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

PREQUALIFICATION

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

REQUESTS FOR AUTHORIZATION TO BID

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

WHO CAN BID ?

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

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

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

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

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

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

IDOT IS NOT RESPONSIBLE FOR ANY E-MAIL FAILURES.

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

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

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

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

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

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

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

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

ADDENDUMS AND REVISIONS TO THE PROPOSAL FORMS

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

RETURN WITH BID

342

Proposal Submitted By
Name
Address
City

Letting April 23, 2010

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. 64F51
WINNEBAGO-BOONE Counties
Section (5,6,14,15,14-1)RS
District 2 Construction Funds
Route FAP 525

PLEASE MARK THE APPROPRIATE BOX BELOW:

☐ A Bid Bond is included.

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

Plans Included Herein

Prepared by

S

Checked by

(Printed by authority of the State of Illinois)

INSTRUCTIONS

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

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

WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?: When a prospective prime bidder submits a "**Authorization to Bid or Not for Bid**" form, 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 **Authorization to Bid or Not for Bid Report**, approved by the Central Bureau of Construction, that indicates which items have been approved For Bidding. If **Authorization to Bid** cannot be approved, the **Authorization to Bid or Not for Bid Report** will indicate the reason for denial. If a contractor has requested to bid but has not received a **Authorization to Bid or Not for Bid Report**, 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

RETURN WITH BID

Illinois Department of Transportation

PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

1. Proposal of _____

_____

Taxpayer Identification Number (Mandatory) _____ a

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

Contract No. 64F51
WINNEBAGO-BOONE Counties
Section (5,6,14,15,14-1)RS
Route FAP 525
District 2 Construction Funds

8.44 miles of cold milling, patching and HMA resurfacing on U.S. Route 20 from the U.S. Route 20 (westbound) ramp to Farmington Way in Belvidere.

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

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

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

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

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

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

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

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

Attach Cashier's Check or Certified Check Here

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

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

Item _____

Section No. _____

County _____

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

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

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

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

Schedule of Combination Bids

Combination No.	Sections Included in Combination	Combination Bid Dollars	Cents

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 64F51

State Job # - C-92-055-10
PPS NBR - 2-16930-0000
County Name - BOONE- -
Code - 7 - -
District - 2 - -
Section Number - (5,6,14,15,14-1)RS

Project Number

Route FAP 525

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0322729	MATL TRANSFER DEVICE	TON	45,212.000				
X0325702	NIGHT WORK ZONE LIGHT	L SUM	1.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0017100	DOWEL BARS	EACH	3,440.000				
Z0028415	GEOTECHNICAL REINF	SQ YD	373.000				
Z0028700	GRAN SUBGRADE REPL	CU YD	64.000				
Z0030030	IMP ATTEN FRD NAR TL3	EACH	3.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0075300	TIE BARS	EACH	116.000				
40600200	BIT MATLS PR CT	TON	196.400				
40600300	AGG PR CT	TON	468.000				
40600545	LEV BIND HM N90	TON	194.000				
40600845	P LEV BIND MM N90	TON	16,786.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40600982	HMA SURF REM BUTT JT	SQ YD	1,644.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 64F51

State Job # - C-92-055-10
PPS NBR - 2-16930-0000
County Name - BOONE- -
Code - 7 - -
District - 2 - -
Section Number - (5,6,14,15,14-1)RS

Project Number

Route
FAP 525

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40600990	TEMPORARY RAMP	SQ YD	1,449.000				
40601005	HMA REPL OVER PATCH	TON	1,521.000				
40603310	HMA SC "C" N50	TON	8,773.000				
40603570	P HMA SC "E" N90	TON	10,028.000				
40603595	P HMA SC "F" N90	TON	18,563.000				
40800050	INCIDENTAL HMA SURF	TON	144.000				
42001200	PAVEMENT FABRIC	SQ YD	282.000				
44000155	HMA SURF REM 1 1/2	SQ YD	14,386.000				
44000158	HMA SURF REM 2 1/4	SQ YD	184,442.000				
44000160	HMA SURF REM 2 3/4	SQ YD	89,795.000				
44000161	HMA SURF REM 3	SQ YD	980.000				
44000198	HMA SURF REM VAR DP	SQ YD	5,504.000				
44001005	HMA SURFACE REMOVAL	SQ YD	500.000				
44002212	HMA RM OV PATCH 3	SQ YD	1,704.000				
44002228	HMA RM OV PATCH 7	SQ YD	3,147.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 64F51

State Job # - C-92-055-10
PPS NBR - 2-16930-0000
County Name - BOONE- -
Code - 7 - -
District - 2 - -
Section Number - (5,6,14,15,14-1)RS

Project Number

Route FAP 525

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44200094	PAVT PATCH T2 8	SQ YD	131.000				
44200099	PAVT PATCH T3 8	SQ YD	40.000				
44200101	PAVT PATCH T4 8	SQ YD	54.000				
44200120	PAVT PATCH T2 10	SQ YD	62.000				
44200124	PAVT PATCH T3 10	SQ YD	32.000				
44200126	PAVT PATCH T4 10	SQ YD	54.000				
44200517	CL A PATCH T2 7	SQ YD	25.000				
44200521	CL A PATCH T3 7	SQ YD	32.000				
44200523	CL A PATCH T4 7	SQ YD	54.000				
44200966	CL B PATCH T1 10	SQ YD	520.000				
44200970	CL B PATCH T2 10	SQ YD	1,067.000				
44200974	CL B PATCH T3 10	SQ YD	112.000				
44200976	CL B PATCH T4 10	SQ YD	170.000				
44213000	PATCH REINFORCEMENT	SQ YD	110.000				
44213200	SAW CUTS	FOOT	8,446.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 64F51

State Job # - C-92-055-10
PPS NBR - 2-16930-0000
County Name - BOONE- -
Code - 7 - -
District - 2 - -
Section Number - (5,6,14,15,14-1)RS

Project Number

Route
FAP 525

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
48101200	AGGREGATE SHLDS B	TON	1,055.000				
48102100	AGG WEDGE SHLD TYPE B	TON	659.000				
60255500	MAN ADJUST	EACH	8.000				
60255800	MAN ADJ NEW T1F CL	EACH	2.000				
60260100	INLETS ADJUST	EACH	10.000				
63304400	TRAF BAR TERM REM T3	EACH	3.000				
64200105	SHOULDER RUMBLE STRIP	FOOT	21,452.000				
66700305	PERM SURV MKRS T2	EACH	10.000				
67000400	ENGR FIELD OFFICE A	CAL MO	10.000				
67100100	MOBILIZATION	L SUM	1.000				
70100310	TRAF CONT-PROT 701421	L SUM	1.000				
70100320	TRAF CONT-PROT 701422	L SUM	1.000				
70100420	TRAF CONT-PROT 701411	EACH	12.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 64F51

State Job # - C-92-055-10
PPS NBR - 2-16930-0000
County Name - BOONE- -
Code - 7 - -
District - 2 - -
Section Number - (5,6,14,15,14-1)RS

Project Number

Route
FAP 525

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70100800	TRAF CONT-PROT 701401	L SUM	1.000				
70100825	TRAF CONT-PROT 701456	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	25.000				
70300100	SHORT-TERM PAVT MKING	FOOT	59,648.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	5,095.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	3,502.000				
78000400	THPL PVT MK LINE 6	FOOT	230.000				
78000500	THPL PVT MK LINE 8	FOOT	10,500.000				
78000600	THPL PVT MK LINE 12	FOOT	3,184.000				
78000620	THPL PVT MK LINE 18	FOOT	144.000				
78000650	THPL PVT MK LINE 24	FOOT	1,299.000				
78004230	PREF PL PM TB INL L6	FOOT	21,600.000				
78008310	POLYUREA PM T2 LN 4	FOOT	202,915.000				
78100100	RAISED REFL PAVT MKR	EACH	2,611.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 64F51

State Job # - C-92-055-10
PPS NBR - 2-16930-0000
County Name - BOONE- -
Code - 7 - -
District - 2 - -
Section Number - (5,6,14,15,14-1)RS

Project Number

Route
FAP 525

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78300200	RAISED REF PVT MK REM	EACH	2,220.000				
81400115	HANDHOLE TO BE ADJUST	EACH	2.000				
88600400	DET LOOP SPL	FOOT	4,808.000				

CONTRACT NUMBER **64F51**

THIS IS THE TOTAL BID **$** _____

NOTES:

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

RETURN WITH BID

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

I. GENERAL

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

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

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

II. ASSURANCES

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

B. Felons

1. The Illinois Procurement Code provides:

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

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

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

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

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

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

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

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

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

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

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

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

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

E. Inducements

1. The Illinois Procurement Code provides:

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

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

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

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

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

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

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

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

H. Confidentiality

1. The Illinois Procurement Code provides:

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

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

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

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

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

III. CERTIFICATIONS

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

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

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

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

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

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

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

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

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

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

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

C. Educational Loan

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

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

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

D. Bid-Rigging/Bid Rotating

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

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

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

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

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

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

E. International Anti-Boycott

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

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

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

F. Drug Free Workplace

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

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

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

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

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

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

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

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

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

G. Debt Delinquency

1. The Illinois Procurement Code provides:

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

H. Sarbanes-Oxley Act of 2002

1. The Illinois Procurement Code provides:

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

I. Addenda

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

J. Section 42 of the Environmental Protection Act

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

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

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

_____

_____

_____

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

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

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

M. Disclosure of Business Operations in Iran

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

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

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

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

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

Check the appropriate statement:

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

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

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

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

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

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

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

TO BE RETURNED WITH BID

IV. DISCLOSURES

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

B. Financial Interests and Conflicts of Interest

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

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

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

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

C. Disclosure Form Instructions

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

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

CERTIFICATION STATEMENT

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

_____
(Bidding Company)

☐ _____ _____
Signature of Authorized Representative Date

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

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

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

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

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

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

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

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

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

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

D. Bidders Submitting More Than One Bid

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

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

_____

_____

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A
Financial Information & Potential Conflicts of Interest Disclosure

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

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

DISCLOSURE OF FINANCIAL INFORMATION

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

FOR INDIVIDUAL (type or print information)

NAME: _____

ADDRESS _____

_____

Type of ownership/distributable income share:

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

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

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

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

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

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

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

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

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

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

Yes ___No __

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

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

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

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

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

Yes ___No __

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

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

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

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

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

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

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

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

APPLICABLE STATEMENT

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

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

NOT APPLICABLE STATEMENT

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

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

☐ _____ _____
Signature of Authorized Representative Date

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B
Other Contracts & Procurement Related Information Disclosure

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

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

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

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

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

THE FOLLOWING STATEMENT MUST BE CHECKED

☐ _____ _____
Signature of Authorized Representative Date

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

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

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

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

RETURN WITH BID

Illinois Department of Transportation

Contract No. 64F51
WINNEBAGO-BOONE Counties
Section (5,6,14,15,14-1)RS
Route FAP 525
District 2 Construction Funds

PART I. IDENTIFICATION

Dept. Human Rights #_____ Duration of Project: _____

Name of Bidder: _____

PART II. WORKFORCE PROJECTION

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

TABLE A

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

TABLE C

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

FOR DEPARTMENT USE ONLY

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

BC 1256 (Rev. 12/11/07)

Note: See instructions on page 2

RETURN WITH BID

Contract No. 64F51
WINNEBAGO-BOONE Counties
Section (5,6,14,15,14-1)RS
Route FAP 525
District 2 Construction Funds

PART II. WORKFORCE PROJECTION - continued

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

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

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

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

PART III. AFFIRMATIVE ACTION PLAN

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

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

Company _____ Telephone Number _____

_____

Address _____

NOTICE REGARDING SIGNATURE

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

Signature: ☐ _____ Title: _____ Date: _____

Instructions: All tables must include subcontractor personnel in addition to prime contractor personnel.

Table A - Include both the number of employees that would be hired to perform the contract work and the total number currently employed (Table B) that will be allocated to contract work, and include all apprentices and on-the-job trainees. The "Total Employees" column should include all employees including all minorities, apprentices and on-the-job trainees to be employed on the contract work.

Table B - Include all employees currently employed that will be allocated to the contract work including any apprentices and on-the-job trainees currently employed.

Table C - Indicate the racial breakdown of the total apprentices and on-the-job trainees shown in Table A.

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

RETURN WITH BID

Contract No. 64F51
WINNEBAGO-BOONE Counties
Section (5,6,14,15,14-1)RS
Route FAP 525
District 2 Construction Funds

PROPOSAL SIGNATURE SHEET

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

Firm Name _____

(IF AN INDIVIDUAL) Signature of Owner _____

Business Address _____

_____

Firm Name _____

By _____

(IF A CO-PARTNERSHIP) Business Address _____

_____
Name and Address of All Members of the Firm:

_____ _____

_____ _____

Corporate Name _____

By _____
Signature of Authorized Representative

_____
Typed or printed name and title of Authorized Representative

(IF A CORPORATION)

Attest _____
Signature

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

_____

Corporate Name _____

By _____
Signature of Authorized Representative

_____
Typed or printed name and title of Authorized Representative

(IF A JOINT VENTURE)

Attest _____
Signature

Business Address _____

_____

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

Illinois Department of Transportation

Return with Bid

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

Item No. _____

Letting Date _____

KNOW ALL MEN BY THESE PRESENTS, That We _____

_____

as PRINCIPAL, and _____

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

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

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

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

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

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

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

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
County of _____

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

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

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

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

My commission expires _____ _____
Notary Public

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

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

PROPOSAL ENVELOPE

Illinois Department of Transportation

PROPOSALS

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

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

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

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

NOTICE

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

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

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

Contract No. 64F51
WINNEBAGO-BOONE Counties
Section (5,6,14,15,14-1)RS
Route FAP 525
District 2 Construction Funds

Illinois Department of Transportation

Illinois Department of Transportation

NOTICE TO BIDDERS

1. **TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., April 23, 2010. 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. 64F51
   WINNEBAGO-BOONE Counties
   Section (5,6,14,15,14-1)RS
   Route FAP 525
   District 2 Construction Funds

8.44 miles of cold milling, patching and HMA resurfacing on U.S. Route 20 from the U.S. Route 20 (westbound) ramp to Farmington Way in Belvidere.

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

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

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

By Order of the
Illinois Department of Transportation

Gary Hannig,
Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2010

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 1-1-10)

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

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

TABLE OF CONTENTS

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 525 (US 20), Section (5, 6, 14, 15, 14-1)RS, Winnebago & Boone Counties, Contract 64F51, 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 20 from I-39 in Rockford to Farmington Way in Belvidere.

DESCRIPTION OF PROJECT

Cold milling, pavement patching and hot-mix asphalt resurfacing on US 20.

TRAFFIC CONTROL PLAN

Effective January 14, 1999

Traffic Control shall be according to 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 on 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.

Standards:

701006	701101	701201	701301	701311	701400
701401	701406	701411	701421	701422	701426
701456	701701	701901			

Details:

Traffic Control Typical Weave (DS 39.1)
Rough Grooved Surface Sign (DS 91.2)
Traffic Control and Protection at Turn Bays (to remain open to traffic) (DS 94.2)
Traffic Control Detail
Sign Detail

Signs:

No bracing shall be allowed on post-mounted signs.

Post-mounted signs shall be installed using standard 720011, 728001, 729001, on 4"x4" wood posts, or on any other "break away" connection if accepted by the FHWA and corresponding letter is provided to the resident.

All signs are required on both sides of the road when the median is greater than 10 feet and on one way roadways.

The "WORKERS" (W21-1a(O)-48) signs shall be replaced with symbol "Right or Left Lane Closed Ahead" (W4-2R or L(O)-48) signs on multilane roadways.

"BUMP" (W8-1(O)48) signs shall be installed as directed by the Engineer.

"UNEVEN LANES" W8-11(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

"LOW SHOULDER" W8-9(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

When covering existing Department signs, no tape shall be used on the reflective portion of the sign. Contact the District sign shop for covering techniques.

All regulatory signs shall be maintained at a 5 foot minimum bottom (rural), 7 foot minimum (urban).

Devices:

A minimum of 3 drums spaced at 1.2 meters (4 feet) shall be placed at each return when the sideroad is open.

Direction Indicator Barricades shall exclusively be used in lane closure tapers. They shall be used only when traffic is being merged with an adjacent through lane or shifted onto a median crossover.

Vertical barricades shall not be used as a device.

The WORK ZONE SPEED LIMIT shall be as follows: when the existing speed limit is 65 or 55, the WORK ZONE SPEED LIMIT shall be 55. If the existing speed limit is 50 or 45, the WORK ZONE SPEED LIMIT shall be 45. Where workers are present and actively working the closed lane, the WORK ZONE SPEED LIMIT shall be 45, as shown on standards 701401 when no lane closure is in place, the existing speed limit shall be reinstated.

Personal Protective Equipment:

All workers shall wear a vest and pants meeting the requirements of ANSI/ISEA 107-2004 for Conspicuity Class 3 garments during the hours of darkness.

Flaggers:

Flagger at Sideroads and Commercial Entrances:

Effective: April 9, 2009

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

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

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

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

Flaggers shall comply with all requirements contained in the Department's "Flagger Handbook" with the following exception: The ANSII Class 2 vest will not be supplied by the Department.

In addition to the flaggers shown on applicable standards, on major sideroads listed below, flaggers shall be required on all legs of the intersection. Major sideroads for this project shall be Mill Road and Genoa Road/US Bus 20.

Flaggers:

All flaggers shall wear a vest and pants meeting the requirements of ANSI/ISEA 107-2004 for Conspicuity Class 3 garments during the hours of darkness. They also must comply with all requirements contained in the Department's "Flagger Handbook" with the following exception: The ANSII Class 2 and Class 3 vest and pants will not be supplied by the Department.

Pavement Marking:

Temporary pavement markings shall not be included in the cost of the standard rather it shall be paid for separately at the contract unit prices of specified temporary pavement marking items.

Temporary and short term pavement marking on milled surfaces shall be paint.

Highway Standards Application.

Traffic Control and Protection Standard 701401: This work shall be done according to Standard 701401 and Section 701 of the Standard Specifications. The Contractor shall be required to install the 701401 two (2) calendar days in advance of the areas to be patched for the protection of the State personnel laying out the locations for pavement patching.

The barricades as shown in Standard 701401 shall not encroach on the lane open to traffic at any time. The only exception to this will be in the immediate work area when workers are present, then the barricades may be moved out to permit the construction operation.

This work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701401.

Traffic Control and Protection Standard 701411:

Method of Measurement. Each ramp will be measured as a separate location and will be considered as a separate location for payment, regardless of the number of installations at that ramp.

Standards 701400, 701401, 701402, 701406, 701411, 701416, 701421, 701422, 701423, 701426 and 701446: The Contractor shall equip all machinery and vehicles with revolving amber lights, installed so the illumination is visible from all directions.

The median crossover will generally not be available for Contractor use. It may be used only when both lanes adjacent to the median are closed. Under no condition shall left turn lanes be made to cross the median from lanes open to traffic.

Parking of personal vehicles within the US 20 right of way will be strictly prohibited. Parking of construction equipment within the right of way will be permitted only at locations approved by the Engineer.

Construction traffic will only be allowed to turn left (or turn around) where there is a left turn lane.

Traffic Control and Protection Standard 701701: This standard also applies when work is being performed in the right turn lane. Under these conditions, RIGHT TURN LANE CLOSED sign shall be substituted for LEFT TURN LANE CLOSED sign.

Maintenance of Traffic: The pavement patch layout, removal and replacement shall be completed using Traffic Control and Protection Standard 701201 & 701401.

The Contractor shall have all lanes open on weekends, unless prior approval is obtained from the Resident Engineer.

The milling and resurfacing on US 20 shall be completed using Traffic Control and Protection Standard 701401 and 701406.

The striping on sideroads shall be done using Traffic Control and Protection Standard 701301, 701306 or 701311.

The exit ramps will be patched using Traffic Control and Protection Standard 701456.

The resurfacing and placing of aggregate shoulders on all sideroads shall be done using Traffic Control and Protection Standard 701306.

Placing and removing pavement marking shall be completed using Traffic Control and Protection Standard 701311, 701426 or 701701.

The Contractor shall not be allowed to close any lanes on US 20 from I-39 ramps to I-90 structures between the hours of 3:00 p.m. and 5:00 p.m. in the afternoon during the work week from Monday to Wednesday, 2:00 p.m. to 6:00 p.m. on Thursday, and 1:00 p.m. on Friday to 4:00 a.m. on Monday.

COMPACTION OF POLYMERIZED HOT-MIX ASPHALT CONCRETE

Effective January 16, 2002

This work shall consist of furnishing a pneumatic tired roller as specified in Article 406, in addition to all other rollers specified in the Standard Specifications. The spray system shall be in good working order. The tires shall be in good condition and be constructed heavy enough to withstand 90 to 110 psi inflation pressures on a continual basis. An approved water based release agent shall be utilized on the tires similar to, but not limited to, Tech Shield that effectively prevents mix adhesion. The dilution rate shall be as per manufacturer's recommendations. The mixture compaction temperature will be the maximum possible without experiencing surface damage to the mix caused by adhesion to the tires. The recommended range is from 200º to 260º Fahrenheit. This work shall be included in the cost of the polymerized Hot-Mix Asphalt concrete of the type and size specified.

DETECTOR LOOP, SPECIAL

Effective: December 15, 2009

This item shall consist of replacing detector loops, furnishing, installing, and testing in accordance with Section 886 of the current "Standards Specifications for Road Bridge Construction".

This item shall include replacing any conduit stubs damaged during the surface grinding process. This shall also include any wire in conduit required to connect the loops.

Any 6'x20' Detector Loops shall have a minimum of three turns of wire, any 6'x6' Detector Loops shall have a minimum of four turns of wire. Detector Loops are measured along the sawed slot in the pavement containing the loop and lead-in rather than the actual length of the wire. The cables, from the end of the saw cut for the loop to the splice in the handhole, shall not be measured for payment since it is considered to be included in the cost of the Detector Loop.

For appropriate layout of Detector Loops, Scott Kullerstrand (815/284-5468) of the Illinois Department of Transportation, Bureau of Operations, shall be contacted prior to reinstallation to mark the Detector Loop locations.

This work will be paid for at the contract unit price per Foot for DETECTOR LOOP, SPECIAL, which price shall include furnishing, installing all required components, and testing inductance to assure satisfactory operation.

HOT-MIX ASPHALT SURFACE REMOVAL

Effective: August 24, 2009

This work shall consist of cold milling a drainage channel through the existing shoulder and replacing the mix after the mainline has been resurfaced. The work shall be done according to Section 408 & 440 of the specification book.

To prevent pooling of water in the milled traffic lane, a drainage channel shall be cut in the shoulder at low points and other locations where pooling of water may occur, as specified by the Engineer. The drainage channel shall be the same depth as the traffic lane and a width of 18" to 24".

After the surface has been placed on the adjacent through lane, the drainage channel shall be primed and filled with incidental hot-mix asphalt surfacing and compacted to the satisfaction of the Engineer.

This work will be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL.

GEOTECHNICAL REINFORCEMENT

Revised September 1, 2004

Biaxial Geogrid Flat Installation

This work consists of furnishing and installing an integrally-formed polypropylene geotechnical grid reinforcement material. The grid shall have an aperture, rib and junction cross section sufficient to permit significant mechanical interlock with the material being reinforced. There shall be a high continuity of tensile strength through all ribs and junctions of the grid material to reinforce the embankment or subgrade as shown on the plans and specifications.

Materials: Each layer of geogrid shall conform to the property requirements listed below. Multilayer geogrid and multiple layers of lesser strength geogrids will not be accepted.

Reinforcement and Interlock

Property	**Test Method**	**Value**
Tensile Modulus:		
▪ True Tensile Modulus	ASTMD 6637	17,000 lb./ft. (Min.)
▪ True Tensile Strength @ 2% Strain		280 lb./ft. (Min.)
▪ True Tensile Strength @5% Strain		580 lb./ft. (Min.)
Apertures:		
▪ Aperture Stability	USACE*	2.7 in. – lb./deg. (min.)
▪ Open Area	COE Method Modified**	70% (Nom.)

* Resistance to in-plane rotational movement measured by applying a 20 kg-cm moment to the central junction of a 9 inch x 9 inch specimen restrained at its perimeter (U.S. Army Corps of Engineers Methodology for measurement of Torsional Rigidity).

** Percent open area measured without magnification by Corps of Engineers method as specified in CW 02215 Civil Works Construction Guide, November, 1977.

Structural Integrity:

▪ Flexural Stiffness	ASTM D-5732–95 ***	0.2 in.-lb. (Min.)
▪ Junction Efficiency	GRI GG2-87****	90% (Min.)

*** Resistance to bending force measured via ASTM D-5732-95, using specimens of width two ribs wide, with transverse ribs cut flush with exterior edges of longitudinal ribs (as a "ladder), and of length sufficiently long to enable measurement of the overhang dimension. The overall Flexural Stiffness is calculated as the square root of the product of machine-and cross-machine-direction Flexural Stiffness values.

**** Load transfer capability measured via GRI-GG2-87. Expressed as a percentage of ultimate tensile strength.

Material

Polypropylene	ASTM D 1401 Group I/Class 1/Grade 2	98% (Min.)
Carbon Black	ASTM 4218	0.5% (Min.)

The supplier should provide a certification that their product meets the above requirements.

The geotechnical reinforcement shall be placed as described herein or as shown on the cross sections.

Geogrid shall be delivered to the jobsite in such a manner as to facilitate handling and incorporation into the work without damage. Material shall be stored in such a manner as to prevent exposure to direct sunlight and damage by other construction activities.

Prior to the installation of the geogrid, the application surface shall be cleared of debris, sharp objects and trees. Tree stumps shall be cut to the level of the ground surface. If the stumps cannot be cut to the ground level, they shall be completely removed. In the case of subgrades, all wheel tracks or ruts in excess of 75 mm (3 inches) in depth shall be graded smooth or otherwise filled with soil to provide a reasonably smooth surface.

The geotechnical reinforcement shall be placed with the "roll length" parallel to the pavement. Fabric of insufficient width or length to fully cover the specified area shall be lapped a minimum of 600 mm (24 inches).

Installation:

The granular blanket shall be constructed to the width and depth required on the plans. Unless otherwise specified, the material shall be back-dumped on the Geogrid in a sequence of operations beginning at the outer edges of the treatment area with subsequent placement towards the middle.

Placement of material on the Geogrid shall be accomplished by spreading dumped material off of previously placed material with a bulldozer blade or endloader, in such a manner as to prevent tearing or shoving of the Geogrid. Dumping of material directly on the Geogrid will only be permitted to establish an initial working platform. No construction equipment shall be allowed on the Geogrid prior to placement of the granular blanket.

Unless otherwise specified in the plans or Special Provisions, the granular material, shall be placed to the full required thickness and compacted.

Geogrid which is damaged during installation or subsequent placement of granular material, due to failure of the Contractor to comply with these provisions, shall be repaired or replaced at his expense, including costs of removal and replacement of the granular material.

Torn Geogrid may be patched in-place by cutting and placing a piece of the same Geogrid over the tear. The dimensions of the patch shall be at least 600 mm (2 feet) larger than the largest dimension of the tear and it shall be weighted or otherwise secured to prevent the granular material from causing lap separation.

Method of Measurement: Geotechnical Reinforcement will be measured in square meters (square yards) for the surface area placed. The excavation, replacement and compaction of the granular layer shall be paid for separately. Each layer of geogrid will be paid for separately.

Basis of Payment: This work will be measured in place and the area computed in square yards. The work will be paid for at the contract unit price per Square Meter (Square Yard) for GEOTECHNICAL REINFORCEMENT.

HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)

Effective February 10, 1995

This work shall consist of removing, by roto milling, with a machine and automatic grade control, according to Article 440.03 of the Standard Specifications, the necessary existing bituminous material from the existing surface at locations indicated in the plans and applicable details.

This work will be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH).

ENGINEER'S FIELD OFFICE TYPE A

Effective: June 1, 2009

Revise Article 670.02 of the Standard Specifications to read:

"**670.02 Engineer's Field Office Type A.** Type A field offices shall have a minimum ceiling height of 7 ft (2 m) and a minimum floor space 450 sq ft (42 sq m). The office shall be provided with sufficient heat, natural and artificial light, and air conditioning.

The office shall have an electronic security system that will respond to any breach of exterior doors and windows. Doors and windows shall be equipped with locks. Doors shall also be equipped with dead bolt locks or other secondary locking device.

Windows shall be equipped with exterior screens to allow adequate ventilation. All windows shall be equipped with interior shades, curtains, or blinds. Adequate all-weather parking space shall be available to accommodate a minimum of ten vehicles.

Suitable on-site sanitary facilities meeting Federal, State, and local health department requirements shall be provided, maintained clean and in good working condition, and shall be stocked with lavatory and sanitary supplies at all times.

Sanitary facilities shall include hot and cold potable running water, lavatory and toilet as an integral part of the office where available. Solid waste disposal consisting of two waste baskets and an outside trash container of sufficient size to accommodate a weekly provided pick-up service.

In addition, the following furniture and equipment shall be furnished.

(a) Four desks with minimum working surface 42 x 30 in. (1.1 m x 750 mm) each and five non-folding chairs with upholstered seats and backs.

(b) One desk with minimum working surface 48 x 72 in. (1.2 x 1.8 m) with height adjustment of 23 to 30 in. (585 to 750 mm).

(c) One four-post drafting table with minimum top size of 37 1/2 x 48 in. (950 mm x 1.2 m). The top shall be basswood or equivalent and capable of being tilted through an angle of 50 degrees. An adjustable height drafting stool with upholstered seat and back shall also be provided.

(d) Two free standing four drawer legal size file cabinet with lock and an underwriters' laboratories insulated file device 350 degrees one hour rating.

(e) One 6 ft (1.8 m) folding table with six folding chairs.

(f) One equipment cabinet of minimum inside dimension of 44 in. (1100 mm) high x 24 in. (600 mm) wide x 30 in. (750 mm) deep with lock. The walls shall be of steel with a 3/32 in. (2 mm) minimum thickness with concealed hinges and enclosed lock constructed in such a manner as to prevent entry by force. The cabinet assembly shall be permanently attached to a structural element of the field office in a manner to prevent theft of the entire cabinet.

(g) One refrigerator with a minimum size of 16 cu ft (0.45 cu m) with a freezer unit.

(h) Two electric desk type tape printing calculator.

(i) A minimum of two communication paths. The configuration shall include:

(1) Internet Connection. An internet service connection using telephone DSL, cable broadband, or CDMA wireless technology. Additionally, an 802.11g/N wireless router shall be provided, which will allow connection by the Engineer and up to four Department staff.

(2) Telephone Lines. Two separate telephone lines, one to be set up for the exclusive use of the State supplied fax machine.

(j) One plain paper copy machine capable of reproducing prints up to 11 x 17 in. (280 x 432 mm) with an automatic feed tray capable of storing 30 sheets of paper. Letter size and 11 x 17 in. (280 x 432 mm) paper shall be provided.

(k) One telephone, with touch tone, where available, and a digital telephone answering machine, for exclusive use by the Engineer.

(l) Cellular phone with a minimum of 500 anytime calling minutes per month for use by the site resident engineer/technician.

(m) One electric water cooler dispenser.

(n) One first-aid cabinet fully equipped.

(o) One post mounted rain gauge, located on the project site for each 5 miles (8 km) of project length."

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

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

MATERIAL TRANSFER DEVICE (BDE)

Effective Date: June 15, 1999 Revised Date: January 1, 2009

Description. This work shall consist of placing Mainline Hot-mix Asphalt Surface Course and Level Binder (MM), except that these materials shall be placed using a material transfer device.

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

(a) Front-Dump Hopper and Conveyor. The conveyor shall provide a positive restraint along the sides of the conveyor to prevent material spillage. Material Transfer devices having paver style hoppers shall have a horizontal bar restraint placed across the foldable wings which prevents the wings from being folded.

(b) Paver Hopper Insert. The paver hopper insert shall have a minimum capacity of 14 tons (12.7 metric tons).

(c) Mixer/Agitator Mechanism. This re-mixing mechanism shall consist of a segmented, anti-segregation, re-mixing auger or two full-length longitudinal paddle mixers designed for the purpose of re-mixing the hot-mix asphalt (HMA). The longitudinal paddle mixers shall be located in the paver hopper insert.

CONSTRUCTION REQUIREMENTS

General. The material transfer device shall be used for the placement of Mainline Hot-mix Asphalt Surface Course and Level Binder (MM). The material transfer device speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

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

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

(a) Approval will be given by the Engineer.

(b) The vehicle shall be emptied of HMA material prior to crossing the structure and shall travel at crawl speed across the structure.

(c) The tires of the vehicle shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure.

Method of Measurement. This work will be measured for payment in tons (metric tons) for Polymerized Leveling Binder (Machine Method), N90, Polymerized Hot-Mix Asphalt Surface Course, Mix “E”, N90, and Polymerized Hot-Mix Asphalt Surface Course, Mix “F”, N90 materials placed with a material transfer device.

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

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

HANDHOLE TO BE ADJUSTED

This item shall consist of removing a portion of an existing handhold and rebuilding into a heavy-duty handhole to conform to the slope of the shoulder being installed or the roadway resurfacing.

The reconstruction of the handhole will be in accordance with Standard 814001 in the plans and in accordance with Section 814 of the current “Standard Specifications for Road and Bridge Construction”.

This item shall be paid for at the contract unit price Each for HANDHOLE TO BE ADJUSTED.

TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 3

This work shall be done according to Section 633 and 632 of the Standard Specifications. This work shall consist of removal of Traffic Barrier Terminals, Type 3. The length of the existing Traffic Barrier Terminal, Type 3 is 38'.

This work shall be paid for at the contract unit price per Each for TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 3.

SEQUENCE OF RESURFACING

Any resurfacing started in 2010 must have the partial depth pavement patching, full-depth pavement patching, leveling binder, surface course, shoulder pavement marking, and shoulder rumble strips finished before the winter shut down. The westbound or eastbound lanes and ramps in the respective direction may be started first, but all items listed above must be completed in one direction before the lanes and ramps in the opposite direction are started.

HOT-MIX ASPHALT PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS (BMPR)

Effective: April 4, 2008 Revised: January 29, 2010

Description. This special provision describes the procedures used for production, placement and payment for hot-mix asphalt (HMA). This special provision shall apply to all pay items for High ESAL and Low ESAL HMA and SMA mixtures that individually have a minimum quantity of 8000 tons (7260 metric tons) and are placed at a minimum nominal thickness equal to or greater than three times the nominal maximum aggregate size. This special provision shall not apply to shoulders, temporary pavements and patching. This work shall be according to the Standard Specifications except as specified herein.

Delete Articles:	406.06(b), 2nd Paragraph	(Temperature requirements)
	406.06 (e) 3rd Paragraph	(Pavers speed requirements)
	406.07	(Compaction)
	1030.05(a)(4, 5, 7, 8, 9, & 10)	(QC/QA Documents)
	1030.05(d)(2)a.	(Plant Tests)
	1030.05(d)(2)b.	(Dust-to-Asphalt and Moisture Content)
	1030.05(d)(2)d.	(Small Tonnage)
	1030.05(d)(2)f.	(HMA Sampling)
	1030.05(d)(3)	(Required Field Tests)
	1030.05(d)(4)	(Control Limits)
	1030.05(d)(5)	(Control Charts)
	1030.05(d)(6)	(Corrective Action for Required Plant Tests)
	1030.05(d)(7)	(Corrective Action for Field Tests (Density))
	1030.05(e)	(Quality Assurance by the Engineer)
	1030.05(f)	(Acceptance by the Engineer)
	1030.06(a) paragraphs	3 (Before start-up…), 7(After an acceptable…), 8 (If a mixture…), & 9 (A nuclear/core…):

The following documents have been added or modified to replace the equivalent documents in the current Manual of Test Procedures for Materials.

Existing	Replacement
ERS - HMA QC/QA Initial Daily Plant & Random Samples; Appendix E2	PFP Hot-Mix Asphalt Random Jobsite Sampling
ERS - Determination of Random Density Test Site Locations; Appendix E3	PFP Random Density Procedure
ERS - Quality Level Analysis; Appendix E1	PFP Quality Level Analysis

Definitions:

(a) Quality Control (QC): All production and construction activities by the Contractor required to achieve the required level of quality.

(b) Quality Assurance (QA): All monitoring and testing activities by the Engineer required to assess product quality, level of payment, and acceptability of the product.

(c) Percent Within Limits (PWL): The percentage of material within the quality limits for a given quality characteristic.

(d) Quality Characteristic: The characteristics that are evaluated by the Department for payment using PWL. The quality characteristics for this project are field Voids in the Mineral Aggregate (VMA), voids, and density. Field VMA will be calculated using the combined Aggregates Bulk Specific Gravity (G_{sb}) from the mix design

(e) Quality Level Analysis (QLA): QLA is a statistical procedure for estimating the amount of product within specification limits.

(f) Sublot: A sublot for field VMA, and voids, will be 1000 tons (910 metric tons), or adjusted to achieve a minimum of 10 tests. If a sublot consists of less than 200 tons (180 metric tons), it shall be combined with the previous sublot.

(g) Density Testing Interval: The interval for density testing will be 0.2 mile (320 m) for lift thickness equal to or less than 3 in. (75 mm) and 0.1 mile (160 m) for lift thickness greater than 3 in. (75 mm). If a density testing interval is less than 200 ft (60 m), it will be combined with the previous test interval.

(h) Lot: A lot consists of 10 sublots or 30 density intervals. If seven or less sublots or 19 or less density intervals remain at the end of production of a mixture, the test results for these sublots will be combined with the previous lot for evaluation of percent within limits and pay factors. Lots for mixture testing are independent of lots for density testing.

(i) Density Test: A density test consists of a core taken at a random longitudinal and transverse offset within each density testing interval. The HMA maximum theoretical gravity (G_{mm}) will be based on the running average of four including the current day of production. Initial G_{mm} will be based on the average of the first four test results. The random transverse offset excludes the outer 1.0 ft (300 mm) from an unconfined edge. For confined edges, the random transverse offset excludes a distance from the outer edge equal to the lift thickness or a minimum of 2 in. (50 mm).

Pre-production Meeting:

The Engineer will schedule a pre-production meeting a minimum of seven calendar days prior to the start of production. The HMA QC Plan, test frequencies, random test locations, and responsibilities of all parties involved in testing and determining the PWL will be addressed. Personnel attending the meetings will include the following:

(a) Resident Engineer

(b) District Mixture Control Representative

(c) QC Manager

(d) Contractor Paving Superintendent

(e) Any consultant involved in any part of the HMA sampling or testing on this project

Quality Control (QC) by the Contractor:

The Contractor's quality control plan shall include the schedule of testing for both quality characteristics and non-quality characteristics required to control the product such as binder content and mixture gradation. The schedule shall include sample location. The minimum test frequency shall not be less than outlined in the Minimum Quality Control Sampling and Testing Requirements table below.

Minimum Quality Control Sampling and Testing Requirements

Quality Characteristic	Minimum Test Frequency	Sampling Location
Mixture Gradation	1/day	per QC Plan
Binder Content		
G_{mm}		
G_{mb}		
Density	per QC plan	per QC Plan

Revise Article 1030.05(d)(4) to read:

"(4) The QC Manager shall notify the Engineer when the following individual corrective action limits are exceeded and describe corrective action.

Corrective Action Limits

Gradation:	High & Low ESAL	SMA
½ inch	± 6 %	± 6 %
⅜ inch		± 4 %
No. 4	± 5 %	± 5 %
No. 8	± 5 %	± 4 %
No. 30	± 4 %	± 4 %
No. 200	± 1.5 %	± 1.5 %
Voids	± 1.2 %	± 1.2 %
Field VMA[1/]	- 0.7 % or + 2.0 %	- 0.7 % or + 2.0 %
HMA Binder Content	± 0.3 %	± 0.2 %
Dust/AC Ratio	Min. 0.6 - Max 1.2	--
HMA Moisture Content	Max 0.3%	Max 0.3%"

1/ Based on minimum required VMA from mix design.

Initial Production Testing. The Contractor shall split and test the first two samples with the Department for comparison purposes regardless of whether a test strip is used. The Contractor and Engineer's laboratory shall complete all tests and report all results to the Engineer within two working days of sampling. PFP will begin after an acceptable test strip, if one is used.

Quality Assurance (QA) by the Engineer: The Engineer will test each sublot for field VMA, voids, dust/ac ratio and density to determine payment for each lot. A sublot shall begin once an acceptable test-strip has been completed and the AJMF has been determined. If the test strip is waived, a sublot shall begin with the start of production. All Department testing will be performed in a qualified laboratory by personnel who have successfully completed the Department HMA Level I training.

Voids, field VMA, and Dust/AC ratio: The mixture sublot size is 1000 tons (910 metric tons). The Engineer will determine the random tonnage and the Contractor shall be responsible for obtaining the sample according to the "PFP Hot-Mix Asphalt Random Jobsite Sampling" procedure.

Density: The Engineer will identify the random locations for each density testing interval. The Contractor shall be responsible for obtaining the cores according to the "PFP Random Density Procedure". The locations will be identified after final rolling and cores shall be obtained under the supervision of the Engineer.

Test Results: The Department test results for the first sublot, or density testing interval, of every lot will be available to the Contractor within five working days from the time the secured sample from the sublot or density testing interval has been delivered, by the Contractor, to a Department's Testing Facility or a location designated by the Engineer. Test results for the completed lot will be available to the Contractor within 14 working days from the time the last sublot or density testing interval has been delivered to a Department testing facility or a location designated by the Engineer.

The Engineer will maintain a complete record of all Department test results. Copies will be furnished upon request. The records will contain, as a minimum, the originals of all Department test results and raw data, random numbers used and resulting calculations for sampling locations, and quality level analysis calculations.

Dispute Resolution: Dispute resolution testing will only be permitted when the difference between the Contractor and Department split test results exceed the precision limits listed below:

Test Parameter	Limits of Precision
Voids	1.0 %
VMA	1.5%
No. 200 (75 µm)	1.5 %
Binder Content	0.2 %
Core Density	1.0 %

If dispute resolution is necessary, the Contractor shall submit a request in writing within four working days of receipt of the results of the quality index analysis for the lot. The request for dispute resolution must include the Contractor's quality control and split sample test results. The Engineer will document receipt of the request. The Bureau of Materials and Physical Research (BMPR) laboratory will be used for dispute resolution testing.

For density disputes, the Engineer will locate and mark the dispute resolution core locations by adding 1 ft (300 mm) longitudinally to the location of the original cores tested using the same transverse offset. The Engineer will witness the coring process and take possession of the cores and submit them to the BMPR laboratory for testing.

If three or more consecutive mix sublots are contested, corresponding density results will be recalculated with the new G_{mm}.

All dispute resolution results will replace original quality assurance test results for pay factor recalculation. The lot pay factor for the lot under dispute resolution will be recalculated.

If the recalculated lot pay factor is less than or equal to the original lot pay factor, laboratory costs listed below will be borne by the Contractor.

Test	Cost
Mix Testing	$700.00 / sublot
Core Density	$100.00 / core

Acceptance by the Engineer and Basis of Payment: The Engineer may cease production and reject material produced under the following circumstances:

(a) If the Contractor is not following the approved quality control plan

(b) If PWL for any quality characteristic is below 50 percent for any lot

(c) If visible pavement distress occurs such as, but not limited to, segregation or flushing

(d) If any test exceeds the acceptable limits listed below:

Acceptable Limits

Parameter	Acceptable Range
Field VMA	-1.0 -+3.0% 1/
Voids	2.0 – 6.0% 2/
Density: IL-19.0, IL-25.0,IL-9.5, IL-12.5 IL-4.75, SMA	 90.0 – 98.0% 92.0 – 98.0%
Dust / AC Ratio	0.4 – 1.5 3/

1/ Based on minimum required VMA from mix design.
2/ The acceptable range for SMA mixtures shall be 2.0% - 5.0%
3/ Does not apply to SMA

Payment will be based on the calculation of the Composite Pay Factor for each mix according to the "PFP Quality Level Analysis" document. Payment for full depth pavement will be based on the calculation of the Full Depth Pay Factor according to the "PFP Quality Level Analysis" document.

Dust / AC Ratio. In addition to the PWL on VMA, voids, and density, a monetary deduction will be made using the pay adjustment table below for dust/AC ratios that deviate from the 0.6 to 1.2 range.

Dust / AC Pay Adjustment Table

Range	Deduct / sublot
$0.6 \le X \le 1.2$	$0
$0.5 \le X < 0.6$ or $1.2 < X \le 1.4$	$1000
$0.4 \le X < 0.5$ or $1.4 < X \le 1.6$	$3000
$X < 0.4$ or $X > 1.6$	Shall be removed and replaced

HOT-MIX ASPHALT SURFACE REMOVAL, 2¾"

Effective: January 20, 2010

This work shall be done in accordance with Section 440 of the Standard Specifications and as specified herein. The existing hot-mix asphalt overlay approximately between Sta. 33+96 to Sta. 118+50 ranges in thickness from 2" to 3" on top of the existing PCC pavement. The Contractor shall mill the existing HMA down to the PCC pavement.

This work shall be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL, 2¾".

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

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

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

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

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

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

Revise Section 1001 of the Standard Specifications to read:

"**SECTION 1001. CEMENT**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revise Section 1021 of the Standard Specifications to read:

"SECTION 1021. CONCRETE ADMIXTURES

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

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

Tests shall be conducted using materials and methods specified on a "test" concrete and a "reference" concrete, together with a certification that no changes have been made in the formulation of the material since the performance of the tests. Per the manufacturer's option, the cement content for all required tests shall either be according to applicable specifications or 5.65 cwt/cu yd (335 kg/cu m). Compressive strength test results for six months and one year will not be required.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION AIR QUALITY - DIESEL VEHICLE EMISSIONS CONTROL (BDE)
Effective: April 1, 2009 Revised: July 1, 2009

Diesel Vehicle Emissions Control. The reduction of construction air emissions shall be accomplished by using cleaner burning diesel fuel. The term "equipment" refers to any and all diesel fuel powered devices rated at 50 hp and above, to be used on the project site in excess of seven calendar days over the course of the construction period on the project site (including any "rental" equipment).

All equipment on the jobsite, with engine ratings of 50 hp and above, shall be required to: use Ultra Low Sulfur Diesel fuel (ULSD) exclusively (15 ppm sulfur content or less).

Diesel powered equipment in non-compliance will not be allowed to be used on the project site, and is also subject to a notice of non-compliance as outlined below.

The Contractor shall submit copies of monthly summary reports and include certified copies of the ULSD diesel fuel delivery slips for diesel fuel delivered to the jobsite for the reporting time period, noting the quantity of diesel fuel used.

If any diesel powered equipment is found to be in non-compliance with any portion of this specification, the Engineer will issue the Contractor a notice of non-compliance and identify an appropriate period of time, as outlined below under environmental deficiency deduction, in which to bring the equipment into compliance or remove it from the project site.

Any costs associated with bringing any diesel powered equipment into compliance with these diesel vehicle emissions controls shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall also not be grounds for a claim.

Environmental Deficiency Deduction. When the Engineer is notified, or determines that an environmental control deficiency exists, he/she will notify the Contractor in writing, and direct the Contractor to correct the deficiency within a specified time period. The specified time-period, which begins upon Contractor notification, will be from 1/2 hour to 24 hours long, based on the urgency of the situation and the nature of the deficiency. The Engineer shall be the sole judge regarding the time period.

The deficiency will be based on lack of repair, maintenance and diesel vehicle emissions control.

If the Contractor fails to correct the deficiency within the specified time frame, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be $1,000.00 for each deficiency identified.

If a Contractor or subcontractor accumulates three environmental deficiency deductions in a contract period, the Contractor will be shutdown until the deficiency is corrected. Such a shutdown will not be grounds for any extension of contract time, waiver of penalties, or be grounds for any claim.

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

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

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

1) The motor vehicle has a gross vehicle weight rating of less than 8000 lb (3630 kg).
2) The motor vehicle idles while forced to remain motionless because of on-highway traffic, an official traffic control device or signal, or at the direction of a law enforcement official.
3) The motor vehicle idles when operating defrosters, heaters, air conditioners, or other equipment solely to prevent a safety or health emergency.
4) A police, fire, ambulance, public safety, other emergency or law enforcement motor vehicle, or any motor vehicle used in an emergency capacity, idles while in an emergency or training mode and not for the convenience of the vehicle operator.
5) The primary propulsion engine idles for maintenance, servicing, repairing, or diagnostic purposes if idling is necessary for such activity.
6) A motor vehicle idles as part of a government inspection to verify that all equipment is in good working order, provided idling is required as part of the inspection.
7) When idling of the motor vehicle is required to operate auxiliary equipment to accomplish the intended use of the vehicle (such as loading, unloading, mixing, or processing cargo; controlling cargo temperature; construction operations, lumbering operations; oil or gas well servicing; or farming operations), provided that this exemption does not apply when the vehicle is idling solely for cabin comfort or to operate non-essential equipment such as air conditioning, heating, microwave ovens, or televisions.
8) When the motor vehicle idles due to mechanical difficulties over which the operator has no control.
9) The outdoor temperature is less than 32 °F (0 °C) or greater than 80 °F (26 °C).

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

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

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

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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)
Effective: September 1, 2000 Revised: January 1, 2010

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

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

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

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

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

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. This determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform **8.0%** of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only 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 enough DBE participation has been obtained to meet the goal; or

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

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

BIDDING PROCEDURES. Compliance with this Special Provision is a material bidding requirement. The failure of the bidder to comply will render the bid not responsive.

(a) The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms SBE 2025 and 2026 with the bid.

(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. For bidding purposes, submission of the completed SBE 2025 forms, signed by the DBEs and faxed to the bidder will be acceptable as long as the original is available and provided upon request. All elements of information indicated on the said form shall be provided, including but not limited to the following:

(1) The names and addresses of DBE firms that will participate in the contract;

(2) A description, including pay item numbers, of the work each DBE will perform;

(3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state 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) DBE Participation Commitment Statements, form SBE 2025, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;

(5) If the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,

(6) If the contract goal is not met, evidence of good faith efforts.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document the good faith efforts of the bidder before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan commits sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR part 26, Appendix A. The Utilization Plan will not be approved by the Department if the Utilization Plan does not commit sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort 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, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine 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 apparent successful 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 the bidder has failed to meet the requirements of this Special Provision and that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons why good faith efforts have not been found.

(c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the five working days after receipt of 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 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. 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.

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

(a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.

(b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

(c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.

(d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contact. Credit will be given for the following:

(1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.

(2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement.

(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.

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 Utilization 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) The Contractor must notify and obtain written approval from the Department's Bureau of Small Business Enterprises prior to replacing a DBE or making any change in the participation of a DBE. Approval for replacement will be granted only if it is demonstrated that the DBE is unable or unwilling to perform. The Contractor must make every good faith effort to find another certified DBE subcontractor to substitute for the original 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 original DBE, to the extent needed to meet the contract goal.

(c) Any deviation from the DBE condition-of-award or contract specifications must be approved, in writing, by the Department. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract.

(d) In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create underruns in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:

(1) That the replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or

(2) That the DBE is aware that its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or

(3) That the DBE is not capable of performing the replacement work or has declined to perform the work at a reasonably competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

(e) Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A, must be signed and submitted.

(f) If the commitment of work is in the form of additional tasks assigned to an existing subcontract, than a new Request for Approval of Subcontractor shall not be required. However, the Contractor must document efforts to assure that the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.

(g) 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.

The Contractor shall notify the Bureau of Small Business Enterprises of any termination for reasons other than convenience, and shall obtain approval for inclusion of the substitute DBE in the Utilization Plan. If good faith efforts following a termination of a DBE for cause are not successful, the Contractor shall contact the Bureau of Small Business Enterprises and provide a full accounting of the efforts undertaken to obtain substitute DBE participation. The Bureau of Small Business Enterprises will evaluate the good faith efforts in light of all circumstances surrounding the performance status of the contract, and determine whether the contract goal should be amended.

(h) The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than thirty calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Regional Engineer. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes that the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (j) of this part.

(i) 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.

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

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

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

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

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 – ANTI-STRIPPING ADDITIVE (BDE)
Effective: November 1, 2009

Revise the first and second paragraphs of Article 1030.04(c) of the Standard Specifications to read:

"(c) Determination of Need for Anti-Stripping Additive. The mixture designer shall determine if an additive is needed in the mix to prevent stripping. The determination will be made on the basis of tests performed according to Illinois Modified AASHTO T 283. To be considered acceptable by the Department as a mixture not susceptible to stripping, the conditioned to unconditioned split tensile strength ratio (TSR) shall be equal to or greater than 0.85 for 6 in. (150 mm) specimens. Mixtures, either with or without an additive, with TSRs less than 0.85 for 6 in. (150 mm) specimens will be considered unacceptable. Also, the conditioned tensile strength for mixtures containing an anti-strip additive shall not be lower than the original conditioned tensile strength determined for the same mixture without the anti-strip additive.

If it is determined that an additive is required, the additive may be hydrated lime, slaked quicklime, or a liquid additive, at the Contractor's option."

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)
Effective: January 1, 2010

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

"Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 2 in. (50 mm), from each pavement edge. (i.e. for a 4 in. (100 mm) lift the near edge of the density gauge or core barrel shall be within 4 in. (100 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.

b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced ten feet apart longitudinally along the unconfined pavement edge and centered at the random density test location."

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

"Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%
SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0%"

HOT-MIX ASPHALT – DROP-OFFS (BDE)
Effective: January 1, 2010

Revise the third paragraph of Article 701.07 of the Standard Specifications to read:

"At locations where construction operations result in a differential in elevation exceeding 3 in. (75 mm) between the edge of pavement or edge of shoulder within 3 ft (900 mm) of the edge of the pavement and the earth or aggregate shoulders, Type I or II barricades or vertical panels shall be placed at 100 ft (30 m) centers on roadways where the posted speed limit is 45 mph or greater and at 50 ft (15 m) centers on roadways where the posted speed limit is less than 45 mph."

HOT-MIX ASPHALT - FINE AGGREGATE (BDE)
Effective: April 1, 2010

Add the following to the gradation tables of Article 1003.01(c) of the Standard Specifications:

"FINE AGGREGATE GRADATIONS					
Grad No.	Sieve Size and Percent Passing				
	3/8	No. 4	No. 8	No. 16	No. 200
FA 22	100	6/	6/	8±8	2±2

FINE AGGREGATE GRADATIONS (Metric)					
Grad No.	Sieve Size and Percent Passing				
	9.5 mm	4.75 mm	2.36 mm	1.18 mm	75 µm
FA 22	100	6/	6/	8±8	2±2

6/ For the fine aggregate gradation FA 22, the aggregate producer shall set the midpoint percent passing, and the Department will apply a range of ± ten percent. The midpoint shall not be changed without Department approval."

Revise Article 1003.03(a) of the Standard Specifications to read:

"(a) Description. Fine aggregate for HMA shall consist of sand, stone sand, chats, slag sand, or steel slag sand. For gradation FA 22, uncrushed material will not be permitted."

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

"(c) Gradation. The fine aggregate gradation for all HMA shall be FA 1, FA 2, FA 20, FA 21, or FA 22.

Gradation FA 1, FA 2, or FA 3 shall be used when required for prime coat aggregate application for HMA."

HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE)
Effective: April 1, 2008 Revised: January 1, 2010

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

"Parameter	Frequency of Tests High ESAL Mixture Low ESAL Mixture	Frequency of Tests All Other Mixtures	Test Method See Manual of Test Procedures for Materials
Aggregate Gradation % 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 washed ignition oven test on the mix per half day of production Note 4.	1 washed ignition oven test on the mix per day of production 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
VMA Note 3.	Day's production ≥ 1200 tons: 1 per half day of production	N/A	Illinois Modified AASHTO R 35
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		
Air Voids Bulk Specific Gravity of Gyratory Sample	Day's production ≥ 1200 tons: 1 per half day of production	1 per day	Illinois-Modified AASHTO T 312
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons: 1 per half day of production	1 per day	Illinois-Modified AASHTO T 209
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		

Note 1. The No. 8 (2.36 mm) and No. 30 (600 μm) sieves are not required for All Other Mixtures.

Note 2. The Engineer may waive the ignition oven requirement for asphalt binder content if the aggregates to be used are known to have ignition asphalt binder content calibration factors which exceed 1.5 percent. If the ignition oven requirement is waived, other Department approved methods shall be used to determine the asphalt binder content.

Note 3. 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.

Note 4. The Engineer reserves the right to require additional hot bin gradations for batch plants if control problems are evident."

HOT-MIX ASPHALT – QC/QA ACCEPTANCE CRITERIA (BDE)
Effective: January 1, 2010

Revise Article 1030.05(f)(3) of the Standard Specifications to read:

"(3) Department assurance tests for voids, field VMA, and density."

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

Revise Article 1030.08 of the Standard Specifications to read:

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

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

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

(b) The weather is inclement.

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

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

IMPACT ATTENUATORS (BDE)
Effective: November 1, 2003 Revised: November 1, 2008

Description. This work shall consist of furnishing and installing impact attenuators of the category and test level specified.

Materials. Materials shall meet the requirements of the impact attenuator manufacturer and the following:

Item	Article/Section
(a) Fine Aggregate (Note 1)	1003.01
(b) Steel Posts, Structural Shapes, and Plates	1006.04
(c) Rail Elements, End Section Plates, and Splice Plates	1006.25
(d) Bolts, Nuts, Washers and Hardware	1006.25
(e) Hollow Structural Tubing	1006.27(b)
(f) Wood Posts and Wood Blockouts	1007.01, 1007.02, 1007.06
(g) Preservative Treatment	1007.12

Note 1. Fine aggregate shall be FA 1 or FA 2, Class A quality. The sand shall be unbagged and shall have a maximum moisture content of five percent.

CONSTRUCTION REQUIREMENTS

General. Impact attenuators shall meet the testing criteria contained in National Cooperative Highway Research Program (NCHRP) Report 350 for the test level specified and shall be on the Department's approved list. Fully redirective and partially redirective attenuators shall also be designed for bi-directional impacts.

Installation. Regrading of slopes or approaches for the installation shall be as shown on the plans.

Bases for impact attenuators, other than sand modules, shall be installed when required by the manufacturer. The bases shall be constructed on a prepared subgrade according to the manufacturer's specifications. The surface of the base shall be slightly sloped or crowned to facilitate drainage.

Bases for sand module impact attenuators will be required. The bases shall be constructed of either portland cement concrete or hot-mix asphalt (HMA). Portland cement concrete bases shall be 6 in. (150 mm) thick and be according to the applicable requirements of Section 424 of the Standard Specifications. HMA bases shall be 8 in. (200 mm) thick and be according to the applicable requirements of Section 408 of the Standard Specifications. The surface of the base shall be slightly sloped or crowned to facilitate drainage. The perimeter of each module and the specified weight (mass) of sand in each module shall be painted on the surface of the base.

Impact attenuators shall be installed according to the manufacturer's specifications and include all necessary transitions between the impact attenuator and the item to which it is attached.

Method of Measurement. This work will be measured for payment as each, where each is defined as one complete installation.

Contract quantities for sand module attenuator bases may be accepted according to Article 202.07(a) of the Standard Specifications. When measured, sand module attenuator bases will be measured in place and the dimensions used to calculate square yards (square meters) will not exceed those as shown on the plans.

Basis of Payment. This work, will be paid for at the contract unit price per each for IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW); IMPACT ATTENUATORS (FULLY REDIRECTIVE, WIDE); IMPACT ATTENUATORS (FULLY REDIRECTIVE, RESETTABLE); IMPACT ATTENUATORS (SEVERE USE, NARROW); IMPACT ATTENUATORS (SEVERE USE, WIDE); IMPACT ATTENUATORS (PARTIALLY REDIRECTIVE); or IMPACT ATTENUATORS (NON-REDIRECTIVE), of the test level specified.

Sand module attenuator bases will be paid for at the contract unit price per square yard (square meter) for ATTENUATOR BASE.

Regrading of slopes or approaches will be paid for according to Section 202 and/or Section 204 of the Standard Specifications.

LIQUIDATED DAMAGES (BDE)
Effective: April 1, 2009

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

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

MONTHLY EMPLOYMENT REPORT (BDE)
Effective: April 1, 2009 Revised: January 1, 2010

In addition to any other reporting required by the contract, the Contractor shall provide to the Engineer an employment summary for all employees working on the contract from the contract execution date to the last full pay period each month for the duration of the contract. The report may include but is not limited to:

a) Total number of employees.

b) The total hours worked.

c) Total payroll.

The report shall be completed by the Contractor. The Contractor shall also report for each subcontractor. Employee hours worked from home office or other off-site office hours worked related directly to this contract shall be included. Engineering consulting firms performing construction layout and material testing for the Contractor shall also be included.

Hours worked for material suppliers, services provided by purchase orders, Department employees or consulting firms performing inspection or testing for the Department shall not be included in the report.

The report shall contain all hours worked under the contract from the start of the month to the last full pay period each month and shall be submitted no later than five business days after the end of each month.

The report shall be submitted electronically by accessing the Department's website (http://www.dot.il.gov/stimulus/index.html).

Any costs associated with complying with this provision shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

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

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

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE)
Effective: April 1, 2007 Revised: November 1, 2009

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

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

The Engineer will be the sole judge.

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

If the Contractor fails to correct a deficiency within the specified time, a daily monetary deduction will be imposed for each calendar day or portion of a calendar day until the deficiency is corrected to the satisfaction of the Engineer. The calendar day(s) will begin with notification to the Contractor and end with the Engineer's acceptance of the correction. The base value of the daily monetary deduction is $1000.00 and will be applied to each location for which a deficiency exists. The value of the deficiency deduction assessed for each infraction will be determined by multiplying the base value by a Gravity Adjustment Factor provided in Table A. Except for failure to participate in a required jobsite inspection of the project prior to initiating earthmoving operations which will be based on the total acreage of planned disturbance at the following multipliers: <5 Acres: 1; 5-10 Acres: 2; >10-25 Acres: 3; >25 Acres: 5. For those deficiencies where corrective action was not an option, the monetary deduction will be immediate and will be valued at one calendar day multiplied by a Gravity Adjustment Factor.

Table A
Deficiency Deduction Gravity Adjustment Factors

Types of Violations	Soil Disturbed and Not Permanently Stabilized At Time of Violation			
	< 5 Acres	5 - 10 Acres	>10 - 25 Acres	> 25 Acres
Failure to Install or Properly Maintain BMP	0.1 - 0.5	0.2 - 1.0	0.5 - 2.5	1.0 - 5
Careless Destruction of BMP	0.2 - 1	0.5 - 2.5	1.0 - 5.	1.0 - 5
Intrusion into Protected Resource	1.0 - 5	1.0 - 5	2.0 - 10	2.0 - 10
Failure to properly manage Chemicals, Concrete Washouts or Residuals, Litter or other Wastes	0.2 - 1	0.2 - 1	0.5 - 2.5	1.0 - 5
Improper Vehicle and Equipment Maintenance, Fueling or Cleaning	0.1 - 0.5	0.2 - 1	0.2 - 1	0.5 - 2.5
Failure to Provide or Update Written or Graphic Plans Required by SWPPP	0.2 - 1	0.5 - 2.5	1.0 - 5	1.0 - 5
Failure to comply with Other Provisions of the NPDES Permit	0.1 - 0.5	0.2 - 1	0.2 - 1	0.5 - 2.5"

NIGHTTIME WORK ZONE LIGHTING (BDE)
Effective: November 1, 2008

Description. This work shall consist of furnishing, installing, maintaining, moving, and removing lighting for nighttime work zones. Nighttime shall be defined as occurring shortly before sunset until after sunrise.

Materials. The lighting shall consist of mobile and/or stationary lighting systems as required herein for the specific type of construction. Mobile lighting systems shall consist of luminaires attached to construction equipment or moveable carts. Stationary lighting systems shall consist of roadway luminaires mounted on temporary poles or trailer mounted light towers at fixed locations. Some lighting systems, such as balloon lights, may be adapted to both mobile and stationary applications.

Equipment. The Contractor shall furnish an illuminance meter for use by the Engineer. The meter shall have a digital display calibrated to NIST standards, shall be cosine and color corrected, and shall have an accuracy of ± five percent. The sensor shall have a level indicator to ensure measurements are taken in a horizontal plane.

CONSTRUCTION REQUIREMENTS

General. At the preconstruction conference, the Contractor shall submit the type(s) of lighting system to be used and the locations of all devices.

Before nighttime construction may begin, the lighting system shall be demonstrated as being operational.

Nighttime Flagging. The requirements for nighttime flagging shall be according to Article 701.13 of the Standard Specifications and the glare control requirements contained herein.

Lighting System Design. The lighting system shall be designed to meet the following.

(a) Lighting Levels. The lighting system shall provide a minimum of 5 foot candles (54 lux) throughout the work area. For mobile operations, the work area shall be defined as 25 ft (9 m) in front of and behind moving equipment. For stationary operations, the work area shall be defined as the entire area where work is being performed.

Lighting levels will be measured with an illuminance meter. Readings will be taken in a horizontal plane 3 ft (1 m) above the pavement or ground surface.

(b) Glare Control. The lighting system shall be designed and operated so as to avoid glare that interferes with traffic, workers, or inspection personnel. Lighting systems with flood, spot, or stadium type luminaires shall be aimed downward at the work and rotated outward no greater than 30 degrees from nadir (straight down). Balloon lights shall be positioned at least 12 ft (3.6 m) above the roadway.

As a large component of glare, the headlights of construction vehicles and equipment shall not be operated within the work zone except as allowed for specific construction operations. Headlights shall never be used when facing oncoming traffic.

(c) Light Trespass. The lighting system shall be designed to effectively light the work area without spilling over to adjoining property. When, in the opinion of the Engineer, the lighting is disturbing adjoining property, the Contractor shall modify the lighting arrangement or add hardware to shield the light trespass.

Construction Operations. The lighting design required above shall be provided at any location where construction equipment is operating or workers are present on foot. When multiple operations are being carried on simultaneously, lighting shall be provided at each separate work area.

The lighting requirements for specific construction operations shall be as follows.

(a) Installation or Removal of Work Zone Traffic Control. The required lighting level shall be provided at each truck and piece of equipment used during the installation or removal of work zone traffic control. Headlights may be operated in the work zone.

(b) Milling and Paving. The required lighting level shall be provided by mounting a minimum of one balloon light to each piece of mobile construction equipment used in the work zone. This would include milling machines, mechanical sweepers, material transfer devices, spreading and finishing machines, and rollers; but not include trucks used to transport materials and personnel or other vehicles that are continuously moving in and out of the work zone. The headlights of construction equipment shall not be operated within the work zone.

(c) Patching. The required lighting level shall be provided at each patching location where work is being performed.

(d) Pavement Marking and Raised Reflective Pavement Marker Removal/Installation. The striping truck and the attenuator/arrow board trucks may by operated by headlights alone; however, additional lighting may be necessary for the operator of the striping truck to perform the work.

For raised reflective pavement marker removal and installation and other pavement marking operations where workers are on foot, the required lighting level shall be provided at each truck and piece of equipment.

(e) Layout, Testing, and Inspection. The required lighting level shall be provided for each active area of construction layout, material testing, and inspection. The work area shall be defined as 15 ft (7.6 m) in front and back of the individual(s) performing the tasks.

Basis of Payment. This work will be paid for at the contract lump sum price for NIGHTTIME WORK ZONE LIGHTING.

PARTIAL EXIT RAMP CLOSURE FOR FREEWAY/EXPRESSWAY (BDE)
Effective: January 1, 2009

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

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

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

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

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

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

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

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

"TRAFFIC CONTROL AND PROTECTION STANDARD 701456;"

PAVEMENT PATCHING (BDE)
Effective: January 1, 2010

Revise the first sentence of the second paragraph of Article 701.17(e)(1) of the Standard Specifications to read:

"In addition to the traffic control and protection shown elsewhere in the contract for pavement, two devices shall be placed immediately in front of each open patch, open hole, and broken pavement where temporary concrete barriers are not used to separate traffic from the work area."

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.

PERSONAL PROTECTIVE EQUIPMENT (BDE)
Effective: November 1, 2008

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

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

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

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

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

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

Materials. Materials shall meet the following requirements:

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

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

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

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

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

(d) Daylight Reflectance. The daylight directional reflectance of the cured polyurea material (without reflective media) shall be a minimum of 80 percent (white) and 50 percent (yellow) relative to magnesium oxide when tested using a color spectrophotometer with a 45 degrees circumferential /zero degrees geometry, illuminant C, and two degrees observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm. In addition, the color of the yellow polyurea shall visually match Color Number 33538 of Federal Standard 595a with chromaticity limits as follows:

X	0.490	0.475	0.485	0.539
Y	0.470	0.438	0.425	0.456

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Acid Resistance. A sample of microcrystalline ceramic beads supplied by the manufacturer, shall show resistance to corrosion of their surface after exposure to a one percent solution (by weight (mass)) of sulfuric acid. Adding 0.2 oz (5.7 ml) of concentrated acid into the water shall make the one percent acid solution. This test shall be performed by taking a 1 x 2 in. (25 x 50 mm) sample and adhering it to the bottom of a glass tray and placing just enough acid solution to completely immerse the sample. The tray shall be covered with a piece of glass to prevent evaporation and allow the sample to be exposed for 24 hours under these conditions. The acid solution shall be decanted (do not rinse, touch, or otherwise disturb the bead surfaces) and the sample dried while adhered to the glass tray in a 150 °F (66 °C) oven for approximately 15 minutes. Microscope examination (20X) shall show no white (corroded) layer on the entire surface.

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

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

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

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

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

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

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

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

(2) Bulk Weather Resistance Boxes. Bulk weather resistance boxes shall conform to Federal Specification PPP-8-640D Class II or latest revision. Boxes are to be weather resistant, triple wall, fluted, corrugated-fiber board. Cartons shall be strapped with two metal straps. Straps shall surround the outside perimeter of the carton. The first strap shall be located approximately 2 in. (50 mm) from the bottom of the carton and the second strap shall be placed approximately in the middle of the carton. All cartons shall be shrink wrapped for protection from moisture. Cartons shall be lined with a minimum 4 mil polyester bag and meet Interstate Commerce Commission requirements. Cartons shall be approximately 38 x 38 in. (1 x 1 m), contain 2000 lb (910 kg) of microcrystalline ceramic reflective elements and/or glass beads and be supported on a wooden pallet with fiber straps.

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

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

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

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

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

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

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

The mobile applicator shall include the following features:

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

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

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

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

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

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

CONSTRUCTION REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PUBLIC CONVENIENCE AND SAFETY (BDE)
Effective: January 1, 2000

Add the following paragraph after the fourth paragraph of Article 107.09 of the Standard Specifications.

"On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical."

RAISED REFLECTIVE PAVEMENT MARKERS (BDE)
Effective: November 1, 2009 Revised: April 1, 2010

Revise the first sentence of the second paragraph of Article 781.03(a) of the Standard Specifications to read:

"The pavement shall be cut to match the bottom contour of the marker using a concrete saw fitted with 18 and 20 in. (450 and 500 mm) diameter blades."

RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)
Effective: January 1, 2007 Revised: January 1, 2010

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) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, Superpave (High ESAL), HMA (High ESAL), or equivalent mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality but shall be at least C quality. All FRAP shall be fractionated prior to testing by screening into a minimum of two size fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP in the coarse fraction shall pass one sieve size larger than the maximum sieve size specified for the mix the RAP will be used in.

(b) 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.

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

(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/FRAP 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/FRAP 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/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

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

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

Parameter	FRAP/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}	± 0.03	

1/ The tolerance for FRAP shall be ± 0.3 %.

If more than 20 percent of the individual sieves are out of the gradation tolerances, or if more than 20 percent of the asphalt binder content test results fall outside the appropriate tolerances, the RAP/FRAP shall not be used in HMA unless the RAP/FRAP 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/FRAP.

(a) The aggregate quality of the RAP for homogenous, conglomerate, and conglomerate “D” quality stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.

(1) RAP from Class I, Superpave (High ESAL)/HMA (High ESAL), or HMA (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.

