comply with the requirements of AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).
- (b) The water-reducing admixture shall comply with the requirements of AASHTO M 194, Type A.
- (c) The high range water-reducing admixture shall comply with the requirements of AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding).

When a Type F or Type G high range water-reducing admixture is used, water-cement ratios shall be a minimum of 0.32.

Type F or Type G admixtures may be used, subject to the following restrictions:

For Class MS, SI, RR, SC and SH concrete, the water-cement ratio shall be a maximum of 0.44.

The Type F or Type G admixture shall be added at the jobsite unless otherwise directed by the Engineer. The initial slump shall be a minimum of 40 mm (1 1/2 in.) prior to addition of the Type F or Type G admixture, except as approved by the Engineer.

When a Type F or Type G admixture is used, retempering with water or with a Type G admixture will not be allowed. An additional dosage of a Type F admixture, not to exceed 40 percent of the original dosage, may be used to retemper concrete once, provided set time is not unduly affected. A second retempering with a Type F

admixture may be used for all classes of concrete except Class PP and SC, provided that the dosage does not exceed the dosage used for the first retempering, and provided that the set time is not unduly affected. No further retempering will be allowed.

Air tests shall be performed after the addition of the Type F or Type G admixture.

1021.04 Set Accelerating Admixtures. The admixture shall comply with the requirements of AASHTO M 194, Type C (accelerating) or Type E (water reducing and accelerating)”

CURING AND PROTECTION OF CONCRETE CONSTRUCTION (BDE)

Effective: January 1, 2004

Revised: November 1, 2005

Revise the second and third sentences of the eleventh paragraph of Article 503.06 of the Standard Specifications to read:

“Forms on substructure units shall remain in place at least 24 hours. The method of form removal shall not result in damage to the concrete.”

Delete the twentieth paragraph of Article 503.22 of the Standard Specifications.

Revise the “Unit Price Adjustments” table of Article 503.22 of the Standard Specifications to read:

| “UNIT PRICE ADJUSTMENTS | |
|--|----------------------------------|
| Type of Construction | Percent Adjustment in Unit Price |
| For concrete in substructures, culverts (having a waterway opening of more than 1 sq m (10 sq ft)), pump houses, and retaining walls (except concrete pilings, footings and foundation seals): | |
| When protected by: | |
| Protection Method II | 115% |
| Protection Method I | 110% |
| For concrete in superstructures: | |
| When protected by: | |
| Protection Method II | 123% |
| Protection Method I | 115% |
| For concrete in footings: | |
| When protected by: | |
| Protection Method I, II or III | 107% |
| For concrete in slope walls: | |
| When protected by: | |
| Protection Method I | 107%” |

Delete the fourth paragraph of Article 504.05(a) of the Standard Specifications.

Revise the second and third sentences of the fifth paragraph of Article 504.05(a) of the Standard Specifications to read:

“All test specimens shall be cured with the units according to Article 1020.13.”

Revise the first paragraph of Article 504.06(c)(6) of the Standard Specifications to read:

“Curing and Low Air Temperature Protection. The curing and protection for precast, prestressed concrete members shall be according to Article 1020.13 and this Article.”

Revise the first sentence of the second paragraph of Article 504.06(c)(6) of the Standard Specifications to read:

“For curing, air vents shall be in place and shall be so arranged that no water can enter the void tubes during the curing of the members.”

Revise the first sentence of the third paragraph of Article 504.06(c)(6) of the Standard Specifications to read:

“As soon as each member is finished, the concrete shall be covered with curing material according to Article 1020.13.”

Revise the eighth paragraph of Article 504.06(c)(6) of the Standard Specifications to read:

“The prestressing force shall not be transferred to any member before the concrete has attained the compressive strength of 28,000 kPa (4000 psi) or other higher compressive release strength specified on the plans, as determined from tests of 150 mm (6 in.) by 300 mm (12 in.) cylinders cured with the member according to Article 1020.13. Members shall not be shipped until 28-day strengths have been attained and members have a yard age of at least 4 days.”

Delete the third paragraph of Article 512.03(a) of the Standard Specifications.

Delete the last sentence of the second paragraph of Article 512.04(d) of the Standard Specifications.

Revise the “Index Table of Curing and Protection of Concrete Construction” table of Article 1020.13 of the Standard Specifications to read:

| “INDEX TABLE OF CURING AND PROTECTION OF CONCRETE CONSTRUCTION | | | |
|--|--|--------------------|---|
| TYPE OF CONSTRUCTION | CURING METHODS | CURING PERIOD DAYS | LOW AIR TEMPERATURE PROTECTION METHODS |
| Cast-in-Place Concrete: ^{11/} | | | |
| Pavement Shoulder | 1020.13(a)(1)(2)(3)(4)(5) ^{3/ 5/} | 3 | 1020.13(c) |
| Base Course | | | |
| Base Course Widening | 1020.13(a)(1)(2)(3)(4)(5) ^{1/ 2/} | 3 | 1020.13(c) |
| Driveway | | | |
| Median | | | |
| Curb | | | |
| Gutter | 1020.13(a)(1)(2)(3)(4)(5) ^{4/ 5/} | 3 | 1020.13(c) ^{16/} |
| Curb and Gutter | | | |
| Sidewalk | | | |
| Slope Wall | | | |
| Paved Ditch | | | |
| Catch Basin | | | |
| Manhole | 1020.13(a)(1)(2)(3)(4)(5) ^{4/} | 3 | 1020.13(c) |
| Inlet | | | |
| Valve Vault | | | |
| Pavement Patching | 1020.13(a)(1)(2)(3)(4)(5) ^{2/} | 3 ^{12/} | 1020.13(c) |
| Pavement Replacement | 1020.13(a)(1)(2)(3)(4)(5) ^{1/ 2/} | 3 | 442.06(h) and 1020.13(c) |
| Railroad Crossing | 1020.13(a)(3)(5) | 1 | 1020.13(c) |
| Piles | 1020.13(a)(3)(5) | 7 | 1020.13(e)(1)(2)(3) |
| Footings | | | |
| Foundation Seals | 1020.13(a)(1)(2)(3)(4)(5) ^{4/ 6/} | 7 | 1020.13(e)(1)(2)(3) |
| Substructure | 1020.13(a)(1)(2)(3)(4)(5) ^{1/ 7/} | 7 | 1020.13(e)(1)(2)(3) |
| Superstructure (except deck) | 1020.13(a)(1)(2)(3)(5) ^{8/} | 7 | 1020.13(e)(1)(2) |
| Deck | 1020.13(a)(5) | 7 | 1020.13(e)(1)(2) ^{17/} |
| Retaining Walls | 1020.13(a)(1)(2)(3)(4)(5) ^{1/ 7/} | 7 | 1020.13(e)(1)(2) |
| Pump Houses | 1020.13(a)(1)(2)(3)(4)(5) ^{1/} | 7 | 1020.13(e)(1)(2) |
| Culverts | 1020.13(a)(1)(2)(3)(4)(5) ^{4/ 6/} | 7 | 1020.13(e)(1)(2) ^{18/} |
| Other Incidental Concrete | 1020.13(a)(1)(2)(3)(5) | 3 | 1020.13(c) |
| Precast Concrete: ^{11/} | | | |
| Bridge Beams | | | |
| Piles | | | |
| Bridge Slabs | 1020.13(a)(3)(5) ^{9/ 10/} | As required. | ^{13/} 504.06(c)(6), 1020.13(e)(2) ^{19/} |
| Nelson Type Structural Member | | | |
| All Other Precast Items | 1020.13(a)(3)(4)(5) ^{2/ 9/ 10/} | As required. | ^{14/} 504.06(c)(6), 1020.13(e)(2) ^{19/} |
| Precast, Prestressed Concrete: ^{11/} | | | |
| All Items | 1020.13(a)(3)(5) ^{9/ 10/} | Until strand | ^{15/} 504.06(c)(6), 1020.13(e)(2) ^{19/} tensioning is released. |

Notes-General:

- 1/ Type I, membrane curing only
- 2/ Type II, membrane curing only
- 3/ Type III, membrane curing only
- 4/ Type I, II and III membrane curing
- 5/ Membrane curing will not be permitted between November 1 and April 15.
- 6/ The use of water to inundate footings, foundation seals or the bottom slab of culverts is permissible when approved by the Engineer, provided the water temperature can be maintained at 7 °C (45 °F) or higher.
- 7/ Asphalt Emulsion for Waterproofing may be used in lieu of other curing methods when specified and permitted according to Article 503.18.
- 8/ On non-traffic surfaces which receive protective coat according to Article 503.19, a linseed oil emulsion curing compound may be used as a substitute for protective coat and other curing methods. The linseed emulsion curing compound will be permitted between April 16 and October 31 of the same year, provided it is applied with a mechanical sprayer according to Article 1101.09 (b), and meets the material requirements of Article 1022.07.
- 9/ Steam curing (heat and moisture) is acceptable and shall be accomplished by the method specified in Article 504.06(c)(6).
- 10/ A moist room according to AASHTO M 201 is acceptable for curing.
- 11/ If curing is required and interrupted because of form removal for cast-in-place concrete items, precast concrete products, or precast prestressed concrete products, the curing shall be resumed within two hours from the start of the form removal.
- 12/ Curing maintained only until opening strength is attained, with a maximum curing period of three days.
- 13/ The curing period shall end when the concrete has attained the mix design strength. The producer has the option to discontinue curing when the concrete has attained 80 percent of the mix design strength or after seven days. All strength test specimens shall remain with the units and shall be subjected to the same curing method and environmental condition as the units, until the time of testing.
- 14/ The producer shall determine the curing period or may elect to not cure the product. All strength test specimens shall remain with the units and shall be subjected to the same curing method and environmental condition as the units, until the time of testing.
- 15/ The producer has the option to continue curing after strand release.
- 16/ When structural steel or structural concrete is in place above slope wall, Article 1020.13(c) shall not apply. The protection method shall be according to Article 1020.13(e)(1).
- 17/ When Article 1020.13(e)(2) is used to protect the deck, the housing may enclose only the bottom and sides. The top surface shall be protected according to Article 1020.13(e)(1).
- 18/ For culverts having a waterway opening of 1 sq m (10 sq ft) or less, the culverts may be protected according to Article 1020.13(e)(3).
- 19/ The seven day protection period in the first paragraph of Article 1020.13(e)(2) shall not apply. The protection period shall end when curing is finished. For the third paragraph of Article 1020.13(e)(2), the decrease in temperature shall be according to Article 504.06(c)(6)."

Add the following to Article 1020.13(a) of the Standard Specifications:

“(5) Wetted Cotton Mat Method. After the surface of concrete has been textured or finished, it shall be covered immediately with dry cotton mats. The cotton mats shall be placed in a manner which will not mar the concrete surface. A texture resulting from the cotton mat material is acceptable. The cotton mats shall then be wetted immediately and thoroughly soaked with a gentle spray of water. For bridge decks, a foot bridge shall be used to place and wet the cotton mats.

The cotton mats shall be maintained in a wetted condition until the concrete has hardened sufficiently to place soaker hoses without marring the concrete surface. The soaker hoses shall be placed on top of the cotton mats at a maximum 1.2 m (4 ft) spacing. The cotton mats shall be kept wet with a continuous supply of water for the remainder of the curing period. Other continuous wetting systems may be used if approved by the Engineer.

After placement of the soaker hoses, the cotton mats shall be covered with white polyethylene sheeting or burlap-polyethylene blankets.

For construction items other than bridge decks, soaker hoses or a continuous wetting system will not be required if the alternative method keeps the cotton mats wet. Periodic wetting of the cotton mats is acceptable.

For areas inaccessible to the cotton mats on bridge decks, curing shall be according to Article 1020.13(a)(3).”

Revise the first paragraph of Article 1020.13(c) of the Standard Specifications to read:

“Protection of Portland Cement Concrete, Other Than Structures, From Low Air Temperatures. When the official National Weather Service forecast for the construction area predicts a low of 0 °C (32 °F), or lower, or if the actual temperature drops to 0 °C (32 °F), or lower, concrete less than 72 hours old shall be provided at least the following protection.”

Delete Article 1020.13(d) and Articles 1020.13(d)(1),(2),(3),(4) of the Standard Specifications.

Revise the first five paragraphs of Article 1020.13(e) of the Standard Specifications to read:

“Protection of Portland Cement Concrete Structures From Low Air Temperatures. When the official National Weather Service Forecast for the construction area predicts a low below 7 °C (45 °F), or if the actual temperature drops below 7 °C (45 °F), concrete less than 72 hours old shall be provided protection. Concrete shall also be provided protection when placed during the winter period of December 1 through March 15. Concrete shall not be placed until the materials, facilities, and equipment for protection are approved by the Engineer.

When directed by the Engineer, the Contractor may be required to place concrete during the winter period. If winter construction is specified, the Contractor shall proceed with

the construction, including concrete, excavation, pile driving, steel erection, and all appurtenant work required for the complete construction of the item, except at times when weather conditions make such operations impracticable.

Regardless of the precautions taken, the Contractor shall be responsible for protection of the concrete placed and any concrete damaged by cold temperatures shall be removed and replaced at no additional cost to the Department.”

Add the following at the end of the third paragraph of Article 1020.13(e)(1) of the Standard Specifications:

“The Contractor shall provide means for checking the temperature of the surface of the concrete during the protection period.”

Revise the second sentence of the first paragraph of Article 1020.13(e)(2) of the Standard Specifications to read:

“The Contractor shall provide means for checking the temperature of the surface of the concrete or air temperature within the housing during the protection period.”

Delete the last sentence of the first paragraph of Article 1020.13(e)(3) of the Standard Specifications.

Add the following Article to Section 1022 of the Standard Specifications:

“1022.06 Cotton Mats. Cotton mats shall consist of a cotton fill material, minimum 400 g/sq m (11.8 oz/sq yd), covered with unsized cloth or burlap, minimum 200 g/sq m (5.9 oz/sq yd), and be tufted or stitched to maintain stability.

Cotton mats shall be in a condition satisfactory to the Engineer. Any tears or holes in the mats shall be repaired.”

Add the following Article to Section 1022 of the Standard Specifications:

“1022.07 Linseed Oil Emulsion Curing Compound. Linseed oil emulsion curing compound shall be composed of a blend of boiled linseed oil and high viscosity, heavy bodied linseed oil emulsified in a water solution. The curing compound shall meet the requirements of a Type I according to Article 1022.01, except the drying time requirement will be waived. The oil phase shall be 50 ± 4 percent by volume. The oil phase shall consist of 80 percent by mass (weight) boiled linseed oil and 20 percent by mass (weight) Z-8 viscosity linseed oil. The water phase shall be 50 ± 4 percent by volume.”

Revise Article 1020.14 of the Standard Specifications to read:

“1020.14 Temperature Control for Placement. Temperature control for concrete placement shall be according to the following.

- (a) Temperature Control other than Structures. The temperature of the concrete immediately before placement shall be a minimum of 10 °C (50 °F) and a maximum of 32 °C (90 °F). Aggregates and/or water shall be heated or cooled as necessary to produce concrete within these temperature limits.

When the temperature of the plastic concrete reaches 30 °C (85 °F), an approved retarding admixture shall be used or the approved water reducing admixture in use shall have its dosage increased by 50 percent over the dosage recommended on the Department's Approved List of Concrete Admixtures for the temperature experienced. The amount of retarding admixture to be used will be determined by the Engineer. This requirement may be waived by the Engineer when fly ash compensated mixtures are used.

Plastic concrete temperatures up to 35 °C (96 °F), as placed, may be permitted provided job site conditions permit placement and finishing without excessive use of water on and/or overworking of the surface. The occurrence within 24 hours of unusual surface distress shall be cause to revert to a maximum 32 °C (90 °F) plastic concrete temperature.

Concrete shall not be placed when the air temperature is below 5 °C (40 °F) and falling or below 2 °C (35 °F), without permission of the Engineer. When placing of concrete is authorized during cold weather, the Engineer may require the water and/or the aggregates to be heated to between 20 °C (70 °F) and 65 °C (150 °F). The aggregates may be heated by either steam or dry heat prior to being placed in the mixer. The apparatus used shall heat the mass uniformly and shall be so arranged as to preclude the possible occurrence of overheated areas which might damage the materials. No frozen aggregates shall be used in the concrete.

For pavement patching, refer to Article 442.06(e) for additional information on temperature control for placement.

- (b) Temperature Control for Structures. The temperature of the concrete, as placed in the forms, shall be a minimum of 10 °C (50 °F) and a maximum of 32 °C (90 °F). Aggregates and/or water shall be heated or cooled as necessary to produce concrete within these temperature limits. When insulated forms are used, the temperature of the concrete mixture shall not exceed 25 °C (80 °F). If the Engineer determines that heat of hydration might cause excessive temperatures in the concrete, the concrete shall be placed at a temperature between 10 °C (50 °F) and 15 °C (60 °F). When concrete is placed in contact with previously placed concrete, the temperature of the concrete may be increased as required to offset anticipated heat loss.

Concrete shall not be placed when the air temperature is below 7 °C (45 °F) and falling or below 4 °C (40 °F), without permission of the Engineer. When placing of concrete is authorized during cold weather, the Engineer may require the water and/or the aggregates to be heated to between 20 °C (70 °F) and 65 °C (150 °F). The aggregates may be heated by either steam or dry heat prior to being placed in the mixer. The

apparatus used shall heat the mass uniformly and shall be so arranged as to preclude the possible occurrence of overheated areas which might damage the materials. No frozen aggregates shall be used in the concrete.

When the temperature of the plastic concrete reaches 30 °C (85 °F), an approved retarding admixture shall be used or the approved water reducing admixture in use shall have its dosage increased by 50 percent over the dosage recommended on the Department's Approved List of Concrete Admixtures for the temperature experienced. The amount of retarding admixture to be used will be determined by the Engineer. This requirement may be waived by the Engineer when fly ash compensated mixtures are used.

- (c) Temperature. The concrete temperature shall be determined according to ASTM C 1064.”

FLAGGER VESTS (BDE)

Effective: April 1, 2003

Revised: January 1, 2006

Revise the first sentence of Article 701.04(c)(1) of the Standard Specifications to read:

“The flagger shall be stationed to the satisfaction of the Engineer and be equipped with a fluorescent orange, fluorescent yellow/green or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of the American National Standards Institute specification ANSI/ISEA 107-2004 for Conspicuity Class 2 garments and approved flagger traffic control signs conforming to Standard 702001 and Article 702.05(e).”

Revise Article 701.04(c)(6) of the Standard Specifications to read:

“(6) Nighttime Flagging. Flaggers shall be illuminated by an overhead light source providing a minimum vertical illuminance of 108 lux (10 fc) measured 300 mm (1 ft) out from the flagger's chest. The bottom of any luminaire shall be a minimum of 3 m (10 ft) above the pavement. Luminaire(s) shall be shielded to minimize glare to approaching traffic and trespass light to adjoining properties.

The flagger vest shall be a fluorescent orange or fluorescent orange and fluorescent yellow/green vest meeting the requirements of the American National Standards Institute specification ANSI/ISEA 107-1999 for Conspicuity Class 3 garments.”

FREEZE-THAW RATING (BDE)

Effective: November 1, 2002

Revise the first sentence of Article 1004.02(f) of the Standard Specifications to read:

“When coarse aggregate is used to produce portland cement concrete for base course, base course widening, pavement, driveway pavement, sidewalk, shoulders, curb, gutter,

combination curb and gutter, median, paved ditch or their repair using concrete, the gradation permitted will be determined from the results of the Department's Freeze-Thaw Test."

PARTIAL PAYMENTS (BDE)

Effective: September 1, 2003

Revise Article 109.07 of the Standard Specifications to read:

"109.07 Partial Payments. Partial payments will be made as follows:

- (a) **Progress Payments.** At least once each month, the Engineer will make a written estimate of the amount of work performed in accordance with the contract, and the value thereof at the contract unit prices. The amount of the estimate approved as due for payment will be vouchered by the Department and presented to the State Comptroller for payment. No amount less than \$1000.00 will be approved for payment other than the final payment.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved. Furthermore, progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics Lien Act, 770 ILCS 60/23(c).

