

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 Timothy.Garman@illinois.gov.

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

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

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

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

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

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

300

RETURN WITH BID

Proposal Submitted By
Name
Address
City

Letting June 13, 2008

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. 76B11
MARION County
Section (29Z)RS-2
District 8 Construction Funds
Route FAP 322

PLEASE MARK THE APPROPRIATE BOX BELOW:

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

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) _____ a

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

**Contract No. 76B11
MARION County
Section (29Z)RS-2
Route FAP 322
District 8 Construction Funds**

3.38 miles of milling and HMA surface on U.S. Route 51 from 0.1 mile south of Percy to 0.1 mile north of Walnut Hill Road.

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 - 76B11

State Job # - C-98-089-07
 PPS NBR - 8-70051-0000
 County Name - MARION - -
 Code - 121 - -
 District - 8 - -
 Section Number - (29Z)RS-2

Project Number

Route
 FAP 322

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
40600200	BIT MATLS PR CT	TON	50.000				
40600300	AGG PR CT	TON	240.000				
40600635	LEV BIND MM N70	TON	2,530.000				
40600895	CONSTRUC TEST STRIP	EACH	1.000				
40600982	HMA SURF REM BUTT JT	SQ YD	3,792.000				
40600985	PCC SURF REM BUTT JT	SQ YD	377.000				
40600990	TEMPORARY RAMP	SQ YD	1,059.000				
40603540	P HMA SC "D" N70	TON	6,539.000				
40800050	INCIDENTAL HMA SURF	TON	303.000				
44000152	HMA SURF REM 3/4	SQ YD	8,067.000				
44000155	HMA SURF REM 1 1/2	SQ YD	29,415.000				
44000198	HMA SURF REM VAR DP	SQ YD	32,642.000				
44001700	COMB C C&G REM & REPL	FOOT	34.000				
44200144	PAVT PATCH T2 12	SQ YD	981.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

76B11

State Job # - C-98-089-07
 PPS NBR - 8-70051-0000
 County Name - MARION - -
 Code - 121 - -
 District - 8 - -
 Section Number - (29Z)RS-2

Project Number

Route
 FAP 322

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44200148	PAVT PATCH T3 12	SQ YD	344.000				
44200150	PAVT PATCH T4 12	SQ YD	478.000				
44300200	STRIP REF CR CON TR	FOOT	29,510.000				
48102100	AGG WEDGE SHLD TYPE B	TON	90.000				
48203100	HMA SHOULDERS	TON	219.000				
60300350	MAN FRAMES ADJUST	EACH	25.000				
60300405	VALVE BOX FRAMES ADJ	EACH	20.000				
60603900	COMB CC&G TB6.12 AEP	FOOT	34.000				
63100169	TR BAR TRM T1 SPL FLR	EACH	2.000				
63304345	TERM SECT REM SIN RL	EACH	2.000				
67000400	ENGR FIELD OFFICE A	CAL MO	4.000				
67100100	MOBILIZATION	L SUM	1.000				
70100310	TRAF CONT-PROT 701421	L SUM	1.000				
70100320	TRAF CONT-PROT 701422	L SUM	1.000				
70102625	TR CONT & PROT 701606	L SUM	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 76B11

State Job # - C-98-089-07
 PPS NBR - 8-70051-0000
 County Name - MARION - -
 Code - 121 - -
 District - 8 - -
 Section Number - (29Z)RS-2

Project Number

Route
 FAP 322

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70102630	TR CONT & PROT 701601	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70102640	TR CONT & PROT 701801	L SUM	1.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	8.000				
70300100	SHORT-TERM PAVT MKING	FOOT	5,253.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	353.000				
70300220	TEMP PVT MK LINE 4	FOOT	36,401.000				
70300260	TEMP PVT MK LINE 12	FOOT	2,642.000				
70300280	TEMP PVT MK LINE 24	FOOT	541.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	17,946.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	353.000				
78000200	THPL PVT MK LINE 4	FOOT	36,401.000				
78000600	THPL PVT MK LINE 12	FOOT	2,642.000				
78000650	THPL PVT MK LINE 24	FOOT	541.000				
78100100	RAISED REFL PAVT MKR	EACH	241.000				

CONTRACT NUMBER

76B11

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 \$171,000.00. Sixty percent of the salary is \$102,600.00.

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.

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

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

M. Disclosure of Business Operations in Iran

Public Act 95-0616 provides that each bid, offer, or proposal submitted for a State contract shall include a disclosure of whether or not the Company acting as the bidder, offeror, or proposing entity, or any of its corporate parents or subsidiaries, within the 24 months before submission of the bid, offer, or proposal had business operations that involved contracts with or provision of supplies or services to the Government of Iran, companies in which the Government of Iran has any direct or indirect equity share, consortiums or projects commissioned by the Government of Iran, or companies involved in consortiums or projects commissioned by the Government of Iran and either of the following conditions apply:

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

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

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

Check the appropriate statement:

Company has no business operations in Iran to disclose.

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

NOTICE

**PA 95-0635 SUBSTANCE ABUSE PREVENTION PROGRAM (SAPP)
Effective January 1, 2008**

This Public Act requires that all contractors and subcontractors have a SAPP, meeting certain requirements, in place before starting work.

The as read low bidder is required to submit a correctly completed SAPP Certification Form BC 261 within seven (7) working days after the Letting. The Department will not accept a SAPP that does not meet the seven day submittal requirement and the bid will be declared not responsive. In the event the bid is declared not responsive due to failure to comply the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty, may deny authorization to bid the project if re-advertised for bids and may not allow the bidder to participate on subsequent Lettings.

Submittal and approval of the bidder's SAPP is a condition of award.

The SAPP is to be submitted to the Bureau of Design & Environment, Contracts Office, Room 326, 2300 South Dirksen Parkway, Springfield, IL 62764. Voice 217-782-7806. Fax 217-785-1141. It is the bidder's responsibility to obtain confirmation of delivery.

The requirements of this Public Act are a material part of the contract, and the contractor shall require this provision to be included in all approved subcontracts. The contractor shall submit the correctly completed SAPP Certification Form BC 261 for each subcontractor with the Request for Approval of Subcontractor Form BC 260A.

TO BE RETURNED WITH BID

IV. DISCLOSURES

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

B. Financial Interests and Conflicts of Interest

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

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

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

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

C. Disclosure Form Instructions

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

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

CERTIFICATION STATEMENT

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

(Bidding Company)



Signature of Authorized Representative

Date

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

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

1. Does anyone in your organization have a direct or beneficial ownership share of greater than 5% of the bidding entity or parent entity? YES ___ NO ___
2. Does anyone in your organization have a direct or beneficial ownership share of less than 5%, but which has a value greater than \$102,600.00? YES ___ NO ___
3. Does anyone in your organization receive more than \$102,600.00 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 \$102,600.00? 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. Note: *Checking the NOT APPLICABLE STATEMENT on Form A does not allow the bidder to ignore Form B. Form B must be completed, checked, and dated or the bidder may be considered nonresponsive and the bid will not be accepted.*

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

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

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

D. Bidders Submitting More Than One Bid

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

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

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

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

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

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

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the BIDDER (or its parent) in terms of ownership or distributive income share in excess of 5%, or an interest which has a value of more than \$102,600.00 (60% of the Governor's salary as of 7/1/07). **(Make copies of this form as necessary and attach a separate Disclosure Form A for each individual meeting these requirements)**

FOR INDIVIDUAL (type or print information)

NAME: _____

ADDRESS _____

Type of ownership/distributable income share:

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

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

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

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

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

2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$102,600.00, (60% of the Governor's salary as of 7/1/07) provide the name the State agency for which you are employed and your annual salary. _____

RETURN WITH BID/OFFER

- 3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$102,600.00, (60% of the Governor's salary as of 7/1/07) are you entitled to receive (i) more than 7 1/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes ___ No ___
- 4. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$102,600.00, (60% of the Governor's salary as of 7/1/07) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes ___ No ___

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

Yes ___ No ___

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

- 1. Is your spouse or any minor children currently an officer or employee of the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___ No ___
- 2. Is your spouse or any minor children currently appointed to or employed by any agency of the State of Illinois? If your spouse or minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$102,600.00, (60 % of the Governor's salary as of 7/1/07) provide the name of your spouse and/or minor children, the name of the State agency for which he/she is employed and his/her annual salary. _____

- 3. If your spouse or any minor children is/are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$102,600.00, (60% of the salary of the Governor as of 7/1/07) are you entitled to receive (i) more then 71/2% of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of the salary of the Governor? Yes ___ No ___
- 4. If your spouse or any minor children are currently appointed to or employed by any agency of the State of Illinois, and his/her annual salary exceeds \$102,600.00, (60% of the Governor's salary as of 7/1/07) are you and your spouse or minor children entitled to receive (i) more than 15 % in the aggregate of the total distributable income of your firm, partnership, association or corporation, or (ii) an amount in excess of 2 times the salary of the Governor? Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

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

Yes ___ No ___

RETURN WITH BID/OFFER

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

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

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

APPLICABLE STATEMENT

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

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

NOT APPLICABLE STATEMENT

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

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

_____ Date _____
Signature of Authorized Representative

RETURN WITH BID/OFFER

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**Form B
Other Contracts &
Procurement Related Information
Disclosure**

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

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

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

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

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

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

THE FOLLOWING STATEMENT MUST BE CHECKED

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

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

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

RETURN WITH BID

**Contract No. 76B11
MARION County
Section (29Z)RS-2
Route FAP 322
District 8 Construction Funds**

PART II. WORKFORCE PROJECTION - continued

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

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

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

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

PART III. AFFIRMATIVE ACTION PLAN

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

Company _____ Telephone Number _____

Address _____

NOTICE REGARDING SIGNATURE

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

Signature: _____ Title: _____ Date: _____

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

RETURN WITH BID

**Contract No. 76B11
MARION County
Section (29Z)RS-2
Route FAP 322
District 8 Construction Funds**

PROPOSAL SIGNATURE SHEET

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

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 _____

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

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

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

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

In TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this _____ day of _____ A.D., _____.

PRINCIPAL

(Company Name)

(Company Name)

By: _____
(Signature & Title)

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

Notary Certification for Principal and Surety

STATE OF ILLINOIS,

County of _____

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

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

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

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

My commission expires _____

Notary Public

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

Electronic Bid Bond ID# _____

Company / Bidder Name _____



Signature and Title _____

PROPOSAL ENVELOPE



PROPOSALS

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

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

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

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

NOTICE

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

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

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

**Contract No. 76B11
MARION County
Section (29Z)RS-2
Route FAP 322
District 8 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 13, 2008. 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. 76B11
MARION County
Section (29Z)RS-2
Route FAP 322
District 8 Construction Funds**

3.38 miles of milling and HMA surface on U.S. Route 51 from 0.1 mile south of Percy to 0.1 mile north of Walnut Hill Road.

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

Milton R. Sees, Secretary

BD 351 (Rev. 01/2003)

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2008

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-07) (Revised 1-1-08)

SUPPLEMENTAL SPECIFICATIONS

<u>Std. Spec. Sec.</u>	<u>Page No.</u>
205 Embankment	1
251 Mulch	2
253 Planting Woody Plants	3
280 Temporary Erosion Control	5
443 Reflective Crack Control Treatment	6
502 Excavation for Structures	9
503 Concrete Structures	10
505 Steel Structures	11
540 Box Culverts	12
633 Removing and Reerecting Guardrail and Terminals	13
672 Sealing Abandoned Water Wells	14
701 Work Zone Traffic Control and Protection	15
838 Breakaway Devices	16
1004 Coarse Aggregates	17
1020 Portland Cement Concrete	18
1022 Concrete Curing Materials	20
1042 Precast Concrete Products	21
1062 Reflective Crack Control System	22
1069 Pole and Tower	24
1081 Materials for Planting	27
1083 Elastomeric Bearings	29
1102 Hot-Mix Asphalt Equipment	30

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	31
2	33
3	34
4	44
5	49
6	54
7	55
8	56
9	57
10	60
11	63
12	65
13	69
14	71
15	72
16	74
17	75
18	77
19	78
20	79
21	83
22	85
23	87
24	89
25	90
26	91
27	92
28	93
29	94
30	100
31	108

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
MONTHLY LABOR SUMMARY AND ACTIVITY REPORTING SYSTEM	1
HOT-MIX ASPHALT SURFACE REMOVAL W/SKETCH OF ILLINOIS STANDARD W8-I106	4
MANHOLE FRAMES TO BE ADJUSTED	6
VALVE BOX FRAMES TO BE ADJUSTED	6
TERMINAL SECTION REMOVAL, SINGLE RAIL	6
OFFICE COPY MACHINE	6
TELEPHONE ANSWERING MACHINE	7
TRAFFIC CONTROL PLAN	7
CONSTRUCTION AND MAINTENANCE SIGN SUPPORTS	8
STATUS OF UTILITIES TO BE ADJUSTED	8
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT) CEMENT (BDE)	9
WORKING DAYS (BDE)	10
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)	12
ENGINEER'S FIELD OFFICE (LONG DISTANCE BILL) (BDE)	12
EQUIPMENT RENTAL RATES (BDE)	20
HOT-MIX ASPHALT - FIELD VOIDS IN THE MINERAL AGGREGATE (BDE)	20
HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE)	21
HOT-MIX ASPHALT – TRANSPORTATION (BDE)	23
MULTILANE PAVEMENT PATCHING (BDE)	24
PAYMENTS TO SUBCONTRACTORS (BDE)	24
PLASTIC BLOCKOUTS FOR GUARDRAIL (BDE)	24
RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE)	25
RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)	26
REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)	27
REINFORCEMENT BARS (BDE)	32
STEEL PLATE BEAM GUARDRAIL (BDE)	33
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	34
THERMOPLASTIC PAVEMENT MARKINGS (BDE)	35
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)	35
SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTEREST	36
	39

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 322 (US 51); Section (29Z)RS-2; Marion County; Contract No. 76B11 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

US 51 from Percy Street to Walnut Hill Road in Centralia and Central City.

DESCRIPTION OF PROJECT

Milling, patching and resurfacing 3.38 miles of US 51.

Items of work include: Hot-Mix Asphalt Surface Removal, Pavement Patching, Strip Reflective Crack Control Treatment, Aggregate Shoulders, Hot-Mix Asphalt Surface Course, Level Binder (MM), Incidental Hot-Mix Asphalt Surfacing, Raised Reflective Pavement Marker Removal and Replacement, Pavement Marking, Traffic Control and all other necessary and collateral work required to complete the project.

MONTHLY LABOR SUMMARY AND ACTIVITY REPORTING SYSTEM

Effective: 1-1-1995

Revised June 2001

I. Monthly Labor Summary Report, Form SBE 148

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

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

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

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

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

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

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

II. Monthly Contract Activity Report, Form SBE 248

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

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

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

Monthly Labor Summary and Activity Reporting System Codes and Formats

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

I.) Monthly Labor Summary Report, Form SBE 148

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

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

Specific "Fixed Length Comma Delimited ASCII File Format"

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

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

II.) Monthly Contract Activity Report, Form SBE 248

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

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

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

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

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

This Special Provision must be included in each subcontract agreement.

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

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

This Special Provision must be included in each subcontract agreement.

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

Effective: October 1, 1985

Revised: August 10, 2007

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

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

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

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

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

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

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

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

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

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

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

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

ILLINOIS STANDARD W8-I106



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

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

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

All dimensions in inches.

MANHOLE FRAMES TO BE ADJUSTED

This item shall include adjustment of existing manholes to match proposed pavement grades as shown on the plans and as directed by the Engineer in general accordance with Section 603 of the Standard Specifications for Road and Bridge Construction, 2007, the plans, and as modified by this Special Provision. All labor, equipment, and materials required for this work shall be paid for at the Contract unit price per EACH for MANHOLE FRAMES TO BE ADJUSTED.

VALVE BOX FRAMES TO BE ADJUSTED

This item shall include adjustment of existing utility valve boxes to match proposed pavement grades as shown on the plans and as directed by the Engineer in general accordance with Section 603 of the Standard Specifications for Road and Bridge Construction, 2007, the plans and as modified by this Special Provision. All labor, equipment, and materials required for this work shall be paid for at the Contract unit price per EACH for VALVE BOX FRAMES TO BE ADJUSTED.

TERMINAL SECTION REMOVAL, SINGLE RAIL

This item shall include the removal of the existing terminal sections to be replaced at the locations shown on the plans in general accordance with Section 632 of the Standard Specifications for Road and Bridge Construction, 2007, the plans, and as modified by this Special Provision. The existing terminals shall not be removed until all materials required for installation of the new terminal sections are on site. All labor, equipment, and materials required for this work shall be paid for at the Contract unit price per EACH for TERMINAL SECTION REMOVAL, SINGLE RAIL.

OFFICE COPY MACHINE

Effective: January 1, 1987

Revised: November 1, 2006

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

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

TELEPHONE ANSWERING MACHINE

Effective: January 11, 1990

Revised: November 1, 2006

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

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

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

TRAFFIC CONTROL PLAN

Effective: July 12, 1993

Revised: May 12, 1997

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

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

701006	701011	701101	701301	701306	701311	701336	701421
701422	701426	701601	701606	701701	701801	701901	

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

Construction and Maintenance Sign Supports
 Reflective Sheeting on Channelizing Devices

CONSTRUCTION AND MAINTENANCE SIGN SUPPORTS

Effective: April 21, 1981

Revised: November 1, 2006

This work shall be done according to Section 1106 of the Standard Specifications and Highway Standard 702001 except as herein modified.

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

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

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

STATUS OF UTILITIES TO BE ADJUSTED

NAME AND ADDRESS OF UTILITY	TYPE	LOCATION	ESTIMATED DATE RELOCATION COMPLETED
AT&T Illinois 210 N. Locust Street Floor 2 Centralia, IL 62801 Contact: Mr. Art Nall Phone: (618) 533-3411	Communications	No utility adjustment anticipated.	N/A
Village of Central City 141 North Harrison Central City, IL 62801 Contact: Mr. Mike Gelsinger Phone: (618) 532-2123	Water & Sanitary Sewer	Two sanitary sewer manhole adjustments at Ellis St.	Adjustments to be completed in coordination with Construction.
Charter Communications, Inc. 941 Charter Commons Town & Country, MO 63017 Contact: Mr. Larry A. Saafir Phone: (636) 220-2174	Cable TV	No utility adjustment anticipated.	N/A

City of Centralia 222 S. Poplar Street P.O. Box 569 Centralia, IL 62801 Contact: Mr. Bob Lybarger Phone: (618) 533-7642	Water & Sanitary Sewer	Sanitary sewer manhole and water value adjustments throughout project limits.	Adjustments to be completed in coordination with Construction.
AmerenIP 1050 West Boulevard P.O. Box 428 Belleville, IL 62222-0428 Contact: Mr. Kelly Bauza Phone: (618) 236-4309	Gas & Electric	No utility adjustment anticipated.	N/A
McLeod Telecommunications, Inc. 102 E. Shafer Street Forsythe, IL 62535 Contact: Mr. Bob Miles Phone: (217) 876-7194 Ext.: 222	USA Communications	No utility adjustment anticipated.	N/A
Tri-County Electric Cooperative, Inc. 3906 West Broadway P.O. Box 309 Mt. Vernon, IL 62864-0309 Contact: Mr. Lynn A. Hawkins Phone: (618) 244-5151	Electric	No utility adjustment anticipated.	N/A

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

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

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)

This item shall include constructing combination concrete curb and gutter of the type specified. The curb and gutter shall be placed to match the lines and grade of the adjacent pavement and curb and gutter as shown on the plans and as directed by the Engineer in general accordance with Section 606 of the Standard Specifications for Road and Bridge Construction, 2007, the plans, and as modified by this Special Provision. All labor, equipment, and materials required for this work shall be paid for at the contract unit price per FOOT for COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT).

CEMENT (BDE)

Effective: January 1, 2007

Revised: November 1, 2007

Revise Section 1001 of the Standard Specifications to read:

“SECTION 1001. CEMENT

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

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

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

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

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

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

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

The total of all organic processing additions shall be a maximum of 1.0 percent by weight (mass) of the cement. Organic processing additions shall be limited to grinding aids as defined in (a) above. Inorganic processing additions shall not be used.

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

Portland blast-furnace slag cement shall be according to ASTM C 595 and shall meet the standard physical and chemical requirements. Type I(SM) slag-modified portland cement may be used for cast-in-place, precast, and precast prestressed concrete, except when Class PP concrete is used. All other cements referenced in ASTM C 595 may be used when approved by the Engineer.

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

The total of all organic processing additions shall be a maximum of 1.0 percent by weight (mass) of the cement. Organic processing additions shall be limited to grinding aids as defined in (a) above. Inorganic processing additions shall not be used.

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

- (1) The cement shall have a maximum final set of 25 minutes, according to Illinois Modified ASTM C 191.
- (2) The cement shall have a minimum compressive strength of 2000 psi (13,800 kPa) at 3.0 hours, and 4000 psi (27,600 kPa) at 24.0 hours, according to Illinois Modified ASTM C 109.
- (3) The cement shall have a maximum drying shrinkage of 0.050 percent at seven days, according to Illinois Modified ASTM C 596.
- (4) The cement shall have a maximum expansion of 0.020 percent at 14 days, according to Illinois Modified ASTM C 1038.
- (5) The cement shall have a minimum 80 percent relative dynamic modulus of elasticity; and shall not have a weight (mass) gain in excess of 0.15 percent or a weight (mass) loss in excess of 1.0 percent, after 100 cycles, according to Illinois Modified AASHTO T 161, Procedure B. At 100 cycles, the specimens are measured and weighed at 73 °F (23 °C).

- (e) Calcium Aluminate Cement. Calcium aluminate cement shall be used when specified by the Engineer. The cement shall meet the standard physical requirements for Type I cement according to ASTM C 150, except the time of setting shall not apply. The chemical requirements shall be determined according to ASTM C 114 and shall be as follows: minimum 38 percent aluminum oxide (Al₂O₃), maximum 42 percent calcium oxide (CaO), maximum 1 percent magnesium oxide (MgO), maximum 0.4 percent sulfur trioxide (SO₃), maximum 1 percent loss on ignition, and maximum 3.5 percent insoluble residue.

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

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

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

WORKING DAYS (BDE)

Effective: January 1, 2002

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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)

Effective: September 1, 2000

Revised: January 1, 2007

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

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

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

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

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

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. This determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform **4.0%** of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set forth in this Special Provision:

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

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

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

- (a) In order to assure the timely award of the contract, the as-read low bidder shall submit a Disadvantaged Business Utilization Plan on Department form SBE 2026 within seven working days after the date of letting. To meet the seven day requirement, the bidder may send the Plan by certified mail or delivery service within the seven working day period. If a question arises concerning the mailing date of a Plan, the mailing date will be established by the U.S. Postal Service postmark on the original certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service. It is the responsibility of the bidder to ensure that the postmark or receipt date is affixed within the seven working days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Plan is to be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). It is the responsibility of the bidder to obtain confirmation of telefax delivery. The Department will not accept a Utilization Plan if it does not meet the seven day submittal requirement and the bid will be declared not responsive. In the event the bid is declared not responsive due to a failure to submit a Plan or failure to comply with the bidding procedures set forth herein, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty, and may deny authorization to bid the project if re-advertised for bids. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration or to extend the time for award.
- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.
- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. The signatures on these forms must be original signatures. All elements of information indicated on the said form shall be provided, including but not limited to the following:
 - (1) The name and address of each DBE to be used;
 - (2) A description, including pay item numbers, of the commercially useful work to be done by each DBE;
 - (3) The price to be paid to each DBE for the identified work specifically stating the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;

- (4) A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform commercially useful work on the project; and
 - (5) If the bidder is a joint venture comprised of DBE firms and non-DBE firms, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s).
- (d) The contract will not be awarded until the Utilization Plan submitted by the bidder is approved. The Utilization Plan will be approved by the Department if the Plan commits sufficient commercially useful DBE work performance to meet the contract goal. The Utilization Plan will not be approved by the Department if the Plan does not commit sufficient DBE performance to meet the contract goal unless the bidder documents that it made a good faith effort to meet the goal. The good faith procedures of Section VIII of this special provision apply. If the Utilization Plan is not approved because it is deficient in a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no less than a five working day period in order to cure the deficiency.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR part 26.55, the provisions of which govern over the summary contained herein.