(2) RAP from Superpave (Low ESAL)/HMA (Low ESAL) IL-19.0L binder mixture is designated as Class D quality coarse aggregate.

(3) 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.

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

(b) The aggregate quality of FRAP shall be determined as follows.

Fractionated stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5000 tons (4500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant prequalified by the Department for the specified testing. The consultant shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the BMPR Aggregate Lab for MicroDeval Testing, according to Illinois Modified AASHTO T 327. A maximum loss of 15.0 percent will be applied for all HMA applications.”

1031.05 Use of RAP/FRAP in HMA. The use of RAP/FRAP shall be a Contractor’s option when constructing HMA in all contracts. The use of RAP/FRAP 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/FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be FRAP or homogeneous in which the coarse aggregate is Class B quality or better.

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

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

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

Max RAP Percentage

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

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

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

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

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

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

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

Max FRAP Percentage

HMA Mixtures [1/, 2/]	Maximum % FRAP		
Ndesign	Binder/Leveling Binder	Surface	Polymer Modified
30	35	35	10
50	30	25	10
70	25	20	10
90	20	15	10
105	10	10	10

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

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

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

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

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

RAP/FRAP designs shall be submitted for volumetric verification. If additional RAP/FRAP 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/FRAP stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP/FRAP 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, gator, 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/FRAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP/FRAP and either switch to the virgin aggregate design or submit a new RAP/FRAP design.

HMA plants utilizing RAP/FRAP 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/FRAP 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/FRAP material as a percent of the total mix to the nearest 0.1 percent.

(8) Aggregate and RAP/FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP/FRAP 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/FRAP weight to the nearest pound (kilogram).

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

(7) Residual asphalt binder in the RAP/FRAP 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 "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply.

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

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

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

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

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

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

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

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

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

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)
Effective: April 2, 2005

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

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

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

THERMOPLASTIC PAVEMENT MARKINGS (BDE)
Effective: January 1, 2007

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

"(2) Pigment. The pigment used for the white thermoplastic compound shall be a high-grade pure (minimum 93 percent) titanium dioxide ($Ti0_2$). The white pigment content shall be a minimum of ten percent by weight and shall be uniformly distributed throughout the thermoplastic compound.

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

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

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

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

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456"

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

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

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

TRUCK MOUNTED/TRAILER MOUNTED ATTENUATORS (BDE)
Effective: January 1, 2010

Revise Article 701.03(k) of the Standard Specifications to read:

"(k) Truck Mounted/Trailer Mounted Attenuators .....1106.02"

Revise Article 701.15(h) of the Standard Specifications to read:

"(h) Truck Mounted/Trailer Mounted Attenuators (TMA). TMA units shall have a roll ahead distance in the event of an impact. The TMA shall be between 100 and 200 ft (30 and 60 m) behind the vehicle ahead or the workers. This distance may be extended by the Engineer.

TMA host vehicles shall have the parking brake engaged when stationary.

The driver and passengers of the TMA host vehicle should exit the vehicle if the TMA is to remain stationary for 15 minutes or more in duration."

Revise Article 1106.02(g) of the Standard Specifications to read:

"(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be a NCHRP 350 approved unit for Test Level 3. Test Level 2 may be used as directed by the Engineer for normal posted speeds less than or equal to 45 mph."

WORKING DAYS (BDE)
Effective: January 1, 2002

The Contractor shall complete the work within **145** working days.

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)
Effective: November 2, 2006 Revised: April 1, 2009

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

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

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

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

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

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

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

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

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

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

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR BITUMINOUS MATERIALS COST ADJUSTMENTS

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

Contract No.: _____

Company Name:_____

Contractor's Option:

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

Yes ☐ No ☐

Signature: _____ **Date:** _____

FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)
Effective: April 1, 2009 Revised: July 1, 2009

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

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

(a) Categories of Work.

(1) Category A: Earthwork. Contract pay items performed under Sections 202, 204, and 206 including any modified standard or nonstandard items where the character of the work to be performed is considered earthwork. The cumulative total of all applicable item plan quantities shall exceed 25,000 cu yd (20,000 cu m). Included in the fuel usage factor is a weighted average 0.10 gal/cu yd (0.50 liters/cu m) factor for trucking.

(2) Category B: Subbases and Aggregate Base Courses. Contract pay items constructed under Sections 311, 312 and 351 including any modified standard or nonstandard items where the character of the work to be performed is considered construction of a subbase or aggregate, stabilized or modified base course. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is a 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

(3) Category C: Hot-Mix Asphalt (HMA) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 355, 406, 407 and 482 including any modified standard or nonstandard items where the character of the work to be performed is considered HMA bases, pavements and shoulders. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

(4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 including any modified standard or nonstandard items where the character of the work to be performed is considered PCC base, pavement or shoulder. The cumulative total of all applicable item plan quantities shall exceed 7500 sq yd (6000 sq m). Included in the fuel usage factor is 1.20 gal/cu yd (5.94 liters/cu m) factor for trucking.

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

(b) Fuel Usage Factors.

English Units

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

Metric Units

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

(c) Quantity Conversion Factors.

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

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

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

Where: CA = Cost Adjustment, $
FPI_P = Fuel Price Index, as published by the Department for the month the work is performed, $/gal ($/liter)
FPI_L = Fuel Price Index, as published by the Department for the month prior to the letting, $/gal ($/liter)
FUF = Fuel Usage Factor in the pay item(s) being adjusted
Q = Authorized construction Quantity, tons (metric tons) or cu yd (cu m)

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

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

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

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

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

Return With Bid

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR FUEL COST ADJUSTMENT

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

Contract No.: _____

Company Name:_____

Contractor's Option:

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

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

Signature: _____ **Date:** _____

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
Union Pacific (UP) Railroad 301 West Lake Street North Lake, Illinois 60164	0	2 per day at 30 MPH

DOT/AAR No.: 174 664U
RR Division: East Region
RR Mile Post: 83.71
RR Sub-Division: Belvidere

For Freight/Passenger Information Contact: Jim Nudera Phone: (815) 716-3465
For Insurance Information Contact: John Venice Phone: (708) 649-5210

COMMENTS:
Railroad Flaggers are required if working within 25 feet of the Tracks. Contact Jim Nudera.

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.

UNION PACIFIC RAILROAD MINIMUM REQUIREMENTS (FOR INFORMATION ONLY)

PART 1 – GENERAL

DESCRIPTION

This project includes construction work within the Right-of-Way and/or properties of the Union Pacific Railroad Company "UPRR" and adjacent to tracks, wire lines and other facilities. This section describes the special requirements for coordination with UPRR when work by the Contractor will be performed upon, over or under the UPRR Right-of-Way or may impact current or future UPRR operations. The Contractor will coordinate with UPRR while performing the work outlined in this Contract, and shall afford the same cooperation with UPRR as it does with the Agency. All submittals and work shall be completed in accordance with UPRR Guidelines and AREMA recommendations as modified by these minimum special requirements or as directed in writing by the UPRR Designated Representative.

For purposes of this project, the UPRR Designated Representative shall be the person or persons designated by the UPRR Manager of Industry and Public Projects to handle specific tasks related to the project.

DEFINITION OF AGENCY AND CONTRACTOR

As used in these UPRR requirements, the term "Agency" shall mean the Insert name of Political Entity.

As used in these UPRR requirements, the term "Contractor" shall mean the contractor or contractor's hired by the Agency to perform any project work on any portion of UPRR's property and shall also include the contractor's subcontractors and the contractor's and subcontractor's respective officer, agents and employees, and others acting under its or their authority.

UPRR CONTACTS

The primary UPRR point of contact for this project is:

Name

Manager Industry and Public Projects
Union Pacific Railroad Company
Address

Phone:

Fax:

For UPRR flagging services and track work, contact:

Name

Manager Track Maintenance
Union Pacific Railroad Company
Address

Phone:

Fax:

REQUEST FOR INFORMATION / CLARIFICATION

All Requests for Information ("RFI") involving work within any UPRR Right-Of-Way shall be in accordance with the procedures listed elsewhere in these bid documents. All RFI's shall be submitted to the Engineer of Record. The Engineer of Record will submit the RFI to the UPRR Designated Representative for review and approval for corresponding to work within the UPRR Right-Of-Way. The Contractor shall allow four (4) weeks for the review and approval process by UPRR.

PLANS / SPECIFICATIONS

The plans and specifications for this project, affecting the UPRR, are subject to the written approval by the UPRR and changes in the plans may be required after award of the Contract. Such changes are subject to the approval of the Agency and the UPRR.

PART 2 – UTILITIES AND FIBER OPTIC

All installations shall be constructed in accordance with current AREMA recommendations and UPRR specifications and requirements. UPRR general guidelines and the required application forms for utility installations can be found on the UPRR website at www.uprr.com.

GENERAL

Contractor shall perform all work in compliance with all applicable UPRR and FRA rules and regulations. Contractor shall arrange and conduct all work in such manner and at such times as shall not endanger or interfere with the safe operation of the tracks and property of UPRR and the traffic moving on such tracks, or the wires, signals and other property of UPRR, its tenants or licensees, at or in the vicinity of the work. UPRR shall be reimbursed by Contractor or Agency for train delay costs and lost revenue claims due to any delays or interruption of train operations resulting from Contractor’s construction work or other activities.

Construction activities will be permitted within 12 feet of the centerline of operational tracks only if absolutely necessary and UPRR’s Designated Representative grants approval. Construction activities within 12 feet of the operational track(s) must allow the tracks to stay operational.

Track protection is required for all work equipment (including rubber tired equipment) operating within 25 feet from nearest rail.

The Contractor is also advised that new railroad facilities within the project may be built by UPRR and that certain Contractor's activities cannot proceed until that work is completed. The Contractor shall be aware of the limits of responsibilities and allow sufficient time in the schedule for that work to be accomplished and shall coordinate its efforts with the UPRR.

RAILROAD OPERATIONS

The Contractor shall be advised that trains and/or equipment are expected on any track, at any time, in either direction. Contractor shall become familiar with the train schedules in this location and structure its bid assuming intermittent track windows in this period, as defined in Paragraph B below.

All railroad tracks within and adjacent to the Contract Site are active, and rail traffic over these facilities shall be maintained throughout the Project. Activities may include both through moves and switching moves to local customers. Railroad traffic and operations will occur continuously throughout the day and night on these tracks and shall be maintained at all times as defined herein. The Contractor shall coordinate and schedule the work so that construction activities do not interfere with railroad operations.

Work windows for this Contract shall be coordinated with the Agency's and the UPRR's Designated Representatives. Types of work windows include Conditional Work Windows and Absolute Work Windows, as defined below:

Conditional Work Window: A Conditional Work Window is a period of time that railroad operations have priority over construction activities. When construction activities may occur on and adjacent to the railroad tracks within 25 feet of the nearest track, a UPRR flag person will be required. At the direction of the UPRR flag person, upon approach of a train, and when trains are present on the tracks, the tracks must be cleared (i.e., no construction equipment, materials or personnel within 25 feet, or as directed by the UPRR Designated Representative, from the tracks). Conditional Work Windows are available for the Project.

Absolute Work Window: An Absolute Work Window is a period of time that construction activities are given priority over railroad operations. During this time frame the designated railroad track(s) will be inactive for train movements and may be fouled by the Contractor. At the end of an Absolute Work Window the railroad tracks and/or signals must be completely operational for train operations and all UPRR, Public Utilities Commission (PUC) and Federal Railroad Administration (FRA) requirements, codes and regulations for operational tracks must be complied with. In the situation where the operating tracks and/or signals have been affected, the UPRR will perform inspections of the work prior to placing that track back into service. UPRR flag persons will be required for construction activities requiring an Absolute Work Window. Absolute Work Windows will not generally be granted. Any request will require a detailed explanation for UPRR review.

RIGHT OF ENTRY, ADVANCE NOTICE AND WORK STOPPAGES

A. Prior to beginning any work on or over the property of, or affecting the facilities of, the UPRR, the Contractor shall notify the primary railroad representative at least ten (10) working days in advance of such work and at least ten (10) working days in advance of proposed performance of any work by contractor in which any person or equipment will be within twenty-five (25) feet of any track or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach within twenty-five (25) feet of any track. If the contractor will be on UPRR property outside the limits of the State's easements, Contractor shall enter into an agreement with the UPRR in the form of the "Contractor's Right of Entry Agreement", attached as Appendix ____, or latest version thereof provided by the UPRR. There is a fee for processing of the agreement. This cost shall be borne by the Contractor. Contractor shall submit a copy of the executed agreement and the insurance policies, binders, certificates and endorsements set forth therein to the Agency prior to commencing work on UPRR property. The right of entry agreement shall specify working time frames, flagging and inspection requirements, and any other items specified by the UPRR.

The Contractor shall give the advance notice to the UPRR as required above before commencing work in connection with construction upon or over UPRR's Right-of-Way and shall observe UPRR's rules and regulations with respect thereto.

All work upon UPRR's Right-of-Way shall be done at such times and in such manner so as not to interfere with or endanger the operations of UPRR. Whenever work may affect the operations or safety of trains, the method of doing such work shall first be submitted to UPRR's Designated Representative for approval, but such approval shall not relieve the Contractor from liability. Any work to be performed by the Contractor, which requires flagging and/or inspection service, shall be deferred until the flagging protection required by UPRR is available at the job site. See Section 3.18 for railroad flagging requirements.

The Contractor shall make requests in writing for both Absolute and Conditional Work Windows, at least two weeks in advance of any work. The written request must include:

Exactly what the work entails.
The days and hours that work will be performed.
The exact location of work, and proximity to the tracks.
The type of window requested and the amount of time requested.
The designated contact person.

The Contractor shall provide a written confirmation notice to the UPRR at least 48 hours before commencing work in connection with approved work windows when work will be performed within 25 feet of any track center line. All work shall be performed in accordance with previously approved work plans.

Should a condition arising from, or in connection with the work, require that immediate and unusual provisions be made to protect operations and property of UPRR, the Contractor shall make such provisions. If in the judgment of UPRR's Designated Representative such provisions are insufficient, the UPRR's Designated Representative may require or provide such provisions as deemed necessary. In any event, such provisions shall be at the Contractor's expense and without cost to the UPRR. UPRR or the Agency shall have the right to order Contractor to temporarily cease operations in the event of an emergency or, if in the opinion of the UPRR's Designated Representative, the Contractor's operations could endanger UPRR's operations. In the event such an order is given, Contractor shall immediately notify the Agency of the order.

INSURANCE

Contractor shall not begin work upon or over UPRR's Right-of-Way until UPRR has been furnished the insurance policies, binders, certificates and endorsements as defined in Section 3.20 below and UPRR's Designated Representative has advised the Agency that such insurance is in accordance with the Agreement. The required insurance shall be kept in full force and effect during the performance of work and thereafter until Contractor removes all tools, equipment, and material from UPRR's property and cleans the premises in a manner reasonably satisfactory to UPRR. For the benefit of the Contractor and the Insurer(s), the current railroad traffic in the project area is estimated at _____ train movements per day at a maximum speed of _____ MPH.

RAILROAD SAFETY ORIENTATION

All personnel employed by the Contractor and all subcontractors must complete the UPRR course "Orientation for Contractor's Safety", and be registered prior to working on UPRR property. This orientation is available at **www.contractororientation.com**. This course is required to be completed annually.

COOPERATION

UPRR will cooperate with Contractor so that work may be conducted in an efficient manner, and will cooperate with Contractor in enabling use of UPRR's right-of-way in performing the work.

MINIMUM CONSTRUCTION CLEARANCES FOR FALSEWORK AND OTHER TEMPORARY STRUCTURES

The Contractor shall abide by the following minimum temporary clearances during the course of construction:
12' – 0" horizontal from centerline of track
21' – 6" vertically above top of rail.

For construction clearance less than listed above, local Operating Unit review and approval is required.

APPROVAL OF REDUCED CLEARANCES

The minimum track clearances to be maintained by the Contractor during construction are specified in Section 3.07 herein.

Any proposed infringement on the specified minimum clearances due to the Contractor's operations shall be submitted to UPRR's Designated Representative through the Agency at least 30 days in advance of the work and shall not be undertaken until approved in writing by the UPRR's Designated Representative.

No work shall commence until the Contractor receives in writing assurance from UPRR's Designated Representative that arrangements have been made for flagging service, as may be necessary and receives permission from UPRR's Designated Representative to proceed with the work.

CONSTRUCTION AND AS-BUILT SUBMITTALS

Submittals are required for construction materials and procedures as outlined below. The submittals shall include all review comments from the Agency and the Engineer of Record. All design submittals shall be stamped and signed by a Professional Engineer registered in the State of Illinois.

The tables below provide UPRR's minimum submittal requirements for the construction items noted. Submittal requirements are in addition to those specified elsewhere in these bid documents. The minimum review times indicated below represent UPRR's requirements only. The Contractor shall allow additional time for the Agency's review time as stated elsewhere in these bid documents.

Submittals shall be made by the Agency to the UPRR Manager of Industry and Public Projects unless otherwise directed by the Railroad. Items in Table 1 shall be submitted for both railroad overpass and underpass projects, as applicable. Items in Table 2 shall be submitted for railroad underpass projects only.

TABLE 1

ITEM	DESCRIPTION	SETS REQD.	UPRR's Minimum Review Time
1	Shoring design and details	4	4 weeks
2	Falsework design and details	4	4 weeks
3	Drainage design provisions	4	4 weeks
4	Erection diagrams and sequence	4	4 weeks
5	Demolition diagram and sequence	4	4 weeks

Prior to or during construction of railroad underpass structures, the UPRR requires the review of drawings, reports, test data and material data sheets to determine compliance with the specifications. Product information for items noted in Table 2 be submitted to UPRR's Designated Representative through the Agency for their own review and approval of the material. The signed submittal and the Agency's review comments will be reviewed by UPRR or their consultant. If a consultant performs the reviews, the consultant may reply directly to the Agency or its Designated Representative after consultation with UPRR. Review of the submittals will not be conducted until after review by the Agency or its Designated Representative. Review of the submittal items will require a minimum of four (4) weeks after receipt from the Agency.

TABLE 2

ITEM	DESCRIPTION	SETS REQD.	NOTES
1	Shop drawings	4	Steel and Concrete members
2	Bearings	4	For entire structures
3	Concrete Mix Designs	4	For entire structures
4	Rebar & Strand certifications	4	For superstructure only
5	28 day concrete strength	4	For superstructure only
6	Waterproofing material certifications and installation procedure	4	Waterproofing & protective boards
7	Structural steel certifications	4	All fracture critical members & other members requiring improved notch toughness
8	Fabrication and Test reports	4	All fracture critical members & other members requiring improved notch toughness
9	Welding Procedures and Welder Certification	4	AWS requirements
10	Foundation Construction Reports	4	Pile driving, drilled shaft construction, bearing pressure test reports for spread footings
11	Compaction testing reports for backfill at abutments	4	Must meet 95% maximum dry density, Modified Proctor ASTM D1557

As-Built Records shall be submitted to the UPRR within 60 days of completion of the structures. These records shall consist of the following items:

Overpass Projects
Electronic files of all structure design drawings with as-constructed modifications shown, in Microstation J or Acrobat .PDF format.

Hard copies of all structure design drawings with as-constructed modifications shown.

Underpass Projects
Electronic files of all structure design drawings with as-constructed modifications shown, in Microstation J or Acrobat .PDF format.

Hard copies of all structure design drawings with as-constructed modifications shown.

Final approved copies of shop drawings for concrete and steel members.

Foundation Construction Reports

Compaction testing reports for backfill at abutments

APPROVAL OF DETAILS

The details of the construction affecting the UPRR tracks and property not already included in the Contract Plans shall be submitted to UPRR's Designated Representative through the Agency for UPRR's review and written approval before such work is undertaken. Review and approval of these submittals will require a minimum of four (4) weeks in addition to the Agency's review time as stated elsewhere in these bid documents.

MAINTENANCE OF RAILROAD FACILITIES

A. The Contractor shall be required to maintain all ditches and drainage structures free of silt or other obstructions which may result from Contractor's operations; to promptly repair eroded areas within UPRR's right of way and to repair any other damage to the property of UPRR, or its tenants.

B. All such maintenance and repair of damages due to the Contractor's operations shall be done at the Contractor's expense.

C. The Contractor must submit a proposed method of erosion control and have the method reviewed by the UPRR prior to beginning any grading on the Project Site. Erosion control methods must comply with all applicable local, state and federal regulations.

SITE INSPECTIONS BY UPRR's DESIGNATED REPRESENTATIVE

A. In addition to the office reviews of construction submittals, site inspections may be performed by UPRR's Designated Representative at significant points during construction, including but not limited to the following:

Preconstruction meetings.

Pile driving, drilling of caissons or drilled shafts.

Reinforcement and concrete placement for railroad bridge substructure and/or superstructure.

Erection of precast concrete or steel bridge superstructure.

Placement of waterproofing (prior to placing ballast on bridge deck).

Completion of the bridge structure.

B. Site inspection is not limited to the milestone events listed above. Site visits to check progress of the work may be performed at any time throughout the construction as deemed necessary by UPRR.

C. A detailed construction schedule, including the proposed temporary horizontal and vertical clearances and construction sequence for all work to be performed, shall be provided to the Agency for submittal to UPRR's Designated Representative for review prior to commencement of work. This schedule shall also include the anticipated dates when the above listed events will occur. This schedule shall be updated for the above listed events as necessary, but at least monthly so that site visits may be scheduled.

UPRR REPRESENTATIVES

A. UPRR representatives, conductors, flag person or watch person will be provided by UPRR at expense of the Agency or Contractor (as stated elsewhere in these bid documents) to protect UPRR facilities, property and movements of its trains or engines. In general, UPRR will furnish such personnel or other protective services as follows:

When any part of any equipment is standing or being operated within 25 feet, measured horizontally, from centerline of any track on which trains may operate, or when any object is off the ground and any dimension thereof could extend inside the 25 foot limit, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.

For any excavation below elevation of track subgrade if, in the opinion of UPRR's Designated Representative, track or other UPRR facilities may be subject to settlement or movement.

During any clearing, grubbing, excavation or grading in proximity to UPRR facilities, which, in the opinion of UPRR's Designated Representative, may endanger UPRR facilities or operations.

During any contractor's operations when, in the opinion of UPRR's Designated Representative, UPRR facilities, including, but not limited to, tracks, buildings, signals, wire lines, or pipe lines, may be endangered.

The Contractor shall arrange with the UPRR Designated Representative to provide the adequate number of flag persons to accomplish the work.

WALKWAYS REQUIRED

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 twelve feet (12') from centerline of track, shall be maintained. Any temporary impediments to walkways and track drainage encroachments or obstructions allowed during work hours while UPRR's flagman service is provided shall be removed before the close of each work day. Walkways with railings shall be constructed by Contractor over open excavation areas when in close proximity of track, and railings shall not be closer than 8' – 6" horizontally from center line of tangent track or 9' – 6" horizontally from centerline of curved track.

COMMUNICATIONS AND SIGNAL LINES

If required, UPRR will rearrange its communications and signal lines, its grade crossing warning devices, train signals and tracks, and facilities that are in use and maintained by UPRR's forces in connection with its operation at expense of the Agency. This work by UPRR will be done by its own forces and it is not a part of the Work under this Contract.

TRAFFIC CONTROL

Contractor's operations that control traffic across or around UPRR facilities shall be coordinated with and approved by the UPRR's Designated Representative.

CONSTRUCTION EXCAVATIONS

The Contractor shall be required to take special precaution and care in connection with excavating and shoring. Excavations for construction of footings, piers, columns, walls or other facilities that require shoring shall comply with requirements of OSHA, AREMA and UPRR "Guidelines for Temporary Shoring".

B. The Contractor shall contact UPRR's "Call Before Your Dig" at least 48 hours prior to commencing work at 1-800-336-9193 during normal business hours (6:30 a.m. to 8:00 p.m. central time, Monday through Friday, except holidays - also a 24 hour, 7 day a week number for emergency calls) to determine location of fiber optics. If a telecommunications system is buried anywhere on or near UPRR property, the Contractor will co-ordinate with UPRR and the Telecommunication Company(ies) to arrange for relocation or other protection of the system prior to beginning any work on or near UPRR property.

RAILROAD FLAGGING

A. Performance of any work by the Contractor in which person(s) or equipment will be within twenty-five (25) feet of any track, or will be near enough to any track that any equipment extension (such as, but not limited to, a crane boom) will reach within twenty-five (25) feet of any track, may require railroad flagging services or other protective measures. Contractor shall give the advance notice to the UPRR as required in Section 3.03 above before commencing any such work, so that the UPRR may determine the need for flagging or other protective measures to ensure the safety of the railroad's operations. Contractor shall comply with all other requirements regarding flagging as specified by Union Pacific. Any costs associated with failure to abide by these requirements will be borne by the Contractor.

B. Reimbursement to Railroad will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other Railroad work during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other Railroad work. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Railroad is required to pay the flagman and which could not reasonably be avoided by Railroad by assignment of such flagman to other work , even though Contractor may not be working during such time. When it becomes necessary for Railroad to bulletin and assign an employee to a flagging position in compliance with union collective bargaining agreements, Contractor must provide Railroad a minimum of five (5) days notice prior to the cessation of the need for a flagman. If five (5) days notice of cessation is not given, Contractor will still be required to pay flagging charges for the five (5) day notice period required by union agreement to be given to the employee, even though flagging is not required for that period. An additional ten (10) days notice must then be given to Railroad if flagging services are needed again after such five day cessation notice has been given to Railroad. The estimated pay rate for each flag person is $_____ per day for an 8 hour work day with time and one-half for overtime, Saturdays, Sundays; double time and one-half for holidays. Flagging rates are set by the UPRR and are subject to change.

CLEANING OF RIGHT-OF-WAY

Contractor shall, upon completion of the work to be performed by Contractor upon the premises, over or beneath the tracks of UPRR, promptly remove from the Right-of-Way of UPRR all of Contractor's tools, implements, and other materials whether brought upon the Right-of-Way by Contractor or any subcontractors, employee or agent of Contractor or of any subcontractor, and leave the Right-of-Way in a clean and presentable condition to satisfaction of UPRR.

INSURANCE PROVISIONS

Contractor shall, at its sole cost and expense, procure and maintain during the course of the Project and until all Project work on Railroad's property has been completed and the Contractor has removed all equipment and materials from the Railroad's property and has cleaned and restored Railroad's property to Railroad's satisfaction, the following insurance coverage:

A. Commercial General Liability insurance. Commercial general liability (CGL) with a limit of not less than $5,000,000 each occurrence and an aggregate limit of not less than $10,000,000. CGL insurance must be written on ISO occurrence form CG 00 01 12 04 (or a substitute form providing equivalent coverage).

The policy must also contain the following endorsement, which must be stated on the certificate of insurance:
Contractual Liability Railroads ISO form CG 24 17 10 01 (or a substitute form providing equivalent coverage) showing "Union Pacific Railroad Company Property" as the Designated Job Site.

B. Business Automobile Coverage insurance. Business auto coverage written on ISO form CA 00 01 (or a substitute form providing equivalent liability coverage) with a combined single limit of not less $5,000,00 for each accident.

The policy must contain the following endorsements, which must be stated on the certificate of insurance:
Coverage For Certain Operations In Connection With Railroads ISO form CA 20 70 10 01 (or substitute form providing equivalent coverage) showing "Union Pacific Property" as the Designated Job Site.
Motor Carrier Act Endorsement – Hazardous materials clean up (MCS-90) if required by law.

C. Workers Compensation and Employers Liability insurance. Coverage must include but not be limited to:
Contractor's statutory liability under the workers' compensation laws of the state(s) affected by this Agreement.
Employers' Liability (Part B) with limits of at least $500,000 each accident, $500,000 disease policy limit $500,000 each employee.

If Contractor is self-insured, evidence of state approval and excel workers compensation coverage must be provided. Coverage must include liability arising out of the U.S. Longshoremen's and Harbor Workers' Act, the Jones Act, and the Outer Continental Shelf Land Act, if applicable.

The policy must contain the following endorsement, which must be stated on the certificate of insurance:
Alternate Employer endorsement ISO form WC 00 03 01 A (or a substitute form providing equivalent coverage) showing Railroad in the schedule as the alternate employer (or a substitute form providing equivalent coverage).

D. Railroad Protective Liability insurance. Contractor must maintain Railroad Protective Liability insurance written on ISO occurrence form CG 00 35 12 04 (or a substitute form providing equivalent coverage) on behalf of Railroad as named insured, with a limit of not less than $5,000,000 per occurrence and an aggregate of $10,000,000. A binder stating the policy is in place must be submitted to Railroad before the work may be commenced and until the original policy is forwarded to Railroad.

E. Umbrella or Excess insurance. If Contractor utilizes umbrella or excess policies, these policies must "follow form" and afford no less coverage than the primary policy.

F. Pollution Liability insurance. Pollution liability coverage must be written on ISO form Pollution Liability Coverage Form Designated Sites CG 00 39 12 04 (or a substitute form providing equivalent liability coverage), with limits of at least $5,000,000 per occurrence and an aggregate limit of $10,000,000.

If the scope of work as defined in this Agreement includes the disposal of any hazardous or non-hazardous materials from the job site, Contractor must furnish to Railroad evidence of pollution legal liability insurance maintained by the disposal site operator for losses arising form the insured facility accepting the materials, with coverage in minimum amounts of $1,000,000 per loss, and an annual aggregate of $2,000,000.

Other Requirements

G. All policy(ies) required above (except worker's compensation and employers liability) must include Railroad as "Additional Insured" using ISO Additional Insured Endorsements CG 20 26, and CA 20 48 (or substitute forms providing equivalent coverage). The coverage provided to Railroad as additional insured shall, to the extent provided under ISO Additional Insured Endorsement CG 20 26, and CA 20 48 provide coverage for Railroad's negligence whether sole or partial, active or passive, and shall not be limited by Contractor's liability under the indemnity provisions of this Agreement.

H. Punitive damages exclusion, if any, must be deleted (and the deletion indicated on the certificate of insurance), unless the law governing this Agreement prohibits all punitive damages that might arise under this Agreement.

I. Contractor waives all rights of recovery, and its insurers also waive all rights of subrogation of damages against Railroad and its agents, officers, directors and employees. This waiver must be stated on the certificate of insurance.

J. Prior to commencing the work, Contractor shall furnish Railroad with a certificate(s) of insurance, executed by a duly authorized representative of each insurer, showing compliance with the insurance requirements in this Agreement.

K. All insurance policies must be written by a reputable insurance company acceptable to Railroad or with a current Best's Insurance Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the work is to be performed.

L. The fact that insurance is obtained by Contractor or by Railroad on behalf of Contractor will not be deemed to release or diminish the liability of Contractor, including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railroad from Contractor or any third party will not be limited by the amount of the required insurance coverage.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	1
	ILLINOIS	CONTRACT NO. 64F51		

•WINNEBAGO/BOONE

D-92-114-09

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STATE STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

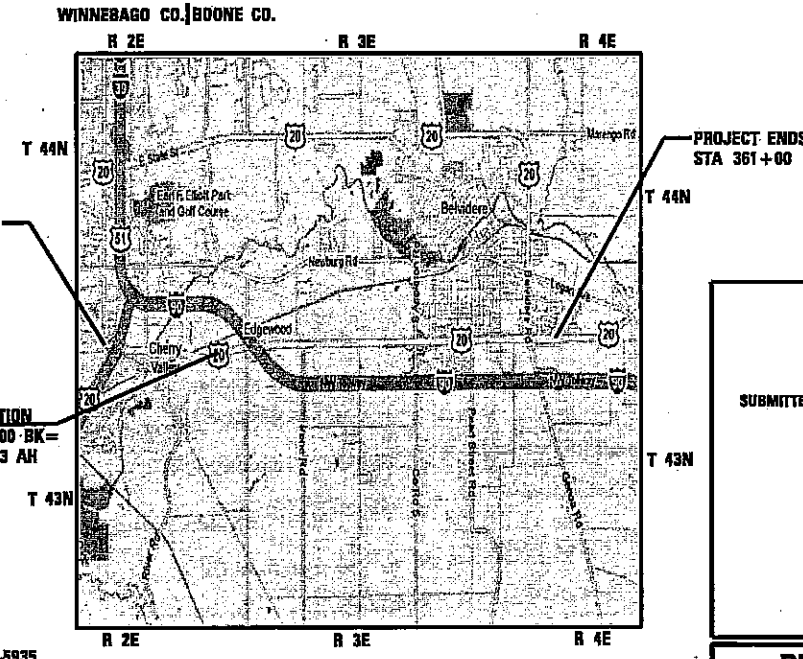
FAP ROUTE 525 (US 20)
SECTION (5,6,14,15,14-1)RS
PROJECT
PAVEMENT PATCHING/RESURFACING
WINNEBAGO & BOONE COUNTY
C-92-055-10

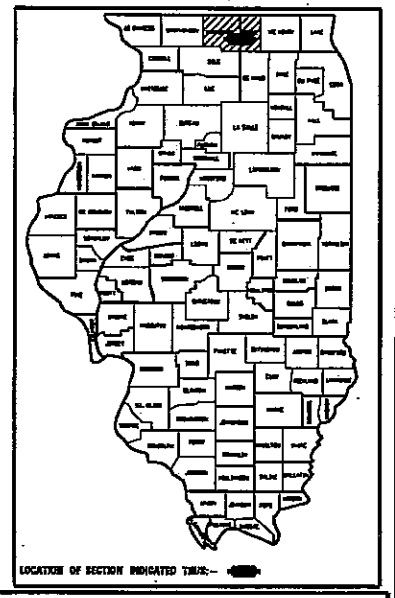
OMISSIONS:

WESTBOUND	EASTBOUND	
STA 83+54 TO STA 85+84	STA 83+28 TO STA 85+58	BRIDGE OMISSION
STA 117+28 TO STA 117+48	STA 115+92 TO STA 116+12	RAILROAD OMISSION
STA 61+12 TO STA 64+24	STA 61+77 TO STA 65+03	BRIDGE OMISSION
STA 208+90 TO STA 220+50	STA 208+90 TO STA 220+90	BRIDGE OMISSION

WINNEBAGO COUNTY:
ROCKFORD TOWNSHIP SECTIONS 35 & 36
CHERRY VALLEY TOWNSHIP SECTIONS 1 & 2

BOONE COUNTY:
FLORA TOWNSHIP SECTIONS 2,3,4,5 & 6
BELVIDERE TOWNSHIP SECTIONS 31,32,33,34,35 & 36
BONUS TOWNSHIP SECTION 31





J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: MASOOD AHMAD
SENIOR SQUAD LEADER: SAMEER ABDULLAH (815) 284-5935
STUDIES & PLANS SQUAD ENGINEER: COREY CONDERMAN (815) 284-5936
CONTRACT NO. 64F51

GROSS LENGTH = 44,581 FT. = 8.44 MILE
NET LENGTH = 42,819 FT. = 8.11 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan. 22, 20 10

DEPUTY DIRECTOR OF HIGHWAYS/REGION ENGINEER

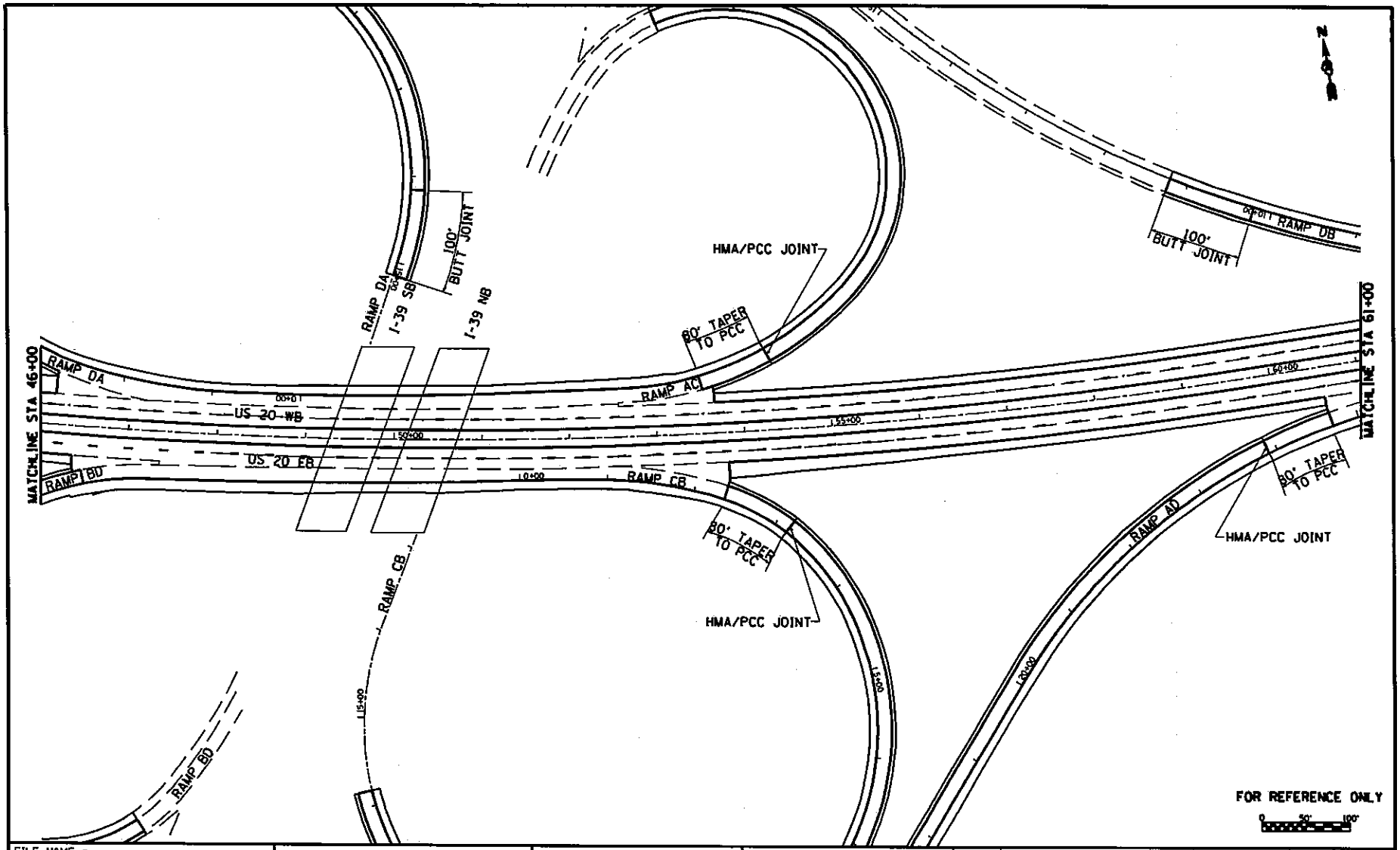
_____ 20 _____

ENGINEER OF DESIGN AND ENVIRONMENT

_____ 20 _____

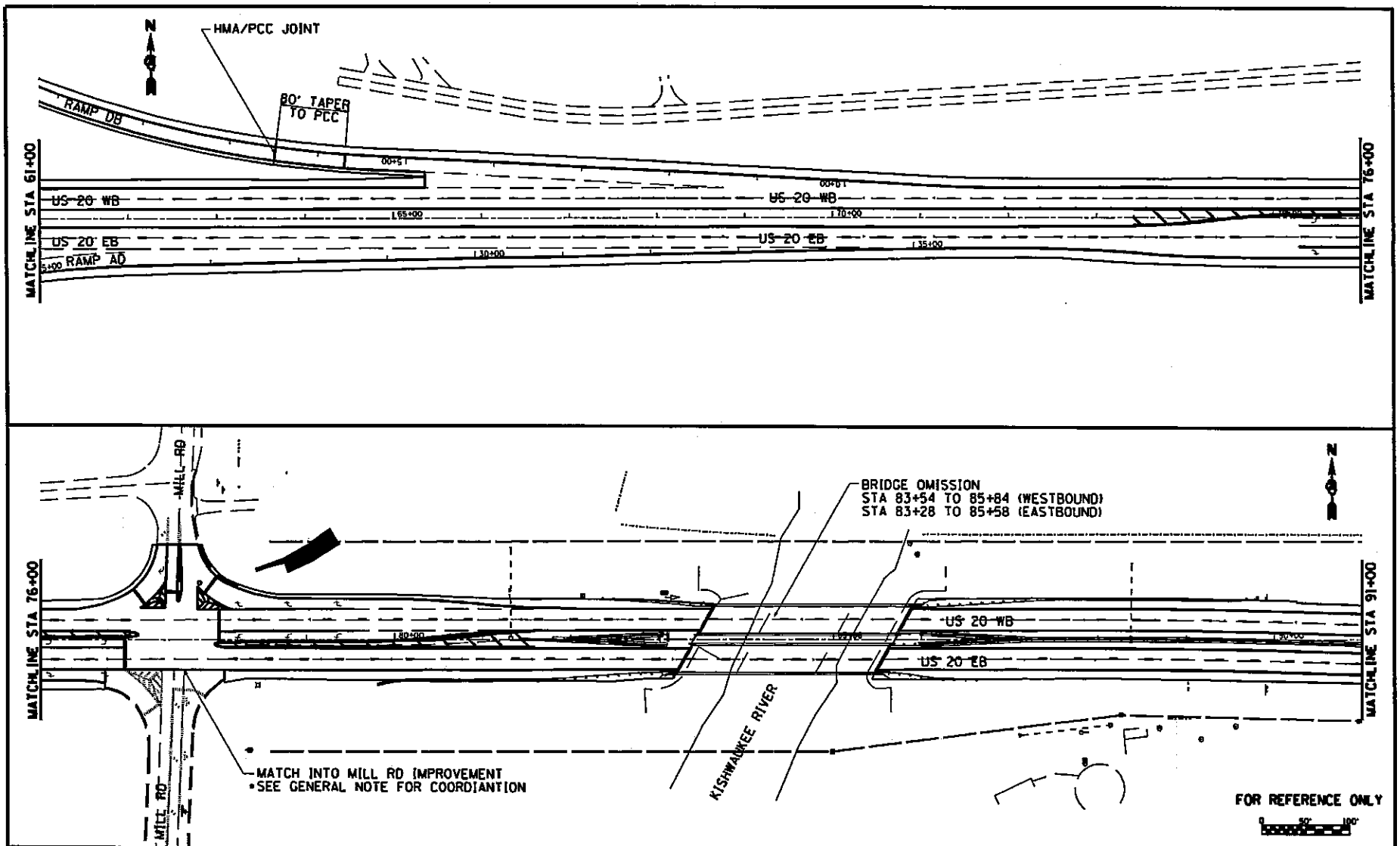
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS



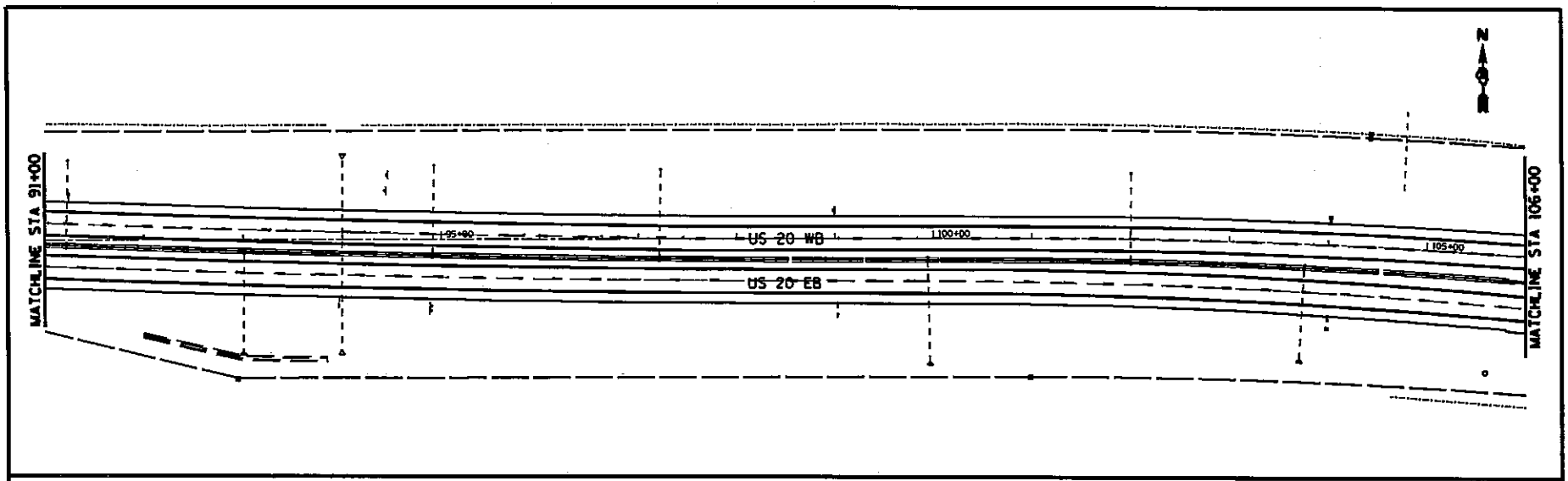
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D21140R-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:43 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 89
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

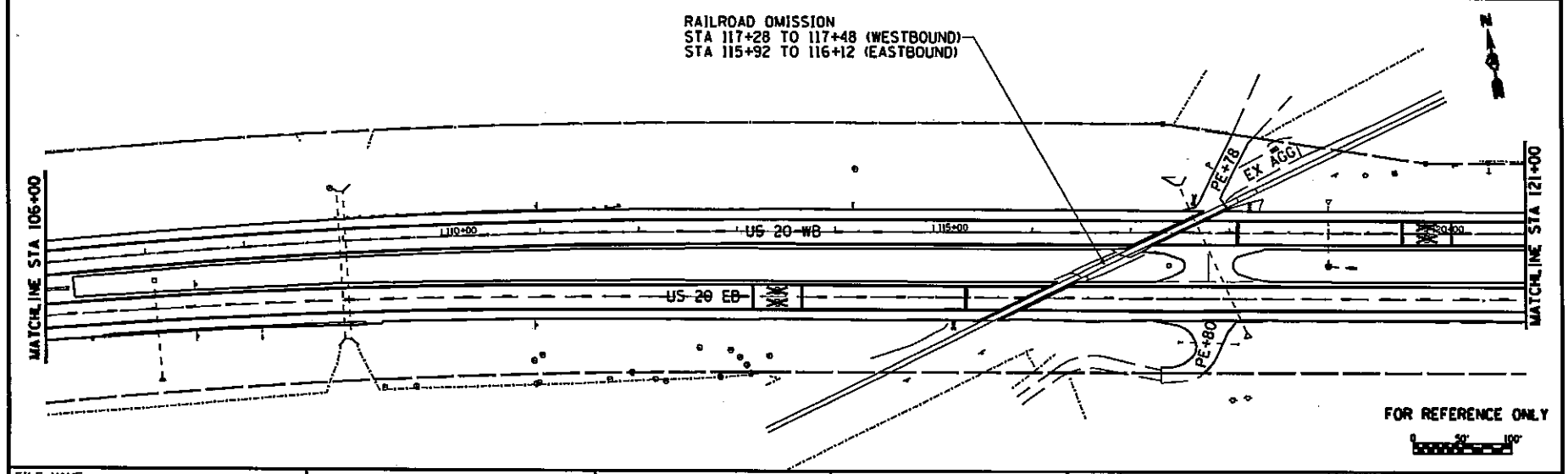
• WINNEBAGO/BOONE



FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:44 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	90
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

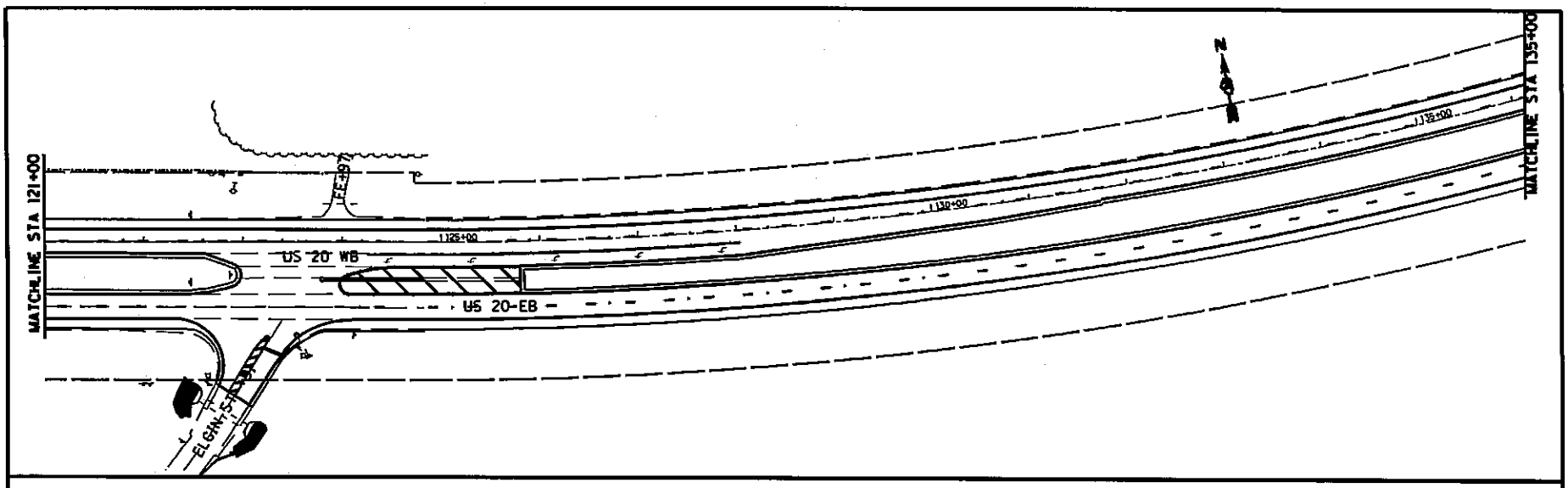
• WINNEBAGO/BOONE

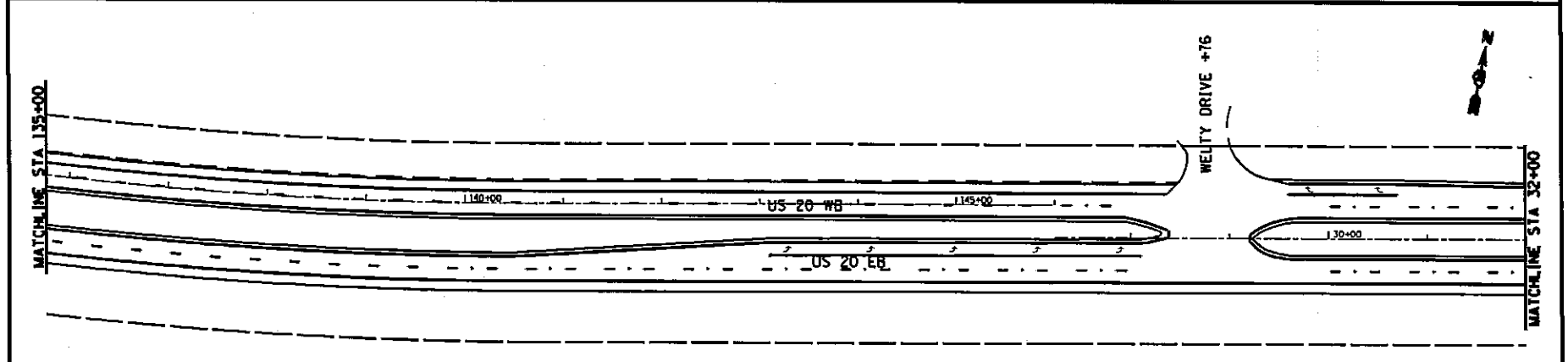




FILE NAME = c:\pw_work\PWIDOT\DOSSOD\d0174381\D21140B-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:46 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	*	164	91
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* WINNEBAGO/BOONE



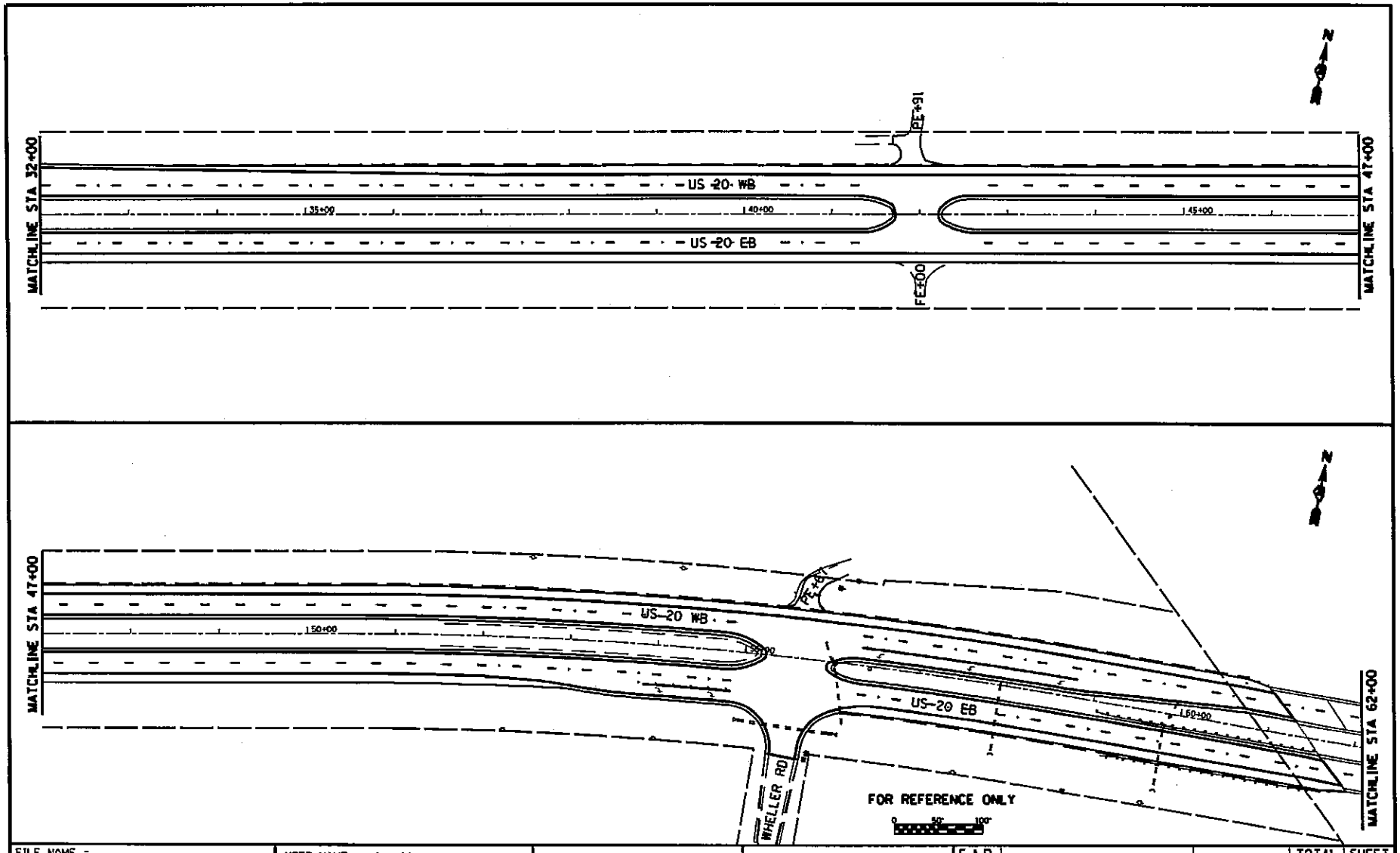


FOR REFERENCE ONLY

0 50' 100'

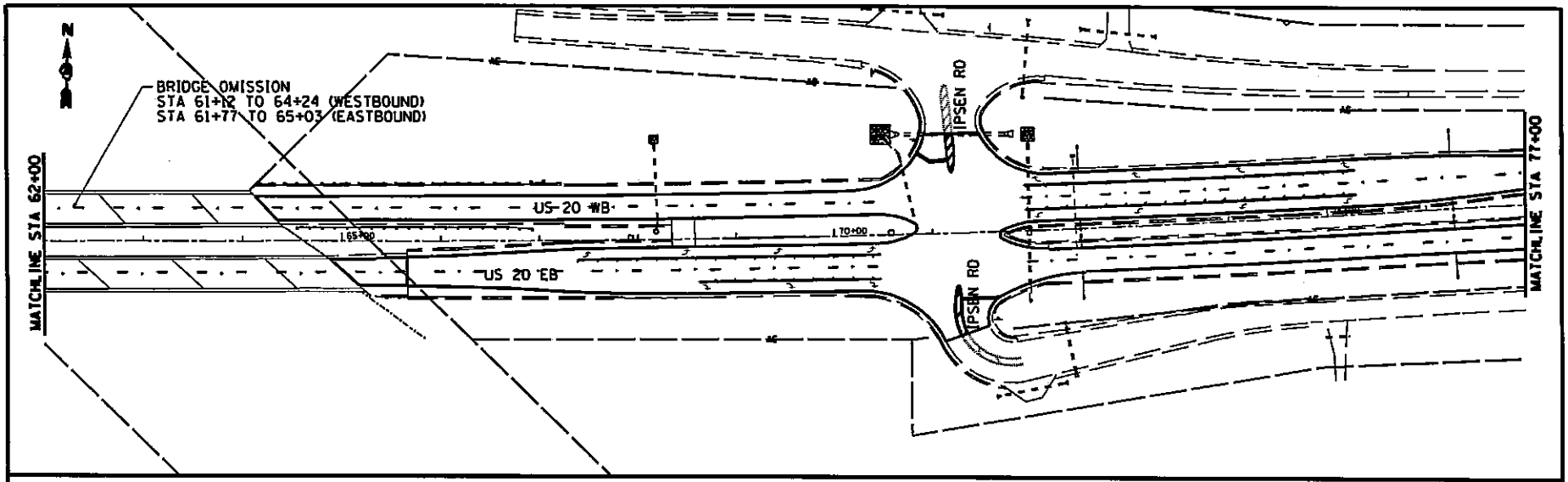
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211402-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:48 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	92
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

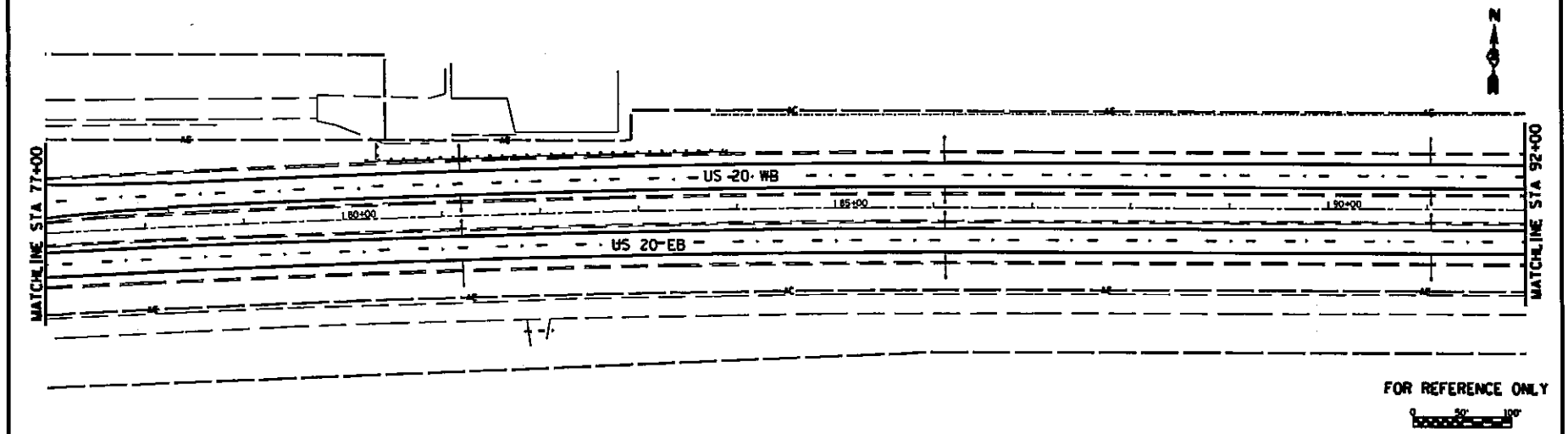
• WINNEBAGO/BOONE



FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D2114[illegible]-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:49 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 93
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE



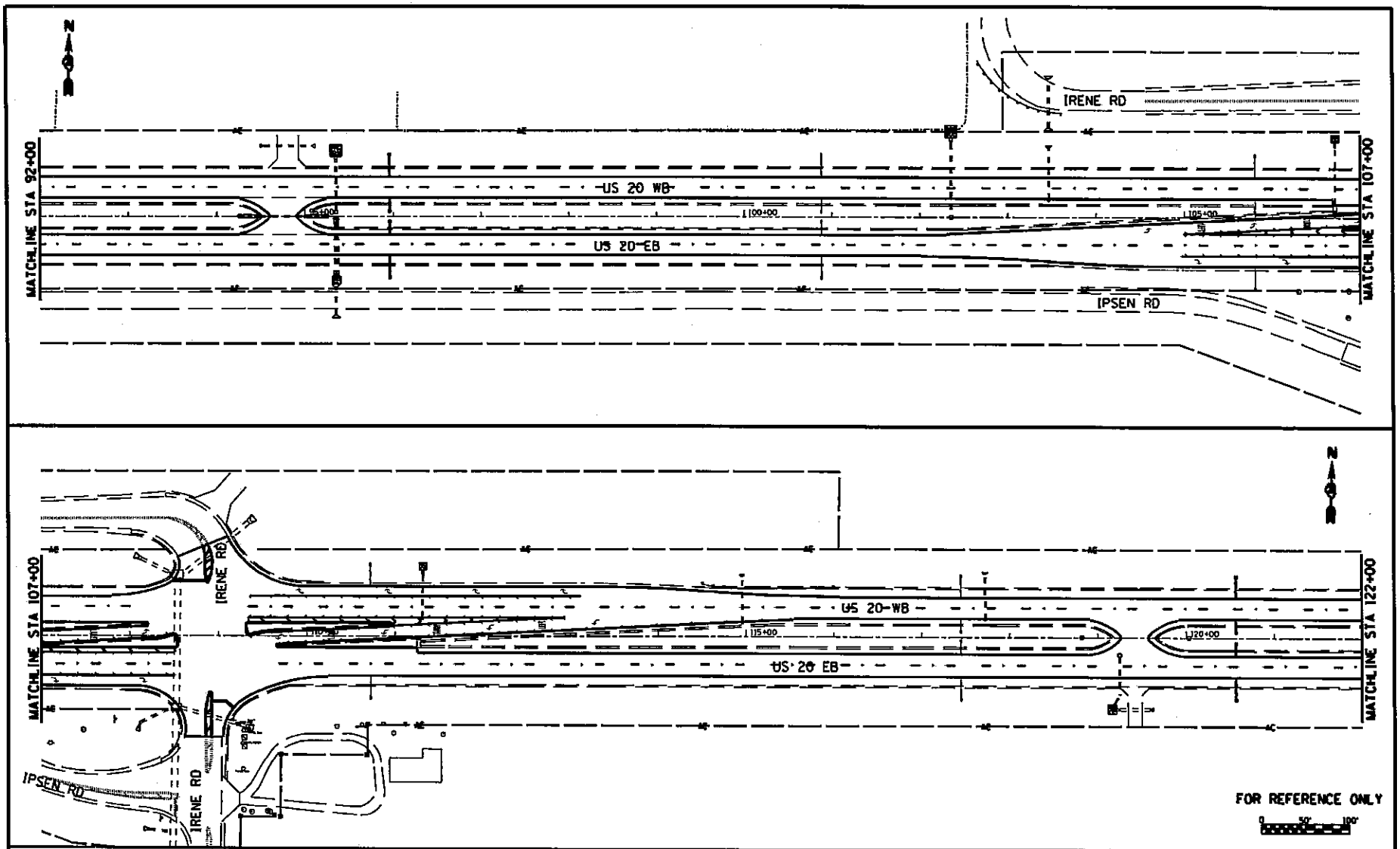


FOR REFERENCE ONLY

0 50' 100'

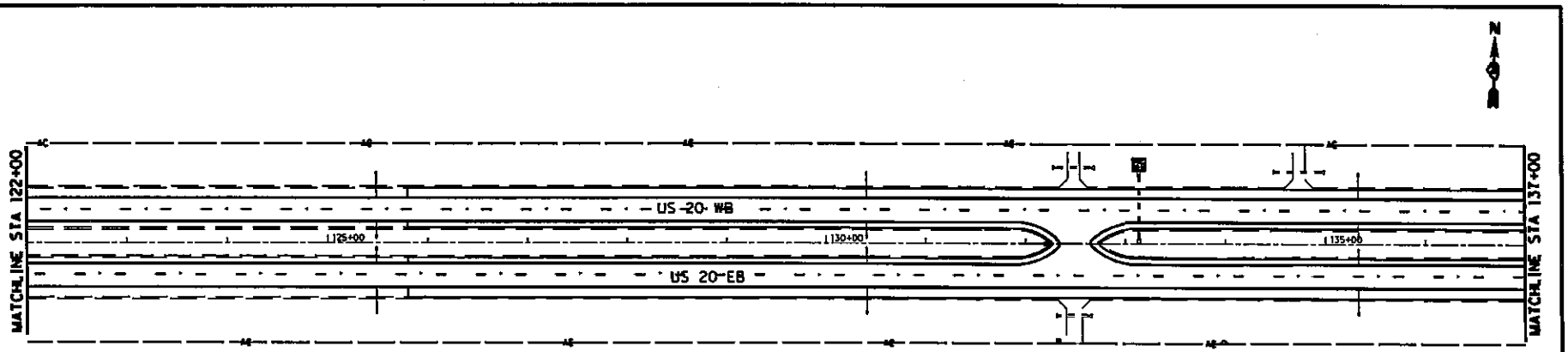
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211409-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:51 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	94
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

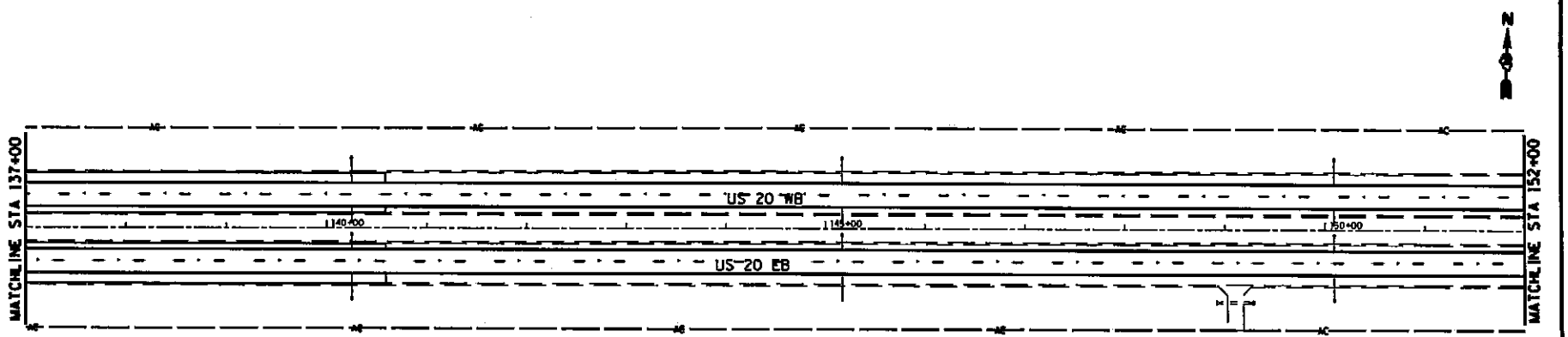
• WINNEBAGO/BOONE



FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211409-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:54 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5.6,14.15,14-1)RS	•	164	95
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



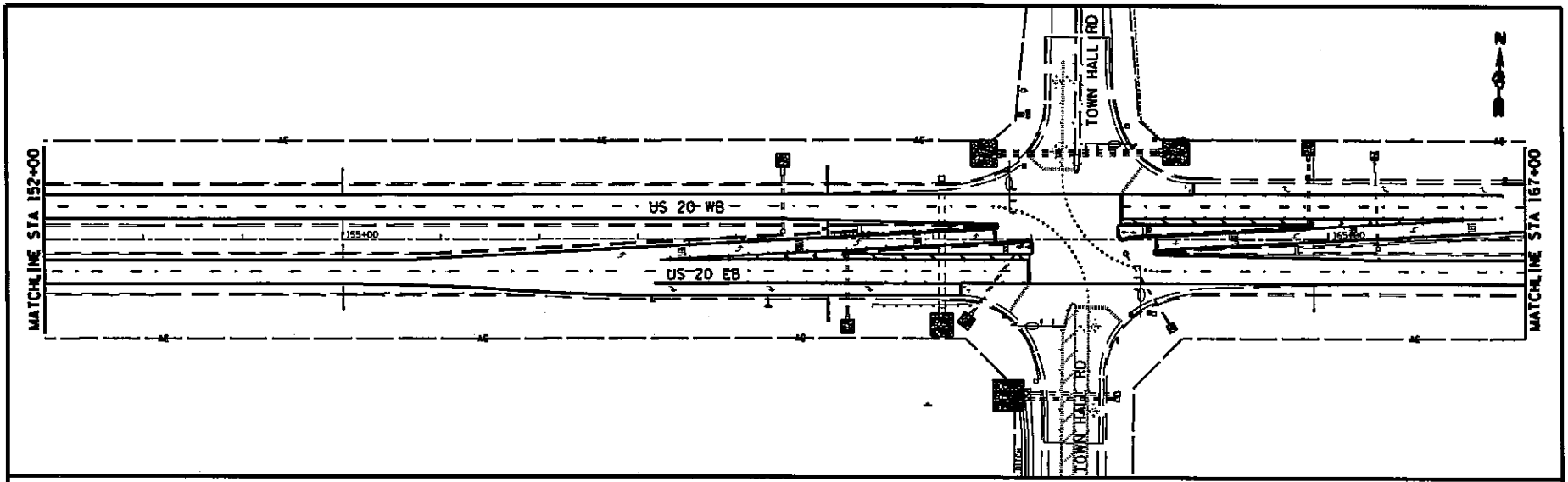


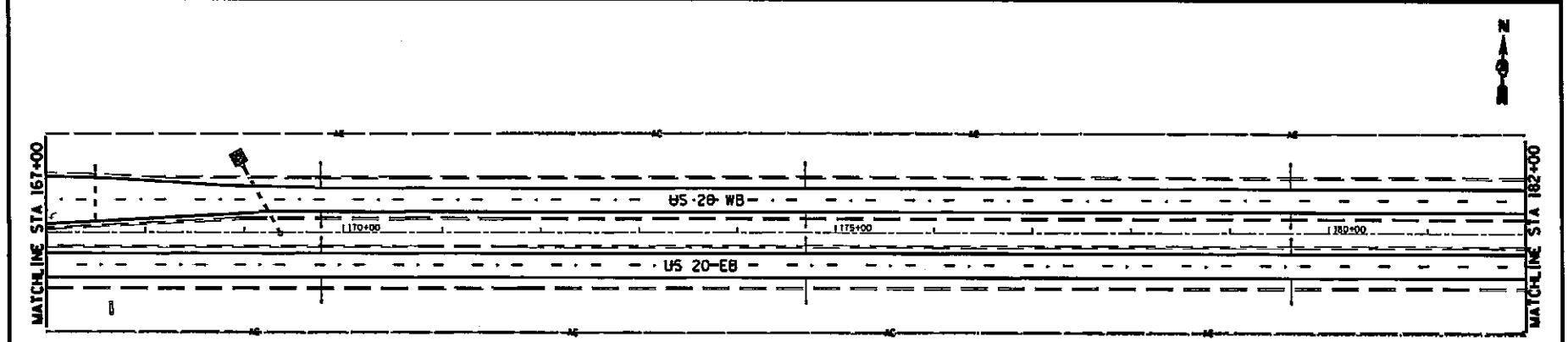
FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211409-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:58 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	96
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