- (b) **Material Allowances.** At the discretion of the Department, payment may be made for materials, prior to their use in the work, when satisfactory evidence is presented by the Contractor. Satisfactory evidence includes justification for the allowance (to expedite the work, meet project schedules, regional or national material shortages, etc.), documentation of material and transportation costs, and evidence that such material is properly stored on the project or at a secure location acceptable and accessible to the Department.

Material allowances will be considered only for nonperishable materials when the cost, including transportation, exceeds \$10,000 and such materials are not expected to be utilized within 60 days of the request for the allowance. For contracts valued under \$500,000, the minimum \$10,000 requirement may be met by combining the principal (material) product of no more than two contract items. An exception to this two item limitation may be considered for any contract regardless of value for items in which material (products) are similar except for type and/or size.

Material allowances shall not exceed the value of the contract items in which used and shall not include the cost of installation or related markups. Amounts paid by the Department for material allowances will be deducted from estimates due the Contractor as the material is used. Two-sided copies of the Contractor's cancelled checks for materials and transportation must be furnished to the Department within 60 days of payment of the allowances or the amounts will be reclaimed by the Department."

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: August 10, 2005

FEDERAL AID CONTRACTS. Add the following State of Illinois requirements to the Federal requirements contained in Section V of Form FHWA-1273:

“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. 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. 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: July 1, 2004

All personnel, excluding flaggers, working outside of a vehicle (car or truck) within 7.6 m (25 ft) of pavement open to traffic shall wear a fluorescent orange, fluorescent yellow/green or a combination of fluorescent orange and fluorescent yellow/.green vest meeting the requirements of the American National Standards Institute specification ANSI/ISEA 107-1999 for Conspicuity Class 2 garments. Other types of garments may be substituted for the vest as long as the garments have manufacturers tags identifying them as meeting the ANSI Class 2 requirement.

PORTLAND CEMENT (BDE)

Effective: January 1, 2005

Revised: November 1, 2005

Add the following paragraph after the last paragraph of Article 1001.01 of the Standard Specifications.

“For portland cement according to ASTM C 150, the bill of lading shall state if limestone has been added. The bill of lading shall also state that the limestone addition is not in excess of five percent by mass (weight) of the cement.”

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2002

Add the following paragraph after the fourth paragraph of Article 1103.01(b) of the Standard Specifications:

“The truck mixer shall be approved before use according to the Bureau of Materials and Physical Research’s Policy Memorandum, “Approval of Concrete Plants and Delivery Trucks”.”

Add the following paragraph after the first paragraph of Article 1103.01(c) of the Standard Specifications:

“The truck agitator shall be approved before use according to the Bureau of Materials and Physical Research’s Policy Memorandum, “Approval of Concrete Plants and Delivery Trucks”.”

Add the following paragraph after the first paragraph of Article 1103.01(d) of the Standard Specifications:

“The nonagitator truck shall be approved before use according to the Bureau of Materials and Physical Research’s Policy Memorandum, “Approval of Concrete Plants and Delivery Trucks”.”

Revise the first sentence of the first paragraph of Article 1103.02 of the Standard Specifications to read:

“The plant shall be approved before production begins according to the Bureau of Materials and Physical Research’s Policy Memorandum, “Approval of Concrete Plants and Delivery Trucks”.”

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.

TRAFFIC CONTROL DEFICIENCY DEDUCTION (BDE)

Effective: April 1, 1992

Revised: January 1, 2005

To ensure a prompt response to incidents involving the integrity of work zone traffic control, the Contractor shall provide a telephone number where a responsible individual can be contacted 24 hours-a-day.

When the Engineer is notified, or determines a traffic control deficiency exists, he/she 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 12 hours based upon the urgency of the situation and the nature of the deficiency. The Engineer shall be the sole judge.

A deficiency may be any lack of repair, maintenance, or non-compliance with the traffic control plan. A deficiency may also be applied to situations where corrective action is not an option such as the use of non-certified flaggers for short term operations; working with lane closures beyond the time allowed in the contract; or failure to perform required contract obligations such as traffic control surveillance.

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 \$1,000 or 0.05 percent of the awarded contract value, whichever is greater. For those deficiencies where corrective action was not an option this monetary deduction will be immediate.

In addition, if the Contractor fails to respond, the Engineer may correct the deficiency and the cost thereof will be deducted from monies due or which may become due the Contractor. This corrective action will in no way relieve the Contractor of his/her contractual requirements or responsibilities.

TRAFFIC SIGNAL GROUNDING (BDE)

Effective: April 1, 2006

Add the following paragraphs to the end of Article 807.01 of the Standard Specifications:

“The grounding system shall consist of a continuous, green, insulated conductor Type XLP, No. 6 AWG, stranded copper installed in raceways and bonded to each metal enclosure (handhole, post, mast arm pole, signal cabinet, etc.). All clamps shall be bronze or copper, UL approved.

A grounding cable with connectors shall be installed between each handhole cover and frame. The grounding cable shall be looped over cable hooks installed in the handholes and 1.5 m (5 ft) of slack shall be provided between the frame and cover.

All equipment grounding conductors shall terminate at the ground bus in the controller cabinet. The neutral conductor and the ground conductor shall be connected in the service installation. At no other point in the traffic signals system shall the neutral and ground conductors be connected.”

Revise Article 873.02 of the Standard Specifications to read:

“**873.02 Materials.** Materials shall be according to the following.

| Item | Article/Section |
|---|-----------------|
| (a) Electric Cable – Signal, Lead-in, Communication, Service, and Grounding | 1076.04 |
| (b) Conduit..... | 1088.01” |

Revise the last sentence of Article 873.05 of the Standard Specifications to read:

“The type specified will indicate the method of installation and whether the electric cable is Service, Signal, Lead-in, Communication, or Grounding.”

Revise the heading of Article 1076.04 of the Standard Specifications to read:

“1076.04 Electric Cable – Signal, Lead-in, Communication, Service, and Grounding.”

Add the following paragraph to the end of Article 1076.04 of the Standard Specifications:

“(e) Grounding Conductor. The cross linked polyethylene (XLP) insulated conductor shall be according to Articles 1066.02 and 1066.03. The stranded copper conductor shall be No. 6 AWG and the insulation color shall be green.”

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: January 1, 2003

Revised: November 1, 2004

Add the following to Article 702.01 of the Standard Specifications:

“All devices and combinations of devices shall meet the requirements of the National Cooperative Highway Research Program (NCHRP) Report 350 for their respective categories. The categories are as follows:

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, flexible delineators and plastic drums with no attachments. Category 1 devices shall be crash tested and accepted or may be self-certified by the manufacturer.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include drums and vertical panels with lights, barricades and portable sign supports. Category 2 devices shall be crash tested and accepted for Test Level 3.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions, truck mounted attenuators and other devices not meeting the definitions of Category 1 or 2. Category 3 devices shall be crash tested and accepted for either Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as arrow boards, changeable message signs, temporary traffic signals and area lighting supports. Currently, there is no implementation date set for this category and it is exempt from the NCHRP 350 compliance requirement.

The Contractor shall provide a manufacturer’s self-certification letter for each Category 1 device and an FHWA acceptance letter for each Category 2 and Category 3 device used on the contract. The letters shall state the device meets the NCHRP 350 requirements for its respective category and test level, and shall include a detail drawing of the device.”

Delete the third, fourth and fifth paragraphs of Article 702.03(b) of the Standard Specifications.

Delete the third sentence of the first paragraph of Article 702.03(c) of the Standard Specifications.

Revise the first sentence of the first paragraph of Article 702.03(e) of the Standard Specifications to read:

“Drums shall be nonmetallic and have alternating reflectorized Type AA or Type AP fluorescent orange and reflectorized white horizontal, circumferential stripes.”

Add the following to Article 702.03 of the Standard Specifications:

“(h) Vertical Barricades. Vertical barricades may be used in lieu of cones, drums or Type II barricades to channelize traffic.”

Delete the fourth paragraph of Article 702.05(a) of the Standard Specifications.

Revise the sixth paragraph of Article 702.05(a) of the Standard Specifications to read:

“When the work operations exceed four days, all signs shall be post mounted unless the signs are located on the pavement or define a moving or intermittent operation. When approved by the Engineer, a temporary sign stand may be used to support a sign at 1.2 m (5 ft) minimum where posts are impractical. Longitudinal dimensions shown on the plans for the placement of signs may be increased up to 30 m (100 ft) to avoid obstacles, hazards or to improve sight distance, when approved by the Engineer. “ROAD CONSTRUCTION AHEAD” signs will also be required on side roads located within the limits of the mainline “ROAD CONSTRUCTION AHEAD” signs.”

Delete all references to “Type 1A barricades” and “wing barricades” throughout Section 702 of the Standard Specifications.

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within 25 working days.

STEEL COST ADJUSTMENT (BDE)

Effective: April 2, 2004

Revised: July 1, 2004

Description. At the bidder’s option, a steel cost adjustment will be made to provide additional compensation to the Contractor or a credit to the Department for fluctuations in steel prices. The bidder must indicate on the attached form whether or not steel cost adjustments will be part of this contract. This attached form shall be submitted with the bid. Failure to submit the form shall make this contract exempt of steel cost adjustments.

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), frames and grates, and other miscellaneous items will be subject to a steel cost adjustment when the pay item 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) Evidence that increased or decreased steel costs have been passed on to the Contractor.
- (b) The dates and quantity of steel, in kg (lb), shipped from the mill to the fabricator.
- (c) The quantity of steel, in kg (lb), incorporated into the various items of work covered by this special provision. The Department reserves the right to verify submitted quantities.

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

$$SCA = Q \times D$$

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

$$D = CBP_M - CBP_L$$

Where: CBP_M = The average of the Consumer Buying Price indices for Shredded Auto Scrap (Chicago) and No. 1 Heavy Melt (Chicago) as published by the American Metal Market (AMM) for the day the steel is shipped from the mill. The indices will be converted from dollars per ton to dollars per kg (lb).

CBP_L = The average of the Consumer Buying Price indices for Shredded Auto Scrap (Chicago) and No. 1 Heavy Melt (Chicago) as published by the AMM for the day the contract is let. The indices will be converted from dollars per ton to dollars per kg (lb).

The unit masses (weights) 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 CBP_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 CBP_L and CBP_M in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(CBP_L - CBP_M) \div CBP_L\} \times 100$$

Steel cost adjustments will be calculated by the Engineer and will be paid or deducted when all other contract requirements for the steel items 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.

Attachment

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

RETURN WITH BID

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**OPTION FOR
STEEL COST ADJUSTMENT**

The bidder shall submit this form with his/her bid. Failure to submit the form shall make this contract exempt of steel 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 plans?

Yes No

Signature: _____ **Date:** _____

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|---------|------------------------------|--------|-------|-----|
| MKD. | DESIG. | | | TOTAL | NO. |
| VARIOUS | VARIOUS | D4 MAST ARM REPLACEMENT 2007 | PEORIA | 27 | 2 |

PROJECT STAGING

US 24 (WASHINGTON) & IL 8/29/16 (MACARTHUR)

THE CONTRACTOR WILL NOT BE ALLOWED TO COMMENCE CONSTRUCTION AT THIS INTERSECTION WHILE THIS INTERSECTION IS PART OF A DETOUR ROUTE FOR THE I-74 RECONSTRUCTION PROJECT (I-74 WESTBOUND IS CURRENTLY SCHEDULED TO OPEN ON NOVEMBER 17, 2006.)

THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO ALL-RED FLASH MODE TO FACILITATE THE INSTALLATION OF THE PROPOSED MAST ARMS, POSTS, AND SIGNAL HEADS.

THE CONTRACTOR SHALL FURNISH AND INSTALL A MINIMUM OF TWO STOP SIGNS PER APPROACH WHEN THE INTERSECTION IS OPERATING IN ALL-RED FLASH. THE TRAFFIC SIGNALS MAY BE PLACED INTO ALL-RED FLASH BETWEEN THE HOURS OF 8:30 AM AND 3:00 PM ONLY.

THE CONTRACTOR SHALL RESTORE THE TRAFFIC SIGNALS TO NORMAL OPERATION AT ALL OTHER TIMES UNLESS SPECIFICALLY DIRECTED OTHERWISE BY THE ENGINEER.

THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO FLASH FOR A MAXIMUM OF FOUR DAYS.

ALL COSTS (LABOR, EQUIPMENT, AND MATERIALS) ASSOCIATED WITH THE PROJECT STAGING SHALL BE INCLUDED IN THE BID PRICE FOR THE CONTRACT. THERE WILL BE NO ADDITIONAL COMPENSATION FOR ITEMS REQUIRED TO IMPLEMENT STAGING, INCLUDING BUT NOT LIMITED TO, TEMPORARY CABLE SPLICES, TEMPORARY TRAFFIC POSTS, AND PREMIUM TIME HOURS.

US 24 (WASHINGTON) & SOUTH; US 24 (WASHINGTON) & CASS; US 24 (WASHINGTON) & EDMUND

THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO ALL-RED FLASH MODE TO FACILITATE THE INSTALLATION OF THE PROPOSED MAST ARMS, POSTS, AND SIGNAL HEADS.

THE CONTRACTOR SHALL FURNISH AND INSTALL A MINIMUM OF TWO STOP SIGNS PER APPROACH WHEN THE INTERSECTION IS OPERATING IN ALL-RED FLASH. THE TRAFFIC SIGNALS MAY BE PLACED INTO ALL-RED FLASH BETWEEN THE HOURS OF 8:30 AM AND 3:30 PM ONLY.

THE CONTRACTOR SHALL RESTORE THE TRAFFIC SIGNALS TO NORMAL OPERATION AT ALL OTHER TIMES UNLESS SPECIFICALLY DIRECTED OTHERWISE BY THE ENGINEER.

ONLY ONE OF THESE INTERSECTIONS MAY BE PLACED INTO ALL-RED FLASH AT ANY GIVEN TIME.

THE CONTRACTOR WILL BE ALLOWED TO PLACE EACH INTERSECTION INTO FLASH FOR A MAXIMUM OF FOUR DAYS FOR EACH INTERSECTION.

ALL COSTS (LABOR, EQUIPMENT, AND MATERIALS) ASSOCIATED WITH THE PROJECT STAGING SHALL BE INCLUDED IN THE BID PRICE FOR THE CONTRACT. THERE WILL BE NO ADDITIONAL COMPENSATION FOR ITEMS REQUIRED TO IMPLEMENT STAGING, INCLUDING BUT NOT LIMITED TO, TEMPORARY CABLE SPLICES, TEMPORARY TRAFFIC POSTS, AND PREMIUM TIME HOURS.

IL 8/116 (LINCOLN AVE.) & ADAMS

THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO ALL-RED FLASH MODE TO FACILITATE THE INSTALLATION OF THE PROPOSED MAST ARMS.

THE CONTRACTOR SHALL FURNISH AND INSTALL A MINIMUM OF TWO STOP SIGNS PER APPROACH WHEN THE INTERSECTION IS OPERATING IN ALL-RED FLASH. THE TRAFFIC SIGNALS MAY BE PLACED INTO ALL-RED FLASH BETWEEN THE HOURS OF 8:30 AM AND 3:30 PM ONLY.

THE CONTRACTOR SHALL RESTORE THE TRAFFIC SIGNALS TO NORMAL OPERATION AT ALL OTHER TIMES UNLESS SPECIFICALLY DIRECTED OTHERWISE BY THE ENGINEER.

THE CONTRACTOR WILL BE ALLOWED TO PLACE THE INTERSECTION INTO FLASH FOR A MAXIMUM OF TWO DAYS.

ALL COSTS (LABOR, EQUIPMENT, AND MATERIALS) ASSOCIATED WITH THE PROJECT STAGING SHALL BE INCLUDED IN THE BID PRICE FOR THE CONTRACT. THERE WILL BE NO ADDITIONAL COMPENSATION FOR ITEMS REQUIRED TO IMPLEMENT STAGING, INCLUDING BUT NOT LIMITED TO, TEMPORARY CABLE SPLICES, TEMPORARY TRAFFIC POSTS, AND PREMIUM TIME HOURS.

COMMITMENTS

NO COMMITMENTS WERE MADE IN CONJUNCTION WITH THIS PROJECT.

COMMITMENTS AND
CONSTRUCTION STAGING
NOTES

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|---------|------------------------------|--------|-------|-----|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL | NO. |
| VARIOUS | VARIOUS | | | 27 | 3 |

CONSTRUCTION NOTES

THE EXISTING TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNALS.

ANY MAINTENANCE OF EXISTING TRAFFIC SIGNALS SHALL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL EXISTING AND PROPOSED STATE AND CITY OWNED TRAFFIC SIGNAL AND LIGHTING FACILITIES.

THE CONTRACTOR SHALL FURNISH A WARRANTY CERTIFICATE FOR VIDEO DETECTION EQUIPMENT THAT INCLUDES THE EQUIPMENT DESCRIPTION, SERIAL NUMBERS, EFFECTIVE DATES, AND THE WARRANTY DETAILS FOR EACH WARRANTY ITEM.

ALL TRAFFIC SIGNAL AND PEDESTRIAN SECTIONS SHALL HAVE 12" LED SECTIONS.

THE RED SECTIONS OF THE SIGNAL HEADS SHARING THE SAME MAST ARM SHALL BE LEVEL WITH ONE ANOTHER AND MAINTAIN A 16' MIN. CLEARANCE FROM THE HIGHEST POINT OF THE ROADWAY.

THE PROPOSED MAST ARM SIGNAL HEADS SHALL BE MOUNTED DIRECTLY OVER THE CENTER OF THEIR RESPECTIVE LANES.

THE COST FOR REPLACEMENT BRACKETING AND BRACKETING MODIFICATIONS REQUIRED TO INSTALL THE RELOCATED SIGNAL HEADS SHALL BE INCLUDED IN THE BID PRICE FOR THE RELOCATE SIGNAL HEAD AND PEDESTRIAN HEAD PAY ITEMS.

ALL PEDESTRIAN HEADS SHALL MAINTAIN A 7' MIN. VERTICAL CLEARANCE FROM THE GROUND.

ALL BRACKET MOUNTED HEADS SHALL MAINTAIN AN 8' MIN. VERTICAL CLEARANCE FROM THE GROUND.

ALL TRAFFIC SIGNAL POSTS SHALL BE GALVANIZED STEEL.

ALL TRAFFIC SIGNAL BRACKETS SHALL BE ALUMINUM, SCHEDULE 80.

THE COST FOR VIDEO DETECTION CABLE SHALL BE INCLUDED IN THE BID PRICE FOR THE PAY ITEM. THE QUANTITY AND TYPE MAY VARY DEPENDING UPON THE EQUIPMENT MANUFACTURER.

ALL CAMERA MOUNTING BRACKETS SHALL BE UNPAINTED ALUMINUM OR POWDER COATED STEEL. CAMERAS MOUNTED ON MAST ARM STRAIN POLES SHALL UTILIZE AN ASSEMBLY THAT PROVIDES AN ADDITIONAL FIVE FEET OF VERTICAL HEIGHT. THE COST FOR PROVIDING AND INSTALLING THE MOUNTING ASSEMBLIES SHALL BE INCLUDED IN THE BID PRICE FOR THE VIDEO DETECTION SYSTEM.

THE CONTRACTOR SHALL VERIFY THE ENGINEER OF TRAFFIC, RANDY LANINGA, TO OBTAIN APPROVAL FOR CAMERA LOCATIONS PRIOR TO INSTALLATION. THE CONTRACTOR WILL BE LIABLE FOR ALL COSTS ASSOCIATED WITH RELOCATING CAMERAS THAT WERE INSTALLED WITHOUT OBTAINING APPROVAL.

ALL PROPOSED AND EXISTING TRAFFIC SIGNAL MAST ARMS, POSTS, HANDHOLES (LIDS, RINGS, FRAMES), CONTROLLER CABINETS, PHOTOCCELL RELAYS, AND METALLIC CONDUITS SHALL BE GROUNDED IN ACCORDANCE WITH NEC REQUIREMENTS. THIS WORK WILL BE PAID FOR AS ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6, 1/C

THE PROPOSED CONDUIT SHALL BE COUPLED TO THE EXISTING CONDUIT. THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE CONDUIT PAY ITEMS.

ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.

ROUTE SECTION COUNTY SHEET
 MKD. DESIG. D4 MAST ARM REPLACEMENT 2007 PEORIA TOTAL NO.
 VARIOUS VARIOUS PEORIA 27 4

SUMMARY OF QUANTITIES

| CODE NUMBER | ITEM DESCRIPTION | UNIT | TOTAL QTY | CONST. TYPE CODE | | |
|-------------|---|-------|-----------|------------------|----------|------------|
| | | | | 90% STATE | 10% CITY | 100% STATE |
| 67100100 | MOBILIZATION | L SUM | 1 | 0.6 | 0.2 | 0.2 |
| 70102692 | TRAFFIC CONTROL & PROTECTION STANDARD 701802 | L SUM | 1 | 0.6 | 0.2 | 0.2 |
| 70102635 | TRAFFIC CONTROL & PROTECTION STANDARD 701701 | L SUM | 1 | 0.6 | 0.2 | 0.2 |
| 81012300 | CONDUIT IN TRENCH, 1" DIA., PVC | FOOT | 5 | | | 5 |
| 81012600 | CONDUIT IN TRENCH, 2" DIA., PVC | FOOT | 5 | 5 | | |
| 81100300 | CONDUIT ATTACHED TO STRUCTURE, 1", GALVANIZED STEEL | FOOT | 40 | 20 | | 20 |
| 81500200 | TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 10 | 5 | | 5 |
| 81702130 | ELECTRIC CABLE IN CONDUIT, 600V (XLP-USE) 1/C NO. 6 | FOOT | 128 | 56 | | 72 |
| 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 415.5 | 125.5 | 290 | |
| 87301245 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 2729 | 2597 | 132 | |
| 87301255 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 370 | | | 370 |
| 87502480 | TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT | EACH | 2 | 2 | | |
| 87701160 | STEEL MAST ARM ASSEMBLY AND POLE, 24 FT. (SPECIAL) | EACH | 1 | | | 1 |
| 87701180 | STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. (SPECIAL) | EACH | 6 | 6 | | |
| 87701190 | STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. (SPECIAL) | EACH | 1 | | 1 | |
| 87701200 | STEEL MAST ARM ASSEMBLY AND POLE, 32 FT. (SPECIAL) | EACH | 1 | | | 1 |
| 87800100 | CONCRETE FOUNDATION, TYPE A | FOOT | 3 | 3 | | |
| 87900100 | DRILL EXISTING FOUNDATION | EACH | 1 | | | 1 |

SUMMARY OF QUANTITIES

| | | | | |
|---------|---------|---------------------------------|--------|-------|
| ROUTE | | SECTION | COUNTY | SHEET |
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL |
| VARIOUS | VARIOUS | | | 27 |
| | | | | NO. |
| | | | | 5 |

| CODE NUMBER | ITEM DESCRIPTION | UNIT | TOTAL QTY | PEORIA COUNTY | | |
|-------------|---|---------|-----------|---|--|---|
| | | | | CONST. TYPE CODE | CONST. TYPE CODE | CONST. TYPE CODE |
| 88200410 | TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 16 | Y031-1F 90% STATE 10% CITY URBAN PEORIA | Y031-1F 93.3% STATE 6.7% CITY URBAN PEORIA | Y031-1F 100% STATE 0% CITY URBAN PEORIA |
| 88300100 | DIRECTIONAL LOUVER, TYPE A | EACH | 4 | | 4 | |
| 88800100 | PEDESTRIAN PUSHBUTTON | EACH | 6 | | 6 | |
| 89500100 | RELOCATE EXISTING SIGNAL HEAD | EACH | 4 | | 4 | |
| 89500200 | RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD | EACH | 5 | | 5 | |
| 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 5 | | 3 | 1 |
| 89502385 | REMOVE EXISTING CONCRETE FOUNDATION | EACH | 2 | | 2 | |
| X0323372 | VIDEO VEHICLE DETECTION, 2 CAMERAS | EACH | 3 | | 3 | |
| X8730027 | ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C | FOOT | 1177 | | 809 | 16 352 |
| X8800020 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 13 | | 8 | 4 1 |
| X8800035 | SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 8 | | 8 | |
| X8800036 | SIGNAL HEAD, LED, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, MAST ARM MOUNTED | EACH | 3 | | | 3 |
| X8950210 | REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE | EACH | 2 | | 2 | |
| XX001306 | SIDEWALK REMOVAL AND REPLACEMENT | SQ. FT. | 12.5 | | | 12.5 |
| X0325272 | TRAFFIC SIGNAL POST, SPECIAL | EACH | 2 | | 2 | |
| X0325273 | REMOVE AND REINSTALL VIDEO DETECTION CAMERA | EACH | 2 | | | 2 |
| X0325274 | SIGNAL HEAD, SPECIAL | EACH | 1 | | | 1 |

*

| | | | | | | | |
|---------|---------|------------------------------|--|--------|--|-------|-----|
| ROUTE | | SECTION | | COUNTY | | SHEET | |
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | | PEORIA | | TOTAL | NO. |
| VARIOUS | VARIOUS | REPLACEMENT 2007 | | PEORIA | | 27 | 6 |

| SCHEDULE OF QUANTITIES | | | | | | | |
|---|-------|-----------|---|-----------------------------|---------------------------|----------------------------|----------------------------|
| ITEM DESCRIPTION | UNIT | TOTAL QTY | US 24 (WASHINGTON & IL 8/116 (MACARTHUR)) | US 24 (WASHINGTON & EDMUND) | US 24 (WASHINGTON & CASS) | US 24 (WASHINGTON & SOUTH) | IL 8/116 (LINCOLN & ADAMS) |
| MOBILIZATION | L SUM | 1 | 0.2 | | 0.2 | | 0.2 |
| TRAFFIC CONTROL & PROTECTION STANDARD 701602 | L SUM | 1 | 0.2 | | 0.2 | | 0.2 |
| TRAFFIC CONTROL & PROTECTION STANDARD 701701 | L SUM | 1 | 0.2 | | 0.2 | | 0.2 |
| CONDUIT IN TRENCH, 1" DIA., PVC | FOOT | 5 | 5 | | | | |
| CONDUIT IN TRENCH, 2" DIA., PVC | FOOT | 5 | | | | 5 | |
| CONDUIT ATTACHED TO STRUCTURE, 1", GALVANIZED STEEL | FOOT | 40 | 20 | | | 20 | |
| TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 10 | 5 | | | 5 | |
| ELECTRIC CABLE IN CONDUIT, 600V (XLP-USE) 1/C NO. 6 | FOOT | 128 | 72 | | | 56 | |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14-3C | FOOT | 415.5 | | 157.5 | 132.5 | 125.5 | |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14-5C | FOOT | 2729 | | 819 | 812 | 986 | 132 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14-7C | FOOT | 370 | 370 | | | | |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT | EACH | 2 | | | | 2 | |
| STEEL MAST ARM ASSEMBLY AND POLE, 24 FT. (SPECIAL) | EACH | 1 | 1 | | | | 1 |
| STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. (SPECIAL) | EACH | 6 | | 2 | | 2 | |
| STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. (SPECIAL) | EACH | 1 | | | | | 1 |
| STEEL MAST ARM ASSEMBLY AND POLE, 32 FT. (SPECIAL) | EACH | 1 | 1 | | | | |
| CONCRETE FOUNDATION, TYPE A | FOOT | 3 | | | | | 3 |
| DRILL EXISTING FOUNDATION | EACH | 1 | 1 | | | | |

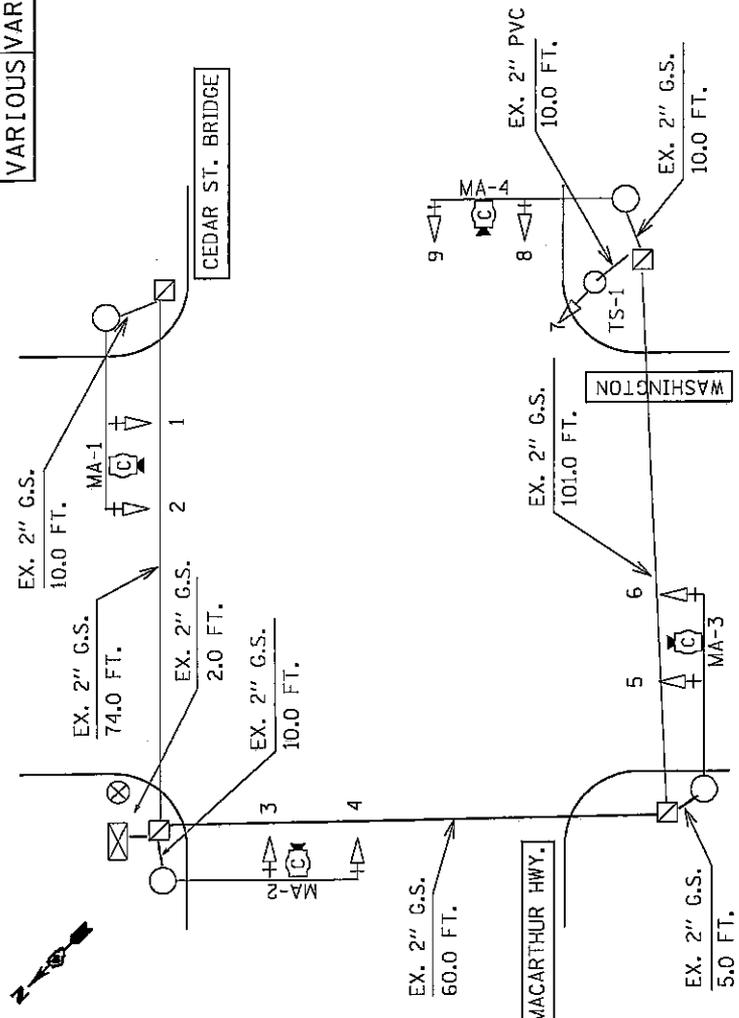
SCHEDULE OF QUANTITIES

| | | | | |
|---------|---------|------------------------------|--------|-------|
| ROUTE | | SECTION | COUNTY | SHEET |
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | | TOTAL |
| VARIOUS | VARIOUS | PEORIA | PEORIA | 27 |
| | | | | 7 |

| SCHEDULE OF QUANTITIES | | | | | | | |
|---|---------|-----------|---|-----------------------------|---------------------------|----------------------------|----------------------------|
| ITEM DESCRIPTION | UNIT | TOTAL QTY | US 24 (WASHINGTON) & IL 8/116 (MACARTHUR) | US 24 (WASHINGTON) & EDMUND | US 24 (WASHINGTON) & CASS | US 24 (WASHINGTON) & SOUTH | IL 8/116 (LINCOLN) & ADAMS |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 16 | 4 | 2 | 2 | 4 | 4 |
| DIRECTIONAL LOUVER, TYPE A | EACH | 4 | | | | | 4 |
| PEDESTRIAN PUSHBUTTON | EACH | 6 | | 2 | 2 | 2 | |
| RELOCATE EXISTING SIGNAL HEAD | EACH | 4 | | 2 | | | |
| RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD | EACH | 5 | | 1 | 2 | 2 | |
| REMOVE EXISTING CONCRETE FOUNDATION | EACH | 2 | | 1 | 1 | | |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 5 | 1 | 1 | 1 | 1 | 1 |
| VIDEO VEHICLE DETECTION, 2 CAMERAS | EACH | 3 | | 1 | 1 | 1 | |
| ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6/1C | FOOT | 1176.5 | 352 | 302.5 | 248.5 | 257.5 | 16 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 13 | 1 | 2 | 2 | 4 | 4 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 8 | | 2 | 2 | 4 | |
| SIGNAL HEAD, LED, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, MAST ARM MOUNTED | EACH | 3 | 3 | | | | |
| REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE | EACH | 2 | | 1 | 1 | | |
| SIDEWALK REMOVAL AND REPLACEMENT | SQ. FT. | 12.5 | 12.5 | | | | |
| TRAFFIC SIGNAL POST, SPECIAL | EACH | 2 | | 1 | 1 | | |
| REMOVE AND REINSTALL VIDEO DETECTION CAMERA | EACH | 2 | 2 | | | | |
| SIGNAL HEAD, SPECIAL | EACH | 1 | 1 | | | | |

SCHEDULE OF QUANTITIES

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|---------|------------------------------|--------|-------|-----|
| MKD. | DESIG. | | | TOTAL | NO. |
| VARIOUS | VARIOUS | D4 MAST ARM REPLACEMENT 2007 | PEORIA | 27 | 8 |



- TRAFFIC SIGNAL LEGEND
- ☒ EX. TRAFFIC SIGNAL CONTROLLER
 - ☐ EX. HANDHOLE
 - EX. STEEL MAST ARM ASSEMBLY AND POLE
 - EX. TRAFFIC SIGNAL CONDUIT
 - + EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
 - ◻ EX. VIDEO DETECTION CAMERA
 - EX. TRAFFIC SIGNAL POST
 - ⊗ EX. TRAFFIC SIGNAL POST

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 1.0 EACH (INCLUDES ALL ITEMS LISTED BELOW)
 US 24 (WASHINGTON ST.) & IL 8/29/116 (MACARTHUR)

THE FOLLOWING ITEMS SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY OF PEORIA, 3505 N. DRIES LANE, PEORIA, IL. THE POINT OF CONTACT IS CRAIG ESPINOSA AT (309) 494-8893.

- 1 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE (#5)
- 3 EACH SIGNAL HEAD, 1-FACE, 4-SECTION, MAST ARM MOUNTED WITH BACKPLATE (#3,#4,#6)

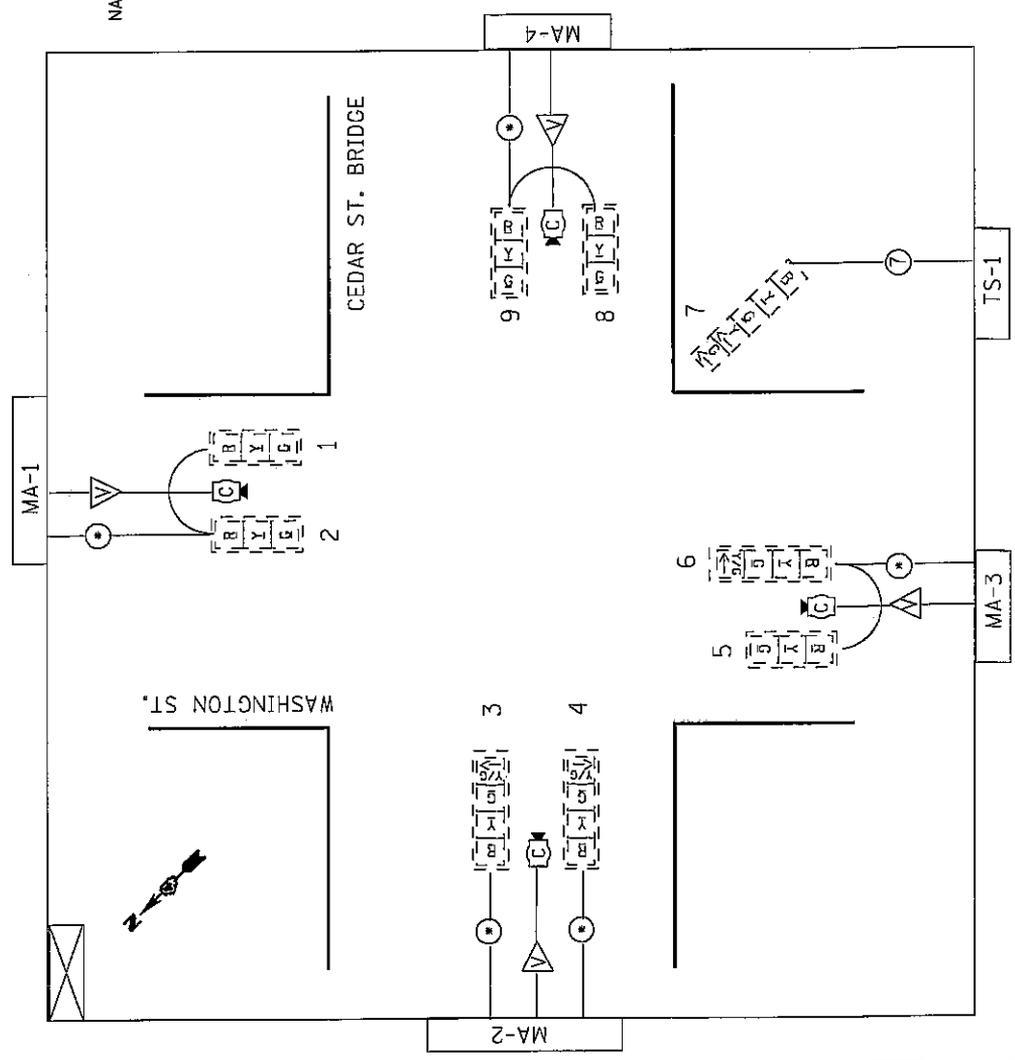
THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

- 2 EACH STEEL MAST ARM ASSEMBLY AND POLE (MA-2, MA-3)
- ALL ELECTRIC CABLE IN CONDUIT TO MA-2, MA-3 (SIGNAL HEAD CABLE ONLY)
- ALL SERVICE CABLE

NOT TO SCALE

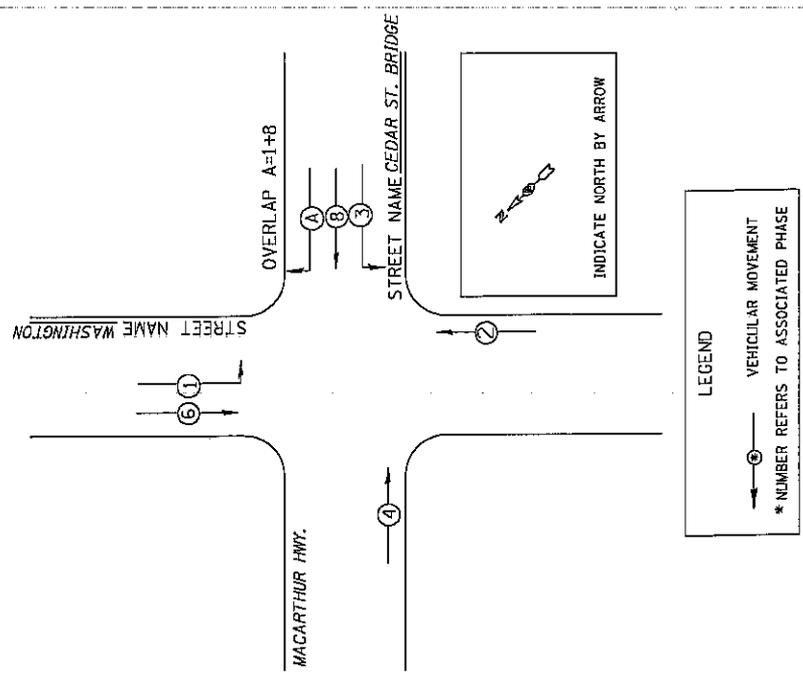
EXISTING TRAFFIC SIGNALS
 US 24 (WASHINGTON ST.) &
 IL 8/29/116 (MACARTHUR)

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------------------|--------|-----------|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL NO. |
| VARIOUS | VARIOUS | | | |
| | | | | 9 |



EXISTING PHASE DIAGRAM

NAME OF INTERSECTION US 24 (WASHINGTON) & IL 8/29/116 (MACARTHUR)