- (a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE firm does not count toward the DBE goals.
- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.
- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE firm does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the full value of all such DBE

trucks operated using DBE employed drivers. Goal credit will be limited to the value of the reasonable fee or commission received by the DBE if trucks are leased from a non-DBE company.

(e) DBE as a material supplier:

- (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
- (2) 100 percent goal credit for the cost of materials or supplies obtained from a DBE manufacturer.
- (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

GOOD FAITH EFFORT PROCEDURES. If the bidder cannot obtain sufficient DBE commitments to meet the contract goal, the bidder must document in the Utilization Plan the good faith efforts made in the attempt to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which could reasonably be expected to obtain sufficient DBE participation. The Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts are not good faith efforts; rather, the bidder is expected to have taken those efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

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

- (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.
 - b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.
- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
 - (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
 - (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
 - (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines that the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that a good faith effort has not been made, the Department will notify the bidder of that preliminary determination by contacting the responsible company official designated in the Utilization Plan. The preliminary determination shall include a statement of reasons why good faith efforts have not been found, and may include

additional good faith efforts that the bidder could take. The notification will designate a five working day period during which the bidder shall take additional efforts. The bidder is not limited by a statement of additional efforts, but may take other action beyond any stated additional efforts in order to obtain additional DBE commitments. The bidder shall submit an amended Utilization Plan if additional DBE commitments to meet the contract goal are secured. If additional DBE commitments sufficient to meet the contract goal are not secured, the bidder shall report the final good faith efforts made in the time allotted. All additional efforts taken by the bidder will be considered as part of the bidder's good faith efforts. If the bidder is not able to meet the goal after taking additional efforts, the Department will make a pre-final determination of the good faith efforts of the bidder and will notify the designated responsible company official of the reasons for an adverse determination.

- (c) The bidder may request administrative reconsideration of a pre-final determination adverse to the bidder within the five working days after the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The pre-final determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal. In addition, the request shall be considered a consent by the bidder to extend the time for award. The request will be forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

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

- (a) No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764. Telephone number (217) 785-4611. Telefax number (217) 785-1524.
- (b) All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the Participation Statement. The Contractor shall not terminate for convenience a DBE listed in the Utilization Plan and then perform the work of the terminated DBE with its own forces, those of an affiliate or those of another subcontractor, whether DBE or not, without first obtaining the written consent of the Bureau of Small Business Enterprises to amend the Utilization Plan. If a DBE listed in the Utilization Plan is terminated for reasons other than convenience, or fails to complete its work on the contract for any reason, the Contractor shall make good faith efforts to find another DBE to substitute for the terminated DBE. The good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, but only to the extent needed to meet the contract goal or the amended contract goal. The Contractor shall notify the Bureau of Small Business Enterprises of any termination for reasons other than convenience, and shall obtain approval for inclusion of the substitute DBE in the Utilization Plan. If good faith efforts following a termination of a DBE for cause are not successful, the Contractor shall contact the Bureau and provide a full accounting of the efforts undertaken to obtain substitute DBE participation. The Bureau will evaluate the good faith efforts in light of all circumstances surrounding the performance status of the contract, and determine whether the contract goal should be amended.
- (c) The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefor to the DBE by the Contractor, but not later than thirty calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Report on Department form SBE 2115 to the Regional Engineer. If full and final payment has not been made to the DBE, the Report shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Plan, the Department will deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.
- (d) The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

- (e) Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department.

ENGINEER'S FIELD OFFICE (LONG DISTANCE BILL) (BDE)

Effective: November 1, 2007

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

"This price shall include all utility costs and shall reflect the salvage value of the building or buildings, equipment, and furniture which become the property of the Contractor after release by the Engineer, except the Department will pay that portion of the monthly long distance phone bills that, when combined, exceed \$150."

EQUIPMENT RENTAL RATES (BDE)

Effective: August 2, 2007

Revised: January 2, 2008

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Effective: April 1, 2007

Revised: April 1, 2008

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

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

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

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

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

2/ Allowable limit below minimum design VMA requirement"

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

"CONTROL CHART REQUIREMENTS	High ESAL Low ESAL	All Other
	VMA"	

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

"1. Voids, VMA, and Asphalt Binder Content."

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

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

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

"Test Parameter	Acceptable Limits of Precision
% Passing: ^{1/}	
½ in. (12.5 mm)	5.0 %
No. 4 (4.75 mm)	5.0 %
No. 8 (2.36 mm)	3.0 %
No. 30 (600 µm)	2.0 %
Total Dust Content No. 200 (75 µm) ^{1/}	2.2 %
Asphalt Binder Content	0.3 %
Maximum Specific Gravity of Mixture	0.026
Bulk Specific Gravity	0.030
VMA	1.4 %
Density (% Compaction)	1.0 % (Correlated)

1/ Based on washed ignition."

HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE)

Effective: April 1, 2008

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

"Parameter	Frequency of Tests		Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture	All Other Mixtures	
Aggregate Gradation Hot bins for batch and continuous plants. Individual cold-feed or combined belt-feed for drier drum plants. % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm) Note 1.	1 dry gradation per day of production (either morning or afternoon sample). and 1 washed ignition oven test on the mix per day of production (conduct in the afternoon if dry gradation is conducted in the morning or vice versa). Note 3. Note 4.	1 gradation per day of production. The first day of production shall be a washed ignition oven test on the mix. Thereafter, the testing shall alternate between dry gradation and washed ignition oven test on the mix. Note 4.	Illinois Procedure
Asphalt Binder Content by Ignition Oven Note 2.	1 per half day of production	1 per day	Illinois-Modified AASHTO T 308
Air Voids Bulk Specific Gravity of Gyrotory Sample	Day's production ≥ 1200 tons: 1 per half day of production Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	1 per day	Illinois-Modified AASHTO T 312
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons: 1 per half day of production Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	1 per day	Illinois-Modified AASHTO T 209"

HOT-MIX ASPHALT – TRANSPORTATION (BDE)

Effective: April 1, 2008

Revise Article 1030.08 of the Standard Specifications to read:

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

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

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

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

MULTILANE PAVEMENT PATCHING (BDE)

Effective: November 1, 2002

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

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.

PLASTIC BLOCKOUTS FOR GUARDRAIL (BDE)

Effective: November 1, 2004

Revised: January 1, 2007

Add the following to Article 630.02 of the Standard Specifications:

“(g) Plastic Blockouts (Note 1.)

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

RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE)

Effective: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications, except the limits shall be a minimum of \$5,000,000 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of \$10,000,000 over the life of the policy. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Norfolk Southern Railway 1200 Peachtree St. Atlanta, GA 30309	None	16 trains p/d @20 mph
DOT/AAR No.: (Southbound) 724801U (Northbound) 724800M RR Division: Illinois	RR Mile Post: 66.3	RR Sub-Division: St. Louis / Louisville
For Freight/Passenger Information Contact: Mike Craddock, Road Foreman Phone: (618) 322-5886		
For Insurance Information Contact: Mike Craddock, Road Foreman Phone: (618) 322-5886		

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

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

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)

Effective: January 1, 2007

Revised: August 1, 2007

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

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT

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

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

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

- (a) Homogeneous. Homogeneous RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures and represent: 1) the same aggregate quality, but shall be at least C quality; 2) the same type of crushed aggregate (either crushed natural aggregate, ACBF slag, or steel slag); 3) similar gradation; and 4) similar asphalt binder content. If approved by the Engineer, combined single pass surface/binder millings may be considered “homogenous” with a quality rating dictated by the lowest coarse aggregate quality present in the mixture.
- (b) Conglomerate 5/8. Conglomerate 5/8 RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate 5/8 RAP shall be processed prior to testing by crushing to where all RAP shall pass the 5/8 in. (16 mm) or smaller screen. Conglomerate 5/8 RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (c) Conglomerate 3/8. Conglomerate 3/8 RAP stockpiles shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least B quality. This RAP may have an

inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate 3/8 RAP shall be processed prior to testing by crushing to where all RAP shall pass the 3/8 in. (9.5 mm) or smaller screen. Conglomerate 3/8 RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.

- (d) Conglomerate "D" Quality (DQ). Conglomerate DQ RAP stockpiles shall consist of RAP from Class I, Superpave (High or Low ESAL), HMA (High or Low ESAL), or equivalent mixtures. The coarse aggregate in this RAP may be crushed or round but shall be at least D quality. This RAP may have an inconsistent gradation and/or asphalt binder content. Conglomerate DQ RAP stockpiles shall not contain steel slag or other expansive material as determined by the Department.
- (e) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

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

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

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

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

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

- (a) Testing Conglomerate 3/8. In addition to the requirements above, conglomerate 3/8 RAP shall be tested for maximum theoretical specific gravity (G_{mm}) at a frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).
- (b) Evaluation of Test Results. All of the extraction results shall be compiled and averaged for asphalt binder content and gradation and, when applicable G_{mm} . Individual extraction test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	Homogeneous / Conglomerate	Conglomerate "D" Quality
1 in. (25 mm)		± 5 %
1/2 in. (12.5 mm)	± 8 %	± 15 %
No. 4 (4.75 mm)	± 6 %	± 13 %
No. 8 (2.36 mm)	± 5 %	
No. 16 (1.18 mm)		± 15 %
No. 30 (600 μm)	± 5 %	
No. 200 (75 μm)	± 2.0 %	± 4.0 %
Asphalt Binder	± 0.4 % ^{1/}	± 0.5 %
G _{mm}	± 0.02 ^{2/}	

1/ The tolerance for conglomerate 3/8 shall be ± 0.3 %.

2/ Applies only to conglomerate 3/8. When variation of the G_{mm} exceeds the ± 0.02 tolerance, a new conglomerate 3/8 stockpile shall be created which will also require an additional mix design.

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

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

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

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

1031.05 Use of RAP in HMA. The use of RAP in HMA shall be as follows.

- (a) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
- (b) Steel Slag Stockpiles. RAP stockpiles containing steel slag or other expansive material, as determined by the Department, shall be homogeneous and will be approved for use in HMA (High ESAL and Low ESAL) surface mixtures only.
- (c) Use in HMA Surface Mixtures (High and Low ESAL). RAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be either homogeneous or conglomerate 3/8, in which the coarse aggregate is Class B quality or better.
- (d) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be homogeneous, conglomerate 5/8, or conglomerate 3/8, in which the coarse aggregate is Class C quality or better.
- (e) Use in Shoulders and Subbase. RAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be homogeneous, conglomerate 5/8, conglomerate 3/8, or conglomerate DQ.
- (f) The use of RAP shall be a contractor's option when constructing HMA in all contracts. When the contractor chooses the RAP option, the percentage of RAP shall not exceed the amounts indicated in the table for a given N Design.

Max RAP Percentage

HMA MIXTURES ^{1/, 3/}	MAXIMUM % RAP			
	Ndesign	Binder/Leveling Binder	Surface	Polymer Modified
30	30	30	30	10
50	25	15	15	10
70	15 / 25 ^{2/}	10 / 15 ^{2/}	10 / 15 ^{2/}	10
90	10	10	10	10
105	10	10	10	10

1/ For HMA Shoulder and Stabilized Sub-Base (HMA) N-30, the amount of RAP shall not exceed 50% of the mixture.

2/ Value of Max % RAP if 3/8 RAP is utilized.

3/ When RAP exceeds 20%, the high & low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25% RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28).

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

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

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

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

If the RAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP and either switch to the virgin aggregate design or submit a new RAP design. When producing mixtures containing conglomerate 3/8 RAP, a positive dust control system shall be utilized.

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

(a) Dryer Drum Plants.

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

(b) Batch Plants.

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

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

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

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

REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)

Effective: April 1, 2007

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

"At the time of manufacturing, the retroreflective prismatic sheeting used on channelizing devices shall meet or exceed the initial minimum coefficient of retroreflection as specified in the following table. Measurements shall be conducted according to ASTM E 810, without averaging. Sheeting used on cones, drums and flexible delineators shall be reboundable as tested according to ASTM D 4956. Prestriped sheeting for rigid substrates on barricades shall be white and orange.

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

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

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

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

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

REINFORCEMENT BARS (BDE)

Effective: November 1, 2005

Revised: January 2, 2008

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

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

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

- a. For straight bars furnished in cut lengths and with a well-defined yield point, the yield point shall be determined as the elastic peak load, identified by a halt or arrest of the load indicator before plastic flow is sustained by the bar and dividing it by the nominal cross-sectional area of the bar.
- b. For bars without a well-defined yield point, including bars straightened from coils, the yield strength shall be determined by taking the corresponding load at 0.005 strain as measured by an extensometer (0.5% elongation under load) and dividing it by the nominal cross-sectional area of the bar.
- c. For bars straightened from coils or bars bent from fabrication, there shall be no upper limit on yield strength; and for bar designation Nos. 3 - 6 (10 - 19), the elongation after rupture shall be at least 9%.

- d. Heat Numbers. Bundles or bars at the construction site shall be marked or tagged with heat identification numbers of the bar producer.
 - e. Guided Bend Test. Bars may be subject to a guided bend test across two pins which are free to rotate, where the bending force shall be centrally applied with a fixed or rotating pin of a certain diameter as specified in Table 3 of ASTM A 706 (A 706M). The dimensions and clearances of this guided bend test shall be according to ASTM E 190.
 - f. Spiral Reinforcement. Spiral reinforcement shall be deformed or plain bars conforming to the above requirements or cold-drawn steel wire conforming to AASHTO M 32.
- (2) Epoxy Coated Reinforcement Bars. Epoxy coated reinforcement bars shall be according to Article 1006.10(a)(1) and shall be epoxy coated according to AASHTO M 284 (M 284M) and the following.
- a. Certification. The epoxy coating applicator shall be certified according to the current Bureau of Materials and Physical Research Policy Memorandum, "Epoxy Coating Plant Certification Procedure". The Department will maintain an approved list.
 - b. Coating Thickness. The thickness of the epoxy coating shall be 7 to 12 mils (0.18 to 0.30 mm). When spiral reinforcement is coated after fabrication, the thickness of the epoxy coating shall be 7 to 20 mils (0.18 to 0.50 mm).
 - c. Cutting Reinforcement. Reinforcement bars may be sheared or sawn to length after coating, providing the end damage to the coating does not extend more than 0.5 in. (13 mm) back and the cut is patched before any visible rusting appears. Flame cutting will not be permitted."

STEEL PLATE BEAM GUARDRAIL (BDE)

Effective: November 1, 2005

Revised: August 1, 2007

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

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

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: April 2, 2005

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

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

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

THERMOPLASTIC PAVEMENT MARKINGS (BDE)

Effective: January 1, 2007

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

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

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

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

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

White: Daylight Reflectance75 percent min.

*Yellow: Daylight Reflectance45 percent min.

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456"

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

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

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

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

Effective: November 2, 2006

Revised: January 2, 2007

Description. For projects with at least 1200 tons (1100 metric tons) of work involving applicable bituminous materials, cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and pavement preservation type surface treatments. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, or joint filling/sealing.

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

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

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

Where: CA = Cost Adjustment, \$.

BPI_P = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).

BPI_L = Bituminous Price Index, as published by the Department for the month prior to the letting, \$/ton (\$/metric ton).

%AC_V = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC_V will be determined from the adjusted job mix formula.

For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC_v and undiluted emulsified asphalt will be considered to be 65% AC_v.

Q = Authorized construction Quantity, tons (metric tons) (see below).

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

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

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

Where: A = Area of the HMA mixture, sq yd (sq m).

D = Depth of the HMA mixture, in. (mm).

G_{mb} = Average bulk specific gravity of the mixture, from the approved mix design.

V = Volume of the bituminous material, gal (L).

SG = Specific Gravity of bituminous material as shown on the bill of lading.

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

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

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

Return With Bid

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

**OPTION FOR
BITUMINOUS MATERIALS COST ADJUSTMENTS**

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

Yes No

Signature: _____ **Date:** _____

SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTEREST

1. AUTHORITY OF RAILROAD ENGINEER AND DEPARTMENT ENGINEER:

The authorized representative of the Railroad Company, hereinafter referred to as Railroad Engineer, shall have final authority in all matters affecting the safe maintenance of Railroad traffic of his Company including the adequacy of the foundations and structures supporting the Railroad tracks.

The authorized representative of the Department, hereinafter referred to as the Engineer, shall have authority over all other matters as prescribed herein and in the Project Specifications.

2. NOTICE OF STARTING WORK:

A. The contractor shall not commence any work on railroad rights-of-way until he has complied with the following conditions:

- a. Given the Railroad written notice, with copy to the Engineer who has been designated to be in charge of the work, at least ten days in advance of the date he proposes to begin work on Railroad rights-of-way.

Office of Chief Engineer
Bridges & Structures
Norfolk Southern Corporation
1200 Peachtree
Atlanta, Georgia 30309

- b. Obtained written authorization from the Railroad to begin work on Railroad rights-of-way, such authorization to include an outline of specific conditions with which he must comply.
- c. Obtained written approval from the Railroad of Railroad Protective Insurance Liability coverage as required by paragraph 14 herein.
- d. Furnished a schedule for all work within the Railroad rights-of-way as required by paragraph 7,B,1.

B. The Railroad's written authorization to proceed with the work shall include the names, addresses, and telephone numbers of the Railroad's representatives who are to be notified as hereinafter required. Where more than one representative is designated, the area of responsibility of each representative shall be specified.

3. INTERFERENCE WITH RAILROAD OPERATIONS:

- A. The Contractor shall so arrange and conduct his work that there will be no interference with Railroad operations, including train, signal, telephone and telegraphic services, or damage to the property of the Railroad Company or to poles, wires, and other facilities of tenants on the rights-of-way of the Railroad Company. Whenever work is liable to affect the operations or safety of trains, the method of doing such work shall first be submitted to the Railroad Engineer for approval, but such approval shall not relieve the Contractor from liability. Any work to be performed by the Contractor which requires flagging service or inspection service shall be deferred by the Contractor until the flagging service or inspection service required by the Railroad is available at the job site.**
- B. Whenever work within Railroad rights-of-way is of such a nature that impediment to Railroad operations such as use of runaround tracks or necessity for reduced speed is unavoidable, the Contractor shall schedule and conduct his operations so that such impediment is reduced to the absolute minimum.**
- C. Should conditions arising from, or in connection with the work, require that immediate and unusual provisions be made to protect operations and property of the Railroad, the Contractor shall make such provisions. If in the judgment of the Railroad Engineer, or in his absence, the Engineer, such provisions is insufficient, either may require or provide such provisions as he deems necessary. In any event, such unusual provisions shall be at the Contractor's expense and without cost to the Railroad or the Department.**

4. TRACK CLEARANCES:

- A. The minimum track clearances to be maintained by the Contractor during construction are shown on the Project Plans. However, before undertaking any work within Railroad right-of-way, or before placing any obstruction over any track, the Contractor shall:**
 - 1. Notify the Railroad's representative at least 72 hours in advance of the work.**
 - 2. Receive assurance from the Railroad's representative that arrangements have been made for flagging service as may be necessary.**
 - 3. Receive permission from the Railroad's representative to proceed with the work.**
 - 4. Ascertain that the Engineer has received copies of notice to the Railroad and of the Railroad's response thereto.**

5. **CONSTRUCTION PROCEDURES:**

A. **General:**

Construction work and operations by the Contractor on Railroad property shall be:

1. Subject to the inspection and approval of the Railroad.
2. In accord with the Railroad's written outline of specific conditions.
3. In accord with the Railroad's general rules, regulations and requirements including those relating to safety, fall protection and personal protective equipment.
4. In accord with these Special Provisions.

B. **Excavation:**

The subgrade of an operated track shall be maintained with edge of beam at least 10'-0" from centerline of track and not more than 24- inches below top of rail. Contractor will not be required to make existing section meet this specification if substandard, in which case existing section will be maintained.

C. **Excavation for Structures:**

The Contractor will be required to take special precaution and care in connection with excavating and shoring pits, and in driving piles or sheeting for footings adjacent to tracks to provide adequate lateral support for the tracks and the loads which they carry, without disturbance of track alignment and surface, and to avoid obstructing track clearances with working equipment, tools or other material. All plans and calculations for shoring shall be prepared and signed by a Registered Professional Engineer. The Engineer will be responsible for the accuracy for all controlling dimensions as well as the selection of soil design values which will accurately reflect the actual field conditions. The procedure for doing such work, including need of and plans and calculations for shoring, shall first be approved by the Engineer and the Railroad Engineer, but such approval shall not relieve the Contractor from liability.

D. **Demolition. Erection, Hoisting**

1. Railroad tracks and other railroad property must be protected from damage during the procedure.

2. The Contractor is required to submit a plan showing the location of cranes, horizontally and vertically, operating radii, with delivery or disposal locations shown. The location of all tracks and other railroad facilities as well as all obstructions such as wire lines, poles, adjacent structures, etc. must also be shown.
3. Crane rating sheets showing cranes to be adequate for 150% of the actual weight of the pick. A complete set of crane charts, including crane, counterweight, and boom nomenclature is to be submitted.
4. Plans and computations showing the weight of the pick must be submitted. Calculations shall be made from plans of the existing and/or proposed structure showing complete and sufficient details with supporting data for the demolition or erection of the structure. If plans do not exist, lifting weights must be calculated from field measurements. The field measurements are to be made under the supervision of the Registered Professional Engineer submitting the procedure and calculations.
5. A data sheet must be submitted listing the types, size, and arrangements of all rigging and connection equipment.
6. A complete procedure is to be submitted, including the order of lifts, time required for each lift, and any repositioning or re-hitching of the crane or cranes.
7. All erection or demolition plans, procedures, data sheets, etc. submitted must be prepared, signed and sealed by a Registered Professional Engineer.
8. The Railroad's representative must be present at the site during the entire demolition and erection procedure period.
9. All procedures, plans and calculations shall first be approved by the Engineer and the Railroad Engineer, but such approval does not relieve the Contractor from liability.

E. Blasting:

1. **The Contractor shall obtain advance approval of the Railroad Engineer and the Engineer for use of explosives on or adjacent to Railroad property. The request for permission to use explosives shall include a detailed blasting plan. If permission for use of explosives is granted, the Contractor will be required to comply with the following:**

- (a) **Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Contractor and a licensed blaster.**
- (b) **Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way radios.**
- (c) **No blasting shall be done without the presence of an authorized representative of the Railroad. At least 72 hours advance notice to the person designated in the Railroad's notice of authorization to proceed (see paragraph 2B) will be required to arrange for the presence of an authorized Railroad representative and such flagging as the Railroad may require.**
- (d) **Have at the job site adequate equipment, labor and materials and allow sufficient time to clean up debris resulting from the blasting without delay to trains, as well as correcting at his expense any track misalignment or other damage to Railroad property resulting from the blasting as directed by the Railway's authorized representative. If his actions result in delay of trains, the Contractor shall bear the entire cost thereof.**

2. The Railroad representative will:

- (a) **Determine approximate location of trains and advise the Contractor the appropriate amount of time available for the blasting operation and clean up.**
- (b) **Have the authority to order discontinuance of blasting if, in his opinion, blasting is too hazardous or is not in accord with these special provisions.**

F. Maintenance of Railroad Facilities:

- 1. **The Contractor will be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from his operations and provide and maintain any erosion control measures as required. The Contractor will promptly repair eroded areas within Railroad rights-of-way and repair any other damage to the property of the Railroad or its tenants.**
- 2. **All such maintenance and repair of damages due to the Contractor's operations shall be done at the Contractor's expense.**

G. Storage of Materials and Equipment:

Materials and equipment shall not be stored where they will interfere with Railroad operations, nor on the rights-of-way of the Railroad Company without first having obtained permission from the Railroad Engineer, and such permission will be with the understanding that the Railroad Company will not be liable for damage to such material and equipment from any cause and that the Railroad Engineer may move or require the Contractor to move, at the Contractor's expense, such material and equipment.

All grading or construction machinery that is left parked near the track unattended by a watchman shall be effectively immobilized so that it cannot be moved by unauthorized persons. The Contractor shall protect, defend, indemnify and save Railroad, and any associated, controlled or affiliated corporation, harmless from and against all losses, costs, expenses, claim or liability for loss or damage to property or the loss of life or personal injury, arising out of or incident to the Contractor's failure to immobilize grading or construction machinery.