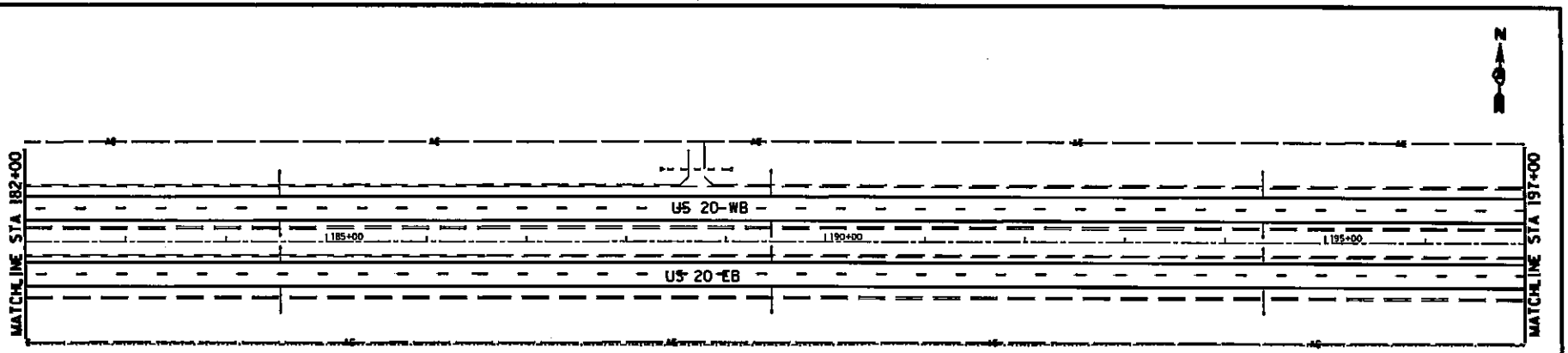


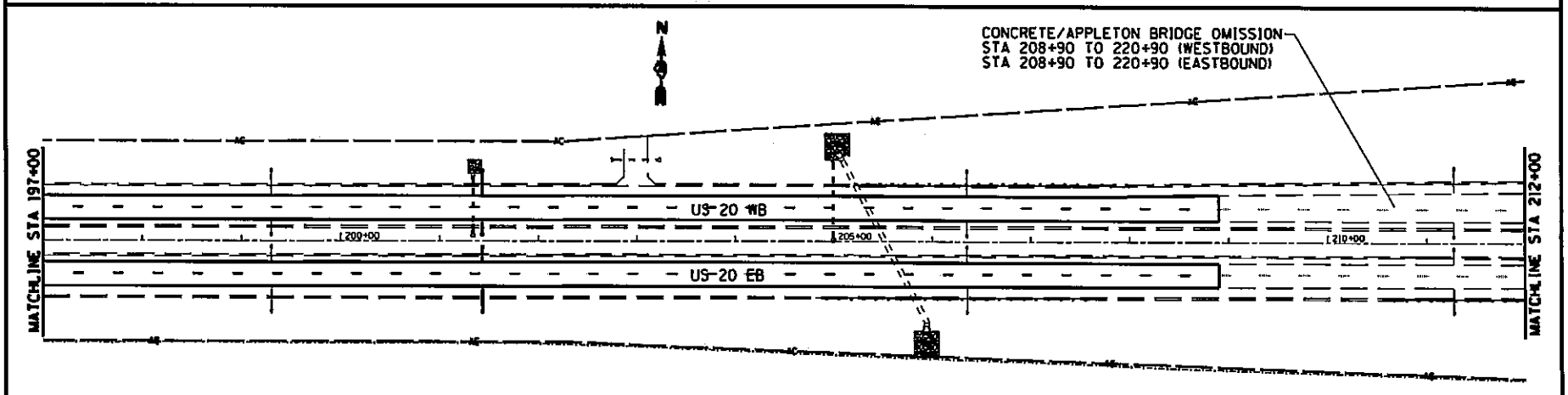
FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211409-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:00 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	97
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



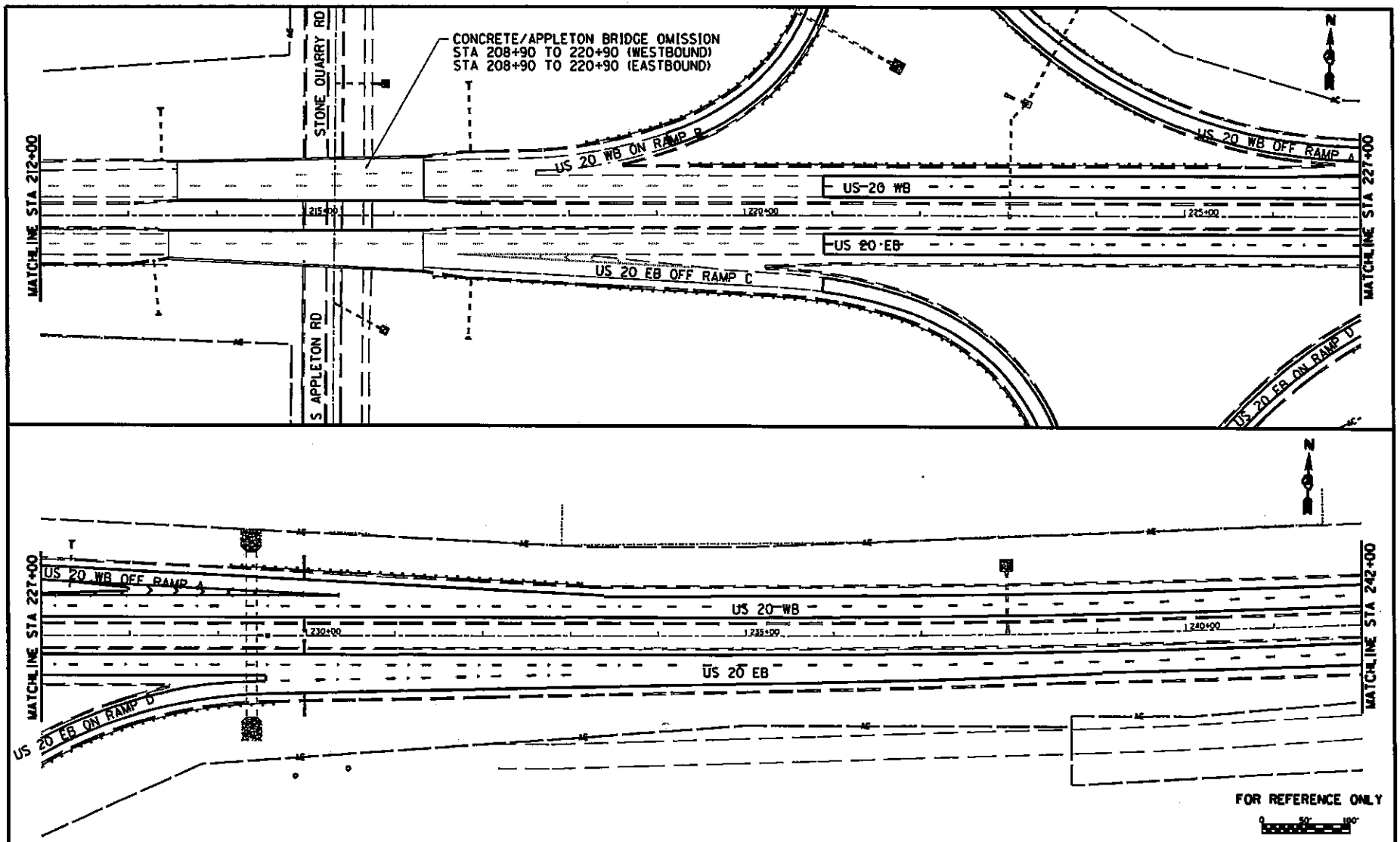


FOR REFERENCE ONLY

0 50' 100'

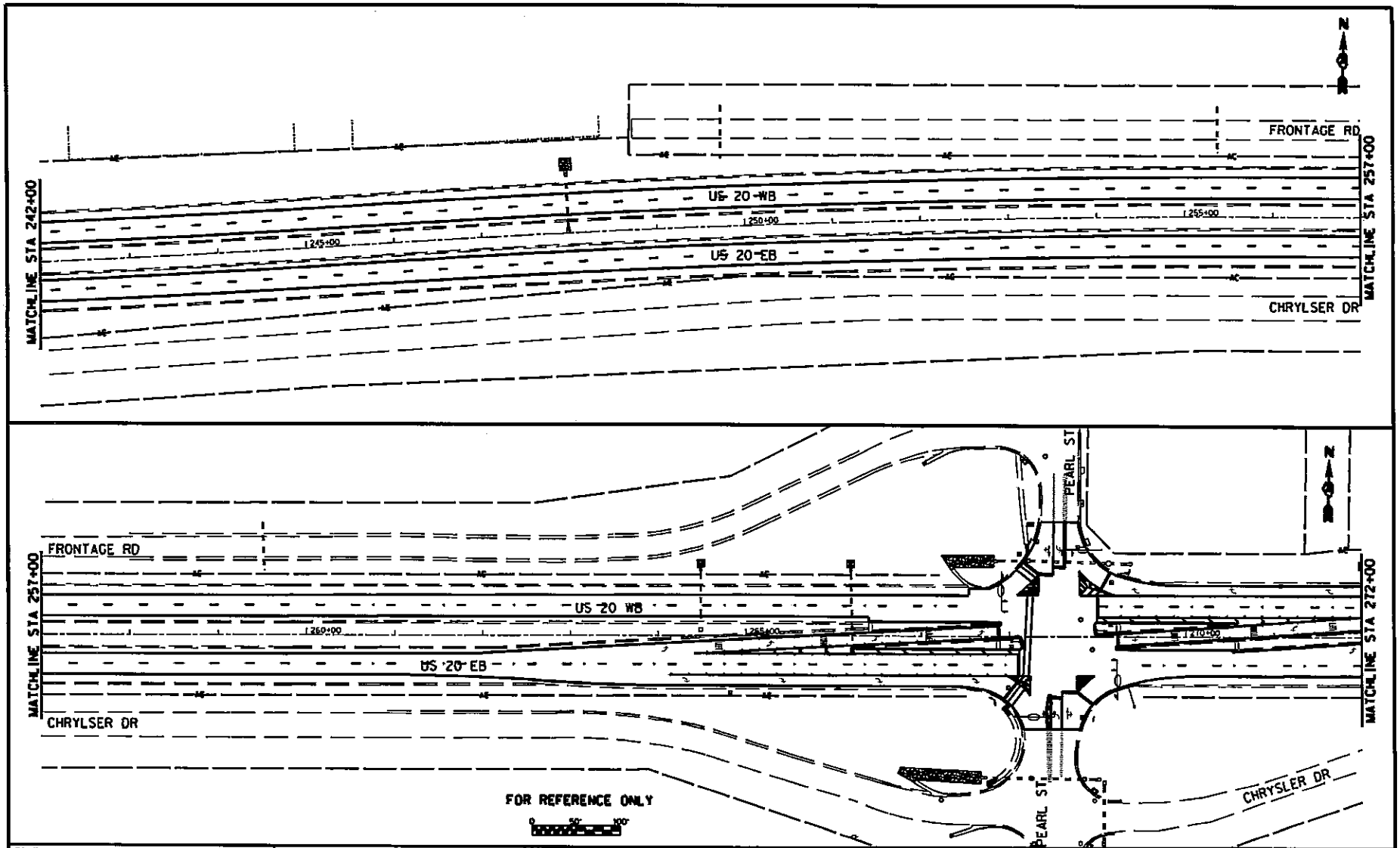
FILE NAME = c:\pw_work\PWIDOT\D0SSD0\d0174381\D211409-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:03 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	*	164	98
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* WINNEBAGO/BOONE



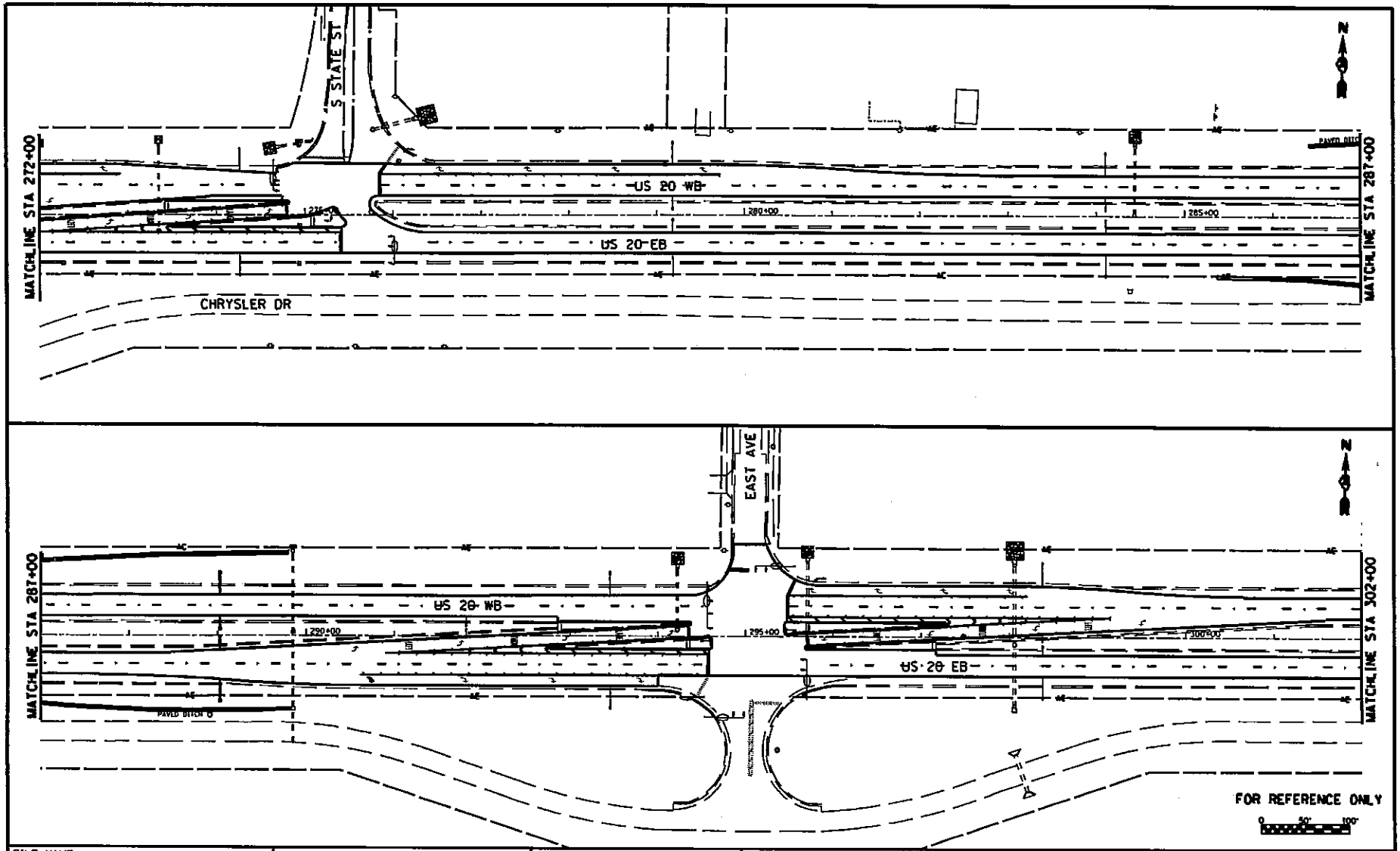
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:05 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	*	164	99
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* WINNEBAGO/BOONE



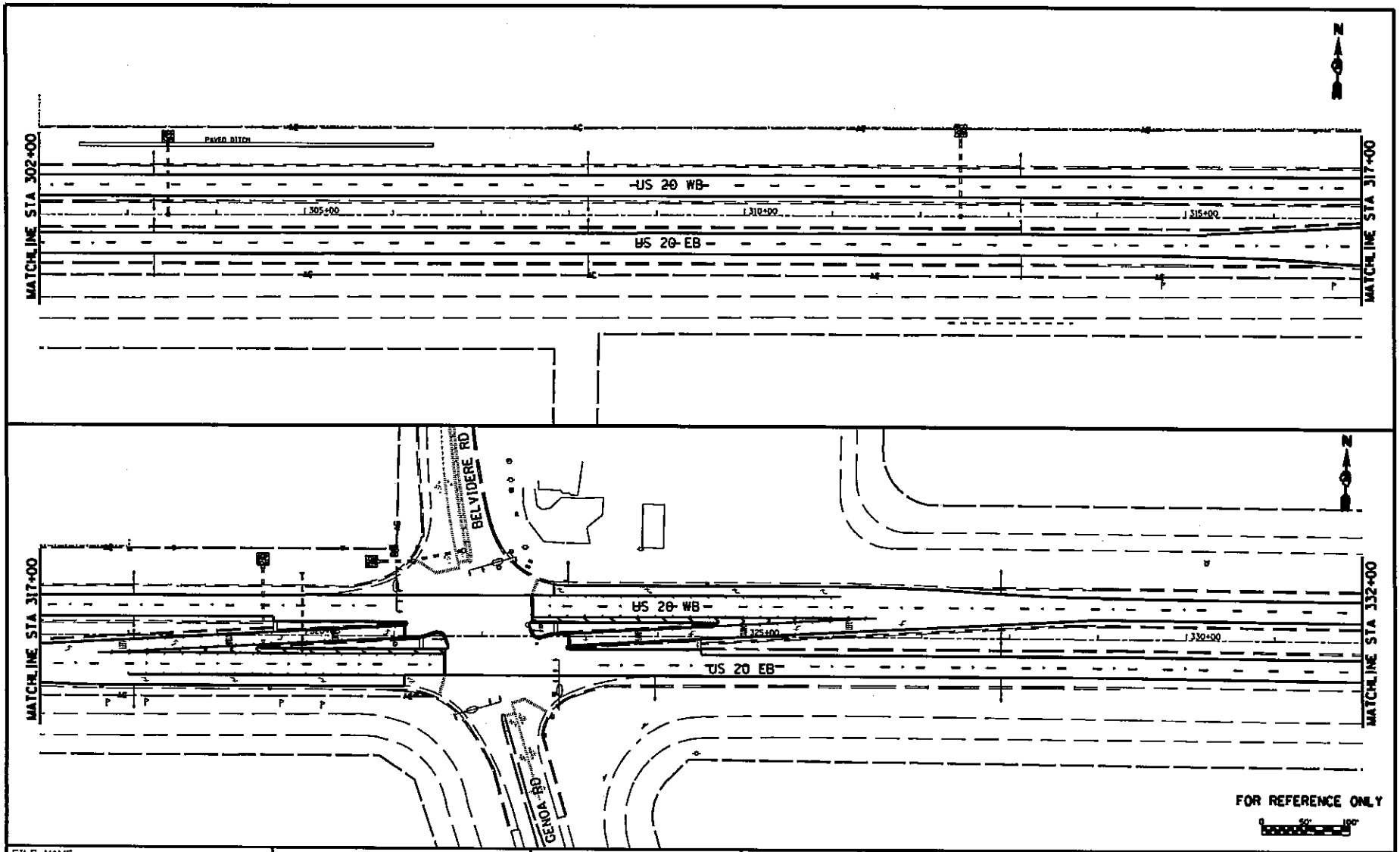
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211403-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:08 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	100
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



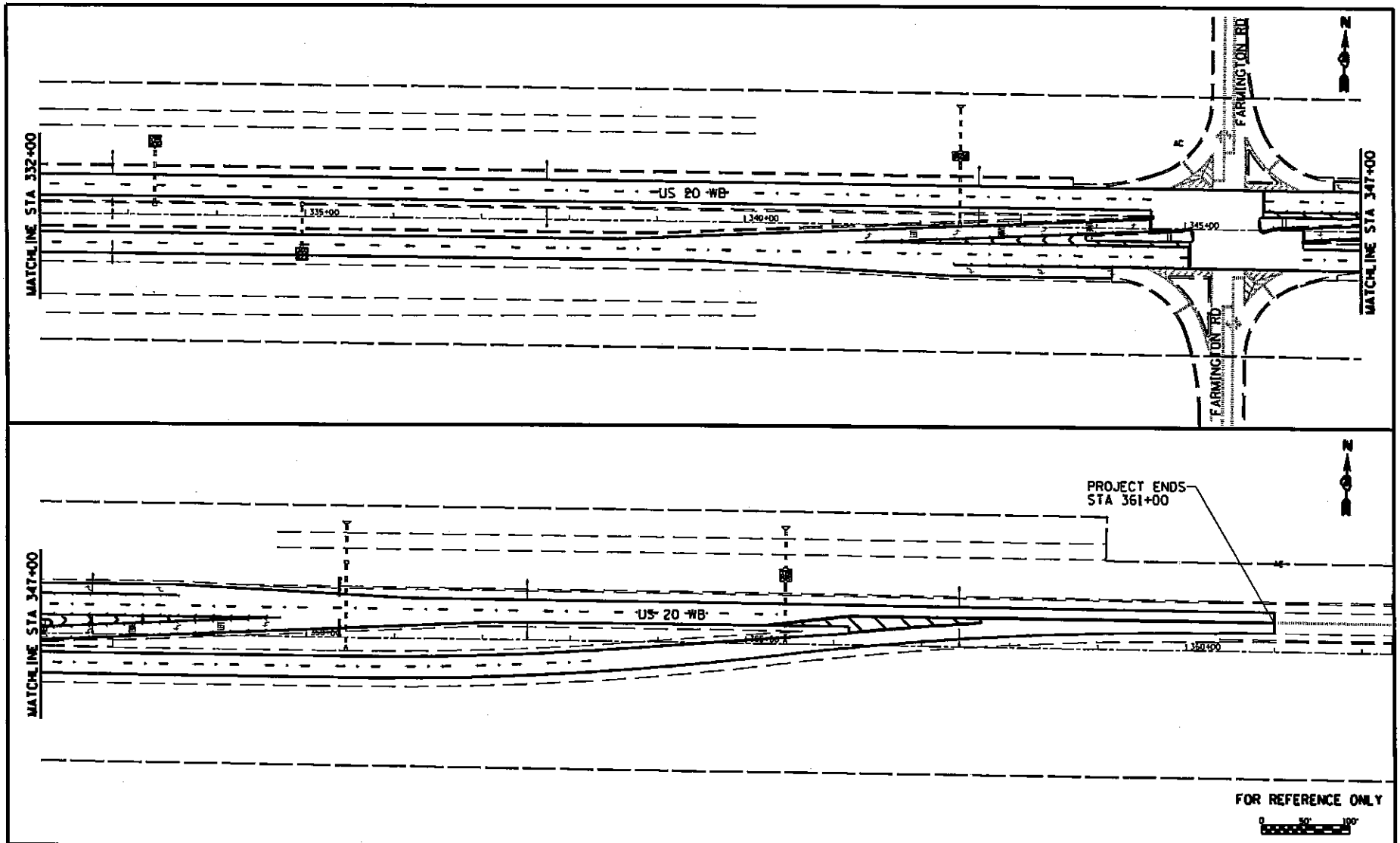
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211402-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:11 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	101
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



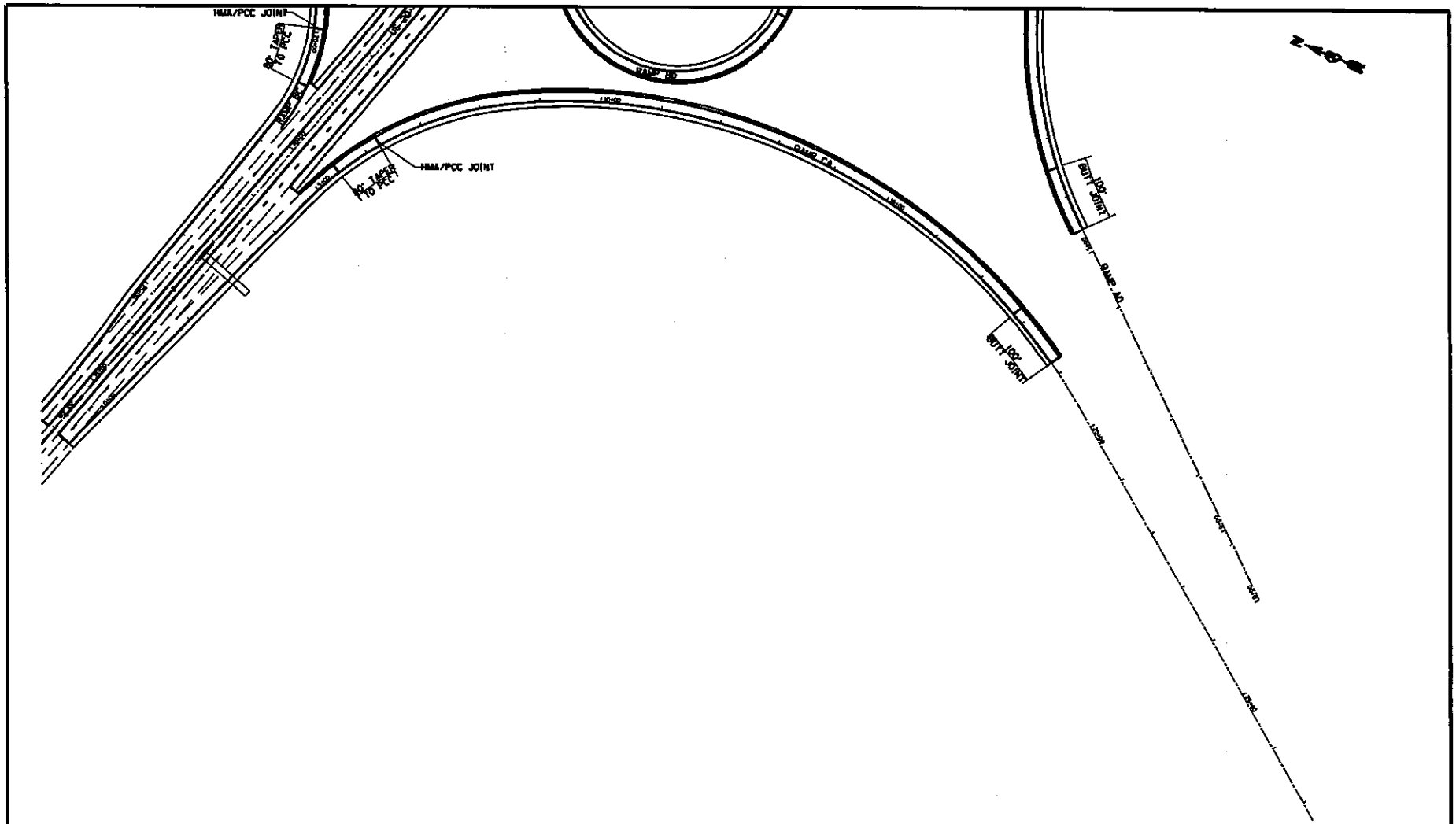
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:15 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	102
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



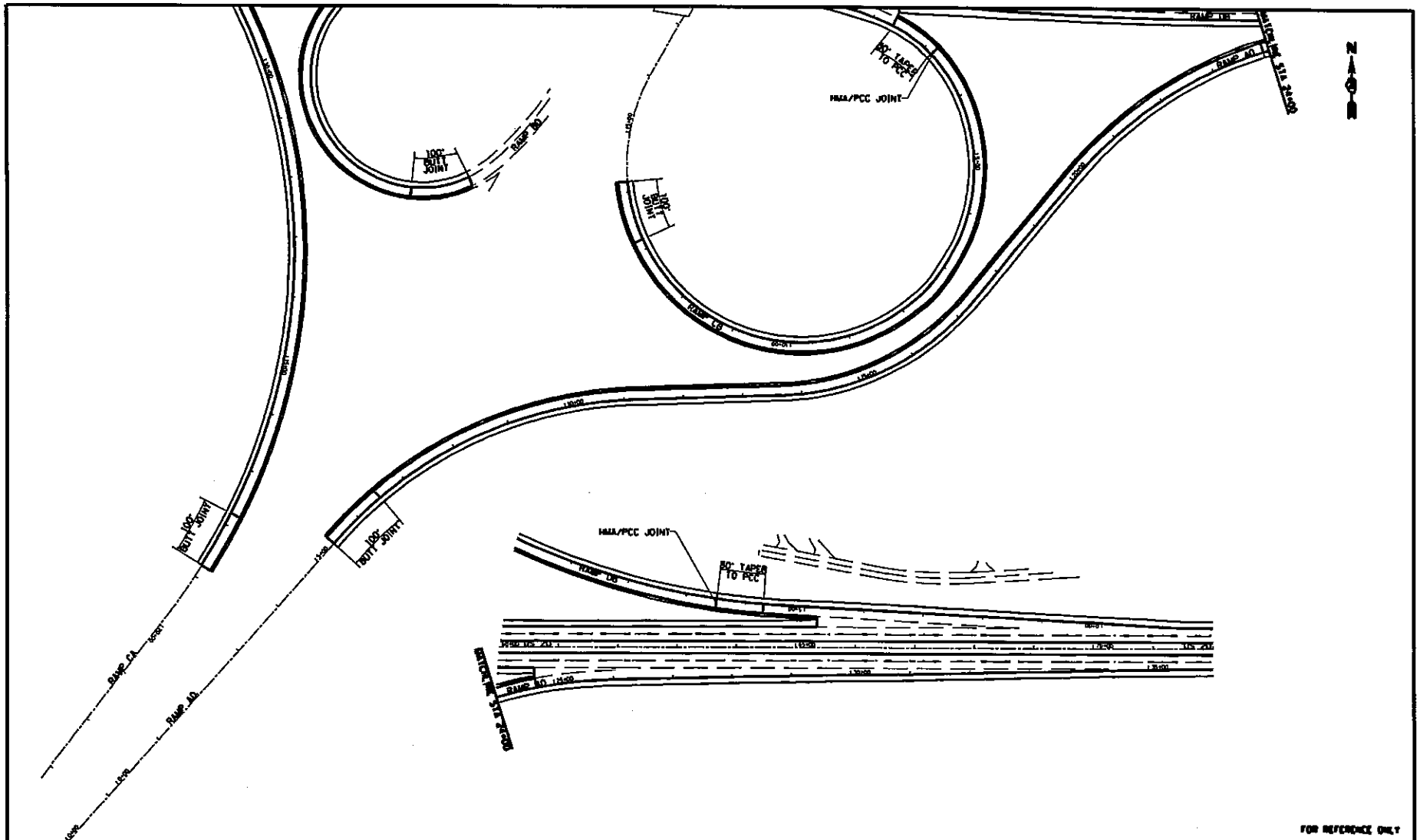
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:17 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	103
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:20 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - I-39/US 20 RAMP CA	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	104
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

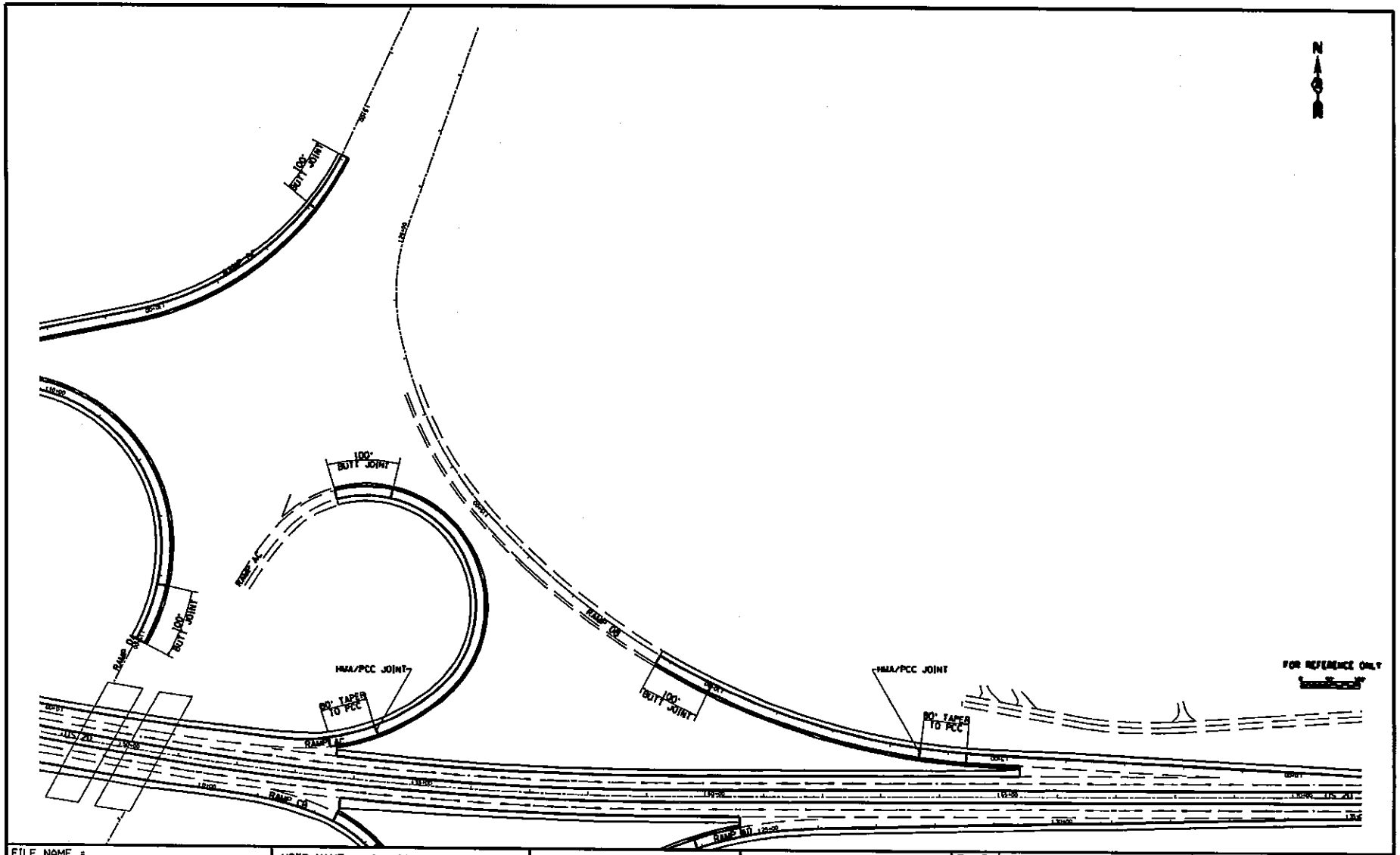
• WINNEBAGO/BOONE



FOR REFERENCE ONLY

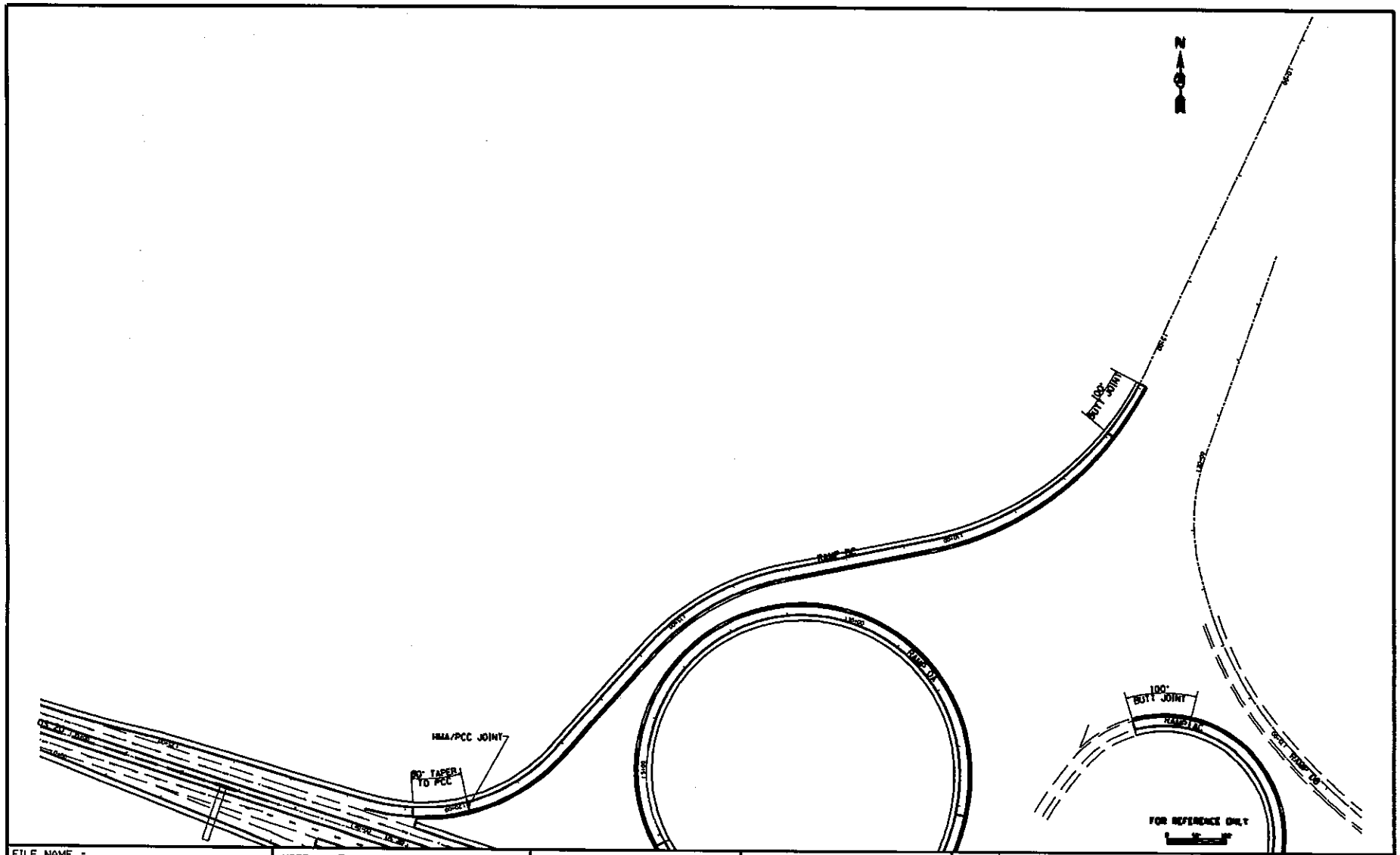
FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – I-39/US 20 RAMP AD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\PWIDOT\D0SSDD\d0174381\D211408-sht-plan.dgn	PLOT DATE = Fri Jan 22 13:36:21 2010			525	(5,6,14,15,14-1)RS	•	164	105
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



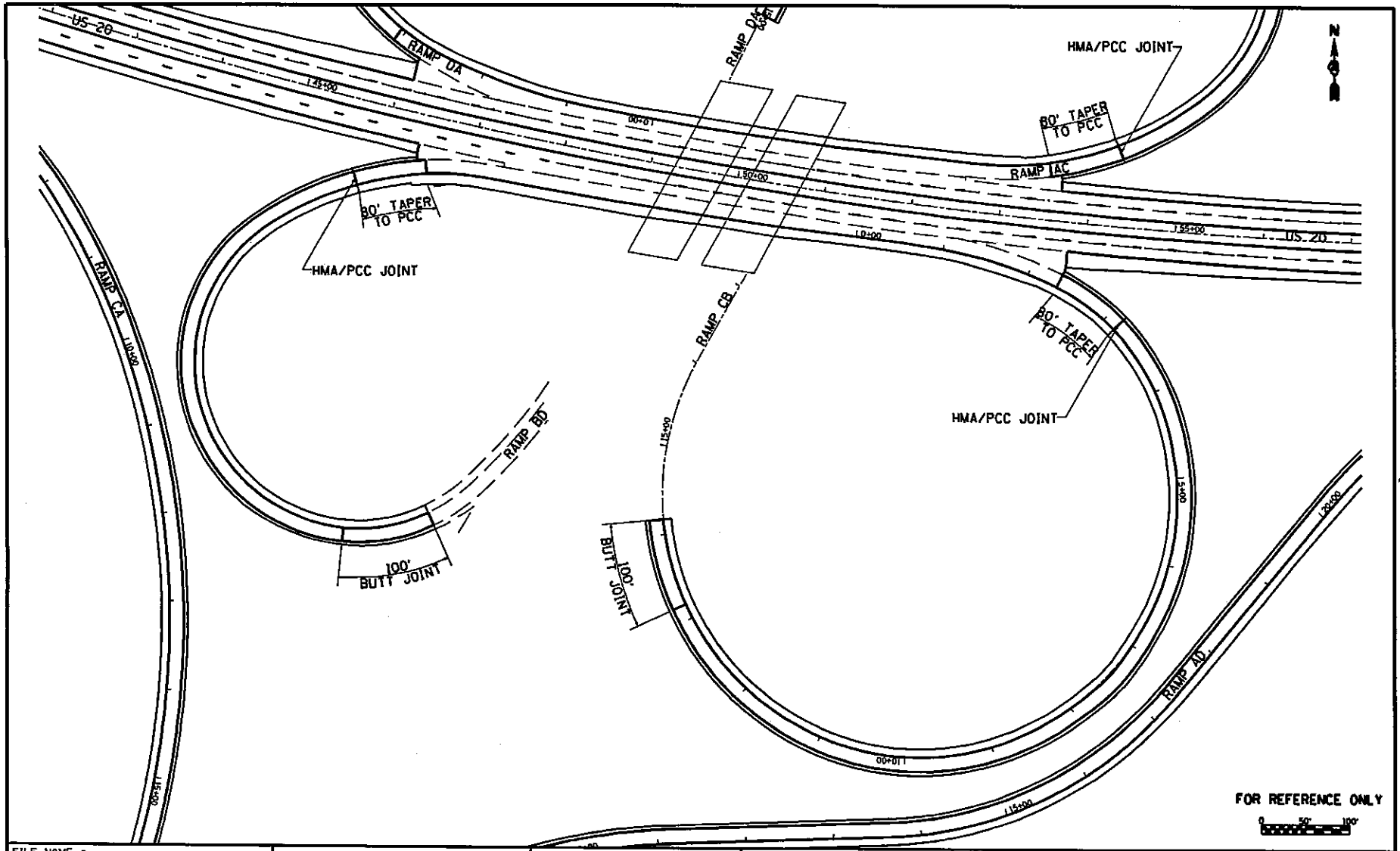
FILE NAME = c:\pw_work\PWIDOT\D0SSDD\d0174381\D2114088-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:22 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – I-39/US 20 RAMP DB	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	106
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



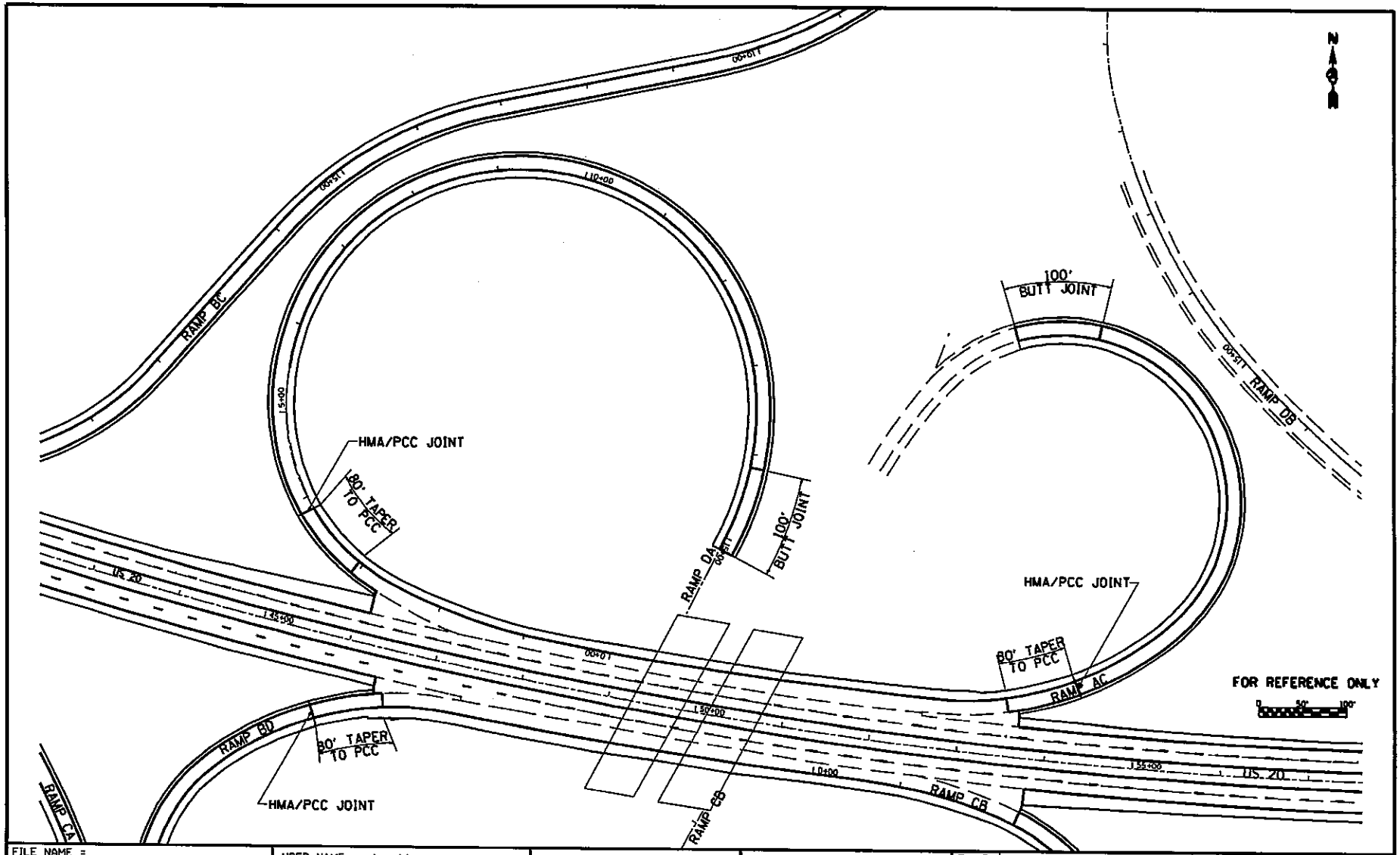
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211402-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:24 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – I-39/US 20 RAMP BC	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	107
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



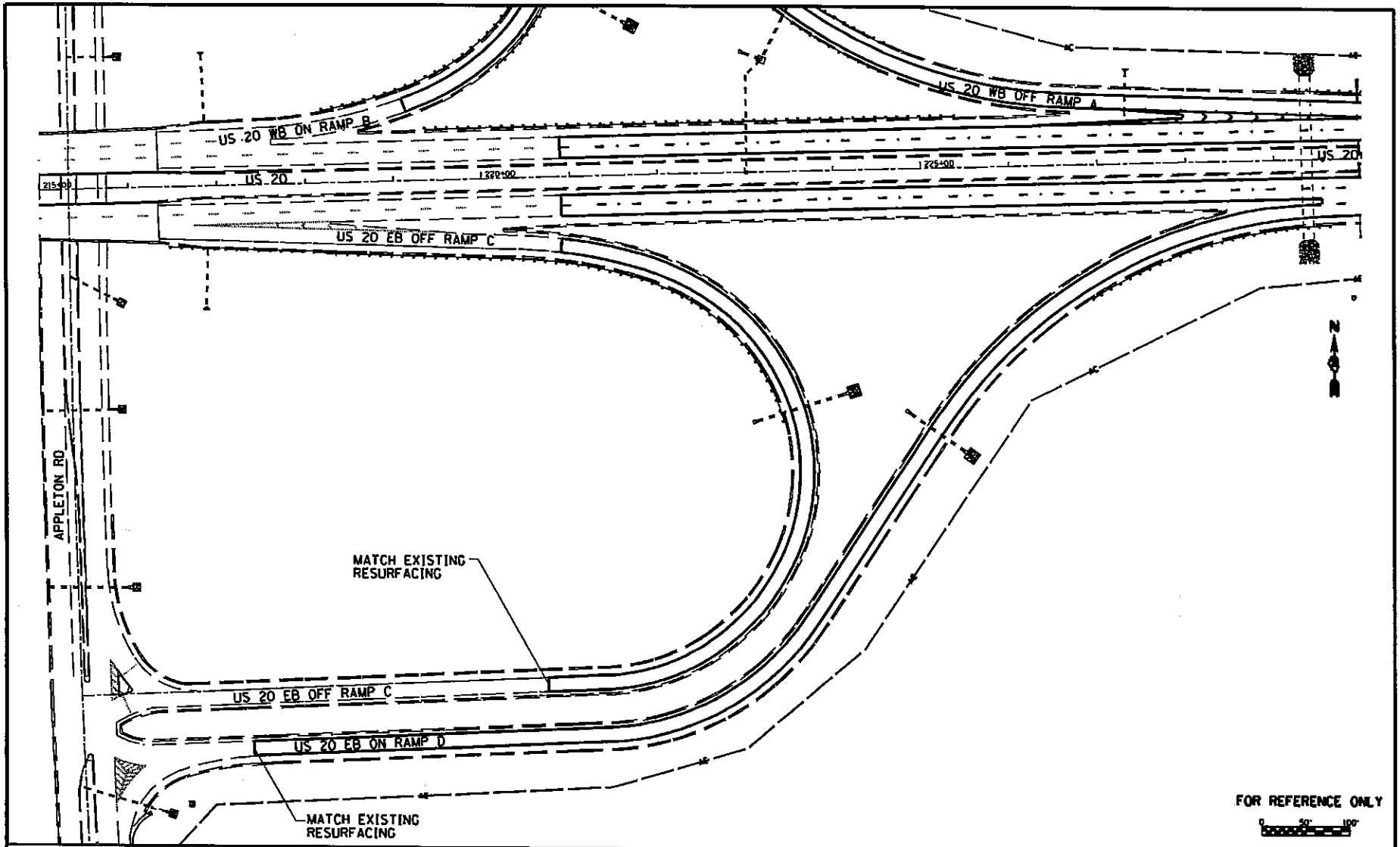
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:26 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – I-39\US 20 RAMPS BD & CB	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	108
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



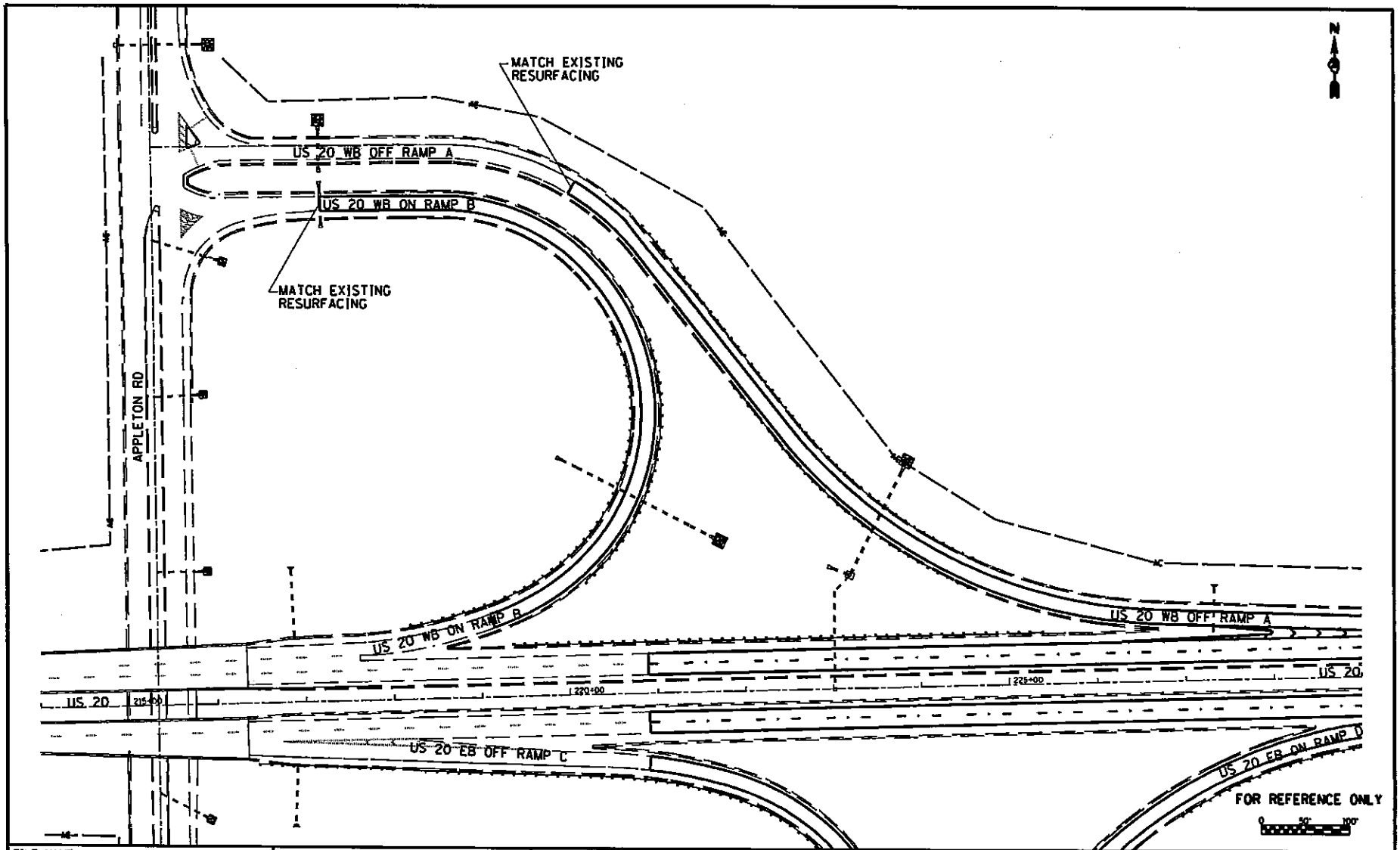
FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:27 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – I-39/US 20 RAMPS DA & AC	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	15,6,14,15,14-1HRS	•	164	109
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE



FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D21140A-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:28 2010	STATE OF ILLINOIS DEPARTMENT OF ILLINOIS	PLAN SHEET – RAMPS C & D	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	110
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

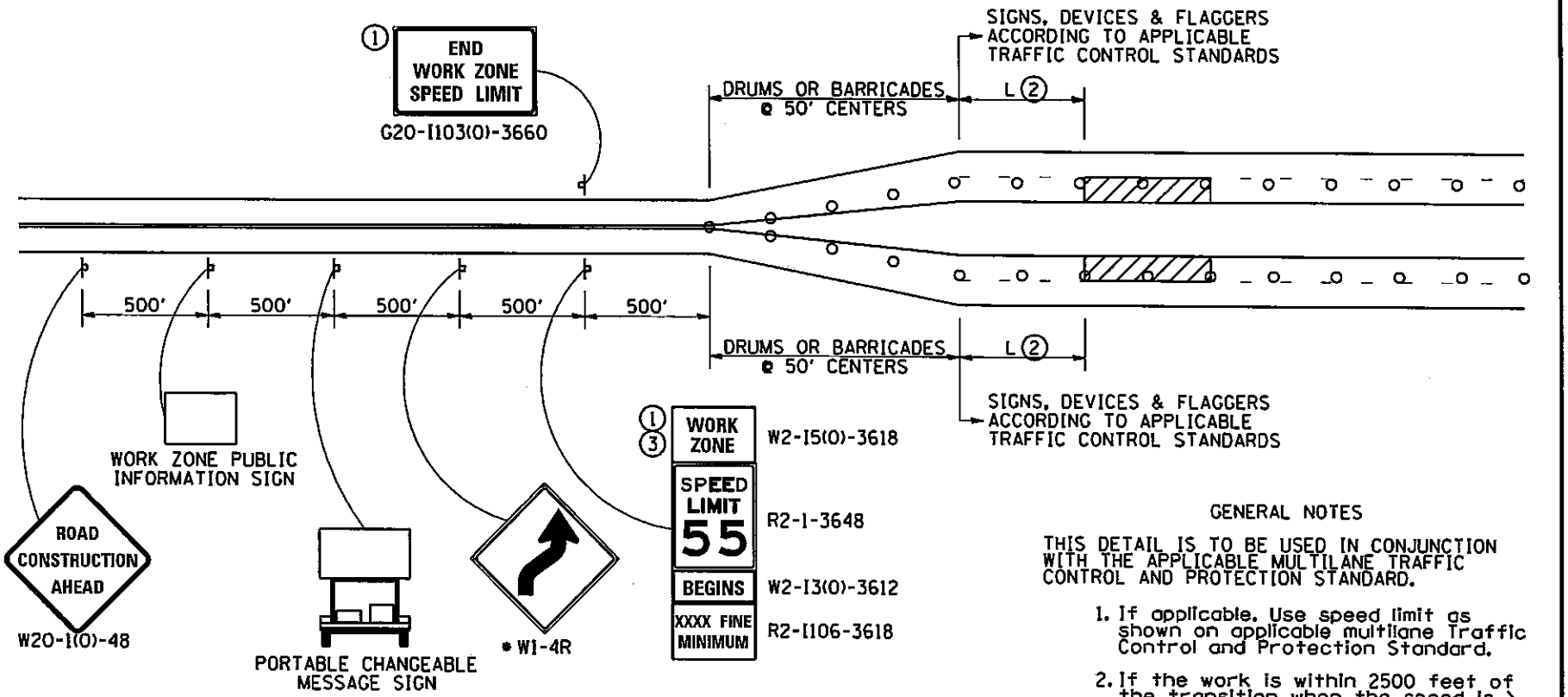
• WINNEBAGO/BOONE



FILE NAME = c:\pw_work\PWIDOT\DOSSDO\d0174381\D211408-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:36:30 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET – RAMPS A & B	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	111
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TRAFFIC CONTROL DETAILS



GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable, Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES

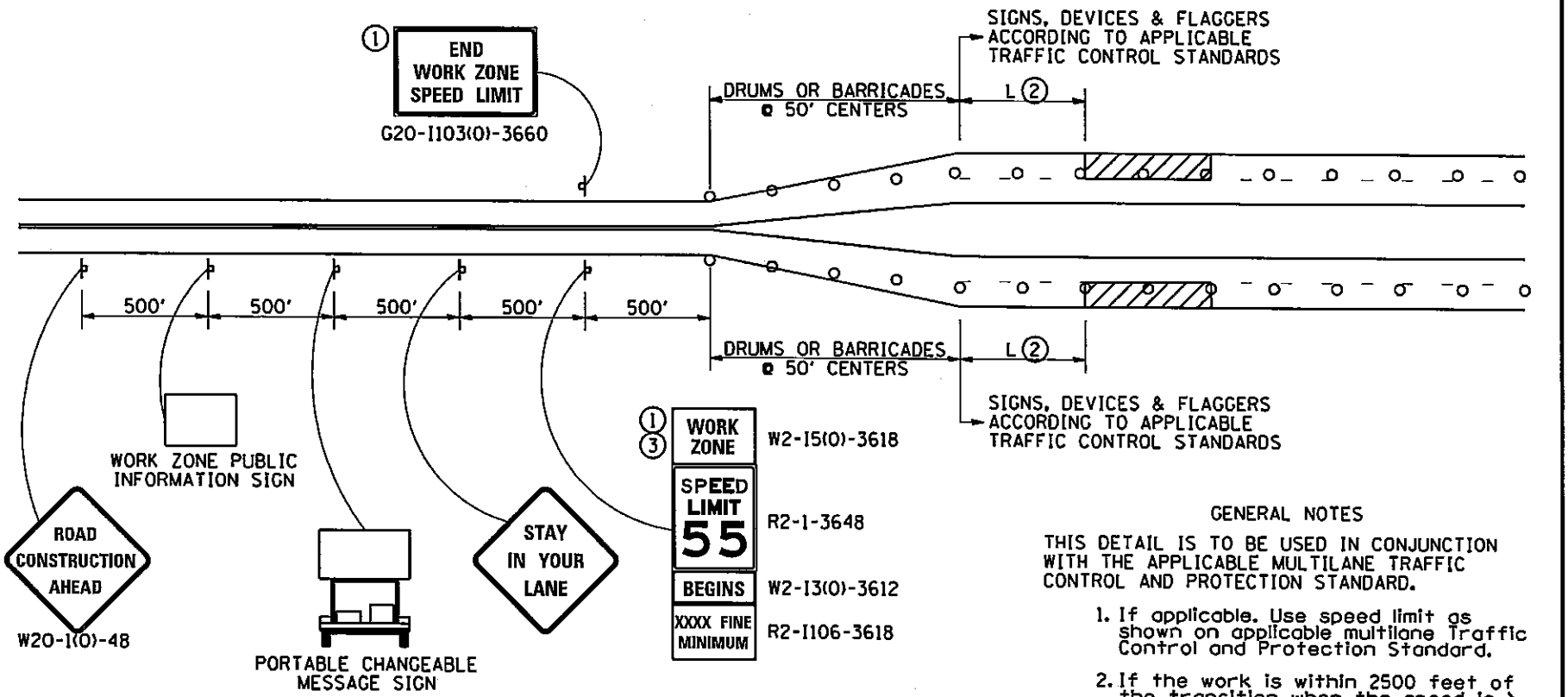
▨ WORK AREA

*DEPENDS ON GEOMETRICS OF THE TRANSITION. MAY SWITCH THE "STAY IN YOUR LANE" AND "WEAVE SIGNS"

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-details.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:49:39 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	112
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TRAFFIC CONTROL DETAILS



GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable. Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

○ DRUMS OR BARRICADES

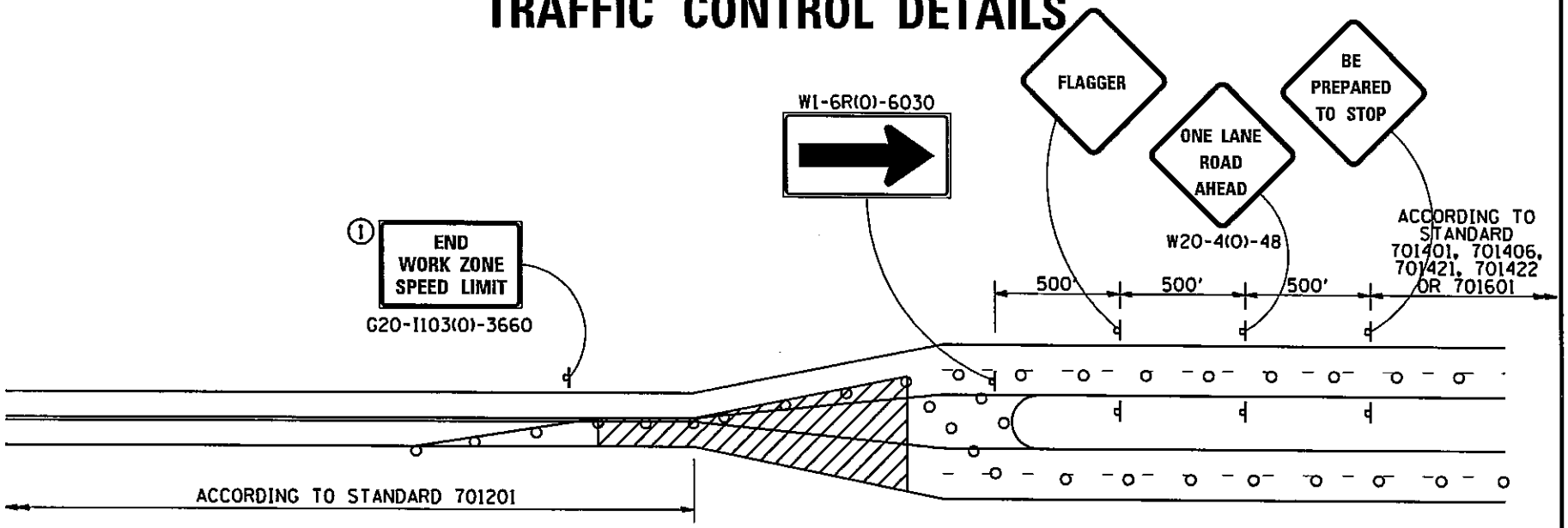
▨ WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-details.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:49:40 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	113
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TRAFFIC CONTROL DETAILS



GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable. Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

○ DRUMS OR BARRICADES

▨ WORK AREA

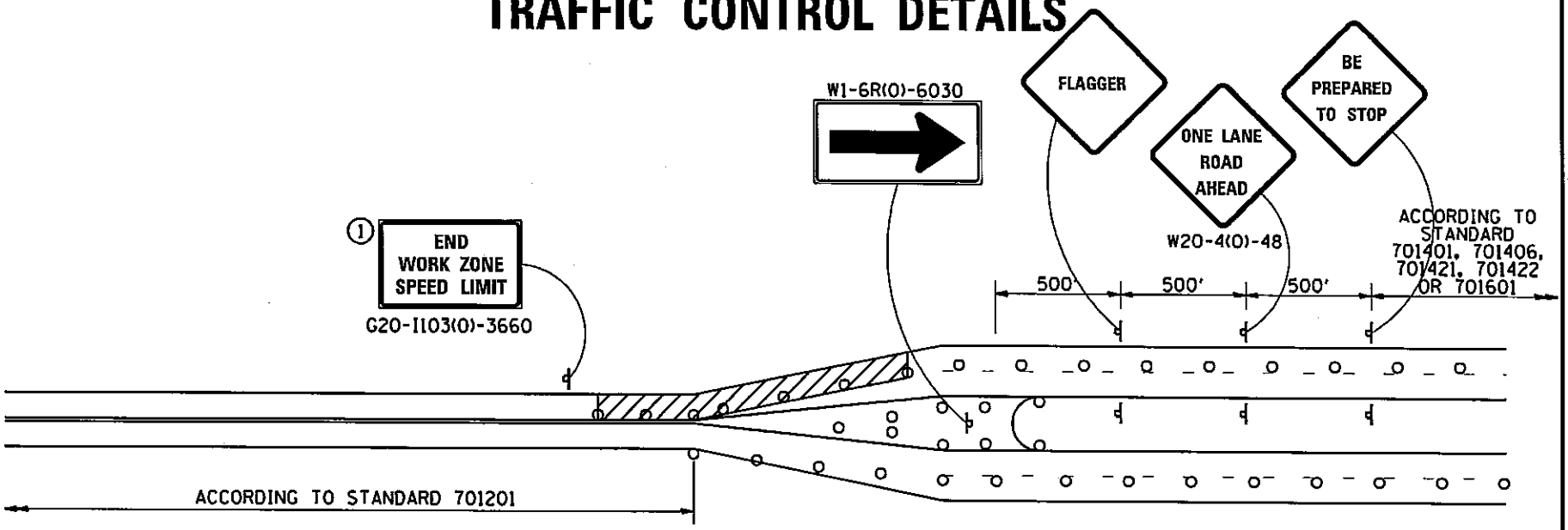
NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-details.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:49:41 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	114
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TRAFFIC CONTROL DETAILS



GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable. Use speed limit as shown on applicable multilane Traffic Control and Protection Standard.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 BEGINS shall be replaced with WORK ZONE SPEED LIMIT 45 BEGINS where the workers are within 500 feet of the transition.

○ DRUMS OR BARRICADES

▨ WORK AREA

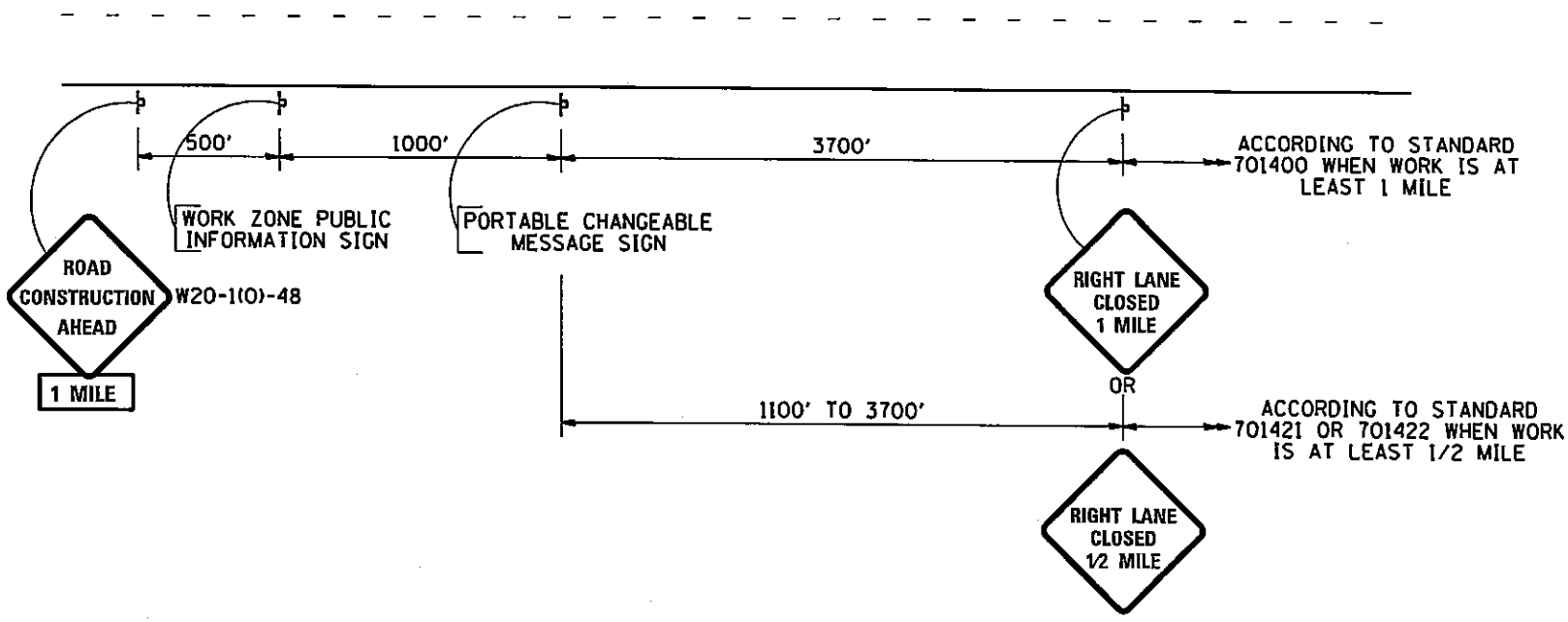
NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-details.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:49:42 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	115
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TRAFFIC CONTROL DETAILS

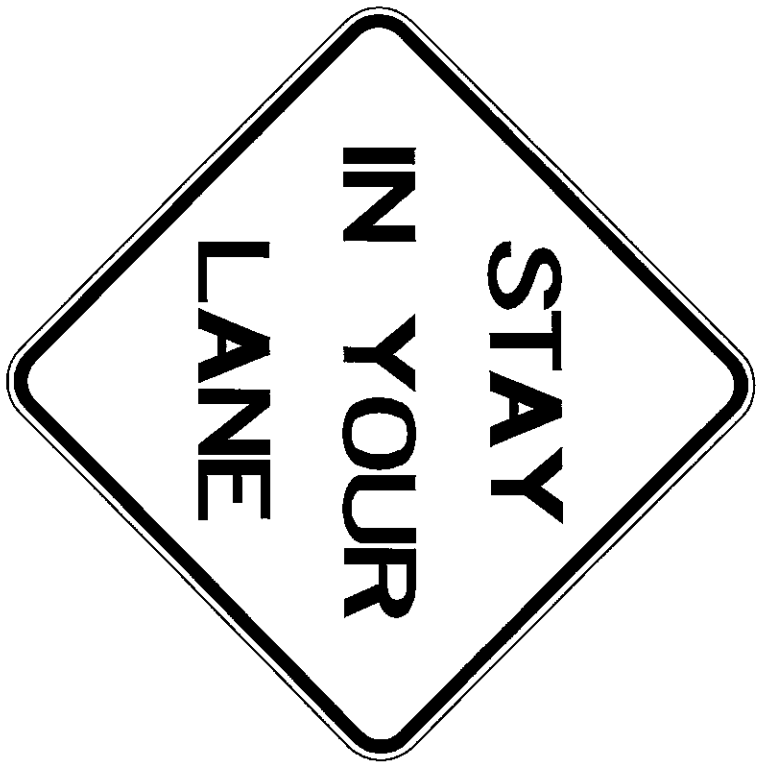


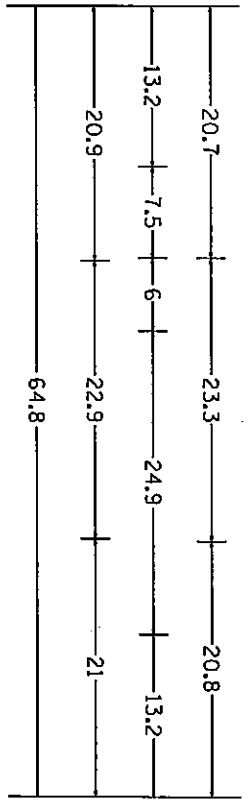
NOTE: TAPER FOR EITHER CASE SHALL BE AS SHOWN ON 701401 AND 701406.
SPEED LIMIT SIGNS SHALL BE AS OUTLINED IN THE SPECIAL PROVISIONS.