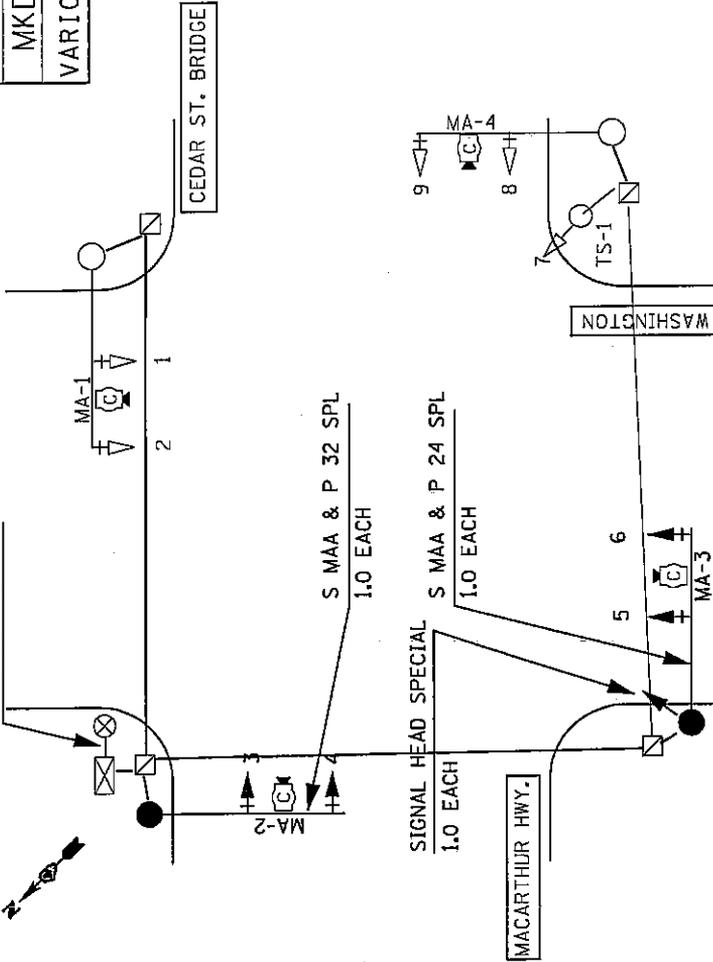


- EX. ELCBL C SIGNAL
- EX. VIDEO DETECTION CABLE
- EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
- EX. VIDEO DETECTION CAMERA

EXISTING CABLE DIAGRAM
 US 24 (WASHINGTON ST.) &
 IL 8/29/116 (MACARTHUR)

| | | | | |
|---------|---------|------------------|--------|-------|
| ROUTE | | SECTION | COUNTY | SHEET |
| MKD. | DESIG. | D4 MAST ARM | PEORIA | TOTAL |
| VARIOUS | VARIOUS | REPLACEMENT 2007 | | NO. |
| | | | | 27 |
| | | | | 10 |

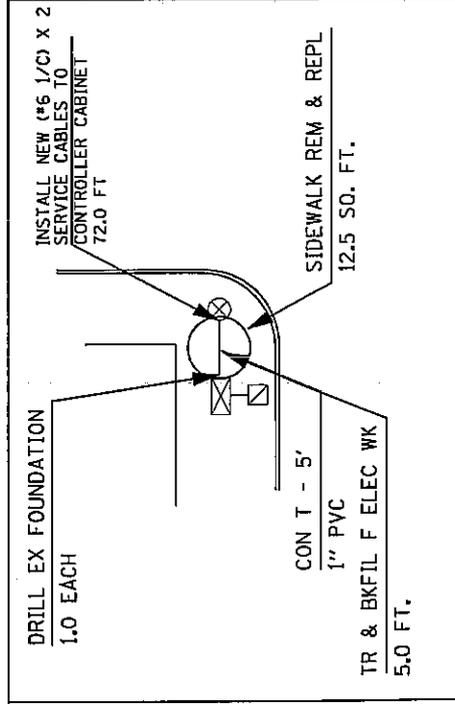
SEE DETAIL "A"



TRAFFIC SIGNAL LEGEND

- ⊠ EX. TRAFFIC SIGNAL CONTROLLER
- ⊞ EX. HANDHOLE
- EX. STEEL MAST ARM ASSEMBLY AND POLE
- EX. TRAFFIC SIGNAL CONDUIT
- + EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
- Ⓢ EX. VIDEO DETECTION CAMERA
- EX. TRAFFIC SIGNAL POST
- PROP. STEEL MAST ARM ASSEMBLY AND POLE
- + PROP. TRAFFIC SIGNAL HEAD WITH BACKPLATE
- PROP. TRAFFIC SIGNAL CONDUIT

DETAIL "A"



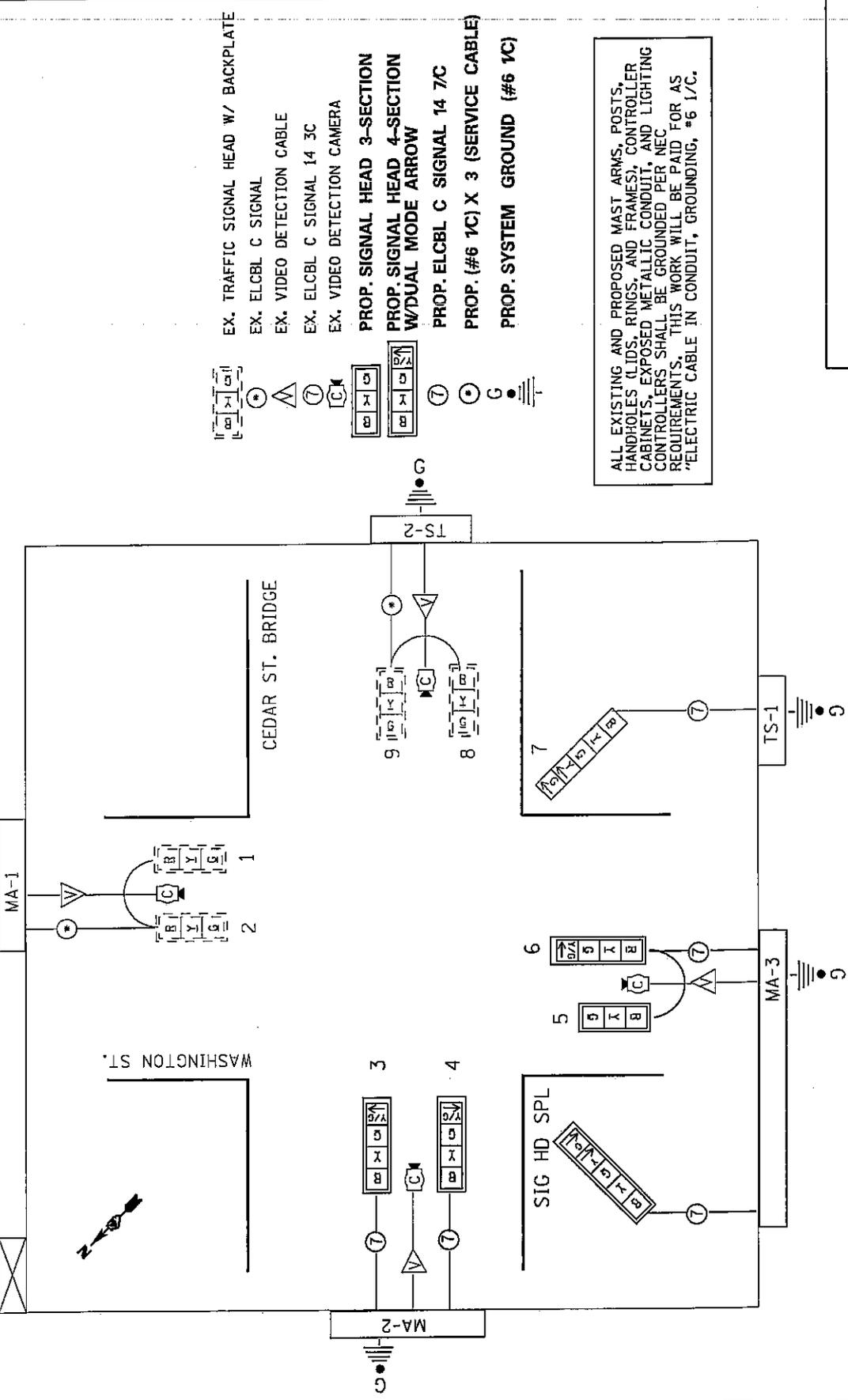
NOT TO SCALE

| ITEM DESCRIPTION | UNIT | QTY |
|---|---------|------|
| ELECTRIC CABLE IN CONDUIT, 600V (XLP-USE) 1/C NO. 6 | FOOT | 72 |
| CONDUIT ATTACHED TO STRUCTURE, 1", GALVANIZED STEEL | FOOT | 20 |
| CONDUIT IN TRENCH, 1" DIA., PVC | FOOT | 5 |
| TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 5 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C | FOOT | 370 |
| STEEL MAST ARM ASSEMBLY AND POLE, 24 FT. (SPECIAL) | EACH | 1 |
| STEEL MAST ARM ASSEMBLY AND POLE, 32 FT. (SPECIAL) | EACH | 1 |
| DRILL EXISTING FOUNDATION | EACH | 1 |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 4 |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 |
| SIDEWALK REMOVAL AND REPLACEMENT | SQ. FT. | 12.5 |
| ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C | FOOT | 352 |
| REMOVE AND REINSTALL VIDEO DETECTION SYSTEM CAMERA | EACH | 2 |
| SIGNAL HEAD SPECIAL | EACH | 1 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 1 |
| SIGNAL HEAD, LED, 1-FACE, 4-SECTION, WITH ONE DUAL-INDICATION SECTION, MAST ARM MOUNTED | EACH | 3 |

BILL OF MATERIALS - US 24 (WASHINGTON ST.) & IL 8/29/116 (MACARTHUR)

PROPOSED TRAFFIC SIGNALS
US 24 (WASHINGTON ST.) &
IL 8/29/116 (MACARTHUR)

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------------------|--------|-------|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL |
| VARIOUS | VARIOUS | | | 27 |
| | | | | NO. |
| | | | | 11 |

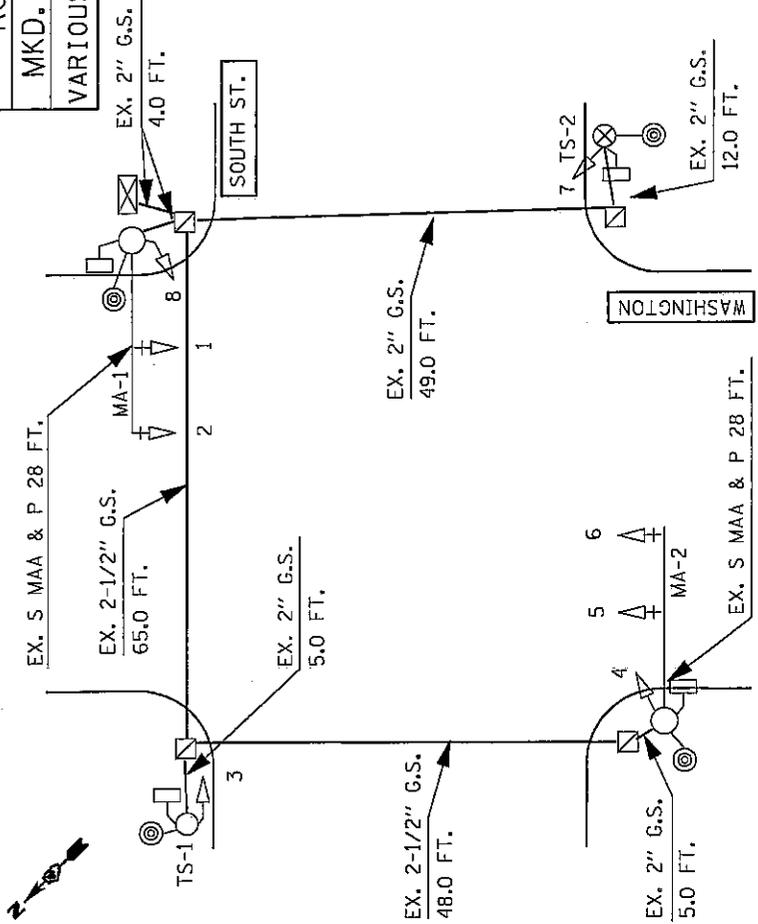


- EX. TRAFFIC SIGNAL HEAD W/ BACKPLATE
- EX. ELCBL C SIGNAL
- EX. VIDEO DETECTION CABLE
- EX. ELCBL C SIGNAL 14 3C
- EX. VIDEO DETECTION CAMERA
- PROP. SIGNAL HEAD 3-SECTION
- PROP. SIGNAL HEAD 4-SECTION W/DUAL MODE ARROW
- PROP. ELCBL C SIGNAL 14 7C
- PROP. (#6 1C) X 3 (SERVICE CABLE)
- PROP. SYSTEM GROUND (#6 1C)

ALL EXISTING AND PROPOSED MAST ARMS, POSTS, HANDHOLES (LIDS, RINGS, AND FRAMES), CONTROLLER CABINETS, EXPOSED METALLIC CONDUIT, AND LIGHTING CONTROLLERS SHALL BE GROUNDED PER NEC REQUIREMENTS. THIS WORK WILL BE PAID FOR AS "ELECTRIC CABLE IN CONDUIT, GROUNDING, #6 1/C."

PROPOSED CABLE DIAGRAM
 US 24 (WASHINGTON ST.) &
 IL 8 (MACARTHUR HWY.)

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|---------|------------------------------|--------|-------|-----|
| MKD. | DESIG. | | | TOTAL | NO. |
| VARIOUS | VARIOUS | D4 MAST ARM REPLACEMENT 2007 | PEORIA | 27 | 12 |



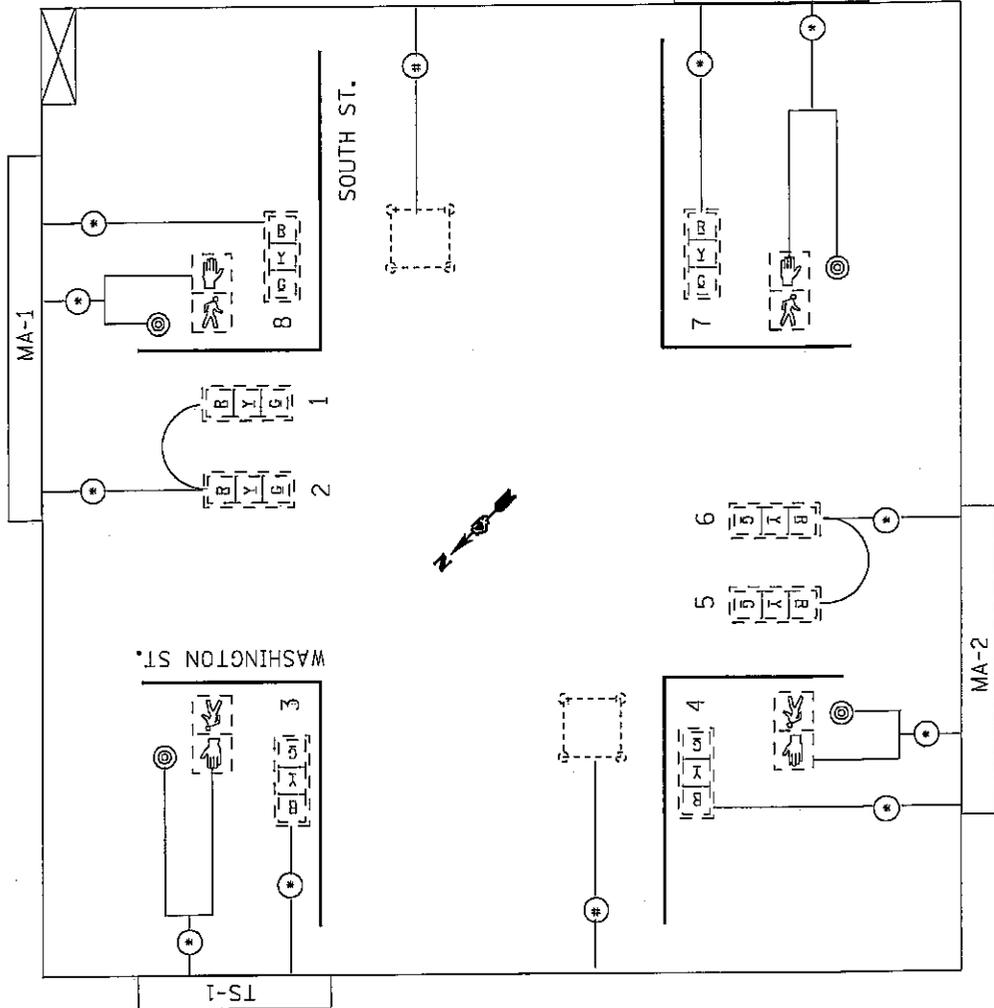
- TRAFFIC SIGNAL LEGEND
- ☒ EX. TRAFFIC SIGNAL CONTROLLER
 - ☑ EX. HANDHOLE
 - EX. STEEL MAST ARM ASSEMBLY AND POLE
 - EX. TRAFFIC SIGNAL CONDUIT
 - + EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
 - ⊗ EX. WOOD POLE
 - EX. TRAFFIC SIGNAL POST

NOT TO SCALE

EXISTING TRAFFIC SIGNALS
US 24 (WASHINGTON ST.) &
SOUTH ST.

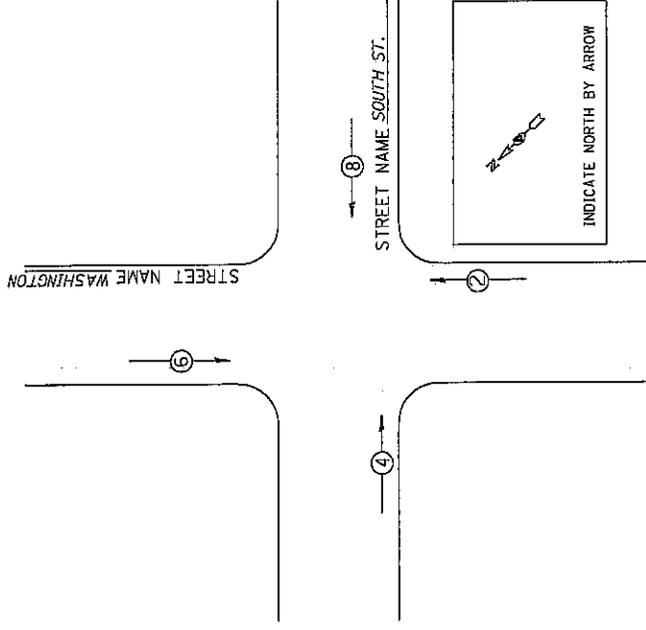
- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 1.0 EACH (INCLUDES ALL ITEMS LISTED BELOW)**
US 24 (WASHINGTON ST.) & SOUTH ST.
- THE FOLLOWING ITEMS SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY OF PEORIA, 3505 N. DRIES LANE, PEORIA, IL. THE POINT OF CONTACT IS CRAIG ESPINOSA AT (309) 494-8893.
- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE (#1, #2, #5, #6)
 - 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED (#3, #4, #7, #8)
 - 4 EACH PEDESTRIAN SIGNAL HEAD, 1 FACE, 1 OR 2 SECTION
- THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.
- 2 EACH STEEL MAST ARM ASSEMBLY AND POLE WITH PEDESTRIAN PUSHBUTTONS (MA-1, MA-2)
 - 1 EACH TRAFFIC SIGNAL POST (TS-1) WITH PEDESTRIAN PUSHBUTTON
 - ALL ELECTRIC CABLE IN CONDUIT
 - ALL SERVICE CABLE

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|--------|---|--------|-------|
| MKD. | DESIG. | D4 MAST ARM VARIOUS REPLACEMENT 2007 | PEORIA | TOTAL |
| VARIOUS | | | | NO. |
| | | | | 27 |
| | | | | 13 |



EXISTING PHASE DIAGRAM

NAME OF INTERSECTION US 24 (WASHINGTON) & SOUTH ST.