H. Cleanup:

Upon completion of the work, the Contractor shall remove from within the limits of the Railroad rights-of-way, all machinery, equipment, surplus materials, falsework, rubbish or temporary buildings of the Contractor, and leave said rights-of-way in a neat condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

6. DAMAGES:

- A. The Contractor shall assume all liability for any and all damages to his work, employees, servants, equipment and materials caused by Railroad traffic.
- B. Any cost incurred by the Railroad for repairing damages to its property or to property of its tenants, caused by or resulting from the operations of the Contractor, shall be paid directly to the Railroad by the Contractor.

7. FLAGGING SERVICES:

A. When Required:

Under the terms of the agreement between the Department and the Railroad, the Railroad has sole authority to determine the need for flagging required to protect its operations. In general, the requirements of such services will be whenever the Contractor's personnel or equipment are or are likely to be, working on the Railroad's right-of-way, or across, over, adjacent to, or under a track, or when such work has disturbed or is likely to disturb a railroad structure or the railroad roadbed or surface and alignment of any track to such extent that the movement of trains must be controlled by flagging.

Normally, the Railroad will assign one flagman to a project; but in some cases, more than one may be necessary, such as yard limits where three (3) flagmen may be required. However, if the Contractor works within distances that violate instructions given by the Railroad's authorized representative or performs work that has not been scheduled with the Railroad's authorized representative, a flagman or flagmen may be required full time until the project has been completed.

B. Scheduling and Notification:

1. The Contractor's work requiring railroad flagging should be scheduled to limit the presence of a flagman at the site to a maximum of 50 hours per week. The Contractor shall receive Railroad approval of work schedules requiring a flagman's presence in excess of 40 hours per week.
- 2.. Not later than the time that approval is initially requested to begin work on Railroad right-of-way, Contractor shall furnish to the Railroad and the Department a schedule for all work required to complete the portion of the project within Railroad right-of-way and arrange for a job site meeting between the Contractor, the Department, and the Railroad's authorized representative. Flagman or Flagmen may not be provided until the job site meeting has been conducted and the Contractor's work scheduled.
3. The Contractor will be required to give the Railroad representative at least 10 working days of advance written notice of intent to begin work within Railroad right-of-way in accordance with this special provision. Once begun, when such work is then suspended at any time, or for any reason, the Contractor will be required to give the Railroad representative at least 3 working days of advance notice before resuming work on Railroad right-of-way. Such notices shall include sufficient details of the proposed work to enable the Railroad representative to determine if flagging will be required. If such notice is in writing, the Contractor shall furnish the Engineer a copy; if notice is given verbally, it shall be confirmed in writing with copy to the Engineer. If flagging is required, no work shall be undertaken until the flagman, or flagmen is present at the job site. It may take up to 30 days to obtain flagging initially from the Railroad. When flagging begins, the flagman is usually assigned by the Railroad to work at the project site on a continual basis until no longer needed and cannot be called for on a spot basis. If flagging becomes unnecessary and is suspended, it may take up to 30 days to again obtain from the Railroad. Due to Railroad labor agreements, it is necessary to give 5 working days notice before flagging service may be discontinued and responsibility for payment stopped.

- 4.. If, after the flagman is assigned to the project site, an emergency arises that requires the flagman's presence elsewhere, then the Contractor shall delay work on Railroad right-of-way until such time as the flagman is again available. Any additional costs resulting from such delay shall be borne by the Contractor and not the Department or Railroad.

C. Payment:

1. The Department's contractor pursuant to Section 107.12 of the State's "Standard Specifications for Road and Bridge Construction" adopted January 1, 2002 will be responsible for paying the Railroad directly for any and all costs of flagging which may be required to accomplish the construction.
2. The estimated cost of flagging is \$400.00 per day based on a 10-hour work day. This cost includes the base pay for the flagman, overhead, and includes an estimated \$50 per diem charge for travel expenses, meals and lodging. The charge to the Department by the Railroad will be the actual cost based on the rate of pay for the Railroad's employees who are available for flagging service at the time the service is required.
3. Work by a flagman in excess of 8 hours per day or 40 hours per week, but not more than 12 hours a day will result in overtime pay at 1 and 1/2 times the appropriate rate. Work by a flagman in excess of 12 hours per day will result in overtime at 2 times the appropriate rate. If work is performed on a holiday, the flagging rate is 2 and 1/2 times the normal rate.
4. Railroad work involved in preparing and handling bills will also be charged to the Department. Charges to the Department by the Railroad shall be in accordance with applicable provisions of Subchapter B, Part 140, Subpart I and Subchapter G, Part 646, Subpart B of the Federal-Aid Policy Guide issued by the Federal Highway Administration on December 9, 1991, including all current amendments. Flagging costs are subject to change. The above estimates of flagging costs are provided for information only and are not binding in any way.

D. Verification:

1. The Contractor and Department will review and sign the Railroad flagman's time sheet (Form 11123), attesting that the flagman was present during the time recorded. Flagmen may be removed by the Railroad if form is not signed. If flagman is removed, the Contractor will not be allowed to re-enter the Railroad right-of-way until the issue is resolved. Any complaints concerning flagman or flagmen

must be resolved in a timely manner. If need for flagman or flagmen is questioned, please contact Railroad's System Engineer Public Improvements (404) 529-1641. All verbal complaints will be confirmed in writing by the Contractor within 5 working days with a copy to the Highway Engineer. Address all written correspondence to:

Office of Chief Engineer Attn: T. D. Wyatt
Bridges & Structures System Engineer
Norfolk Southern Corporation Public Improvements
1200 Peachtree Street
Atlanta, Georgia 30309

2. The Railroad flagman assigned to the project will be responsible for notifying the Project Engineer upon arrival at the job site on the first day (or as soon thereafter as possible) that flagging services begin and on the last day that he performs such services for each separate period that services are provided. The Project Engineer will document such notification in the project records. When requested, the Project Engineer will also sign the flagman's diary showing daily time spent and activity at the project site.

8. **HAUL ACROSS RAILROAD:**

- A. Where the plans show or imply that materials of any nature must be hauled across a Railroad, unless the plans clearly show that the Department has included arrangements for such haul in its agreement with the Railroad, the Contractor will be required to make all necessary arrangements with the Railroad regarding means of transporting such materials across the Railroad. The Contractor will be required to bear all costs incidental to such crossings whether services are performed by his own forces or by Railroad personnel.
- B. No crossing may be established for use of the Contractor for transporting materials or equipment across the tracks of the Railroad Company unless specific authority for its installation, maintenance, necessary watching and flagging thereof and removal, until a private crossing agreement has been executed between the Contractor and Railroad.

9. **WORK FOR THE BENEFIT OF THE CONTRACTOR:**

- A. All temporary or permanent changes in wire lines or other facilities which are considered necessary to the project are shown on the plans; included in the force account agreement between the Department and the Railroad or will be covered by appropriate revisions to same which will be initiated and approved by the Department and/or the Railroad.

- B. Should the Contractor desire any changes in addition to the above, then he shall make separate arrangements with the Railroad for same to be accomplished at the Contractor's expense.

10. **COOPERATION AND DELAYS:**

- A. It shall be the Contractor's responsibility to arrange a schedule with the Railroad for accomplishing stage construction involving work by the Railroad or tenants of the Railroad. In arranging his schedule he shall ascertain, from the Railroad, the lead time required for assembling crews and materials and shall make due allowance therefore.
- B. No charge or claim of the Contractor against either the Department or the Railroad Company will be allowed for hindrance or delay on account of railway traffic; any work done by the Railway Company or other delay incident to or necessary for safe maintenance of railway traffic or for any delays due to compliance with these special provisions.

11. **TRAINMAN'S WALKWAYS:**

Along the outer side of each exterior track of multiple operated track, and on each side of single operated track, an unobstructed continuous space suitable for trainman's use in walking along trains, extending to a line not less than 10 feet from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while Railway's protective service is provided shall be removed before the close of each work day. If there is any excavation near the walkway, a handrail, with 10'-0" minimum clearance from centerline of track, shall be placed.

12. **GUIDELINES FOR PERSONNEL ON RAILROAD RIGHT-OF-WAY:**

- A. All persons shall wear hard hats. Appropriate eye and hearing protection must be used. Working in shorts is prohibited. Shirts must cover shoulders, back and abdomen. Working in tennis or jogging shoes, sandals, boots with high heels, cowboy and other slip-on type boots is prohibited. Hard-sole, lace-up footwear, zippered boots or boots cinched up with straps which fit snugly about the ankle are adequate. Safety boots are strongly recommended.
- B. No one is allowed within 25' of the centerline of track without specific authorization from the flagman.
- C. All persons working near track while train is passing are to lookout for dragging bands, chains and protruding or shifted cargo.
- D. No one is allowed to cross tracks without specific authorization from the flagman.
- E. All welders and cutting torches working within 25' of track must stop when train is passing.

- F. No steel tape or chain will be allowed to cross or touch rails without permission.

13. **GUIDELINES EQUIPMENT ON RAILROAD RIGHT-OF-WAY:**

- A. No crane or boom equipment will be allowed to set up to work or park within boom distance plus 15' of centerline of track without specific permission from railroad official and flagman.
- B. No crane or boom equipment will be allowed to foul track or lift a load over the track without flag protection and track time.
- C. All employees will stay with their machines when crane or boom equipment is pointed toward track.
- D. All cranes and boom equipment under load will stop work while train is passing (including pile driving).
- E. Swinging loads must be secured to prevent movement while train is passing.
- F. No loads will be suspended above a moving train.
- G. No equipment will be allowed within 25' of centerline of track without specific authorization of the flagman.
- H. Trucks, tractors or any equipment will not touch ballast line without specific permission from railroad official and flagman.
- I. No equipment or load movement within 25' or above a standing train or railroad equipment without specific authorization of the flagman.
- J. All operating equipment within 25' of track must halt operations when a train is passing. All other operating equipment may be halted by the flagman if the flagman views the operation to be dangerous to the passing train.
- K. All equipment, loads and cables are prohibited from touching rails.
- L. While clearing and grubbing, no vegetation will be removed from railroad embankment with heavy equipment without specific permission from the Railroad Engineer and flagman.
- M. No equipment or materials will be parked or stored on Railroad's property unless specific authorization is granted from the Railroad Engineer.
- N. All unattended equipment that is left parked on Railroad property shall be effectively immobilized so that it cannot be moved by unauthorized persons.

- O. All cranes and boom equipment will be turned away from track after each work day or whenever unattended by an operator.**

14. INSURANCE:

- A. In addition to any other forms of insurance or bonds required under the terms of the contract and specifications, the Prime Contractor will be required to carry insurance of the following kinds and amounts:**

1. Commercial General Liability Insurance having a combined single limit of not less than \$2,000,000 per occurrence for all loss, damage, cost and expense, including attorneys' fees, arising out of bodily injury liability and property damage liability during the policy period. Said policy shall include "explosion, collapse, and underground hazard" ("XCU") coverage, shall be endorsed to name Railroad specified in item A.2 below as an additional insured, and shall include a severability of interests provision.

2. Railroad Protective Liability Insurance having a combined single limit of not less than \$2,000,000 each occurrence and \$6,000,000 in the aggregate applying separately to each annual period. If the project involves track over which passenger trains operate, the insurance limits required are not less than a combined single limit of \$5,000,000 each occurrence and \$10,000,000 in the aggregate applying separately to each annual period. Said policy shall provide coverage for all loss, damage or expense arising from bodily injury and property damage liability, and physical damage to property attributed to acts or omissions at the job site.

The standards for the Railroad Protective Liability Insurance are as follows:

The insurer must be rated A- or better by A.M. Best Company, Inc.

The policy must be written using one of the following combinations of Insurance Services Office ("ISO") Railroad Protective Liability Insurance Form Numbers:

CG 00 35 01 96 and CG 28 31 10 93; or CG 00 35 07 98 and CG 28 31 07 98.

The named insured shall read:

[Name of railroad that owns the track]; and
Norfolk Southern Railway Company
Three Commercial Place
Norfolk, Virginia 23510-2191
Attn: D. W. Fries, Director Risk Management

The description of operations must appear on the Declarations, must match the project description in this agreement, and must include the appropriate Department project and contract identification numbers.

The job location must appear on the Declarations and must include the city, state and appropriate highway name/number.

The name and address of the prime contractor must appear on the Declarations.

The name and address of the Department must be identified on the Declarations as the "Involved Governmental Authority or Other Contracting Party."

Other endorsements/forms that will be accepted are:

Broad Form Nuclear Exclusion – Form IL 00 21

30-day Advance Notice of Non-renewal or cancellation

Required State Cancellation Endorsement

Quick Reference or Index Form CL/IL 240

Endorsements/forms that are NOT acceptable are:

Any Pollution Exclusion Endorsement except CG 28 31

Any Punitive or Exemplary Damages Exclusion

Known injury or Damage Exclusion form CG 00 59

Any Common Policy Conditions form

Any other endorsement/form not specifically authorized in item no. 2.h above.

B. If any part of the work is sublet, similar insurance, and evidence thereof as specified in A.1 above, shall be provided by or on behalf of the subcontractor to cover its operations on Railroad's right of way.

C. Prior to entry on Railroad right-of-way, the original Railroad Protective Liability Insurance Policy shall be submitted by the Prime Contractor to the Department at the address below for its review and transmittal to the Railroad. In addition, certificates of insurance evidencing the Prime Contractor's and any subcontractors' Commercial General Liability Insurance shall be issued to the Railroad and the Department at the addresses below, and forwarded to the Department for its review and transmittal to the Railroad. The certificates of insurance shall state that the insurance coverage will not be suspended, voided, canceled, or reduced in coverage or limits without (30) days advance written notice to Railroad and the Department. No work will be permitted by Railroad on its right-of-way until it has reviewed and approved the evidence of insurance required herein.

DEPARTMENT:

RAILROAD:

Mr. D. W. Fries, ARM

Risk Manager

Norfolk Southern Corporation

Three Commercial Place
Norfolk, VA 23510-2191

15. FAILURE TO COMPLY:

In the event the Contractor violates or fails to comply with any of the requirements of these Special Provisions:

- A. The Railroad Engineer may require that the Contractor vacate Railroad property.**
- B. The Engineer may withhold all monies due the Contractor on monthly statements.**

Any such orders shall remain in effect until the Contractor has remedied the situation to the satisfaction of the Railroad Engineer and the Engineer.

16. PAYMENT FOR COST OF COMPLIANCE:

No separate payment will be made for any extra cost incurred on account of compliance with these special provisions. All such costs shall be included in prices bid for other items of the work as specified in the payment items.

Office of Chief Engineer
Bridges & Structures
Norfolk Southern Corporation
Atlanta, GA 30309

Date:

File:

Milepost:

02/07/2008
762028/60282.02.MXD.US.51.CONTRACT NO 1 (NEWS 51)/CARD FILES/C.COVER/MS1.DGN

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED FAP RTE 322 (US 51) SECTION (29Z)RS-2 MARION COUNTY RESURFACING C-98-089-07

FOR INDEX OF SHEETS SEE SHEET NO. 2



LOCATION OF SECTION INDICATED THUS ■■■

D-98-085-07

ADT

NORTH OF IL 161	SOUTH OF IL. 161
2005 ADT = 7,700	2005 ADT = 6,900
2027 ADT = 9,600	2027 ADT = 8,600
2.5% SU	3.4% SU
1.6% MU	2.1% MU

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



END PROJECT
STA. 7+88±

OMISSION
McCORD ST.
STA. 92+75±
TO 94+01±

OMISSION
RAILROAD
STA. 155+21±
TO 155+45±

STATION EQUATION
STA. 164+49.44 =
STA. 836+30.81

BEGIN PROJECT
STA. 813+07±

LOCATION MAP

OMISSIONS

STA. 92+75± TO 94+01± McCORD ST.
STA. 155+21± TO 155+45± RAILROAD
GROSS LENGTH OF SECTION: 17,985'
LENGTH OF OMISSIONS: 150'
NET LENGTH OF SECTION: 17,835'



PREPARED BY:
HENRY, MEISENHEIMER & GENDE, INC.
ENGINEERS
CARLYLE, ILLINOIS 62231
(618) 594-3711

CONTRACT NO. 76B11



LORNE W. JACKSON, P.E.
LICENSED PROFESSIONAL ENGINEER IN ILLINOIS
LICENSE NO. 062-057291
LICENSE - EXPIRES - NOV. 30, 2009

SUBMITTED February 8, 2008
Mary C. Jamie
DISTRICT ENGINEER

PASSED _____
ENGINEER OF DESIGN & ENVIRONMENT

APPROVED _____
DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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

INDEX OF SHEETS

TOTAL SHEETS	SHEET NO.
42	2

CONTRACT NO. 76B11

1. COVER SHEET
- 2.-3. INDEX OF SHEETS, GENERAL NOTES & STANDARDS
- 4.-4D SUMMARY OF QUANTITIES
- 5.-16. QUANTITY SCHEDULES
- 17.-20. TYPICAL SECTIONS
21. SITE PLAN
- 22.-35. PAVEMENT MARKING PLANS
36. PAVEMENT MARKING DETAIL
- 37.-40. PAVING DETAILS
41. BUTT JOINT DETAILS
42. PAVEMENT TRANSITION DETAILS

GENERAL NOTES

1. THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT.
2. ILLINOIS STATE LAW REQUIRES A 48 HOUR NOTICE BE GIVEN TO UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY ALSO BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - *CITY OF CENTRALIA
 - *AMEREN IP
 - *CHARTER
 - *SBC GLOBAL
 - *FRONTIER
 - *McCLEOD
 - *TRI-COUNTY ELECTRIC CO-OP
 - *VILLAGE OF CENTRAL CITY
- MEMBERS OF J.U.L.I.E. 1-800-892-0123 ARE INDICATED BY * . NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
3. THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE ON WHICH THE HOT-MIX ASPHALT MIXTURE IS PLACED.
4. NO OVERNIGHT LANE CLOSURES SHALL BE ALLOWED ON THE PROJECT.
5. FLAGGERS SHALL BE PRESENT DURING ALL CLOSURE HOURS INCLUDING LUNCH HOUR AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
6. CARE SHALL BE TAKEN AT ALL SIDE ROADS DURING MILLING OPERATIONS TO ENSURE THAT THE PROPOSED RESURFACING WILL MEET THE EXISTING SIDE ROADS AS SHOWN ON THE DETAILS.
7. ROAD CONSTRUCTION AHEAD SIGNS SHALL BE PLACED AT THE BEGINNING AND END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE (48"x 48").
8. ALL STATIONING NOTED ON THE PLANS IS APPROXIMATE AND HAS BEEN ROUNDED TO THE NEAREST FOOT.

INDEX OF SHEETS & GENERAL NOTES

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

GENERAL NOTES

TOTAL SHEETS	SHEET NO.
42	3

CONTRACT NO. 76B11

9. PRIOR TO ANY MILLING OPERATIONS THE RESIDENT ENGINEER SHALL ACCURATELY MARK AND DOCUMENT ALL EXISTING PAVEMENT MARKINGS, INCLUDING ALL LANE MARKINGS, CROSS-WALKS, STOP-BARS, AND SYMBOLS. AFTER ALL MILLING AND OVERLAY OPERATIONS HAVE BEEN COMPLETED THE PROPOSED THERMOPLASTIC PAVEMENT MARKING SHALL BE PLACED AT THE EXISTING DOCUMENTED LOCATIONS OR AS DIRECTED ON THE PLAN SHEETS. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM THERMOPLASTIC PAVEMENT MARKING AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
10. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED, BINDER, AND FINAL SURFACE COURSE, ONLY THE REMOVAL OF THE FINAL SURFACE APPLICATION WILL BE PAID FOR (WORK ZONE PAVEMENT MARKING REMOVAL - 50 FT).
11. STRIP REFLECTIVE CRACK CONTROL TREATMENT SHALL BE PROVIDED THROUGHOUT THE CURB AND GUTTER SECTION (URBAN) OF THE PROJECT. THE TREATMENT SHALL BE PROVIDED AT THE INTERSECTION OF THE DRIVING LANES AND PARKING LANES AT THE DISCRETION OF THE ENGINEER. THE TREATMENT SHALL BE INSTALLED AFTER THE PLACEMENT OF THE LEVEL BINDER AND PRIOR TO THE PLACEMENT OF THE SURFACE COURSE.
12. THE STATIONING PROVIDED IN THE PATCHING SCHEDULE IS APPROXIMATE AND THE ACTUAL LOCATIONS OF THE PATCHES MAY DEVIATE SOMEWHAT FROM WHAT IS SHOWN ON THE PLANS. THE AREAS TO BE PATCHED SHALL BE AT THE DISCRETION OF THE ENGINEER. THE DEPTH OF THE PAVEMENT PATCHING SHALL MATCH THE EXISTING PAVEMENT DEPTH. THE EXISTING PAVEMENT DEPTHS SHOWN ON THE PLANS WERE COLLECTED FROM PAST PLANS AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE ACTUAL PAVEMENT DEPTHS IN THE FIELD MAY DEVIATE SOMEWHAT FROM WHAT IS SHOWN ON THE PLANS.
13. APPLICABLE STANDARDS:

 000001-05 630001-07 635006-02 701101-01 701426-02 701701-05 780001-01
 442201-03 630301-04 635011-01 701421-01 701601-05 701801-03 781001-02
 482011-03 631011-04 668001 701422-01 701606-05 701901
14. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE	SURFACE	LEVEL BINDER	BINDER/PATCHING	INCIDENTAL SURF.
AC/PG	SBS PG 76-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	15%	10%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION (GRADATION MIXTURE)				
FRICITION AGG	MIXTURE "D"	MIXTURE "C"	MIXTURE "B"	MIXTURE "C"

MIXTURE USE	PARTIAL DEPTH PATCH	SHOULDERS	TOP LIFT SHOULDERS
AC/PG	PG 64-22	PG 58-22	PG 58-22
RAP % (MAX)	15%	30%	30%
DESIGN AIR VOIDS	4.0% @ Ndes=70	2.0% @ Ndes=30	**2.0% @ Ndes=30
MIX COMPOSITION (GRADATION MIXTURE)			
FRICITION AGG	MIXTURE "D"	BAM	BAM

** TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.
 PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS).

INDEX OF SHEETS & GENERAL NOTES

FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

02/07/2008 1:48:20 PM D:\US 51\Case\Files\C:\N\N851.dgn

DATE-
DATE-TIME
DATE-TIME
DATE-TIME

SUMMARY OF QUANTITIES

2000 2025 2025

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				100% STATE	50% STATE 50% CENTRALIA	50% STATE 50% CENTRAL CITY
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	50	34.6	11.3	4.1
40600300	AGGREGATE (PRIME COAT)	TON	240	167	54	19
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	2530	2015	379	136
40600895	CONSTRUCTING TEST STRIP	EACH	1	1		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	3792	3792		
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	377	377		
40600990	TEMPORARY RAMP	SQ YD	1059	1059		
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	6539	4477	1517	545
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	303	303		
44000152	HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	SQ YD	8067	8067		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	29415	29415		
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	32642	8083	18065	6494

TOTAL SHEETS	SHEET NO.
42	4
CONTRACT NO.: 76B11	

Rev.