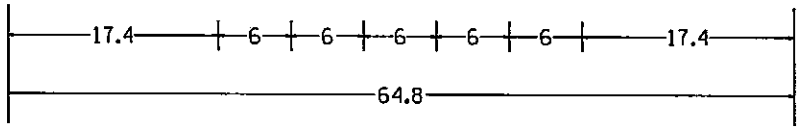
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-details.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:49:43 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	116
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TRAFFIC CONTROL DETAILS







48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent, Black on Orange
"STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;
Table of letter and object lefts.

S 20.7	T 26.8	A 31.6	Y 38.0

I 13.2	N 15.9	Y 26.7	O 33.9	U 40.5	R 46.8

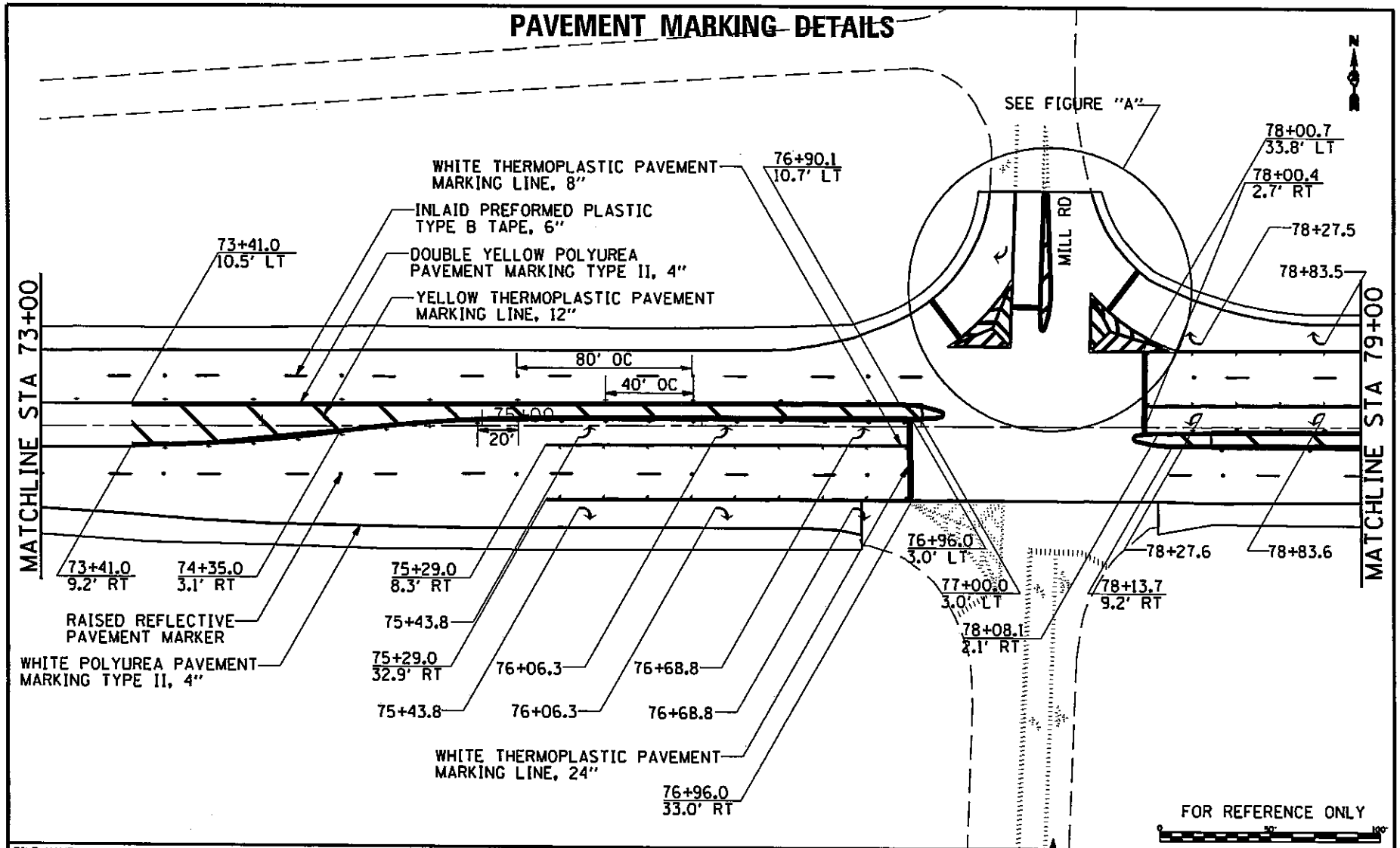
L 20.9	A 25.8	N 33.1	E 39.4

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-details.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:49:43 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS	F.A.P RTE.	SECTION	COUNTY
				525	(5,6,14,15,14-1)RS	•
						CONTRACT NO. 64F51
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

TOTAL SHEETS	SHEET NO.
164	117

• WINNEBAGO/BOONE

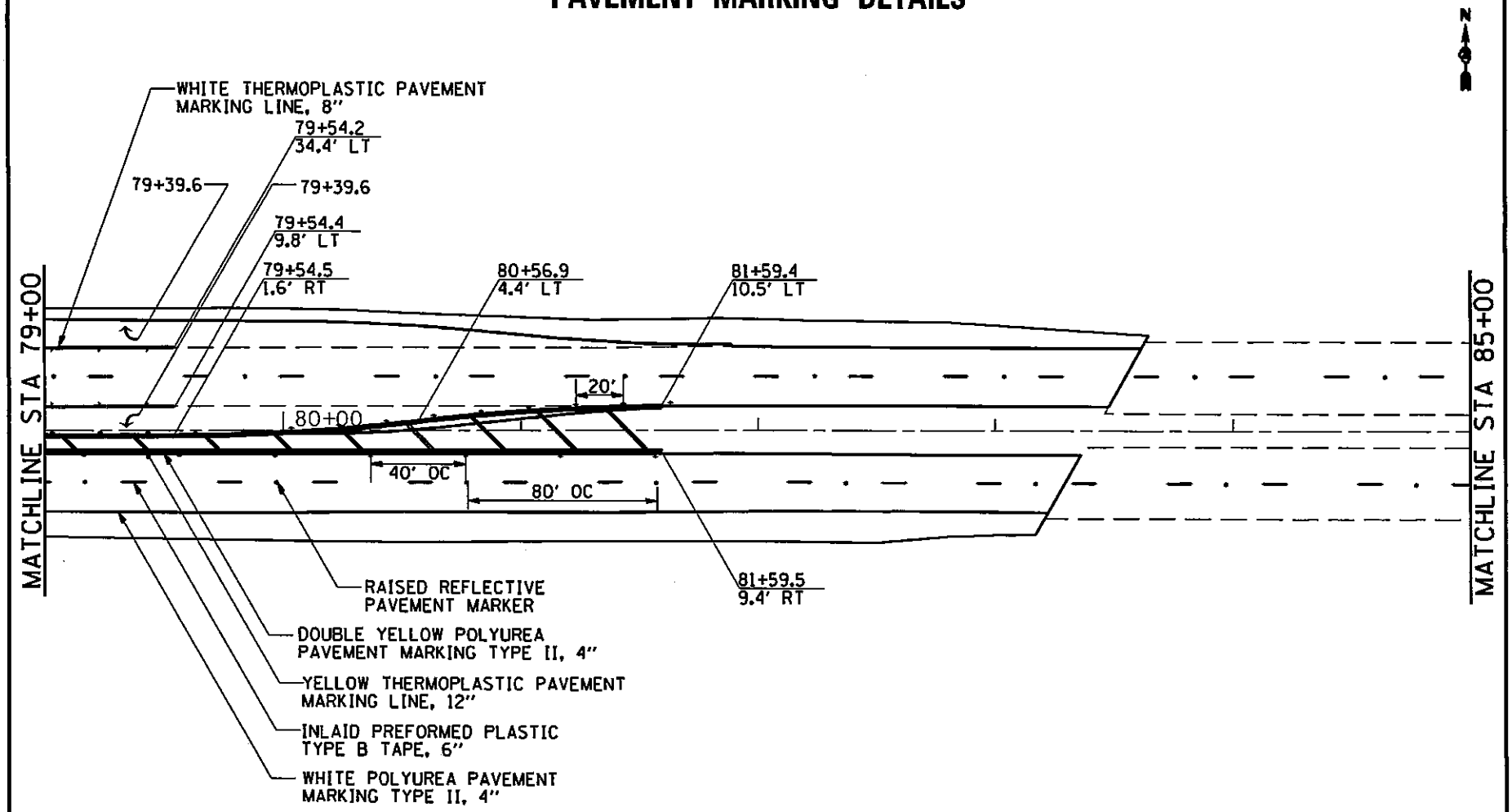
PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:02:58 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	118
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn

USER NAME = dossdd

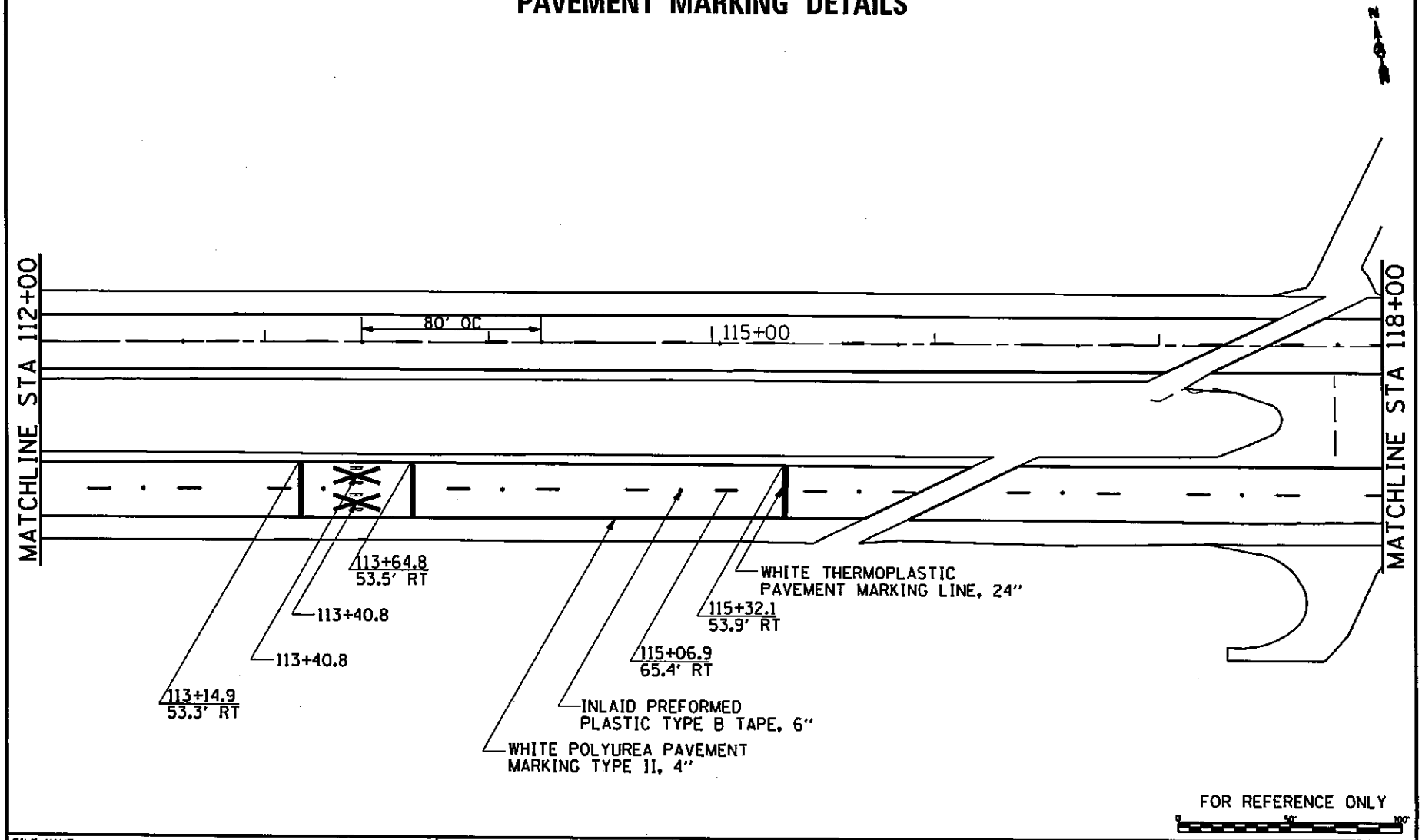
PLOT DATE = Fri Jan 22 14:02:58 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
PAVEMENT MARKING DETAILS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	119
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PAVEMENT MARKING DETAILS



FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211489-sht-pmk.dgn

USER NAME = dossdd

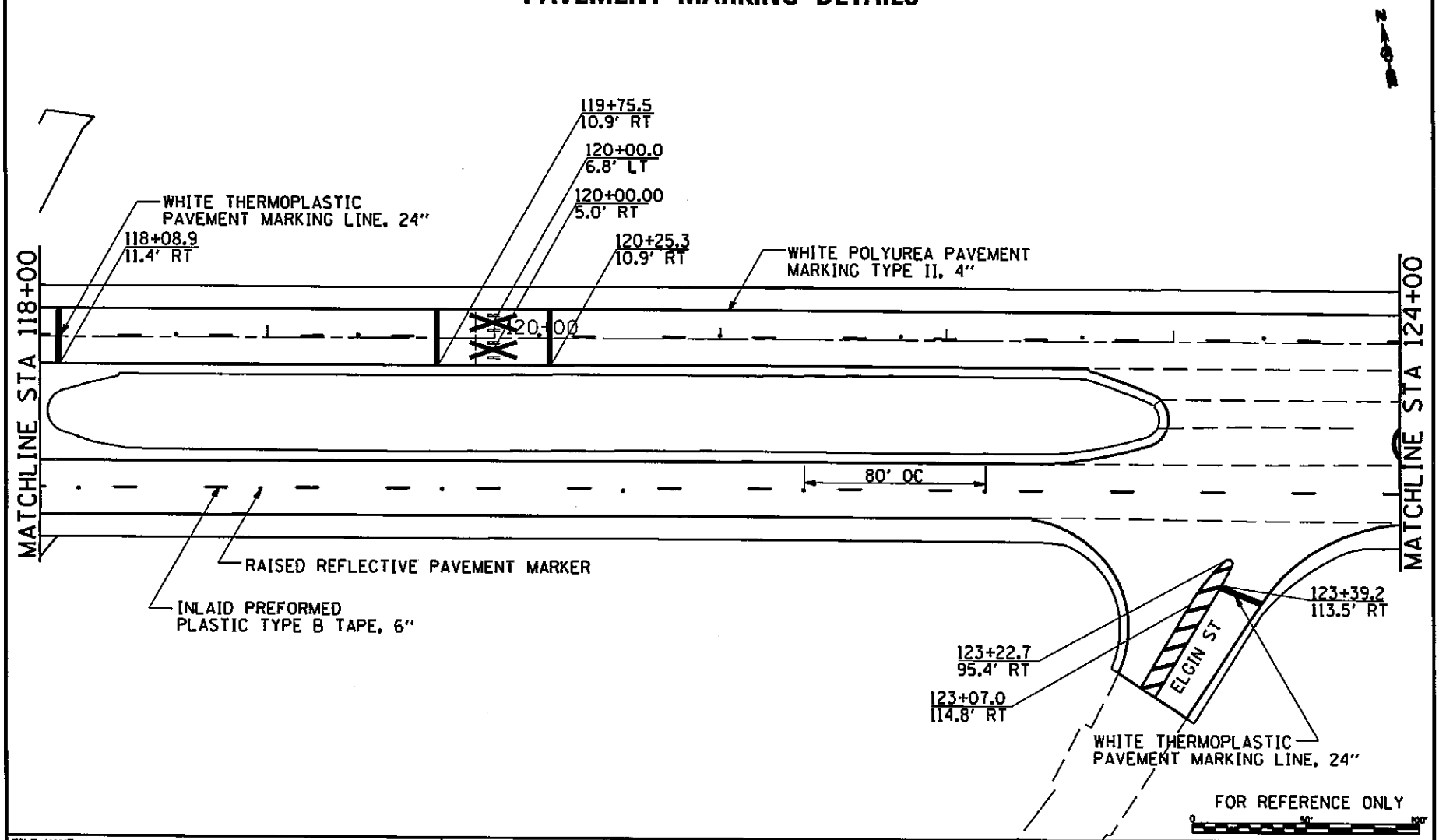
PLOT DATE = Fri Jan 22 14:02:59 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
PAVEMENT MARKING DETAILS

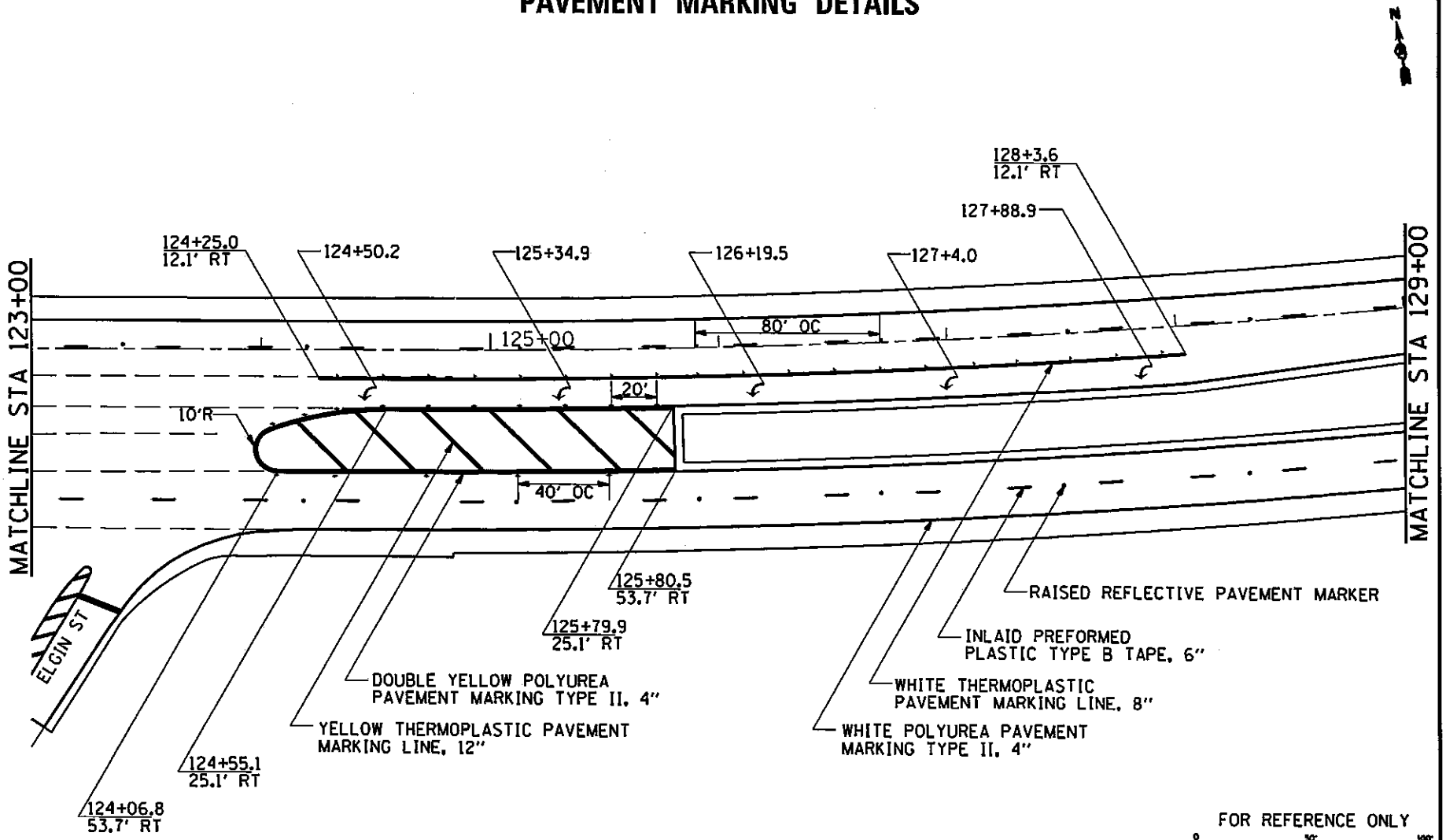
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	*	164	120
	* WINNEBAGO/BOONE		CONTRACT NO. 64F51	
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PAVEMENT MARKING DETAILS



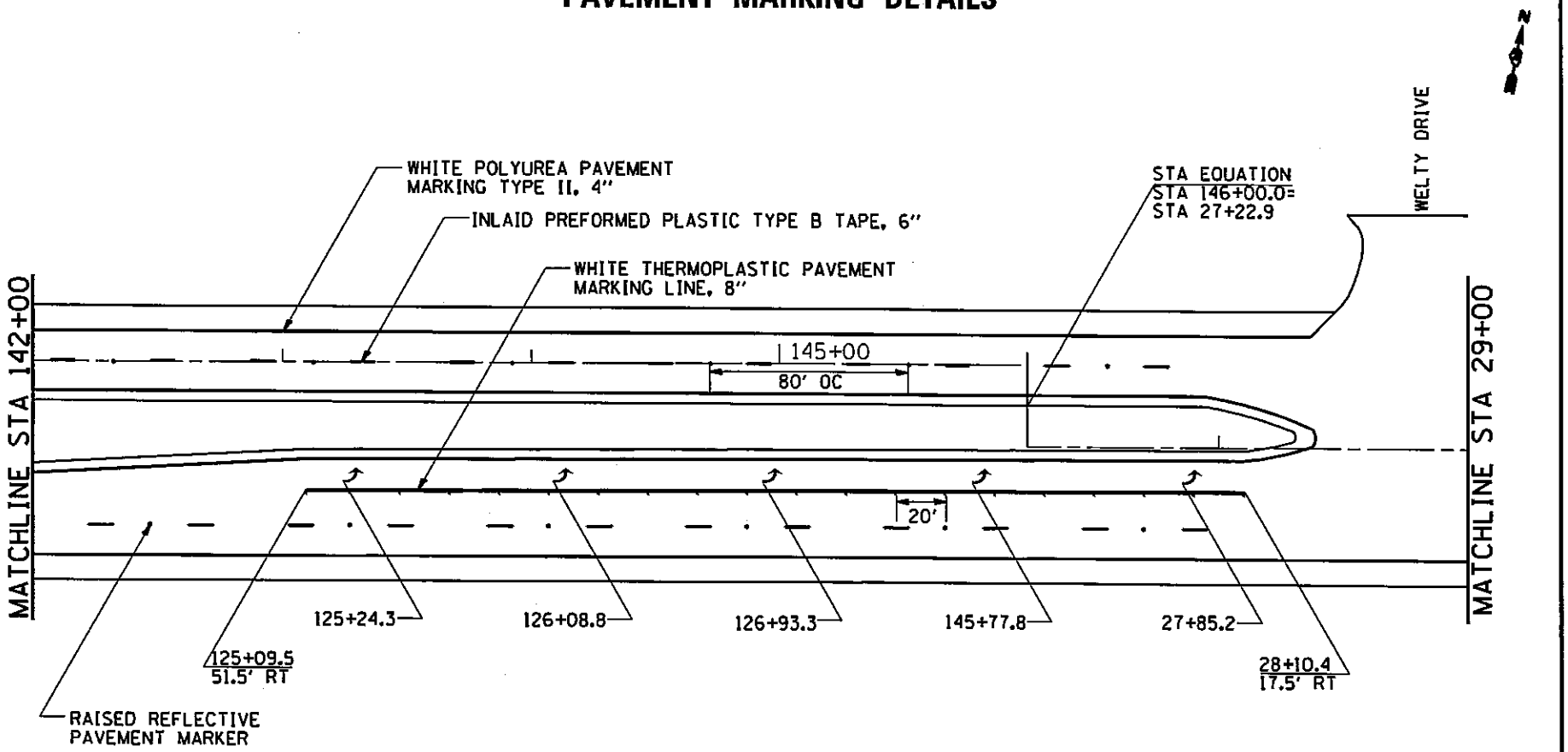
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:02:59 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	121
				• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:02:59 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	• / 164 / 122
			• WINNEBAGO/BOONE		CONTRACT NO. 64F51
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

PAVEMENT MARKING DETAILS

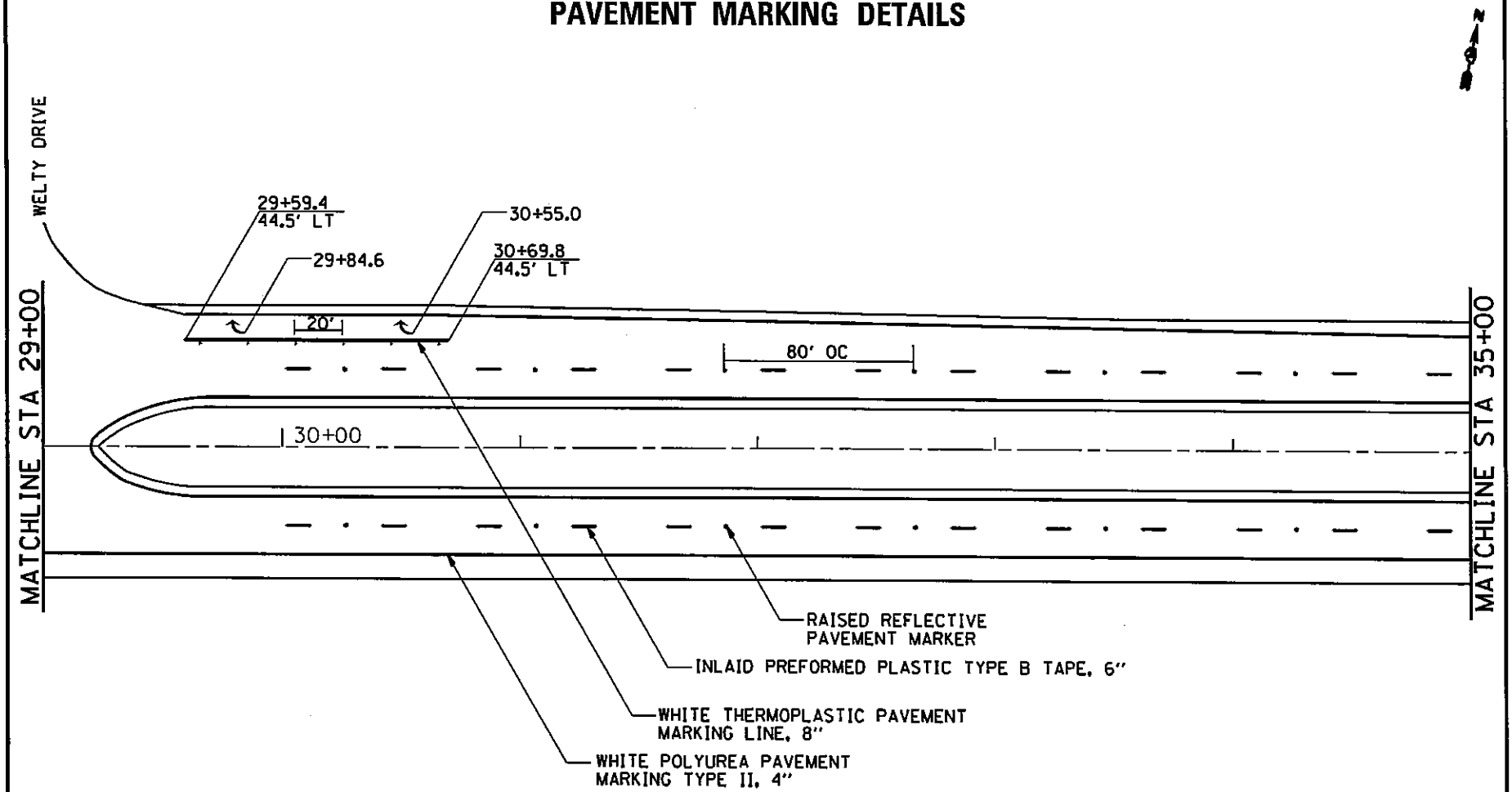


FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:00 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE. 525 | SECTION (5,6,14,15,14-1)RS | COUNTY • | TOTAL SHEETS 164 | SHEET NO. 123 • WINNEBAGO/BOONE | CONTRACT NO. 64F51 FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

PAVEMENT MARKING DETAILS



FOR REFERENCE ONLY

0 50' 100'

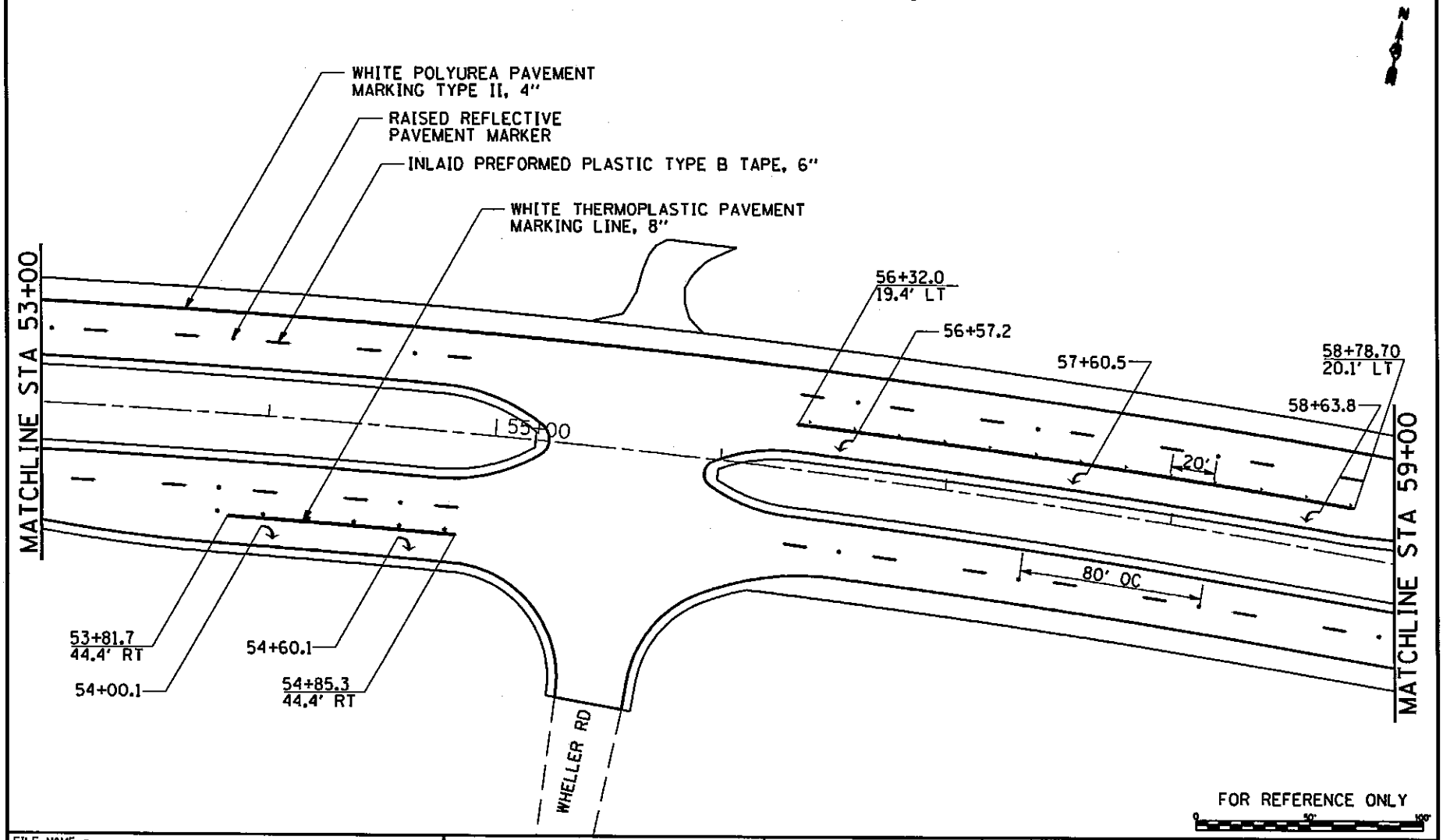
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn
USER NAME = dossdd
PLOT DATE = Fri Jan 22 14:03:00 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
PAVEMENT MARKING DETAILS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	15,6,14,15,14-1)RS	•	164	124
	• WINNEBAGO/BOONE	CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

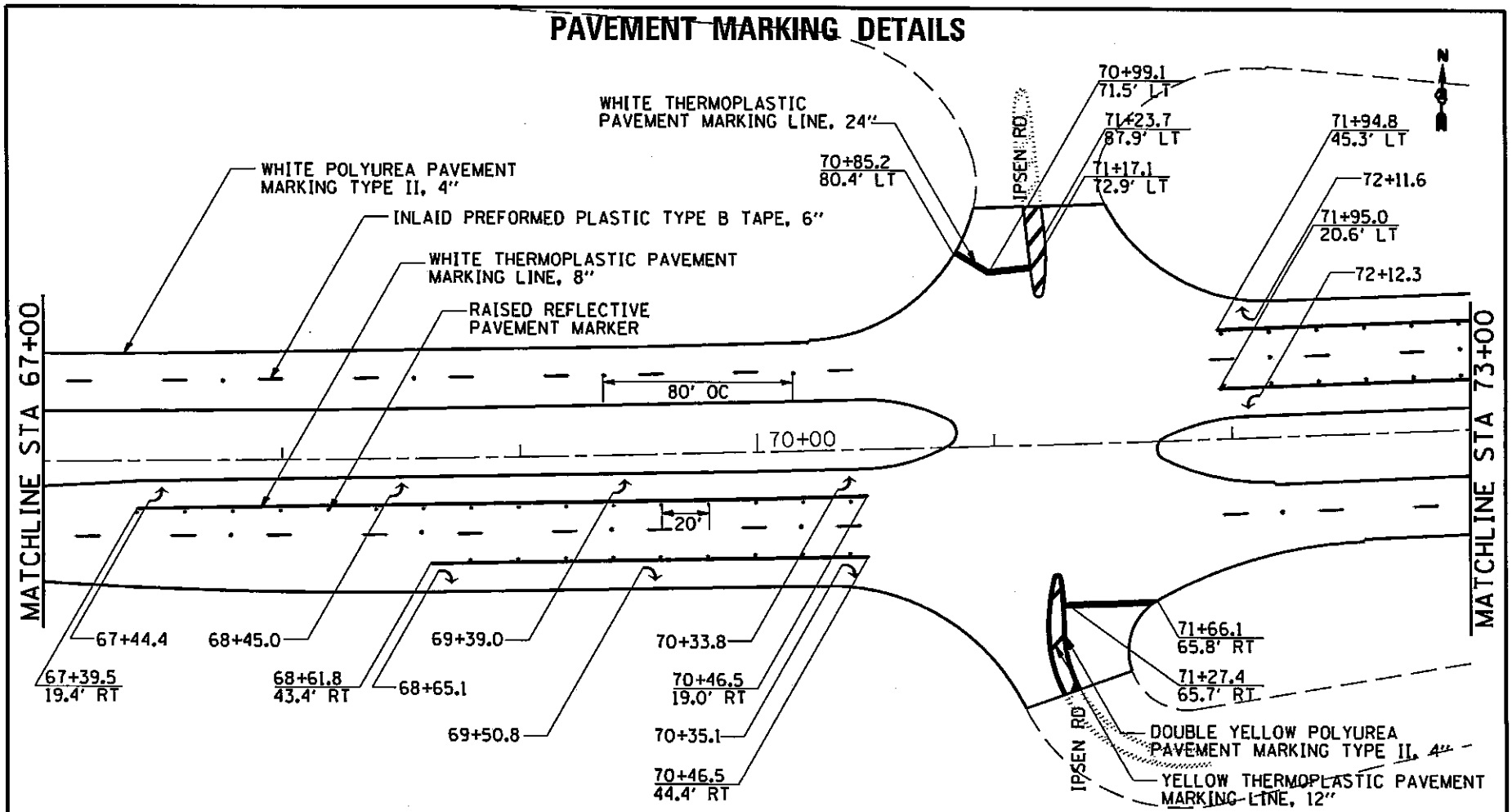
PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:00 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	125
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS

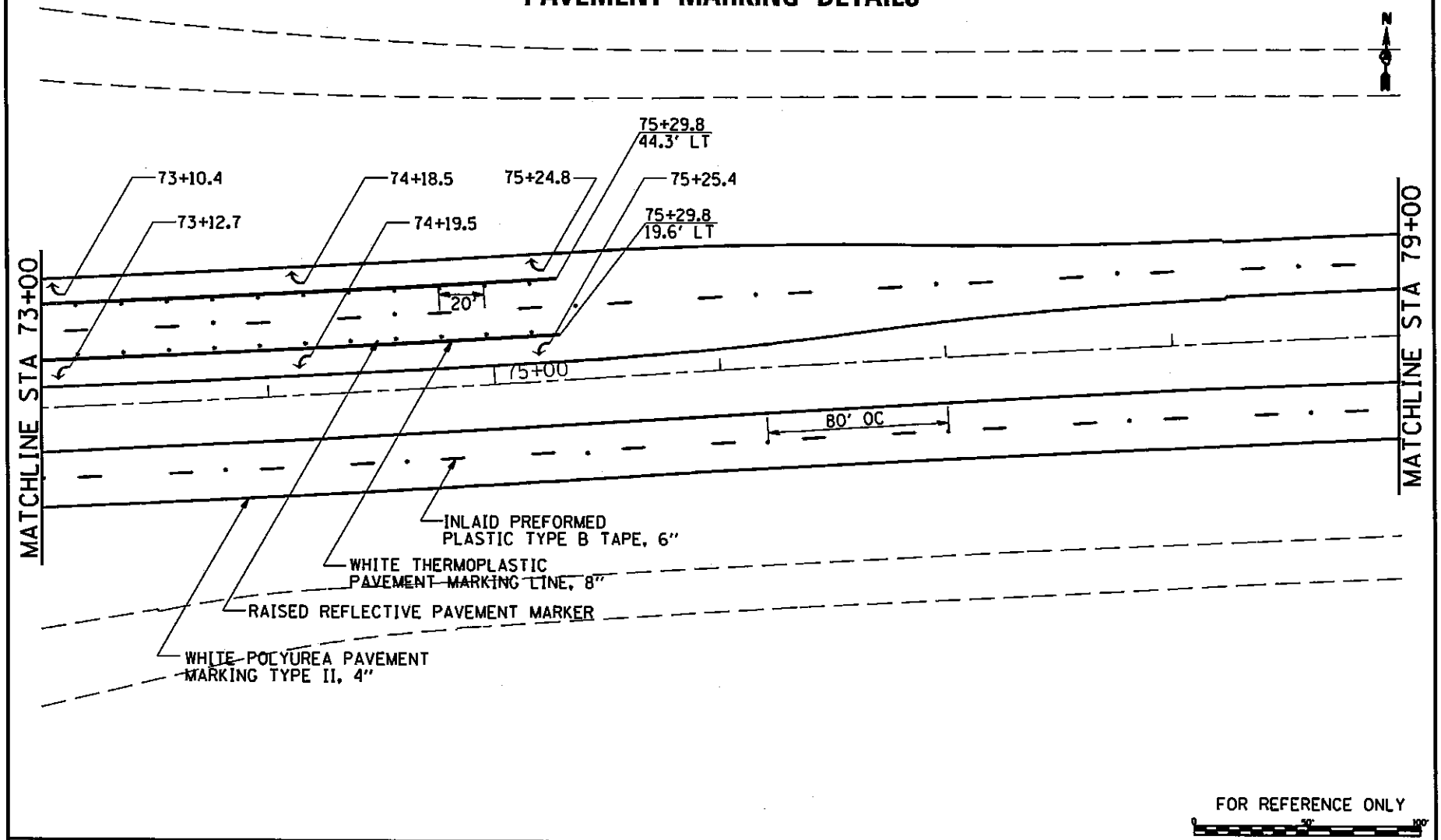


FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:01 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	• / 164 / 126
				• WINNEBAGO/BOONE	CONTRACT NO. 64F51
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

PAVEMENT MARKING DETAILS

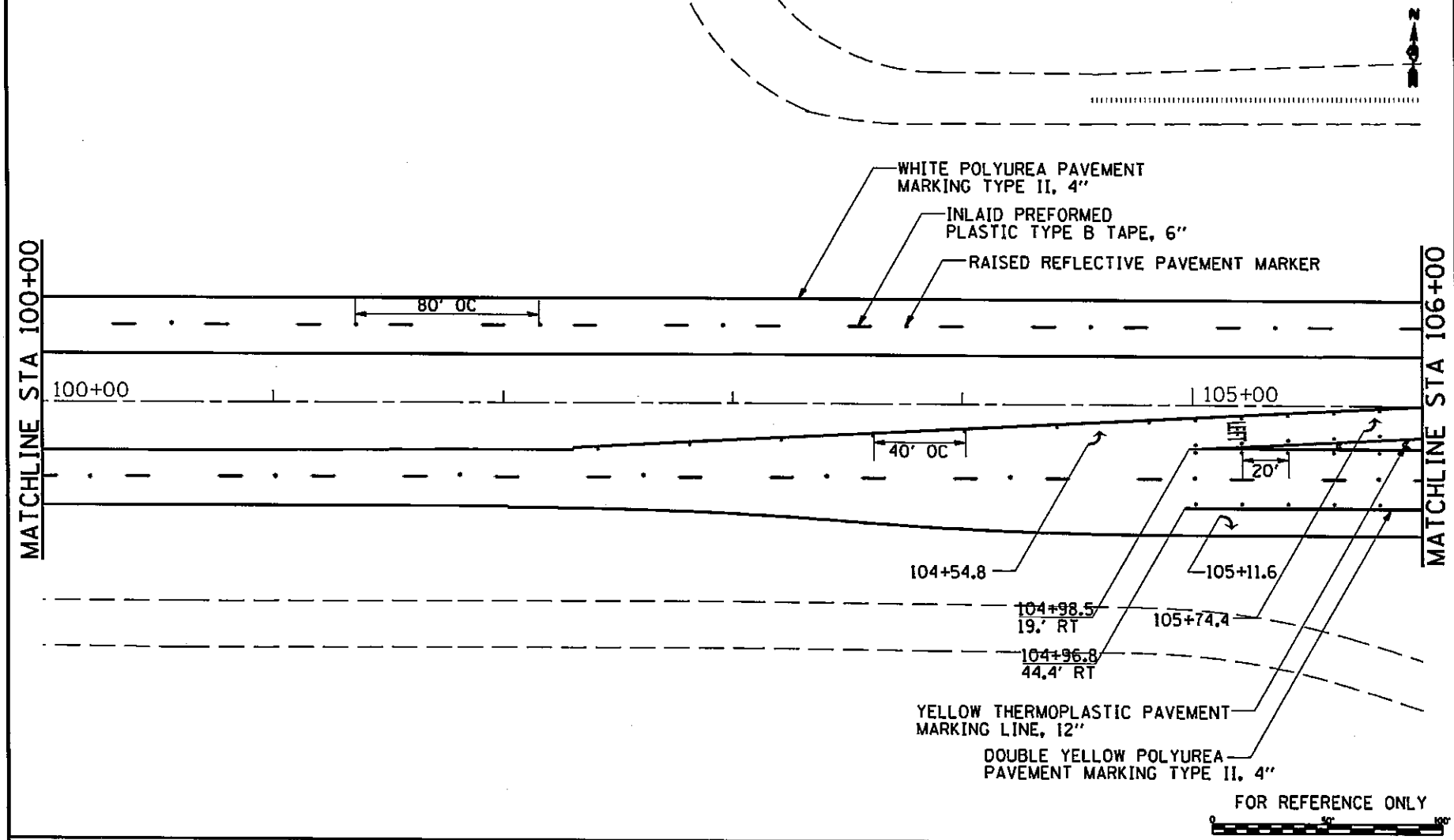


FOR REFERENCE ONLY

0 50' 100'

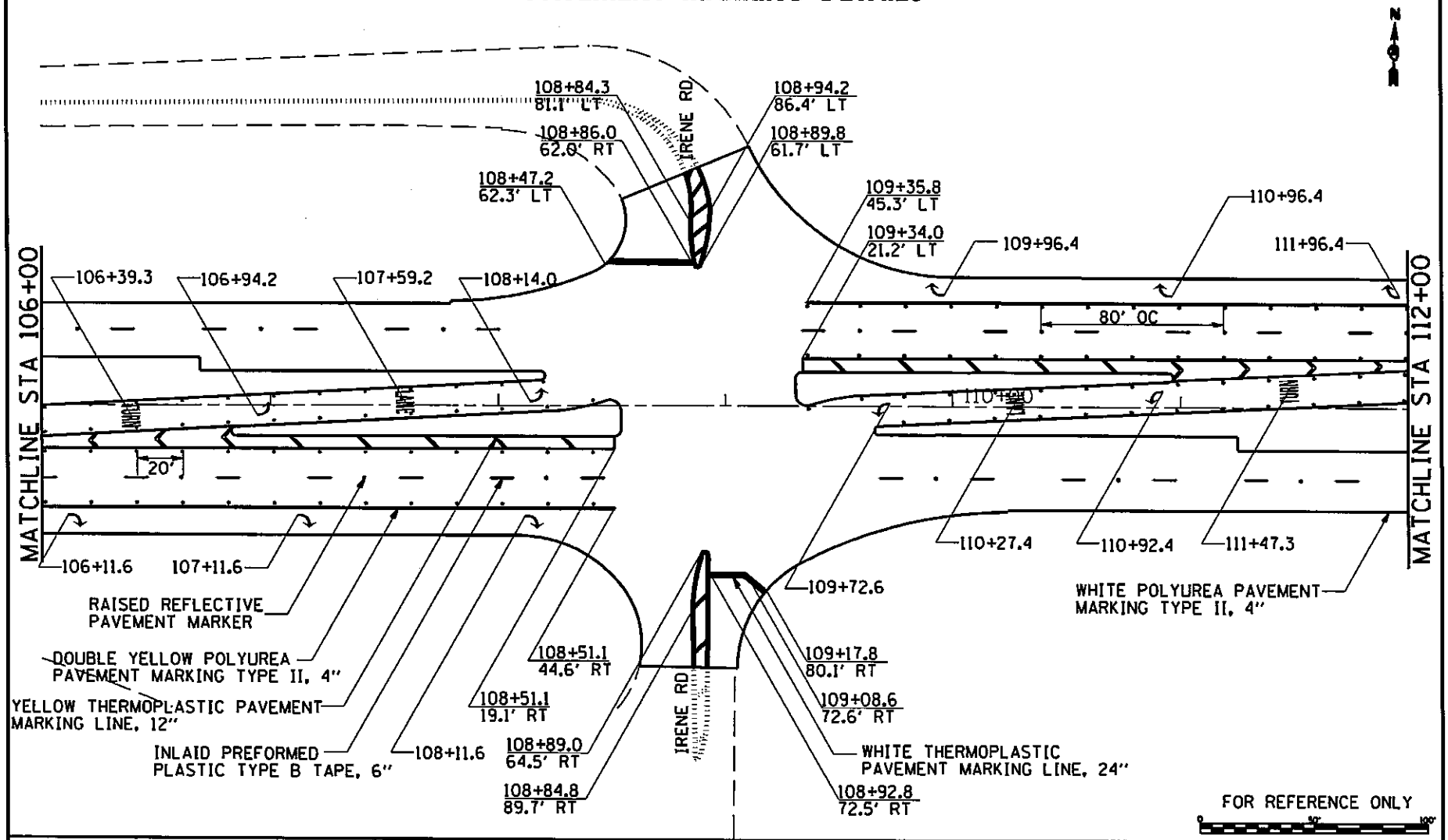
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:01 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164 / 127
			•	WINNEBAGO/BOONE	CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PAVEMENT MARKING DETAILS



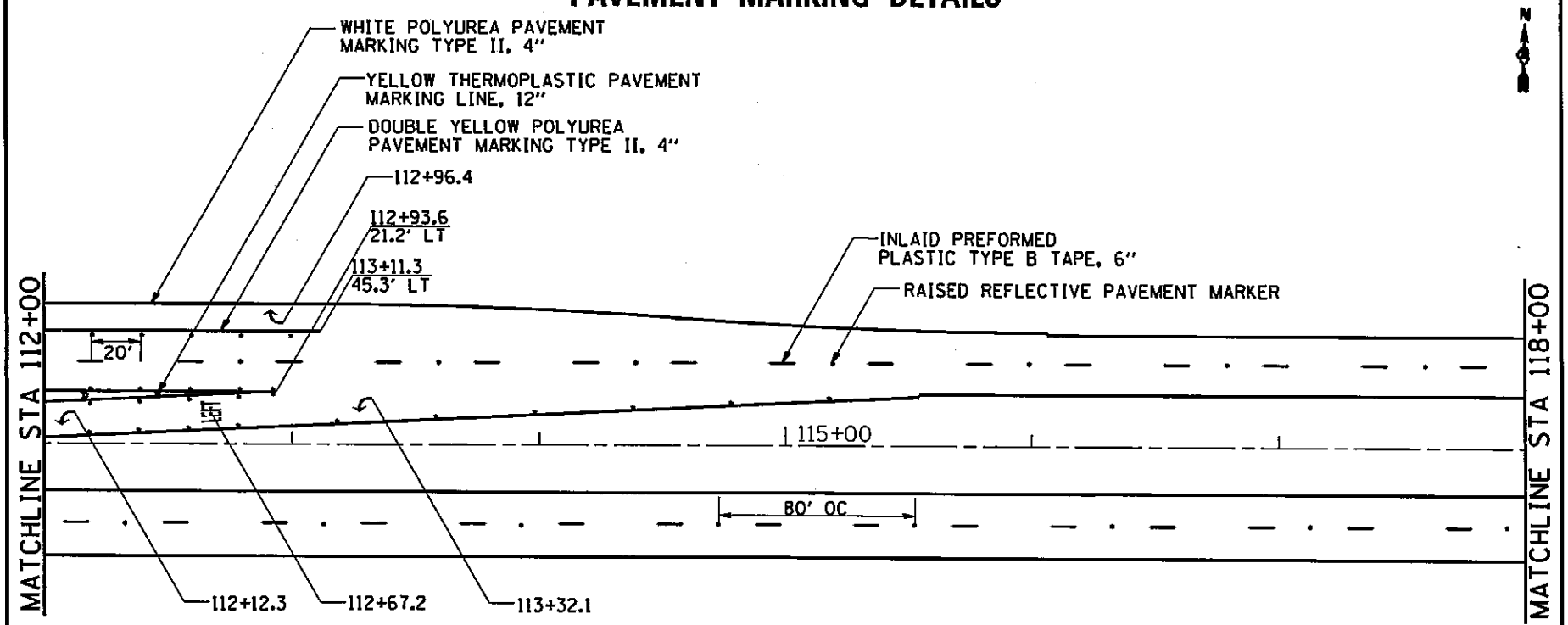
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:02 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164 / 128
				• WINNEBAGO/BOONE	CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:02 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	• / 164 / 129
			•	WINNEBAGO/BOONE	CONTRACT NO. 64F51
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

PAVEMENT MARKING DETAILS



FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn

USER NAME = dossdd

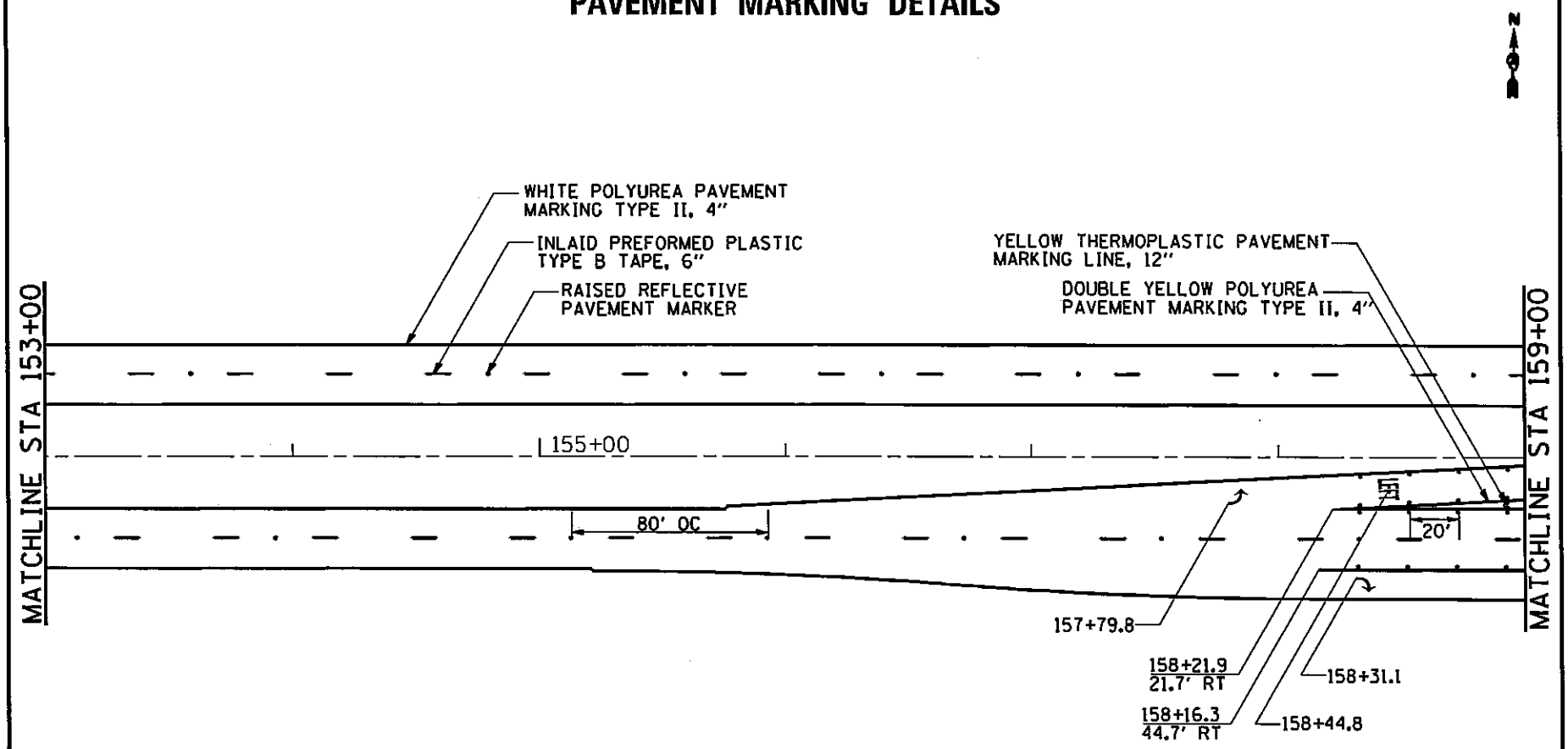
PLOT DATE = Fri Jan 22 14:03:03 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
PAVEMENT MARKING DETAILS

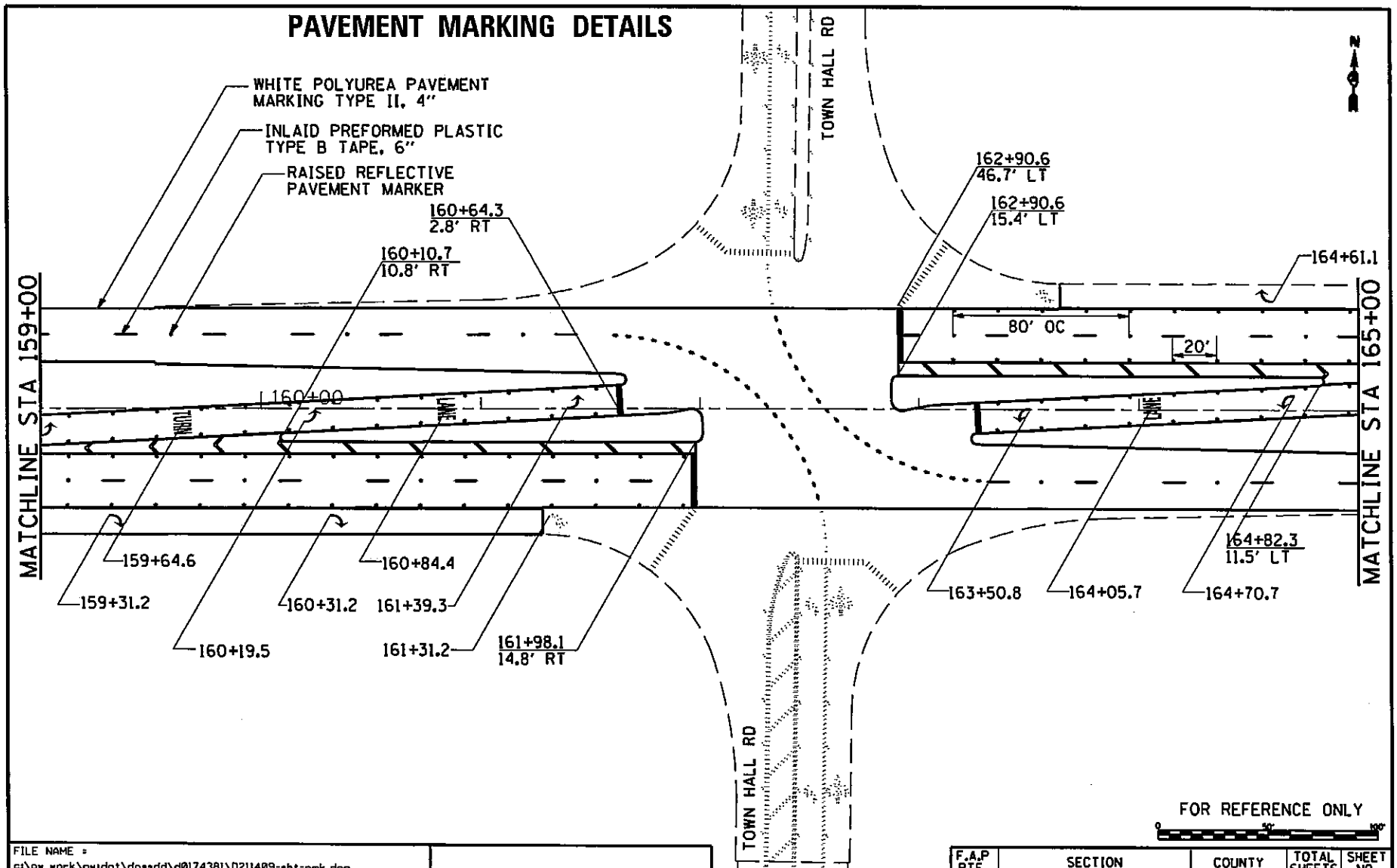
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	130
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:03 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	131
				• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

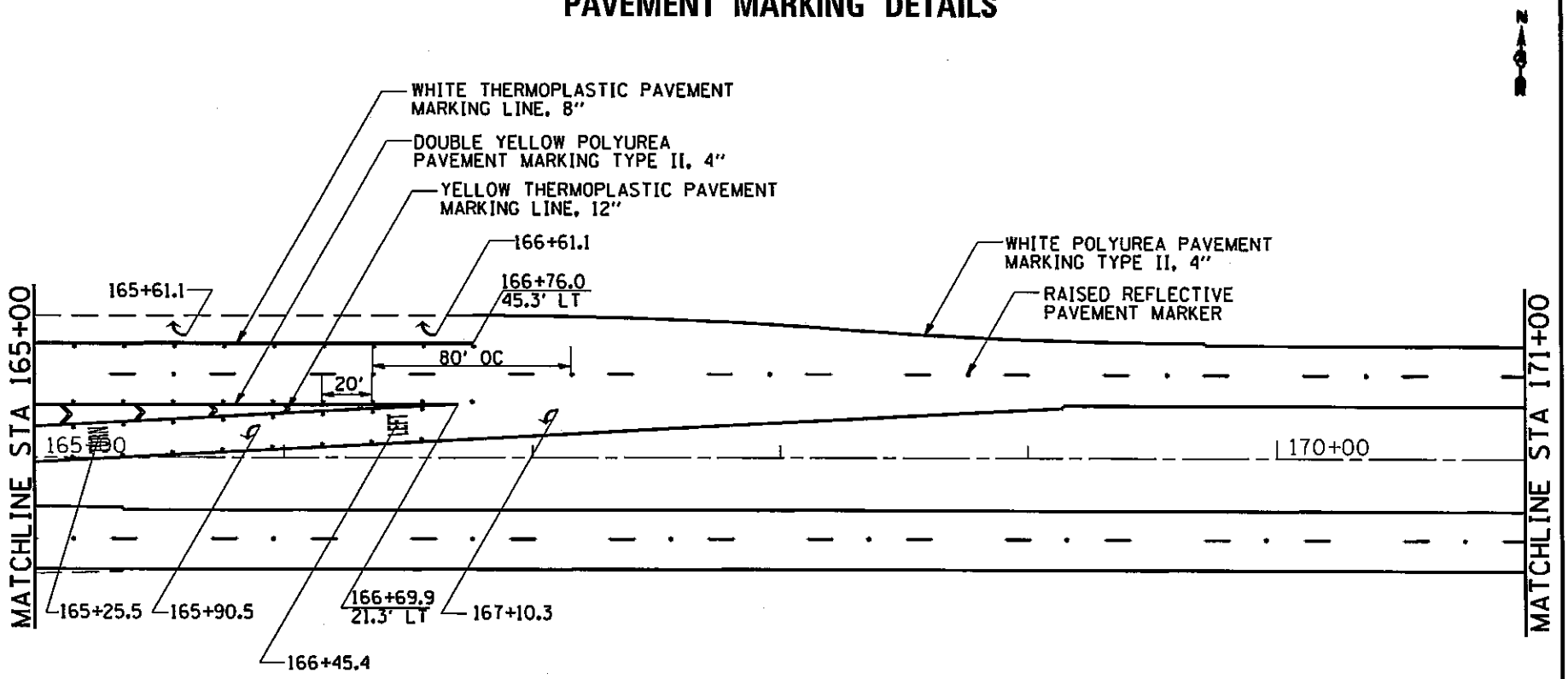
PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:03 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	132
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS

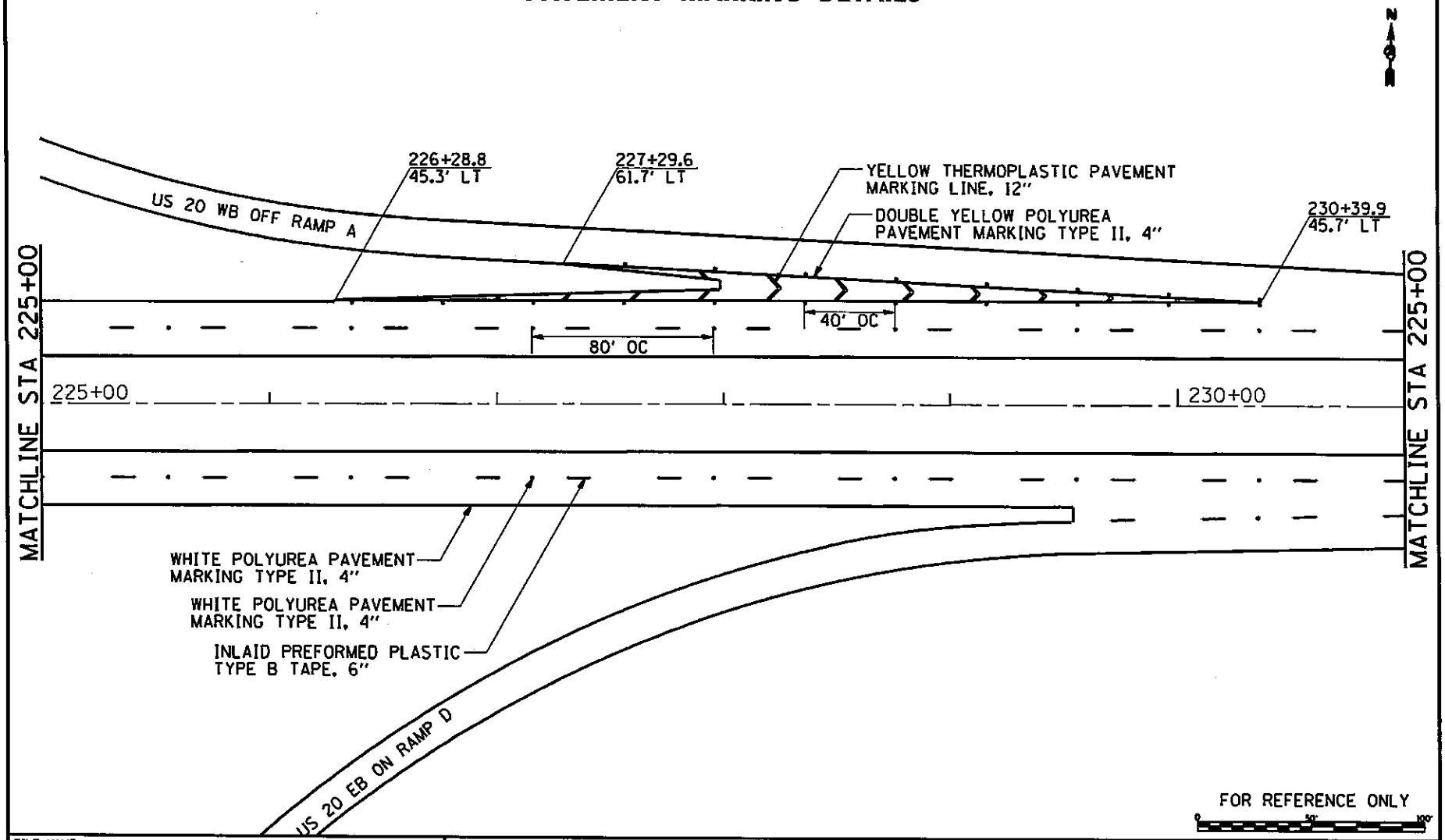


FOR REFERENCE ONLY

0 50' 100'

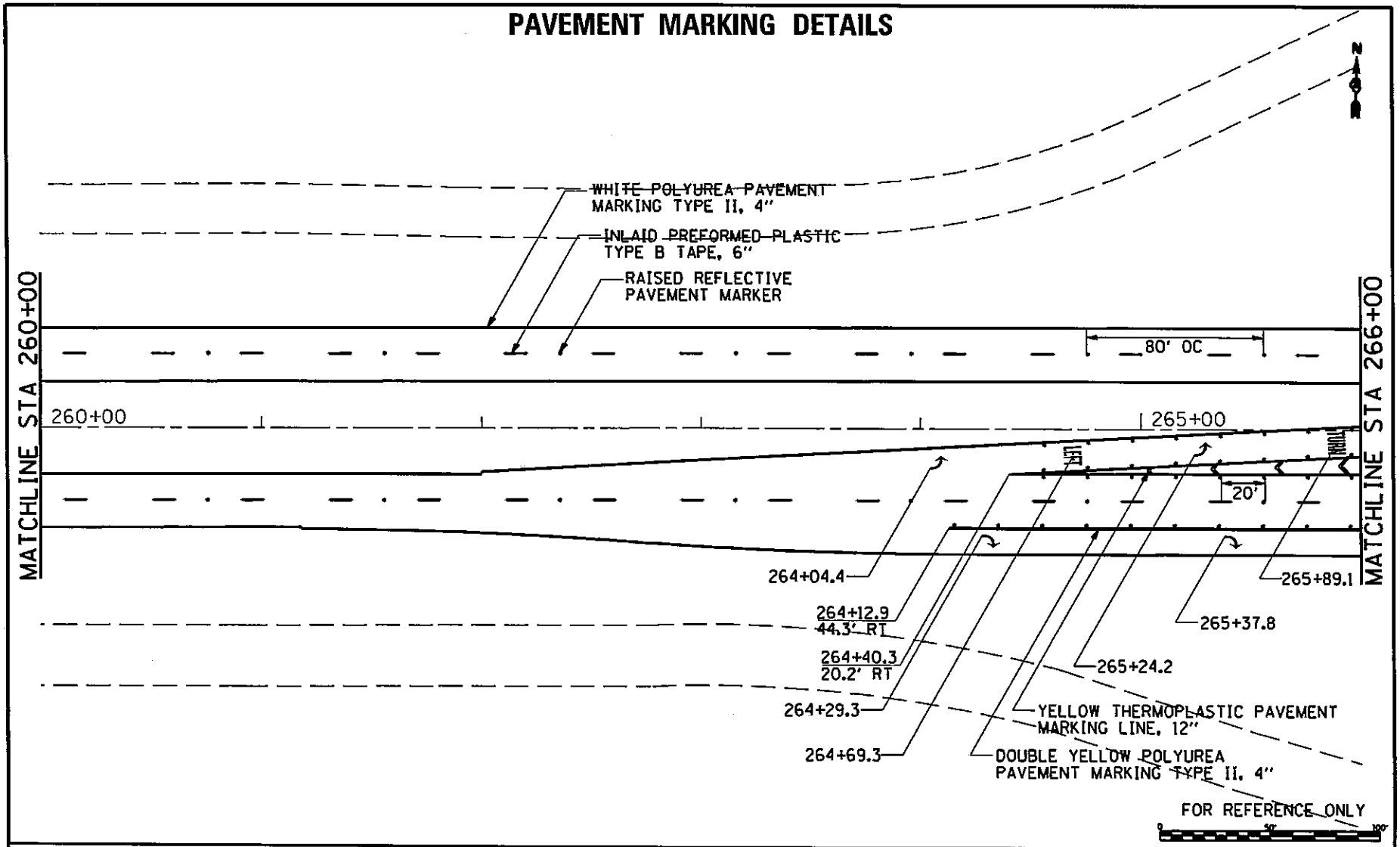
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:04 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	133
				• WINNEBAGO/BOONE	CONTRACT NO. 64F51		
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