LEGEND
 — (with arrow) — VEHICULAR MOVEMENT
 * NUMBER REFERS TO ASSOCIATED PHASE

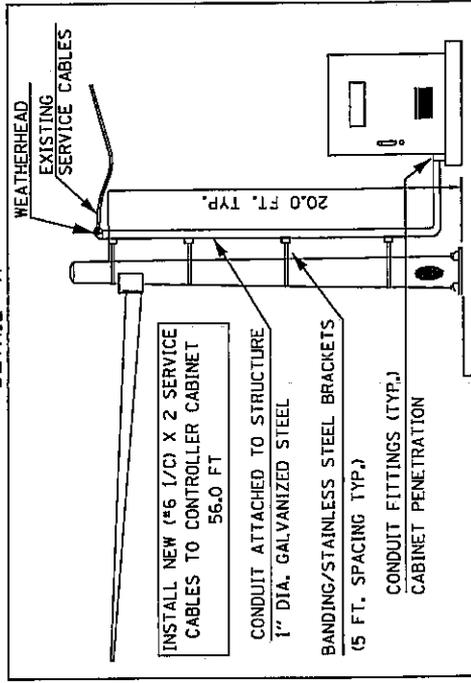
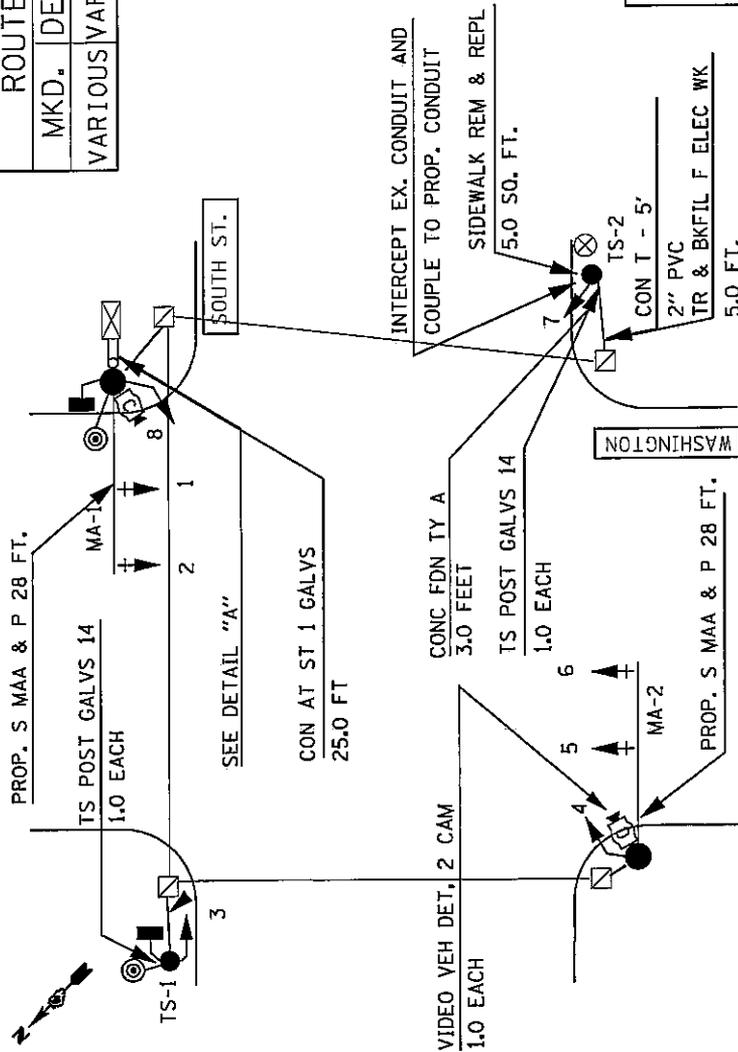
- ⊙ EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
- ⊕ EX. DETECTOR LOOP CABLE (#12 2/C)
- ⊙ EX. ELCBL C SIGNAL #12 7/C
- ⊕ EX. 6' X 15' DETECTOR LOOP

**EXISTING CABLE DIAGRAM
 US 24 (WASHINGTON ST.) &
 SOUTH ST.**

| | | | |
|-------------|------------------------------|--------|--------------|
| ROUTE | SECTION | COUNTY | SHEET |
| MKD. DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL NO. 27 |
| VARIOUS | VARIOUS | | 14 |

TRAFFIC SIGNAL LEGEND

- ☒ EX. TRAFFIC SIGNAL CONTROLLER
- ☒ EX. HANDHOLE
- EX. TRAFFIC SIGNAL CONDUIT
- ⊗ EX. WOOD POLE
- PROP. TRAFFIC SIGNAL POST (GALVANIZED STEEL)
- + PROP. STEEL MAST ARM ASSEMBLY AND POLE
- + PROP. TRAFFIC SIGNAL HEAD WITH BACKPLATE
- + PROP. TRAFFIC SIGNAL CONDUIT
- Ⓜ PROP. VIDEO DETECTION CAMERA
- Ⓞ PROP. PEDESTRIAN PUSHBUTTON
- Ⓜ- PROP. PEDESTRIAN SIGNAL HEAD (INSTALL ONLY)



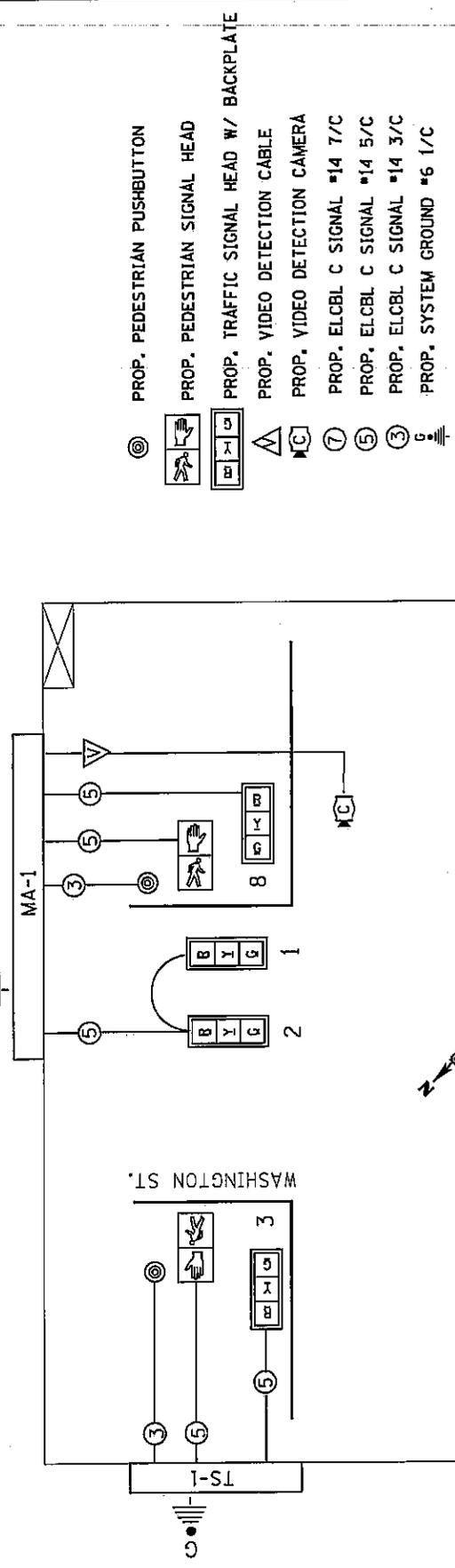
| ITEM DESCRIPTION | UNIT | QTY |
|---|------|-------|
| ELECTRIC CABLE IN CONDUIT, 600V (XLP-USE) 1/C NO. 6 | FOOT | 56 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 125.5 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 966 |
| STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. (SPECIAL) | EACH | 2 |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 |
| ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C | FOOT | 257.5 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 4 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 4 |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 4 |
| TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT | EACH | 2 |
| CONCRETE FOUNDATION, TYPE A | FOOT | 3 |
| VIDEO VEHICLE DETECTION, 2 CAMERAS | EACH | 1 |
| CONDUIT ATTACHED TO STRUCTURE, 1", GALVANIZED STEEL | FOOT | 20 |
| CONDUIT IN TRENCH, 2" DIA., PVC | FOOT | 5 |
| TRENCH AND BACKFILL FOR ELECTRICAL WORK | FOOT | 5 |
| RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD | EACH | 2 |
| PEDESTRIAN PUSHBUTTON | EACH | 2 |

BILL OF MATERIALS - US 24 (WASHINGTON ST.) & SOUTH ST.

PROPOSED TRAFFIC SIGNALS
US 24 (WASHINGTON ST.) &
SOUTH ST.

NOT TO SCALE

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|--------|---------------------------------|--------|-----------|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL NO. |
| VARIOUS | | | | 27 |
| VARIOUS | | | | 15 |

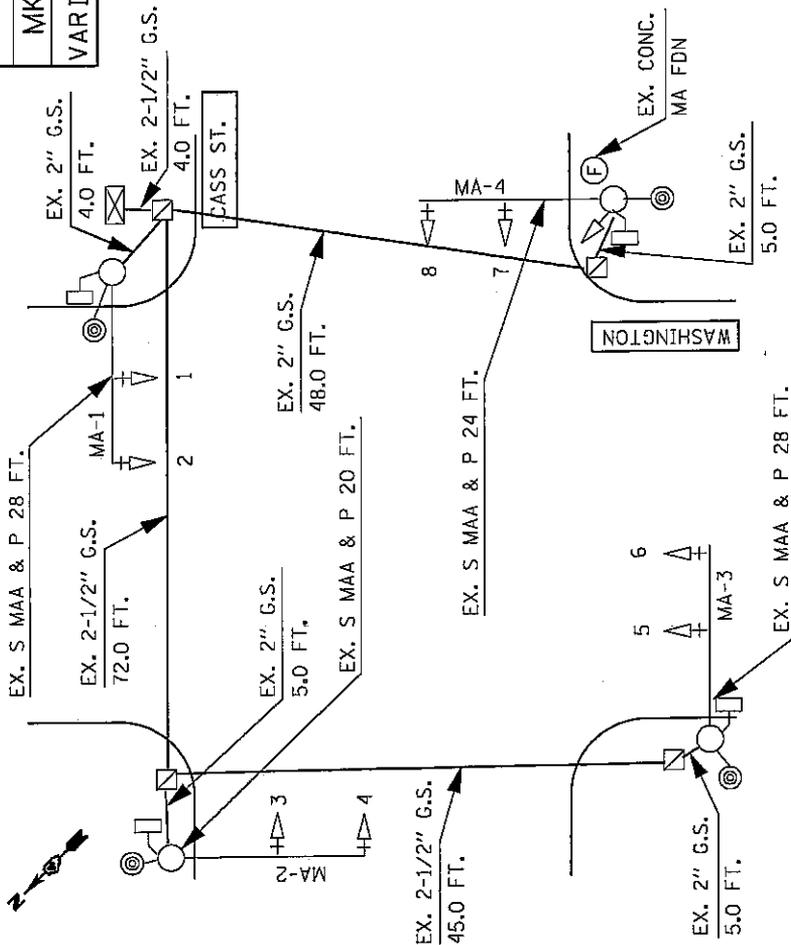


ALL EXISTING AND PROPOSED MAST ARMS, POSTS, HANDHOLES (LIDS, RINGS, AND FRAMES), CONTROLLER CABINETS, EXPOSED METALLIC CONDUIT, AND LIGHTING CONTROLLERS SHALL BE GROUNDED PER NEC REQUIREMENTS. THIS WORK WILL BE PAID FOR AS "ELECTRIC CABLE IN CONDUIT, GROUNDING, #6 1/C."

- ⊙ PROP. PEDESTRIAN PUSHBUTTON
- PROP. PEDESTRIAN SIGNAL HEAD
- PROP. TRAFFIC SIGNAL HEAD W/ BACKPLATE
- PROP. VIDEO DETECTION CAMERA
- PROP. VIDEO DETECTION CAMERA
- ⑦ PROP. ELCBL C SIGNAL #14 7/C
- ⑤ PROP. ELCBL C SIGNAL #14 5/C
- ③ PROP. ELCBL C SIGNAL #14 3/C
- ⊕ PROP. SYSTEM GROUND #6 1/C

PROPOSED CABLE DIAGRAM
US 24 (WASHINGTON ST.) &
SOUTH ST.

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------|--------|-------|
| MKD. | DESIG. | D4 MAST ARM | PEORIA | TOTAL |
| VARIOUS | VARIOUS | REPLACEMENT 2007 | | 27 |
| | | | | 16 |



- TRAFFIC SIGNAL LEGEND
- ⊗ EX. TRAFFIC SIGNAL CONTROLLER
 - ⊠ EX. HANDHOLE
 - EX. STEEL MAST ARM ASSEMBLY AND POLE
 - EX. TRAFFIC SIGNAL CONDUIT
 - ⊣ EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
 - ⊕ EX. CONCRETE MAST ARM FOUNDATION

TWO PEDESTRIAN HEADS WILL BE RELOCATED TO PROP. MAST ARM OR TRAFFIC SIGNAL POST.

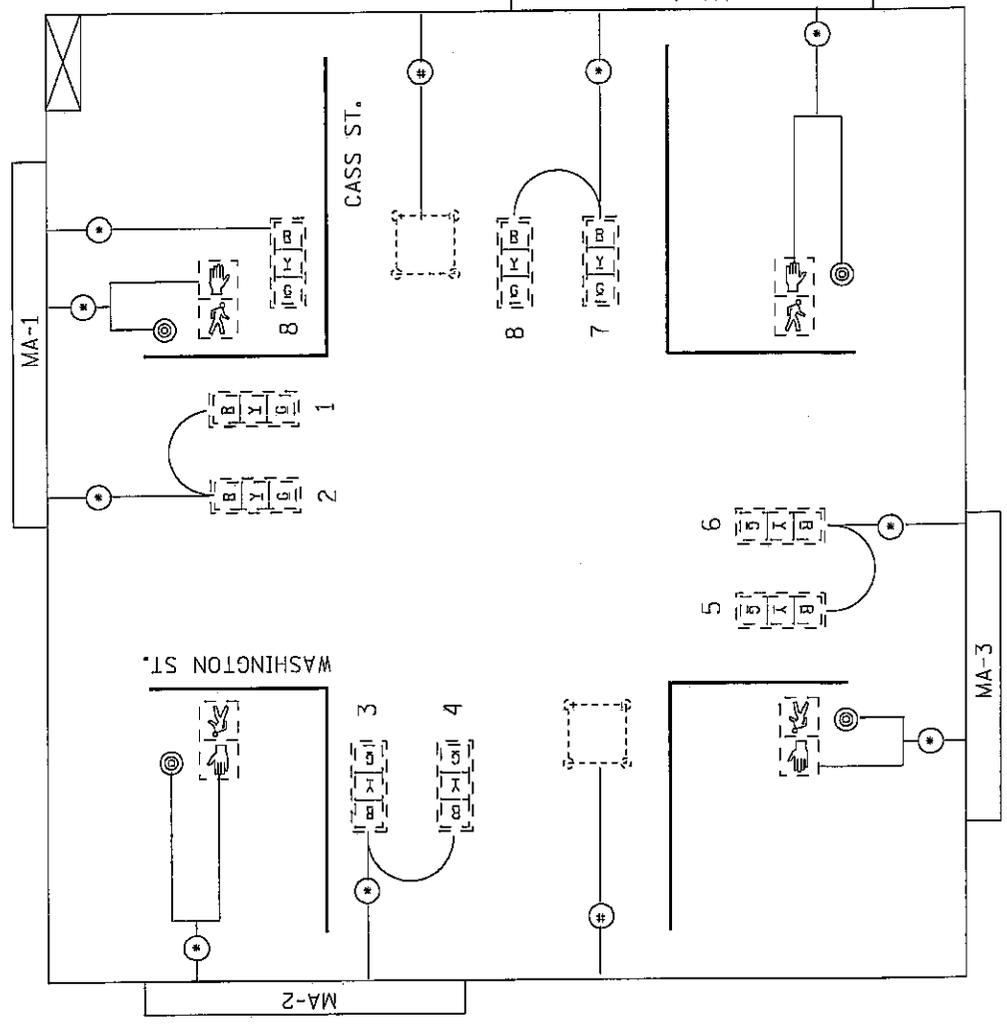
TRAFFIC SIGNAL HEADS #3 AND #4 WILL BE RELOCATED TO PROP. MAST ARM.

- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 1.0 EACH (INCLUDES ALL ITEMS LISTED BELOW)**
 US 24 (WASHINGTON ST.) & CASS ST.
- THE FOLLOWING ITEMS SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY OF PEORIA, 3505 N. DRIES LANE, PEORIA, IL. THE POINT OF CONTACT IS CRAIG ESPINOSA AT (309) 494-8893.
- 6 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE (#1, #2, #3, #4, #5, #6)
 - 4 EACH PEDESTRIAN SIGNAL HEAD, 1 FACE, 1 OR 2 SECTION
- THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.
- 3 EACH STEEL MAST ARM ASSEMBLY AND POLE (MA-1, MA-2, MA-3)
 - 4 EACH PEDESTRIAN PUSHBUTTON
 - ALL ELECTRIC CABLE IN CONDUIT

NOT TO SCALE

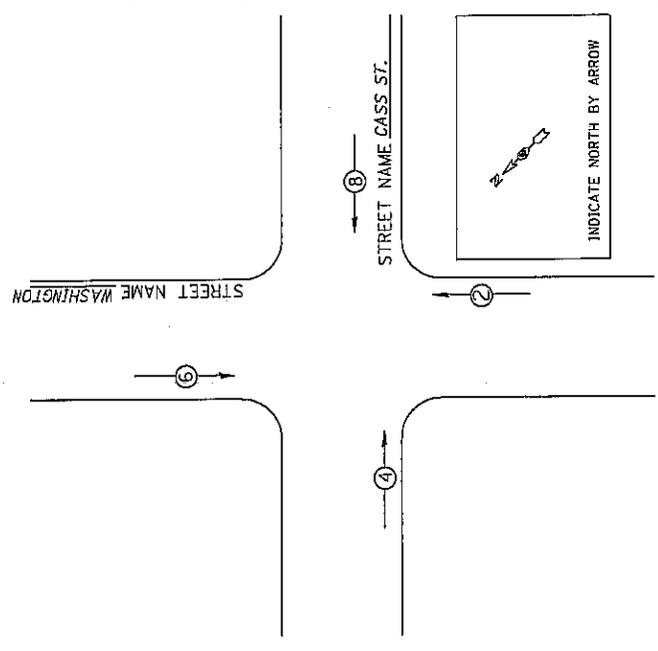
EXISTING TRAFFIC SIGNALS
 US 24 (WASHINGTON ST.) &
 CASS ST.

| ROUTE | SECTION | COUNTY | SHEET |
|-------------|------------------------------|--------|-------|
| MKD. DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | 27 |
| VARIOUS | | | 17 |
| TOTAL | | | 17 |



EXISTING PHASE DIAGRAM

NAME OF INTERSECTION US 24 (WASHINGTON) & CASS ST.



LEGEND

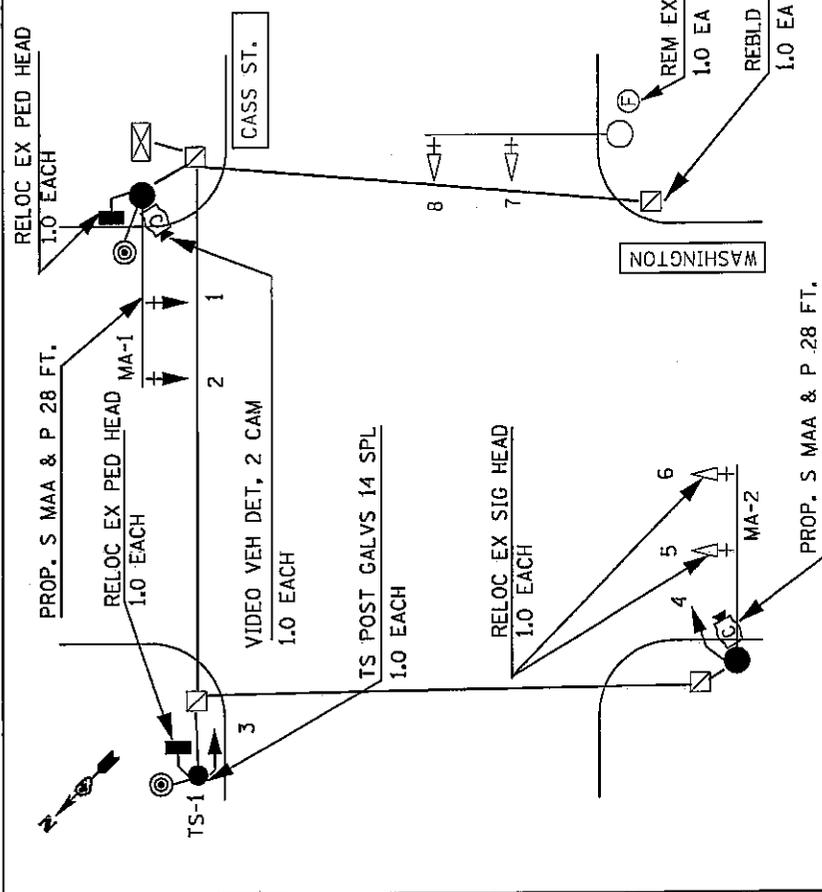
⊕ VEHICULAR MOVEMENT

* NUMBER REFERS TO ASSOCIATED PHASE

- ⊕ EX. DETECTOR LOOP CABLE (#12 2/C)
- ⊖ EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
- ⊙ EX. ELCBL C SIGNAL #12 7/C
- ⊗ EX. DETECTOR LOOP CABLE (#12 2/C)
- ⊘ EX. 6' X 15' DETECTOR LOOP

EXISTING CABLE DIAGRAM
US 24 (WASHINGTON ST.) &
CASS ST.