SUMMARY OF QUANTITIES

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

PLOT DATE: DATE-TIME

*DATE**
 DATE-TIME
 CON-SPEC

SUMMARY OF QUANTITIES

1000 Y025 Y025 Y025

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				100% STATE	50% STATE 50% CENTRALIA	50% STATE 50% CENTRAL CITY
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	34	34		
44200144	PAVEMENT PATCHING, TYPE II, 12 INCH	SO YD	981	981		
44200148	PAVEMENT PATCHING, TYPE III, 12 INCH	SO YD	344	344		
44200150	PAVEMENT PATCHING, TYPE IV, 12 INCH	SO YD	478	478		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	29510	29510		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	90	90		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	219	219		
60300350	MANHOLE FRAMES TO BE ADJUSTED	EACH	25	25		
60300405	VALVE BOX FRAMES TO BE ADJUSTED	EACH	20	20		
60603900	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)	FOOT	34	34		
*63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	2		

TOTAL SHEETS	SHEET NO.
42	4A
CONTRACT NO. 76B11	

SUMMARY OF QUANTITIES

FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

PLOT DATE: *DATE-TIME*

*SPECIALTY ITEMS

•SHEET#
•DATE-TIME
•DSN-SPEC

SUMMARY OF QUANTITIES

1000 Y025 Y025 Y025

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				100% STATE	50% STATE 50% CENTRALIA	50% STATE 50% CENTRAL CITY
*63304345	TERMINAL SECTION REMOVAL, SINGLE RAIL	EACH	2	2		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4		
67100100	MOBILIZATION	L SUM	1	1		
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1		
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1		
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1		
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1		
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	8	8		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	5253	5253		

TOTAL SHEETS	SHEET NO.
42	4B
CONTRACT NO. 76B11	

SUMMARY OF QUANTITIES

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

PLOT DATE: DATE-TIME

*SPECIALTY ITEMS

DATE-TIME
DATE-TIME
DATE-TIME

SUMMARY OF QUANTITIES

1000 1025 1025

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				100% STATE	50% STATE 50% CENTRALIA	50% STATE 50% CENTRALIA CITY
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO. FT	353	353		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	36401	36401		
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2642	2642		
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	541	541		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	17946	17946		
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	353	353		
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	36401	36401		
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2642	2642		
*78000850	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	541	541		
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	241	241		
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2		

TOTAL SHEETS	SHEET NO.
42	4C
CONTRACT NO.: 76B11	

SUMMARY OF QUANTITIES

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

PLOT DATE: DATE-TIME

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

1000 1025 1025

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				100% STATE	50% STATE 50% CENTRALIA	50% STATE 50% CENTRAL CITY
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	482	482		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		

TOTAL SHEETS	SHEET NO.
42	40
CONTRACT NO.: 76B11	

SUMMARY OF QUANTITIES

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

PLOT DATE: *DATE-TIME*

DATE-TIME
 DATE-TIME
 DATE-TIME

PATCHING SCHEDULE - US 51 NORTHBOUND

LOCATION	PAVEMENT PATCHING				COMBINATION CURB AND GUTTER REMOVAL	COMB. CONCRETE CURB AND GUTTER, TYPE B-G, 12 (ABUTTING EXISTING PAVEMENT)	
	TYPE II, 12		TYPE III, 12				TYPE IV, 12
	LENGTH	WIDTH	SQ YD	SQ YD			
STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	
820+00	15	4	6.7				
820+00	15	4	6.7				
821+00	15	10		16.7			
821+00	15	10		16.7			
824+25	15	4	6.7				
824+50	15	4	6.7				
827+50	15	4	6.7				
827+50	15	4	6.7				
164+25	21	6	14.0				
164+25	21	6	14.0				
163+50	21	4	9.3				
163+50	21	4	9.3				
162+00	21	4	9.3				
162+00	21	4	9.3				
159+25	21	4	9.3				
159+25	21	4	9.3				
158+00	21	4	9.3				
158+00	21	4	9.3				
156+75	21	4	9.3				
156+75	21	4	9.3				
154+00	21	4	9.3				
154+00	21	4	9.3				
152+50	21	4	9.3				
152+50	21	4	9.3				
139+00	21	4	9.3				
139+00	21	4	9.3				
138+25	21	4	9.3				
138+25	21	4	9.3				
137+75	21	6	14.0				
137+75	21	6	14.0				
137+50	8	8	7.1				

CONTINUED ON NEXT SHEET

PATCHING SCHEDULE

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

82/07/2008
76929/5922_M&D_US_51/Contract No 1 MB_US_51/Cadd F:\es/aaa.dgn

82/07/2088
 /6020/6020.H&O.US_51/Cont-est No. 1.NB US 51/Cadd FJLes/sss.dgn

PATCHING SCHEDULE - US 51 NORTHBOUND

LOCATION	PAVEMENT PATCHING						COMBINATION CURB AND GUTTER REMOVAL	COMB. CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)	
	STATION	LENGTH	WIDTH	TYPE II, I2		TYPE IV, I2			
				SQ YD	SQ YD	SQ YD			SQ YD
		FOOT	FOOT						
		21	4	9.3				FOOT	
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	12			28.0			
		12	12		16.0				
		21	6	14.0					
		21	6	14.0					
		12	12		16.0				
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	6	14.0					
		21	6	14.0					
		21	6	14.0					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	4	9.3					
		21	12			28.0			
		21	12			28.0			
		21	10		23.3		10.0	10.0	
		21	10		23.3				
		21	15			35.0			

CONTINUED ON NEXT SHEET

TOTAL SHEETS	SHEET NO.
42	6
CONTRACT NO. 76B11	

PATCHING SCHEDULE
 FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

PATCHING SCHEDULE - US 51 NORTHBOUND

LOCATION	PAVEMENT PATCHING				COMBINATION CURB AND GUTTER REMOVAL	COMB. CONCRETE CURB AND GUTTER, TYPE B-6.12 (ABUTTING EXISTING PAVEMENT)		
	TYPE II, 12		TYPE III, 12				TYPE IV, 12	
	LENGTH	WIDTH	SO YD	SO YD			SO YD	SO YD
STATION	FOOT	FOOT				FOOT		
72+00	21	15			35.0			
68+50	21	10		23.3				
68+50	21	10		23.3				
65+00	21	10		23.3				
65+00	21	10		23.3				
57+50	21	4	9.3					
57+50	21	4	9.3					
56+25	21	4	9.3					
56+25	21	4	9.3					
55+00	9	10	10.0					
54+50	21	12			28.0			
54+50	21	12			28.0			
51+50	9	10	10.0					
51+00	21	10		23.3				
51+00	21	10		23.3				
50+50	21	4	9.3					
50+50	21	4	9.3					
50+00	9	6	6.0			10.0		
44+25	21	12			28.0			
44+25	21	12			28.0			
43+75	21	12			28.0			
43+75	21	12			28.0			
41+00	9	15		15.0				
40+50	21	6	14.0					
40+50	21	6	14.0					
38+50	21	6	14.0					
38+50	21	6	14.0					
37+50	12	5	6.7			4.0		
36+75	21	4	9.3					
36+75	21	4	9.3			4.0		
31+00	21	4	9.3					
31+00	21	4	9.3					

CONTINUED ON NEXT SHEET

PATCHING SCHEDULE

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

PATCHING SCHEDULE - US 51 NORTHBOUND									
LOCATION	PAVEMENT PATCHING						COMBINATION CURB AND GUTTER REMOVAL	COMB. CONCRETE CURB AND GUTTER, TYPE B-6J2 (ABUTTING EXISTING PAVEMENT)	
	TYPE II, 12		TYPE III, 12		TYPE IV, 12				
	LENGTH	WIDTH	SQ YD	SQ YD	SQ YD	SQ YD			
STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
30+25	9	10	10.0						
29+50	21	4	9.3						
29+50	21	4	9.3						
29+00	9	10	10.0						
22+00	21	4	9.3						
22+00	21	4	9.3						
21+00	21	20			46.7				
21+00	21	20			46.7				
19+75	21	4	9.3						
19+75	21	4	9.3						
19+00	21	4	9.3						
19+00	21	4	9.3						
15+00	9	6	6.0						
14+75	21	6	14.0						
14+75	21	6	14.0						
12+00	12	8	10.7						
12+00	12	8	10.7						
08+00	24	6		16.0			6.0		6.0
08+00	24	6		16.0					
15% CONTINGENCY			128	45	62				
TOTALS			984	344	478		34		34

* PATCHING QUANTITIES HAVE BEEN BROKEN UP FOR STAGING PURPOSES.

PATCHING SCHEDULE

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

SURFACE REMOVAL SCHEDULE - US 51 NORTHBOUND

LOCATION				HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP
STATION	TO	STATION	LT/RT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
US 51 NORTHBOUND								
813+07	TO	813+37	LT & RT				100.0	16.7
813+37	TO	836+30.81	LT & RT	7822.4				
STATION EQUATION								
164+49.44	TO	164+35	LT & RT	70.9				
START OF CURB AND GUTTER SECTION								
164+35	TO	155+60	LT & RT		2333.3	1750.0		
155+60	TO	155+45	LT & RT				70.0	11.7
RAILROAD OMISSION								
155+21	TO	155+06	LT & RT				70.0	12.0
155+06	TO	94+16	LT & RT		16240.0	12180.0		
94+16	TO	94+01	LT & RT				70.0	11.7
MCCORD STREET OMISSION								
92+75	TO	92+60	LT & RT				70.0	11.7
92+60	TO	15+30	LT & RT		20613.3	15484.2		
15+30	TO	12+90	LT & RT		887.7		104.8	30.6
12+90	TO	7+8B	LT & RT		1466.0			14.4
CONNECTOR ROAD				173.2			80.0	13.3
TOTALS				8,067	41,541	29,415	565	122

**SURFACE REMOVAL
SCHEDULE - US 51**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

SURFACE REMOVAL SCHEDULE - SIDE ROADS

LOCATION			* L	** W	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP
STREET	STATION	RT/LT	FOOT	FOOT	SQ YD	SQ YD	SQ YD
15TH	161+20	RT	10	51	67.8		18.9
15TH	161+20	LT	10	51	67.8		18.9
ALLEY	159+08	RT	10	20	28.6		7.4
ALLEY	159+08	LT	10	20	28.6		7.4
14TH (SOUTH)	156+02	RT	10	35	48.8		13.0
14TH (SOUTH)	156+02	LT	10	32	44.0		11.8
14TH (NORTH)	154+64	RT	10	34	47.9		12.6
14TH (NORTH)	154+64	LT	10	33	46.7		12.2
13TH	151+02	RT	10	30	41.5		11.1
13TH	150+99	LT	10	31	42.6		11.5
12TH	148+62	RT	10	40	56.0		14.8
ALLEY	148+30	LT	10	19	25.9		7.0
ALLEY	146+80	RT	10	10	15.9		3.7
12TH	146+70	LT	10	31	46.0		11.5
11TH	144+96	RT	10	40	56.0		14.8
ALLEY	144+86	LT	10	10	15.9		3.7
10TH	141+26	RT	10	40	56.0		14.8
CALUMET	137+55	RT	10	32	49.1		11.8
CALUMET	137+55	LT	10	36	51.0		13.3
8TH	135+84	RT	10	40	56.0		14.8
8TH	135+78	LT	10	40	56.0		14.8
7TH	131+07	RT	10	28	42.7		10.4
7TH	131+04	LT	10	28		42.7	10.4
6TH	126+39	RT	10	33	48.3		12.2
6TH	126+37	LT	10	33	48.3		12.2
5TH	121+64	RT	10	29	43.8		10.7
5TH	121+62	LT	10	29	43.8		10.7
4TH	116+96	RT	10	40	56.0		14.8
4TH	116+96	LT	10	40	56.0		14.8
3RD	112+21	LT	10	33		48.3	12.2
3RD	112+18	RT	10	31	46.0		11.5
2ND	107+53	RT	10	35	50.5		13.0
2ND	107+53	LT	10	35	50.5		13.0
BROADWAY	102+79	RT	10	49	66.0		18.1
BROADWAY	102+79	LT	10	38	53.8		14.1
NOLEMAN	98+12	RT	10	56	73.8		20.7
NOLEMAN	98+12	LT	10	58	76.0		21.5
KERR	88+66	RT	10	28		41.5	10.4
KERR	88+66	LT	10	28		39.1	10.4
HAUSSLER	84+03	RT	10	41	56.1		15.2
HAUSSLER	84+03	LT	10	40	55.1		14.8
REXFORD	81+82	RT	10	38	53.8		14.1

* L = LENGTH FROM THE FLAG OF GUTTER OF US 51 TO THE LIMIT OF IMPROVEMENTS FOR THE SIDE ROADS
 ** W = WIDTH OF THE SIDE ROAD AT THE LIMIT OF IMPROVEMENTS

CONTINUED NEXT SHEET

NOTE: SIDE ROAD QUANTITIES ARE ESTIMATED BASED ON APPROXIMATE AREAS.

**SURFACE REMOVAL
SCHEDULE - SIDE ROADS**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

92/07/2008
 /56267/5020_M&O_US 51/Contract No 1 08 US 51/Contd File/C_RESURF_SCH_6920.dgn

RESURFACING SCHEDULE - US 51 NORTHBOUND

LOCATION	BITUMINOUS MATERIALS (PRIME COAT)		AGGREGATE (PRIME COAT)	LEVELING BINDER (MACHINE METHOD), N/O	STRIP REFLECTIVE CRACK CONTROL TREATMENT	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N/O	HOT-MIX ASPHALT SHOULDERS	AGGREGATE WEDGE SHOULDERS, TYPE B
	TON	TON						
STATION TO STATION - LT/RT	TON	TON	TON	TON	FOOT	TON	TON	TON
US 51 NORTHBOUND								
813+07 TO 813+37	0.03	0.15				8.4	2.1	1.1
813+37 TO 836+30.81	4.90	23.47		257.8		515.6	212.1	84.5
STATION EQUATION								
164+49.44 TO 164+35	0.04	0.21		1.6		3.2	4.1	0.5
START OF CURB AND GUTTER SECTION								
164+35 TO 155+60	2.56	12.25		134.8	1750.0	343.0		
155+60 TO 155+45	0.02	0.11			30.0	7.4		
RAILROAD OMISSION								
155+21 TO 155+05	0.02	0.11			30.0	7.4		
155+06 TO 94+16	17.79	85.26		937.9	12180.0	2387.5		
94+16 TO 94+01	0.02	0.00			30.0	7.4		
MCCORD STREET OMISSION								
92+75 TO 92+60	0.02	0.11			30.0	7.4		
92+60 TO 15+30	22.59	108.29		1190.9	15460.0	3032.2		
15+30 TO 12+90	0.28	1.33				74.6		
12+90 TO 7+88	0.46	2.20				123.1		
CONNECTOR ROAD								
	0.13	0.84		7.5		22.9		3.8
TOTALS	48.9	234.1		2,531	29,510	6,540	219	90

TOTAL SHEETS	SHEET NO.
42	12
CONTRACT NO. 76B11	

RESURFACING
 SCHEDULE - US 51

FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

RESURFACING SCHEDULE - SIDE ROADS

LOCATION			* L	** W	BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	INCIDENTAL HOT-MIX ASPHALT SURFACING
STREET	STATION	RT/LT	FOOT	FOOT	TON	TON	TON
15TH	161+20	RT	10	51	0.021	0.10	5.7
15TH	161+20	LT	10	51	0.021	0.10	5.7
ALLEY	159+08	RT	10	20	0.009	0.04	2.4
ALLEY	159+08	LT	10	20	0.009	0.04	2.4
14TH (SOUTH)	156+02	RT	10	35	0.015	0.07	4.1
14TH (SOUTH)	156+02	LT	10	32	0.014	0.07	3.7
14TH (NORTH)	154+64	RT	10	34	0.015	0.07	4.0
14TH (NORTH)	154+64	LT	10	33	0.015	0.07	3.9
13TH	151+02	RT	10	30	0.013	0.06	3.5
13TH	150+99	LT	10	31	0.013	0.06	3.6
12TH	148+62	RT	10	40	0.018	0.08	4.7
ALLEY	148+30	LT	10	19	0.008	0.04	2.2
ALLEY	146+80	RT	10	10	0.005	0.02	1.3
12TH	146+70	LT	10	31	0.014	0.07	3.9
11TH	144+96	RT	10	40	0.018	0.08	4.7
ALLEY	144+96	LT	10	10	0.005	0.02	1.3
10TH	141+25	RT	10	40	0.018	0.08	4.7
CALLUMET	137+55	RT	10	32	0.015	0.07	4.1
CALLUMET	137+55	LT	10	36	0.016	0.08	4.3
8TH	135+84	RT	10	40	0.018	0.08	4.7
8TH	135+78	LT	10	40	0.018	0.08	4.7
7TH	131+07	RT	10	28	0.013	0.06	3.6
7TH	131+04	LT	10	28	0.013	0.06	3.6
6TH	126+39	RT	10	33	0.015	0.07	4.1
6TH	126+37	LT	10	33	0.015	0.07	4.1
5TH	121+54	RT	10	29	0.014	0.07	3.7
5TH	121+62	LT	10	29	0.014	0.07	3.7
4TH	116+96	RT	10	40	0.018	0.08	4.7
4TH	116+96	LT	10	40	0.018	0.08	4.7
3RD	112+21	LT	10	33	0.015	0.07	4.1
3RD	112+18	RT	10	31	0.014	0.07	3.9
2ND	107+53	RT	10	35	0.016	0.08	4.2
2ND	107+53	LT	10	35	0.016	0.08	4.2
BROADWAY	102+79	RT	10	49	0.021	0.10	5.5
BROADWAY	102+79	LT	10	38	0.017	0.08	4.5
NOLEMAN	98+12	RT	10	56	0.023	0.11	6.2
NOLEMAN	98+12	LT	10	58	0.024	0.11	6.4
KERR	88+66	RT	10	28	0.013	0.06	3.5
KERR	88+66	LT	10	28	0.012	0.06	3.3
HAUSSLER	84+03	RT	10	41	0.018	0.08	4.7
HAUSSLER	84+03	LT	10	40	0.017	0.08	4.6
REXFORD	81+82	RT	10	38	0.017	0.08	4.5

* L = LENGTH FROM THE FLAG OF GUTTER OF US 51 TO THE LIMIT OF IMPROVEMENTS FOR THE SIDE ROADS
 ** W = WIDTH OF THE SIDE ROAD AT THE LIMIT OF IMPROVEMENTS

CONTINUED NEXT SHEET

NOTE: SIDE ROAD QUANTITIES ARE ESTIMATED BASED ON APPROXIMATE AREAS.

RESURFACING
SCHEDULE - SIDE ROADS

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

TEMPORARY PAVEMENT MARKING SCHEDULE - US 51

LOCATION	TEMPORARY PAVEMENT MARKING						SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL
	SOLID WHITE, 4"	SKIP-DASH WHITE, 4"	SOLID YELLOW, 4"	SOLID WHITE, 12"	SOLID WHITE, 24"	LETTERS & SYMBOLS		
STATION TO STATION	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	SQ FT
US 51 NORTHBOUND								
813+07 TO 836+30.81	2323.8	581.0	2274.1				633.8	1935.6
STATION EQUATION								0.0
164+49.44 TO 164+35	14.4	3.6	14.4				3.9	12.1
START OF CURB AND GUTTER SECTION								
164+35 TO 137+55	4,336.6	660.8		312.0	135.0	166.4	730.9	2655.9
137+55 TO 107+53	5,675.4	633.3		208.0	42.0	58.8	917.7	2757.2
107+53 TO 102+79	1,201.0			208.0	42.0	58.8	218.4	823.4
102+79 TO 98+12	1,164.7			208.0	43.4	42.4	211.8	795.5
98+12 TO 93+38	1,179.5			208.0	42.0	26.4	214.5	782.6
93+38 TO 7+88	13,737.7	2128.0	460.8	416.0			2321.5	6625.8
SIDE ROADS								
13TH STREET					28.5			57.0
CALUMET STREET				80.0	25.0			130.0
5TH STREET			10.0	136.0	24.0			187.3
2ND STREET				200.0	30.0			260.0
BROADWAY				234.0	39.5			313.0
NOLEMAN				248.0	53.0			354.0
McCORD				184.0	36.0			256.0
SUBTOTALS	29,634	4,007	2,760	2,642	541	353	5,253	17,946
TOTALS	36,401			2,642	541	353	5,253	17,946

GUARDRAIL SCHEDULE - US 51 NORTHBOUND

LOCATION	TERMINAL SECTION REMOVAL, SINGLE RAIL	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	TERMINAL MARKER - DIRECT APPLIED
STATION	EACH	EACH	EACH
824+25	2	2	2
TOTALS	2	2	2

TEMPORARY PAVEMENT MARKING SCHEDULE AND GUARDRAIL SCHEDULE
 FAP RTE 322 (US 51)
 SECTION (29)RS-2
 MARION COUNTY

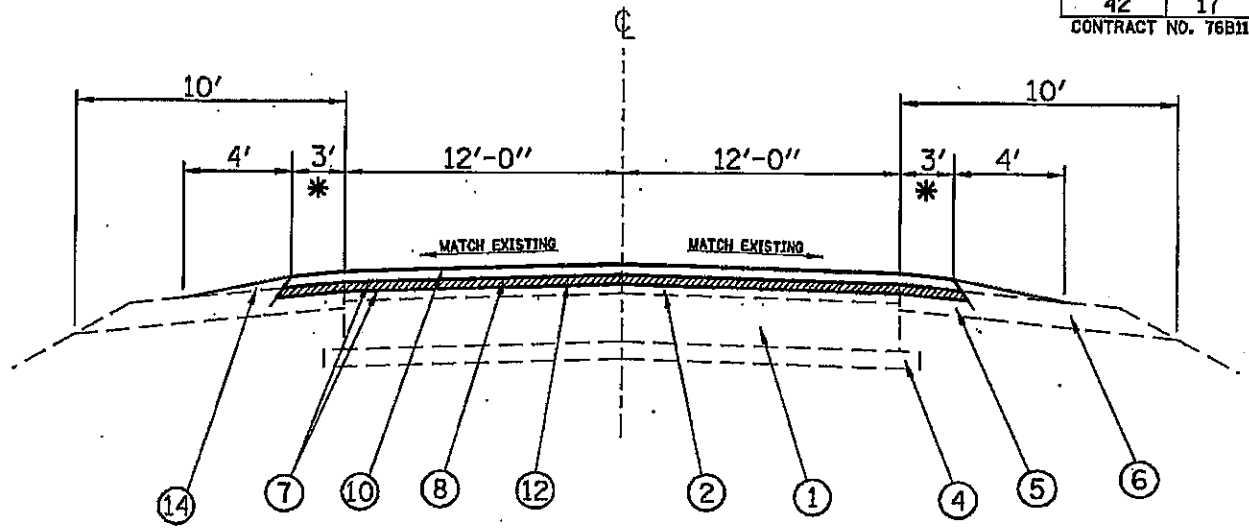
02/07/2009 /66/20/5020_M&O_US_51/Contract No. 1 (NS US 51/Cadd File/****.dgn

PAVEMENT MARKING SCHEDULE										
LOCATION			THERMOPLASTIC PAVMENT MARKING					RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	
			SOLID WHITE, 4"	SKIP-DASH WHITE, 4"	SOLID YELLOW, 4"	SOLID WHITE, 12"	SOLID WHITE, 24"			LETTERS & SYMBOLS
STATION	TO	STATION	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	EACH	EACH
US 51 NORTHBOUND										
813+07	TO	836+30.81	2,323.8	581.0	2,274.1				58.1	29.0
STATION EQUATION										
164+49.44	TO	164+35	14.4	3.6	14.4				0.4	0.2
START OF CURB AND GUTTER SECTION										
164+35	TO	137+55	4,336.6	660.8		312.0	135.0	166.4	67.0	33.5
137+55	TO	107+53	5,675.4	633.3		208.0	42.0	58.8	84.1	42.1
107+53	TO	102+79	1,201.0			208.0	42.0	58.8	20.0	10.0
102+79	TO	98+12	1,164.7			208.0	43.4	42.4	19.4	9.7
98+12	TO	93+38	1,178.5			208.0	42.0	26.4	19.7	9.8
93+38	TO	7+88	13,737.7	2,128.0	460.8	416.0			212.8	106.4
SIDE ROADS										
13TH STREET										
CALUMET STREET										
5TH STREET										
2ND STREET										
BROADWAY										
NOLEMAN										
MCCORD										
SUBTOTALS			29,634	4,007	2,760	2,642	541	353	482	241
TOTALS			36,401			2,642	541	353	482	241

UTILITY ADJUSTMENT SCHEDULE - US 51 NORTHBOUND						
LOCATION					VALVE BOX FRAMES TO BE ADJUSTED	MANHOLE FRAMES TO BE ADJUSTED
STATION	TO	STATION	LT/RT		EACH	EACH
US 51 NORTHBOUND						
164+35	TO	155+45	LT & RT		1	
RAILROAD OMISSION						
155+21	TO	94+01	LT & RT		12	12
MCCORD STREET OMISSION						
92+75	TO	7+88	LT & RT		7	13
TOTALS					20	25