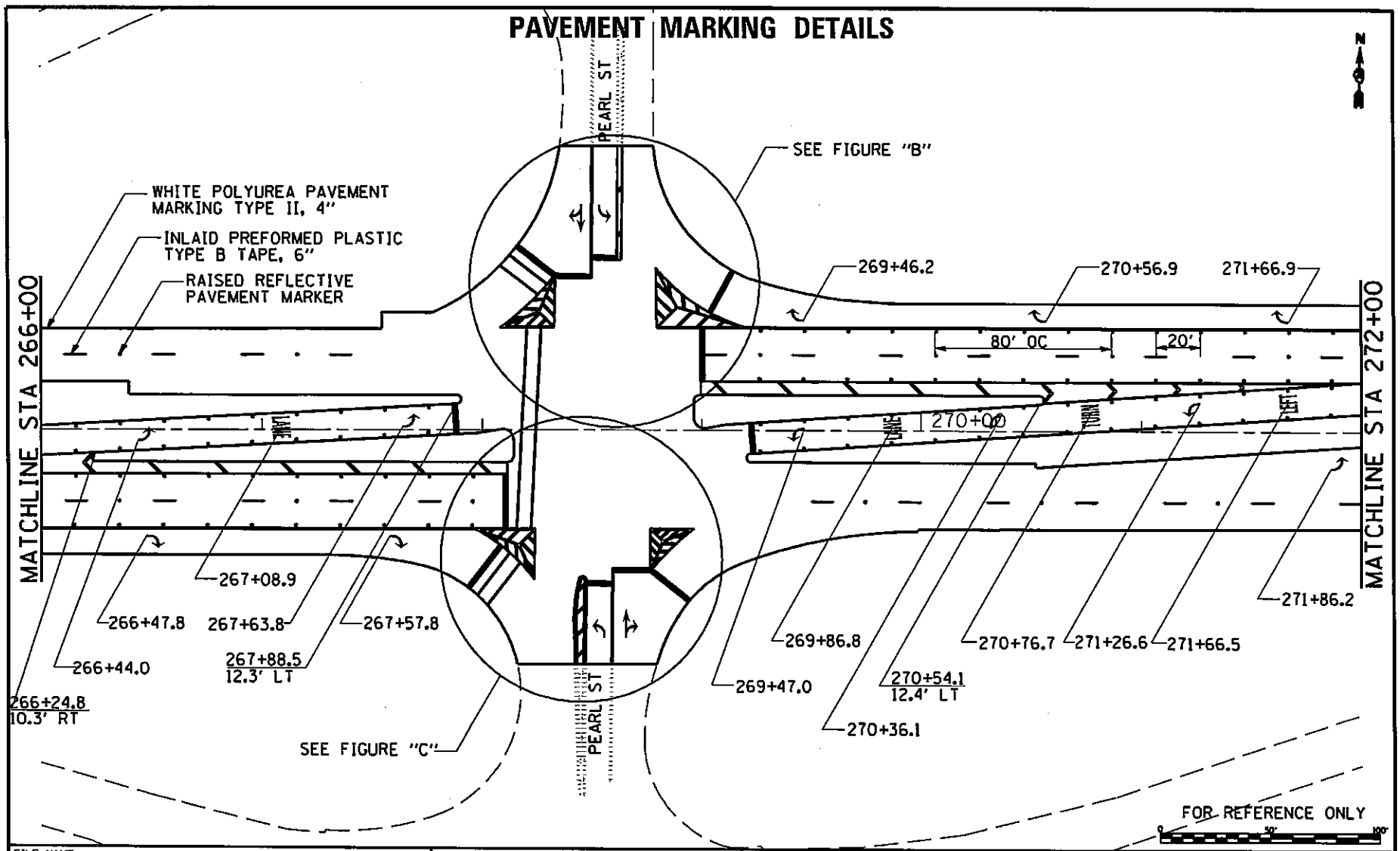
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:04 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	134
				• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:05 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	135
				• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

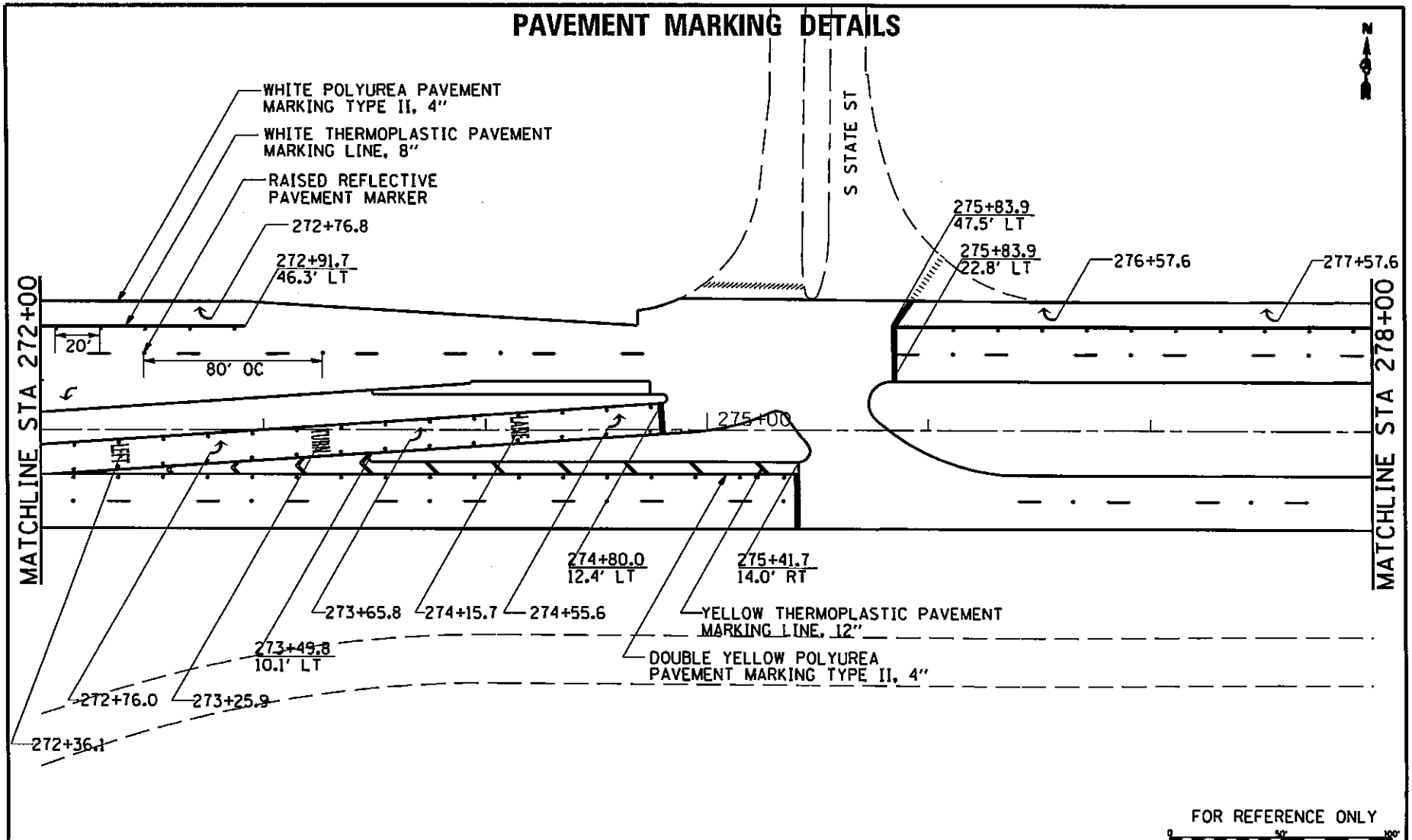
PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:05 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	

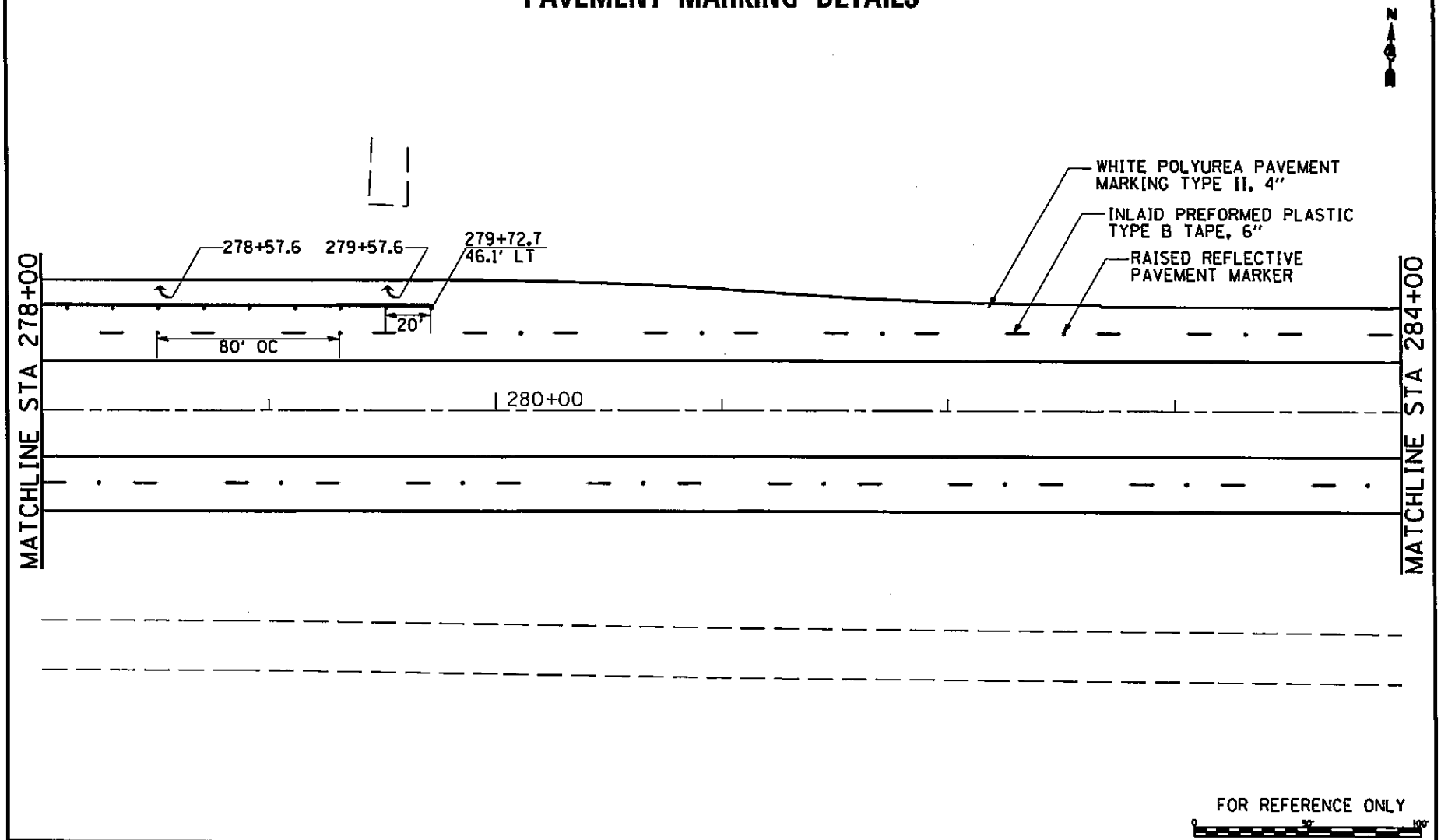
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	136
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:05 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	*	164	137
			* WINNEBAGO/BOONE		CONTRACT NO. 64F51		
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn

USER NAME = dossdd

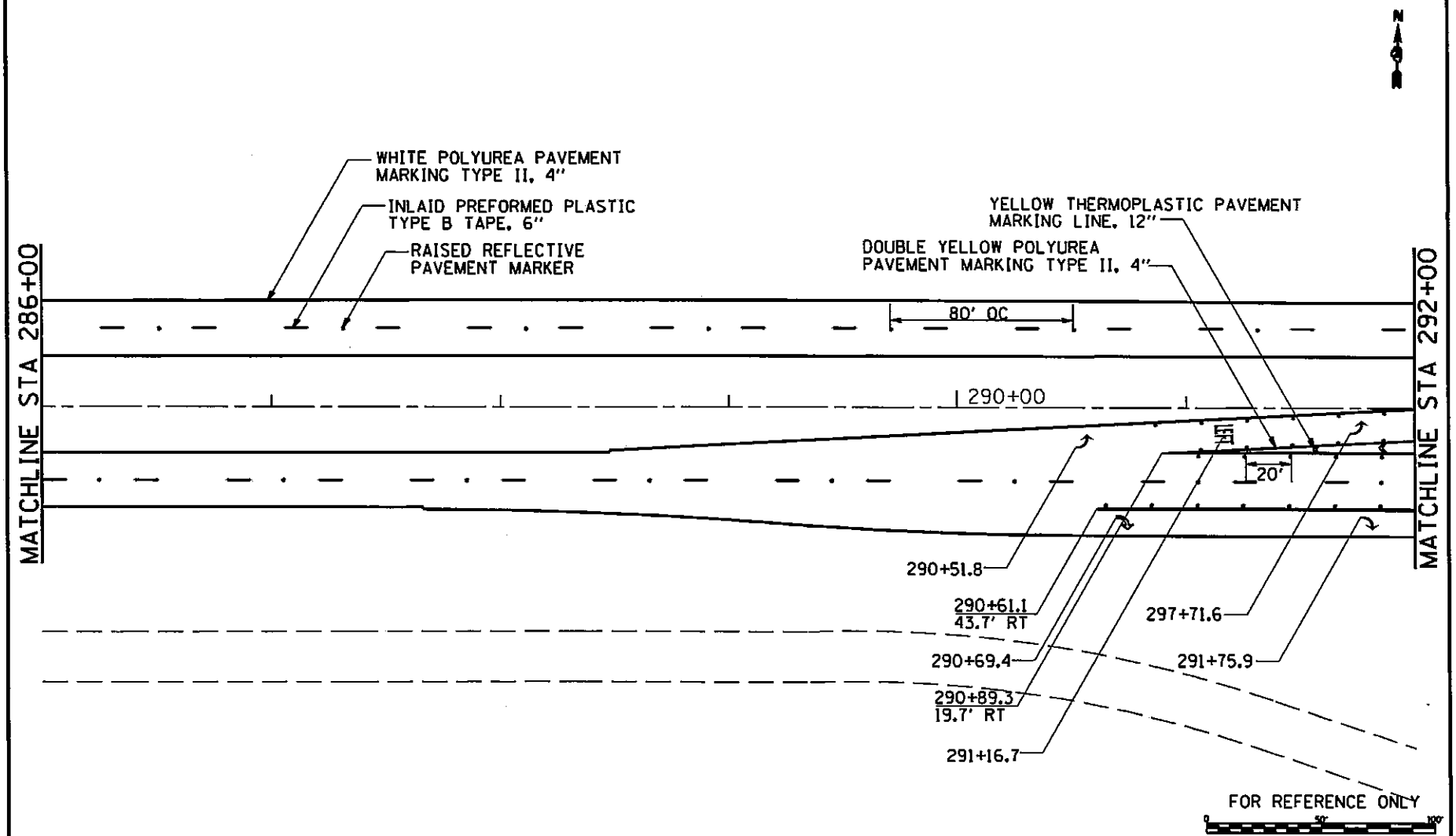
PLOT DATE = Fri Jan 22 14:03:06 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
PAVEMENT MARKING DETAILS

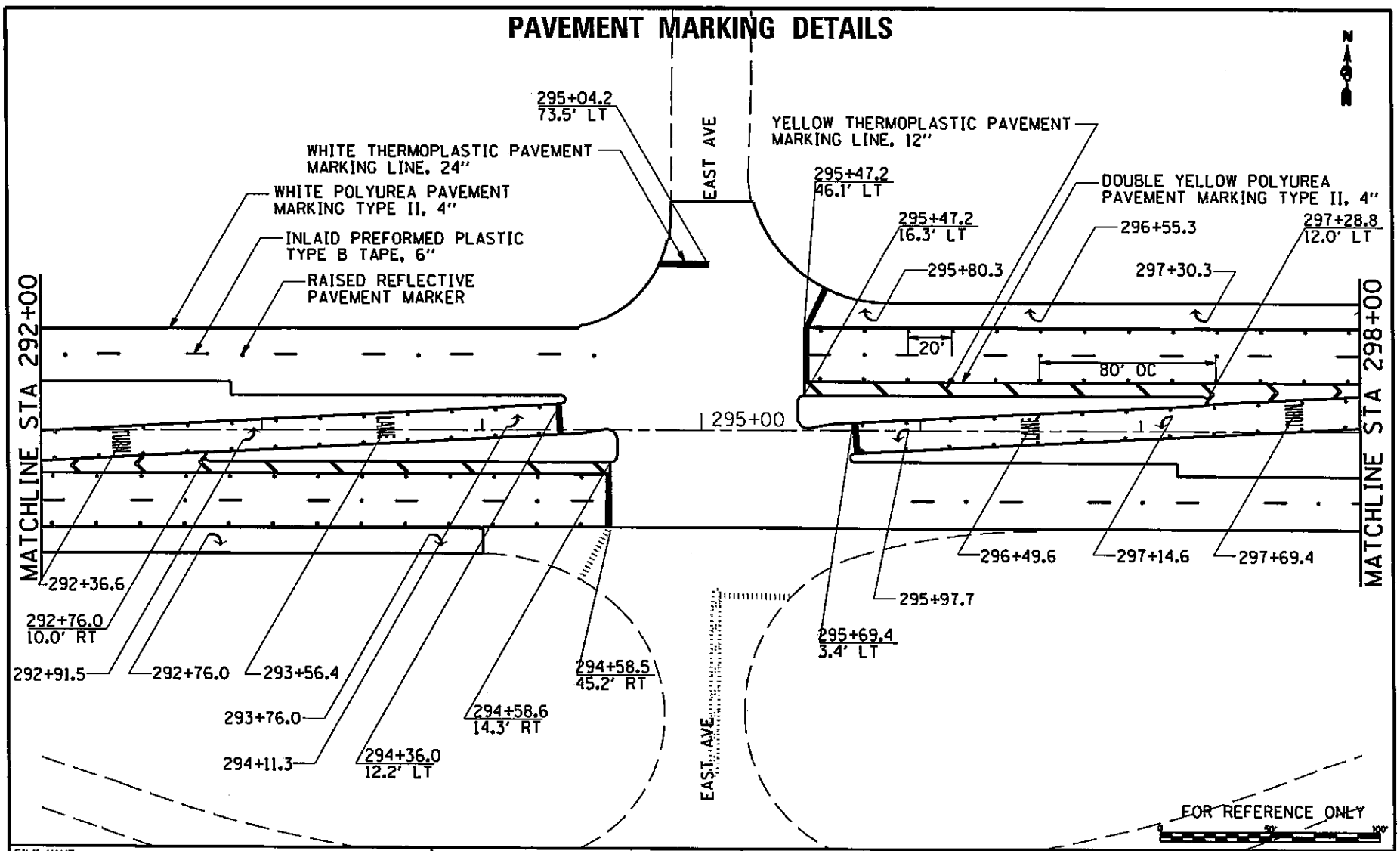
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	138
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



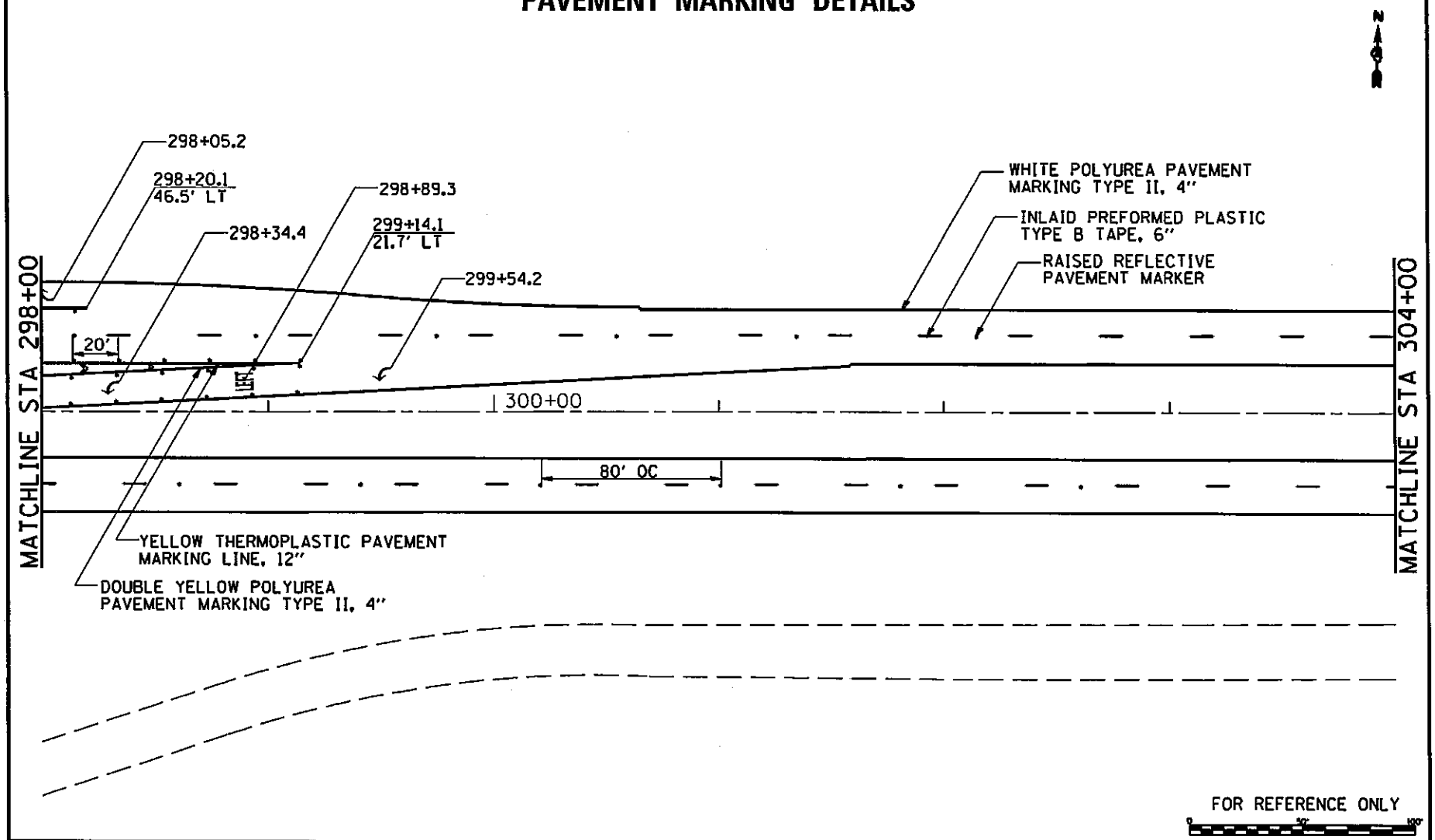
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:06 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	139
				• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



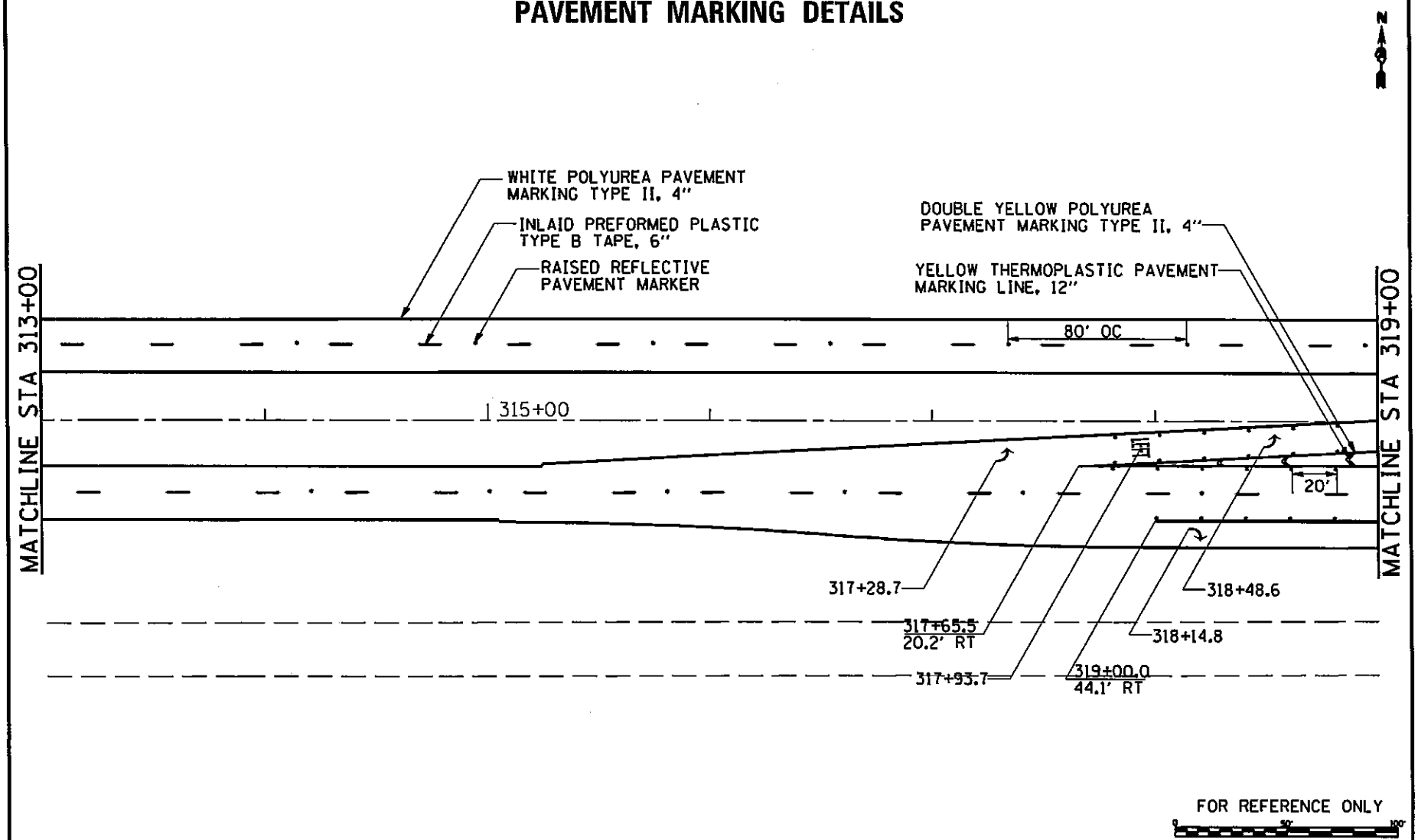
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:07 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	• / 164 / 140
			•	WINNEBAGO/BOONE	CONTRACT NO. 64F51
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

PAVEMENT MARKING DETAILS



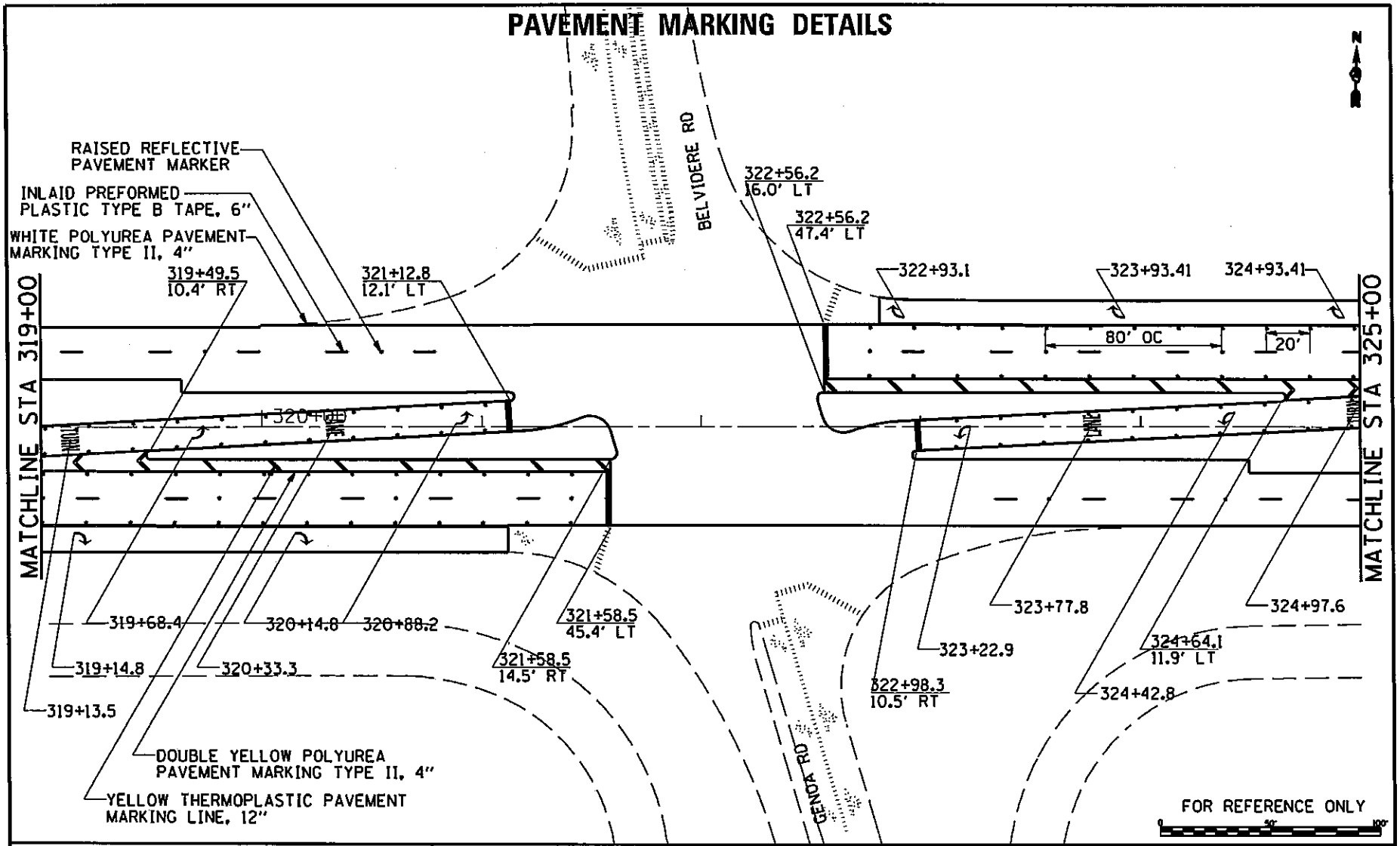
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:07 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164 / 141
			• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:08 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164 / 142
				• WINNEBAGO/BOONE	CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

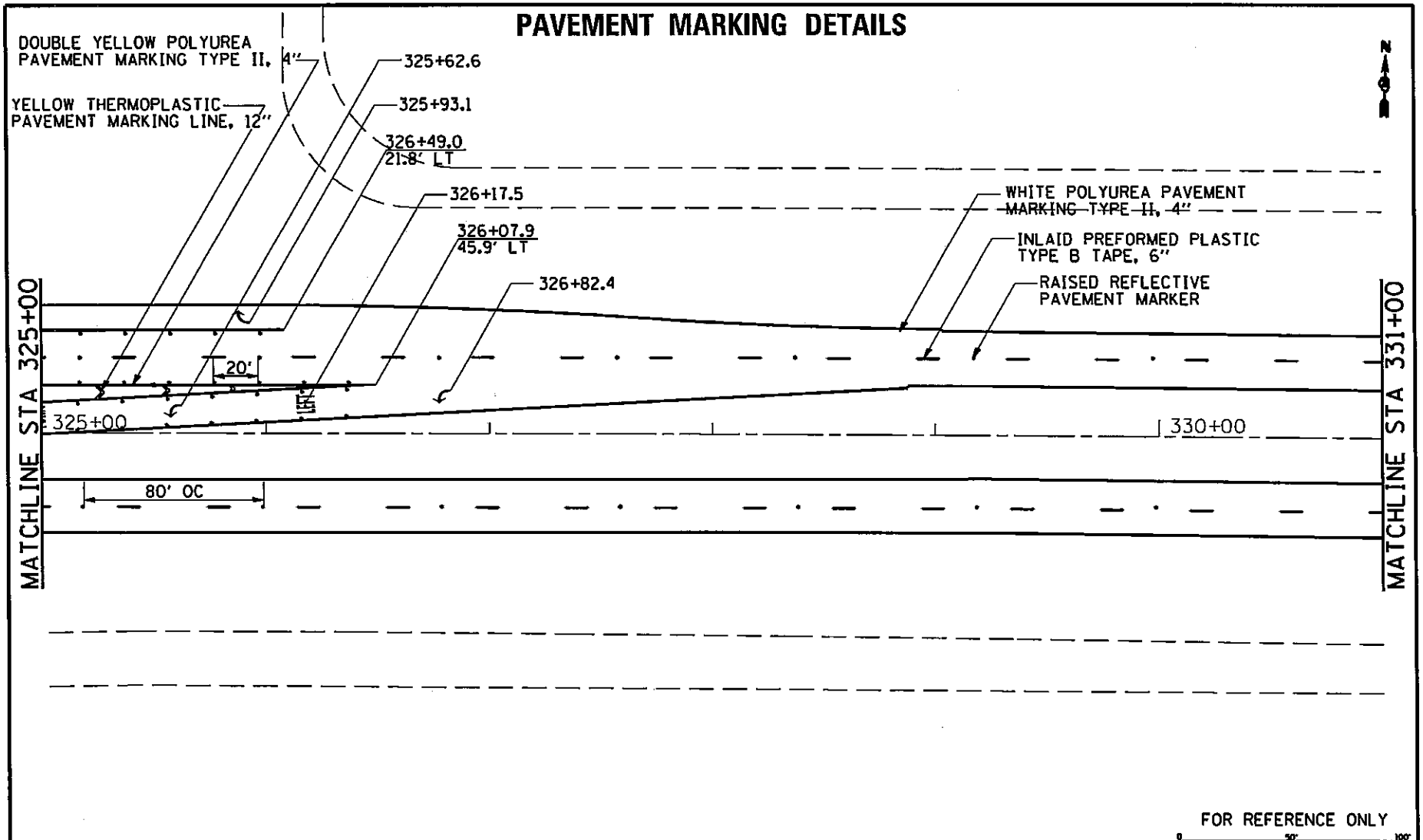
PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:08 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	

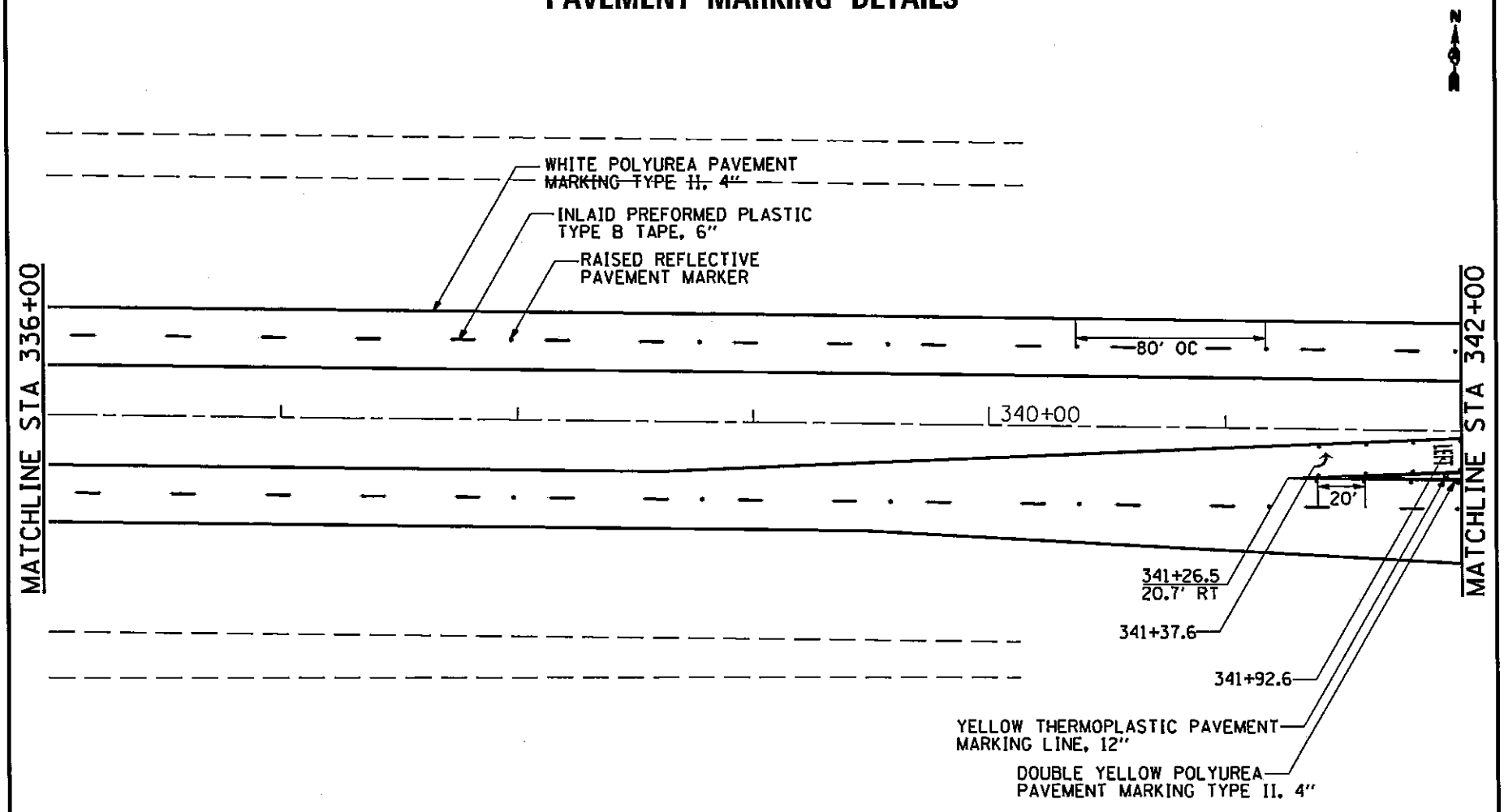
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	*	164	143
* WINNEBAGO/BOONE		CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



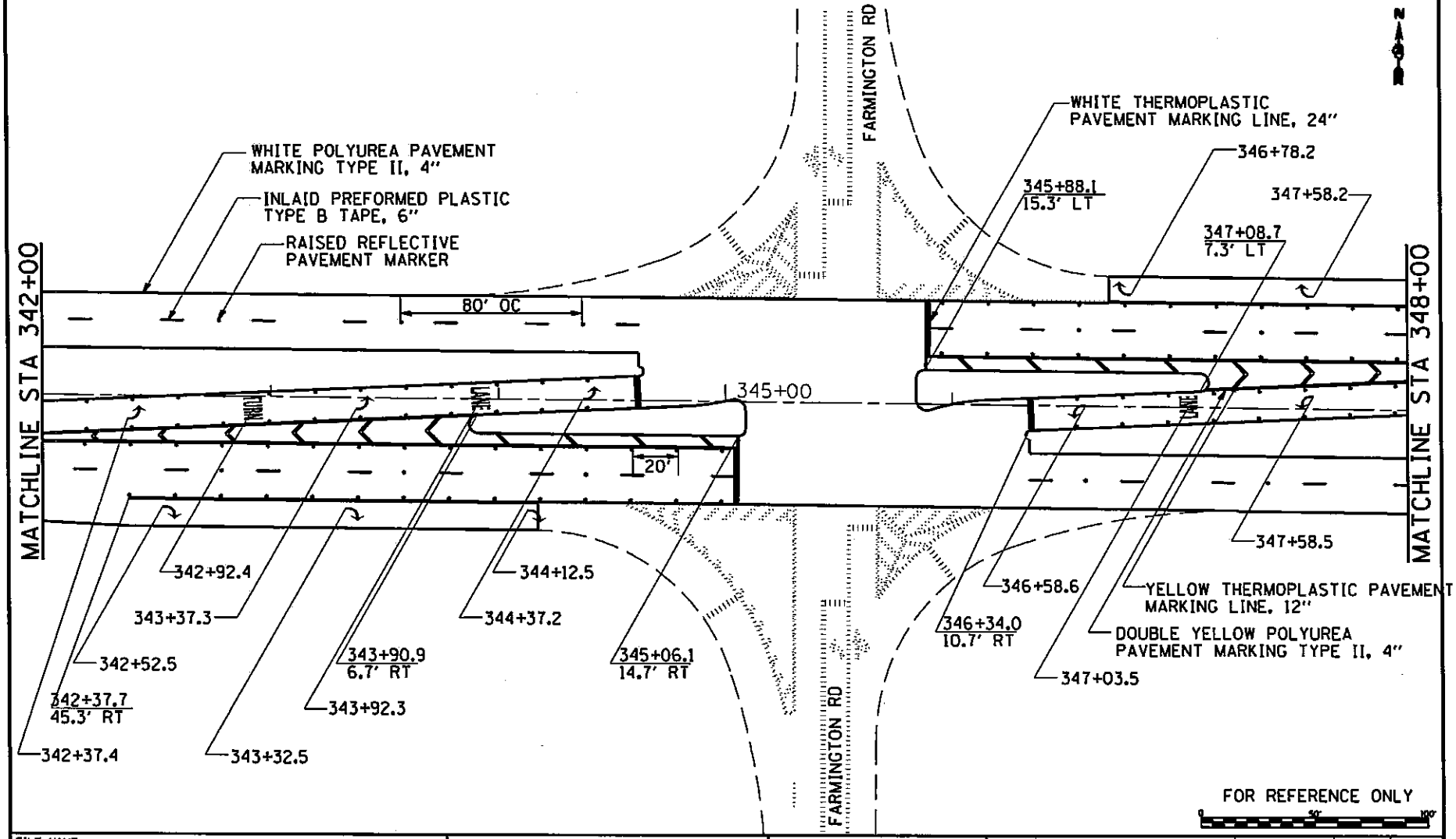
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:09 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	144
				• WINNEBAGO/BOONE	CONTRACT NO. 64F51		
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:09 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164 / 145
				• WINNEBAGO/BOONE	CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

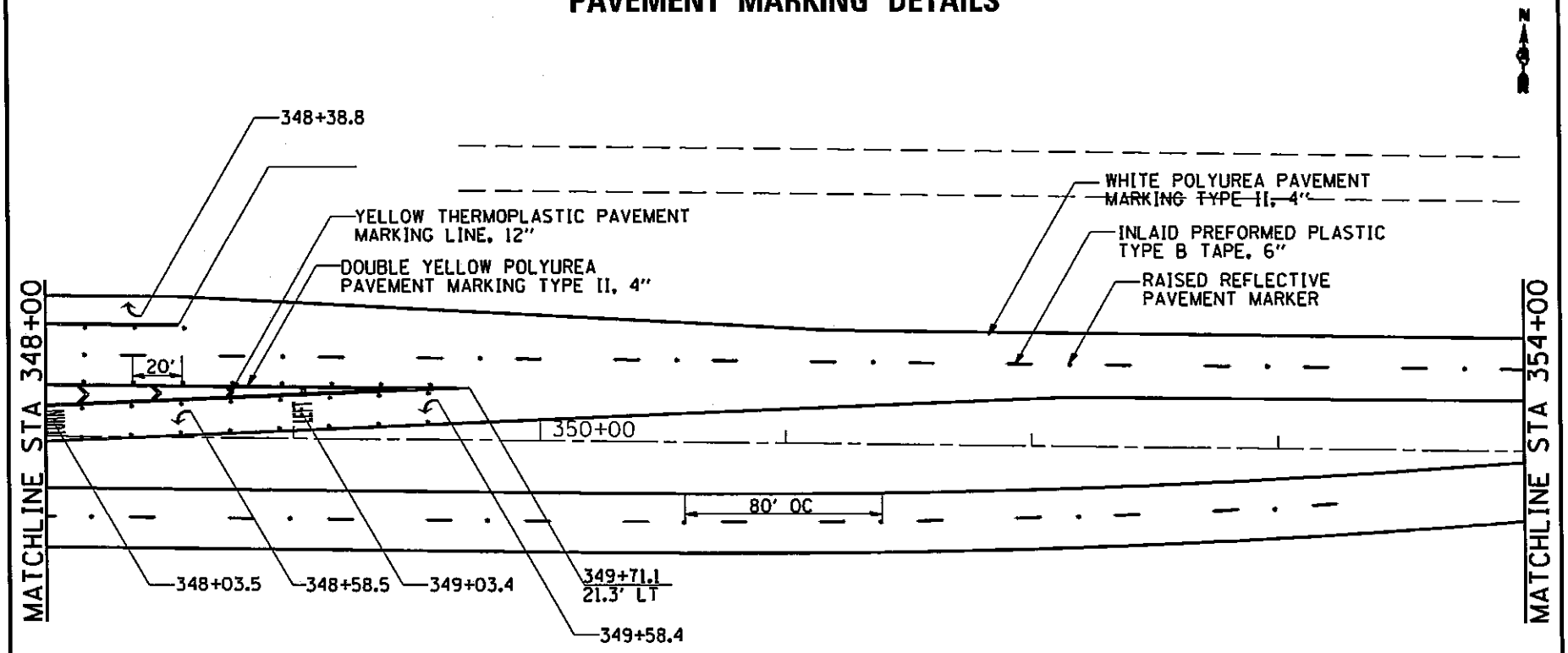
PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:09 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	146
	• WINNEBAGO/BOONE	CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS

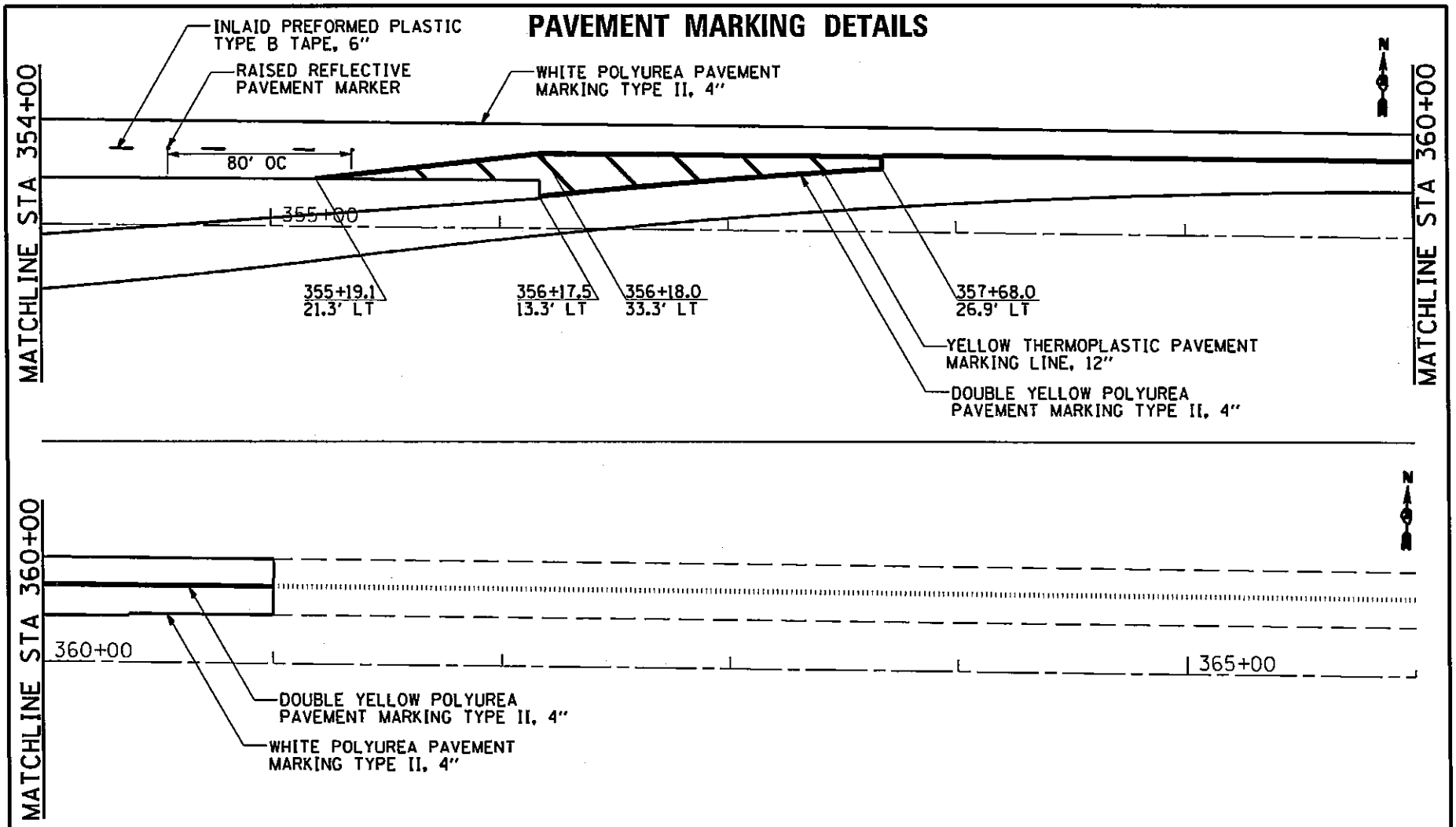


FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:10 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	(5,6,14,15,14-1)RS	•	164	147
			• WINNEBAGO/BOONE		CONTRACT NO. 64F51		
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn

USER NAME = dossdd

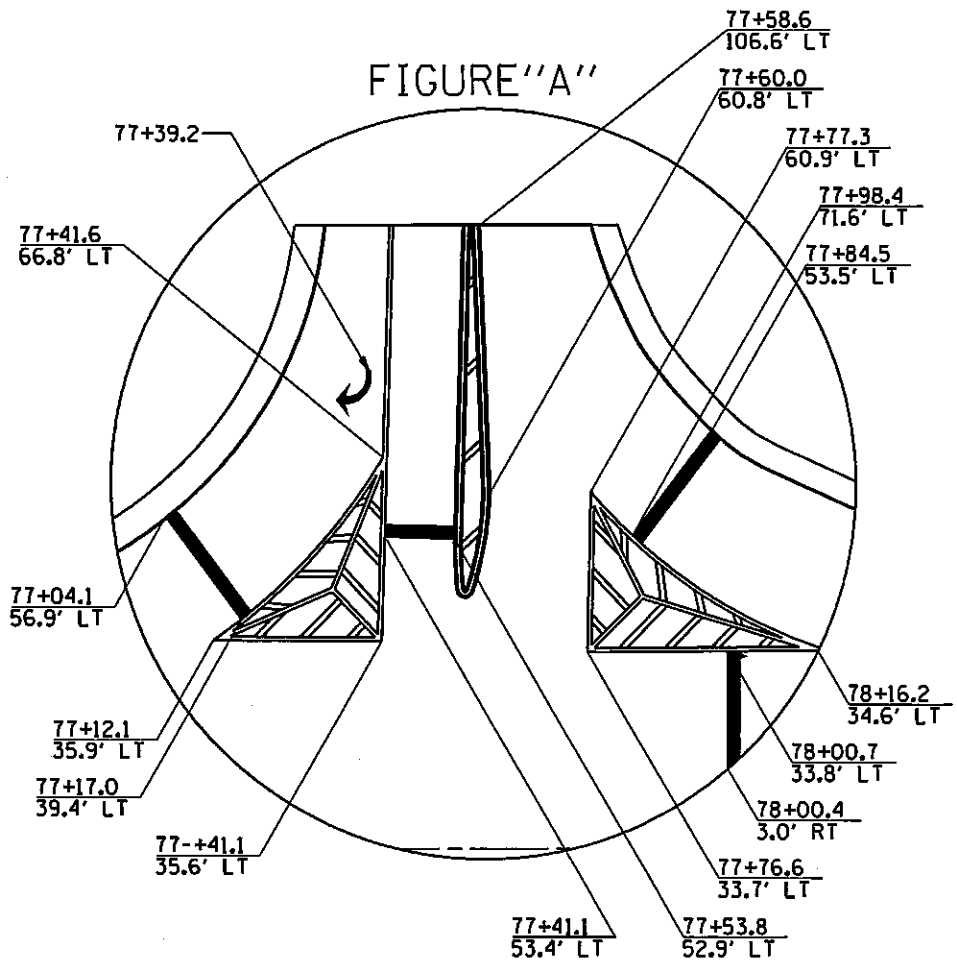
PLOT DATE = Fri Jan 22 14:03:10 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
PAVEMENT MARKING DETAILS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	148
	• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FOR REFERENCE ONLY

0 50' 100'

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn

USER NAME = dossdd

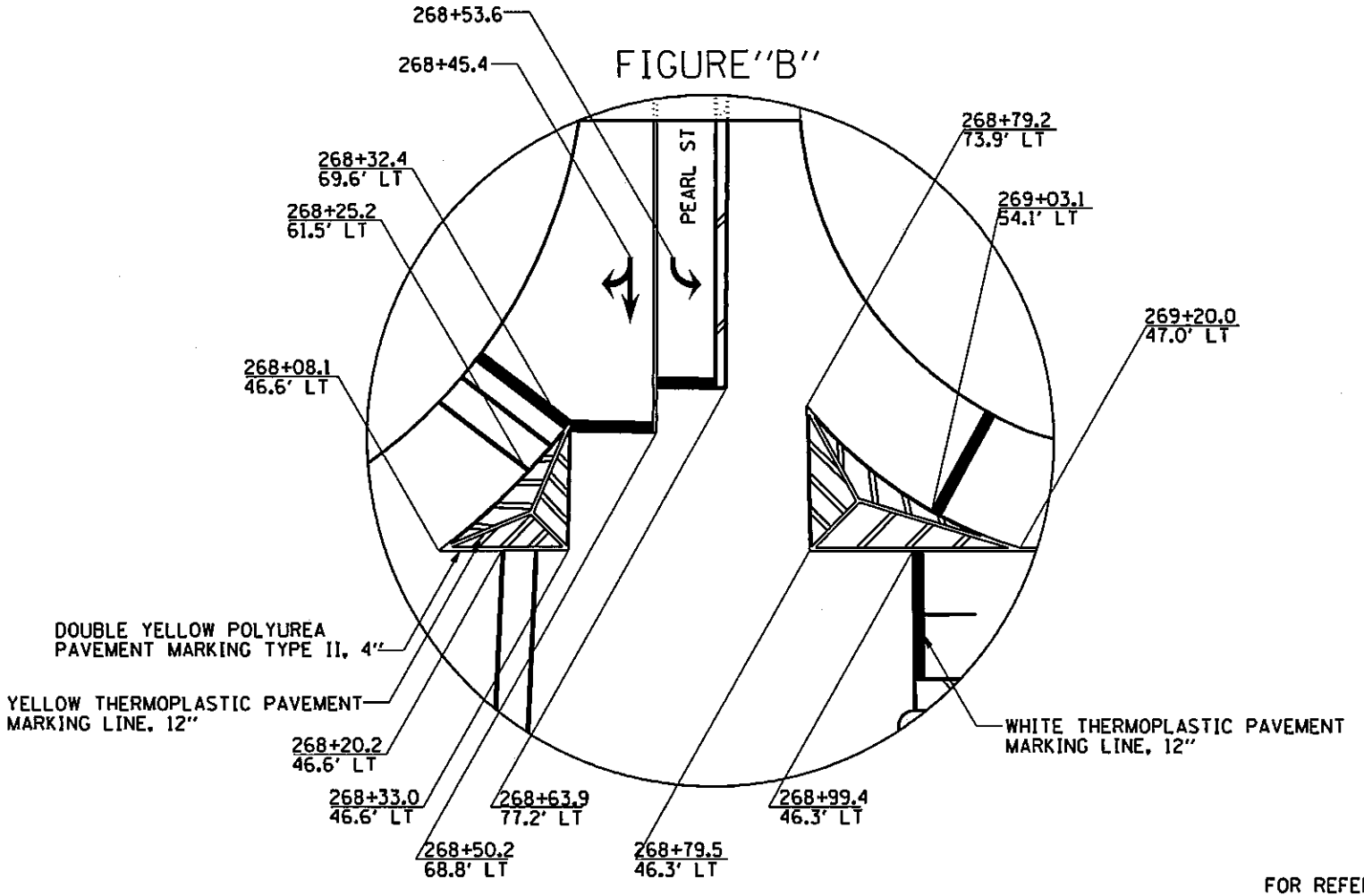
PLOT DATE = Fri Jan 22 14:03:11 2010

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 20
PAVEMENT MARKING DETAILS

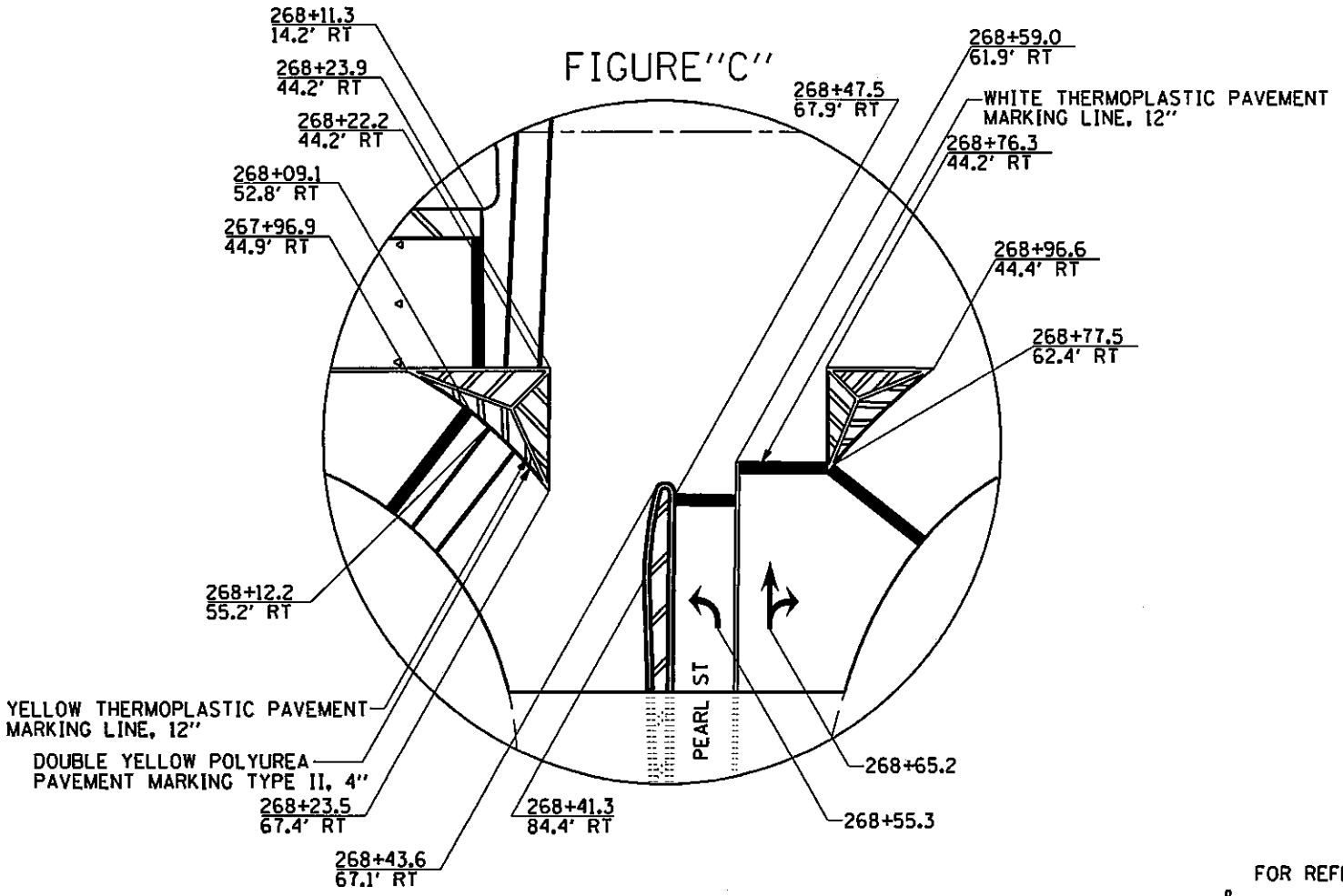
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	149
	• WINNEBAGO/BOONE	CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:11 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			525	15,6,14,15,14-1)RS	•	164	150
				• WINNEBAGO/BOONE		CONTRACT NO. 64F51	
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING DETAILS



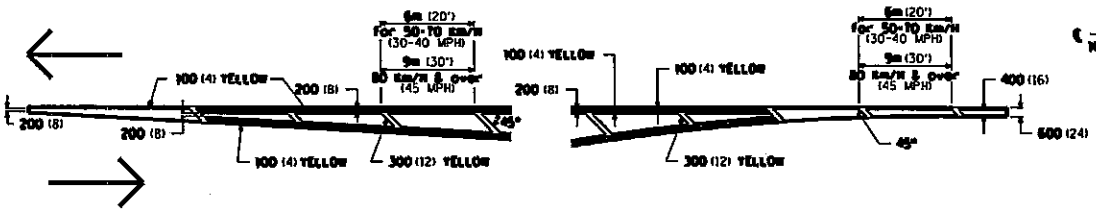
FOR REFERENCE ONLY

0 50' 100'

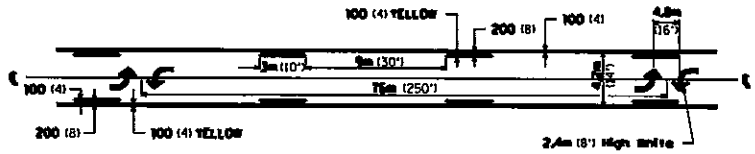
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-pmk.dgn USER NAME = dossdd PLOT DATE = Fri Jan 22 14:03:11 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 20 PAVEMENT MARKING DETAILS	F.A.P RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
			525	(5,6,14,15,14-1)RS	• / 164 / 151
			•	WINNEBAGO/BOONE	CONTRACT NO. 64F51
			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

TYPICAL PAVEMENT MARKINGS DETAIL

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

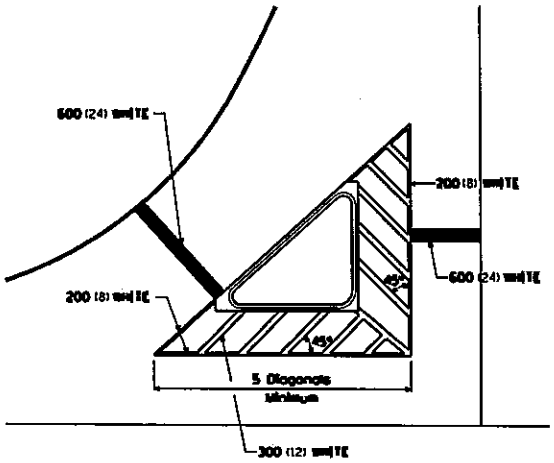


MEDIAN PAVEMENT MARKING

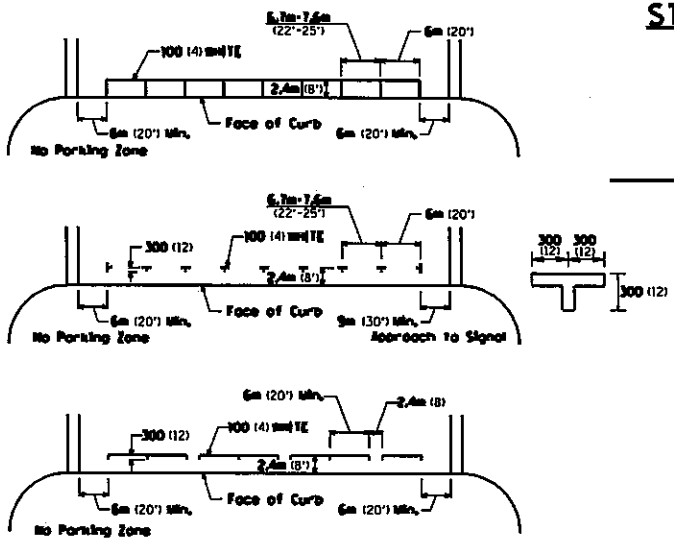


** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

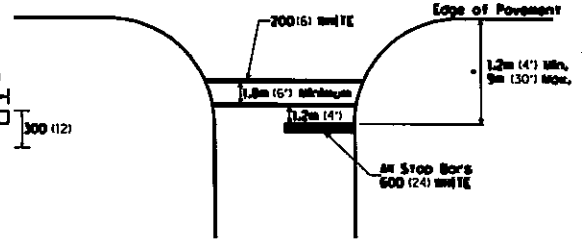


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations



* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

* WINNEBAGO/BOONE

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-cover.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:42:07 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	*	164 / 152
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

TYPICAL PAVEMENT MARKINGS DETAIL

ARROW LAYOUT

ONE-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER

TWO-WAY AMBER MARKER

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

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN

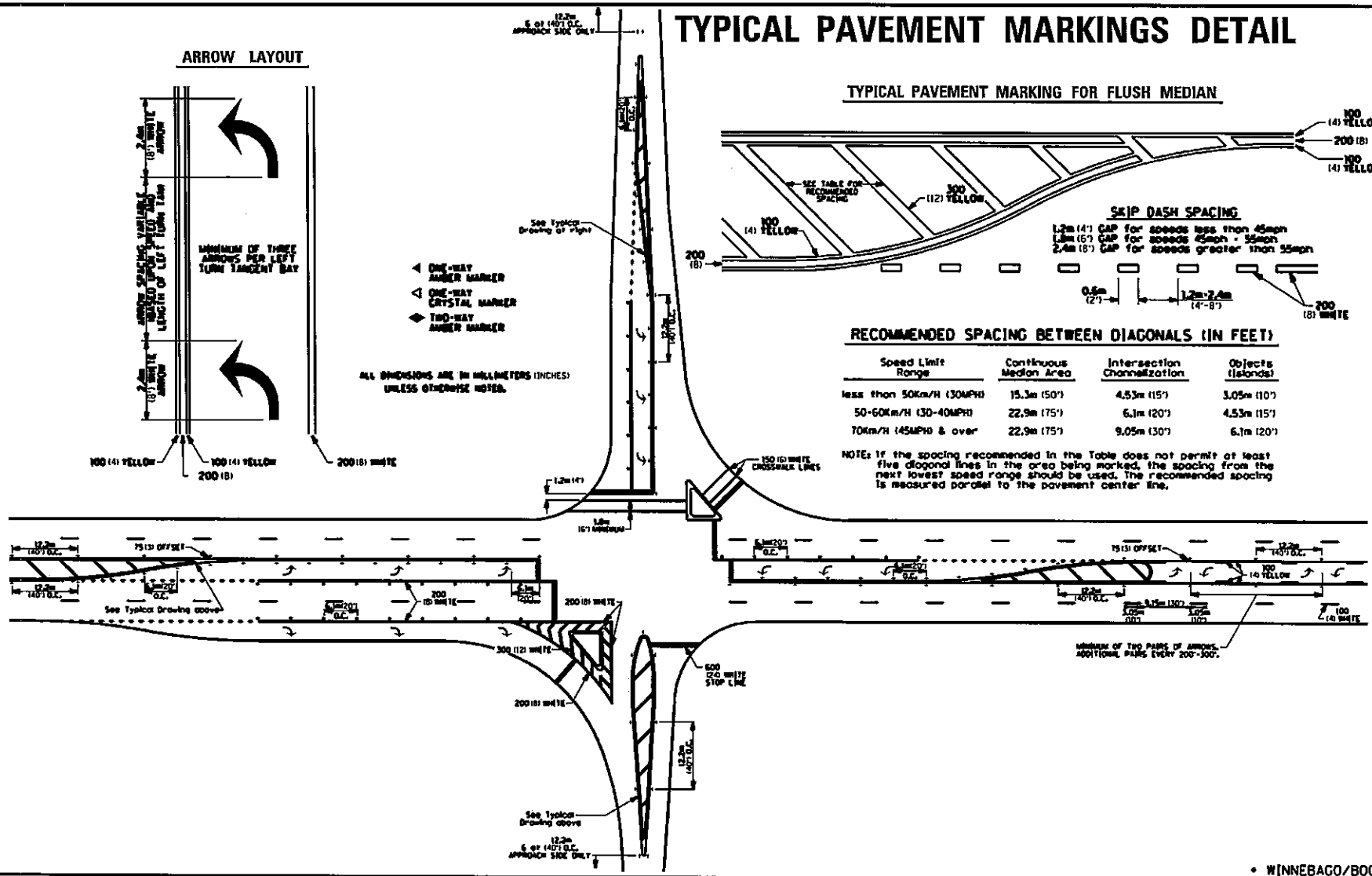
SKIP DASH SPACING

1.2m (4') GAP for speeds less than 45mph
1.8m (6') GAP for speeds 45mph - 55mph
2.4m (8') GAP for speeds greater than 55mph

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.

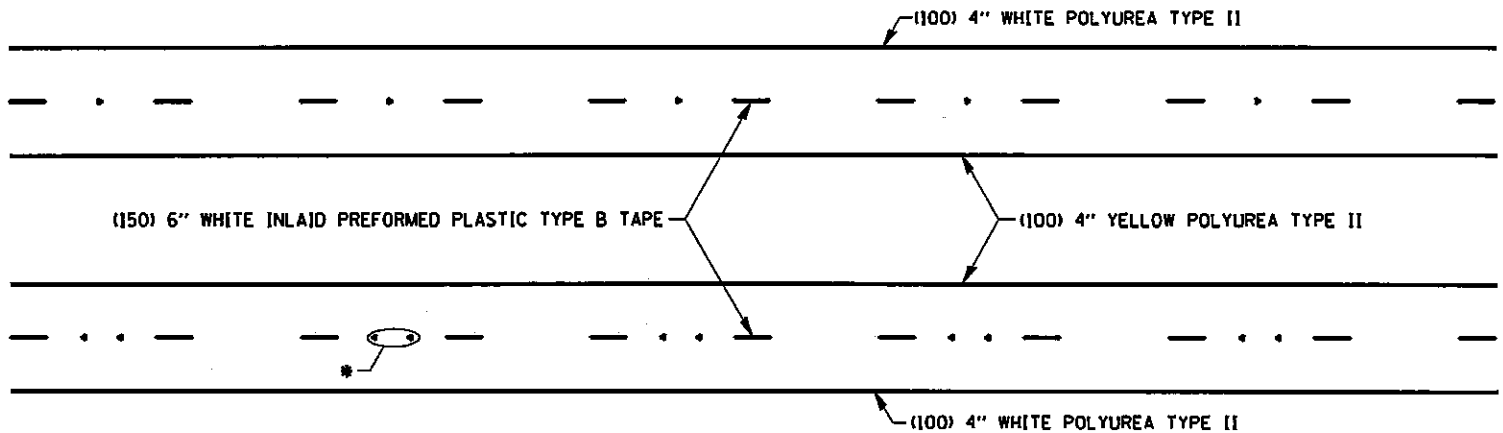


• WINNEBAGO/BOONE

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-cover.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:42:09 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	F.A.P RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	• / 164 / 153
						CONTRACT NO. 64F51
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

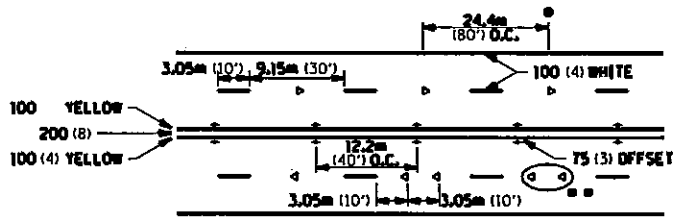
TYPICAL PAVEMENT MARKINGS DETAIL SHEET 2 OF 3

TYPICAL PAVEMENT MARKINGS DETAIL



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI-LANE / DIVIDED



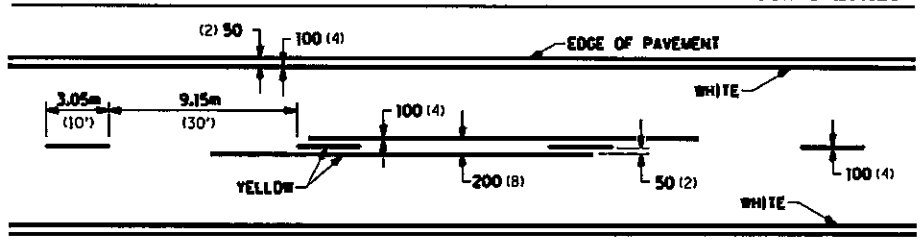
SYMBOLS

• REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/H (10MPH) LOWER THAN POSTED SPEEDS.

•• USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

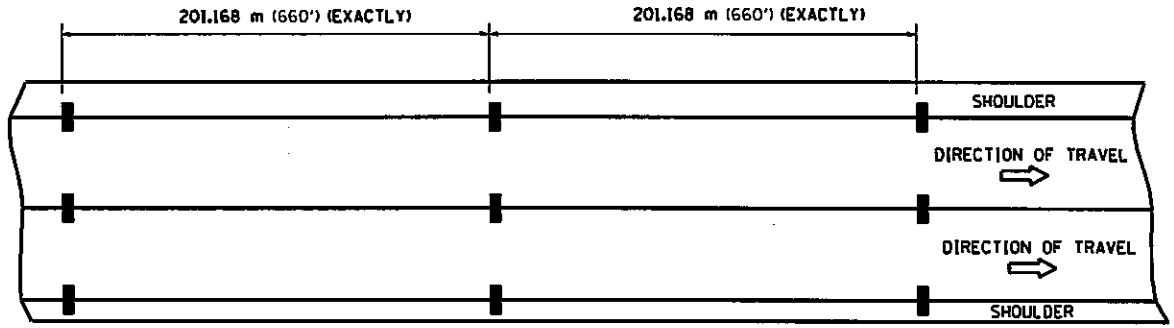
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



• WINNEBAGO/BOONE

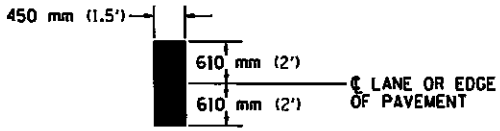
FILE NAME =	USER NAME = dossdd			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D21140[illegible]-sht-cover.dgn	PLOT DATE = Fri Jan 22 13:42:11 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	525	(5,6,14,15,14-1)RS	•	164	154
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AERIAL SPEED CHECK ZONES DETAILS



ALWAYS USE THERMOPLASTIC
PAVEMENT MARKINGS

PAVEMENT MARKING DETAIL



REVISED - 11-01-07

POLICE AERIAL SPEED CHECK ZONES

ESTABLISHED ZONES AND NEW ZONES
REQUESTED BY THE ILLINOIS STATE POLICE
SHALL BE MARKED CONSISTENT WITH THE
REQUIREMENTS OF SECTION 38-23 OF THE
MUTCD. WHEN NEW ZONES ARE PLACED IT
WILL BE NECESSARY TO HAVE A
REPRESENTATIVE OF THE STATE POLICE
PRESENT SO THAT THE ACCURACY OF THE
MEASURMENT CAN BE ATTESTED TO IN COURT.

ILLINOIS STATE POLICE

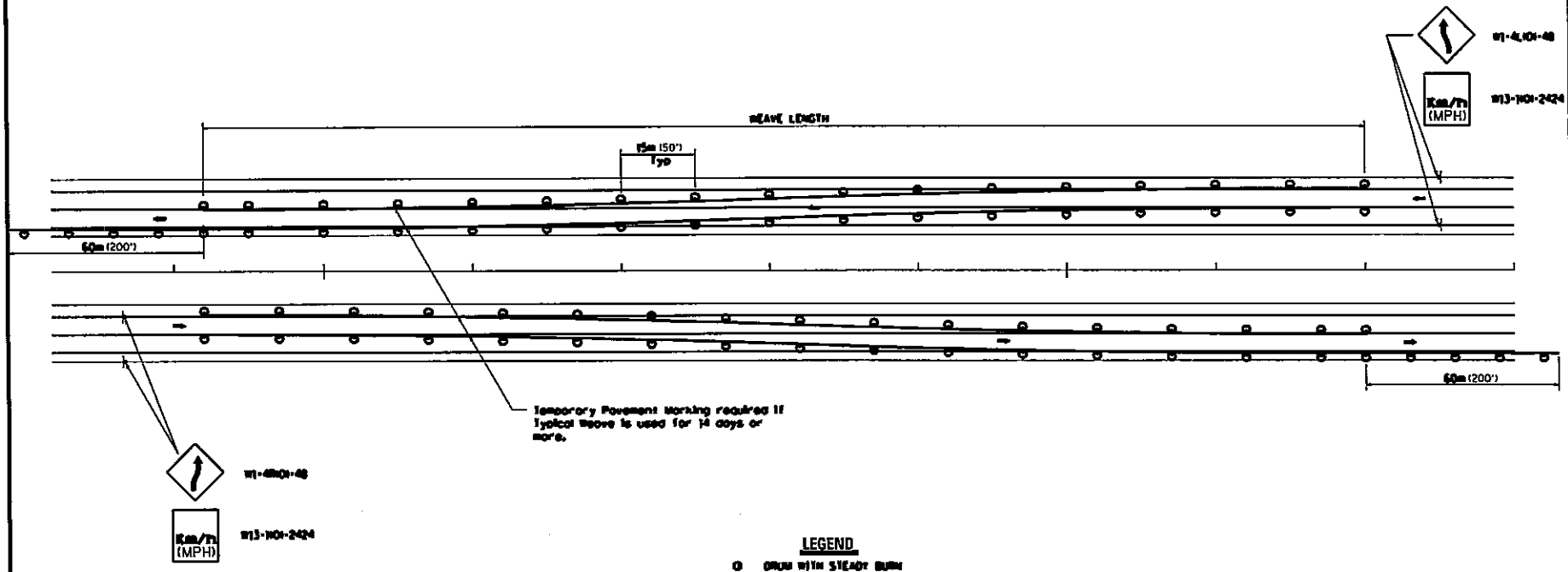
DISTRICT 1 STERLING 815/632-4010 CARROLL, LEE, OGLE, WHITESIDE
DISTRICT 7 EAST MOLINE 309/752-4915 HENRY, ROCK ISLAND
DISTRICT 16 PECATONICA 815/239-1152 BOONE, JO DAVIESS, STEPHENSON, WINNEBAGO

• WINNEBAGO/BOONE

FILE NAME =	USER NAME = dossdd			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D2114[illegible]-sht-cover.dgn	PLOT DATE = Fri Jan 22 13:42:12 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	525	(5,6,14,15,14-1)RS	•	164	155
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AERIAL SPEED CHECK ZONES DETAILS

TRAFFIC CONTROL TYPICAL WEAVE



LEGEND

- ○ DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
- ⊢ SIGN ON PERMANENT MOUNT

DESIGNER NOTE:

1. USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
2. USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.
4. TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	ADVISORY SPEED LIMIT	WEAVE LENGTH
110 Km/h (65 MPH)	80 Km/h (45 MPH)	240m (780 FT.)
90 Km/h (55 MPH)	60 Km/h (35 MPH)	200m (660 FT.)
80 Km/h (45 MPH)	40 Km/h (25 MPH)	165m (540 FT.)

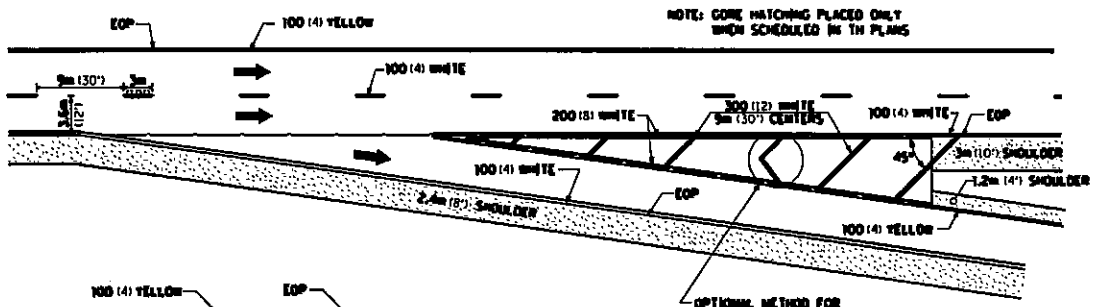
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

• WINNEBAGO/BOONE

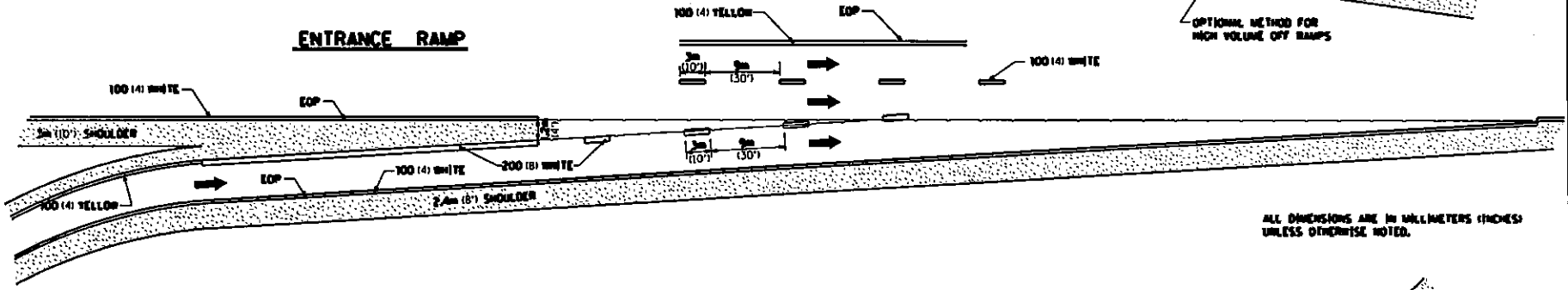
FILE NAME =	USER NAME = dossdd			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D21140[illegible]-sht-cover.dgn		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	525	(5,6,14,15,14-1)RS	•	164	156
	PLOT DATE = Fri Jan 22 13:42:14 2010					CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAINTING DETAILS

EXIT RAMP

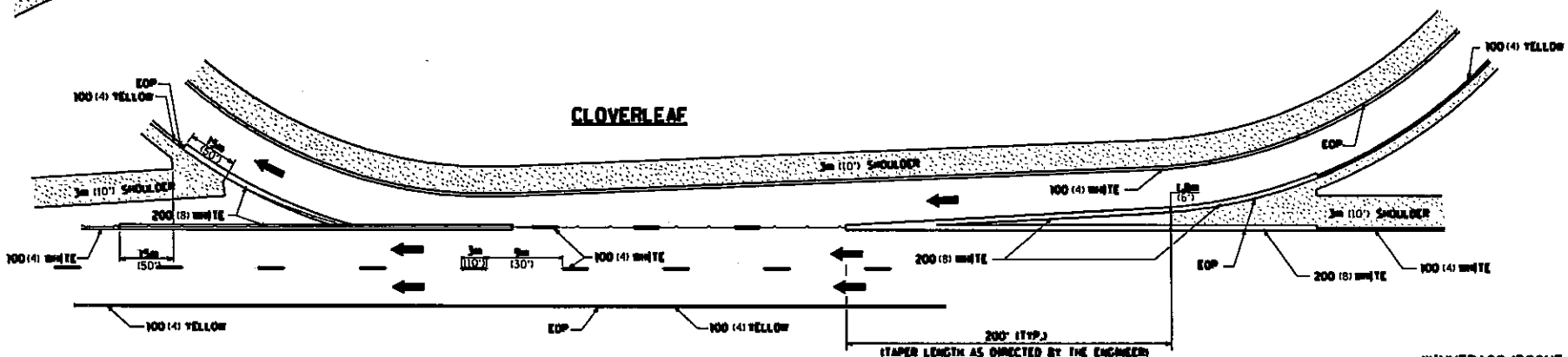


ENTRANCE RAMP



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

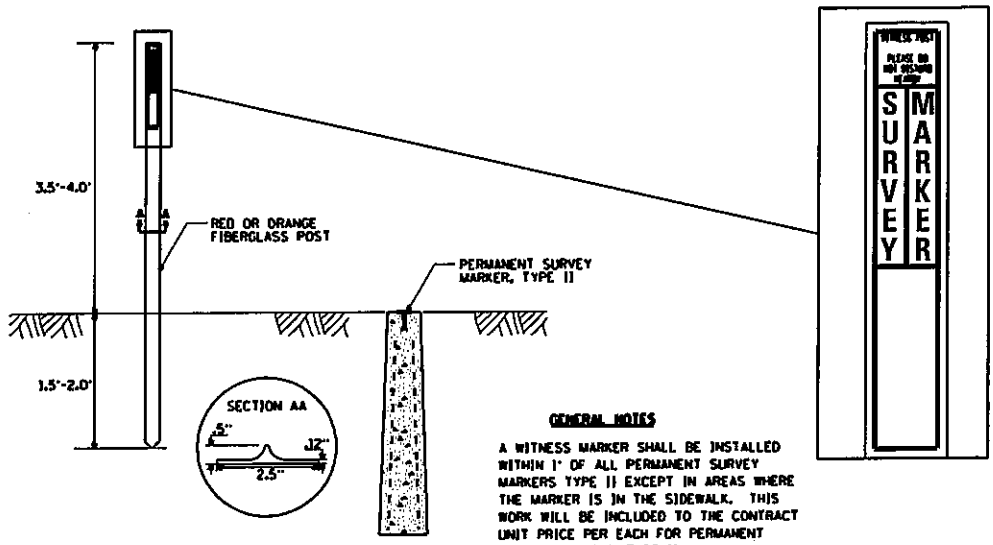
CLOVERLEAF



• WINNEBAGO/BOONE

FILE NAME =	USER NAME = dossdd			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D21140[illegible]-sht-cover.dgn		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	525	(5,6,14,15,14-1)RS	•	164	157
	PLOT DATE = Fri Jan 22 13:42:16 2010					CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

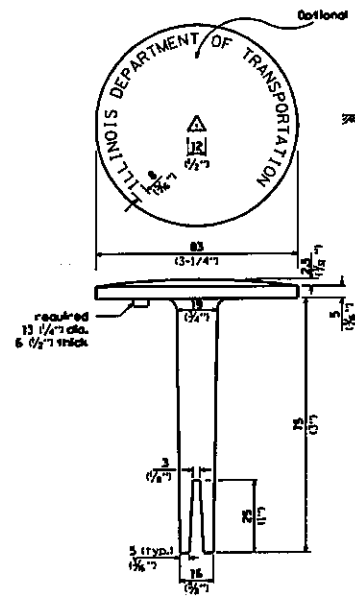
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



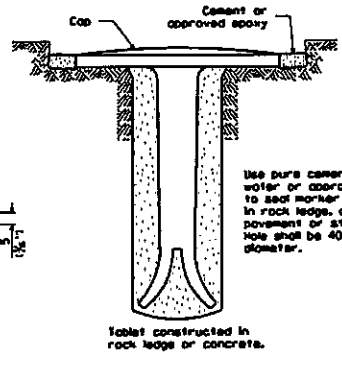
GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

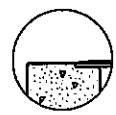
PERMANENT SURVEY MARKERS, TYPE II



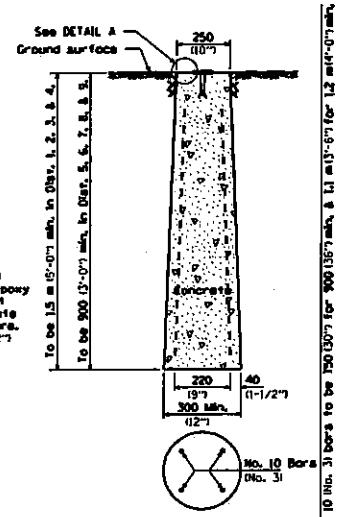
BRASS OR ALUMINUM TABLET



TYPE II



DETAIL A



TYPE II

CAST-IN-PLACE MARKER

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

REVISED - 10-21-08

• WINNEBAGO/BOONE

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	15,6,14,15,14-1)RS	•	164	158
		CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REGION 2/DISTRICT 2 STANDARD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211401-sht-cover.dgn

USER NAME = dossdd

PLOT DATE = Fri Jan 22 13:42:18 2010

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-1107

SIGN PANEL TYPE 1

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

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
1200x1200 (48x48)	7C	7C	7C	20 (0.8)	30 (1.2)	B4-48D

ALL DIMENSIONS IN INCHES.

REVISED - 1-09-08

GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS

METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

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

• WINNEBAGO/BOONE

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	159
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 64F51	

ROUGH GROOVED SURFACE SIGN 91.2

REGION 2 /DISTRICT 2 STANDARD

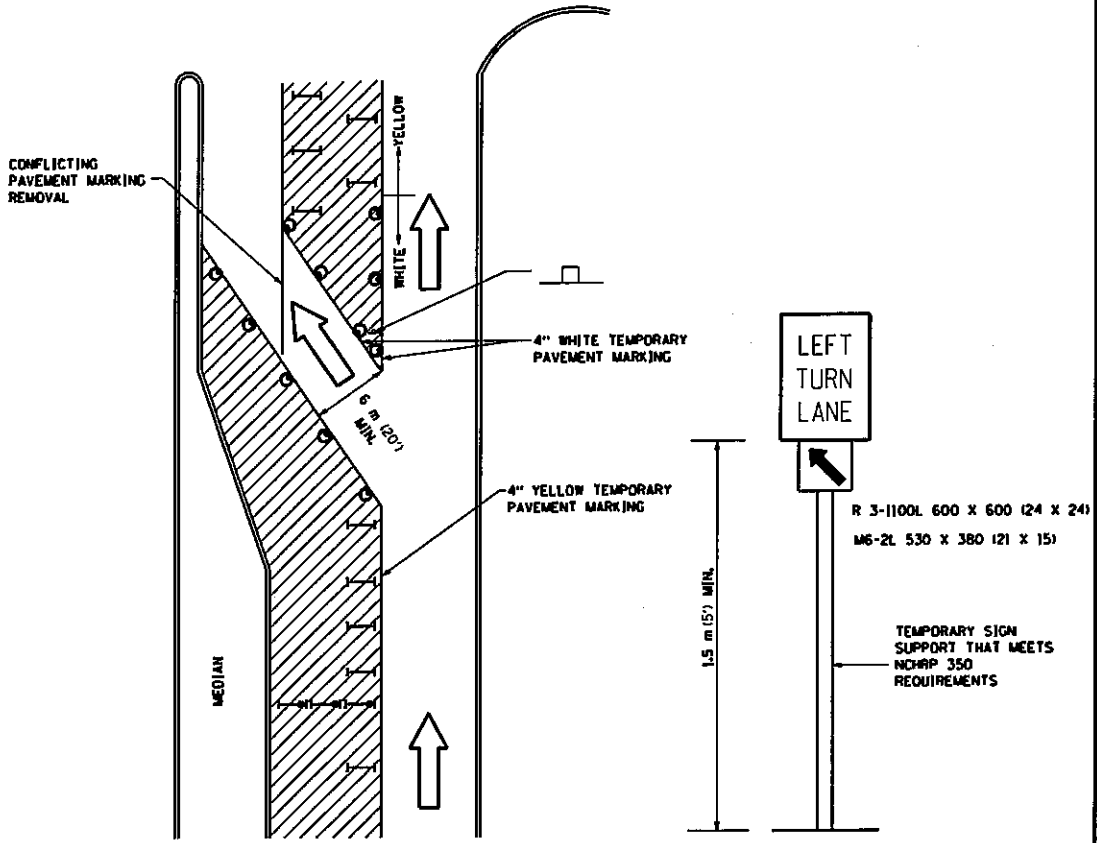
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-cover.dgn

USER NAME = dossdd

PLOT DATE = Fri Jan 22 13:42:19 2010

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
- DRUM OR BARRICADE WITH STEADY BURN LIGHT
- SIGN (SEE DETAIL)
- TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

REVISED - 12-9-09

GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

TEMPORARY PAVEMENT MARKING SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 X 24) AND M6-2R 530 X 380 (21 X 15) SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

• WINNEBAGO/BOONE

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	160
		CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REGION 2 /DISTRICT 2 STANDARD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) 94.2

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211401-sht-cover.dgn

USER NAME = dossdd

PLOT DATE = Fri Jan 22 13:42:20 2010

CATCH BASIN OR INLETS TO BE ADJUSTED OR RECONSTRUCTED

(DETAILS FOR CURB & GUTTER REPLACEMENT)

CONCRETE CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, STANDARD 606001 AND THIS DRAWING.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT. A HOLE 40 (1 1/2) IN DIAMETER AND 225 (9) DEEP SHALL BE DRILLED IN THE EXISTING CONCRETE CURB AS SHOWN. A 32x450 (1 1/4 X 18) SMOOTH DOWEL BAR SHALL BE GROUTED IN THE HOLE LONGITUDINALLY.

JOINTS OF A TYPE SIMILAR TO THAT IN THE UNDERLYING PAVEMENT (EXPANSION OR CONTRACTION) SHALL BE INSTALLED IN THE CONCRETE CURB IN ALIGNMENT WITH THE JOINTS IN THE PAVEMENT.

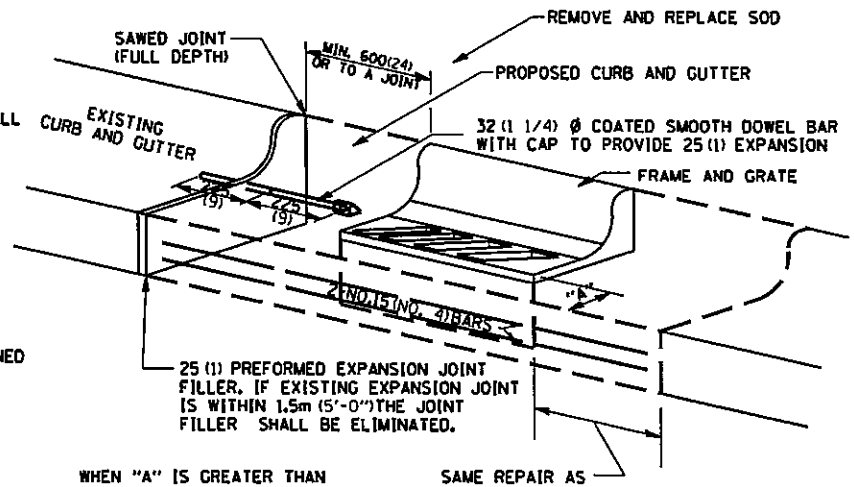
THE PROPOSED CONFIGURATION OF THE CURB AND GUTTER SHALL MATCH THAT REMOVED.

THE LOCATION OF THE DOWEL BAR SHALL BE DETERMINED BY THE ENGINEER.

ALL EXISTING TIE BARS IN EDGE OF PAVEMENT SLAB THRU REPLACEMENT AREA SHALL BE CUT OFF.

THE WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND INCLUDES THE REMOVAL AND REPLACEMENT OF SOD, CONCRETE PAVEMENT AND/OR CURB AND GUTTER ADJACENT TO CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AND SHALL BE INCLUDED IN THE PAY ITEM OF CATCH BASINS OR INLETS TO BE ADJUSTED OR RECONSTRUCTED AS SPECIFIED.

REVISED - 5-4-94

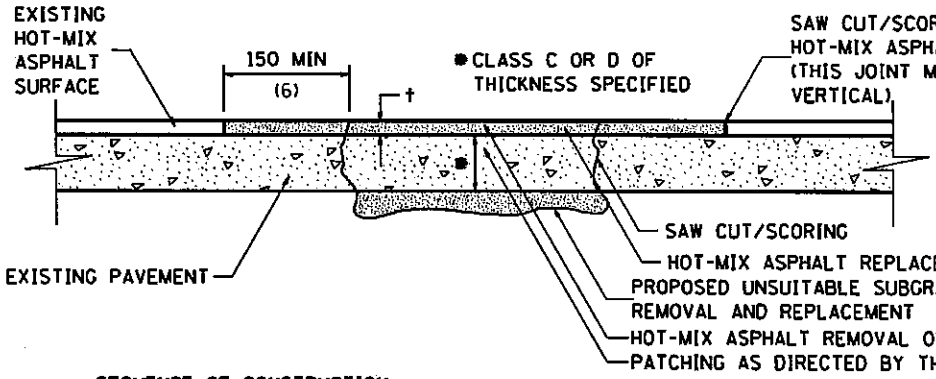


ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

• WINNEBAGO/BOONE

FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211402-sht-cover.dgn	PLOT DATE = Fri Jan 22 13:42:21 2010			525	(5,6,14,15,14-1)RS	•	164	161
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT



LIFT PLACEMENT:

† < 4" MAY BE PLACED IN ONE LIFT.

† > 4" TO BE PLACED IN TWO LIFTS WITH 2" MIN. COMPACTED TOP LIFT.

SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. RESIDENT ENGINEER WILL DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HOT-MIX ASPHALT SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE HOT-MIX ASPHALT SURFACE OVER FULL DEPTH PATCHES AND AT LOCATIONS OF HOT-MIX ASPHALT SURFACE REMOVAL.

REVISED - 5-27-09

GENERAL NOTES:

1. FOR BASIS OF PAYMENT: SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

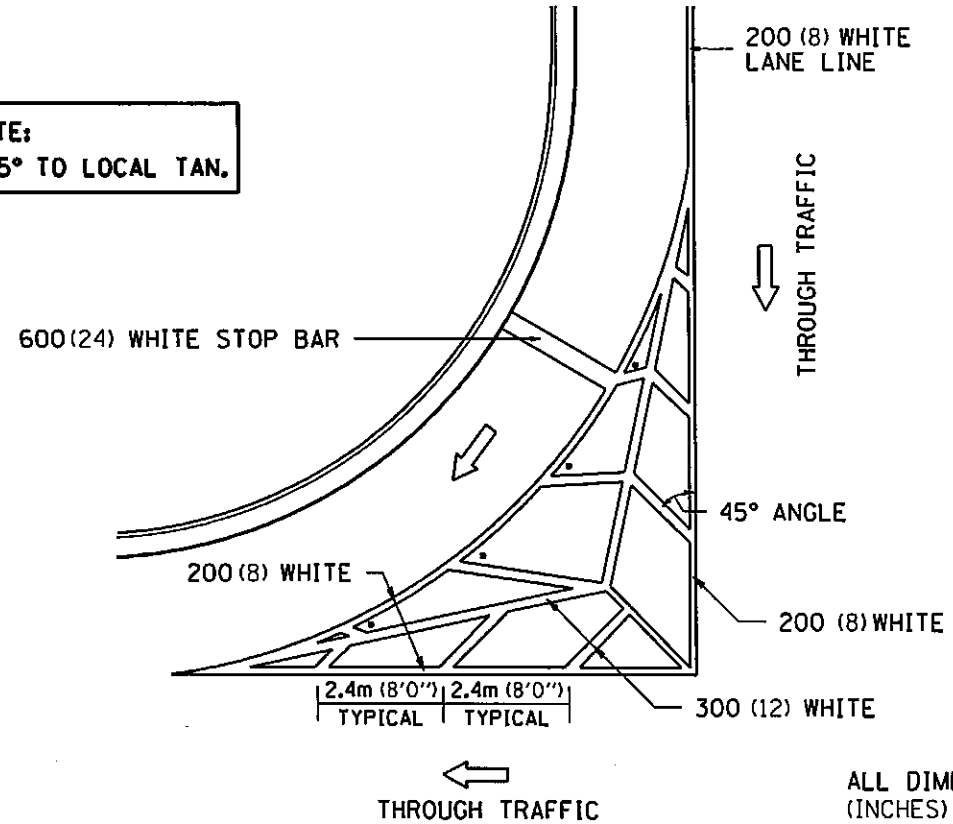
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

• WINNEBAGO/BOONE

FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174361\D211409-sht-cover.dgn	PLOT DATE = Fri Jan 22 13:42:23 2010			525	(5,6,14,15,14-1)RS	•	164	162
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



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

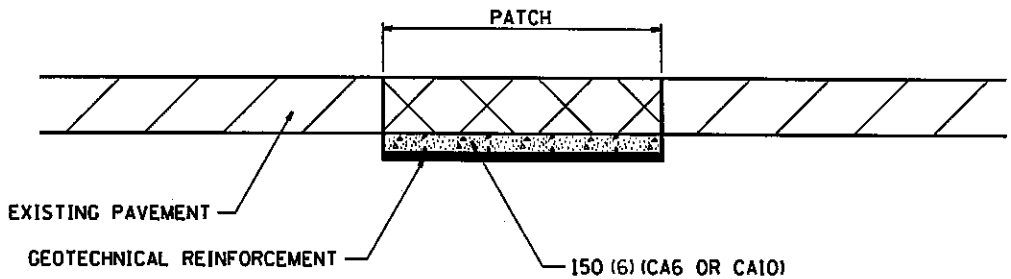
REVISED - 2-7-05

• WINNEBAGO/BOONE

FILE NAME =	USER NAME = dossdd			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-cover.dgn	PLOT DATE = Fri Jan 22 13:42:24 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	525	(5,6,14,15,14-1)RS	•	164	163
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL MARKING FOR PAINTED ISLANDS 93.4

SUBGRADE REPLACEMENT



NOTES:

THE CA 6 OR CA 10 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.

THE CA 6 OR CA 10 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR GRANULAR SUBGRADE REPLACEMENT

THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT

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

REVISED - 1-09-08

• WINNEBAGO/BOONE

FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 /DISTRICT 2 STANDARD	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-cover.dgn	PLOT DATE = Fri Jan 22 13:42:25 2010			525	(5,6,14,15,14-1)RS	•	164	164
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUBGRADE REPLACEMENT 97.4

INDEX OF SHEETS

STATE STANDARDS

420001	- 07	Pavement Joints
420701	- 02	Pavement Fabric
421001	- 02	Bar Reinforcement for CRC Pavement
442001	- 04	Class A Patches
442101	- 07	Class B Patches
442201	- 03	Class C and D Patches
604001	- 03	Frame and Lids Type 1
642001	- 01	Shoulder Rumble Strips
701006	- 03	Typical Application of Traffic Control Standard
701101	- 02	Typical Application of Traffic Control Standard
701201	- 03	Typical Application of Traffic Control Standard
701301	- 03	Typical Application of Traffic Control Standard
701311	- 03	Typical Application of Traffic Control Standard
701400	- 04	Typical Application of Traffic Control Standard
701401	- 05	Typical Application of Traffic Control Standard
701406	- 05	Typical Application of Traffic Control Standard
701411	- 06	Typical Application of Traffic Control Standard
701421	- 02	Typical Application of Traffic Control Standard
701422	- 02	Typical Application of Traffic Control Standard
701426	- 03	Typical Application of Traffic Control Standard
701456		Typical Application of Traffic Control Standard
701701	- 06	Typical Application of Traffic Control Standard
701901	- 01	Traffic Control Devices
720011	- 01	Metal Posts for Signs, Markers & Delineators
728001	- 01	Telescoping Steel Sign Support
729001	- 01	Applications of Types A & B Metal Posts (For Signs & Markers)
780001	- 02	Typical Pavement Markings
781001	- 03	Typical Applications Raised Reflective Pavement Markers
814001	- 02	Handholes
886001	- 01	Detector Loop Installations
886006	- 01	Typical Layout for Detector Loops

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-cover.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:42:05 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS STATE STANDARDS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 2
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

SUMMARY OF QUANTITES

URBAN

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	I-39 TO RR I000-2A 100% STATE 2-16930-0000 WINNEBAGO CO.	RR TO I-90 I000-2A 100% STATE 2-16930-0000 BOONE CO.	I-90 TO FARMINGTON I000-2A 100% STATE 2-36350-0000 BOONE CO.
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	196.4	54.2	28.5	113.7
40600300	AGGREGATE (PRIME COAT)	TON	468	108	61	299
40600545	LEVELING BINDER (HAND METHOD), N90	TON	194	46	24	124
40600845	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90	TON	16,786	4,015	2,442	10,329
40600895	CONSTRUCTING TEST STRIP	EACH	2	0.60	0.40	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,644	1,245	399	
40600990	TEMPORARY RAMP	SQ YD	1,449	645	174	630
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	1,521	198	89	1,234
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	8,773	6,463	2,310	
40603570	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90	TON	10,028	6,399	3,629	
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	18,563			18,563
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	144	48	96	
42001200	PAVEMENT FABRIC	SQ YD	282	282		
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	14,386			14,386
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	184,442			184,442
44000160	HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"	SQ YD	89,795	89,082	713	
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	980		980	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	5,504	1,992	3,512	
44001005	HOT-MIX ASPHALT SURFACE REMOVAL	SQ YD	500			500
44002212	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3"	SQ YD	1,704	1,175	529	
44002228	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 7"	SQ YD	3,147			3,147
44200094	PAVEMENT PATCHING, TYPE II, 8 INCH	SQ YD	131			131
44200099	PAVEMENT PATCHING, TYPE III, 8 INCH	SQ YD	40			40

SUMMARY OF QUANTITES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	I-39 TO RR I000-2A 100% STATE 2-16930-0000 WINNEBAGO CO.	RR TO I-90 I000-2A 100% STATE 2-16930-0000 BOONE CO.	I-90 TO FARMINGTON I000-2A 100% STATE 2-36350-0000 BOONE CO.
44200101	PAVEMENT PATCHING, TYPE IV, 8 INCH	SQ YD	54			54
44200120	PAVEMENT PATCHING, TYPE II, 10 INCH	SQ YD	62	43	19	
44200124	PAVEMENT PATCHING, TYPE III, 10 INCH	SQ YD	32	16	16	
44200126	PAVEMENT PATCHING, TYPE IV, 10 INCH	SQ YD	54	27	27	
44200517	CLASS A PATCHING, TYPE II, 7 INCH	SQ YD	25	11	14	
44200521	CLASS A PATCHING, TYPE III, 7 INCH	SQ YD	32	16	16	
44200523	CLASS A PATCHING, TYPE IV, 7 INCH	SQ YD	54	27	27	
44200966	CLASS B PATCHING, TYPE I, 10 INCH	SQ YD	520	520		
44200970	CLASS B PATCHING, TYPE II, 10 INCH	SQ YD	1,067	1,067		
44200974	CLASS B PATCHING, TYPE III, 10 INCH	SQ YD	112	112		
44200976	CLASS B PATCHING, TYPE IV, 10 INCH	SQ YD	170	170		
44213000	PATCHING REINFORCEMENT	SQ YD	110	54	56	
44213200	SAW CUTS	FOOT	8,446	8,260	186	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	1,055		1,055	
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	659	395	264	
60255500	MANHOLES TO BE ADJUSTED	EACH	8	4		4
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	1		1
60260100	INLETS TO BE ADJUSTED	EACH	10	5		5
63304400	TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 3	EACH	3	3		
64200105	SHOULDER RUMBLE STRIP	FOOT	21,452	335	21,117	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	10	2	1	7
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	2	1	7
67100100	MOBILIZATION	L SUM	1	0.20	0.10	0.70

SUMMARY OF QUANTITES

				I-39 TO RR I000-2A	RR TO I-90 I000-2A	I-90 TO FARMINGTON I000-2A
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	100% STATE 2-16930-0000 WINNEBAGO CO.	100% STATE 2-16930-0000 BOONE CO.	100% STATE 2-36350-0000 BOONE CO.
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	0.20	0.10	0.70
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	0.20	0.10	0.70
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	12	8		4
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.20	0.10	0.70
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	0.20	0.10	0.70
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	0.20	0.10	0.70
70100825	TRAFFIC CONTROL AND PROTECTION, STANDARD 701456	L SUM	1	0.20	0.10	0.70
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.20	0.10	0.70
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25	10	5	10
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	59,648	17,126	11,526	30,996
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,095	1,551	961	2,583
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	3,502	203	510	2,789
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	230			230
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	10,500	3,193	1,211	6,096
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3,184	472	228	2,484
* 78000620	THERMOPLASTIC PAVEMENT MARKING - LINE 18"	FOOT	144		36	108
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1,299	201	92	1,006
* 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	21,600	4,160	3,060	14,380
* 78008310	POLYUREA PAVEMENT MARKING TYPE II - LINE 4"	FOOT	202,915	46,045	19,987	136,883
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2,611	415	241	1,955
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2,220	353	205	1,662
81400115	HANDHOLE TO BE ADJUSTED	EACH	2	1		1
88600400	DETECTOR LOOP, SPECIAL	FOOT	4,808	640		4,168

SUMMARY OF QUANTITES

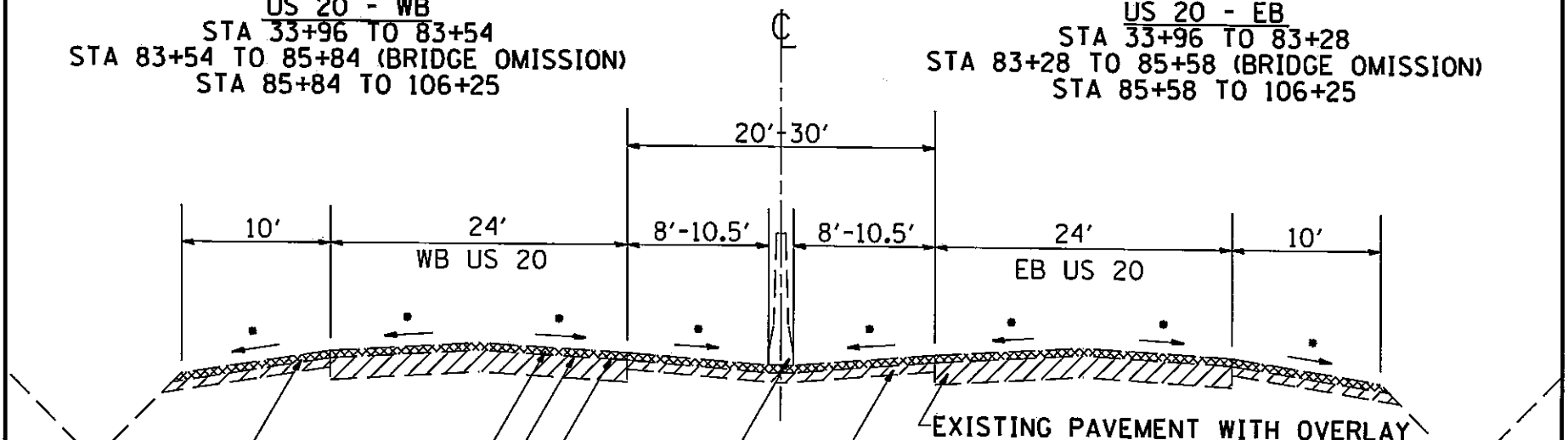
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	I-39 TO RR I000-2A 100% STATE 2-16930-0000 WINNEBAGO CO.	RR TO I-90 I000-2A 100% STATE 2-16930-0000 BOONE CO.	I-90 TO FARMINGTON I000-2A 100% STATE 2-36350-0000 BOONE CO.
X0322729	MATERIAL TRANSFER DEVICE	TON	45,212	10,414	5,906	28,892
X0325702	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	0.20	0.10	0.70
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.20	0.10	0.70
Z0017100	DOWEL BARS	EACH	3,440	3,440		
Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	373	86	62	225
Z0028700	GRANULAR SUBGRADE REPLACEMENT	CU YD	64	15	11	38
Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	3	3		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	0.20	0.10	0.70
Z0075300	TIE BARS	EACH	116	107	9	

* SPECIALTY ITEM

TYPICAL SECTIONS

US 20 - WB
STA 33+96 TO 83+54
STA 83+54 TO 85+84 (BRIDGE OMISSION)
STA 85+84 TO 106+25

US 20 - EB
STA 33+96 TO 83+28
STA 83+28 TO 85+58 (BRIDGE OMISSION)
STA 85+58 TO 106+25



EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

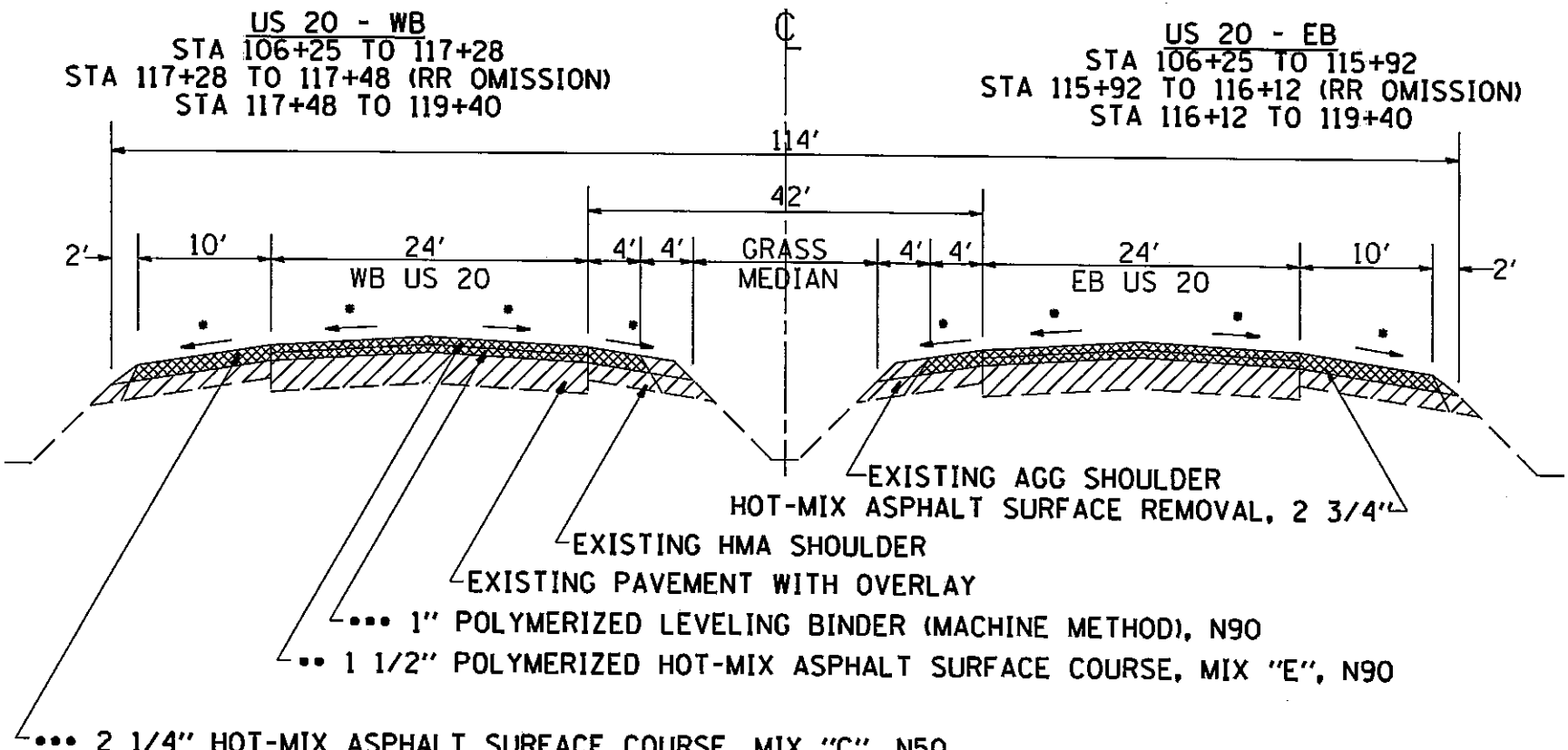
•• 119 LBS/SQ YD/IN

••• 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211407-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:08:47 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 7
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

TYPICAL SECTIONS



* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

•• 119 LBS/SQ YD/IN

••• 112 LBS/SQ YD/IN

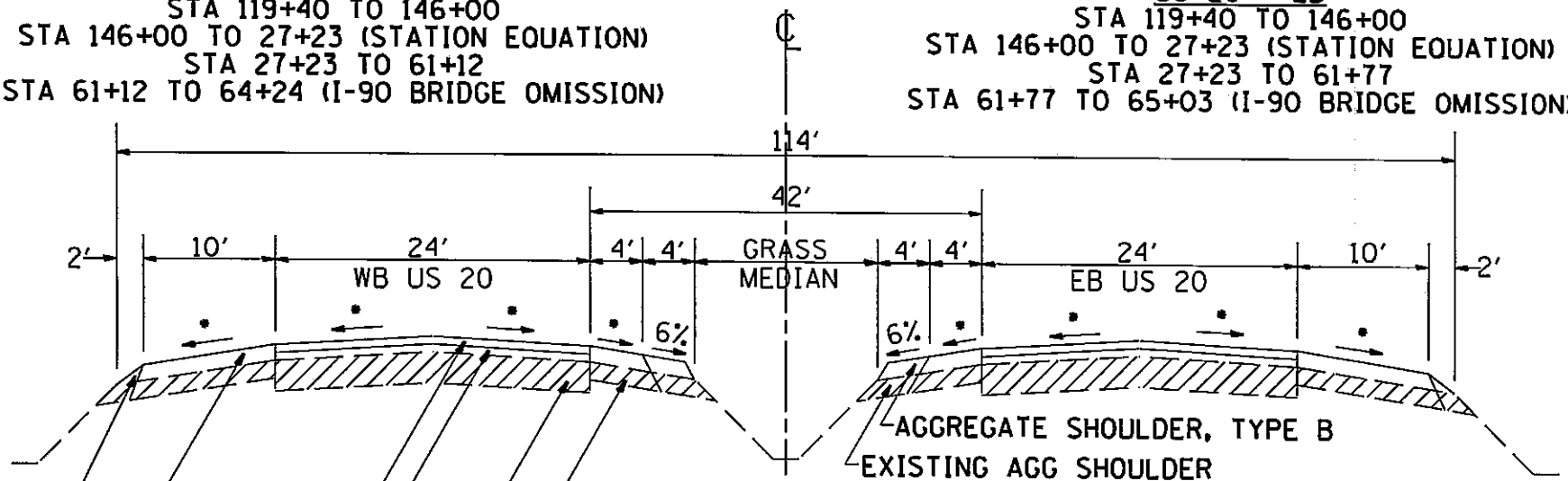
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:08:50 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 8
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20 - WB
STA 119+40 TO 146+00
STA 146+00 TO 27+23 (STATION EQUATION)
STA 27+23 TO 61+12
STA 61+12 TO 64+24 (I-90 BRIDGE OMISSION)

US 20 - EB
STA 119+40 TO 146+00
STA 146+00 TO 27+23 (STATION EQUATION)
STA 27+23 TO 61+77
STA 61+77 TO 65+03 (I-90 BRIDGE OMISSION)



EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

** 119 LBS/SQ YD/IN

*** 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211407-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:08:52 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	9
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

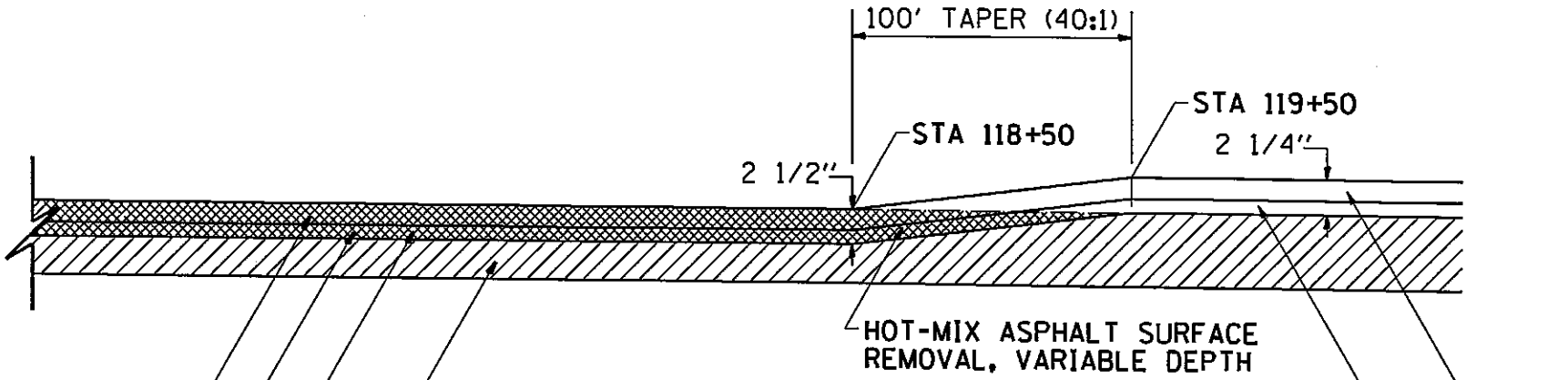
• WINNEBAGO/BOONE

TYPICAL SECTIONS

TYPICAL MILLING & HOT-MIX ASPHALT TAPER

US 20 - WB
STA 117+48 TO 119+50

US 20 - EB
STA 116+92 TO 119+50



EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

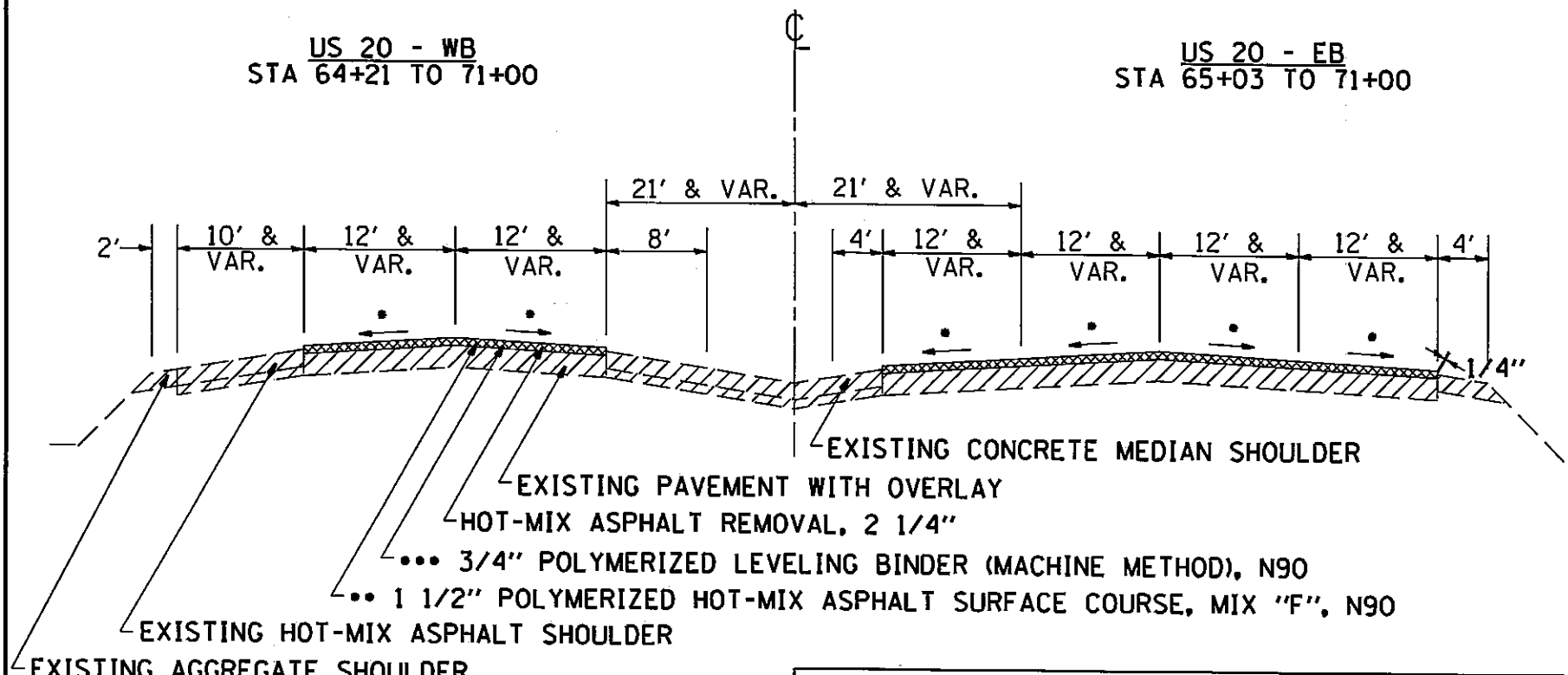
•• 119 LBS/SQ YD/IN

••• 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D2114[illegible]-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:08:54 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 10
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

TYPICAL SECTIONS



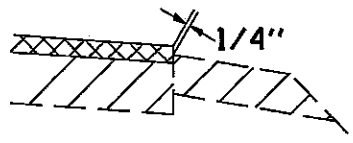
EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

** 123 LBS/SQ YD/IN

*** 112 LBS/SQ YD/IN



NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

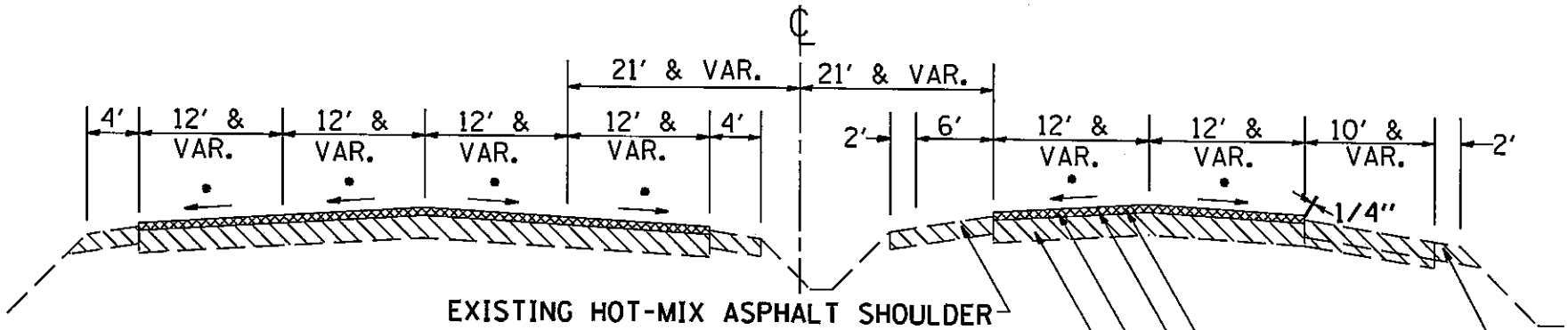
FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:08:55 2010		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	11
		CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

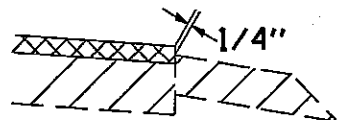
TYPICAL SECTIONS

US 20 - EB & WB
STA 71+00 TO 78+26
STA 111+00 TO 116+05
STA 164+80 TO 169+70
STA 297+30 TO 301+59
STA 324+57 TO 330+00



EXISTING HOT-MIX ASPHALT SHOULDER
EXISTING PAVEMENT WITH OVERLAY
HOT-MIX ASPHALT REMOVAL, 2 1/4"
••• 3/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90
EXISTING AGGREGATE SHOULDER

EXISTING
REMOVAL
• MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
•• 123 LBS/SQ YD/IN
••• 112 LBS/SQ YD/IN



NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

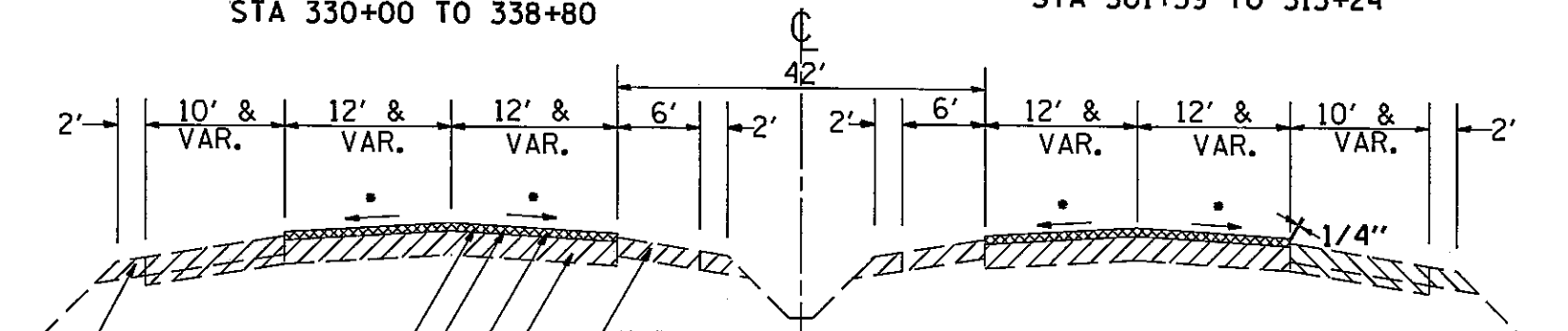
FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211407-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:08:57 2010			525	(5,6,14,15,14-1)RS	•	164	12
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20 - WB
STA 78+26 TO 102+30
STA 116+05 TO 155+75
STA 169+70 TO 208+25
BRIDGE OMISSION
STA 220+26 TO 262+00
STA 282+64 TO 288+47
STA 301+59 TO 315+24
STA 330+00 TO 338+80

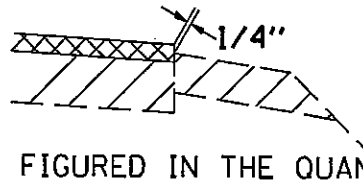
US 20 - EB
STA 78+26 TO 102+30
STA 116+05 TO 155+75
STA 169+70 TO 208+25
BRIDGE OMISSION
STA 220+26 TO 262+00
STA 282+64 TO 288+47
STA 301+59 TO 315+24



EXISTING HOT-MIX ASPHALT SHOULDER
EXISTING PAVEMENT WITH OVERLAY
HOT-MIX ASPHALT REMOVAL, 2 1/4"
••• 3/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90
EXISTING AGGREGATE SHOULDER

EXISTING
REMOVAL

• MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
•• 123 LBS/SQ YD/IN
••• 112 LBS/SQ YD/IN



NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211407-sht-typicel.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:08:59 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 13
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

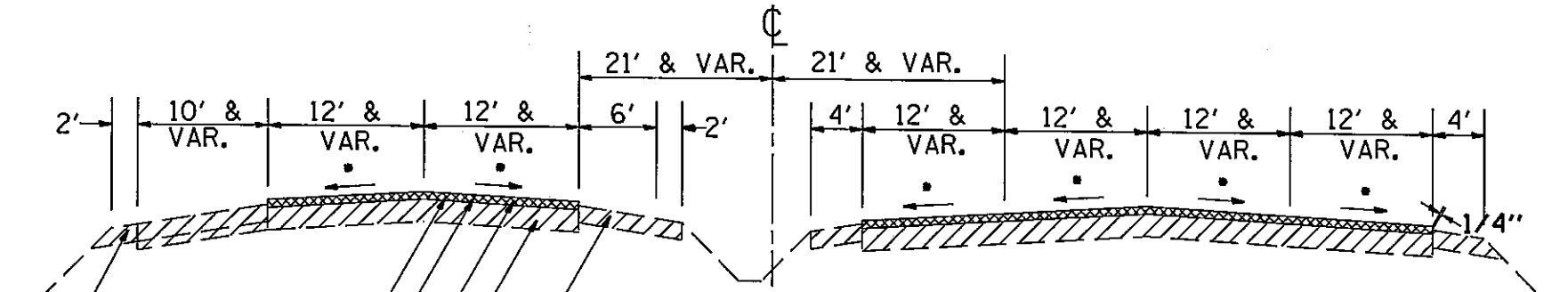
TYPICAL SECTIONS

US 20 - WB

STA 102+30 TO 106+81
STA 155+75 TO 160+10
STA 262+00 TO 266+22
STA 288+47 TO 292+73
STA 315+24 TO 319+49
STA 338+80 TO 343+14

US 20 - EB

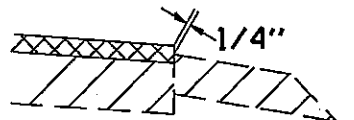
STA 102+30 TO 106+81
STA 155+75 TO 160+10
STA 262+00 TO 266+22
STA 288+47 TO 292+73
STA 315+24 TO 319+49



EXISTING HOT-MIX ASPHALT SHOULDER
EXISTING PAVEMENT WITH OVERLAY
HOT-MIX ASPHALT REMOVAL, 2 1/4"
••• 3/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90
EXISTING AGGREGATE SHOULDER

EXISTING
REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
•• 123 LBS/SQ YD/IN
••• 112 LBS/SQ YD/IN



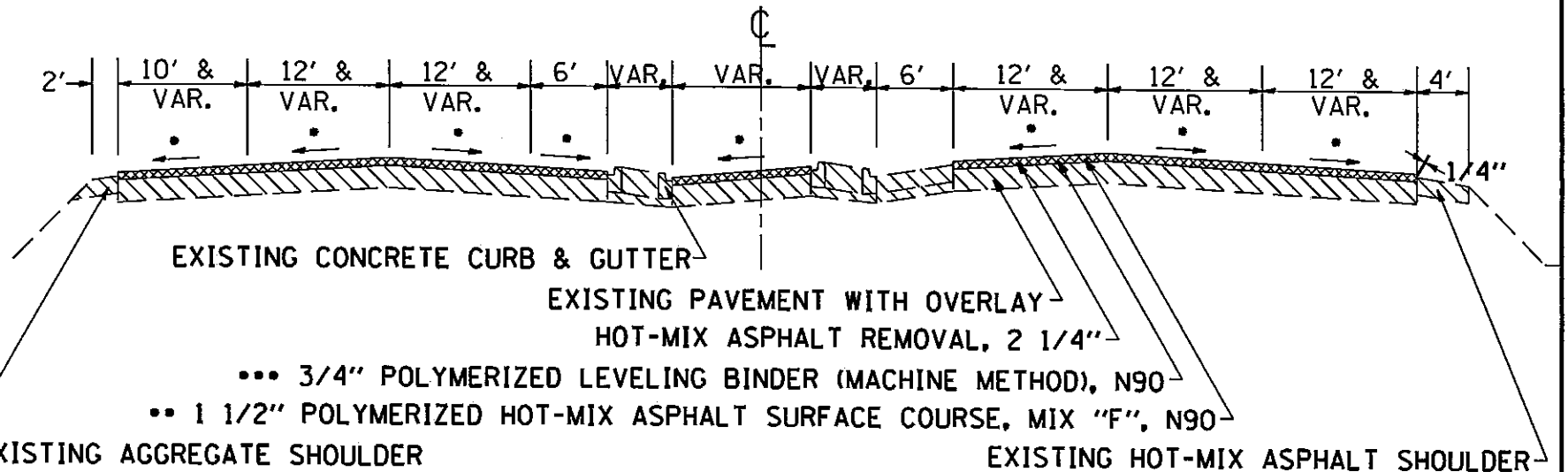
NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211401-sht-typicel.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:01 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 14
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

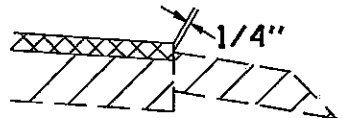
TYPICAL SECTIONS

US 20 - EB & WB
STA 106+81 TO 109+00
STA 160+10 TO 162+50
STA 266+22 TO 268+50
STA 273+44 TO 282+64
STA 292+73 TO 295+00
STA 319+49 TO 322+00



EXISTING
REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
** 123 LBS/SQ YD/IN
*** 112 LBS/SQ YD/IN



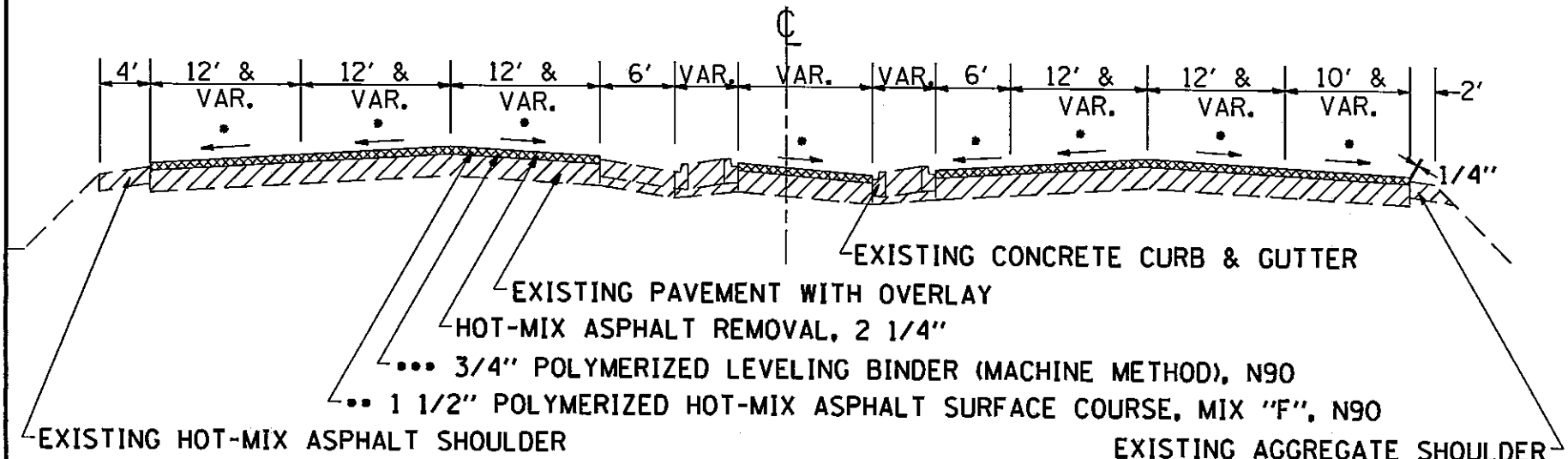
NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211405-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:02 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 15
							CONTRACT NO. 64F51
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

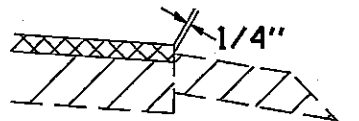
• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20 - EB & WB
STA 109+00 TO 111+00
STA 162+50 TO 164+80
STA 268+50 TO 270+56
STA 295+00 TO 297+30
STA 322+00 TO 324+57



EXISTING
REMOVAL
* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
** 123 LBS/SQ YD/IN
*** 112 LBS/SQ YD/IN



NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

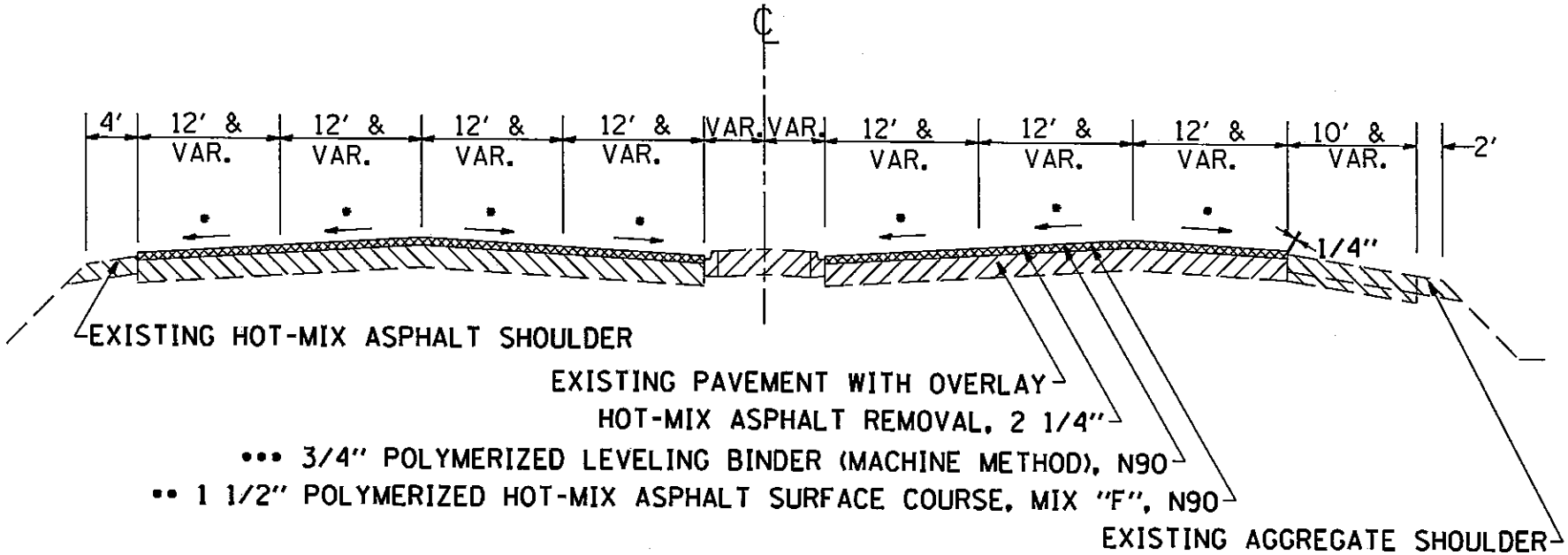
FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typicsl.dgn	PLOT DATE = Fri Jan 22 14:09:03 2010		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	16
			CONTRACT NO. 64F51	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

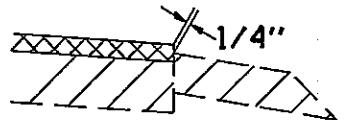
TYPICAL SECTIONS

US 20 - EB & WB
STA 270+56 TO 273+44



EXISTING
REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
** 123 LBS/SQ YD/IN
*** 112 LBS/SQ YD/IN



NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

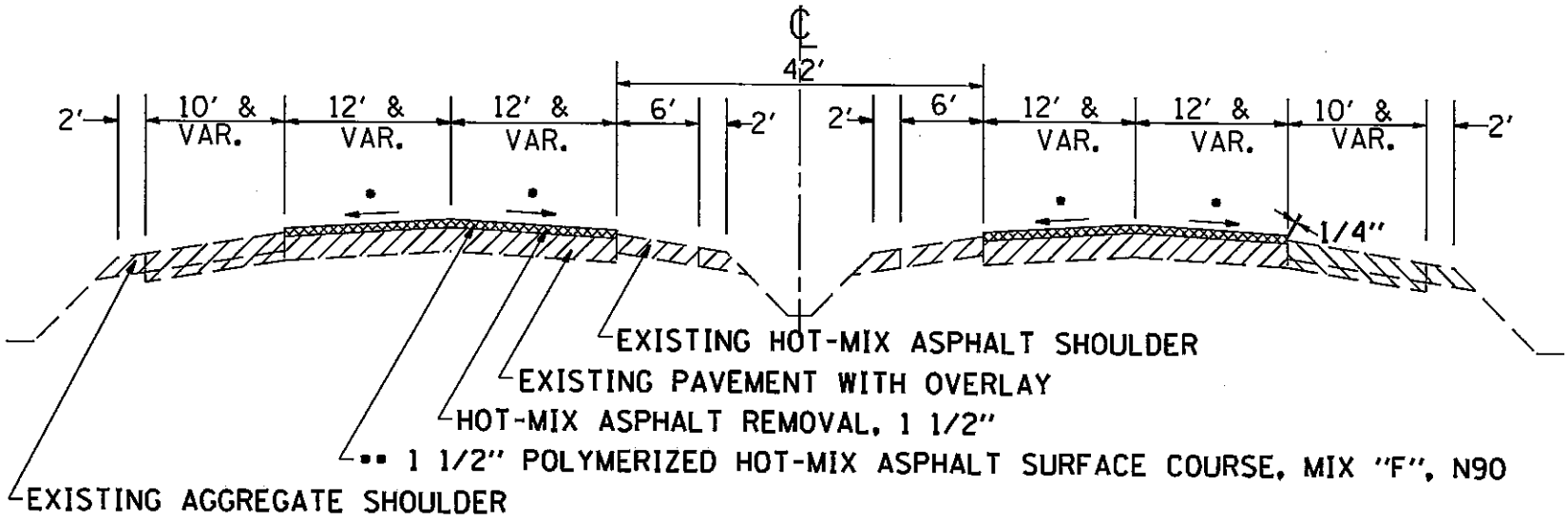
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:04 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 17
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20 - WB
STA 352+00 TO 361+00

US 20 - EB
STA 330+00 TO 338+80
STA 352+00 TO 361+00



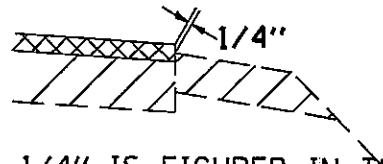
EXISTING

REMOVAL

• MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

•• 123 LBS/SQ YD/IN

••• 112 LBS/SQ YD/IN



NOTE: THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY HMA SURFACE COURSE, MIX "F", N90 FOR FUTURE SLURRY SEAL

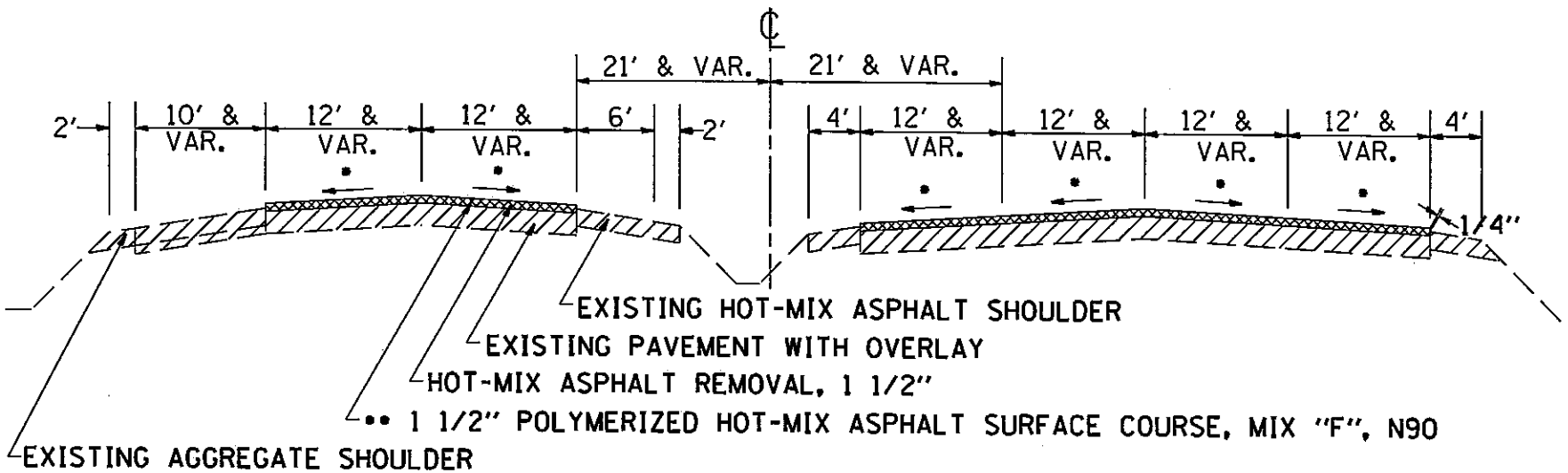
FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typicel.dgn	PLOT DATE = Fri Jan 22 14:09:04 2010			525	(5,6,14,15,14-1)RS	•	164	18
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20 WB
STA 343+14 TO 343+80