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------------------|--------|-----------|
| MKD. | DESIG. | | | TOTAL NO. |
| VARIOUS | VARIOUS | D4 MAST ARM REPLACEMENT 2007 | PEORIA | 27 |
| | | | | 18 |



- TRAFFIC SIGNAL LEGEND
- ☒ EX. TRAFFIC SIGNAL CONTROLLER
 - ☒ EX. HANDHOLE
 - EX. STEEL MAST ARM ASSEMBLY AND POLE
 - EX. TRAFFIC SIGNAL CONDUIT
 - + EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
 - ⊕ EX. CONCRETE FOUNDATION
 - PROP. STEEL MAST ARM ASSEMBLY AND POLE
 - + PROP. TRAFFIC SIGNAL HEAD WITH BACKPLATE

| ITEM DESCRIPTION | UNIT | QTY |
|---|------|-------|
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 132.5 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 812 |
| STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. (SPECIAL) | EACH | 2 |
| REMOVE EXISTING CONCRETE FOUNDATION | EACH | 1 |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 |
| ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C | FOOT | 248.5 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 2 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 2 |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 2 |
| TRAFFIC SIGNAL POST, SPECIAL | EACH | 1 |
| VIDEO VEHICLE DETECTION, 2 CAMERAS | EACH | 1 |
| RELOCATE EXISTING SIGNAL HEAD | EACH | 2 |
| RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD | EACH | 2 |
| REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE | EACH | 1 |
| PEDESTRIAN PUSHBUTTON | EACH | 2 |

BILL OF MATERIALS - US 24 (WASHINGTON ST.) & CASS ST.

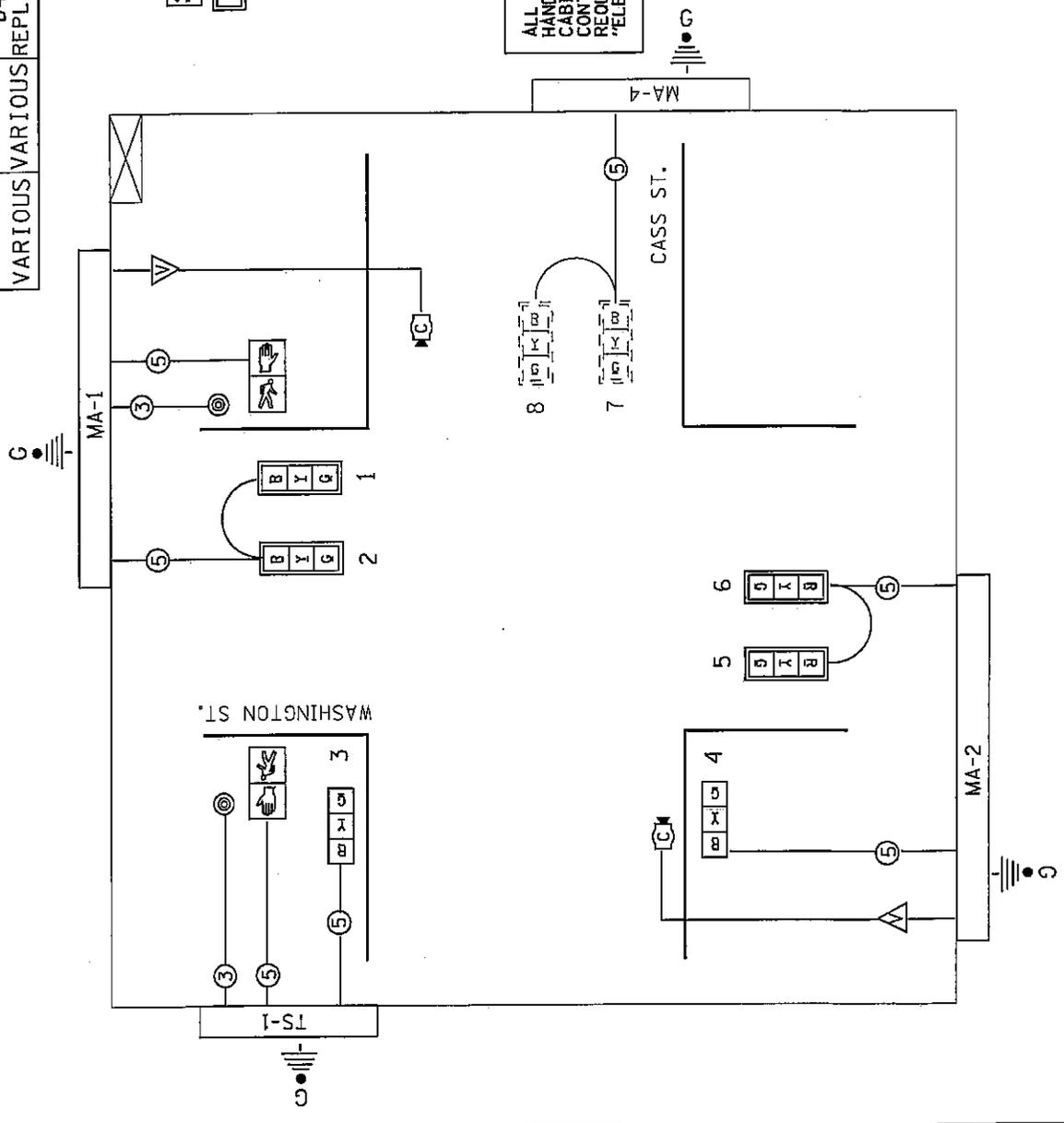
NOT TO SCALE

PROPOSED TRAFFIC SIGNALS
US 24 (WASHINGTON ST.) &
CASS ST.

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------|--------|-----------|
| MKD. | DESIG. | D4 MAST ARM | PEORIA | TOTAL NO. |
| VARIOUS | VARIOUS | REPLACEMENT 2007 | | 27 |
| | | | | 19 |

- ⊙ PROP. PEDESTRIAN PUSHBUTTON
-  PROP. PEDESTRIAN SIGNAL HEAD
-  PROP. TRAFFIC SIGNAL HEAD W/ BACKPLATE
-  PROP. VIDEO DETECTION CAMERA
-  PROP. VIDEO DETECTION CABLE
- ⑤ PROP. ELCBL C SIGNAL *14 5/C
- ③ PROP. ELCBL C SIGNAL *14 3/C
-  PROP. SYSTEM GROUND *6 1/C

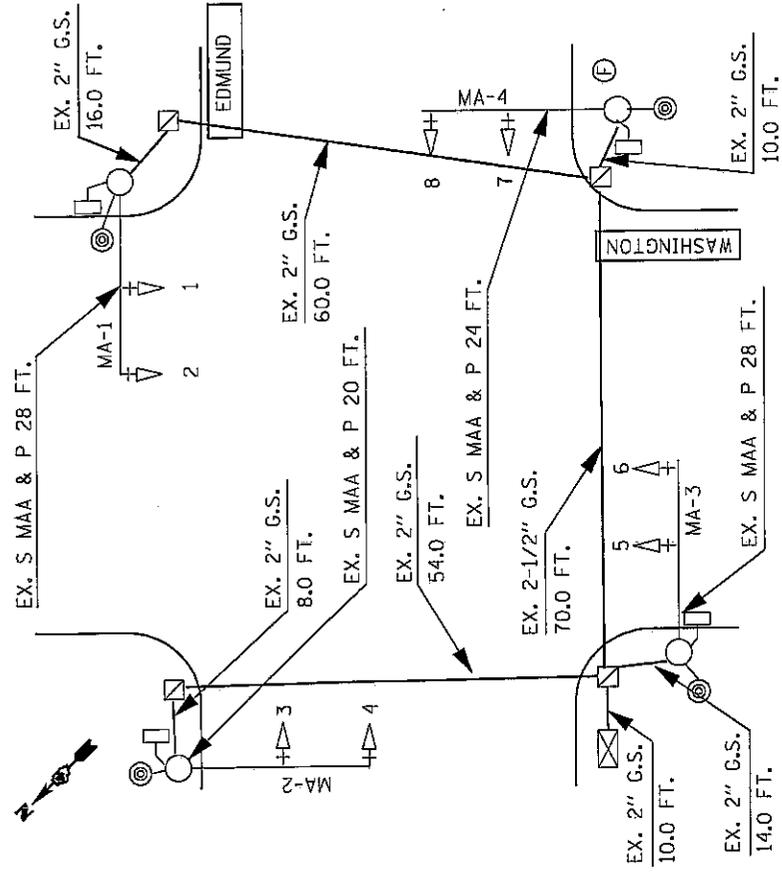
ALL EXISTING AND PROPOSED MAST ARMS, POSTS, HANDHOLES (LIDS, RINGS, AND FRAMES), CONTROLLER CABINETS, EXPOSED METALLIC CONDUIT, AND LIGHTING CONTROLLERS SHALL BE GROUNDED PER NEC REQUIREMENTS. THIS WORK WILL BE PAID FOR AS "ELECTRIC CABLE IN CONDUIT, GROUNDING, *6 1/C."



PROPOSED CABLE DIAGRAM
US 24 (WASHINGTON ST.) &
CASS ST.

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|---------|------------------------------|--------|-------|-----|
| MKD. | DESIG. | | | TOTAL | NO. |
| VARIOUS | VARIOUS | D4 MAST ARM REPLACEMENT 2007 | PEORIA | 27 | 20 |

- TRAFFIC SIGNAL LEGEND
- ☒ EX. TRAFFIC SIGNAL CONTROLLER
 - ☒ EX. HANDHOLE
 - EX. STEEL MAST ARM ASSEMBLY AND POLE
 - EX. TRAFFIC SIGNAL CONDUIT
 - + EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
 - ⊕ EX. CONCRETE MAST ARM FOUNDATION



ONE PEDESTRIAN HEAD WILL BE RELOCATED TO PROP. MAST ARM

TRAFFIC SIGNAL HEADS #3 AND #4 WILL BE RELOCATED TO PROP. MAST ARM.

NOT TO SCALE

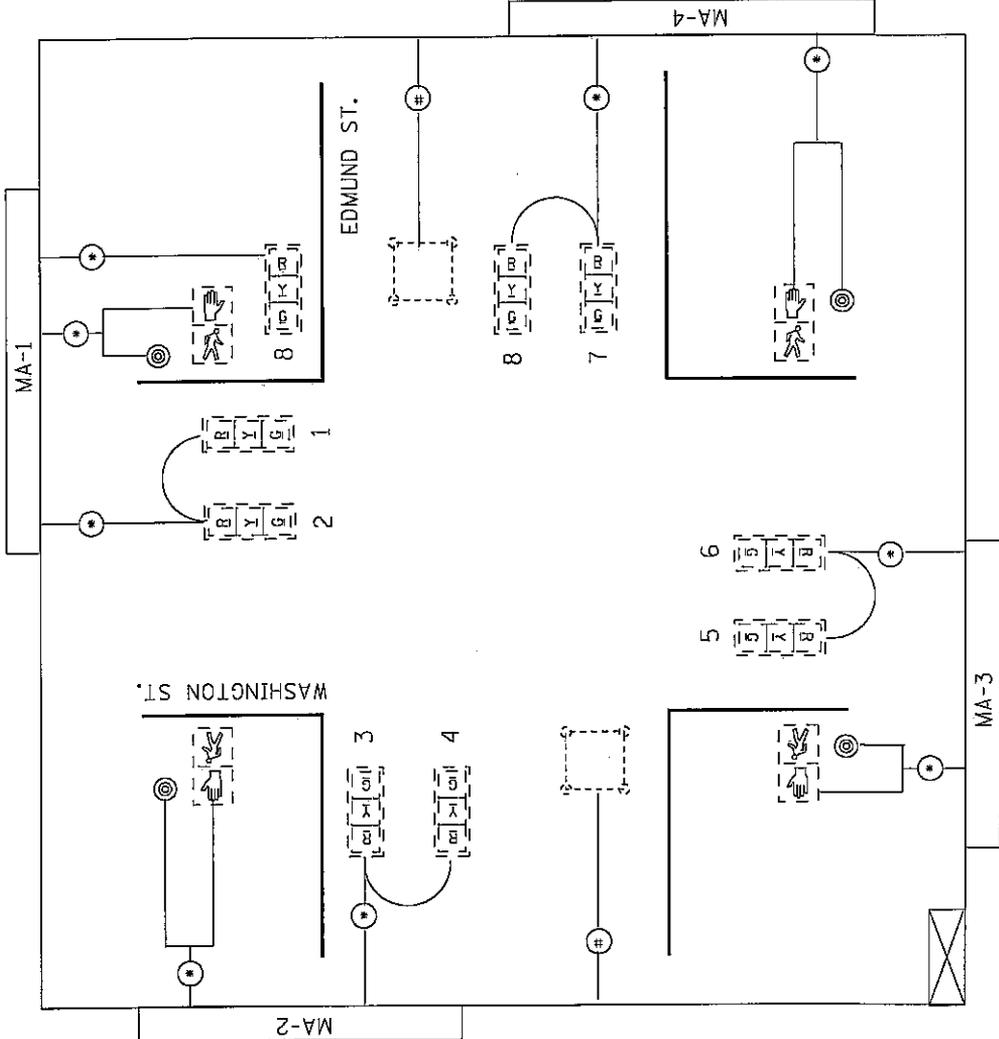
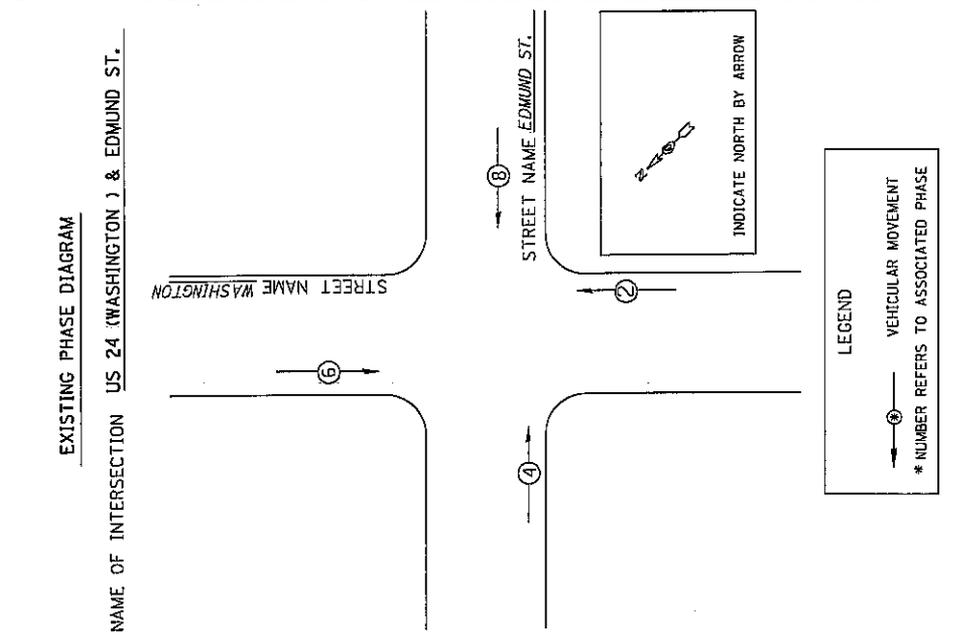
EXISTING TRAFFIC SIGNALS US 24 (WASHINGTON ST.) & EDMUND ST.

- REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 10 EACH (INCLUDES ALL ITEMS LISTED BELOW)**
 US 24 (WASHINGTON ST.) & EDMUND ST.
- THE FOLLOWING ITEMS SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY OF PEORIA, 3505 N. DRIES LANE, PEORIA, IL. THE POINT OF CONTACT IS CRAIG ESPINOSA AT (309) 494-8893.
- 6 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE (#1,#2,#3,#4,#5,#6)
 - 4 EACH PEDESTRIAN SIGNAL HEAD, 1 FACE, 1 OR 2 SECTION
- THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.
- 3 EACH STEEL MAST ARM ASSEMBLY AND POLE
 - 4 EACH PEDESTRIAN PUSHBUTTON
 - ALL ELECTRIC CABLE IN CONDUIT

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|---------|---------------------------------|--------|-------|-----|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL | NO. |
| VARIOUS | VARIOUS | | | 27 | 21 |

EXISTING PHASE DIAGRAM

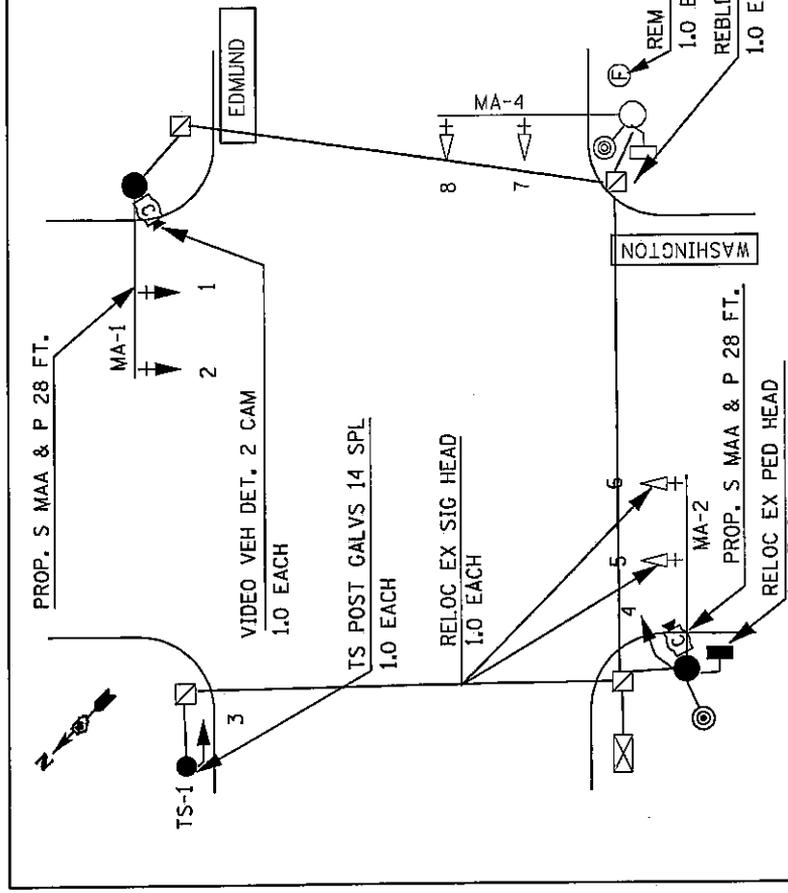
NAME OF INTERSECTION US 24 (WASHINGTON) & EDMUND ST.



- EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
- EX. DETECTOR LOOP CABLE (#12 2/C)
- EX. ELCBL. C SIGNAL #12 7/C
- EX. 6' X 15' DETECTOR LOOP

EXISTING CABLE DIAGRAM
US 24 (WASHINGTON ST.) &
EDMUND ST.