**PAVEMENT MARKING
 SCHEDULE AND UTILITY
 ADJUSTMENT SCHEDULE**
 FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

02/07/2008 14:00 US 51/ Cadd Files/CHMARKING/SCH.0022.dgn



SECTION

STA. 813+07± TO STA. 836+30±
 STA. 164+49± TO STA. 164+35±

LEGEND

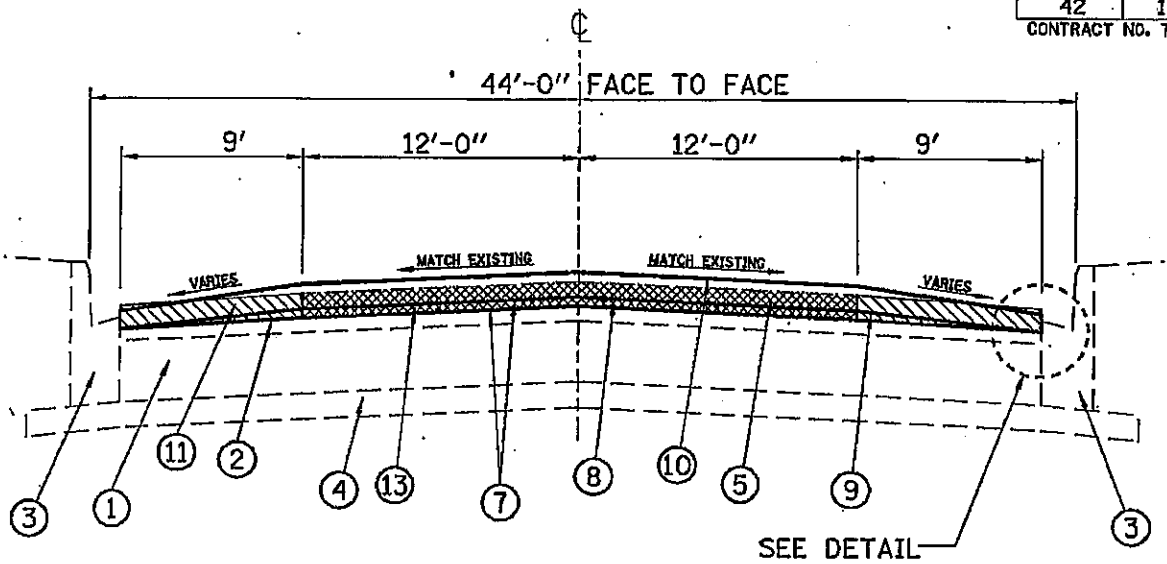
- ① EXISTING PCC PAVEMENT 9"
- ② EXISTING HOT-MIX ASPHALT PAVEMENT, 3"±
- ③ EXISTING CURB & GUTTER
- ④ EXISTING AGGREGATE SUBBASE - 4"
- ⑤ EXISTING BITUMINOUS SHOULDERS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ BITUMINOUS MATERIALS & AGGREGATE (PRIME COAT)
- ⑧ LEVELING BINDER (MACHINE METHOD), 3/4"
- ⑨ LEVELING BINDER (MACHINE METHOD), VARIABLE DEPTH
- ⑩ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, (MIX "D", N70), 1 1/2"
- ⑪ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑫ HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- ⑬ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- ⑭ AGGREGATE WEDGE SHOULDERS, TYPE B
- ⑮ STRIP REFLECTIVE CRACK CONTROL TREATMENT

* FROM STATION 833+97± TO STATION 836+30± THE SHOULDER WIDTH VARIES TO MATCH CURB & GUTTER SECTION

TYPICAL SECTION

FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

02/07/2008 /6926/6926_M&O_US_51/Centreet No 1 (NG US 51)/Cadd P/Lay/C_TYPSSET_NBS1.dgn

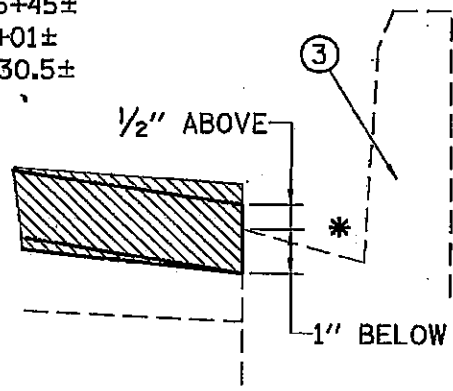


SECTION

STA. 164+35± TO STA. 155+45±
 STA. 155+21± TO STA. 94+01±
 STA. 92+75± TO STA. 15+30.5±

LEGEND

- ① EXISTING PCC PAVEMENT 9"
- ② EXISTING HOT-MIX ASPHALT PAVEMENT, 3"±
- ③ EXISTING CURB & GUTTER
- ④ EXISTING AGGREGATE SUBBASE - 4"
- ⑤ EXISTING BITUMINOUS SHOULDERS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ BITUMINOUS MATERIALS & AGGREGATE (PRIME COAT)
- ⑧ LEVELING BINDER (MACHINE METHOD), 3/4"
- ⑨ LEVELING BINDER (MACHINE METHOD), VARIABLE DEPTH
- ⑩ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, (MIX "D", N70), 1 1/2"
- ⑪ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑫ HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- ⑬ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- ⑭ AGGREGATE WEDGE SHOULDERS, TYPE B
- ⑮ STRIP REFLECTIVE CRACK CONTROL TREATMENT



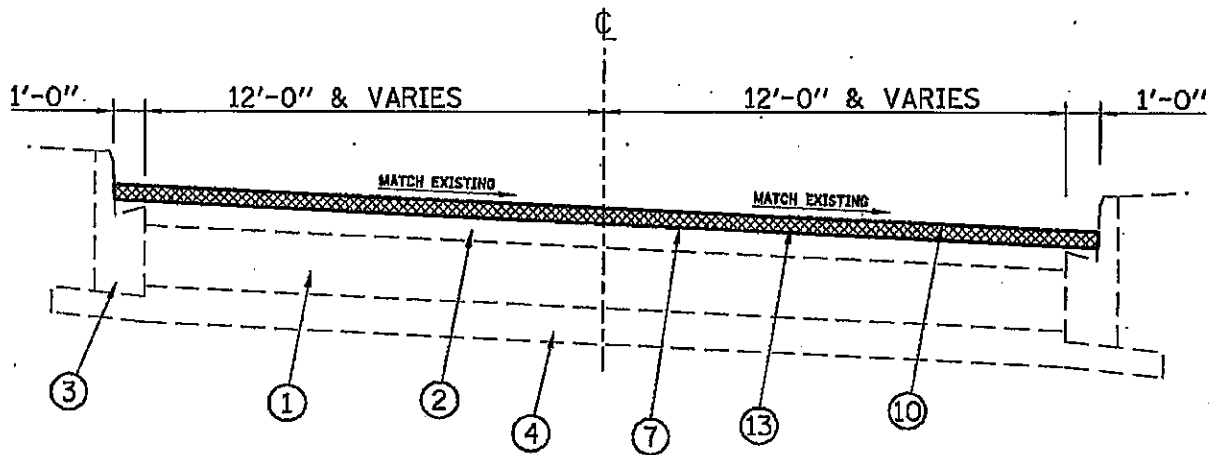
DETAIL

* ANY EXISTING HOT-MIX ASPHALT THAT IS PRESENT IN THE GUTTERS OF THE AFORMENTIONED STATION SECTIONS SHALL BE REMOVED AND PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

TYPICAL SECTION

FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY




02/07/2008 7:50:26 AM D:\US 51\Contract No 1 08 US 51\Coadd Files\CADD\TYPESECT_NBS1.dgn



SECTION

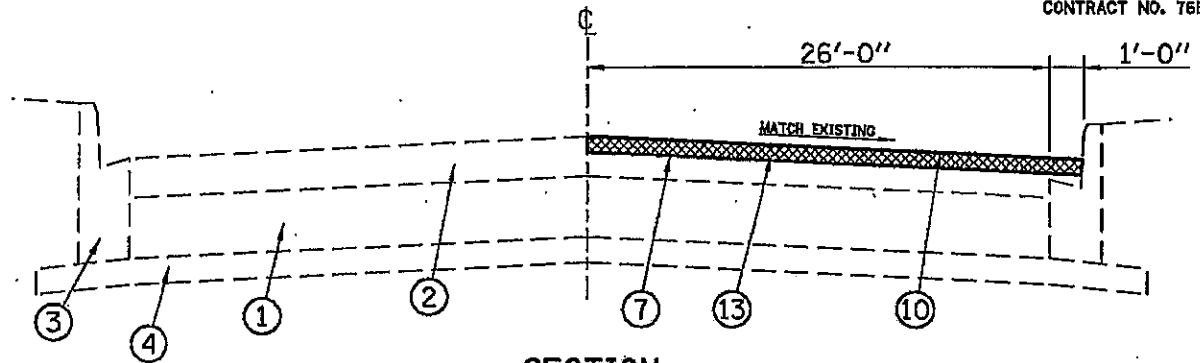
STA. 15+30.5± TO STA. 12+90±

LEGEND

- ① EXISTING PCC PAVEMENT 9"
- ② EXISTING HOT-MIX ASPHALT PAVEMENT, 3"±
- ③ EXISTING CURB & GUTTER
- ④ EXISTING AGGREGATE SUBBASE - 4"
- ⑤ EXISTING BITUMINOUS SHOULDERS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ BITUMINOUS MATERIALS & AGGREGATE (PRIME COAT)
- ⑧ LEVELING BINDER (MACHINE METHOD), 3/4"
- ⑨ LEVELING BINDER (MACHINE METHOD), VARIABLE DEPTH
- ⑩ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, (MIX "D", N70), 1 1/2"
- ⑪ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH 
- ⑫ HOT-MIX ASPHALT SURFACE REMOVAL, 3/4" 
- ⑬ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" 
- ⑭ AGGREGATE WEDGE SHOULDERS, TYPE B
- ⑮ STRIP REFLECTIVE CRACK CONTROL TREATMENT

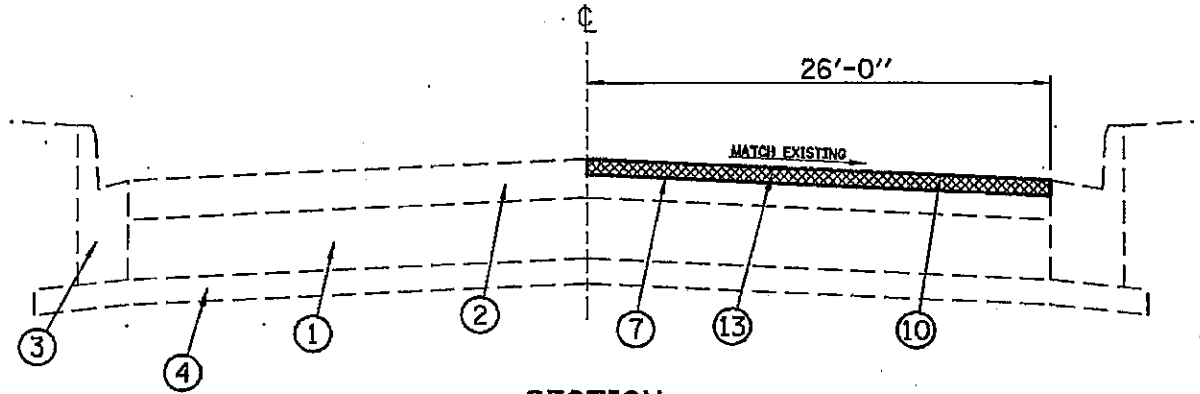
TYPICAL SECTION

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY



SECTION

STA. 12+90± TO STA. 9+83±



SECTION

STA. 9+83± TO STA. 7+88±

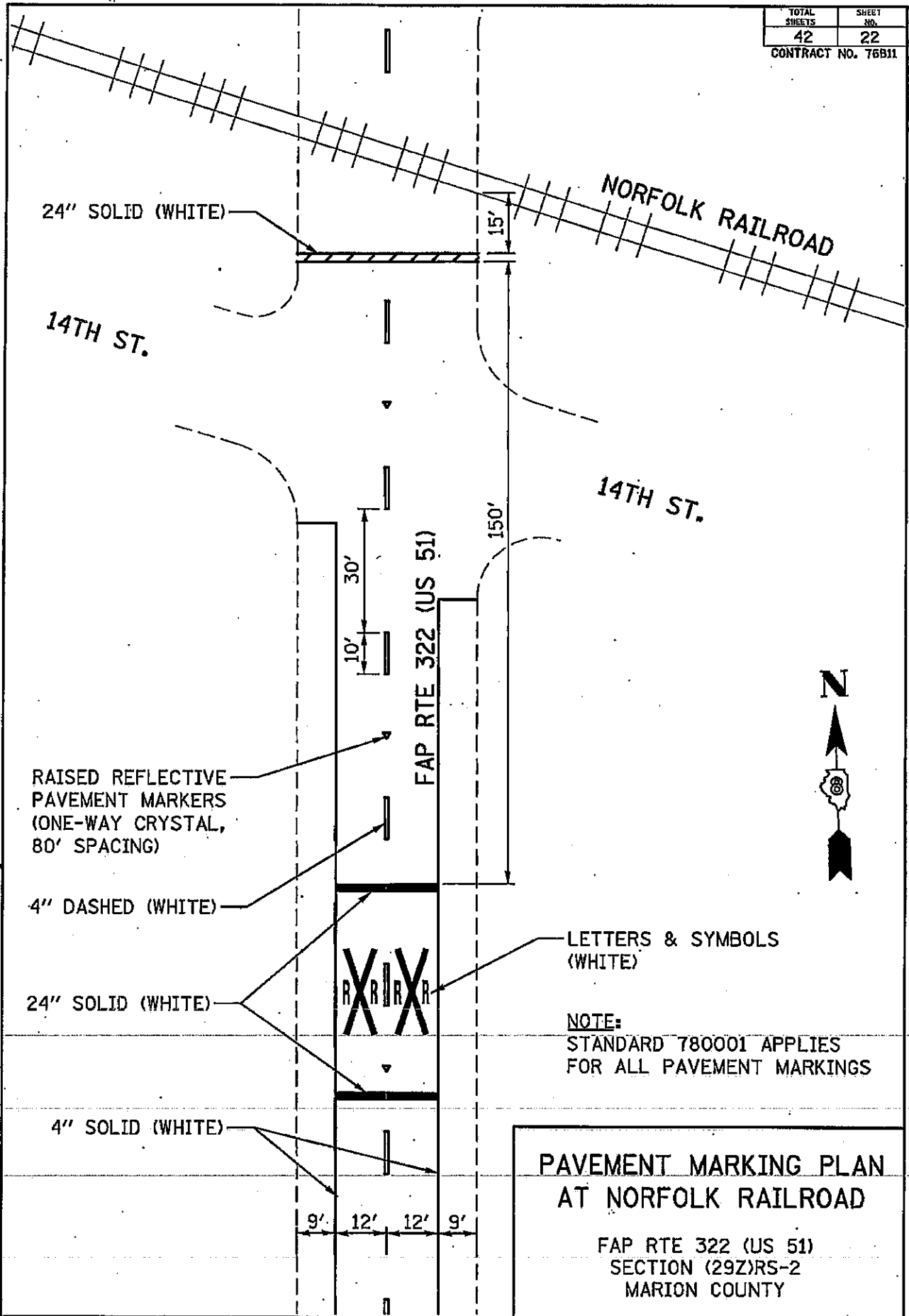
LEGEND

- ① EXISTING PCC PAVEMENT 9"
- ② EXISTING HOT-MIX ASPHALT PAVEMENT, 3"±
- ③ EXISTING CURB & GUTTER
- ④ EXISTING AGGREGATE SUBBASE - 4"
- ⑤ EXISTING BITUMINOUS SHOULDERS
- ⑥ EXISTING AGGREGATE SHOULDERS
- ⑦ BITUMINOUS MATERIALS & AGGREGATE (PRIME COAT)
- ⑧ LEVELING BINDER (MACHINE METHOD), 3/4"
- ⑨ LEVELING BINDER (MACHINE METHOD), VARIABLE DEPTH
- ⑩ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, (MIX "D", N70), 1 1/2"
- ⑪ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- ⑫ HOT-MIX ASPHALT SURFACE REMOVAL, 3/4"
- ⑬ HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- ⑭ AGGREGATE WEDGE SHOULDERS, TYPE B
- ⑮ STRIP REFLECTIVE CRACK CONTROL TREATMENT

TYPICAL SECTION

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

TOTAL SHEETS	SHEET NO.
42	22
CONTRACT NO. 76B11	



24" SOLID (WHITE)

14TH ST.

NORFOLK RAILROAD

14TH ST.

FAP RTE 322 (US 51)

RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY CRYSTAL, 80' SPACING)

4" DASHED (WHITE)

24" SOLID (WHITE)

4" SOLID (WHITE)

LETTERS & SYMBOLS (WHITE)

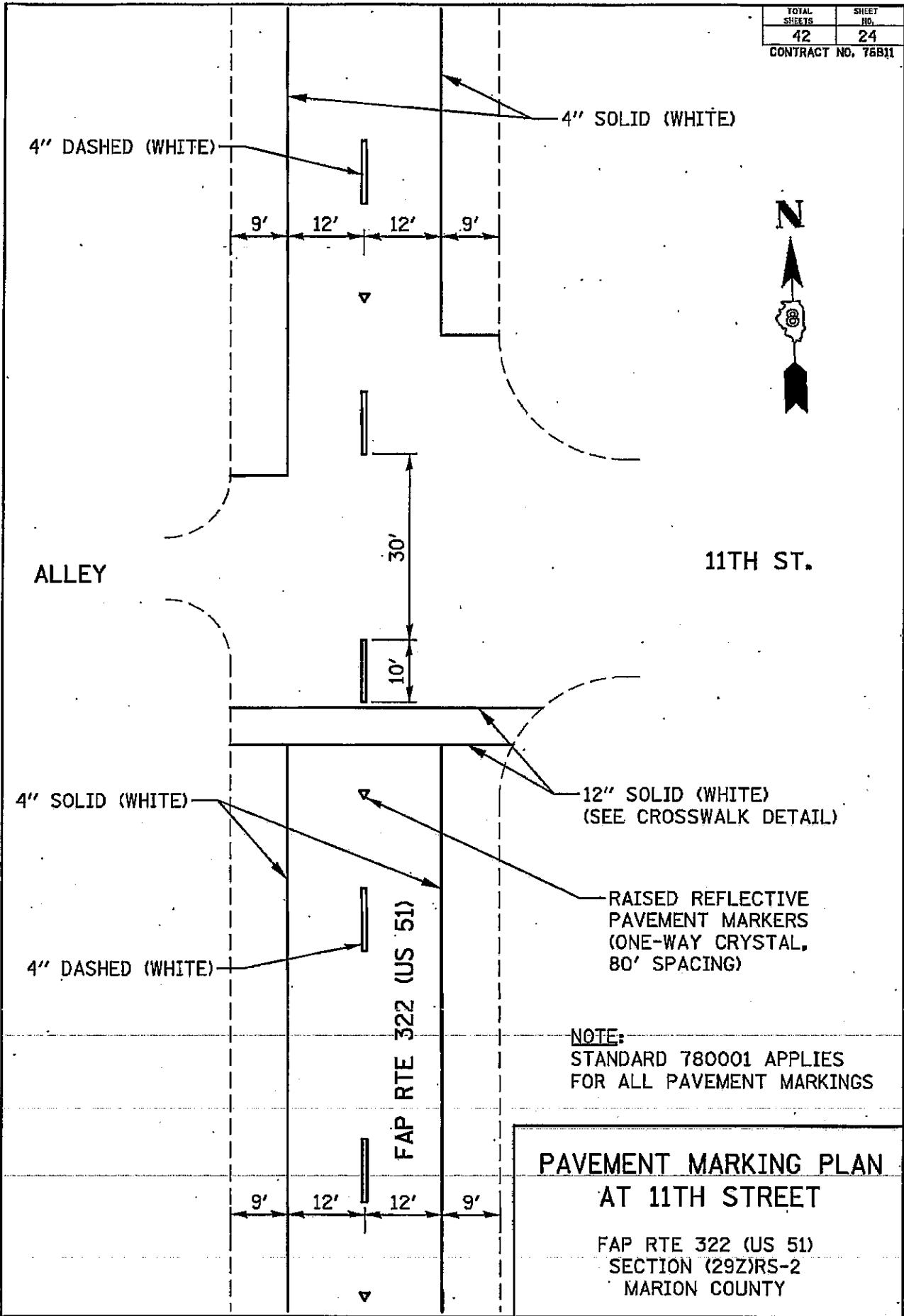
NOTE:
STANDARD 780001 APPLIES FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT NORFOLK RAILROAD**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

9/17/2008
 /6020/6020.MXD, US, 51/Contract No. 1 (NS US 51/Coadd File/C:\P\INT01_2008_20.dgn

TOTAL SHEETS	SHEET NO.
42	24
CONTRACT NO. 76B11	



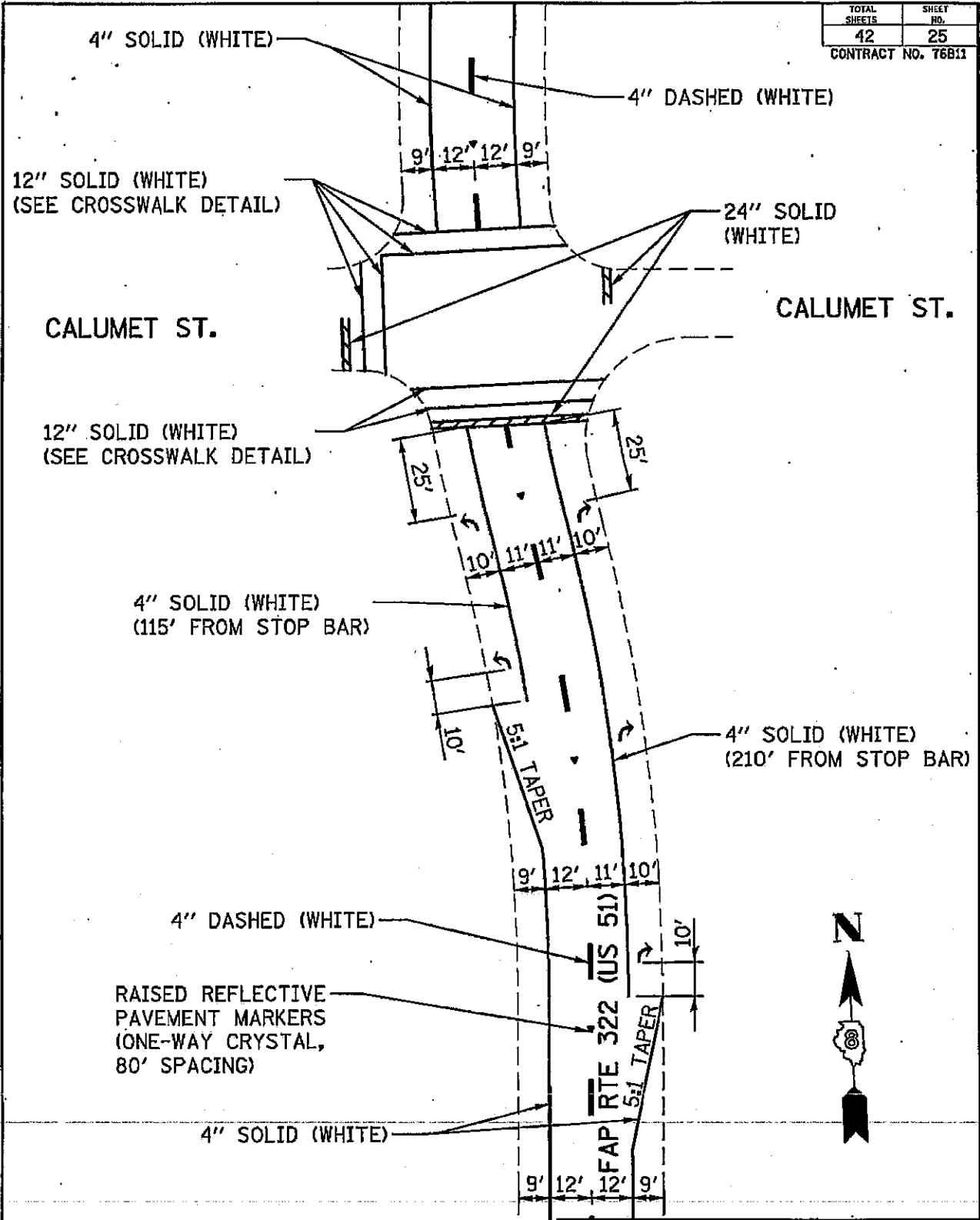
02/07/2008 /6020/6020.MXD US 51/Contrast No. 1 ONB US 51/Contrast File/C-PK-INT103_6020_20.dgn

NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT 11TH STREET**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

TOTAL SHEETS	SHEET NO.
42	25
CONTRACT NO. 76B11	



02/07/2005 7:02:26 /MAO.US 51/Centrest No 1 (NB US 51)/Cadd F:\Tex/C.PM\INT04_09228.26.dgn

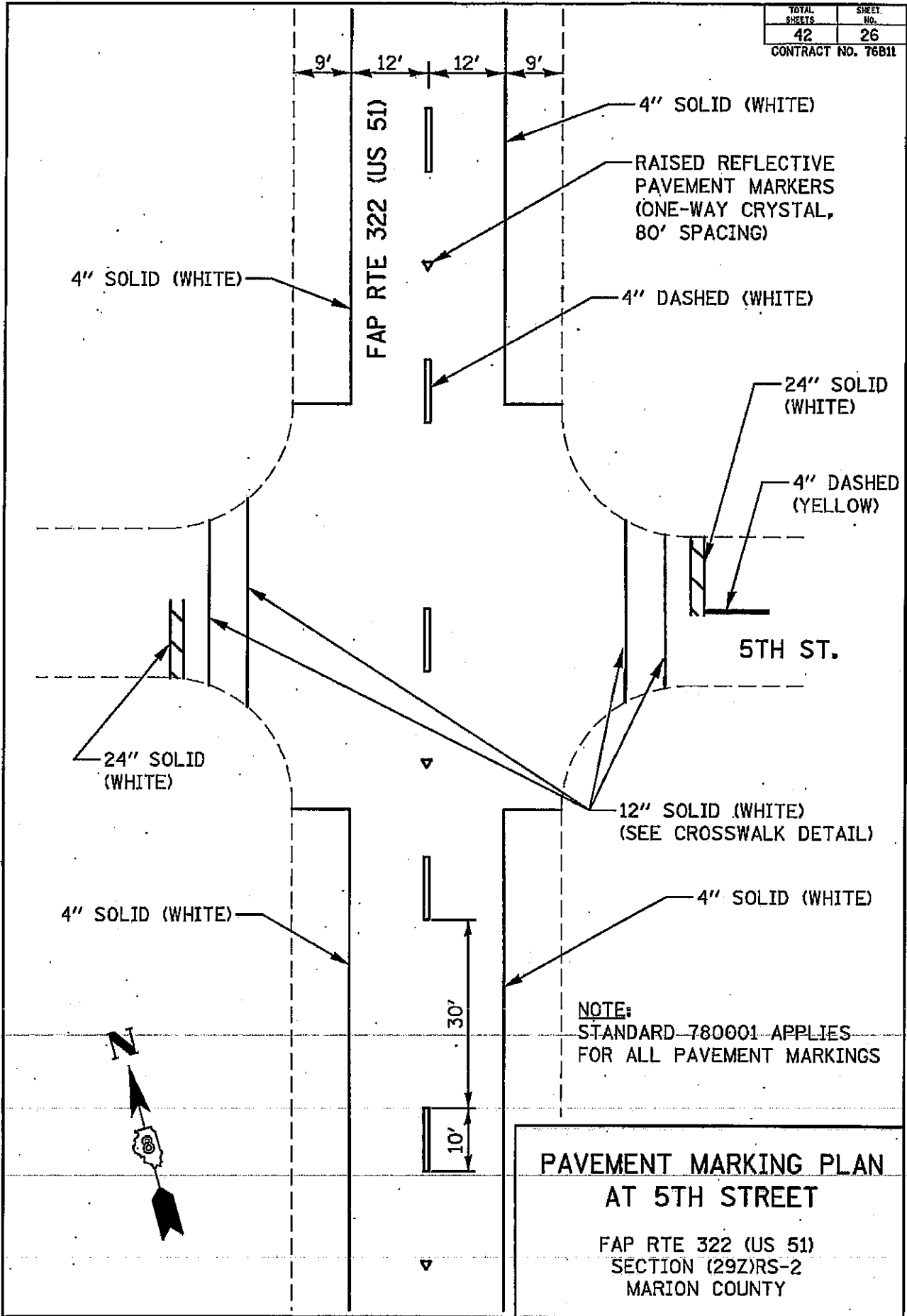


NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT CALUMET STREET**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

TOTAL SHEETS	SHEET NO.
42	26
CONTRACT NO. 76B11	



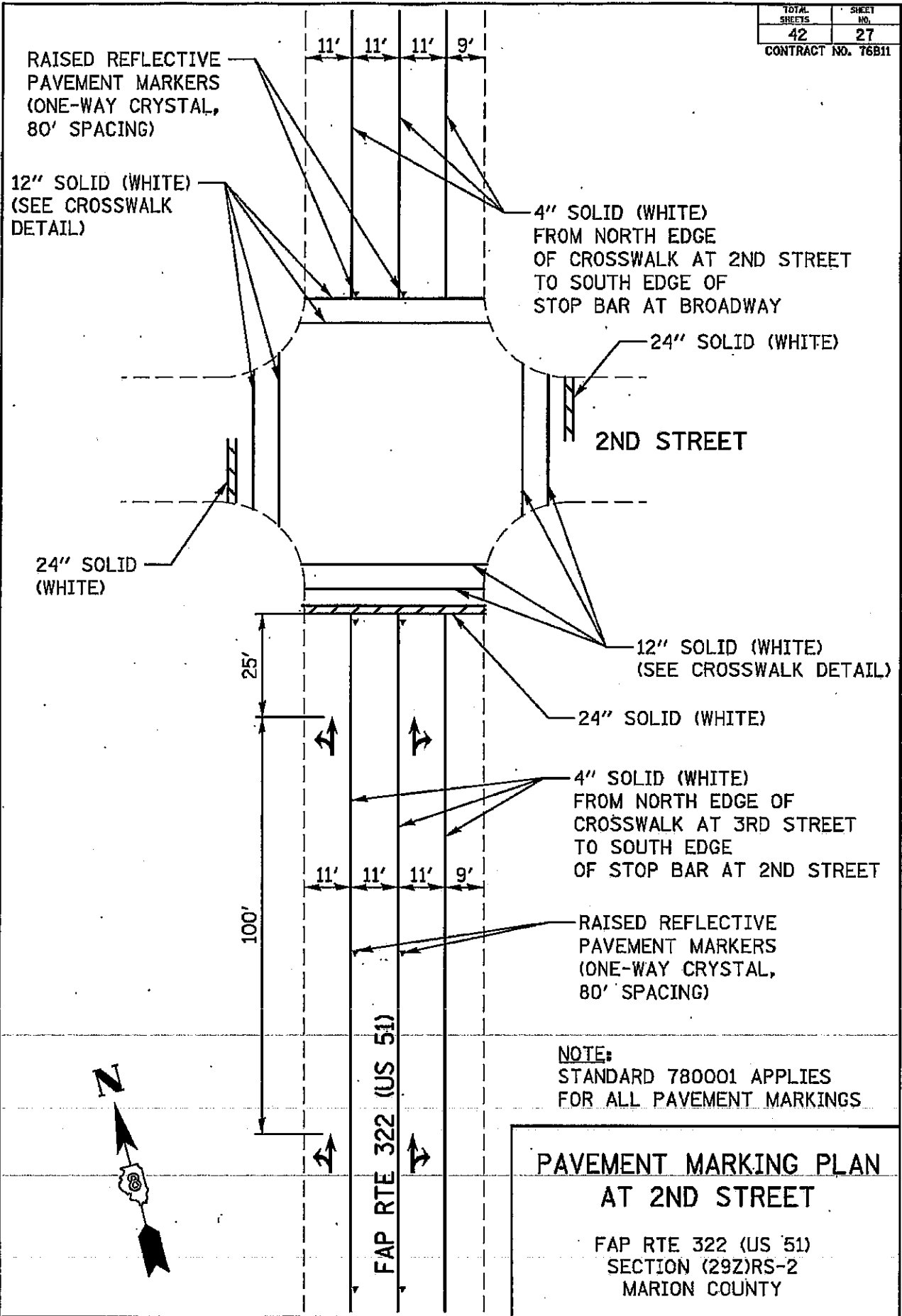
NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT 5TH STREET**
FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

02/07/2008
/6029/5820.M&J.US.51/Contract No. 1 (NS US 51)/Cadd Files/C.PM_INT/65_5820_26.dgn



TOTAL SHEETS	SHEET NO.
42	27
CONTRACT NO. 76B11	

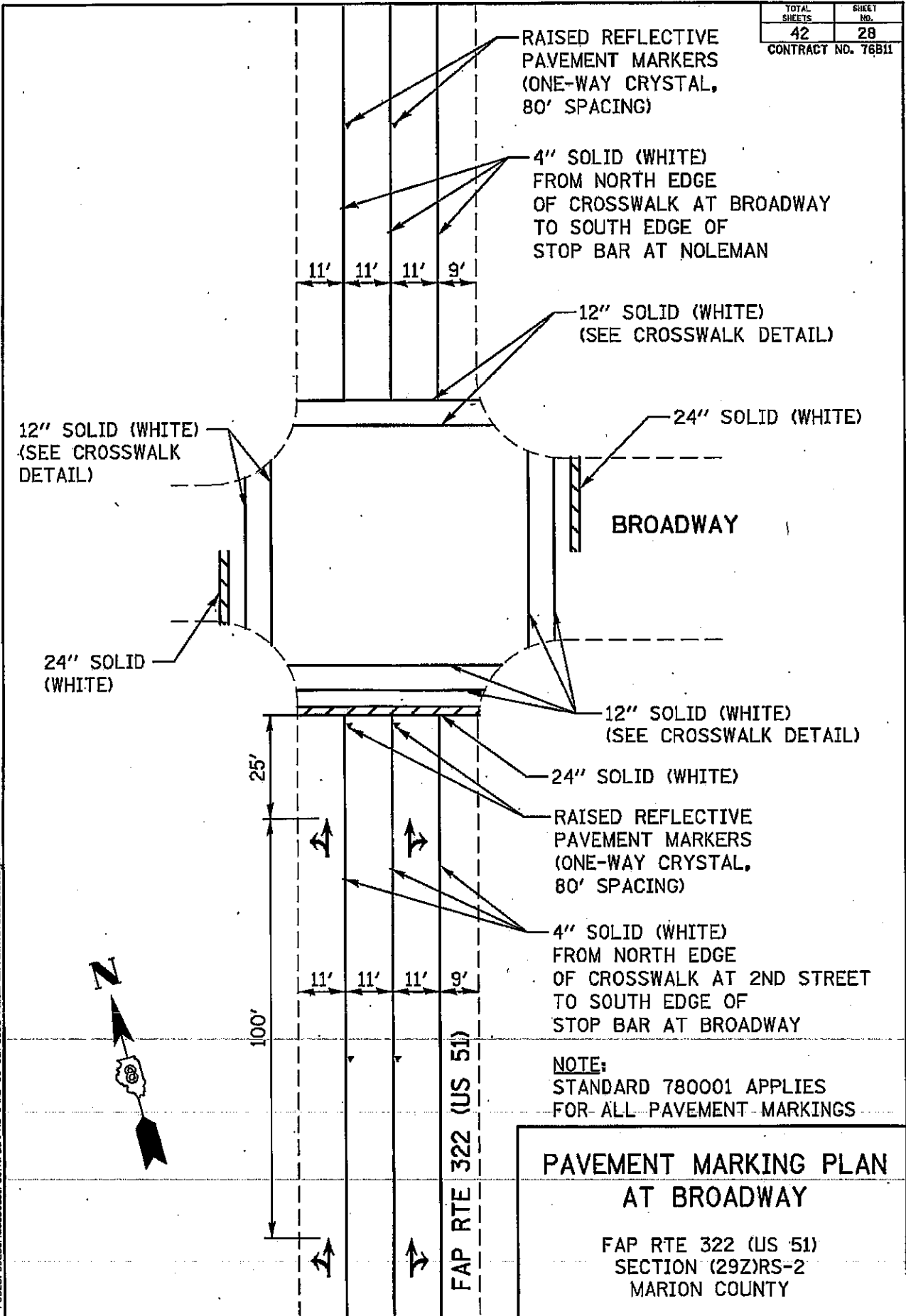


92/07/2008
 /6920/6920.M&D.US.51/Cont-ect.No.1 (48 US 51)/Cadd Files/C-PM_INT05_9920-26.dgn

NOTE:
 STANDARD 780001 APPLIES
 FOR ALL PAVEMENT MARKINGS

PAVEMENT MARKING PLAN
AT 2ND STREET
 FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

TOTAL SHEETS	SHEET NO.
42	28
CONTRACT NO. 76B11	

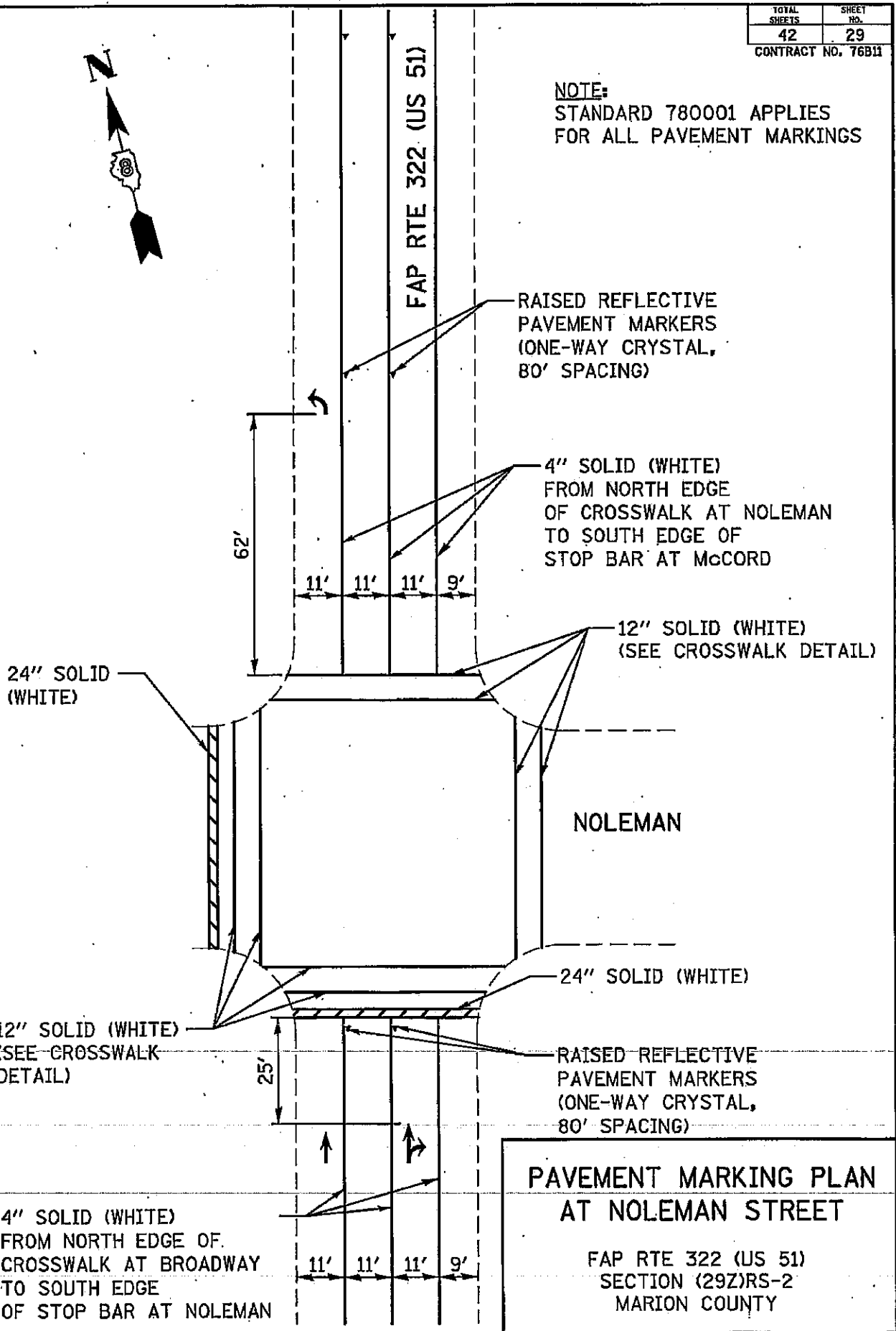


92/07/2828 / 6926/6926.M&D.US.51/Contract No. 1.08 US 51/Cadd F:\m/c_P\INT07_6926.20.dgn

TOTAL SHEETS	SHEET NO.
42	29
CONTRACT NO. 76B11	

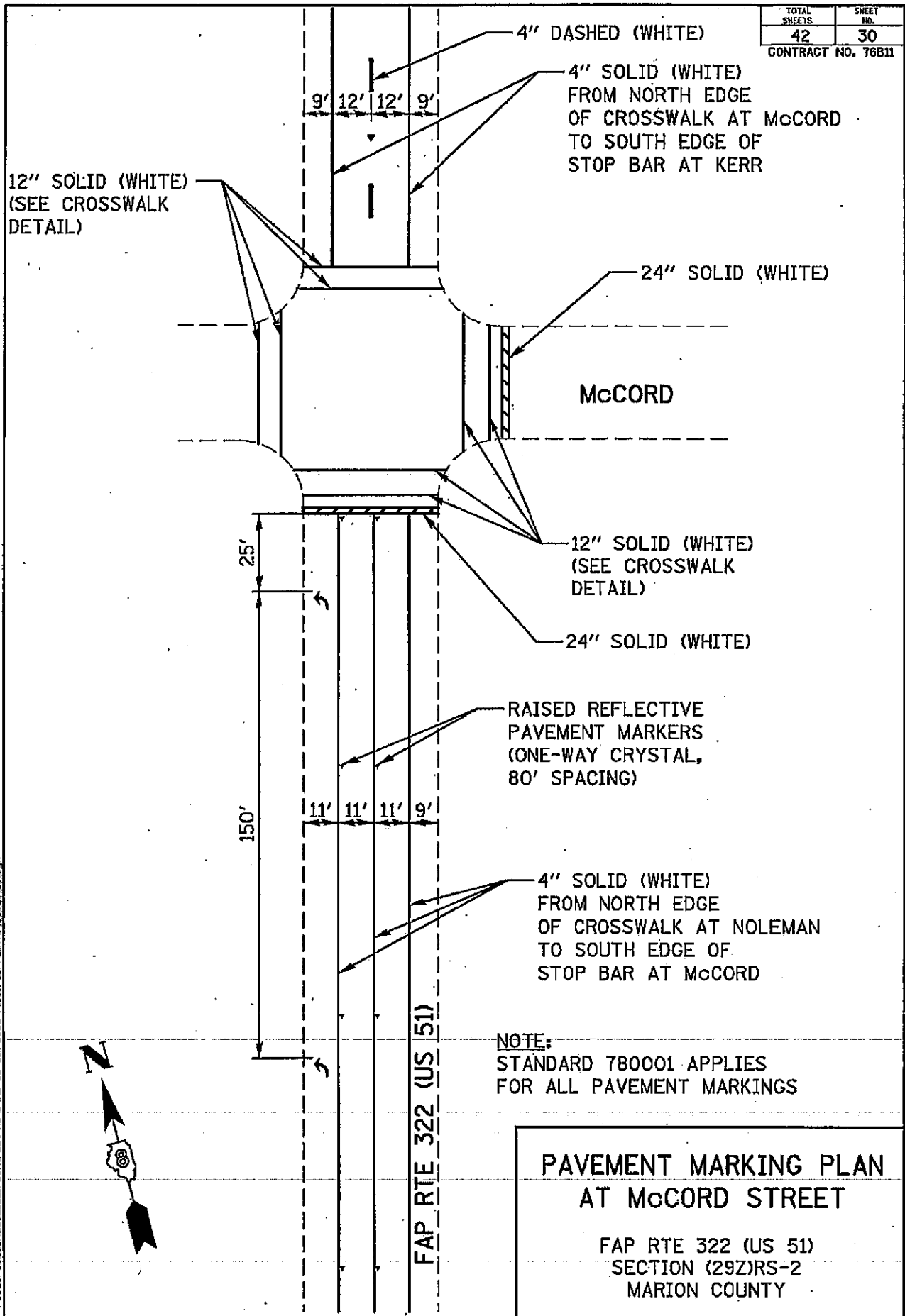


NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS



02/07/2009
 /6026/6026.H&O.US.51/Contract No 1 ONB US 51/Cadd Files/Cadd/INT08_6526.20.dgn

TOTAL SHEETS	SHEET NO.
42	30
CONTRACT NO. 76B11	



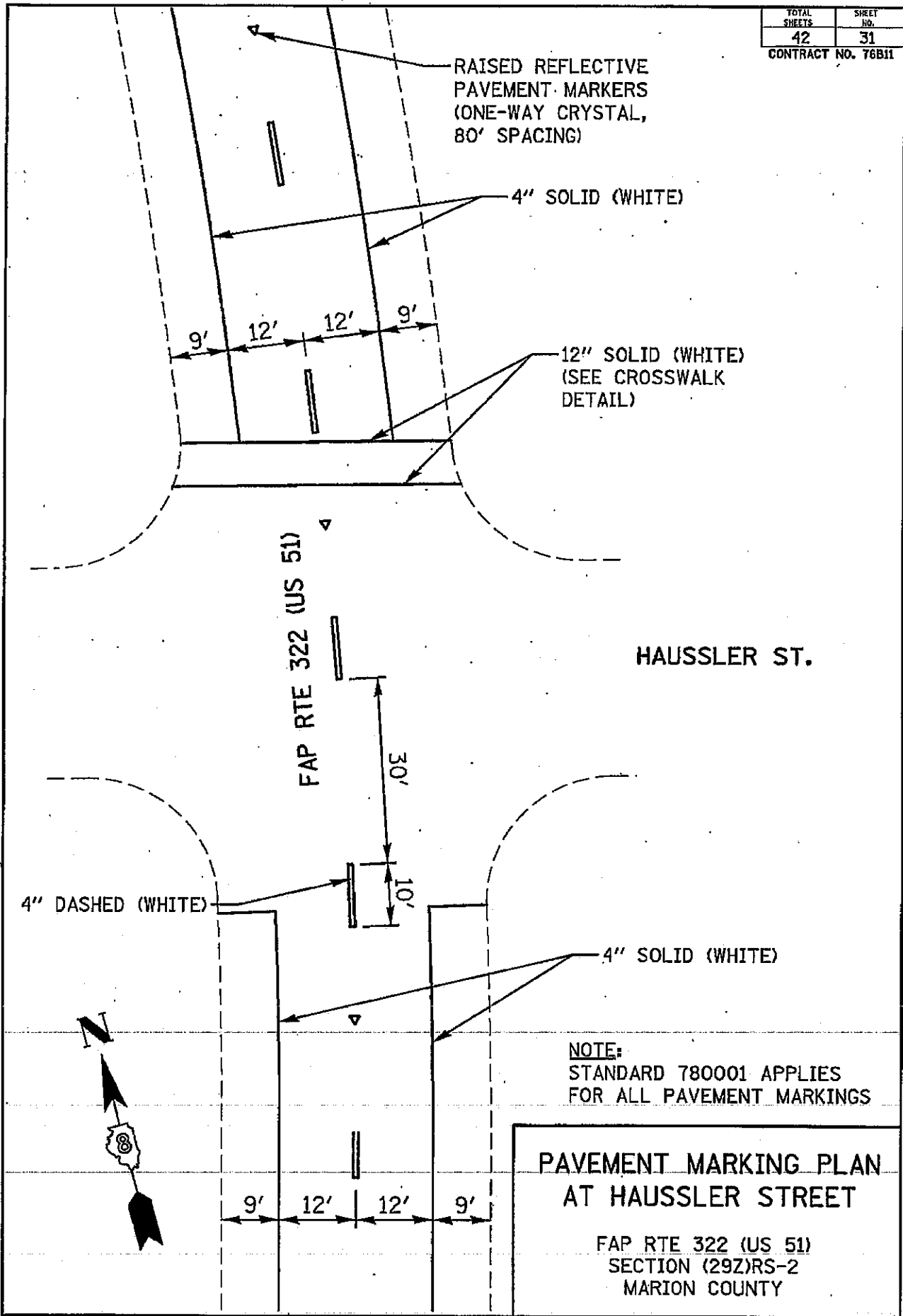
NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT McCORD STREET**