US 20 EB
STA 338+80 TO 343+80



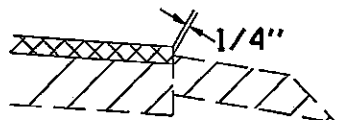
EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

** 123 LBS/SQ YD/IN

*** 112 LBS/SQ YD/IN



NOTE: THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY HMA SURFACE COURSE, MIX "F", N90 FOR FUTURE SLURRY SEAL

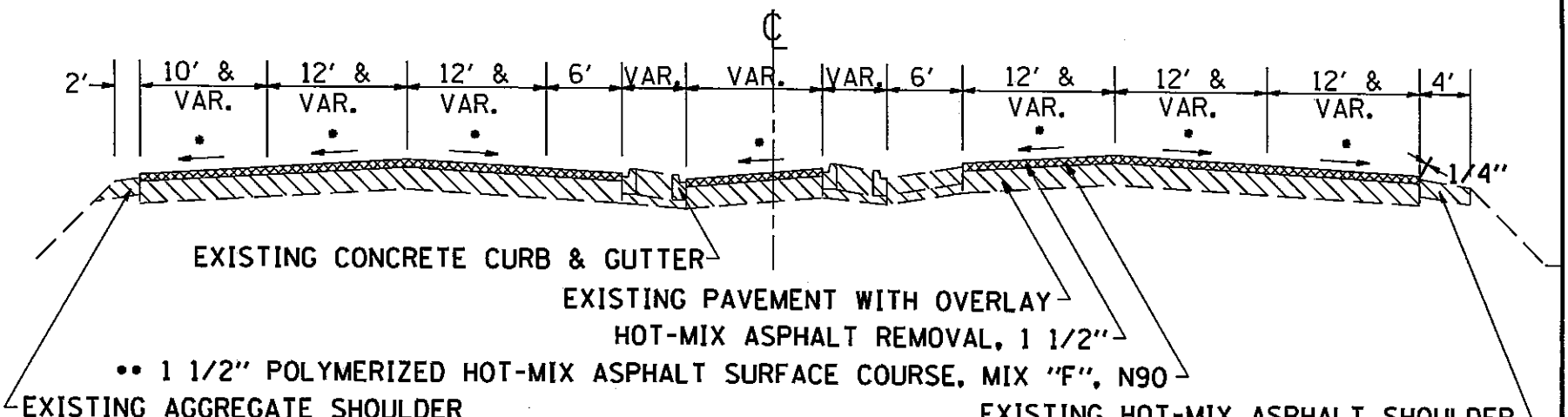
FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION
c:\pw_work\pwidot\dossdd\d0174381\D2114[illegible]-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:09:05 2010		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	19
		CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

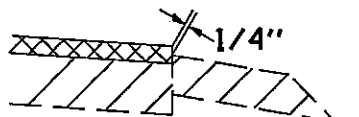
TYPICAL SECTIONS

US 20 - EB & WB
STA 343+80 TO 345+50



EXISTING
REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
** 123 LBS/SQ YD/IN
*** 112 LBS/SQ YD/IN



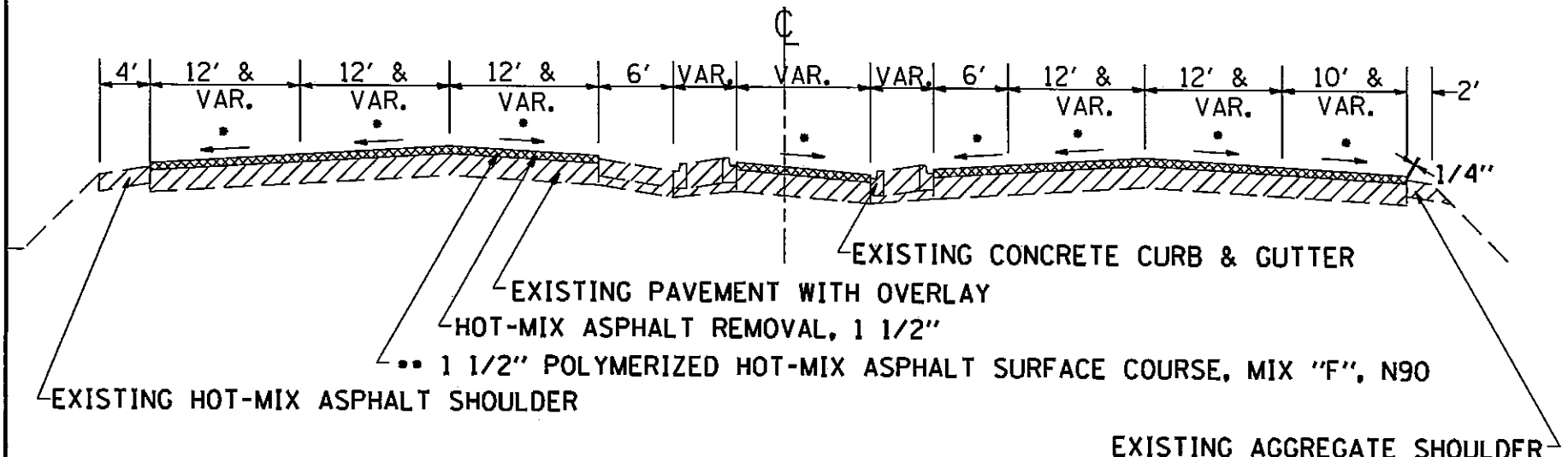
NOTE: THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY HMA SURFACE COURSE, MIX "F", N90 FOR FUTURE SLURRY SEAL

FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:09:05 2010			525	(5,6,14,15,14-1)RS	•	164	20
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

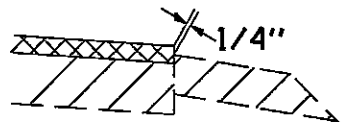
• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20 - EB & WB
STA 345+50 TO 347+00



EXISTING
REMOVAL
• MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
•• 123 LBS/SQ YD/IN
••• 112 LBS/SQ YD/IN



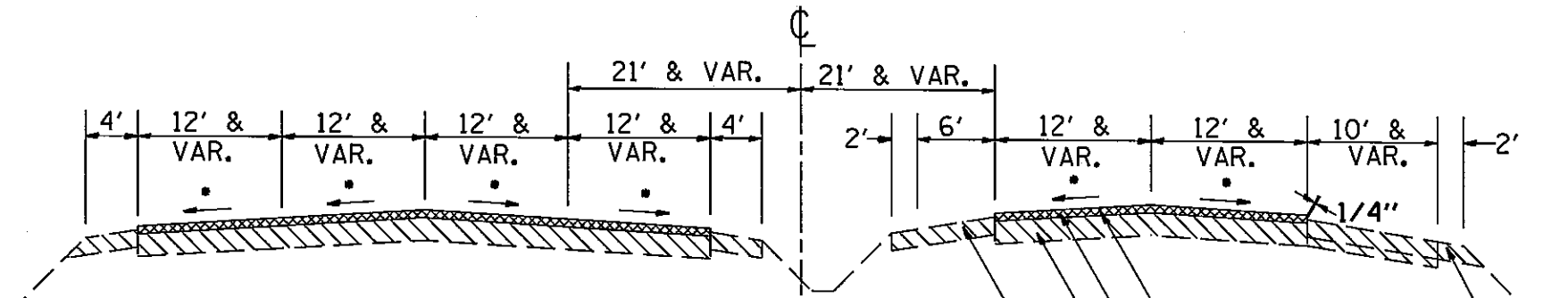
NOTE: THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY HMA SURFACE COURSE, MIX "F", N90 FOR FUTURE SLURRY SEAL

FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:09:06 2010			525	(5,6,14,15,14-1)RS	•	164	21
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20 - EB & WB
STA 347+00 TO 352+00



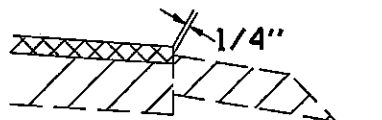
EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

** 123 LBS/SQ YD/IN

*** 112 LBS/SQ YD/IN



NOTE: THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY HMA SURFACE COURSE, MIX "F", N90 FOR FUTURE SLURRY SEAL

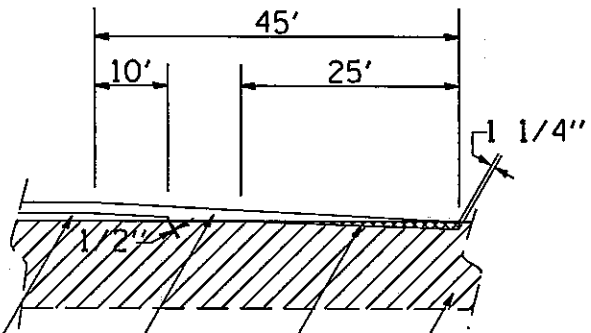
FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:09:07 2010			525	(5,6,14,15,14-1)RS	•	164	22
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

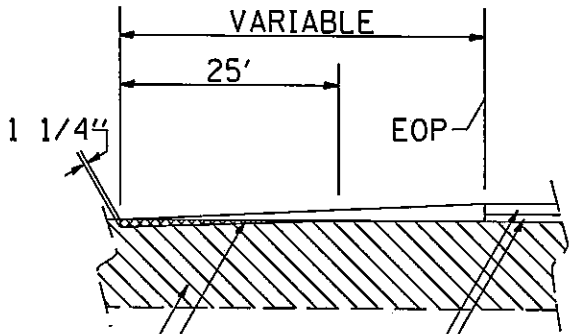
HOT-MIX ASPHALT BUTT JOINT

STA 60+62 TO 61+12 WB
STA 61+27 TO 61+77 EB



HOT-MIX ASPHALT BUTT JOINT @ SIDEROADS

ELGIN ST(CHERRY ST)
WELTY DR
WHEELER RD



EXISTING PAVEMENT WITH OVERLAY
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90
••• 3/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90

EXISTING
REMOVAL

• MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
•• 119 LBS/SQ YD/IN
••• 112 LBS/SQ YD/IN

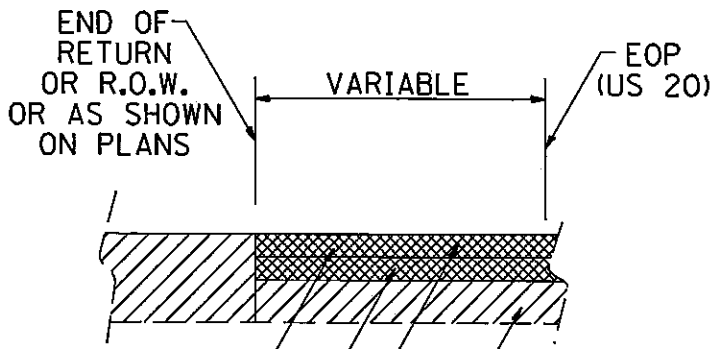
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:08 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-11RS	•	164	23
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

TAPER @ SIDEROADS

△ MILL RD-NORTH
ISPEN RD-NORTH & SOUTH
IRENE RD-NORTH & SOUTH
PEARL ST-NORTH & SOUTH
S. STATE ST-NORTH
EAST AVE-NORTH



EXISTING PAVEMENT WITH OVERLAY
HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" △
••• 3/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90 △△
•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90

EXISTING
REMOVAL

• MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
•• 119 LBS/SQ YD/IN
••• 112 LBS/SQ YD/IN

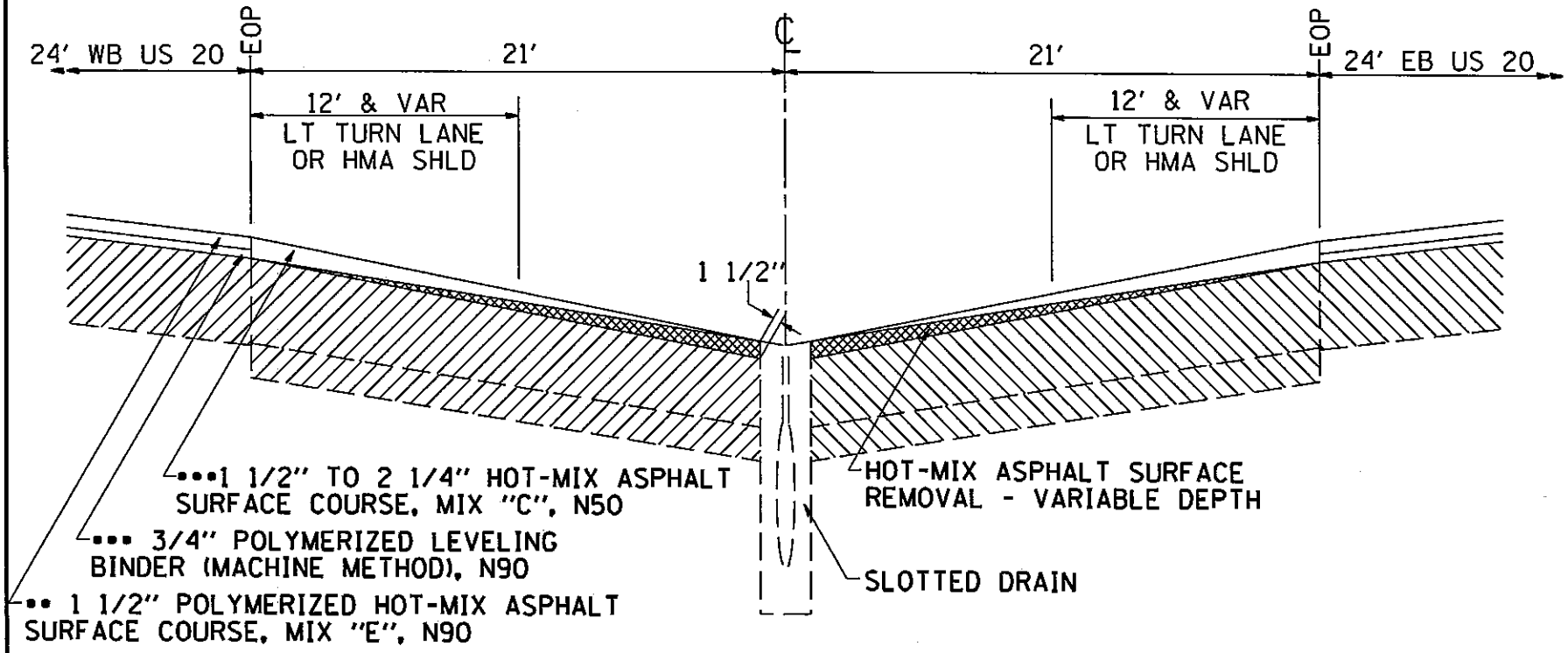
△ MILL RD USE HMA SURFACE REMOVAL 2 3/4"
△△ MILL RD 1" POLYMERIZED LEVELING BINDER (MM), N90

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:08 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	24
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

TYPICAL CROSSOVER WITH SLOTTED DRAIN



EXISTING

REMOVAL

• MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

•• 119 LBS/SQ YD/IN

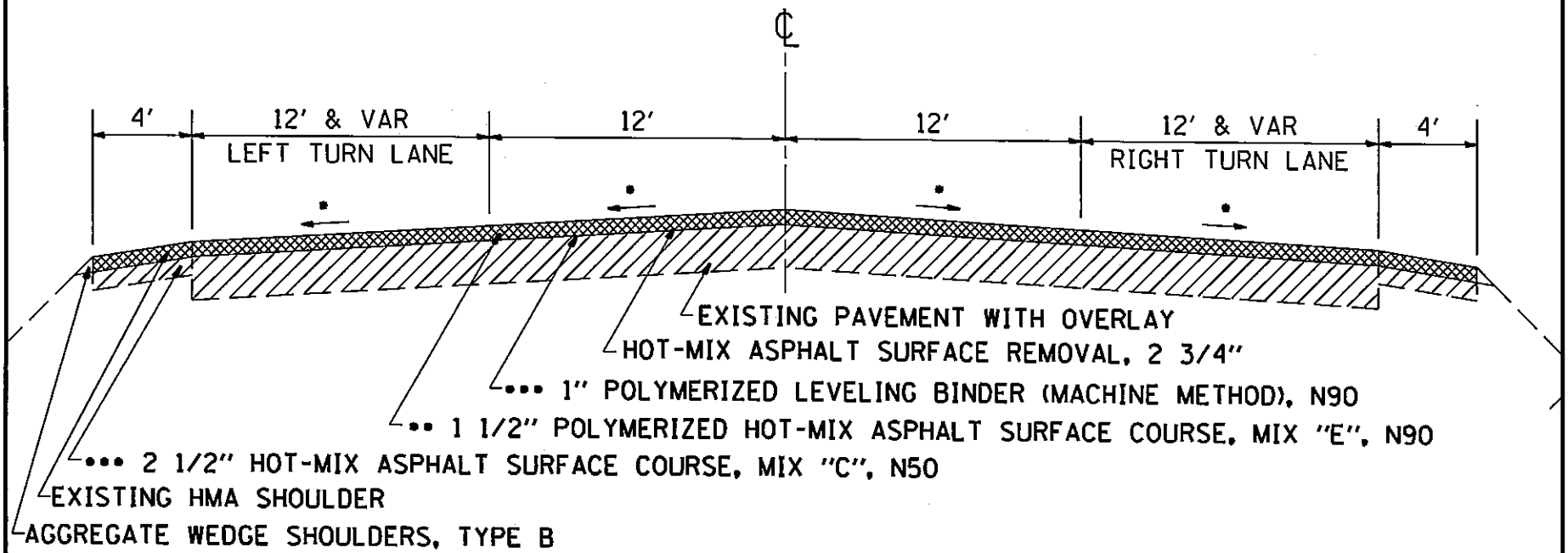
••• 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:09 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	25
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

MAINLINE TYPICAL WITH TURNLANE(S)
STA 33+96 TO 118+50 WB& EB



EXISTING
REMOVAL

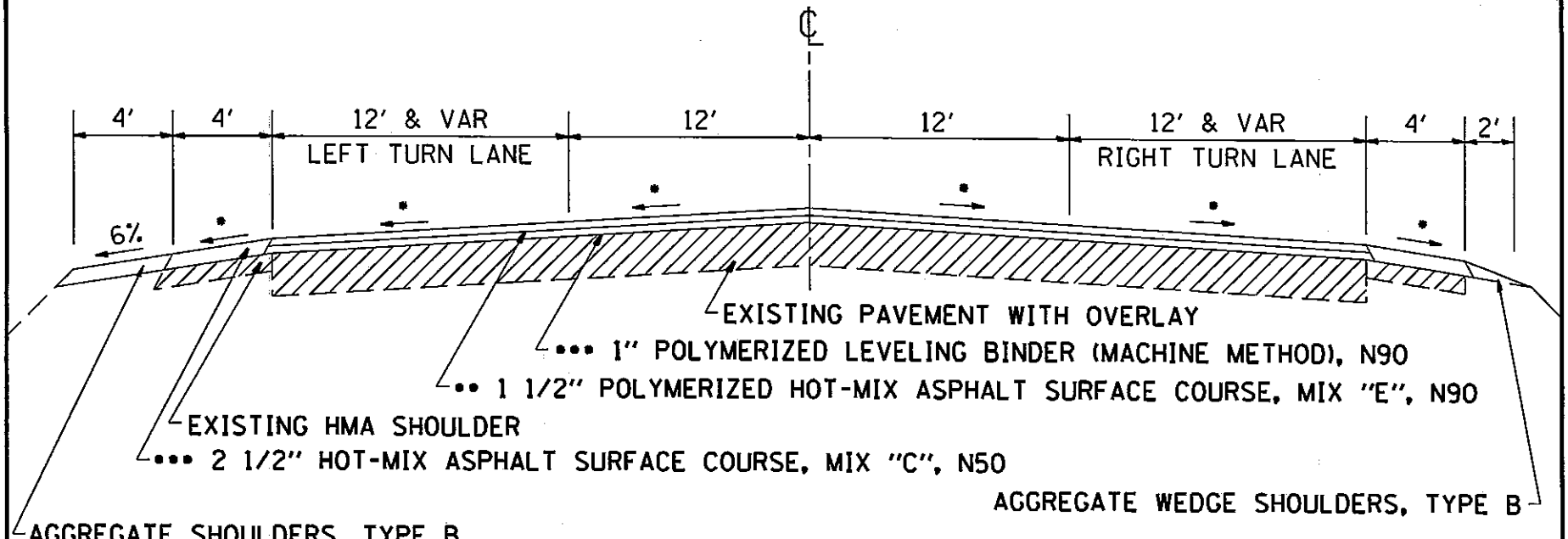
* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
•• 119 LBS/SQ YD/IN
••• 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:09 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 26
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

TYPICAL SECTIONS

MAINLINE TYPICAL WITH TURNLANE(S)
STA 118+50 TO 146+00 WB & EB
STA 27+23 TO 61+12 WB
STA 27+23 TO 61+77 EB



EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

•• 119 LBS/SQ YD/IN

••• 112 LBS/SQ YD/IN

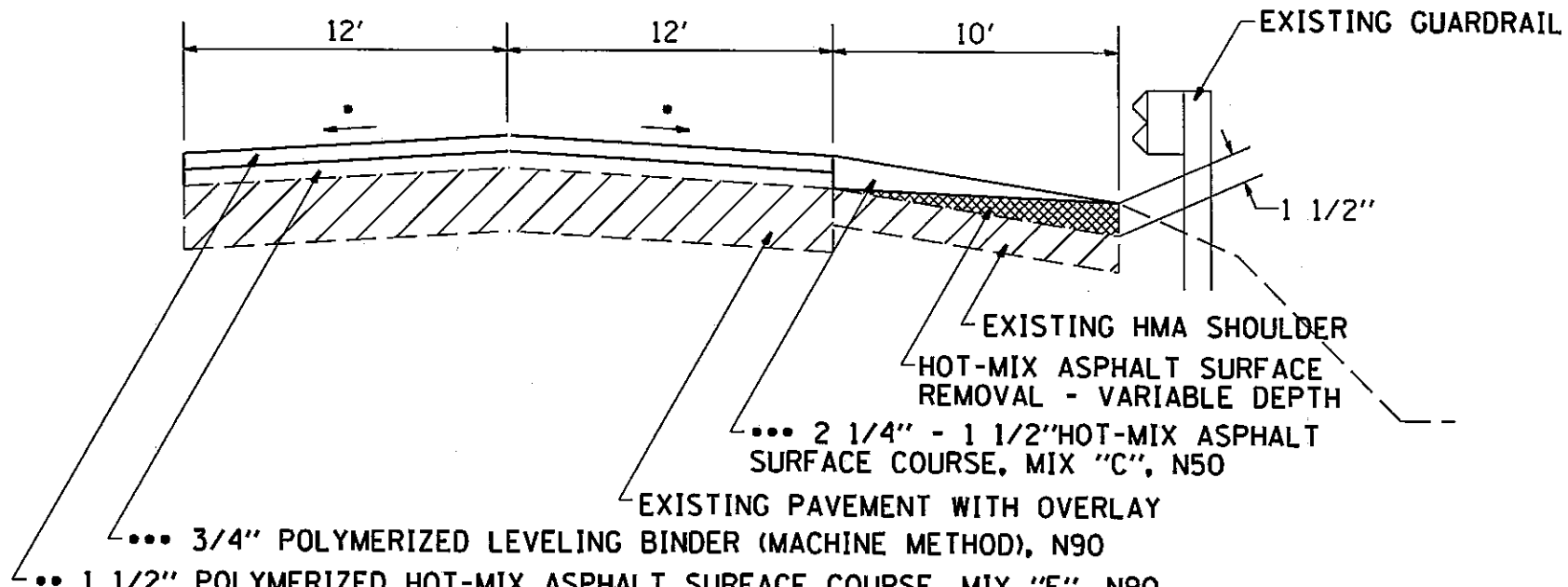
FILE NAME =	USER NAME = dossdd			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\dossdd\d0174381\D211401-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:09:10 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	525	(5,6,14,15,14-1)RS	•	164	27
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

TYPICAL TAPER AT GUARDRAIL

CROSS SECTION VIEW



EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

** 119 LBS/SQ YD/IN

*** 112 LBS/SQ YD/IN

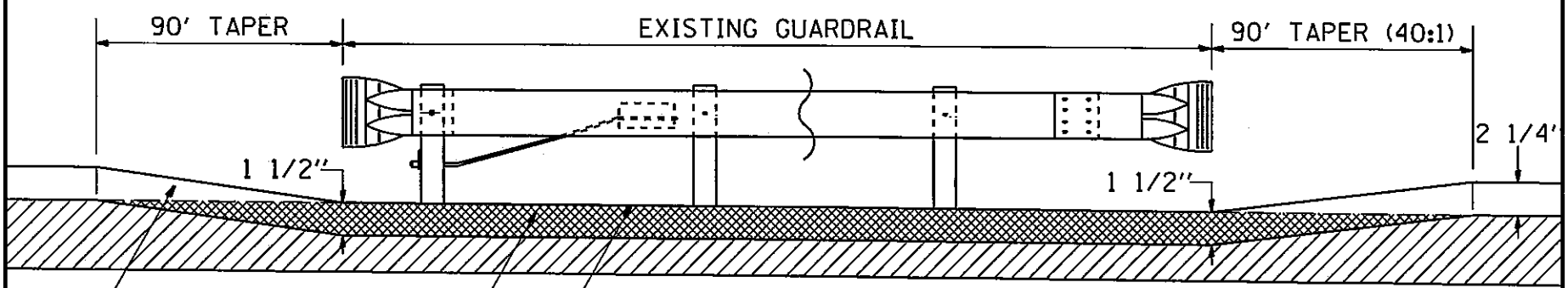
FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:11 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	28
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

TYPICAL TAPER AT GUARDRAIL

PROFILE VIEW



EXISTING EDGE OF SHOULDER

HOT-MIX ASPHALT SURFACE REMOVAL - VARIABLE DEPTH

••• 2 1/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

** 119 LBS/SQ YD/IN

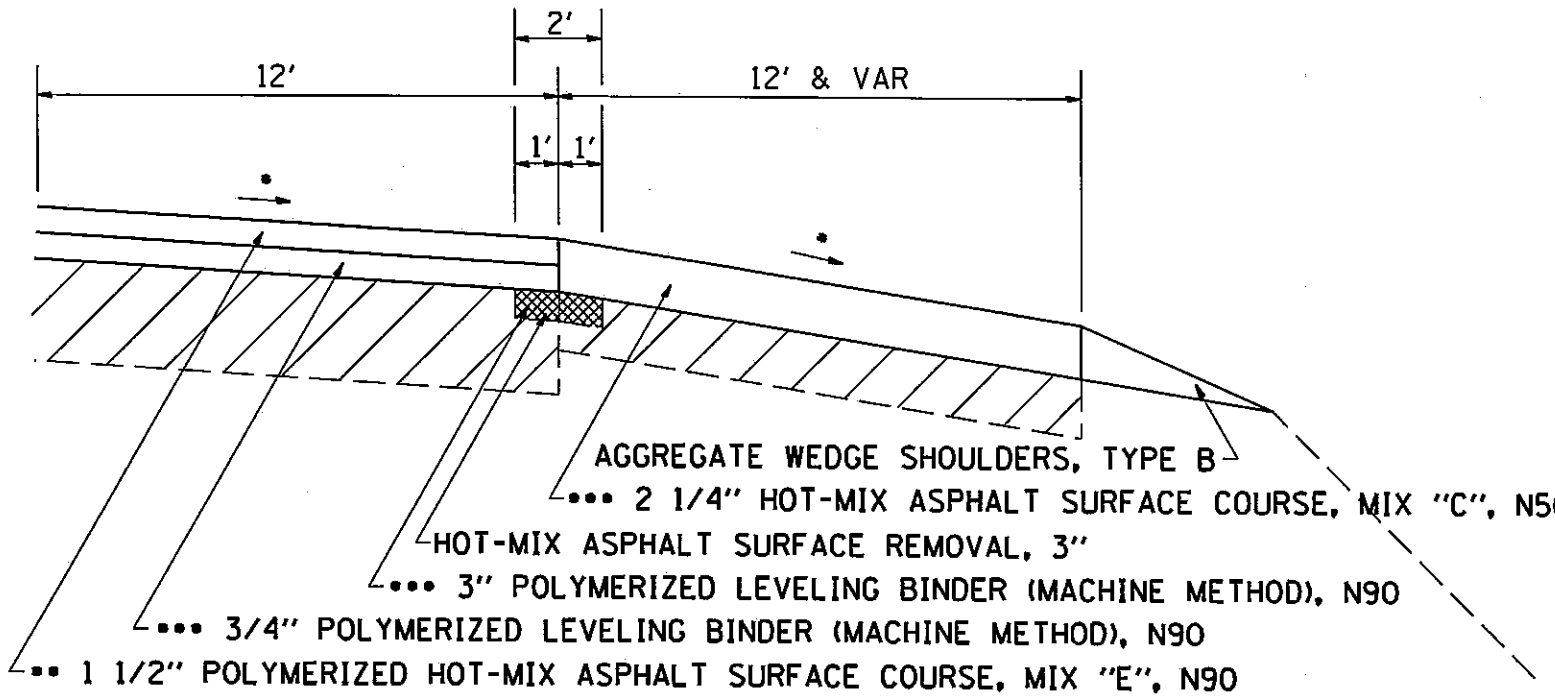
*** 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typicel.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:11 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	29
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

EDGE OF PAVEMENT SURFACE REMOVAL
(SEE SCHEDULE FOR LOCATIONS)



EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

•• 119 LBS/SQ YD/IN

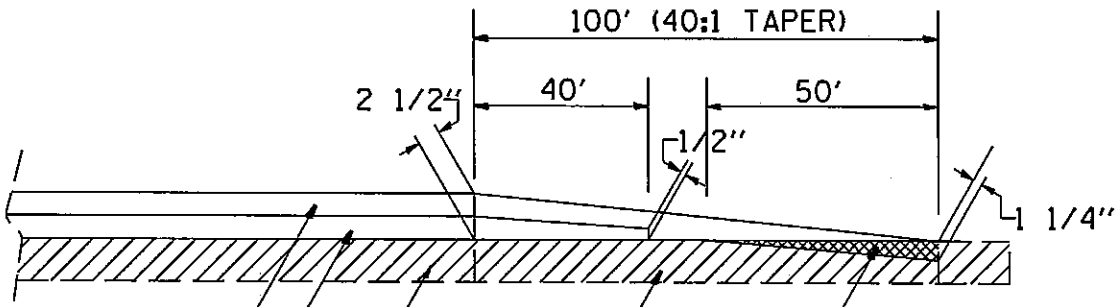
••• 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D2I1409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:12 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164 / 30
						CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

• WINNEBAGO/BOONE

TYPICAL SECTIONS

HOT-MIX ASPHALT BUTT JOINT @ I-39 RAMPS



HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

EXISTING PAVEMENT WITH OVERLAY

EXISTING PCC PAVEMENT WITH OVERLAY

••• 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90

•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90

EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

** 119 LBS/SQ YD/IN

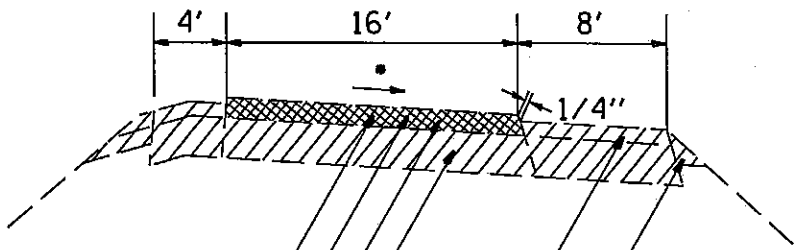
*** 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:12 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	31
							CONTRACT NO. 64F51	
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

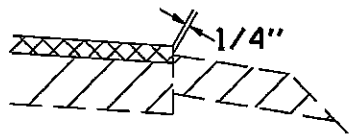
TYPICAL SECTIONS

US 20
APPLETON ROAD RAMPS
RAMPS A,B,C,D



EXISTING AGGREGATE SHOULDER
EXISTING HOT-MIX ASPHALT SHOULDER
EXISTING PAVEMENT WITH OVERLAY
HOT-MIX ASPHALT REMOVAL, 2 1/4"
••• 3/4" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90
•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90

EXISTING
REMOVAL
* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)
** 119 LBS/SQ YD/IN
*** 112 LBS/SQ YD/IN



NOTE:
THE EXTRA 1/4" IS FIGURED IN THE QUANTITY FOR POLY LEVELING BINDER (MACHINE METHOD), N90 FOR FUTURE SLURRY SEAL

FILE NAME =	USER NAME = dossdd	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION
c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	PLOT DATE = Fri Jan 22 14:09:13 2010		

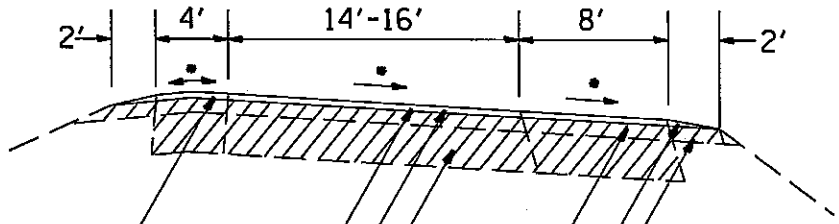
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
525	(5,6,14,15,14-1)RS	•	164	32
		CONTRACT NO. 64F51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

TYPICAL SECTIONS

US 20

I-39 RAMPS AC, CB, DB, BC,
AD, CA, DA, BD



EXISTING AGGREGATE SHOULDER

AGGREGATE WEDGE SHOULDERS, TYPE B

EXISTING HOT-MIX ASPHALT SHOULDER

EXISTING PAVEMENT WITH OVERLAY

••• 1" POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90

•• 1 1/2" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N90

••• 2 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

EXISTING

REMOVAL

* MATCH EXISTING CROSS SLOPE (MIN OF 1/8"/FT)

•• 119 LBS/SQ YD/IN

••• 112 LBS/SQ YD/IN

FILE NAME = c:\pw_work\pwidot\dossdd\d0174381\D211409-sht-typical.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 14:09:14 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	33
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

GENERAL NOTES

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

Closed expansion joints on jointed pavements shall be re-established during the patching operations. Class B Patches - when the pavement requires patching at the location of the expansion joint, a new joint should be established using a dowelled expansion patch as shown on Highway Standard 442101. When the joint is closed, but does not require patching, an expansion joint may be formed by sawing the pavement and filling the saw cut with a preformed expansion joint filler meeting the requirements of Section 1051 of the Standard Specifications as shown on Standard 420001.

When laying out for patching, the minimum distance between new patches (saw cut to saw cut) shall be 4.6 m (15 feet). When patch spacing is less than 4.6 m (15 feet), the pavement between patches shall also be removed and replaced.

All mandatory joint sealing for Class A, Class B, and Class B (Hinge Jointed) patches as shown on the plans will not be measured for payment. Optional sawing of the joint for the sealant reservoir will not be measured for payment.

For all concrete patching that will not be resurfaced, the concrete shall be struck off flush with the existing pavement surface at each end of the patch.

The Engineer reserves the right to check all patches for smoothness by the use of a 10' rolling straight edge set to a 3/16" tolerance in the wheel paths. Any patch areas higher than 3/16" must be ground smooth with an approved grinding device consisting of multiple saws. The use of bushhammer or other impact devices will not be permitted. Any patch with depressions greater than 3/16" shall be repaired in a manner approved by the Engineer.

The mandatory saw cuts for pavement patching are:

Class A Patch: Cut two transverse saw cuts at each end of the patch; one full depth and one partial depth. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

Class B Patch: Cut two transverse saw cuts outlining the patch and one transverse pressure relief saw cut. The longitudinal edges of the patch shall be cut full depth. When the patch is adjacent to a pcc shoulder, two saw cuts along the shoulder will be required.

The mandatory saw cuts will be paid for at the contract unit price per Meter (Foot) for SAW CUTS.

Milling machines on this project shall be capable of removing a layer of bituminous a minimum 6' wide and 1-1/2 inches in depth in a single pass.

The following Mixture Requirements are applicable for this project:

Table 1 – US 20 from I-39 to I-90 in Rockford

Mixture Uses(s):	Surface	Level Binder	Binder	Top Shoulder
PG:	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22	PG 58-22
Design Air Voids	4.0 @ N90	4.0 @ N90	4.0 @ N90	3 @ N50
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 19.0	IL 9.5 or 12.5
Friction Aggregate	E	N/A	N/A	C
20 Year ESAL	11.5	11.5	11.5	N/A
Mix Unit Weight	119 lbs/sy/in			112 lbs/sy/in

Table 2 – US 20 from I-90 to Farmington Way in Belvidere

Mixture Uses(s):	Surface	Level Binder	Binder (over Patches)
PG:	SBS PG 70-22	SBS PG 70-22	SBS PG 70-22
Design Air Voids	4.0 @ N90	4.0 @ N90	4.0 @ N90
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5	IL 9.5	IL 19.0
Friction Aggregate	F	N/A	N/A
20 Year ESAL	10.3	10.3	10.3
Mix Unit Weight	123 lbs/sy/in		

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

The area to be primed shall be limited to that which can be covered with HMA the same day, unless otherwise permitted by the Engineer.

Install rumble strips in all shoulders in accordance with State Standard 642001. Rumble Strips shall be placed on shoulders on both sides of the pavement.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 10 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. The bottom of the marker shall be 5'-0" below the ground surface.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal and vertical coordinates must be derived by GPS and the elevation derived by a closed level circuit. The Engineer shall submit this information to the Survey Crew.

Detector Loop, Special

1. Any Conduit stubs damaged during the surface grinding process shall be replaced in this cost. This shall also include any wire in the conduit required to connect the loops.
2. Any 6'x20' Detector Loop shall have a minimum of three turns of wire and any 6'x6' Detector Loop shall have a minimum of four turns of wire.
3. Detector loops are measured along the sawed slot in the pavement containing the loop and lead-in rather than the actual length of the wire.
4. The cables, from the end of the saw cut for the loop to the splice in the handhole, shall not be measured for payment and shall be considered to be included in the cost of the Detector Loop.
5. Seven (7) days prior to any work that may affect the operation of the Detector Loops, and for signal timing adjustments to be made for the construction period and appropriate layout of Detector Loops for reinstallation. Notice shall be given to Scott Kullerstrand at the Illinois Department of Transportation, District 2 (815/284-5468).

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Commonwealth Edison	Verizon
AT&T	NICOR Gas Co.
Rock River Water Reclamation District	Comcast
Mediacom	City of Belvidere
Village of Cherry Valley	Aldridge Electric

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

Based on a structural analysis only an emptied Material Transfer Device (MTD) will be allowed on SN 101-0073 & SN 101-0074 over the Kishwaukee River. A loaded MTD will be allowed on SN 004-0004 & SN 004-9900 over I-90, and SN 004-0005 & SN 004-0006 over Appleton Road.

Railroad flaggers are required when working within 25 feet of the tracks. They will need to contact Jim Nudera of the Union Pacific (UP) Railroad at 815/716-3465 before any work begins on railroad right-of-way.

Areas of slag mixture are expected to be milled on this project. RAP containing slag mixture must be stock piled separately.

Milling operations shall be performed such that a vertical milled face no greater than 1½" exists between open lanes of traffic. This can be accomplished by one of the following treatment methods:

1. Make multiple passes with the mill, each one less than 1½"
2. Place a temporary wedge or have milled sloped edge with a minimum 1:3 slope
3. Mill both lanes the same day so that no difference in elevation exists when the lanes are opened

Other methods may be use if approved by the Engineer prior to implementing the procedure. This work shall be included in the cost of HMA Surface Removal, at the thickness specified.

Work on this project will be in progress at the same time as the work on a Local Roads project on Mill Road from US 20 to W. State Street in Cherry Valley. Work on these projects shall be scheduled to keep interference between the projects to a minimum. The Contractors will need to coordinate and schedule sequence of work for traffic control and construction operations with each other and the Resident Engineer. William Charles is the Contractor for the Mill Road project.

Class C Patches shall be tied to the adjacent lane when the patches are more than 20 feet. The cost of the tie bars shall be included in the cost of the patch.

The resurfacing on US 20 from I-90 to Farmington Way shall be left ¼" higher than the shoulder as shown on the typical sections to allow for future slurry seal on the shoulder.

Schedule of Quantities

40600545 LEVELING BINDER (HAND METHOD), N90

TON Winnebago I-39 to RR	TON Boone RR to I-90	TON Boone I-90 to FW	LOCATION
			US 20
32	24	114	As Directed by the Resident
			I-39 RAMPS
14			As Directed by the Resident
			APPLETON RD. RAMPS
		10	As Directed by the Resident
46	24	124	*Sub-Total*
		194	**TOTAL**

40600845 POLYMERIZED LEVELING BINDER (MACHINE METHOD), N90

TON Boone RR to I-90	LOCATION				* Use for edge of pavement surface removal 24" wide.
	US 20 - WB				
12	Sta	127 + 73	-	131 + 03	
5	Sta	134 + 27	-	135 + 64	
13	Sta	138 + 35	-	141 + 93	
5	Sta	144 + 66	-	146 + 00	* Station Equation 146+00 = 27+23
6	Sta	27 + 23	-	28 + 77	* Station Equation 146+00 = 27+23
16	Sta	34 + 75	-	39 + 04	
21	Sta	44 + 84	-	50 + 46	
	US 20 - EB				
4	Sta	121 + 31	-	122 + 45	
7	Sta	137 + 96	-	139 + 92	
13	Sta	142 + 61	-	146 + 00	* Station Equation 146+00 = 27+23
9	Sta	27 + 23	-	29 + 71	* Station Equation 146+00 = 27+23
3	Sta	30 + 20	-	30 + 89	
4	Sta	33 + 43	-	34 + 47	
2	Sta	35 + 08	-	35 + 56	
8	Sta	43 + 38	-	45 + 63	
20	Sta	47 + 03	-	52 + 46	
9	Sta	54 + 05	-	56 + 33	
7	Sta	58 + 54	-	60 + 45	
165	**TOTAL**				

40600895 CONSTRUCTING TEST STRIP

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION
			US 20
0.60	0.40	1.00	As Directed by the Resident (For Poly HMA Surf Cse, Mix "E " & "F")
0.60	0.40	1.00	*Sub-Total*
		2.00	**TOTAL**

Schedule of Quantities

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

SQ YD Winnebago I-39 to RR	SQ YD Boone RR to I-90	LOCATION			
		US 20 - WB			
	138.9	Sta	61 + 12	I-90 Bridge	(50' @ 25')
		US 20 - EB			
	138.9	Sta	61 + 77	I-90 Bridge	(50' @ 25')
		I-39 RAMPS			
88.9		Ramp BC	Mainline		(16' @ 50')
88.9		Ramp DA	Mainline		(16' @ 50')
88.9		Ramp AC	Mainline		(16' @ 50')
88.9		Ramp DB	Mainline		(16' @ 50')
88.9		Ramp CA	Mainline		(16' @ 50')
88.9		Ramp BD	Mainline		(16' @ 50')
88.9		Ramp CB	Mainline		(16' @ 50')
88.9		Ramp AD	Mainline		(16' @ 50')
66.7		Ramp BC	Shoulders LT & RT		(8' & 4' @ 50')
66.7		Ramp DA	Shoulders LT & RT		(8' & 4' @ 50')
66.7		Ramp AC	Shoulders LT & RT		(8' & 4' @ 50')
66.7		Ramp DB	Shoulders LT & RT		(8' & 4' @ 50')
66.7		Ramp CA	Shoulders LT & RT		(8' & 4' @ 50')
66.7		Ramp BD	Shoulders LT & RT		(8' & 4' @ 50')
66.7		Ramp CB	Shoulders LT & RT		(8' & 4' @ 50')
66.7		Ramp AD	Shoulders LT & RT		(8' & 4' @ 50')
		SIDE ROADS			
	37.8	Elgin St	RT	(34' @ 10')	
	50.0	Welty Dr	LT	(45' @ 10')	
	33.3	Wheeler Rd	RT	(30' @ 10')	
1,244.8	398.9	*Sub-Total*			
	1,643.7	**TOTAL**			

40600990 TEMPORARY RAMP

SQ YD Winnebago I-39 to RR	SQ YD Boone RR to I-90	SQ YD Boone I-90 to FW	LOCATION			
			US 20 - WB			
35.8			Sta	33 + 96	Start	(43' @ 7.5')
29.2			Sta	83 + 54	Bridge	(35' @ 7.5')
29.2			Sta	85 + 84	Bridge	(35' @ 7.5')
68.3			Sta	114 + 85	Railroad	(82' @ 7.5')
68.3			Sta	117 + 05	Railroad	(82' @ 7.5')
	41.7		Sta	61 + 12	Bridge	(50' @ 7.5')
		20.0	Sta	208 + 90	Bridge	(24' @ 7.5')
		20.0	Sta	220 + 90	Bridge	(24' @ 7.5')
		10.0	Sta	361 + 00	End	(12' @ 7.5')
			US 20 - EB			
35.8			Sta	33 + 96	Start	(43' @ 7.5')
29.2			Sta	83 + 28	Bridge	(35' @ 7.5')
29.2			Sta	85 + 58	Bridge	(35' @ 7.5')
68.3			Sta	113 + 50	Railroad	(82' @ 7.5')
68.3			Sta	115 + 70	Railroad	(82' @ 7.5')
	41.7		Sta	61 + 77	Bridge	(50' @ 7.5')
		20.0	Sta	208 + 90	Bridge	(24' @ 7.5')
		20.0	Sta	220 + 90	Bridge	(24' @ 7.5')
		13.3	Sta	220 + 90	Ramp	(16' @ 7.5')
		10.0	Sta	361 + 00	End	(12' @ 7.5')

Schedule of Quantities

40600990 TEMPORARY RAMP ...Continued

SQ YD Winnebago I-39 to RR	SQ YD Boone RR to I-90	SQ YD Boone I-90 to FW	LOCATION		
			I-39 RAMPS		
13.3			Ramp BC		(16' @ 7.5')
13.3			Ramp DA		(16' @ 7.5')
13.3			Ramp AC		(16' @ 7.5')
13.3			Ramp DB		(16' @ 7.5')
13.3			Ramp CA		(16' @ 7.5')
13.3			Ramp BD		(16' @ 7.5')
13.3			Ramp CB		(16' @ 7.5')
13.3			Ramp AD		(16' @ 7.5')
			APPLETON RD. RAMPS		
		26.6	Ramp A		(2 - 16' @ 7.5')
		26.6	Ramp B		(2 - 16' @ 7.5')
		26.6	Ramp C		(2 - 16' @ 7.5')
		26.6	Ramp D		(2 - 16' @ 7.5')
			SIDE ROADS		
36.7			Mill Rd	N	(44' @ 7.5')
40.0			Mill Rd	S	(48' @ 7.5')
	28.3		Elgin St	S	(34' @ 7.5')
	37.5		Welty Dr	N	(45' @ 7.5')
	25.0		Wheeler Rd	S	(30' @ 7.5')
		52.0	Ipsen Rd	S	(62' @ 7.5')
		48.5	Ipsen Rd	N	(58' @ 7.5')
		82.0	Irene Rd	S	(98' @ 7.5')
		69.0	Irene Rd	N	(82' @ 7.5')
		83.0	Pearl St.	S	(99' @ 7.5')
		34.2	Pearl St.	N	(41' @ 7.5')
		41.0	East Avenue	N	(37' @ 7.5')
644.7	174.2	629.4	*Sub-Total*		
		1,448.3	**TOTAL**		

40800050 INCIDENTAL HOT-MIX ASPHALT SURFACING

TON Winnebago I-39 to RR	TON Boone RR to I-90	LOCATION		
		US 20 - WB & EB		
3.4	22.2	Sta	117 + 80	PE - LT
25.6	26.7	Sta	118 + 81	Driveway Crossover
18.2	11.2	Sta	117 + 80	CE - RT
	17.7	Sta	41 + 93	PE - LT
	18.1	Sta	55 + 64	PE - LT
47.2	95.9	*Sub-Total*		
	143.1	**TOTAL**		

Schedule of Quantities

44000160 HOT-MIX ASPHALT SURFACE REMOVAL, 2 3/4"

SQ YD Winnebago I-39 to RR	SQ YD Boone RR to I-90	LOCATION						
		US 20 - WB						
2,807.8		Sta	33	+ 96	-	41	+ 02	Start of Project
1,359.0		Sta	41	+ 02	-	46	+ 15	
3,620.3		Sta	46	+ 15	-	53	+ 69	
3,143.2		Sta	53	+ 69	-	65	+ 36	
3,020.1		Sta	65	+ 36	-	71	+ 77	
1,239.5		Sta	71	+ 77	-	76	+ 39	
1,689.7		Sta	76	+ 39	-	78	+ 78	Intersection w/ Mill Rd.
1,406.4		Sta	78	+ 78	-	81	+ 89	w/ LT & RT Turn Lanes
448.5		Sta	81	+ 89	-	83	+ 54	
		Sta	83	+ 54	-	85	+ 84	Kishwaukee Bridge Omission
5,480.5		Sta	85	+ 84	-	106	+ 25	
2,979.6		Sta	106	+ 25	-	117	+ 28	
		Sta	117	+ 28	-	117	+ 48	RR Omission
182.4		Sta	117	+ 48	-	117	+ 80	End Winnebago Co.
	277.5	Sta	117	+ 80		118	50	Start Boone Co.
		US 20 - EB						
2,689.5		Sta	33	+ 96	-	39	+ 50	Start of Project
1,832.4		Sta	39	+ 50	-	46	+ 38	
3,530.6		Sta	46	+ 38	-	53	+ 81	
1,819.4		Sta	53	+ 81	-	60	+ 59	
4,411.1		Sta	60	+ 59	-	71	+ 77	
1,942.7		Sta	71	+ 77	-	76	+ 39	w/ LT & RT Turn Lanes
1,725.1		Sta	76	+ 39	-	78	+ 78	Intersection w/ Mill Rd.
1,212.0		Sta	78	+ 78	-	83	+ 28	
		Sta	83	+ 28	-	85	+ 58	Kishwaukee Bridge Omission
5,583.9		Sta	85	+ 58	-	106	+ 25	
2,582.4		Sta	106	+ 25	-	115	+ 92	
		Sta	115	+ 92	-	116	+ 12	RR Omission
546.8		Sta	116	+ 12	-	117	+ 80	End Winnebago Co.
	282.4	Sta	117	+ 80	-	118	+ 50	Start Boone Co.
		US 20 - WB Shoulders						
1,506.8		Sta	33	+ 96	-	41	+ 02	10' LT & 10' RT
1,308.1		Sta	41	+ 02	-	46	+ 15	10' LT & 10' RT
1,719.0		Sta	46	+ 15	-	53	+ 69	10' LT & 10' RT
2,647.7		Sta	53	+ 69	-	65	+ 36	10' LT & 10' RT
1,582.4		Sta	65	+ 36	-	71	+ 77	10' LT & 10' RT
1,009.0		Sta	71	+ 77	-	76	+ 39	10' LT & 10' RT
236.3		Sta	76	+ 39	-	78	+ 78	10' LT & 10' RT
310.4		Sta	78	+ 78	-	81	+ 89	10' LT & 10' RT
363.8		Sta	81	+ 89	-	83	+ 54	10' LT & 10' RT
4,535.6		Sta	85	+ 84	-	106	+ 25	10' LT & 10' RT
1,859.8		Sta	106	+ 25	-	117	+ 28	10' LT & 4' RT
64.8		Sta	117	+ 48	-	117	+ 80	10' LT & 4' RT
	76.3	Sta	117	+ 80		118	50	10' LT & 4' RT
		US 20 - EB Shoulders						
1,329.5		Sta	33	+ 96	-	39	+ 50	10' LT & 10' RT
1,565.0		Sta	39	+ 50	-	46	+ 38	10' LT & 10' RT
1,690.8		Sta	46	+ 38	-	53	+ 81	10' LT & 10' RT
1,618.6		Sta	53	+ 81	-	60	+ 59	10' LT & 10' RT
2,500.8		Sta	60	+ 59	-	71	+ 77	10' LT & 10' RT
770.4		Sta	71	+ 77	-	76	+ 39	10' LT & 10' RT
183.1		Sta	76	+ 39	-	78	+ 78	10' LT & 10' RT
577.2		Sta	78	+ 78	-	83	+ 28	10' LT & 10' RT
4,593.3		Sta	85	+ 58	-	106	+ 25	10' LT & 10' RT
1,591.9		Sta	106	+ 25	-	115	+ 92	4' LT & 10' RT
264.6		Sta	116	+ 12	-	117	+ 80	4' LT & 10' RT
	76.1	Sta	117	+ 80	-	118	+ 50	4' LT & 10' RT
89,081.8	712.3	*Sub-Total*						
	89,794.1	**TOTAL**						

Schedule of Quantities

44000161 HOT-MIX ASPHALT SURFACE REMOVAL, 3"

SQ YD Boone RR to I-90	LOCATION				* Use for edge of pavement surface removal 24" wide.
	US 20 - WB				
73	Sta	127 + 73	-	131 + 03	
30	Sta	134 + 27	-	135 + 64	
80	Sta	138 + 35	-	141 + 93	
30	Sta	144 + 66	-	146 + 00	* Station Equation 146+00 = 27+23
34	Sta	27 + 23	-	28 + 77	* Station Equation 146+00 = 27+23
95	Sta	34 + 75	-	39 + 04	
125	Sta	44 + 84	-	50 + 46	
	US 20 - EB				
25	Sta	121 + 31	-	122 + 45	
44	Sta	137 + 96	-	139 + 92	
75	Sta	142 + 61	-	146 + 00	* Station Equation 146+00 = 27+23
55	Sta	27 + 23	-	29 + 71	* Station Equation 146+00 = 27+23
15	Sta	30 + 20	-	30 + 89	
23	Sta	33 + 43	-	34 + 47	
11	Sta	35 + 08	-	35 + 56	
50	Sta	43 + 38	-	45 + 63	
121	Sta	47 + 03	-	52 + 46	
51	Sta	54 + 05	-	56 + 33	
42	Sta	58 + 54	-	60 + 45	
980	**TOTAL**				

44000198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

SQ YD Winnebago I-39 to RR	SQ YD Boone RR to I-90	LOCATION				
		US 20 - WB				
	422.8	Sta	118 + 50	-	119 + 50	100' Taper w/ Shoulders - LT & RT
	404.0	Sta	122 + 91	-	125 + 84	Crossover w/ Slotted Drain - LT
	746.7	Sta	139 + 28	-	146 + 00	Guardrail by Welty Dr - LT
	141.1	Sta	27 + 23	-	28 + 50	Guardrail by Welty Dr - LT
		US 20 - EB				
	422.8	Sta	118 + 50	-	119 + 50	100' Taper w/ Shoulders - LT & RT
	530.7	Sta	122 + 48	-	125 + 84	Crossover w/ Slotted Drain - RT
	313.8	Sta	58 + 14	-	61 + 67	I-90 Bridge Guardrail - LT
	530.1	Sta	58 + 26	-	61 + 93	I-90 Bridge Guardrail - RT
		I-39 RAMPS				
142.2		Ramp BC	(80' Taper down to PCC)			
142.2		Ramp DA	(80' Taper down to PCC)			
142.2		Ramp AC	(80' Taper down to PCC)			
142.2		Ramp DB	(80' Taper down to PCC)			
142.2		Ramp CA	(80' Taper down to PCC)			
142.2		Ramp BD	(80' Taper down to PCC)			
142.2		Ramp CB	(80' Taper down to PCC)			
142.2		Ramp AD	(80' Taper down to PCC)			
		I-39 RAMPS - Shoulders				
106.7		Ramp BC	- 8' LT & 4' RT			
106.7		Ramp DA	- 8' LT & 4' RT			
106.7		Ramp AC	- 8' LT & 4' RT			
106.7		Ramp DB	- 8' LT & 4' RT			
106.7		Ramp CA	- 8' LT & 4' RT			
106.7		Ramp BD	- 8' LT & 4' RT			
106.7		Ramp CB	- 8' LT & 4' RT			
106.7		Ramp AD	- 8' LT & 4' RT			
1,991.2	3,512.0	*Sub-Total*				
	5,503.2	**TOTAL**				

Schedule of Quantities

44001005 HOT-MIX ASPHALT SURFACE REMOVAL

SQ YD Boone I-90 to FW	LOCATION
	US 20
500	As Needed & Directed by the Resident (Milling the Shoulder for Drainage)
500	**TOTAL**

44213000 PATCHING REINFORCEMENT

SQ YD Winnebago I-39 to RR	SQ YD Boone RR to I-90	LOCATION
		US 20
54	56	As Directed by the Resident (Class A Patches)
54	56	*Sub-Total*
	110	**TOTAL**

44213200 SAW CUTS

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	LOCATION
		US 20
184	186	As Directed by the Resident (Class A Patches)
184	186	*Sub-Total*
	370	**TOTAL**

48101200 AGGREGATE SHOULDERS, TYPE B

TON Boone RR to I-90	LOCATION				
	US 20 - WB				
33.1	Sta	118 + 50	-	122 + 37	4' - RT (Inside Shoulder)
29.4	Sta	122 + 37	-	125 + 81	4' - RT (Inside Shoulder)
172.5	Sta	125 + 81	-	146 + 00	4' - RT (Inside Shoulder)
6.1	Sta	27 + 23	-	27 + 94	4' - RT (Inside Shoulder)
14.9	Sta	27 + 94	-	29 + 68	4' - RT (Inside Shoulder)
99.4	Sta	29 + 68	-	41 + 32	4' - RT (Inside Shoulder)
10.9	Sta	41 + 32	-	42 + 60	4' - RT (Inside Shoulder)
104.0	Sta	42 + 60	-	54 + 77	4' - RT (Inside Shoulder)
15.3	Sta	54 + 77	-	56 + 56	4' - RT (Inside Shoulder)
39.0	Sta	56 + 56	-	61 + 12	4' - RT (Inside Shoulder)
	US 20 - EB				
33.1	Sta	118 + 50	-	122 + 37	4' - LT (Inside Shoulder)
29.4	Sta	122 + 37	-	125 + 81	4' - LT (Inside Shoulder)
172.5	Sta	125 + 81	-	146 + 00	4' - LT (Inside Shoulder)
6.1	Sta	27 + 23	-	27 + 94	4' - LT (Inside Shoulder)
14.9	Sta	27 + 94	-	29 + 68	4' - LT (Inside Shoulder)
99.4	Sta	29 + 68	-	41 + 32	4' - LT (Inside Shoulder)
10.9	Sta	41 + 32	-	42 + 60	4' - LT (Inside Shoulder)
104.0	Sta	42 + 60	-	54 + 77	4' - LT (Inside Shoulder)
15.3	Sta	54 + 77	-	56 + 56	4' - LT (Inside Shoulder)
44.5	Sta	56 + 56	-	61 + 77	4' - LT (Inside Shoulder)
1,054.3	**TOTAL**				

Schedule of Quantities

48102100 AGGREGATE WEDGE SHOULDERS, TYPE B

TON Winnebago I-39 to RR	TON Boone RR to I-90	LOCATION					
		US 20 - WB					
	8.3	Sta	118 + 50	-	122 + 37	2' - LT (Outside Shoulder)
	7.3	Sta	122 + 37	-	125 + 81	2' - LT (Outside Shoulder)
	43.1	Sta	125 + 81	-	146 + 00	2' - LT (Outside Shoulder)
	1.5	Sta	27 + 23	-	27 + 94	2' - LT (Outside Shoulder)
	3.7	Sta	27 + 94	-	29 + 68	2' - LT (Outside Shoulder)
	24.9	Sta	29 + 68	-	41 + 32	2' - LT (Outside Shoulder)
	2.7	Sta	41 + 32	-	42 + 60	2' - LT (Outside Shoulder)
	26.0	Sta	42 + 60	-	54 + 77	2' - LT (Outside Shoulder)
	3.8	Sta	54 + 77	-	56 + 56	2' - LT (Outside Shoulder)
	9.7	Sta	56 + 56	-	61 + 12	2' - LT (Outside Shoulder)
		US 20 - EB				
	8.3	Sta	118 + 50	-	122 + 37	2' - RT (Outside Shoulder)
	7.3	Sta	122 + 37	-	125 + 81	2' - RT (Outside Shoulder)
	43.1	Sta	125 + 81	-	146 + 00	2' - RT (Outside Shoulder)
	1.5	Sta	27 + 23	-	27 + 94	2' - RT (Outside Shoulder)
	3.7	Sta	27 + 94	-	29 + 68	2' - RT (Outside Shoulder)
	24.9	Sta	29 + 68	-	41 + 32	2' - RT (Outside Shoulder)
	2.7	Sta	41 + 32	-	42 + 60	2' - RT (Outside Shoulder)
	26.0	Sta	42 + 60	-	54 + 77	2' - RT (Outside Shoulder)
	3.8	Sta	54 + 77	-	56 + 56	2' - RT (Outside Shoulder)
	11.1	Sta	56 + 56	-	61 + 77	2' - RT (Outside Shoulder)
		I-39 RAMPS				
63.2		Ramp BC	(2' - LT & 2' - RT)			
51.7		Ramp DA	(2' - LT & 2' - RT)			
30.2		Ramp AC	(2' - LT & 2' - RT)			
23.6		Ramp DB	(2' - LT & 2' - RT)			
57.0		Ramp CA	(2' - LT & 2' - RT)			
32.0		Ramp BD	(2' - LT & 2' - RT)			
50.5		Ramp CB	(2' - LT & 2' - RT)			
86.7		Ramp AD	(2' - LT & 2' - RT)			
394.9	263.6	*Sub-Total*				
	658.5	**TOTAL**				

60255500 MANHOLES TO BE ADJUSTED

EACH Winnebago I-39 to RR	EACH Boone I-90 to FW	LOCATION			
		US 20			
4		As Needed & Directed by the Resident			
	1	Sta	106 + 25	RT	(Buried LT Turn Lane to Irene Rd.)
	1	Sta	268 + 75	LT	(US 20 - EB w/ Pearl St.)
	1	Sta	269 + 00	LT	(US 20 - WB w/ Pearl St.)
	1	Sta	294 + 21	RT	(Buried LT Turn Lane to East Ave.)
4	4	*Sub-Total*			
	8	**TOTAL**			

60255800 MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID

EACH Winnebago I-39 to RR	EACH Boone I-90 to FW	LOCATION
		US 20
1	1	As Needed & Directed by the Resident
1	1	*Sub-Total*
	2	**TOTAL**

Schedule of Quantities

60260100 INLETS TO BE ADJUSTED

EACH Winnebago I-39 to RR	EACH Boone I-90 to FW	LOCATION
		US 20
5	5	As Needed & Directed by the Resident
5	5	*Sub-Total*
	10	**TOTAL**

63304400 TRAFFIC BARRIER TERMINAL REMOVAL, TYPE 3

EACH Winnebago I-39 to RR	LOCATION				
	US 20				
1	Sta	72 + 36	-	72 + 74	Median Concrete Barrier
1	Sta	81 + 42	-	81 + 80	Median Concrete Barrier
1	Sta	105 + 81	-	106 + 19	Median Concrete Barrier
3	**TOTAL**				

64200105 SHOULDER RUMBLE STRIP

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	LOCATION				
		US 20 - WB				
143		Sta	116 + 37	-	117 + 80	LT
	388	Sta	118 + 49	-	122 + 37	LT
	2,187	Sta	125 + 80	-	140 + 47	LT
	1,164	Sta	29 + 68	-	41 + 32	LT
	1,214	Sta	42 + 60	-	54 + 74	LT
	461	Sta	56 + 56	-	61 + 17	LT
192		Sta	115 + 88	-	117 + 80	RT
	457	Sta	117 + 80	-	122 + 37	RT
	2,187	Sta	124 + 13	-	146 + 00	RT
	2,580	Sta	27 + 23	-	53 + 03	RT
	461	Sta	56 + 56	-	61 + 17	RT
		US 20 - EB				
	2,820	Sta	117 + 80	-	146 + 00	LT
	108	Sta	27 + 23	-	28 + 31	LT
	627	Sta	35 + 05	-	41 + 32	LT
	1,790	Sta	42 + 60	-	60 + 50	LT
	402	Sta	118 + 35	-	122 + 37	RT
	1,428	Sta	131 + 72	-	146 + 00	RT
	71	Sta	27 + 23	-	27 + 94	RT
	1,164	Sta	29 + 68	-	41 + 32	RT
	1,214	Sta	42 + 60	-	54 + 74	RT
	394	Sta	56 + 56	-	60 + 50	RT
335	21,117	*Sub-Total*				
	21,452	**TOTAL**				

66700305 PERMANENT SURVEY MARKERS, TYPE II

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION
			US 20
2	1	7	As Directed by the Chief of Surveys (1 per mile)
2	1	7	*Sub-Total*
		10	**TOTAL**

Schedule of Quantities

67000400 ENGINEER'S FIELD OFFICE, TYPE A

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION
			US 20
2	1	7	As Directed by the Resident
2	1	7	*Sub-Total*
		10	**TOTAL**

70100420 TRAFFIC CONTROL AND PROTECTION, STANDARD 701411

EACH Winnebago I-39 to RR	EACH Boone I-90 to FW	LOCATION
		I-39 RAMPS
1		Ramp BC
1		Ramp DA
1		Ramp AC
1		Ramp DB
1		Ramp CA
1		Ramp BD
1		Ramp CB
1		Ramp AD
		APPLETON RD. RAMPS
	1	Ramp A
	1	Ramp B
	1	Ramp C
	1	Ramp D
8	4	*Sub-Total*
	12	**TOTAL**

70300100 SHORT-TERM PAVEMENT MARKING

(4 APPLICATIONS - Milled Surf, Primed Surf, LB, HMA Surf)

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION				
			US 20 - WB				**White**
1,722			Sta	33 + 96	-	77 + 00	Centerline White Skip Dashes
222			Sta	78 + 00	-	83 + 54	Centerline White Skip Dashes
1,258			Sta	85 + 84	-	117 + 28	Centerline White Skip Dashes
13			Sta	117 + 48	-	117 + 80	Centerline White Skip Dashes
	1,128		Sta	117 + 80	-	146 + 00	Centerline White Skip Dashes
	31		Sta	27 + 23	-	28 + 00	Centerline White Skip Dashes
	454		Sta	30 + 00	-	41 + 33	Centerline White Skip Dashes
	489		Sta	42 + 79	-	55 + 00	Centerline White Skip Dashes
	193		Sta	56 + 31	-	61 + 12	Centerline White Skip Dashes
689			Sta	33 + 96	-	77 + 00	4' Outside Shoulder Diagonal @ 100'
89			Sta	78 + 00	-	83 + 54	4' Outside Shoulder Diagonal @ 100'
504			Sta	85 + 84	-	117 + 28	4' Outside Shoulder Diagonal @ 100'
6			Sta	117 + 48	-	117 + 80	4' Outside Shoulder Diagonal @ 100'
	452		Sta	117 + 80	-	146 + 00	4' Outside Shoulder Diagonal @ 100'
	13		Sta	27 + 23	-	28 + 00	4' Outside Shoulder Diagonal @ 100'
	182		Sta	30 + 00	-	41 + 33	4' Outside Shoulder Diagonal @ 100'
	196		Sta	42 + 79	-	55 + 00	4' Outside Shoulder Diagonal @ 100'
	77		Sta	56 + 31	-	61 + 12	4' Outside Shoulder Diagonal @ 100'
124			Sta	78 + 00	-	79 + 55	LT & RT Turn Lane
	150		Sta	124 + 25	-	128 + 00	LT Turn Lane
	45		Sta	29 + 59	-	30 + 70	RT Turn Lane

Schedule of Quantities

70300100 SHORT-TERM PAVEMENT MARKING ...Continued

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION				(4 APPLICATIONS - Milled Surf, Primed Surf, LB, HMA Surf)
	99		Sta	56 + 32	-	58 + 79	LT Turn Lane
288			Sta	78 + 00			Stop Bar
	192		Sta	118 + 09			Stop Bar - RR Crossing
	192		Sta	119 + 74			Stop Bar - RR Crossing
	192		Sta	120 + 24			Stop Bar - RR Crossing
		208	Sta	65 + 03	-	70 + 23	Centerline White Skip Dashes
		1,456	Sta	72 + 16	-	108 + 51	Centerline White Skip Dashes
		2,100	Sta	109 + 22	-	161 + 73	Centerline White Skip Dashes
		1,812	Sta	163 + 00	-	208 + 26	Centerline White Skip Dashes
		1,912	Sta	220 + 26	-	268 + 00	Centerline White Skip Dashes
		1,024	Sta	269 + 00	-	294 + 54	Centerline White Skip Dashes
		1,024	Sta	295 + 70	-	321 + 24	Centerline White Skip Dashes
		896	Sta	322 + 70	-	345 + 09	Centerline White Skip Dashes
		600	Sta	346 + 00	-	361 + 00	Centerline White Skip Dashes
		133	Sta	72 + 00	-	75 + 31	LT Turn Lane
		133	Sta	72 + 00	-	75 + 31	RT Turn Lane
		260	Sta	109 + 33	-	113 + 00	LT Turn Lane
		160	Sta	109 + 33	-	113 + 10	RT Turn Lane
		260	Sta	162 + 90	-	166 + 70	LT Turn Lane
		160	Sta	162 + 90	-	166 + 74	RT Turn Lane
		180	Sta	269 + 00	-	272 + 00	LT Turn Lane
		160	Sta	269 + 00	-	273 + 00	RT Turn Lane
		109	Sta	275 + 85	-	279 + 73	RT Turn Lane
		260	Sta	295 + 47	-	299 + 15	LT Turn Lane
		260	Sta	322 + 56	-	326 + 49	LT Turn Lane
		140	Sta	322 + 58	-	326 + 7	RT Turn Lane
		260	Sta	345 + 95	-	349 + 50	LT Turn Lane
		108	Sta	345 + 95	-	348 + 55	RT Turn Lane
		148	Sta	162 + 90			Stop Bar-Mainline
		36	Sta	163 + 25			Stop Bar-Burried Left Turning Lane
		60	Sta	269 + 00			Stop Bar-Mainline
		52	Sta	269 + 11			Stop Bar-Right Turning Lane
		36	Sta	269 + 22			Stop Bar-Burried Left Turning Lane
		156	Sta	275 + 83			Stop Bar-Mainline
		108	Sta	295 + 47			Stop Bar-Mainline
		36	Sta	295 + 69			Stop Bar-Burried Left Turning Lane
		108	Sta	322 + 57			Stop Bar-Mainline
		36	Sta	323 + 00			Stop Bar-Burried Left Turning Lane
		60	Sta	345 + 90			Stop Bar-Mainline
		36	Sta	346 + 35			Stop Bar-Burried Left Turning Lane
			US 20 - EB				**White**
1,722			Sta	33 + 96	-	77 + 00	Centerline White Skip Dashes
212			Sta	78 + 00	-	83 + 28	Centerline White Skip Dashes
1,214			Sta	85 + 58	-	115 + 92	Centerline White Skip Dashes
68			Sta	116 + 12	-	117 + 80	Centerline White Skip Dashes
	1,128		Sta	117 + 80	-	146 + 00	Centerline White Skip Dashes
	31		Sta	27 + 23	-	28 + 00	Centerline White Skip Dashes
	454		Sta	30 + 00	-	41 + 33	Centerline White Skip Dashes
	489		Sta	42 + 79	-	55 + 00	Centerline White Skip Dashes
	219		Sta	56 + 31	-	61 + 77	Centerline White Skip Dashes
689			Sta	33 + 96	-	77 + 00	Outside Shoulder Diagonal 4' @ 100'
85			Sta	78 + 00	-	83 + 28	Outside Shoulder Diagonal 4' @ 100'
486			Sta	85 + 58	-	115 + 92	Outside Shoulder Diagonal 4' @ 100'
27			Sta	116 + 12	-	117 + 80	Outside Shoulder Diagonal 4' @ 100'
	452		Sta	117 + 80	-	146 + 00	Outside Shoulder Diagonal 4' @ 100'
	13		Sta	27 + 23	-	28 + 00	Outside Shoulder Diagonal 4' @ 100'
	182		Sta	30 + 00	-	41 + 33	Outside Shoulder Diagonal 4' @ 100'