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------|--------|-------|
| MKD. | DESIG. | D4 MAST ARM | PEORIA | TOTAL |
| VARIOUS | VARIOUS | REPLACEMENT 2007 | | 27 |
| | | | | 23 |



- TRAFFIC SIGNAL LEGEND
- ☒ EX. TRAFFIC SIGNAL CONTROLLER
 - ☐ EX. HANDHOLE
 - EX. STEEL MAST ARM ASSEMBLY AND POLE
 - EX. TRAFFIC SIGNAL CONDUIT
 - + EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
 - ⊕ EX. CONCRETE FOUNDATION
 - PROP. STEEL MAST ARM ASSEMBLY AND POLE
 - + PROP. TRAFFIC SIGNAL HEAD WITH BACKPLATE

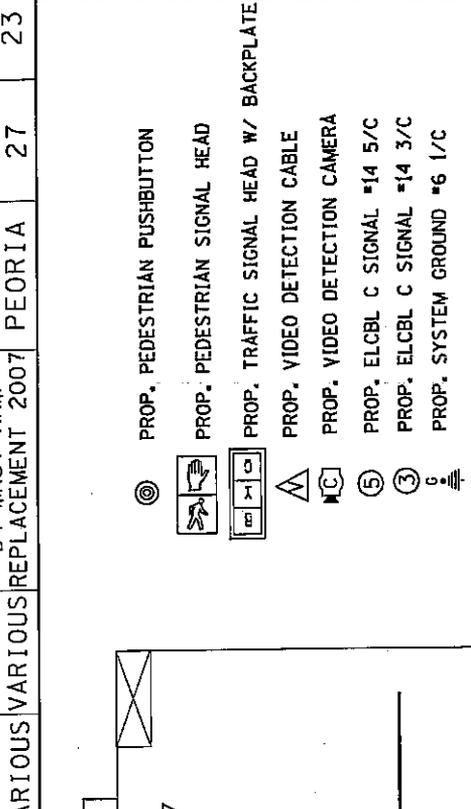
| ITEM DESCRIPTION | UNIT | QTY |
|---|------|-------|
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C | FOOT | 157.5 |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 819 |
| STEEL MAST ARM ASSEMBLY AND POLE, 28 FT. (SPECIAL) | EACH | 2 |
| REMOVE EXISTING CONCRETE FOUNDATION | EACH | 1 |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 |
| ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C | FOOT | 302.5 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 2 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED | EACH | 2 |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 2 |
| TRAFFIC SIGNAL POST, SPECIAL | EACH | 1 |
| VIDEO VEHICLE DETECTION, 2 CAMERAS | EACH | 1 |
| RELOCATE EXISTING SIGNAL HEAD | EACH | 2 |
| RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD | EACH | 1 |
| REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE | EACH | 1 |
| PEDESTRIAN PUSHBUTTON | EACH | 2 |

BILL OF MATERIALS - US 24 (WASHINGTON ST.) & EDMUND ST.

NOT TO SCALE

PROPOSED TRAFFIC SIGNALS
US 24 (WASHINGTON ST.) &
EDMUND ST.

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------------------|--------|-------|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL |
| VARIOUS | VARIOUS | | | |
| | | | | NO. |
| | | | | 23 |

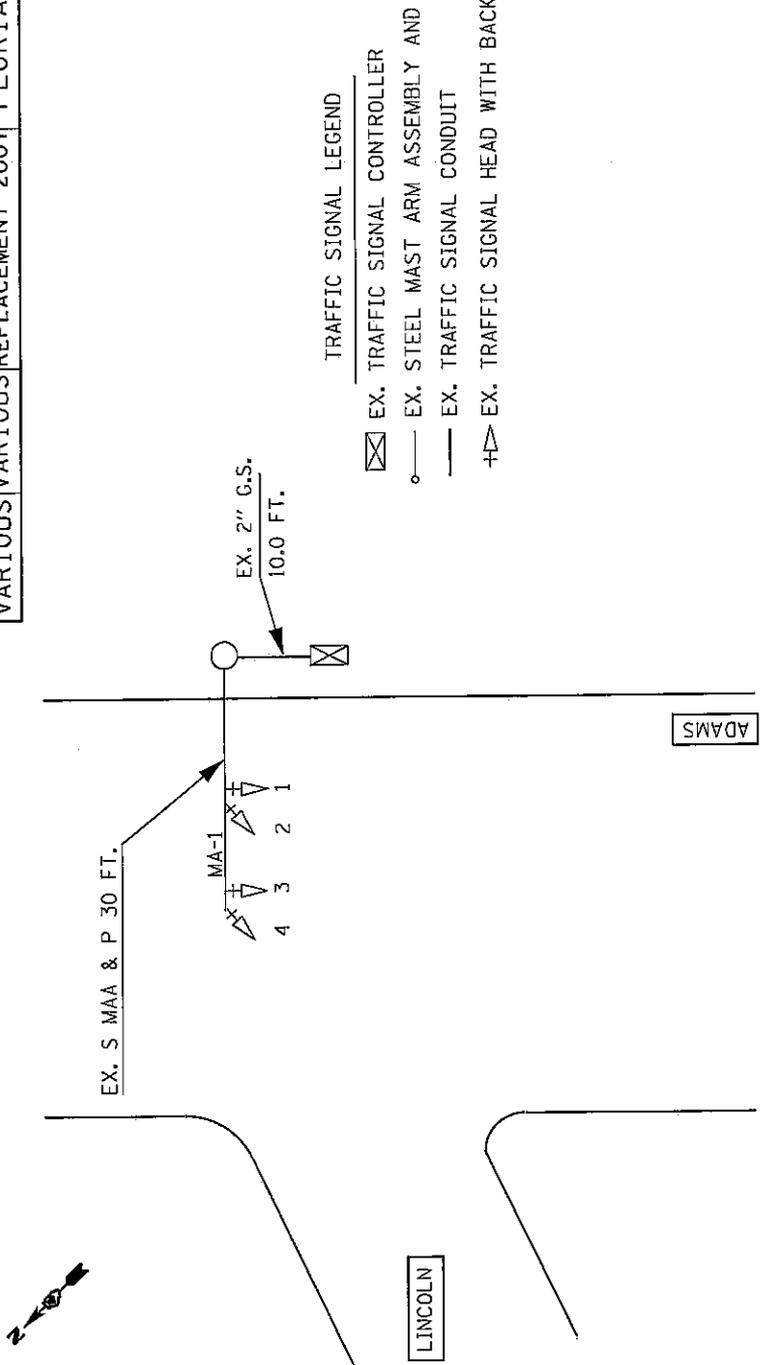


- ⊙ PROP. PEDESTRIAN PUSHBUTTON
- ⊠ PROP. PEDESTRIAN SIGNAL HEAD
- ⊠ PROP. TRAFFIC SIGNAL HEAD W/ BACKPLATE
- △ PROP. VIDEO DETECTION CABLE
- ⊠ PROP. VIDEO DETECTION CAMERA
- ⊕ PROP. ELCBL C SIGNAL #14 5/C
- ⊖ PROP. ELCBL C SIGNAL #14 3/C
- ⊕ PROP. SYSTEM GROUND #6 1/C

ALL EXISTING AND PROPOSED MAST ARMS, POSTS, HANDHOLES (LIDS, RINGS, AND FRAMES), CONTROLLER CABINETS, EXPOSED METALLIC CONDUIT, AND LIGHTING CONTROLLERS SHALL BE GROUNDED PER NEC REQUIREMENTS. THIS WORK WILL BE PAID FOR AS 'ELECTRIC CABLE IN CONDUIT, GROUNDING, #6 1/C.'

PROPOSED CABLE DIAGRAM
US 24 (WASHINGTON ST.) &
EDMUND ST.

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|--------|------------------------------|--------|-------|-----|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL | NO. |
| VARIOUS | | | | 27 | 24 |



- TRAFFIC SIGNAL LEGEND
- ☒ EX. TRAFFIC SIGNAL CONTROLLER
 - EX. STEEL MAST ARM ASSEMBLY AND POLE
 - EX. TRAFFIC SIGNAL CONDUIT
 - ➔ EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - 1.0 EACH (INCLUDES ALL ITEMS LISTED BELOW)
 IL 8/116 (LINCOLN) & ADAMS

THE FOLLOWING ITEMS SHALL BE REMOVED AND DELIVERED BY THE CONTRACTOR TO THE CITY OF PEORIA, 3505 N. DRIES LANE, PEORIA, IL. THE POINT OF CONTACT IS CRAIG ESPINOSA AT (309) 494-8893.

4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED WITH BACKPLATE

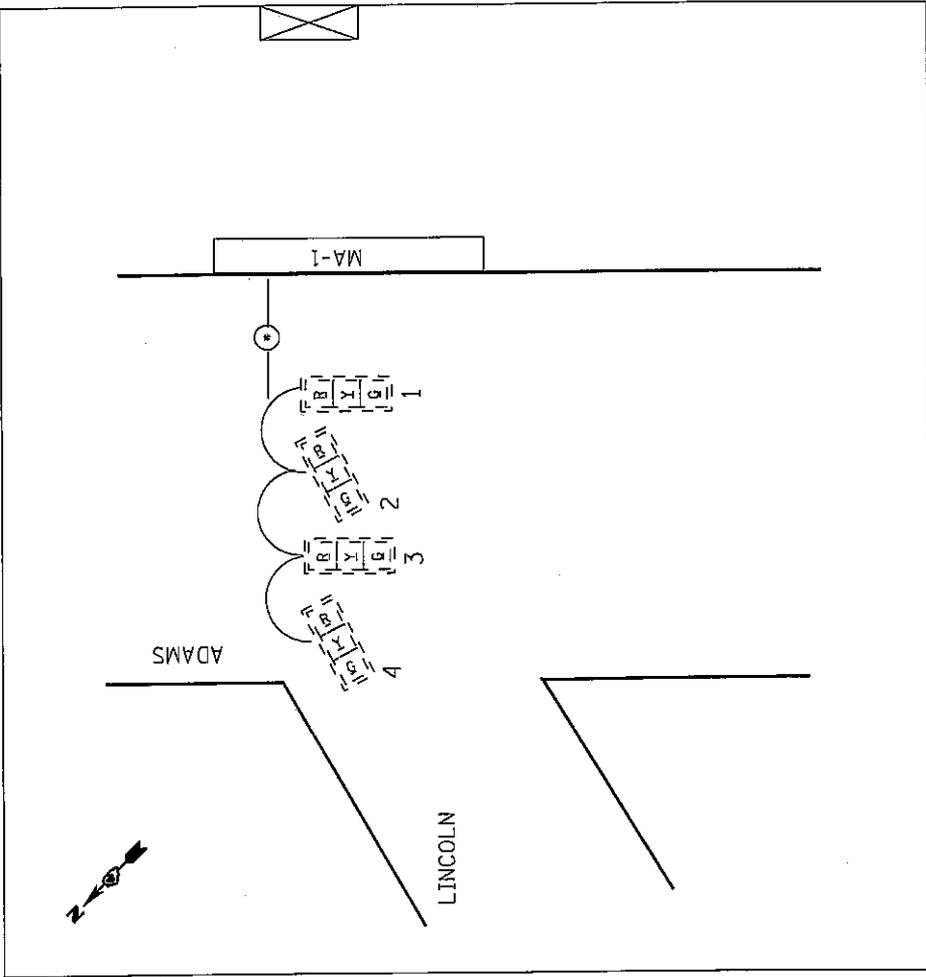
THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF THE RIGHT-OF-WAY. THE SALVAGE VALUE OF THIS EQUIPMENT SHALL BE REFLECTED IN THE UNIT BID PRICE FOR REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

1 EACH STEEL MAST ARM ASSEMBLY AND POLE
 ALL ELECTRIC CABLE IN CONDUIT (SIGNAL HEAD CABLE ONLY)

NOT TO SCALE

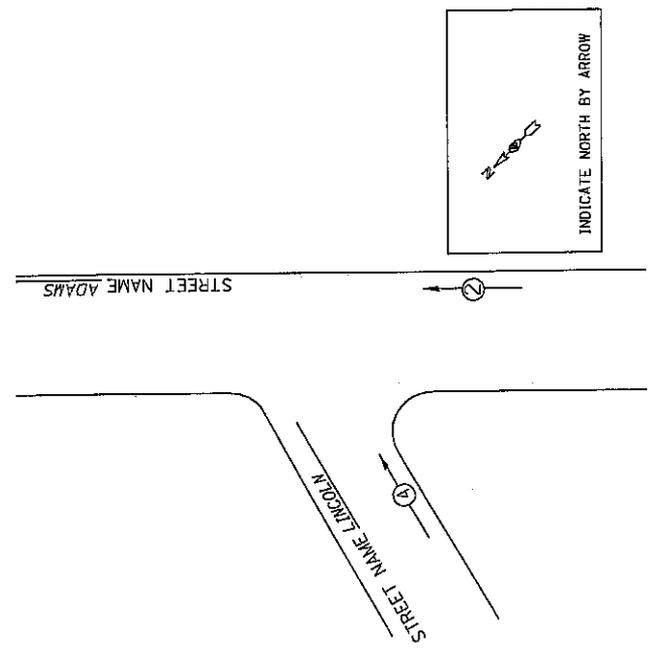
EXISTING TRAFFIC SIGNALS
 IL 8/116 (LINCOLN ST.)
 & ADAMS

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|------------------------------|--------|-----------|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL NO. |
| VARIOUS | VARIOUS | REPLACEMENT 2007 | PEORIA | 27 |
| | | | | 25 |



EXISTING PHASE DIAGRAM

NAME OF INTERSECTION IL 8/116 (LINCOLN) & ADAMS



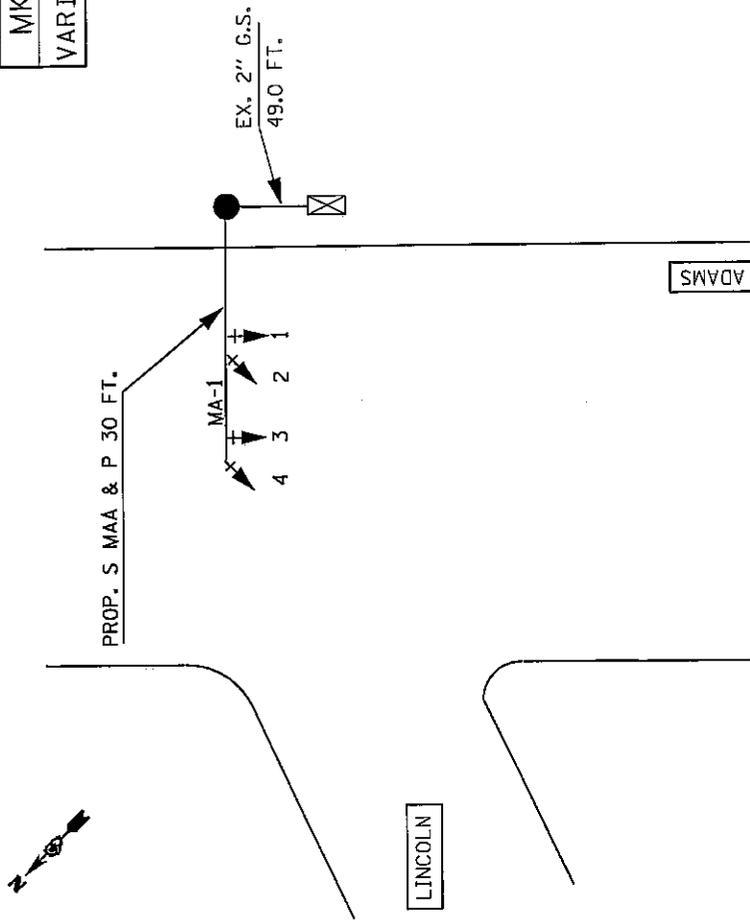
LEGEND

VEHICULAR MOVEMENT
 * NUMBER REFERS TO ASSOCIATED PHASE

EX. TRAFFIC SIGNAL HEAD WITH BACKPLATE
 EX. ELCBL C-SIGNAL #12 9/C

**EXISTING CABLE DIAGRAM
 IL 8/116 (LINCOLN)
 & ADAMS**

| ROUTE | | SECTION | COUNTY | SHEET |
|---------|---------|---------------------------------|--------|-------|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL |
| VARIOUS | VARIOUS | | | 27 |
| | | | | 26 |



TRAFFIC SIGNAL LEGEND

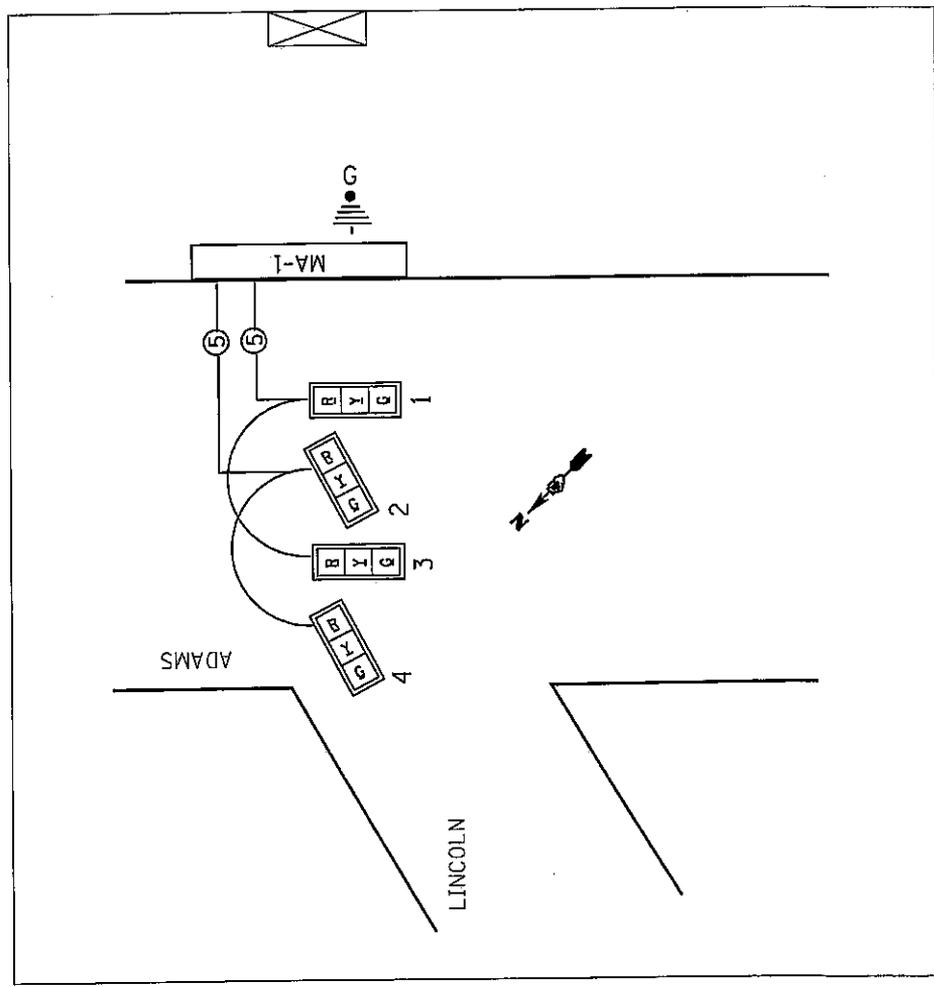
- ☒ EX. TRAFFIC SIGNAL CONTROLLER
- EX. TRAFFIC SIGNAL CONDUIT
- PROP. STEEL MAST ARM ASSEMBLY AND POLE
- ➔ PROP. TRAFFIC SIGNAL HEAD WITH BACKPLATE

| BILL OF MATERIALS - IL 8/116 (LINCOLN) & ADAMS | | |
|---|------|-----|
| ITEM DESCRIPTION | UNIT | QTY |
| ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C | FOOT | 132 |
| STEEL MAST ARM ASSEMBLY AND POLE, 30 FT. (SPECIAL) | EACH | 1 |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT | EACH | 1 |
| ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C | FOOT | 16 |
| SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED | EACH | 4 |
| TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC | EACH | 4 |
| DIRECTIONAL LOUVER, TYPE A | EACH | 4 |

NOT TO SCALE

PROPOSED TRAFFIC SIGNALS
IL 8/116 (LINCOLN)
& ADAMS

| ROUTE | | SECTION | COUNTY | SHEET | |
|---------|---------|---------------------------------|--------|-------|-----|
| MKD. | DESIG. | D4 MAST ARM REPLACEMENT 2007 | PEORIA | TOTAL | NO. |
| VARIOUS | VARIOUS | | | 27 | 27 |



-  PROP. TRAFFIC SIGNAL HEAD W/ BACKPLATE
-  PROP. ELCBL C SIGNAL #14 5/C
-  PROP. SYSTEM GROUND #6 1/C

ALL EXISTING AND PROPOSED MAST ARMS, POSTS, HANDHOLES (LIDS, RINGS, AND FRAMES), CONTROLLER CABINETS, EXPOSED METALLIC CONDUIT, AND LIGHTING CONTROLLERS SHALL BE GROUNDED PER NEC REQUIREMENTS. THIS WORK WILL BE PAID FOR AS "ELECTRIC CABLE IN CONDUIT, GROUNDING, #6 1/C."