FAP RTE 322 (US 51)
SECTION (29)RS-2
MARION COUNTY

02/07/2005
/6926/6926-M&D-US-51/Contract No 1 (NB US 51/Cadd Files/C-PM_INT09_6926_29.dgn

TOTAL SHEETS	SHEET No.
42	31
CONTRACT NO. 76B11	



NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS

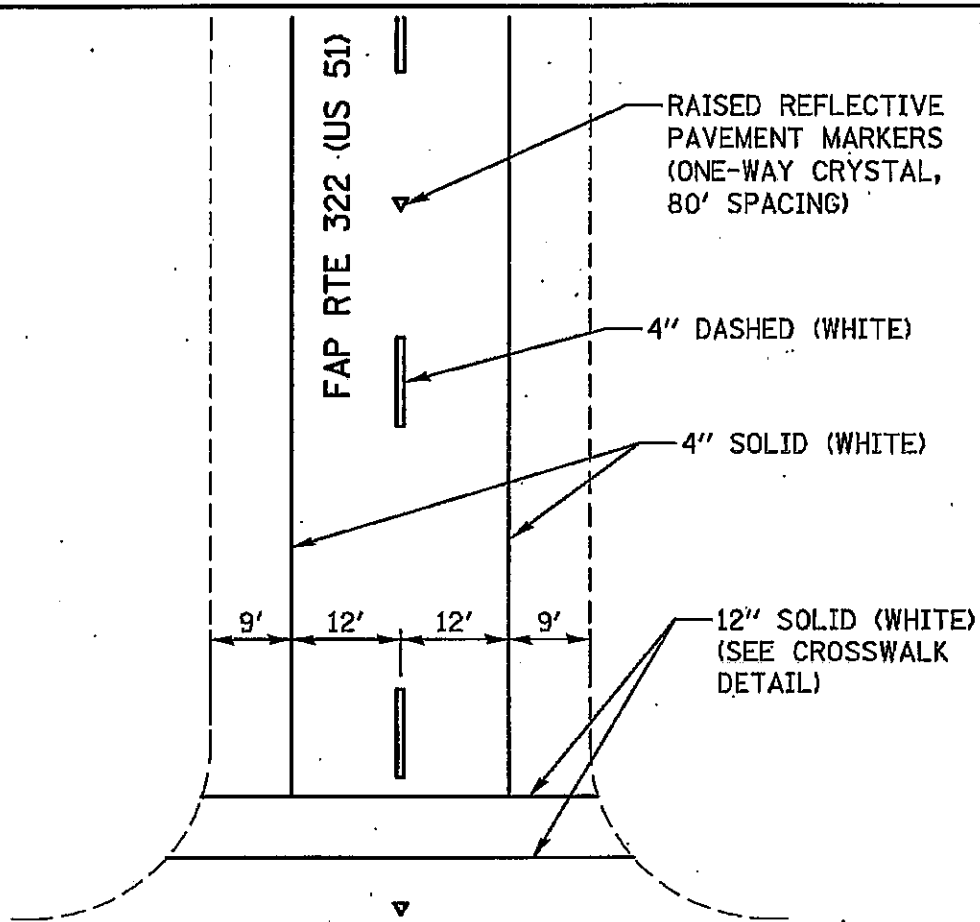
**PAVEMENT MARKING PLAN
AT HAUSSLER STREET**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

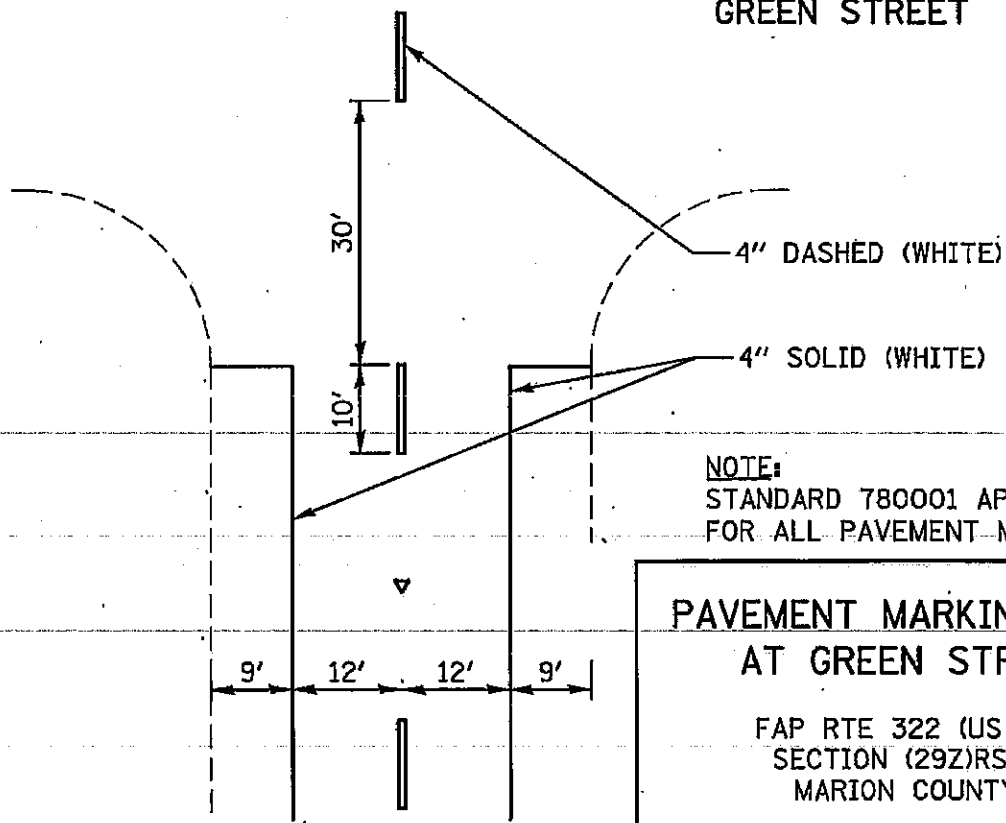
02/07/2008 / 6920/6920.M&O.U.S. 51/Contract No 1 (48 US 51/Contd F.1)es/C:\PA_INT18_6920.29.dgn



TOTAL SHEETS	SHEET NO.
42	32
CONTRACT NO. 76811	



GREEN STREET



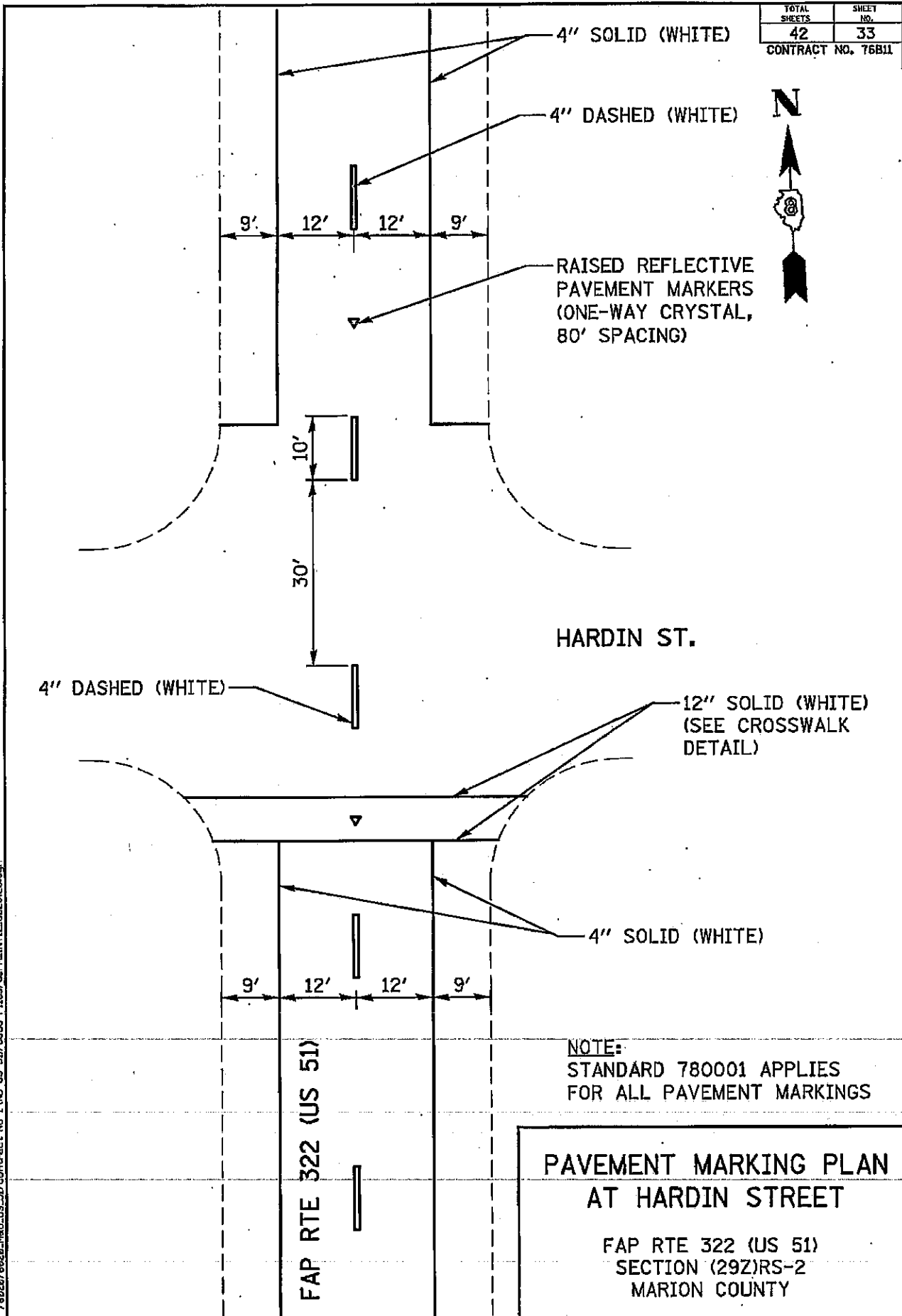
NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT GREEN STREET**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

02/07/2008
76820/8228.MXD US:EI/Center-st No 1 (NB US 51/Cadd File/C:PH_INTIL6028.20.dgn

TOTAL SHEETS	SHEET NO.
42	33
CONTRACT NO. 76B11	



RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY CRYSTAL, 80' SPACING)

HARDIN ST.

12" SOLID (WHITE) (SEE CROSSWALK DETAIL)

4" SOLID (WHITE)

NOTE:
STANDARD 780001 APPLIES FOR ALL PAVEMENT MARKINGS

PAVEMENT MARKING PLAN AT HARDIN STREET

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

02/07/2009 1:08:28 PM C:\Users\Public\Desktop\76B11\Drawings\76B11_0208.dwg

TOTAL SHEETS	SHEET NO.
42	34
CONTRACT NO. 76B11	



WALNUT ST.

RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY CRYSTAL, 80' SPACING)

4" DASHED (WHITE)

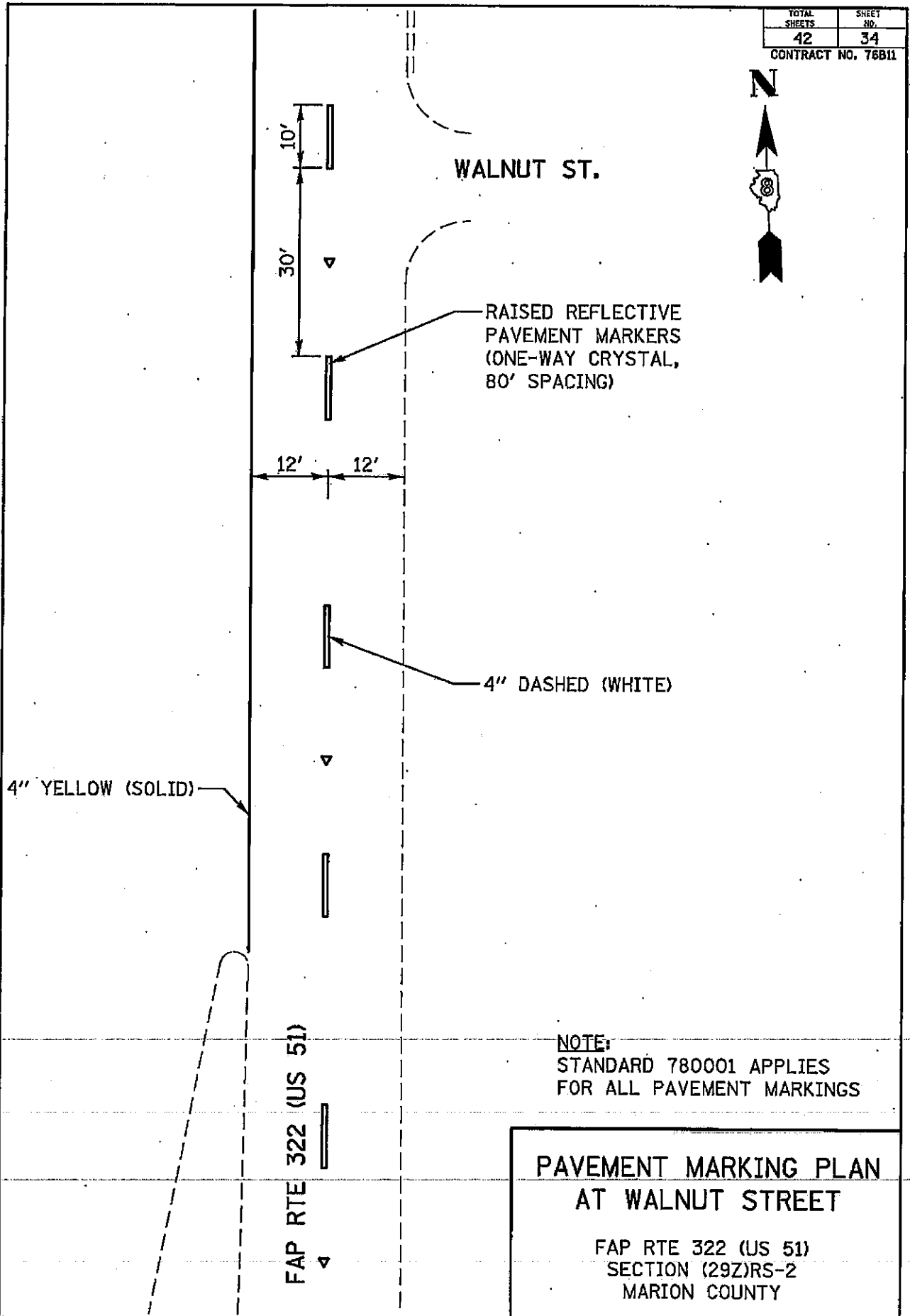
4" YELLOW (SOLID)

NOTE:
STANDARD 780001 APPLIES FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT WALNUT STREET**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

92/07/2808
76020/6029_M&O.US_51/Contract No.1 (NS) US 51/Cadd Files/C.PM.INT/13/6028-20.dgn



TOTAL SHEETS	SHEET NO.
42	35
CONTRACT NO. 76B11	

END OF PROJECT

4" YELLOW (SOLID)

10'

30'

4" DASHED (WHITE)

RAISED REFLECTIVE PAVEMENT MARKERS (ONE-WAY CRYSTAL, 80' SPACING)

4" YELLOW (SOLID)

12'

12'

FAP RTE 322 (US 51)



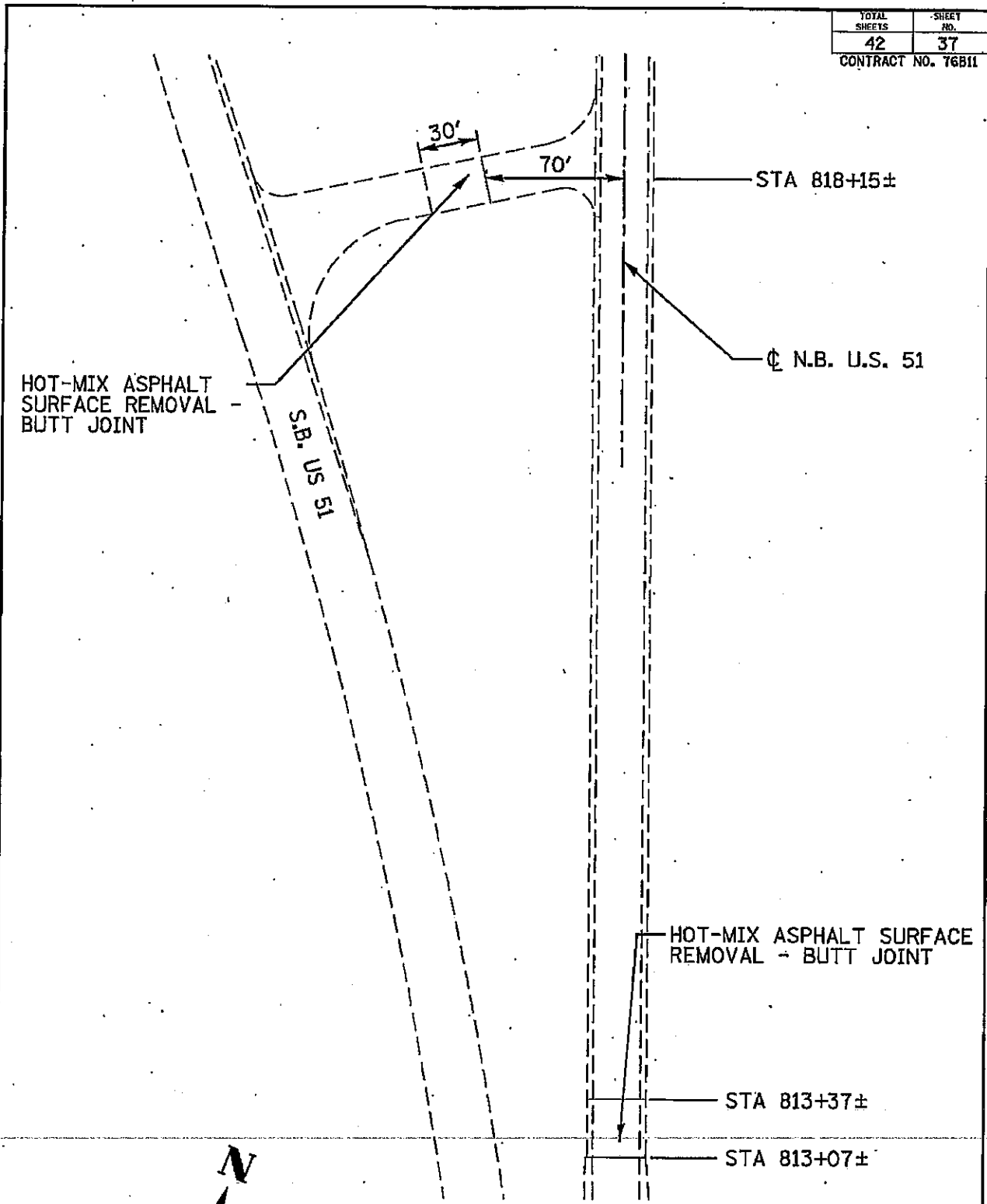
NOTE:
STANDARD 780001 APPLIES
FOR ALL PAVEMENT MARKINGS

**PAVEMENT MARKING PLAN
AT END OF PROJECT**

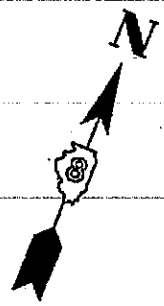
FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

02/07/2008
75020/5020_H&D_US_51/Contract No 1 (NS US 51)/Cadd F:\asr/C_P\INT14_5020L20.dgn

TOTAL SHEETS	SHEET NO.
42	37
CONTRACT NO. 76B11	

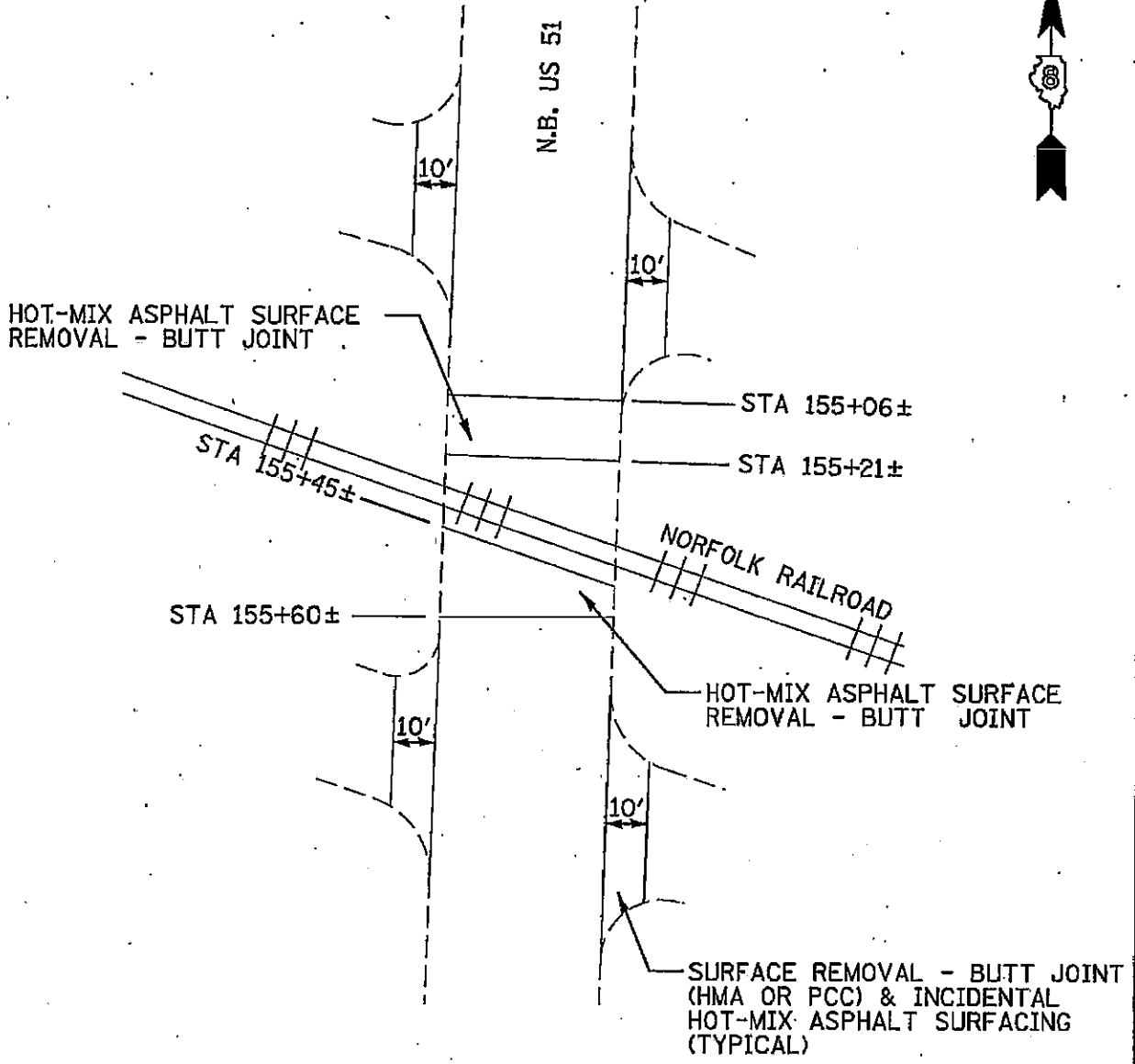


92/07/2006
 /6820/6820_M&O_US_51/Contract No 1 009 US 51/Detail Files/...dgn



**PAVING DETAIL AT
 PROJECT START &
 CONNECTOR ROAD**
 FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

TOTAL SHEETS	SHEET NO.
42	38
CONTRACT NO. 76B11	



02/07/2005
 76020/6020_M&O_US_51/Contract No. 1 08 US 51/Cadd Files/ass.dgn

**PAVING DETAIL AT
 NORFOLK RAILROAD**

 FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

TOTAL SHEETS	SHEET No.
42	39
CONTRACT NO. 76811	

STA 92+60± ————

STA 92+75± ————

HOT-MIX ASPHALT SURFACE
REMOVAL - BUTT JOINT

CONCRETE INTERSECTION

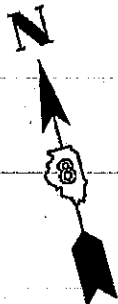
McCORD STREET

HOT-MIX ASPHALT SURFACE
REMOVAL - BUTT JOINT

STA 94+01±

STA 94+16±

N.B. US 51



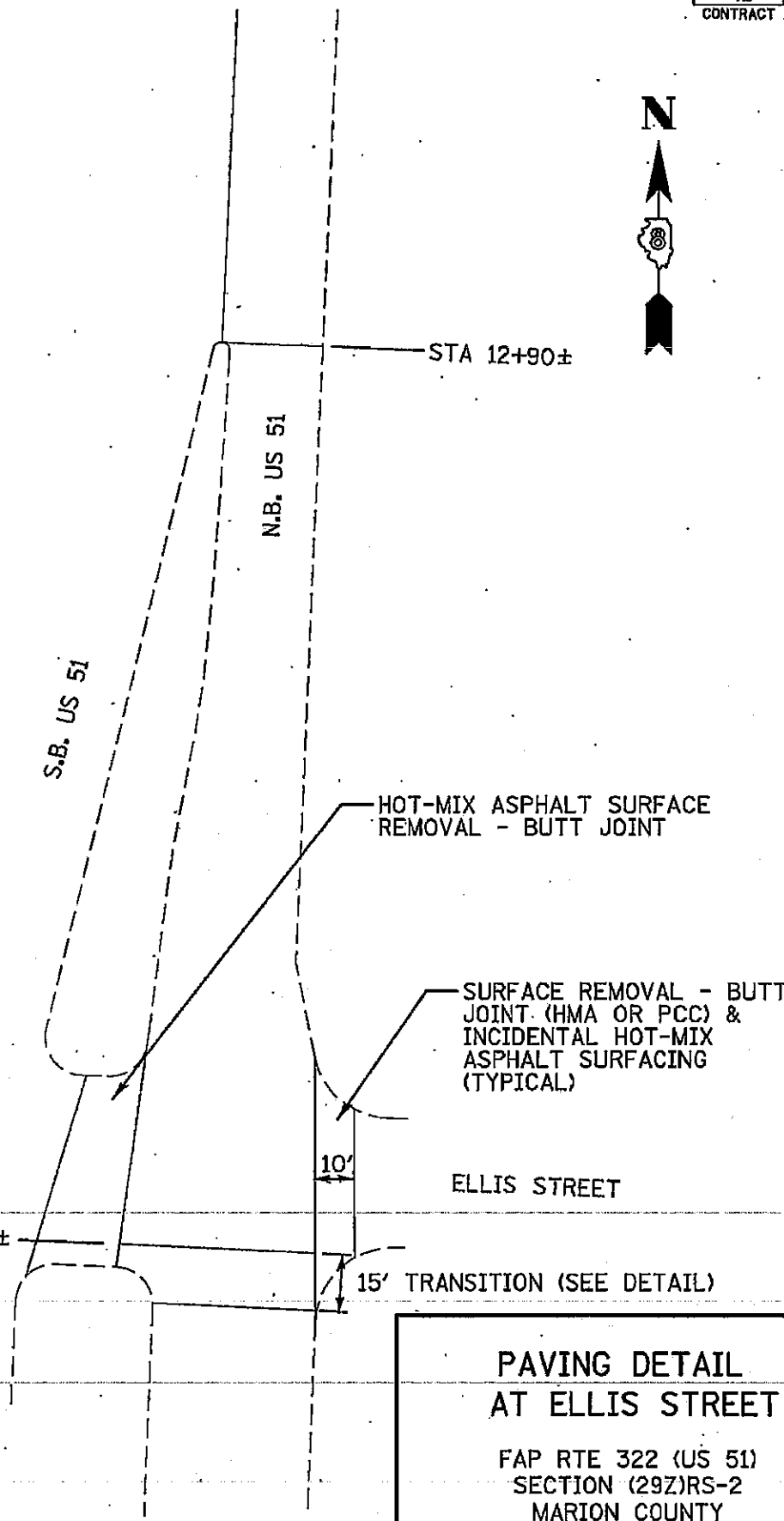
**PAVING DETAIL
AT McCORD STREET**

FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

92/07/2008
/6929/6929_M&D_US_51/Contract No 1 (N.B. US 51)/Cadd Files/...dgn

TOTAL SHEETS	SHEET NO.
42	40

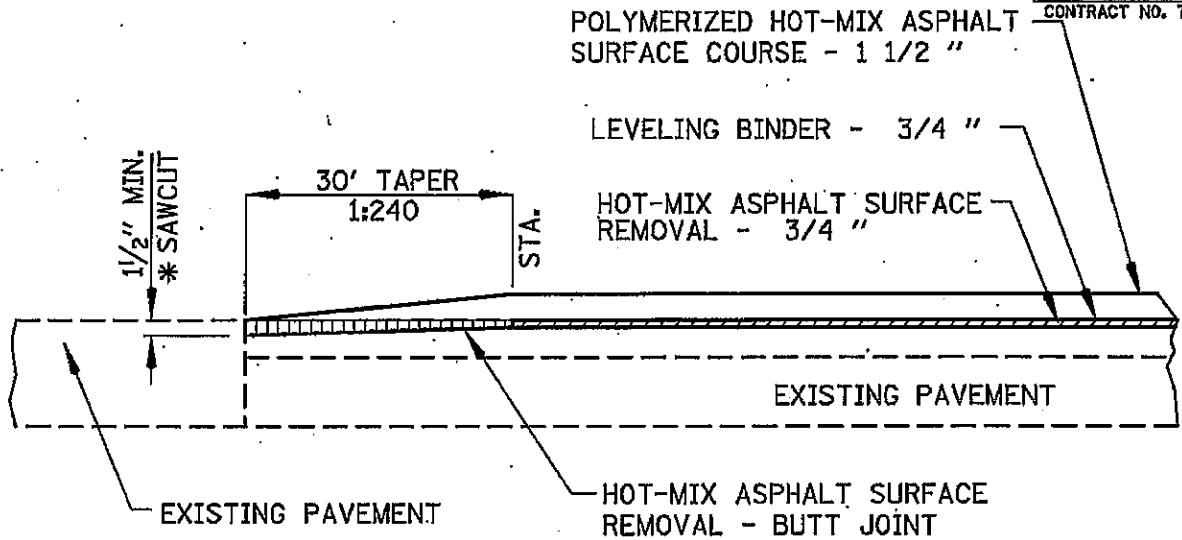
CONTRACT NO. 76B11



82/07/2008
 7/6/20/6020.M&O.US_51/Cadd F:\cadd F:\cadd/444.dgn

TOTAL SHEETS	SHEET NO.
42	41

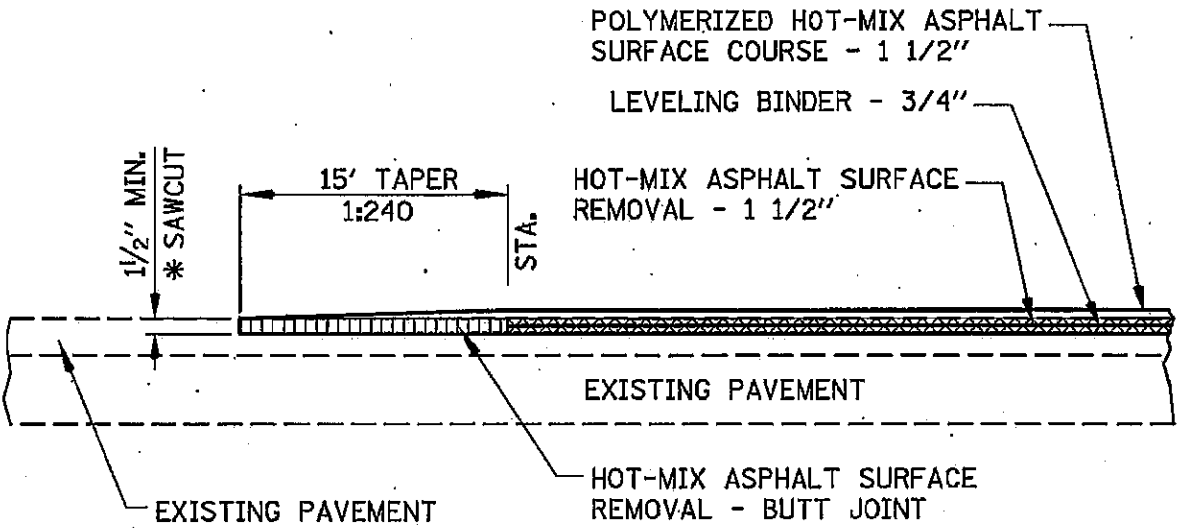
CONTRACT NO. 76B11



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

STA. 813+37±

CONNECTOR ROAD: 70' LT. FROM C_L AT STA. 818+15±



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

- STA. 155+60±
- STA. 155+06±
- STA. 94+16±
- STA. 92+60±

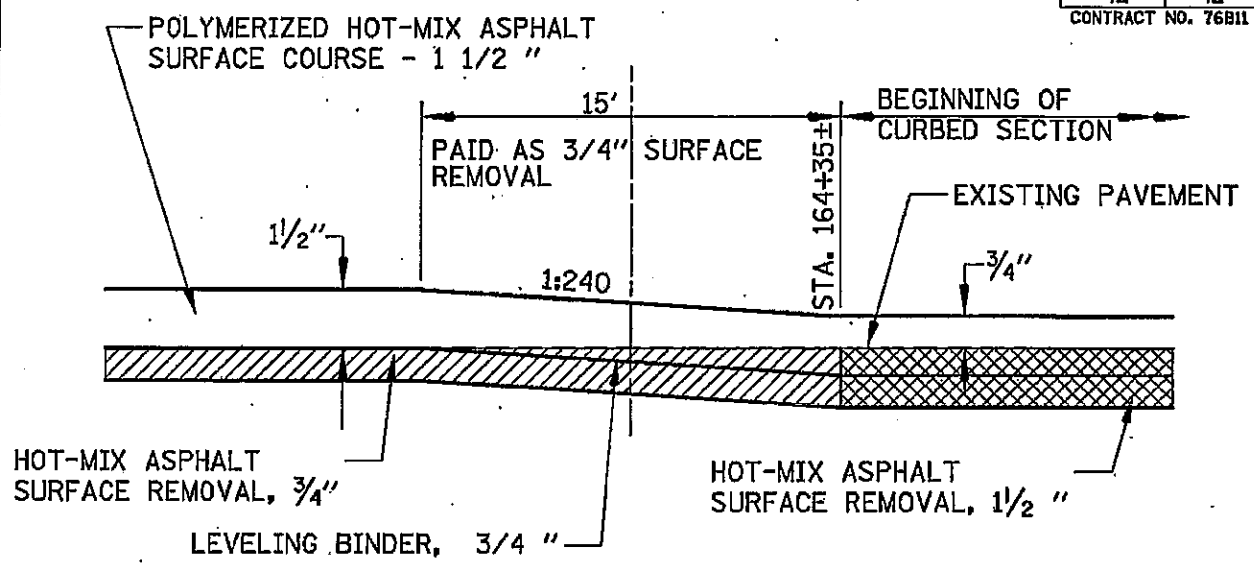
* COST OF SAWCUT TO BE INCLUDED IN HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

BUTT JOINT DETAILS

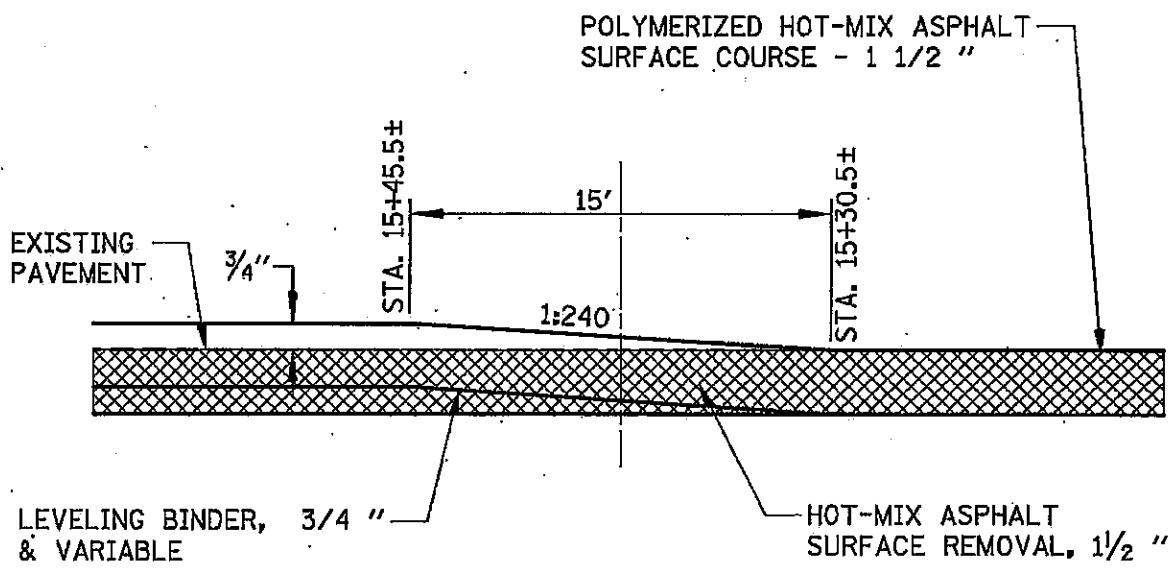
FAP RTE 322 (US 51)
SECTION (29Z)RS-2
MARION COUNTY

02/07/2008 7:02:20 PM D:\US_51\Contract No. 1 08 US 51\Cadd F\New/C_3DINT_DTL5_NBS1.dgn

TOTAL SHEETS	SHEET NO.
42	42
CONTRACT NO. 76B11	



PAVING TRANSITION
 STA. 164+50± TO STA 164+35±



PAVING TRANSITION AT ELLIS ST.
 STA. 15+45.5± TO STA 15+30.5±

**PAVEMENT TRANSITION
 DETAILS**

FAP RTE 322 (US 51)
 SECTION (29Z)RS-2
 MARION COUNTY

02/07/2008
 75020/6020.M&O.US.51/Contrast.No.1 (R)B.US.51/Cadd.Files/C:\OUNT.DTL.S.NBSL.dgn

ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR MARION COUNTY EFFECTIVE MAY 2008

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.

Marion County Prevailing Wage for May 2008

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	==	=	=====	=====	=====	==	==	=====	=====	=====	=====
ASBESTOS ABT-GEN		ALL		21.000	21.450	1.5	1.5	2.0	5.350	6.500	0.000	0.700
ASBESTOS ABT-MEC		BLD		25.690	26.690	1.5	1.5	2.0	5.050	2.500	0.000	0.250
BOILERMAKER		BLD		30.000	32.500	1.5	1.5	2.0	6.820	11.28	1.000	0.300
BRICK MASON		BLD		27.090	28.840	1.5	1.5	2.0	5.250	8.450	2.000	0.400
CARPENTER		BLD		28.530	30.030	1.5	1.5	2.0	5.300	4.000	0.000	0.350
CARPENTER		HWY		28.480	30.230	1.5	1.5	2.0	5.300	4.000	0.000	0.350
CEMENT MASON		BLD		24.000	25.000	1.5	1.5	2.0	5.300	4.050	0.000	0.200
CEMENT MASON		HWY		23.500	25.000	1.5	1.5	2.0	5.300	3.700	0.000	0.200
CERAMIC TILE FNSHER		BLD		23.370	0.000	1.5	1.5	2.0	5.200	4.400	0.000	0.410
ELECTRICIAN		ALL		33.680	35.930	1.5	1.5	2.0	5.150	7.070	0.000	0.500
ELECTRONIC SYS TECH		BLD		26.740	28.240	1.5	1.5	2.0	5.150	3.470	0.000	0.250
FLOOR LAYER		BLD		27.680	28.430	1.5	1.5	2.0	5.300	4.000	0.000	0.350
GLAZIER		BLD		30.140	0.000	2.0	2.0	2.0	8.800	7.520	2.410	0.310
HT/FROST INSULATOR		BLD		31.240	32.240	1.5	1.5	2.0	5.300	8.860	0.000	0.450
IRON WORKER		ALL		27.350	28.850	1.5	1.5	2.0	6.360	9.150	0.000	0.420
LABORER		BLD		21.000	21.450	1.5	1.5	2.0	5.350	6.500	0.000	0.600
LABORER		HWY		21.000	21.450	1.5	1.5	2.0	5.350	6.150	0.000	0.600
MACHINIST		BLD		38.390	40.390	2.0	2.0	2.0	4.880	6.550	2.650	0.000
MARBLE FINISHERS		BLD		23.370	0.000	1.5	1.5	2.0	5.200	4.400	0.000	0.410
MARBLE MASON		BLD		27.090	28.840	1.5	1.5	2.0	5.250	8.450	2.000	0.400
MILLWRIGHT		BLD		28.530	30.030	1.5	1.5	2.0	5.300	4.000	0.000	0.350
MILLWRIGHT		HWY		28.480	30.230	1.5	1.5	2.0	5.300	4.000	0.000	0.350
OPERATING ENGINEER		ALL	1	27.000	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
OPERATING ENGINEER		ALL	2	25.870	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
OPERATING ENGINEER		ALL	3	21.390	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
OPERATING ENGINEER		ALL	4	21.450	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
OPERATING ENGINEER		ALL	5	21.120	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
OPERATING ENGINEER		ALL	6	27.550	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
OPERATING ENGINEER		ALL	7	27.850	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
OPERATING ENGINEER		ALL	8	28.130	29.000	1.5	1.5	2.0	6.700	12.35	0.000	1.000
PAINTER		ALL		21.320	21.820	1.5	1.5	2.0	4.700	4.650	0.000	0.230
PAINTER OVER 30FT		ALL		24.420	24.920	1.5	1.5	2.0	4.700	4.650	0.000	0.230
PAINTER PWR EQMT		ALL		24.420	24.920	1.5	1.5	2.0	4.700	4.650	0.000	0.230
PILEDRIVER		BLD		28.530	30.030	1.5	1.5	2.0	5.300	4.000	0.000	0.350
PILEDRIVER		HWY		28.480	30.230	1.5	1.5	2.0	5.300	4.000	0.000	0.350
PIPEFITTER		BLD		30.000	33.000	1.5	1.5	2.0	5.650	5.000	0.000	0.850
PLASTERER		BLD		23.500	24.500	1.5	1.5	2.0	5.200	3.550	0.000	0.100
PLUMBER		BLD		30.000	33.000	1.5	1.5	2.0	5.650	5.000	0.000	0.850
ROOFER		BLD		20.450	21.450	1.5	1.5	2.0	6.200	3.800	0.000	0.000
SHEETMETAL WORKER		ALL		28.080	29.580	1.5	1.5	2.0	6.350	5.650	1.690	0.260
SPRINKLER FITTER		BLD		35.140	37.690	1.5	1.5	2.0	7.000	6.200	0.000	0.250
TERRAZZO FINISHER		BLD		31.240	0.000	1.5	1.5	2.0	0.000	0.000	0.000	0.000
TERRAZZO MASON		BLD		31.530	31.830	1.5	1.5	2.0	0.000	4.250	0.000	0.070
TRUCK DRIVER		ALL	1	27.580	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	2	27.980	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	3	28.180	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	4	28.430	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		ALL	5	29.180	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	1	22.060	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	2	22.380	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	3	22.540	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	4	22.740	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000
TRUCK DRIVER		O&C	5	23.340	0.000	1.5	1.5	2.0	8.600	3.925	0.000	0.000

Legend:

M-F>8 (Overtime is required for any hour greater than 8 worked each day, Monday through Friday.)

OSA (Overtime is required for every hour worked on Saturday)

OSH (Overtime is required for every hour worked on Sunday and Holidays)

H/W (Health & Welfare Insurance)

Pensn (Pension)

Vac (Vacation)

Trng (Training)

Explanations

MARION 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 AND MARBLE FINISHER

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

ELECTRONIC SYSTEMS TECHNICIAN

Installation, service and maintenance of low-voltage systems which utilizes the transmission and/or transference of voice, sound, vision, or digital for commercial, education, security and entertainment

purposes for the following: TV monitoring and surveillance, background/foreground music, intercom and telephone interconnect, field programming, inventory control systems, microwave transmission, multi-media, multiplex, radio page, school, intercom and sound burglar alarms and low voltage master clock systems.

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

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

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

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

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

Class 4. Low Boy and Oil Distributors.

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

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

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

OPERATING ENGINEERS

GROUP I. Cranes, Dragline, Shovels, Skimmer Scoops, Clamshells or Derrick Boats, Pile Drivers, Crane-Type Backhoes, Asphalt Plant Operators, Concrete Plant Operators, Dredges, Asphalt Spreading Machines, All Locomotives, Cable Ways, or Tower Machines, Hoists, Hydraulic Backhoes, Ditching Machines or Backfiller, Cherrypickers, Overhead Cranes, Roller, Steam or Gas, Concrete Pavers, Excavators, Concrete Breakers, Concrete Pumps, Bulk Cement Plants, Cement Pumps, Derrick-Type Drills, Boat Operators, Motor Graders or Pushcats, Scoops or Tournapulls, Bulldozers, Endloaders or Fork Lifts, Power Blade or Elevating Graders, Winch Cats, Boom or Winch Trucks or Boom Tractors, Pipe Wrapping or Painting Machines, Asphalt Plant Engineer, Journeyman Lubricating Engineer, Drills (other than Derrick Type), Mud Jacks, or Well Drilling Machines, Boring Machines or Track Jacks, Mixers, Conveyors (Two), Air Compressors (Two), Water Pumps regardless of size (Two), Welding Machines (Two), Siphons or Jets

(Two), Winch Heads or Apparatuses (Two), Light Plants (Two), Waterblasters (two), All Tractors regardless of size (straight tractor only), Fireman on Stationary Boilers, Automatic Elevators, Form Grading Machines, Finishing Machines, Power Sub-Grader or Ribbon Machines, Longitudinal Floats, Distributor Operators on Trucks, Winch Heads or Apparatuses (One), Mobil Track air and heaters (two to five), Heavy Equipment Greaser, Relief Operator, Assistant Master Mechanic and Heavy Duty Mechanic, all Operators (except those listed below).

GROUP II. Assistant Operators.

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

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

GROUP V. Oiler.

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

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

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

TERRAZZO FINISHER

The handling of all materials used for Mosaic and Terrazzo work including preparing, mixing by hand, by mixing machine or transporting of pre-mixed materials and distributing with shovel, rake, hoe, or pail, all kinds of concrete foundations necessary for Mosaic and Terrazzo work, all cement terrazzo, magnesite terrazzo, Do-O-Tex terrazzo, epoxy matrix ter-razzo, exposed aggregate, rustic or rough washed for exterior or interior of buildings placed either by machine or by hand, and any other kind of mixture of plastics composed of chips or granules when mixed with cement, rubber, neoprene, vinyl, magnesium chloride or any other resinous or chemical substances used for seamless flooring systems, and all other building materials, all similar materials and all precast terrazzo work on jobs, all scratch coat used for Mosaic and Terrazzo work and sub-bed, tar paper and wire mesh (2x2 etc.) or lath. The rubbing, grinding, cleaning and finishing of same either by hand or by machine or by terrazzo resurfacing equipment on new or existing floors. When necessary finishers shall be allowed to assist the mechanics to spread sand bed, lay tarpaper and wire mesh (2x2 etc.) or lath. The finishing of cement floors where additional aggregate of stone is added by spreading or sprinkling on top of the finished base, and troweled or rolled into the finish and then the surface is ground by grinding machines.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available.

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

LANDSCAPING

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