PROPOSED CABLE DIAGRAM
IL 8/116 (LINCOLN)
& ADAMS

ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR PEORIA COUNTY EFFECTIVE JUNE 2006

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.

Peoria County Prevailing Wage for June 2006

| Trade Name | RG | TYP | C | Base | FRMAN | *M-F>8 | OSA | OSH | H/W | Pensn | Vac | Trng |
|----------------------|----|-----|---|--------|--------|--------|-----|-----|-------|-------|-------|-------|
| ===== | == | == | = | ===== | ===== | ===== | == | == | ===== | ===== | ===== | ===== |
| ASBESTOS ABT-GEN | | BLD | | 21.910 | 22.510 | 1.5 | 1.5 | 2.0 | 5.700 | 8.000 | 0.000 | 0.600 |
| ASBESTOS ABT-GEN | | HWY | | 23.590 | 24.340 | 1.5 | 1.5 | 2.0 | 5.850 | 8.410 | 0.000 | 0.750 |
| ASBESTOS ABT-MEC | | BLD | | 23.300 | 24.800 | 1.5 | 1.5 | 2.0 | 7.860 | 4.910 | 0.000 | 0.000 |
| BOILERMAKER | | BLD | | 28.970 | 31.970 | 2.0 | 2.0 | 2.0 | 8.020 | 6.600 | 0.000 | 0.210 |
| BRICK MASON | | BLD | | 26.110 | 27.610 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.360 |
| CARPENTER | | BLD | | 24.940 | 26.690 | 1.5 | 1.5 | 2.0 | 6.500 | 6.450 | 0.000 | 0.300 |
| CARPENTER | | HWY | | 25.520 | 27.270 | 1.5 | 1.5 | 2.0 | 6.500 | 6.410 | 0.000 | 0.250 |
| CEMENT MASON | | BLD | | 22.480 | 23.980 | 1.5 | 1.5 | 2.0 | 4.950 | 9.300 | 0.000 | 0.500 |
| CEMENT MASON | | HWY | | 23.280 | 24.280 | 1.5 | 1.5 | 2.0 | 4.950 | 9.300 | 0.000 | 0.500 |
| CERAMIC TILE FNSHER | | BLD | | 24.090 | 0.000 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.350 |
| ELECTRIC PWR EQMT OP | | ALL | | 28.840 | 34.100 | 1.5 | 1.5 | 2.0 | 4.500 | 7.790 | 0.000 | 0.000 |
| ELECTRIC PWR GRNDMAN | | ALL | | 19.790 | 34.100 | 1.5 | 1.5 | 2.0 | 4.500 | 5.340 | 0.000 | 0.000 |
| ELECTRIC PWR LINEMAN | | ALL | | 32.040 | 34.100 | 1.5 | 1.5 | 2.0 | 4.500 | 8.650 | 0.000 | 0.000 |
| ELECTRIC PWR TRK DRV | | ALL | | 20.760 | 34.100 | 1.5 | 1.5 | 2.0 | 4.500 | 5.600 | 0.000 | 0.000 |
| ELECTRICIAN | | BLD | | 28.690 | 30.690 | 1.5 | 1.5 | 2.0 | 5.150 | 7.740 | 0.000 | 0.250 |
| ELECTRONIC SYS TECH | | BLD | | 22.830 | 24.330 | 1.5 | 1.5 | 2.0 | 5.150 | 5.185 | 0.000 | 0.250 |
| ELEVATOR CONSTRUCTOR | | BLD | | 32.885 | 37.000 | 2.0 | 2.0 | 2.0 | 7.775 | 5.090 | 1.970 | 0.000 |
| GLAZIER | | BLD | | 26.320 | 27.070 | 1.5 | 1.5 | 2.0 | 5.650 | 5.750 | 0.000 | 0.350 |
| HT/FROST INSULATOR | | BLD | | 33.200 | 34.550 | 1.5 | 1.5 | 2.0 | 7.860 | 8.610 | 0.000 | 0.310 |
| IRON WORKER | | BLD | | 24.080 | 25.830 | 1.5 | 1.5 | 2.0 | 7.690 | 6.910 | 0.000 | 0.300 |
| IRON WORKER | | HWY | | 25.920 | 27.420 | 1.5 | 1.5 | 2.0 | 8.040 | 7.410 | 0.000 | 0.350 |
| LABORER | | BLD | | 20.910 | 21.510 | 1.5 | 1.5 | 2.0 | 5.700 | 8.000 | 0.000 | 0.600 |
| LABORER | | HWY | | 22.840 | 23.590 | 1.5 | 1.5 | 2.0 | 5.850 | 8.410 | 0.000 | 0.600 |
| LABORER, SKILLED | | BLD | | 21.310 | 21.910 | 1.5 | 1.5 | 2.0 | 5.700 | 8.000 | 0.000 | 0.600 |
| LABORER, SKILLED | | HWY | | 23.140 | 23.890 | 1.5 | 1.5 | 2.0 | 5.850 | 8.410 | 0.000 | 0.600 |
| LATHER | | BLD | | 24.940 | 26.690 | 1.5 | 1.5 | 2.0 | 6.500 | 6.450 | 0.000 | 0.300 |
| MACHINERY MOVER | | HWY | | 25.920 | 27.420 | 1.5 | 1.5 | 2.0 | 8.040 | 7.410 | 0.000 | 0.350 |
| MACHINIST | | BLD | | 35.630 | 37.630 | 2.0 | 2.0 | 2.0 | 3.880 | 4.750 | 2.460 | 0.000 |
| MARBLE FINISHERS | | BLD | | 24.090 | 0.000 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.350 |
| MARBLE MASON | | BLD | | 25.630 | 26.880 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.350 |
| MILLWRIGHT | | BLD | | 25.860 | 27.610 | 1.5 | 1.5 | 2.0 | 6.500 | 5.850 | 0.000 | 0.300 |
| MILLWRIGHT | | HWY | | 21.150 | 22.400 | 1.5 | 1.5 | 2.0 | 2.800 | 2.430 | 0.000 | 0.000 |
| OPERATING ENGINEER | | BLD | 1 | 27.310 | 29.060 | 1.5 | 1.5 | 2.0 | 4.650 | 7.750 | 0.000 | 0.800 |
| OPERATING ENGINEER | | BLD | 2 | 25.490 | 29.060 | 1.5 | 1.5 | 2.0 | 4.650 | 7.750 | 0.000 | 0.800 |
| OPERATING ENGINEER | | BLD | 3 | 24.170 | 29.060 | 1.5 | 1.5 | 2.0 | 4.650 | 7.750 | 0.000 | 0.800 |
| OPERATING ENGINEER | | HWY | 1 | 28.050 | 31.050 | 1.5 | 1.5 | 2.0 | 5.400 | 8.000 | 0.000 | 0.900 |
| OPERATING ENGINEER | | HWY | 2 | 25.830 | 31.050 | 1.5 | 1.5 | 2.0 | 5.400 | 8.000 | 0.000 | 0.900 |
| OPERATING ENGINEER | | HWY | 3 | 22.150 | 31.050 | 1.5 | 1.5 | 2.0 | 5.400 | 8.000 | 0.000 | 0.900 |
| PAINTER | | ALL | | 26.850 | 27.850 | 1.5 | 1.5 | 1.5 | 5.650 | 5.750 | 0.000 | 0.350 |
| PAINTER SIGNS | | BLD | | 27.640 | 31.030 | 1.5 | 1.5 | 1.5 | 2.600 | 2.210 | 0.000 | 0.000 |
| PILEDRIVER | | BLD | | 25.440 | 27.190 | 1.5 | 1.5 | 2.0 | 6.500 | 6.450 | 0.000 | 0.300 |
| PILEDRIVER | | HWY | | 26.020 | 27.770 | 1.5 | 1.5 | 2.0 | 6.500 | 6.410 | 0.000 | 0.250 |
| PIPEFITTER | | BLD | | 31.300 | 34.430 | 1.5 | 1.5 | 2.0 | 6.100 | 6.460 | 0.000 | 0.420 |
| PLASTERER | | BLD | | 22.340 | 23.590 | 1.5 | 1.5 | 2.0 | 4.950 | 9.500 | 0.000 | 0.500 |
| PLUMBER | | BLD | | 27.970 | 30.490 | 1.5 | 1.5 | 2.0 | 6.100 | 7.910 | 0.000 | 0.800 |
| ROOFER | | BLD | | 24.200 | 25.200 | 1.5 | 1.5 | 2.0 | 5.350 | 6.550 | 0.000 | 0.150 |
| SHEETMETAL WORKER | | BLD | | 27.740 | 29.130 | 1.5 | 1.5 | 2.0 | 5.670 | 9.310 | 0.000 | 0.310 |
| SIGN HANGER | | HWY | | 25.920 | 27.420 | 1.5 | 1.5 | 2.0 | 8.040 | 7.410 | 0.000 | 0.350 |
| SPRINKLER FITTER | | BLD | | 31.240 | 33.240 | 1.5 | 1.5 | 2.0 | 6.500 | 5.350 | 0.000 | 0.250 |
| STEEL ERECTOR | | HWY | | 25.920 | 27.420 | 1.5 | 1.5 | 2.0 | 8.040 | 7.410 | 0.000 | 0.350 |
| STONE MASON | | BLD | | 26.110 | 27.610 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.360 |
| TERRAZZO FINISHER | | BLD | | 24.090 | 0.000 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.350 |
| TERRAZZO MASON | | BLD | | 25.630 | 26.880 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.350 |
| TILE MASON | | BLD | | 25.630 | 26.880 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.350 |
| TRUCK DRIVER | | ALL | 1 | 24.755 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | | ALL | 2 | 25.155 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | | ALL | 3 | 25.355 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | | ALL | 4 | 25.605 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |

| | | | | | | | | | | | |
|--------------|-----|---|--------|--------|-----|-----|-----|-------|-------|-------|-------|
| TRUCK DRIVER | ALL | 5 | 26.355 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | O&C | 1 | 19.804 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | O&C | 2 | 20.124 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | O&C | 3 | 20.284 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | O&C | 4 | 20.484 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TRUCK DRIVER | O&C | 5 | 21.084 | 0.000 | 1.5 | 1.5 | 2.0 | 7.000 | 3.100 | 0.000 | 0.000 |
| TUCKPOINTER | BLD | | 26.110 | 27.610 | 1.5 | 1.5 | 2.0 | 5.000 | 6.100 | 0.000 | 0.360 |

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

PEORIA COUNTY

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial/Decoration Day, Fourth of July, Labor Day, Veterans Day, Thanksgiving Day, Christmas Day. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration such as the day after Thanksgiving for Veterans Day. If in doubt, please check with IDOL.

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

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

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

ELECTRONIC SYSTEMS TECHNICIAN

Installation, service and maintenance of low-voltage systems which utilizes the transmission and/or transference of voice, sound, vision, or digital for commercial, education, security and entertainment purposes for the following: TV monitoring and surveillance, background/foreground music, intercom and telephone interconnect, field programming, inventory control systems, microwave transmission, multi-media, multiplex, radio page, school, intercom and sound burglar alarms and low voltage master clock systems.

Excluded from this classification are energy management systems, life safety systems, supervisory controls and data acquisition systems not intrinsic with the above listed systems, fire alarm systems, nurse call systems and raceways exceeding fifteen feet in length.

LABORER, SKILLED - BUILDING

The skilled laborer building (BLD) classification shall encompass the following types of work, irrespective of the site of the work: cutting & acetylene torch, gunnite nozzlemen, gunnite pump men & pots, kettlemen & carriers of men handling hot stuff, sandblaster nozzle men, sandblasting pump men & pots, setting up and using concrete burning bars, wood block setters, underpinning & shoring of existing buildings, and the unloading and handling of all material coated with creosote.

LABORER, SKILLED - HIGHWAY

The skilled laborer heavy & highway (HWY) classification shall encompass the following types of work, irrespective of the site of the work: jackhammer & drill operator, gunnite pump & pot man, puddlers, vibrator men, wire fabric placer, sandblast pump & pot man, strike off concrete, unloading, handling & carrying of all creosoted piles, ties or timber, concrete burning bars, power wheelbarrows or buggies, asphalt raker, bricksetters, cutting torchman (electric & acetylene), men setting lines to level forms, form setters, gunnite nozzle man & sandblasting nozzle man, power man, and rip-rapping by hand.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vector trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working

forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

This shall encompass laborers, workers and mechanics who drive contractor or subcontractor owned, leased, or hired pickup, dump, service, or oil distributor trucks. The work includes transporting materials and equipment (including but not limited to, oils, aggregate supplies, parts, machinery and tools) to or from the job site; distributing oil or liquid asphalt and aggregate; stock piling material when in connection with the actual oil and chip contract. The Truck Driver (Oil & Chip Resealing) wage classification does not include supplier delivered materials.

OPERATING ENGINEERS - BUILDING

Class 1. Cranes; Overhead Cranes; Gradall; All Cherry Pickers; Mechanics; Central Concrete Mixing Plant Operator; Road Pavers (27E - Dual Drum - Tri Batchers); Blacktop Plant Operators and Plant Engineers; 3 Drum Hoist; Derricks; Hydro Cranes; Shovels; Skimmer Scoops; Koehring Scooper; Drag Lines; Backhoe; Derrick Boats; Pile Drivers and Skid Rigs; Clamshells; Locomotive Cranes; Dredge (all types) Motor Patrol; Power Blades - Dumore - Elevating and similar types; Tower Cranes (Crawler-Mobile) and Stationary; Crane-type Backfiller; Drott Yumbo and similar types considered as Cranes; Caisson Rigs; Dozer; Tournadozer; Work Boats; Ross Carrier; Helicopter; Tournapulls - all and similar types; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser; CMI, CMI Belt Placer, Auto Grade & 3 Track and similar types; Side Booms; Multiple Unit Earth Movers; Creter Crane; Trench Machine; Pump-crete-Belt Crete-Squeeze Cretes-Screw-type Pumps and Gypsum; Bulker & Pump - Operator will clean; Formless Finishing Machine; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Wheel Tractors (industrial or Farm-type w/Dozer-Hoe-Endloader or other attachments); F.W.D. & Similar Types; Vermeer Concrete Saw.

Class 2. Dinkeys; Power Launches; PH One-pass Soil Cement Machine (and similar types); Pugmill with Pump; Backfillers; Euclid Loader; Forklifts; Jeeps w/Ditching Machine or other attachments; Tuneluger; Automatic Cement and Gravel Batching Plants; Mobile Drills (Soil Testing) and similar types; Gurries and Similar Types; (1) and (2) Drum Hoists (Buck Hoist and Similar Types); Chicago Boom; Boring Machine & Pipe Jacking Machine; Hydro Boom; Dewatering System; Straw Blower; Hydro Seeder; Assistant Heavy Equipment Greaser on Spread; Tractors (Track type) without Power Unit pulling Rollers; Rollers on Asphalt -- Brick Macadem; Concrete Breakers; Concrete Spreaders; Mule Pulling Rollers; Center Stripper; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Cement Finishing Machine; Barber Green or similar loaders; Vibro Tamper (All similar types) Self-propelled; Winch or Boom Truck; Mechanical Bull Floats; Mixers over 3 Bag to 27E; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Truck Type Hoptoe Oilers; Fireman; Spray Machine on Paving; Curb Machines; Truck Crane Oilers; Oil Distributor; Truck-Mounted Saws.

Class 3. Air Compressor; Power Subgrader; Straight Tractor; Trac Air

without attachments; Herman Nelson Heater, Dravo, Warner, Silent Glo, and similar types; Roller: Five (5) Ton and under on Earth or Gravel; Form Grader; Crawler Crane & Skid Rig Oilers; Freight Elevators - permanently installed; Pump; Light Plant; Generator; Conveyor (1) or (2) - Operator will clean; Welding Machine; Mixer (3) Bag and Under (Standard Capacity with skip); Bulk Cement Plant; Oiler on Central Concrete Mixing Plant.

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Cranes; Hydro Crane; Shovels; Crane Type Backfiller; Tower Cranes - Mobile & Crawler & Stationary; Derricks & Hoists (3 Drum); Draglines; Drott Yumbo & similar types considered as Cranes; Back Hoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive - Cranes; Road Pavers - Single Drum - Dual Drum - Tri Batcher; Motor Patrols & Power Blades - Dumore - Elevating & Similar Types; Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operators and Plant Engineers; Gradall; Caisson Rigs; Skimmer Scoop - Koering Scooper; Dredges (all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls - all and similar types; Multiple Unit Earth Movers; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser (top greaser on spread); CMI, Auto Grade, CMI Belt Placer & 3 Track and similar types; Side Booms; Starting Engineer on Pipeline; Asphalt Heater & Planer Combination (used to plane streets); Wheel Tractors (with dozer, hoe or endloader attachments); F.W.D. and Similar types; Blaw Knox Spreader and Similar types; Trench Machines; Pump Crete - Belt Crete - Squeeze Crete - screw type pumps and gypsum (operator will clean); Formless Finishing Machines; Flaherty Spreader or similar types; Screed Man on Laydown Machine; Vermeer Concrete Saw.

Class 2. Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; P-H One Pass Soil Cement Machines and similar types; Wheel Tractors (Industry or farm type - other); Back Fillers; Euclid Loader; Fork Lifts; Jeep w/Ditching Machine or other attachments; Tunneluger; Automatic Cement & Gravel Batching Plants; Mobile Drills - Soil Testing and similar types; Pugmill with pump; All (1) and (2) Drum Hoists; Dewatering System; Straw Blower; Hydro-Seeder; Boring Machine; Hydro-Boom; Bump Grinders (self-propelled); Assistant Heavy Equipment Greaser; Apsco Spreader; Tractors (track-type) without Power Units Pulling Rollers on Asphalt - Brick or Macadam; Concrete Breakers; Concrete Spreaders; Cement Strippers; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Vibro-Tampers (all similar types self-propelled); Mechanical Bull Floats; Self-propelled Concrete Saws; Mixers-over three (3) bags to 27E; Winch and Boom Trucks; Tractor Pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Mule Pulling Rollers; Pugmill without Pump; Barber Greene or similar Loaders; Track Type Tractor w/Power Unit attached (minimum); Fireman; Spray Machine on Paving; Curb Machines; Paved Ditch Machine; Power Broom; Self-Propelled Conveyors; Power Subgrader; Oil Distributor; Straight Tractor; Truck Crane Oiler; Truck Type Oilers; Directional boring machine; Horizontal directional drill.

Class 3. Straight framed articulating end dump vehicles and Truck mounted vac unit (separately powered); Trac Air Machine (without attachments); Herman Nelson Heater, Dravo Warner, Silent Glo & similar types; Rollers - five ton and under on earth and gravel; Form Graders; Pumps; Light Plant; Generator; Air Compressor (1) or (2); Conveyor; Welding Machine; Mixer - 3 bags and under; Bulk Cement Plant; Oilers.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 618/993-7271 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.