Schedule of Quantities

70300100 SHORT-TERM PAVEMENT MARKING ...Continued

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION				(4 APPLICATIONS - Milled Surf, Primed Surf, LB, HMA Surf)
	196		Sta	42 + 79	-	55 + 00	Outside Shoulder Diagonal 4' @ 100'
	88		Sta	56 + 31	-	61 + 77	Outside Shoulder Diagonal 4' @ 100'
137			Sta	75 + 29	-	77 + 00	LT & RT Turn Lane
	116		Sta	143 + 10	-	146 + 00	LT Turn Lane
	35		Sta	27 + 23	-	28 + 10	LT Turn Lane
	41		Sta	53 + 84	-	54 + 85	RT Turn Lane
288			Sta	76 + 95			Stop Bar
	192		Sta	113 + 16			Stop Bar - RR Crossing
	192		Sta	113 + 65			Stop Bar - RR Crossing
	192		Sta	115 + 32			Stop Bar - RR Crossing
		208	Sta	65 + 03	-	70 + 23	Centerline White Skip Dashes
		1,456	Sta	72 + 16	-	108 + 51	Centerline White Skip Dashes
		2,100	Sta	109 + 22	-	161 + 73	Centerline White Skip Dashes
		1,812	Sta	163 + 00	-	208 + 26	Centerline White Skip Dashes
		1,912	Sta	220 + 26	-	268 + 00	Centerline White Skip Dashes
		1,024	Sta	269 + 00	-	294 + 54	Centerline White Skip Dashes
		1,024	Sta	295 + 70	-	321 + 24	Centerline White Skip Dashes
		896	Sta	322 + 70	-	345 + 09	Centerline White Skip Dashes
		600	Sta	346 + 00	-	361 + 00	Centerline White Skip Dashes
		124	Sta	67 + 39	-	70 + 47	LT Turn Lane
		76	Sta	68 + 60	-	70 + 47	RT Turn Lane
		252	Sta	105 + 00	-	108 + 52	LT Turn Lane
		140	Sta	105 + 00	-	108 + 52	RT Turn Lane
		260	Sta	158 + 19	-	162 + 00	LT Turn Lane
		160	Sta	158 + 19	-	162 + 00	RT Turn Lane
		260	Sta	264 + 40	-	268 + 12	LT Turn Lane
		160	Sta	264 + 14	-	268 + 00	RT Turn Lane
		260	Sta	272 + 00	-	275 + 42	LT Turn Lane
		260	Sta	290 + 90	-	294 + 60	LT Turn Lane
		160	Sta	290 + 61	-	294 + 60	RT Turn Lane
		260	Sta	317 + 66	-	321 + 59	LT Turn Lane
		140	Sta	318 + 00	-	321 + 59	RT Turn Lane
		260	Sta	341 + 50	-	345 + 10	LT Turn Lane
		120	Sta	342 + 35	-	345 + 10	RT Turn Lane
		36	Sta	161 + 62			Stop Bar-Burried Left Turning Lane
		144	Sta	162 + 00			Stop Bar-Mainline
		36	Sta	267 + 87			Stop Bar-Burried Left Turning Lane
		60	Sta	268 + 09			Stop Bar-Mainline
		60	Sta	268 + 00			Stop Bar-Right Turning Lane
		36	Sta	276 + 78			Stop Bar-Burried Left Turning Lane
		60	Sta	275 + 40			Stop Bar-Mainline
		36	Sta	294 + 34			Stop Bar-Burried Left Turning Lane
		124	Sta	294 + 56			Stop Bar-Mainline
		36	Sta	321 + 11			Stop Bar-Burried Left Turning Lane
		112	Sta	321 + 56			Stop Bar-Mainline
		36	Sta	344 + 65			Stop Bar-Burried Left Turning Lane
		60	Sta	345 + 08			Stop Bar-Mainline
			SIDE ROADS				
456			Mill Road - LT				Stop Bar
412			Mill Road - LT				Painted Island
456			Mill Road - LT				Painted Island
16			Mill Road - LT				RT Turn Lane
	160		Elgin Rd				Stop Bar
			I-39 RAMPS	(2 Applications - Prime & Surface)			
119			Ramp BC	Outside Shoulder Diagonal 4' @ 100'			
97			Ramp DA	Outside Shoulder Diagonal 4' @ 100'			
57			Ramp AC	Outside Shoulder Diagonal 4' @ 100'			

Schedule of Quantities

70300100 SHORT-TERM PAVEMENT MARKING ...Continued

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION	(4 APPLICATIONS - Milled Surf, Primed Surf, LB, HMA Surf)
45			Ramp DB	Outside Shoulder Diagonal 4' @ 100'
107			Ramp CA	Outside Shoulder Diagonal 4' @ 100'
60			Ramp BD	Outside Shoulder Diagonal 4' @ 100'
95			Ramp CB	Outside Shoulder Diagonal 4' @ 100'
163			Ramp AD	Outside Shoulder Diagonal 4' @ 100'
600	1,000	1,750	As Needed & Directed by Resident for Symbols	
12,526	9,265	30,996	*White Sub-Total*	
			US 20 - WB	**Yellow**
689			Sta 33 + 96 - 77 + 00	Inside Shoulder Diagonal 4' @ 100'
89			Sta 78 + 00 - 83 + 54	Inside Shoulder Diagonal 4' @ 100'
504			Sta 85 + 84 - 117 + 28	Inside Shoulder Diagonal 4' @ 100'
6			Sta 117 + 48 - 117 + 80	Inside Shoulder Diagonal 4' @ 100'
	452		Sta 117 + 80 - 146 + 00	Inside Shoulder Diagonal 4' @ 100'
	13		Sta 27 + 23 - 28 + 00	Inside Shoulder Diagonal 4' @ 100'
	182		Sta 30 + 00 - 41 + 33	Inside Shoulder Diagonal 4' @ 100'
	196		Sta 42 + 79 - 55 + 00	Inside Shoulder Diagonal 4' @ 100'
	77		Sta 56 + 31 - 61 + 12	Inside Shoulder Diagonal 4' @ 100'
			US 20 - EB	**Yellow**
689			Sta 33 + 96 - 77 + 00	Inside Shoulder Diagonal 4' @ 100'
85			Sta 78 + 00 - 83 + 28	Inside Shoulder Diagonal 4' @ 100'
486			Sta 85 + 58 - 115 + 92	Inside Shoulder Diagonal 4' @ 100'
27			Sta 116 + 12 - 117 + 80	Inside Shoulder Diagonal 4' @ 100'
	452		Sta 117 + 80 - 146 + 00	Inside Shoulder Diagonal 4' @ 100'
	13		Sta 27 + 23 - 28 + 00	Inside Shoulder Diagonal 4' @ 100'
	182		Sta 30 + 00 - 41 + 33	Inside Shoulder Diagonal 4' @ 100'
	196		Sta 42 + 79 - 55 + 00	Inside Shoulder Diagonal 4' @ 100'
	88		Sta 56 + 31 - 61 + 77	Inside Shoulder Diagonal 4' @ 100'
			US 20 - WB & EB	
592			Sta 73 + 41 - 77 + 11	Double Yellow Painted Median
584			Sta 77 + 96 - 81 + 60	Double Yellow Painted Median
	304		Sta 123 + 96 - 125 + 80	Double Yellow Painted Median
			SIDE ROADS	
106			Mill Road - North	Double Yellow Painted Median
	106		Elgin Rd. - South	Double Yellow Painted Median
			I-39 RAMPS	(2 Applications - Prime & Surface)
119			Ramp BC	Inside Shoulder Diagonal 4' @ 100'
97			Ramp DA	Inside Shoulder Diagonal 4' @ 100'
57			Ramp AC	Inside Shoulder Diagonal 4' @ 100'
45			Ramp DB	Inside Shoulder Diagonal 4' @ 100'
107			Ramp CA	Inside Shoulder Diagonal 4' @ 100'
60			Ramp BD	Inside Shoulder Diagonal 4' @ 100'
95			Ramp CB	Inside Shoulder Diagonal 4' @ 100'
163			Ramp AD	Inside Shoulder Diagonal 4' @ 100'
4,600	2,261	-	*Yellow Sub-Total*	
17,126	11,526	30,996	*Sub-Total*	
		59,648	**TOTAL**	

Schedule of Quantities

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION					(SURFACE REMOVAL ONLY FOR SHORT-TERM)
			US 20 - WB					**White**
144			Sta	33 + 96	-	77 + 00		Centerline White Skip Dashes
19			Sta	78 + 00	-	83 + 54		Centerline White Skip Dashes
105			Sta	85 + 84	-	117 + 28		Centerline White Skip Dashes
1			Sta	117 + 48	-	117 + 80		Centerline White Skip Dashes
	94		Sta	117 + 80	-	146 + 00		Centerline White Skip Dashes
	3		Sta	27 + 23	-	28 + 00		Centerline White Skip Dashes
	38		Sta	30 + 00	-	41 + 33		Centerline White Skip Dashes
	41		Sta	42 + 79	-	55 + 00		Centerline White Skip Dashes
	16		Sta	56 + 31	-	61 + 12		Centerline White Skip Dashes
57			Sta	33 + 96	-	77 + 00		Outside Shoulder Diagonal 4' @ 100'
7			Sta	78 + 00	-	83 + 54		Outside Shoulder Diagonal 4' @ 100'
42			Sta	85 + 84	-	117 + 28		Outside Shoulder Diagonal 4' @ 100'
1			Sta	117 + 48	-	117 + 80		Outside Shoulder Diagonal 4' @ 100'
	38		Sta	117 + 80	-	146 + 00		Outside Shoulder Diagonal 4' @ 100'
	1		Sta	27 + 23	-	28 + 00		Outside Shoulder Diagonal 4' @ 100'
	15		Sta	30 + 00	-	41 + 33		Outside Shoulder Diagonal 4' @ 100'
	16		Sta	42 + 79	-	55 + 00		Outside Shoulder Diagonal 4' @ 100'
	6		Sta	56 + 31	-	61 + 12		Outside Shoulder Diagonal 4' @ 100'
10			Sta	78 + 00	-	79 + 55		LT & RT Turn Lane
	13		Sta	124 + 25	-	128 + 00		LT Turn Lane
	4		Sta	29 + 59	-	30 + 70		RT Turn Lane
	8		Sta	56 + 32	-	58 + 79		LT Turn Lane
24			Sta	78 + 00				Stop Bar
	16		Sta	118 + 09				Stop Bar - RR Crossing
	16		Sta	119 + 74				Stop Bar - RR Crossing
	16		Sta	120 + 24				Stop Bar - RR Crossing
		17	Sta	65 + 03	-	70 + 23		Centerline White Skip Dashes
		121	Sta	72 + 16	-	108 + 51		Centerline White Skip Dashes
		175	Sta	109 + 22	-	161 + 73		Centerline White Skip Dashes
		151	Sta	163 + 00	-	208 + 26		Centerline White Skip Dashes
		159	Sta	220 + 26	-	268 + 00		Centerline White Skip Dashes
		85	Sta	269 + 00	-	294 + 54		Centerline White Skip Dashes
		85	Sta	295 + 70	-	321 + 24		Centerline White Skip Dashes
		75	Sta	322 + 70	-	345 + 09		Centerline White Skip Dashes
		50	Sta	346 + 00	-	361 + 00		Centerline White Skip Dashes
		11	Sta	72 + 00	-	75 + 31		LT Turn Lane
		11	Sta	72 + 00	-	75 + 31		RT Turn Lane
		22	Sta	109 + 33	-	113 + 00		LT Turn Lane
		13	Sta	109 + 33	-	113 + 10		RT Turn Lane
		22	Sta	162 + 90	-	166 + 70		LT Turn Lane
		13	Sta	162 + 90	-	166 + 74		RT Turn Lane
		15	Sta	269 + 00	-	272 + 00		LT Turn Lane
		13	Sta	269 + 00	-	273 + 00		RT Turn Lane
		9	Sta	275 + 85	-	279 + 73		RT Turn Lane
		22	Sta	295 + 47	-	299 + 15		LT Turn Lane
		22	Sta	322 + 56	-	326 + 49		LT Turn Lane
		12	Sta	322 + 58	-	326 + 7		RT Turn Lane
		22	Sta	345 + 95	-	349 + 50		LT Turn Lane
		9	Sta	345 + 95	-	348 + 55		RT Turn Lane
		12	Sta	162 + 90				Stop Bar-Mainline
		3	Sta	163 + 25				Stop Bar-Burried Left Turning Lane
		5	Sta	269 + 00				Stop Bar-Mainline
		4	Sta	269 + 11				Stop Bar-Right Turning Lane
		3	Sta	269 + 22				Stop Bar-Burried Left Turning Lane
		13	Sta	275 + 83				Stop Bar-Mainline

Schedule of Quantities

70301000 WORK ZONE PAVEMENT MARKING REMOVAL ...Continued

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION					(SURFACE REMOVAL ONLY FOR SHORT-TERM)
		9	Sta	295 + 47				Stop Bar-Mainline
		3	Sta	295 + 69				Stop Bar-Burried Left Turning Lane
		9	Sta	322 + 57				Stop Bar-Mainline
		3	Sta	323 + 00				Stop Bar-Burried Left Turning Lane
		5	Sta	345 + 90				Stop Bar-Mainline
		3	Sta	346 + 35				Stop Bar-Burried Left Turning Lane
			US 20 - EB					**White**
144			Sta	33 + 96	-	77 + 00		Centerline White Skip Dashes
18			Sta	78 + 00	-	83 + 28		Centerline White Skip Dashes
101			Sta	85 + 58	-	115 + 92		Centerline White Skip Dashes
6			Sta	116 + 12	-	117 + 80		Centerline White Skip Dashes
	94		Sta	117 + 80	-	146 + 00		Centerline White Skip Dashes
	3		Sta	27 + 23	-	28 + 00		Centerline White Skip Dashes
	38		Sta	30 + 00	-	41 + 33		Centerline White Skip Dashes
	41		Sta	42 + 79	-	55 + 00		Centerline White Skip Dashes
	18		Sta	56 + 31	-	61 + 77		Centerline White Skip Dashes
57			Sta	33 + 96	-	77 + 00		Outside Shoulder Diagonal 4' @ 100'
7			Sta	78 + 00	-	83 + 28		Outside Shoulder Diagonal 4' @ 100'
41			Sta	85 + 58	-	115 + 92		Outside Shoulder Diagonal 4' @ 100'
2			Sta	116 + 12	-	117 + 80		Outside Shoulder Diagonal 4' @ 100'
	38		Sta	117 + 80	-	146 + 00		Outside Shoulder Diagonal 4' @ 100'
	1		Sta	27 + 23	-	28 + 00		Outside Shoulder Diagonal 4' @ 100'
	15		Sta	30 + 00	-	41 + 33		Outside Shoulder Diagonal 4' @ 100'
	16		Sta	42 + 79	-	55 + 00		Outside Shoulder Diagonal 4' @ 100'
	7		Sta	56 + 31	-	61 + 77		Outside Shoulder Diagonal 4' @ 100'
11			Sta	75 + 29	-	77 + 00		LT & RT Turn Lane
	10		Sta	143 + 10	-	146 + 00		LT Turn Lane
	3		Sta	27 + 23	-	28 + 10		LT Turn Lane
	3		Sta	53 + 84	-	54 + 85		RT Turn Lane
24			Sta	76 + 95				Stop Bar
	16		Sta	113 + 16				Stop Bar - RR Crossing
	16		Sta	113 + 65				Stop Bar - RR Crossing
	16		Sta	115 + 32				Stop Bar - RR Crossing
		17	Sta	65 + 03	-	70 + 23		Centerline White Skip Dashes
		121	Sta	72 + 16	-	108 + 51		Centerline White Skip Dashes
		175	Sta	109 + 22	-	161 + 73		Centerline White Skip Dashes
		151	Sta	163 + 00	-	208 + 26		Centerline White Skip Dashes
		159	Sta	220 + 26	-	268 + 00		Centerline White Skip Dashes
		85	Sta	269 + 00	-	294 + 54		Centerline White Skip Dashes
		85	Sta	295 + 70	-	321 + 24		Centerline White Skip Dashes
		75	Sta	322 + 70	-	345 + 09		Centerline White Skip Dashes
		50	Sta	346 + 00	-	361 + 00		Centerline White Skip Dashes
		10	Sta	67 + 39	-	70 + 47		LT Turn Lane
		6	Sta	68 + 60	-	70 + 47		RT Turn Lane
		21	Sta	105 + 00	-	108 + 52		LT Turn Lane
		12	Sta	105 + 00	-	108 + 52		RT Turn Lane
		22	Sta	158 + 19	-	162 + 00		LT Turn Lane
		13	Sta	158 + 19	-	162 + 00		RT Turn Lane
		22	Sta	264 + 40	-	268 + 12		LT Turn Lane
		13	Sta	264 + 14	-	268 + 00		RT Turn Lane
		22	Sta	272 + 00	-	275 + 42		LT Turn Lane
		22	Sta	290 + 90	-	294 + 60		LT Turn Lane
		13	Sta	290 + 61	-	294 + 60		RT Turn Lane
		22	Sta	317 + 66	-	321 + 59		LT Turn Lane
		12	Sta	318 + 00	-	321 + 59		RT Turn Lane
		22	Sta	341 + 50	-	345 + 10		LT Turn Lane

Schedule of Quantities

70301000 WORK ZONE PAVEMENT MARKING REMOVAL ...Continued

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION	(SURFACE REMOVAL ONLY FOR SHORT-TERM)
		10	Sta 342 + 35 - 345 + 10	RT Turn Lane
		3	Sta 161 + 62	Stop Bar-Burried Left Turning Lane
		12	Sta 162 + 00	Stop Bar-Mainline
		3	Sta 267 + 87	Stop Bar-Burried Left Turning Lane
		5	Sta 268 + 09	Stop Bar-Mainline
		5	Sta 268 + 00	Stop Bar-Right Turning Lane
		3	Sta 276 + 78	Stop Bar-Burried Left Turning Lane
		5	Sta 275 + 40	Stop Bar-Mainline
		3	Sta 294 + 34	Stop Bar-Burried Left Turning Lane
		10	Sta 294 + 56	Stop Bar-Mainline
		3	Sta 321 + 11	Stop Bar-Burried Left Turning Lane
		9	Sta 321 + 56	Stop Bar-Mainline
		3	Sta 344 + 65	Stop Bar-Burried Left Turning Lane
		5	Sta 345 + 08	Stop Bar-Mainline
			SIDE ROADS	
38			Mill Road - North	Stop Bar
34			Mill Road - North	Painted Island
38			Mill Road - North	Painted Island
1			Mill Road - North	RT Turn Lane
	13		Elgin Rd - South	Stop Bar
			I-39 RAMPS	(2 Applications - Prime & Surface)
20			Ramp BC	Outside Shoulder Diagonal 4' @ 100'
16			Ramp DA	Outside Shoulder Diagonal 4' @ 100'
10			Ramp AC	Outside Shoulder Diagonal 4' @ 100'
8			Ramp DB	Outside Shoulder Diagonal 4' @ 100'
18			Ramp CA	Outside Shoulder Diagonal 4' @ 100'
10			Ramp BD	Outside Shoulder Diagonal 4' @ 100'
16			Ramp CB	Outside Shoulder Diagonal 4' @ 100'
27			Ramp AD	Outside Shoulder Diagonal 4' @ 100'
50	83	146	As Needed & Directed by Resident for Symbols	
1,106	772	2,583	*White Sub-Total*	
			US 20 - WB	**Yellow**
57			Sta 33 + 96 - 77 + 00	Inside Shoulder Diagonal 4' @ 100'
7			Sta 78 + 00 - 83 + 54	Inside Shoulder Diagonal 4' @ 100'
42			Sta 85 + 84 - 117 + 28	Inside Shoulder Diagonal 4' @ 100'
1			Sta 117 + 48 - 117 + 80	Inside Shoulder Diagonal 4' @ 100'
	38		Sta 117 + 80 - 146 + 00	Inside Shoulder Diagonal 4' @ 100'
	1		Sta 27 + 23 - 28 + 00	Inside Shoulder Diagonal 4' @ 100'
	15		Sta 30 + 00 - 41 + 33	Inside Shoulder Diagonal 4' @ 100'
	16		Sta 42 + 79 - 55 + 00	Inside Shoulder Diagonal 4' @ 100'
	6		Sta 56 + 31 - 61 + 12	Inside Shoulder Diagonal 4' @ 100'
			US 20 - EB	**Yellow**
57			Sta 33 + 96 - 77 + 00	Inside Shoulder Diagonal 4' @ 100'
7			Sta 78 + 00 - 83 + 28	Inside Shoulder Diagonal 4' @ 100'
41			Sta 85 + 58 - 115 + 92	Inside Shoulder Diagonal 4' @ 100'
2			Sta 116 + 12 - 117 + 80	Inside Shoulder Diagonal 4' @ 100'
	38		Sta 117 + 80 - 146 + 00	Inside Shoulder Diagonal 4' @ 100'
	1		Sta 27 + 23 - 28 + 00	Inside Shoulder Diagonal 4' @ 100'
	15		Sta 30 + 00 - 41 + 33	Inside Shoulder Diagonal 4' @ 100'
	16		Sta 42 + 79 - 55 + 00	Inside Shoulder Diagonal 4' @ 100'
	7		Sta 56 + 31 - 61 + 77	Inside Shoulder Diagonal 4' @ 100'
			US 20 - WB & EB	
49			Sta 73 + 41 - 77 + 11	Double Yellow Painted Median
49			Sta 77 + 96 - 81 + 60	Double Yellow Painted Median
	25		Sta 123 + 96 - 125 + 80	Double Yellow Painted Median

Schedule of Quantities

70301000 WORK ZONE PAVEMENT MARKING REMOVAL ...Continued

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION	(SURFACE REMOVAL ONLY FOR SHORT-TERM)
			SIDE ROADS	
9			Mill Road - North	Double Yellow Painted Median
	9		Elgin Rd. - South	Double Yellow Painted Median
			I-39 RAMPS	(2 Applications - Prime & Surface)
20			Ramp BC	Inside Shoulder Diagonal 4' @ 100'
16			Ramp DA	Inside Shoulder Diagonal 4' @ 100'
10			Ramp AC	Inside Shoulder Diagonal 4' @ 100'
8			Ramp DB	Inside Shoulder Diagonal 4' @ 100'
18			Ramp CA	Inside Shoulder Diagonal 4' @ 100'
10			Ramp BD	Inside Shoulder Diagonal 4' @ 100'
16			Ramp CB	Inside Shoulder Diagonal 4' @ 100'
27			Ramp AD	Inside Shoulder Diagonal 4' @ 100'
445	188	-	*Yellow Sub-Total*	
1,551	961	2,583	*Sub-Total*	
		5,095	**TOTAL**	

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION	(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
			US 20 - WB	**White**
15.6			Sta 78 + 22	Left Arrow
15.6			Sta 78 + 22	Right Arrow
15.6			Sta 78 + 77	Left Arrow
15.6			Sta 78 + 77	Right Arrow
15.6			Sta 79 + 34	Left Arrow
15.6			Sta 79 + 34	Right Arrow
	54.0		Sta 120 + 00 LT	Railroad "X" 20 ft
	3.6		Sta 120 + 00 LT	Railroad "R" 6 ft
	3.6		Sta 120 + 00 LT	Railroad "R" 6 ft
	54.0		Sta 120 + 00 RT	Railroad "X" 20 ft
	3.6		Sta 120 + 00 RT	Railroad "R" 6 ft
	3.6		Sta 120 + 00 RT	Railroad "R" 6 ft
	15.6		Sta 124 + 46	Left Arrow
	15.6		Sta 125 + 29	Left Arrow
	15.6		Sta 126 + 18	Left Arrow
	15.6		Sta 127 + 00	Left Arrow
	15.6		Sta 127 + 87	Left Arrow
	15.6		Sta 29 + 82	Right Arrow
	15.6		Sta 30 + 49	Right Arrow
	15.6		Sta 56 + 56	Left Arrow
	15.6		Sta 57 + 56	Left Arrow
	15.6		Sta 58 + 56	Left Arrow
		15.6	Sta 72 + 12	Left Arrow
		15.6	Sta 72 + 12	Right Arrow
		15.6	Sta 73 + 10	Right Arrow
		15.6	Sta 73 + 13	Left Arrow
		15.6	Sta 74 + 19	Right Arrow
		15.6	Sta 74 + 20	Left Arrow
		15.6	Sta 75 + 30	Left Arrow
		15.6	Sta 75 + 30	Right Arrow
		15.6	Sta 109 + 73	Left Arrow
		15.6	Sta 109 + 96	Right Arrow
		22.3	Sta 110 + 27	"Lane"

Schedule of Quantities

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS ...Continued

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION		(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
		15.6	Sta	110 + 92	Left Arrow
		15.6	Sta	110 + 96	Right Arrow
		22.8	Sta	111 + 47	"Turn"
		15.6	Sta	111 + 96	Right Arrow
		15.6	Sta	112 + 12	Left Arrow
		15.6	Sta	112 + 96	Right Arrow
		18.2	Sta	112 + 70	"Left"
		15.6	Sta	113 + 32	Left Arrow
		15.6	Sta	163 + 51	Left Arrow
		15.6	Sta	163 + 61	Right Arrow
		22.3	Sta	164 + 06	"Lane"
		15.6	Sta	164 + 61	Right Arrow
		15.6	Sta	164 + 71	Left Arrow
		22.8	Sta	165 + 26	"Turn"
		15.6	Sta	165 + 61	Right Arrow
		15.6	Sta	165 + 91	Left Arrow
		18.2	Sta	166 + 45	"Left"
		15.6	Sta	166 + 61	Right Arrow
		15.6	Sta	167 + 10	Left Arrow
		15.6	Sta	269 + 46	Right Arrow
		15.6	Sta	269 + 47	Left Arrow
		22.3	Sta	269 + 87	"Lane"
		15.6	Sta	270 + 36	Left Arrow
		15.6	Sta	270 + 57	Right Arrow
		22.8	Sta	270 + 77	"Turn"
		15.6	Sta	271 + 27	Left Arrow
		18.2	Sta	271 + 67	"Left"
		15.6	Sta	271 + 67	Right Arrow
		15.6	Sta	272 + 10	Left Arrow
		15.6	Sta	272 + 77	Right Arrow
		15.6	Sta	276 + 58	Right Arrow
		15.6	Sta	277 + 58	Right Arrow
		15.6	Sta	278 + 58	Right Arrow
		15.6	Sta	279 + 58	Right Arrow
		15.6	Sta	295 + 80	Right Arrow
		15.6	Sta	295 + 98	Left Arrow
		22.3	Sta	296 + 50	"Lane"
		15.6	Sta	296 + 55	Right Arrow
		15.6	Sta	297 + 15	Left Arrow
		15.6	Sta	297 + 30	Right Arrow
		22.8	Sta	297 + 69	"Turn"
		15.6	Sta	298 + 05	Right Arrow
		15.6	Sta	298 + 34	Left Arrow
		18.2	Sta	298 + 89	"Left"
		15.6	Sta	299 + 54	Left Arrow
		15.6	Sta	322 + 93	Right Arrow
		15.6	Sta	323 + 23	Left Arrow
		22.3	Sta	323 + 78	"Lane"
		15.6	Sta	323 + 93	Right Arrow
		15.6	Sta	324 + 43	Left Arrow
		15.6	Sta	324 + 93	Right Arrow
		22.8	Sta	324 + 98	"Turn"
		15.6	Sta	325 + 63	Left Arrow
		15.6	Sta	325 + 93	Right Arrow
		18.2	Sta	326 + 18	"Left"
		15.6	Sta	326 + 82	Left Arrow

Schedule of Quantities

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS ...Continued

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION			(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
		15.6	Sta	346 + 59		Left Arrow
		15.6	Sta	346 + 78		Right Arrow
		22.3	Sta	347 + 04		"Lane"
		15.6	Sta	347 + 58		Right Arrow
		15.6	Sta	347 + 59		Left Arrow
		22.8	Sta	348 + 04		"Turn"
		15.6	Sta	348 + 39		Right Arrow
		15.6	Sta	348 + 59		Left Arrow
		18.2	Sta	349 + 03		"Left"
		15.6	Sta	349 + 58		Left Arrow
			US 20 - EB			**White**
15.6			Sta	75 + 45		Left Arrow
15.6			Sta	75 + 45		Right Arrow
15.6			Sta	76 + 08		Left Arrow
15.6			Sta	76 + 08		Right Arrow
15.6			Sta	76 + 70		Left Arrow
15.6			Sta	76 + 70		Right Arrow
	54.0		Sta	113 + 40	LT	Railroad "X" 20 ft
	3.6		Sta	113 + 40	LT	Railroad "R" 6 ft
	3.6		Sta	113 + 40	LT	Railroad "R" 6 ft
	54.0		Sta	113 + 40	RT	Railroad "X" 20 ft
	3.6		Sta	113 + 40	RT	Railroad "R" 6 ft
	3.6		Sta	113 + 40	RT	Railroad "R" 6 ft
	15.6		Sta	143 + 26		Left Arrow
	15.6		Sta	144 + 10		Left Arrow
	15.6		Sta	145 + 00		Left Arrow
	15.6		Sta	145 + 79		Left Arrow
	15.6		Sta	27 + 90		Left Arrow
	15.6		Sta	54 + 04		Right Arrow
	15.6		Sta	54 + 62		Right Arrow
		15.6	Sta	67 + 44		Left Arrow
		15.6	Sta	68 + 45		Left Arrow
		15.6	Sta	68 + 65		Right Arrow
		15.6	Sta	69 + 39		Left Arrow
		15.6	Sta	69 + 51		Right Arrow
		15.6	Sta	70 + 34		Left Arrow
		15.6	Sta	70 + 35		Right Arrow
		15.6	Sta	104 + 55		Left Arrow
		15.6	Sta	105 + 12		Right Arrow
		18.2	Sta	105 + 15		"Left"
		15.6	Sta	105 + 74		Left Arrow
		15.6	Sta	106 + 12		Right Arrow
		22.8	Sta	106 + 39		"Turn"
		15.6	Sta	106 + 94		Left Arrow
		15.6	Sta	107 + 12		Right Arrow
		22.3	Sta	107 + 59		"Lane"
		15.6	Sta	108 + 12		Right Arrow
		15.6	Sta	108 + 14		Left arrow
		15.6	Sta	157 + 80		Left arrow
		15.6	Sta	158 + 31		Right Arrow
		15.6	Sta	158 + 30		Left Arrow
		18.2	Sta	158 + 45		"Left"
		15.6	Sta	159 + 00		Left Arrow
		15.6	Sta	159 + 31		Right Arrow
		22.8	Sta	159 + 65		"Turn"
		15.6	Sta	160 + 20		Left Arrow

Schedule of Quantities

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS ...Continued

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION	(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)	
		15.6	Sta	160 + 31	Right Arrow
		22.3	Sta	160 + 84	"Lane"
		15.6	Sta	161 + 31	Right Arrow
		15.6	Sta	161 + 39	Left Arrow
		15.6	Sta	264 + 04	Left Arrow
		15.6	Sta	264 + 29	Right Arrow
		15.6	Sta	264 + 50	Left Arrow
		18.2	Sta	264 + 69	"Left"
		15.6	Sta	265 + 24	Left Arrow
		15.6	Sta	265 + 38	Right Arrow
		22.8	Sta	265 + 89	"Turn"
		15.6	Sta	266 + 44	Left Arrow
		15.6	Sta	266 + 48	Right Arrow
		22.3	Sta	267 + 09	"Lane"
		15.6	Sta	267 + 58	Right Arrow
		15.6	Sta	267 + 64	Left Arrow
		15.6	Sta	271 + 86	Right Arrow
		18.2	Sta	272 + 36	"Left"
		15.6	Sta	272 + 76	Left Arrow
		22.8	Sta	273 + 26	"Turn"
		15.6	Sta	273 + 66	Left Arrow
		22.3	Sta	274 + 16	"Lane"
		15.6	Sta	274 + 56	Left Arrow
		15.6	Sta	290 + 52	Left Arrow
		15.6	Sta	290 + 69	Right Arrow
		18.2	Sta	291 + 17	"Left"
		15.6	Sta	291 + 72	Left Arrow
		15.6	Sta	291 + 76	Right Arrow
		22.8	Sta	292 + 37	"Turn"
		15.6	Sta	292 + 76	Right Arrow
		15.6	Sta	292 + 92	Left Arrow
		22.3	Sta	293 + 57	"Lane"
		15.6	Sta	293 + 76	Right Arrow
		15.6	Sta	294 + 11	Left Arrow
		15.6	Sta	317 + 29	Left Arrow
		18.2	Sta	317 + 94	"Left"
		15.6	Sta	318 + 15	Right Arrow
		15.6	Sta	318 + 49	Left Arrow
		22.8	Sta	319 + 14	"Turn"
		15.6	Sta	319 + 15	Right Arrow
		15.6	Sta	319 + 68	Left Arrow
		15.6	Sta	320 + 15	Right Arrow
		22.3	Sta	320 + 33	"Lane"
		15.6	Sta	320 + 88	Left Arrow
		15.6	Sta	341 + 38	Left Arrow
		18.2	Sta	341 + 93	"Left"
		15.6	Sta	342 + 37	Left Arrow
		15.6	Sta	342 + 53	Right Arrow
		22.8	Sta	342 + 92	"Turn"
		15.6	Sta	343 + 32	Right Arrow
		15.6	Sta	343 + 37	Left Arrow
		22.3	Sta	343 + 92	"Lane"
		15.6	Sta	344 + 13	Right Arrow
		15.6	Sta	344 + 37	Left Arrow

Schedule of Quantities

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS ...Continued

SQ FT Winnebago I-39 to RR	SQ FT Boone RR to I-90	SQ FT Boone I-90 to FW	LOCATION (SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)	
			SIDE ROADS	
15.6			Mill Rd. - North	1 - Right Arrow
		31.2	Pearl St. - .South	2 - Left Arrow
		52.0	Pearl St. - South	2 - Arrow Comb. Left and Through
		15.6	Pearl St. - North	1 - Left Arrow
		26.0	Pearl St. - North	1 - Arrow Comb. Left and Through
202.8	510.0	2,788.5	*Sub-Total*	
		3,501.3	**TOTAL**	

78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"

FOOT Boone I-90 to FW	LOCATION (SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)	
	US 20	**White**
230	Sta 268 + 22	Crosswalk @ Pearl St.
230	**TOTAL**	

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION (SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE) (ALSO SEE PAINTING DETAILS 44.1 FOR RAMP STRIPING)			
			US 20 - WB			**White**
40			Sta	38 + 57	- 40 + 14	Skip Dash (4 @ 10') @ Ramp BC
80			Sta	40 + 14	- 40 + 94	1 - Solid Line @ Ramp BC
320			Sta	46 + 15	- 47 + 75	2 - Solid Lines @ Ramp DA
40			Sta	51 + 14	- 52 + 74	Skip Dash (4 @ 10') @ Ramp AC
80			Sta	52 + 74	- 53 + 54	1 - Solid Line @ Ramp AC
740			Sta	65 + 36	- 69 + 07	2 - Solid Lines @ Ramp DB
155			Sta	78 + 00	- 79 + 55	LT Turn Lane
155			Sta	78 + 00	- 79 + 55	RT Turn Lane
	375		Sta	124 + 25	- 128 + 00	LT Turn Lane
	111		Sta	29 + 59	- 30 + 70	RT Turn Lane
	247		Sta	56 + 32	- 58 + 79	LT Turn Lane
		331	Sta	72 + 00	- 75 + 31	1 - LT Turn Lane
		331	Sta	72 + 00	- 75 + 31	1 - RT Turn Lane
		377	Sta	109 + 33	- 113 + 10	1 - RT Turn Lane
		384	Sta	162 + 90	- 166 + 74	1 - RT Turn Lane
		130	Sta	268 + 00	- 268 + 25	Painted Island
		178	Sta	268 + 80	- 269 + 20	Painted Island
		400	Sta	269 + 00	- 273 + 00	1 - RT Turn Lane
		388	Sta	275 + 85	- 279 + 73	1 - RT Turn Lane
		349	Sta	322 + 58	- 326 + 7	1 - RT Turn Lane
		260	Sta	345 + 95	- 348 + 55	1 - RT Turn Lane
			US 20 - EB			**White**
500			Sta	37 + 00	- 39 + 50	2 - Solid Lines @ Ramp CA
80			Sta	46 + 49	- 47 + 29	1 - Solid Line @ Ramp BD
40			Sta	47 + 29	- 48 + 89	Skip Dash (4 @ 10') @ Ramp BD
240			Sta	52 + 64	- 53 + 82	2 - Solid Lines @ Ramp CB
80			Sta	60 + 60	- 61 + 40	1 - Solid Line @ Ramp AD
40			Sta	61 + 40	- 63 + 00	Skip Dash (4 @ 10') @ Ramp AD
171			Sta	75 + 29	- 77 + 00	LT Turn Lane
171			Sta	75 + 29	- 77 + 00	RT Turn Lane

Schedule of Quantities

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8" ...Continued

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION				(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE) (ALSO SEE PAINTING DETAILS 44.1 FOR RAMP STRIPING)
	290		Sta	143 + 10	-	146 + 00	LT Turn Lane
	87		Sta	27 + 23	-	28 + 10	LT Turn Lane
	101		Sta	53 + 84	-	54 + 85	RT Turn Lane
		308	Sta	67 + 39	-	70 + 47	1 - LT Turn Lane
		185	Sta	68 + 62	-	70 + 47	1 - RT Turn Lane
		352	Sta	105 + 00	-	108 + 52	1 - RT Turn Lane
		381	Sta	158 + 19	-	162 + 00	1 - RT Turn Lane
		44	Sta	160 + 60	-	161 + 55	Turkey Tracks from Town Hall - South
		44	Sta	161 + 34	-	162 + 29	Turkey Tracks from Town Hall - North
		386	Sta	264 + 14	-	268 + 00	1 - RT Turn Lane
		130	Sta	268 + 00	-	268 + 25	Painted Island
		105	Sta	268 + 80	-	269 + 00	Painted Island
		399	Sta	290 + 61	-	294 + 60	1 - RT Turn Lane
		359	Sta	318 + 00	-	321 + 59	1 - RT Turn Lane
		275	Sta	342 + 35	-	345 + 10	1 - RT Turn Lane
			SIDE ROADS				
104			Mill Rd. - North				Painted Island
117			Mill Rd. - North				Painted Island
40			Mill Rd. - North				RT Turn Lane
3,193	1,211	6,096	*White Sub-Total*				
		10,500	**TOTAL**				

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION				(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
			US 20 - WB & EB				**Yellow**
157			Sta	73 + 41	-	77 + 11	Painted Median Diagonals
156			Sta	77 + 96	-	81 + 60	Painted Median Diagonals
	211		Sta	123 + 96	-	125 + 80	Painted Median Diagonals
		340	Sta	68 + 00	-	70 + 83	Painted Median Diagonals
		115	Sta	355 + 00	-	358 + 50	Painted Median Diagonals
			SIDE ROADS				
17			Mill Rd. - North				Painted Median Diagonals
	17		Elgin St. - South				Painted Median Diagonals
		27	Ispen Rd. - South				Painted Median Diagonals
		66	Ispen Rd. - North				Painted Median Diagonals
		23	Irene Rd. - South				Painted Median Diagonals
		65	Irene Rd. - North				Painted Median Diagonals
		33	Pearl St. - South				Painted Median Diagonals
		15	Pearl St. - North				Painted Median Diagonals
			US 20				**White**
		100	Sta	105 + 00	-	108 + 51	EB-Buried Left Turning Lane Diagonals
		100	Sta	109 + 44	-	113 + 00	WB-Buried Left Turning Lane Diagonals
		100	Sta	158 + 22	-	162 + 00	EB-Buried Left Turning Lane Diagonals
		100	Sta	162 + 90	-	166 + 70	WB-Buried Left Turning Lane Diagonals
		100	Sta	228 + 00	-	230 + 50	WB-Ramp Diagonals
		100	Sta	264 + 40	-	268 + 00	EB-Buried Left Turning Lane Diagonals
		100	Sta	268 + 00	-	268 + 26	EB-Painted Island Diagonals
		100	Sta	268 + 77	-	269 + 00	EB-Painted Island Diagonals
		100	Sta	268 + 06	-	268 + 33	WB-Painted Island Diagonals
		100	Sta	268 + 78	-	269 + 23	WB-Painted Island Diagonals
		100	Sta	269 + 00	-	272 + 00	WB-Buried Left Turning Lane Diagonals
		100	Sta	272 + 00	-	275 + 42	EB-Buried Left Turning Lane Diagonals

Schedule of Quantities

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12" ...Continued

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION	(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
		100	Sta 291 + 00 - 294 + 60	EB-Buried Left Turning Lane Diagonals
		100	Sta 295 + 45 - 299 + 15	WB-Buried Left Turning Lane Diagonals
		100	Sta 317 + 66 - 321 + 58	EB-Buried Left Turning Lane Diagonals
		100	Sta 322 + 55 - 326 + 49	WB-Buried Left Turning Lane Diagonals
		100	Sta 341 + 50 - 345 + 10	EB-Buried Left Turning Lane Diagonals
		100	Sta 345 + 88 - 349 + 50	WB-Buried Left Turning Lane Diagonals
			SIDE ROADS	
68			Mill Rd. - North	Pianted Island Diagonals
74			Mill Rd. - North	Pianted Island Diagonals
472	228	2,484	*Sub-Total*	
		3,184	**TOTAL**	

78000620 THERMOPLASTIC PAVEMENT MARKING - LINE 18"

FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION	(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
		US 20 - WB	
12		Sta 144 + 58	Aerial Speed Check Zone Markings (3 Stripes @ 4')
12		Sta 32 + 41	Aerial Speed Check Zone Markings (3 Stripes @ 4')
12		Sta 39 + 01	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 227 + 14	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 233 + 74	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 240 + 34	Aerial Speed Check Zone Markings (3 Stripes @ 4')
		US 20 - EB	
	12	Sta 84 + 50	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 91 + 10	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 97 + 70	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 186 + 40	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 193 + 00	Aerial Speed Check Zone Markings (3 Stripes @ 4')
	12	Sta 199 + 60	Aerial Speed Check Zone Markings (3 Stripes @ 4')
36	108	*Sub-Total*	
	144	**TOTAL**	

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION	(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
			US 20 - WB	**White**
23			Sta 78 + 00	Stop Bar - Mainline - LT
36			Sta 78 + 00	Stop Bar - Mainline
	24		Sta 118 + 08	Stop Bar - Mainline (Railroad)
	24		Sta 119 + 73	Stop Bar - Mainline (Railroad)
	24		Sta 120 + 24	Stop Bar - Mainline (Railroad)
		62	Sta 162 + 90	Stop Bar - Mainline
		14	Sta 163 + 25	Stop Bar - Burried Left Turning Lane
		24	Sta 269 + 00	Stop Bar - Mainline
		22	Sta 269 + 11	Stop Bar - Right Turning Lane
		14	Sta 269 + 22	Stop Bar - Burried Left Turning Lane
		64	Sta 275 + 83	Stop Bar - Mainline
		45	Sta 295 + 47	Stop Bar - Mainline
		14	Sta 295 + 69	Stop Bar - Burried Left Turning Lane
		45	Sta 322 + 57	Stop Bar - Mainline

Schedule of Quantities

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24" ...Continued

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION (SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)	
		14	Sta 323 + 00	Stop Bar - Burried Left Turning Lane
		24	Sta 345 + 90	Stop Bar - Mainline
		14	Sta 346 + 35	Stop Bar - Burried Left Turning Lane
			US 20 - EB	
36			Sta 76 + 95	Stop Bar - Mainline
24			Sta 113 + 16	Stop Bar - Mainline (Railroad)
24			Sta 113 + 66	Stop Bar - Mainline (Railroad)
24			Sta 115 + 33	Stop Bar - Mainline (Railroad)
		14	Sta 161 + 62	Stop Bar - Burried Left Turning Lane
		60	Sta 162 + 00	Stop Bar - Mainline
		14	Sta 267 + 87	Stop Bar - Burried Left Turning Lane
		24	Sta 268 + 09	Stop Bar - Mainline
		24	Sta 268 + 00	Stop Bar - Right Turning Lane
		14	Sta 276 + 78	Stop Bar - Burried Left Turning Lane
		24	Sta 275 + 40	Stop Bar - Mainline
		14	Sta 294 + 34	Stop Bar - Burried Left Turning Lane
		52	Sta 294 + 56	Stop Bar - Mainline
		14	Sta 321 + 11	Stop Bar - Burried Left Turning Lane
		47	Sta 321 + 56	Stop Bar - Mainline
		14	Sta 344 + 65	Stop Bar - Burried Left Turning Lane
		24	Sta 345 + 08	Stop Bar - Mainline
			SIDE ROADS	
22			Mill Rd. - North	Stop Bar - LT
12			Mill Rd, - North	Stop Bar
	20		Elgin Rd. - South	Stop Bar
		36	Ipsen Rd. - South	Stop Bar
		35	Ipsen Rd. - North	Stop Bar
		28	Irene Rd. - South	Stop Bar
		36	Irene Rd. - North	Stop Bar
		50	Pearl St. - South	Stop Bar
		50	Pearl St. - North	Stop Bar
		48	State St. - North	Stop Bar
		28	East Ave. - North	Stop Bar
201	92	1,006	*Sub-Total*	
		1,299	**TOTAL**	

78004230 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION (SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)			
			US 20 EB & WB			**White**
2,160			Sta 33 + 96	-	77 + 00	Centerline Skip Dashes
2,000			Sta 78 + 00	-	117 + 80	Centerline Skip Dashes
	1,420		Sta 117 + 80	-	146 + 00	Centerline Skip Dashes
	40		Sta 27 + 23	-	28 + 00	Centerline Skip Dashes
	560		Sta 30 + 00	-	41 + 34	Centerline Skip Dashes
	600		Sta 42 + 77	-	54 + 87	Centerline Skip Dashes
	440		Sta 56 + 31	-	65 + 03	Centerline Skip Dashes
		280	Sta 65 + 03	-	70 + 50	Centerline Skip Dashes
		1,820	Sta 72 + 00	-	108 + 50	Centerline Skip Dashes
		2,620	Sta 109 + 50	-	162 + 00	Centerline Skip Dashes
		5,260	Sta 163 + 00	-	268 + 00	Centerline Skip Dashes
		1,280	Sta 269 + 00	-	294 + 50	Centerline Skip Dashes
		1,260	Sta 295 + 70	-	321 + 00	Centerline Skip Dashes

Schedule of Quantities

78004230 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"

FOOT Winnebago I-39 to RR	FOOT Boone RR to I-90	FOOT Boone I-90 to FW	LOCATION				(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE)
		1,100	Sta	323 + 00	-	345 + 00	Centerline Skip Dashes
		760	Sta	346 + 00	-	361 + 00	Centerline Skip Dashes
4,160	3,060	14,380	*Sub-Total*				
		21,600	**Total**				

78008310 POLYUREA PAVEMENT MARKING TYPE II - LINE 4"

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION				(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE) (ALSO SEE PAINTING DETAILS 44.1 FOR RAMP STRIPING)
			US 20 - WB				**White**
693			Sta	33 + 96	-	40 + 89	Edgeline
515			Sta	41 + 00	-	46 + 15	Edgeline
762			Sta	45 + 88	-	53 + 50	Edgeline
1,169			Sta	53 + 67	-	65 + 36	Edgeline
1,193			Sta	64 + 46	-	76 + 39	Edgeline
3,902			Sta	78 + 78	-	117 + 80	Edgeline
	2,820		Sta	117 + 80	-	146 + 00	Edgeline
	114		Sta	27 + 23	-	28 + 37	Edgeline
	3,544		Sta	29 + 59	-	65 + 03	Edgeline
			US 20 - EB				
624			Sta	33 + 96	-	40 + 20	Edgeline
688			Sta	39 + 50	-	46 + 38	Edgeline
719			Sta	46 + 54	-	53 + 73	Edgeline
678			Sta	53 + 81	-	60 + 59	Edgeline
1,610			Sta	60 + 63	-	76 + 73	Edgeline
3,973			Sta	78 + 07	-	117 + 80	Edgeline
	457		Sta	117 + 80	-	122 + 37	Edgeline
	2,187		Sta	124 + 13	-	146 + 00	Edgeline
	2,762		Sta	27 + 23	-	54 + 85	Edgeline
	847		Sta	56 + 56	-	65 + 03	Edgeline
			US 20 EB & WB				
		1,094	Sta	65 + 03	-	70 + 50	Edgeline
		7,300	Sta	72 + 00	-	108 + 50	Edgeline
		10,500	Sta	109 + 50	-	162 + 00	Edgeline
		21,000	Sta	163 + 00	-	268 + 00	Edgeline
		5,100	Sta	269 + 00	-	294 + 50	Edgeline
		5,060	Sta	295 + 70	-	321 + 00	Edgeline
		4,400	Sta	323 + 00	-	345 + 00	Edgeline
		3,000	Sta	346 + 00	-	361 + 00	Edgeline
		715	Sta	105 + 00	-	108 + 51	EB-Buried Left Turning Lane Edgeline
		715	Sta	109 + 44	-	113 + 00	WB-Buried Left Turning Lane Edgeline
		715	Sta	158 + 22	-	162 + 00	EB-Buried Left Turning Lane Edgeline
		715	Sta	162 + 90	-	166 + 70	WB-Buried Left Turning Lane Edgeline
		715	Sta	264 + 40	-	268 + 00	EB-Buried Left Turning Lane Edgeline
		715	Sta	269 + 00	-	272 + 00	WB-Buried Left Turning Lane Edgeline
		715	Sta	272 + 00	-	275 + 42	EB-Buried Left Turning Lane Edgeline
		715	Sta	291 + 00	-	294 + 60	EB-Buried Left Turning Lane Edgeline
		715	Sta	295 + 45	-	299 + 15	WB-Buried Left Turning Lane Edgeline
		715	Sta	317 + 66	-	321 + 58	EB-Buried Left Turning Lane Edgeline
		715	Sta	322 + 55	-	326 + 49	WB-Buried Left Turning Lane Edgeline
		715	Sta	341 + 50	-	345 + 10	EB-Buried Left Turning Lane Edgeline
		715	Sta	345 + 88	-	349 + 50	WB-Buried Left Turning Lane Edgeline

Schedule of Quantities

78008310 POLYUREA PAVEMENT MARKING TYPE II - LINE 4" ...Continued

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION	(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE) (ALSO SEE PAINTING DETAILS 44.1 FOR RAMP STRIPING)				
			I-39 RAMPS					
1,480			Ramp BC	Edgeline				
1,210			Ramp DA	Edgeline				
708			Ramp AC	Edgeline				
553			Ramp DB	Edgeline				
1,334			Ramp CA	Edgeline				
750			Ramp BD	Edgeline				
1,182			Ramp CB	Edgeline				
2,030			Ramp AD	Edgeline				
			APPLETON RD. RAMPS					
		866	Ramp A	Edgeline				
		800	Ramp B	Edgeline				
		885	Ramp C	Edgeline				
		1,350	Ramp D	Edgeline				
			SIDE ROADS					
256			Mill Rd. - North					
	237		Elgin St. - South					
	210		Wheeler Rd. - South					
		150	Ipsen Rd. - South					
		150	Ipsen Rd. - North					
		150	Irene Rd. - South					
		150	Irene Rd. - North					
		150	Pearl St. - South					
		150	Pearl St. - North					
		30	State St. - North					
		150	East Ave. - North					
26,029	13,178	71,730	*White Sub-Total*					
			US 20 EB & WB					**Yellow**
3,945			Sta	33 + 96	-	73 + 41	Edgeline	
1,480			Sta	73 + 41	-	77 + 11	Double Yellow Median Edgeline	
1,460			Sta	77 + 97	-	81 + 60	Double Yellow Median Edgeline	
3,620			Sta	81 + 60	-	117 + 80	Edgeline	
	468		Sta	117 + 80	-	122 + 48	Edgeline	
	760		Sta	123 + 96	-	125 + 80	Double Yellow Median Edgeline	
	2,020		Sta	125 + 80	-	146 + 00	Edgeline	
	71		Sta	27 + 23	-	27 + 94	Edgeline	
	1,164		Sta	29 + 68	-	41 + 32	Edgeline	
	1,215		Sta	42 + 60	-	54 + 75	Edgeline	
	847		Sta	56 + 56	-	65 + 03	Edgeline	
		1,094	Sta	65 + 03	-	70 + 50	Edgeline	
		7,300	Sta	72 + 00	-	108 + 50	Edgeline	
		10,500	Sta	109 + 50	-	162 + 00	Edgeline	
		21,000	Sta	163 + 00	-	268 + 00	Edgeline	
		5,100	Sta	269 + 00	-	294 + 50	Edgeline	
		5,060	Sta	295 + 70	-	321 + 00	Edgeline	
		4,400	Sta	323 + 00	-	345 + 00	Edgeline	
		3,000	Sta	346 + 00	-	361 + 00	Edgeline	
			I-39 RAMPS					
1,480			Ramp BC	Edgeline				
1,210			Ramp DA	Edgeline				
708			Ramp AC	Edgeline				
553			Ramp DB	Edgeline				
1,334			Ramp CA	Edgeline				
750			Ramp BD	Edgeline				
1,182			Ramp CB	Edgeline				
2,030			Ramp AD	Edgeline				

Schedule of Quantities

78008310 POLYUREA PAVEMENT MARKING TYPE II - LINE 4" ...Continued

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION	(SEE PAVEMENT MARKING DETAIL SHEETS FOR REFERENCE) (ALSO SEE PAINTING DETAILS 44.1 FOR RAMP STRIPING)
			APPLETON RD. RAMPS	
		866	Ramp A	Edgeline
		800	Ramp B	Edgeline
		885	Ramp C	Edgeline
		1,350	Ramp D	Edgeline
			SIDE ROADS	
264			Mill Rd. - North	Double Yellow Median Edgeline
	264		Elgin St. - South	Double Yellow Median Edgeline
		660	Ipsen Rd. - South	Double Yellow Median Edgeline
		728	Ipsen Rd. - North	Double Yellow Median Edgeline
		750	Irene Rd. - South	Double Yellow Median Edgeline
		670	Irene Rd. - North	Double Yellow Median Edgeline
		810	Pearl St. - South	Double Yellow Median Edgeline
		180	Pearl St. - North	Double Yellow Median Edgeline
20,016	6,809	65,153	*Yellow Sub-Total*	
46,045	19,987	136,883	*Sub-Total*	
		202,915	**TOTAL**	

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION				
			US 20 - WB				**One-way Crystal**
55			Sta	33 + 96	-	77 + 00	Centerline @ 80' o.c.
8			Sta	78 + 00	-	83 + 54	Centerline @ 80' o.c.
41			Sta	85 + 84	-	117 + 80	Centerline @ 80' o.c.
	37		Sta	117 + 80	-	146 + 00	Centerline @ 80' o.c.
	1		Sta	27 + 23	-	27 + 94	Centerline @ 80' o.c.
	16		Sta	30 + 00	-	41 + 32	Centerline @ 80' o.c.
	17		Sta	42 + 78	-	54 + 88	Centerline @ 80' o.c.
	9		Sta	55 + 31	-	61 + 12	Centerline @ 80' o.c.
		9	Sta	64 + 24	-	70 + 42	Centerline @ 80' o.c.
		47	Sta	71 + 92	-	108 + 00	Centerline @ 80' o.c.
		67	Sta	109 + 33	-	161 + 45	Centerline @ 80' o.c.
		59	Sta	162 + 90	-	208 + 90	Centerline @ 80' o.c.
		60	Sta	220 + 90	-	267 + 43	Centerline @ 80' o.c.
		9	Sta	269 + 00	-	274 + 72	Centerline @ 80' o.c.
		25	Sta	275 + 84	-	294 + 52	Centerline @ 80' o.c.
		33	Sta	295 + 47	-	320 + 79	Centerline @ 80' o.c.
		29	Sta	322 + 55	-	344 + 61	Centerline @ 80' o.c.
		13	Sta	345 + 90	-	355 + 36	Centerline @ 80' o.c.
12			Sta	46 + 15	-	47 + 16	2 - Exit Ramp DA to I-39 @ 20' o.c.
20			Sta	65 + 36	-	68 + 76	2 - Exit Ramp DB to I-39 @ 40' o.c.
34			Sta	65 + 36	-	71 + 77	1-Exit Ramp DB Edgeline to I-39 @ 20' o.c.
16			Sta	78 + 00	-	79 + 55	2 - LT & RT Turn Lane @ 20' o.c.
	19		Sta	124 + 25	-	128 + 03	LT Turn Lane @ 20' o.c.
	7		Sta	29 + 54	-	30 + 70	RT Turn Lane @ 20' o.c.
	13		Sta	56 + 32	-	58 + 79	LT Turn Lane @ 20' o.c.
		36	Sta	71 + 92	-	75 + 30	2 - LT & RT Turn Lane @ 20' o.c.
		20	Sta	109 + 36	-	113 + 11	RT Turn Lane @ 20' o.c.
		36	Sta	109 + 36	-	112 + 93	2 - Buried LT Turn Lane @ 20' o.c.
		20	Sta	162 + 90	-	166 + 76	RT Turn Lane @ 20' o.c.
		40	Sta	162 + 90	-	166 + 70	2 - Buried LT Turn Lane @ 20' o.c.
		19	Sta	226 + 29	-	230 + 37	2 - Exit Ramp to Appleton Rd. @ 40' o.c.

Schedule of Quantities

78100100 RAISED REFLECTIVE PAVEMENT MARKER ...Continued

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION					
		20	Sta	269 + 00	-	272 + 92	RT Turn Lane @ 20' o.c.
		28	Sta	269 + 00	-	272 + 00	2 - Buried LT Turn Lane @ 20' o.c.
		20	Sta	275 + 84	-	279 + 72	RT Turn Lane @ 20' o.c.
		14	Sta	295 + 47	-	298 + 20	RT Turn Lane @ 20' o.c.
		38	Sta	295 + 47	-	299 + 14	2 - Buried LT Turn Lane @ 20' o.c.
		18	Sta	322 + 56	-	326 + 08	RT Turn Lane @ 20' o.c.
		38	Sta	322 + 56	-	326 + 49	2 - Buried LT Turn Lane @ 20' o.c.
		14	Sta	345 + 87	-	348 + 53	RT Turn Lane @ 20' o.c.
		38	Sta	345 + 87	-	349 + 71	2 - Buried LT Turn Lane @ 20' o.c.
			US 20 - EB				
55			Sta	33 + 96	-	76 + 94	Centerline @ 80' o.c.
8			Sta	78 + 00	-	83 + 28	Centerline @ 80' o.c.
42			Sta	85 + 58	-	117 + 80	Centerline @ 80' o.c.
	7		Sta	117 + 80	-	122 + 17	Centerline @ 80' o.c.
	29		Sta	124 + 18	-	146 + 00	Centerline @ 80' o.c.
	1		Sta	27 + 23	-	28 + 00	Centerline @ 80' o.c.
	16		Sta	30 + 00	-	41 + 32	Centerline @ 80' o.c.
	17		Sta	42 + 71	-	54 + 87	Centerline @ 80' o.c.
	8		Sta	56 + 32	-	61 + 77	Centerline @ 80' o.c.
		8	Sta	65 + 03	-	70 + 42	Centerline @ 80' o.c.
		47	Sta	71 + 92	-	108 + 51	Centerline @ 80' o.c.
		67	Sta	109 + 69	-	162 + 00	Centerline @ 80' o.c.
		59	Sta	163 + 28	-	208 + 90	Centerline @ 80' o.c.
		61	Sta	220 + 90	-	268 + 11	Centerline @ 80' o.c.
		9	Sta	269 + 49	-	275 + 42	Centerline @ 80' o.c.
		24	Sta	276 + 40	-	294 + 57	Centerline @ 80' o.c.
		34	Sta	295 + 96	-	321 + 59	Centerline @ 80' o.c.
		29	Sta	323 + 34	-	345 + 06	Centerline @ 80' o.c.
		10	Sta	346 + 34	-	353 + 24	Centerline @ 80' o.c.
29			Sta	33 + 96	-	39 + 51	1-Exit Ramp CA Edgeline to I-39 @ 20' o.c.
9			Sta	36 + 62	-	39 + 51	2 - Exit Ramp CA to I-39 @ 40' o.c.
8			Sta	52 + 43	-	53 + 81	2 - Exit Ramp CB to I-39 @ 40' o.c.
18			Sta	75 + 29	-	76 + 94	2 - LT & RT Turn Lane @ 20' o.c.
	16		Sta	143 + 09	-	146 + 00	LT Turn Lane @ 20' o.c.
	5		Sta	27 + 23	-	28 + 10	LT Turn Lane @ 20' o.c.
	6		Sta	53 + 84	-	54 + 85	RT Turn Lane @ 20' o.c.
		17	Sta	67 + 39	-	70 + 46	LT Turn Lane @ 20' o.c.
		11	Sta	68 + 62	-	70 + 46	RT Turn Lane @ 20' o.c.
		18	Sta	105 + 00	-	108 + 51	RT Turn Lane @ 20' o.c.
		36	Sta	105 + 00	-	108 + 51	2 - Buried LT Turn Lane @ 20' o.c.
		20	Sta	158 + 16	-	162 + 00	RT Turn Lane @ 20' o.c.
		40	Sta	158 + 22	-	162 + 00	2 - Buried LT Turn Lane @ 20' o.c.
		20	Sta	264 + 14	-	268 + 11	RT Turn Lane @ 20' o.c.
		40	Sta	264 + 40	-	268 + 11	2 - Buried LT Turn Lane @ 20' o.c.
		34	Sta	272 + 00	-	275 + 42	2 - Buried LT Turn Lane @ 20' o.c.
		20	Sta	290 + 61	-	294 + 58	RT Turn Lane @ 20' o.c.
		40	Sta	290 + 89	-	294 + 58	2 - Buried LT Turn Lane @ 20' o.c.
		40	Sta	317 + 65	-	321 + 58	2 - Buried LT Turn Lane @ 20' o.c.
		18	Sta	318 + 00	-	321 + 58	RT Turn Lane @ 20' o.c.
		40	Sta	341 + 26	-	345 + 05	2 - Buried LT Turn Lane @ 20' o.c.
		14	Sta	342 + 37	-	345 + 05	RT Turn Lane @ 20' o.c.
355	224	1,506	*One-way Crystal Sub-Total*				

Schedule of Quantities

78100100 RAISED REFLECTIVE PAVEMENT MARKER ...Continued

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION				
			US 20 - WB				**Two-way Amber**
10			Sta	73 + 41	-	77 + 11	Painted Median @ 40' o.c.
20			Sta	77 + 95	-	81 + 62	Painted Median @ 40' o.c.
	11		Sta	123 + 96	-	125 + 80	Painted Median @ 40' o.c.
		13	Sta	67 + 00	-	71 + 81	Painted Median @ 40' o.c.
		6	Sta	355 + 19	-	356 + 18	Painted Median @ 20' o.c.
		13	Sta	356 + 18	-	361 + 00	Painted Median @ 40' o.c.
			US 20 - EB				
20			Sta	73 + 41	-	77 + 11	Painted Median @ 20' o.c.
10			Sta	77 + 95	-	81 + 62	Painted Median @ 40' o.c.
	6		Sta	123 + 96	-	125 + 80	Painted Median @ 40' o.c.
		25	Sta	67 + 00	-	71 + 81	Painted Median @ 20' o.c.
		14	Sta	356 + 17	-	361 + 00	Painted Median @ 40' o.c.
60	17	71	*Two-way Amber Sub-Total*				
			US 20 - WB				**One-way Amber**
		30	Sta	109 + 68	-	115 + 55	Buried LT Turn Lane @ 20' o.c.
		30	Sta	163 + 26	-	169 + 14	Buried LT Turn Lane @ 20' o.c.
		25	Sta	269 + 22	-	273 + 93	Buried LT Turn Lane @ 20' o.c.
		30	Sta	295 + 70	-	301 + 59	Buried LT Turn Lane @ 20' o.c.
		30	Sta	323 + 00	-	328 + 88	Buried LT Turn Lane @ 20' o.c.
		30	Sta	346 + 34	-	352 + 15	Buried LT Turn Lane @ 20' o.c.
			US 20 - EB				
		30	Sta	102 + 30	-	108 + 20	Buried LT Turn Lane @ 20' o.c.
		30	Sta	155 + 76	-	161 + 64	Buried LT Turn Lane @ 20' o.c.
		30	Sta	262 + 00	-	267 + 88	Buried LT Turn Lane @ 20' o.c.
		23	Sta	270 + 52	-	274 + 80	Buried LT Turn Lane @ 20' o.c.
		30	Sta	288 + 48	-	294 + 36	Buried LT Turn Lane @ 20' o.c.
		30	Sta	315 + 24	-	321 + 17	Buried LT Turn Lane @ 20' o.c.
		30	Sta	338 + 61	-	344 + 62	Buried LT Turn Lane @ 20' o.c.
-	-	378	*One-way Amber Sub-Total*				
415	241	1,955	*Sub-Total*				
		2,611	**TOTAL**				

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	EACH Boone I-90 to FW	LOCATION
			US 20
353	205	1,662	As Needed & Directed by the Resident
353	205	1,662	*Sub-Total*
		2,220	**TOTAL**

81400115 HANDHOLE TO BE ADJUSTED

EACH Winnebago I-39 to RR	EACH Boone I-90 to FW	LOCATION
		US 20
1	1	As Needed & Directed by the Resident
1	1	*Sub-Total*
	2	**TOTAL**

Schedule of Quantities

88600400 DETECTOR LOOP, SPECIAL

FOOT Winnebago I-39 to RR	FOOT Boone I-90 to FW	LOCATION			
		US 20 - WB			
48		Sta	72 + 90	LT & RT	(2 Loops @ 6' x 6')
24		Sta	76 + 84	LT Turn	(1 Loop @ 6' x 6')
104		Sta	76 + 94	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	162 + 91	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	163 + 18	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	163 + 17	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	163 + 43	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	166 + 79	LT & RT	(2 Loops @ 6' x 6')
	52	Sta	269 + 12	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	269 + 38	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	272 + 18	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	273 + 09	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	279 + 00	LT & RT	(2 Loops @ 6' x 6')
	104	Sta	295 + 47	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	295 + 73	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	295 + 64	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	296 + 10	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	299 + 08	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	299 + 99	LT & RT	(2 Loops @ 6' x 6')
	104	Sta	322 + 59	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	322 + 82	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	322 + 87	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	323 + 14	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	326 + 31	LT & RT	(2 Loops @ 6' x 6')
	104	Sta	345 + 80	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	346 + 10	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	346 + 30	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	346 + 56	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	349 + 85	LT & RT	(2 Loops @ 6' x 6')
		US 20 - EB			
104		Sta	78 + 04	LT & RT	(2 Loops @ 6' x 20')
52		Sta	78 + 14	LT Turn	(1 Loop @ 6' x 20')
52		Sta	78 + 44	LT Turn	(1 Loop @ 6' x 20')
48		Sta	82 + 08	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	158 + 09	LT & RT	(2 Loops @ 6' x 6')
	104	Sta	161 + 50	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	161 + 77	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	161 + 26	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	161 + 52	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	263 + 90	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	264 + 75	LT & RT	(2 Loops @ 6' x 6')
	52	Sta	267 + 54	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	267 + 78	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	274 + 44	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	274 + 70	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	290 + 08	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	291 + 05	LT & RT	(2 Loops @ 6' x 6')
	104	Sta	294 + 40	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	293 + 96	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	294 + 22	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	316 + 93	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	317 + 84	LT & RT	(2 Loops @ 6' x 6')
	104	Sta	321 + 13	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	321 + 39	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	320 + 77	LT Turn	(1 Loop @ 6' x 20')

Schedule of Quantities

88600400 DETECTOR LOOP, SPECIAL ...Continued

FOOT Winnebago I-39 to RR	FOOT Boone I-90 to FW	LOCATION			
	52	Sta	321 + 03	LT Turn	(1 Loop @ 6' x 20')
	48	Sta	340 + 09	LT & RT	(2 Loops @ 6' x 6')
	48	Sta	341 + 00	LT & RT	(2 Loops @ 6' x 6')
	104	Sta	344 + 44	LT & RT	(2 Loops @ 6' x 20')
	104	Sta	344 + 90	LT & RT	(2 Loops @ 6' x 20')
	52	Sta	344 + 19	LT Turn	(1 Loop @ 6' x 20')
	52	Sta	344 + 45	LT Turn	(1 Loop @ 6' x 20')
		SIDE ROADS			
208		Mill Rd		N	(4 Loops @ 6' x 20')
	208	Pearl St.		N	(4 Loops @ 6' x 20')
	208	Pearl St.		S	(4 Loops @ 6' x 20')
	208	Crystal Pkwy		N	(4 Loops @ 6' x 20')
	24	Crystal Pkwy		N	(4 Loops @ 6' x 20')
640	4,168	*Sub-Total*			
	4,808	**TOTAL**			

X0322729 MATERIAL TRANSFER DEVICE

TON Winnebago I-39 to RR	TON Boone RR to I-90	TON Boone I-90 to FW	LOCATION
			US 20
4,015	2,277	10,329	As Directed by the Resident (Leveling Binder (MM), N90)
6,399	3,629		As Directed by the Resident (HMA Surf Cse, Mix "E", N90)
		18,563	As Directed by the Resident (HMA Surf Cse, Mix "F", N90)
10,414	5,906	28,892	*Sub-Total*
		45,212	**TOTAL**

Z0028415 GEOTECHNICAL REINFORCEMENT

SQ YD Winnebago I-39 to RR	SQ YD Boone RR to I-90	SQ YD Boone I-90 to FW	LOCATION
			US 20
86	62	225	As Directed by the Resident (Full Depth Patches)
86	62	225	*Sub-Total*
		373	**TOTAL**

Z0028700 GRANULAR SUBGRADE REPLACEMENT

CU YD Winnebago I-39 to RR	CU YD Boone RR to I-90	CU YD Boone I-90 to FW	LOCATION
			US 20
15	11	38	As Directed by the Resident (Full Depth Patches)
15	11	38	*Sub-Total*
		64	**TOTAL**

Schedule of Quantities

Z0030030 IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

EACH Winnebago I-39 to RR					
	US 20				
1	Sta	72 + 36	-	72 + 74	Median Concrete Barrier
1	Sta	81 + 42	-	81 + 80	Median Concrete Barrier
1	Sta	105 + 81	-	106 + 19	Median Concrete Barrier
3	**TOTAL**				

Z0075300 TIE BARS

EACH Winnebago I-39 to RR	EACH Boone RR to I-90	
		US 20
9	9	As Directed by the Resident (Class A Patches)
9	9	*Sub-Total*
	18	**TOTAL**

HOT-MIX ASPHALT SCHEDULE

Location	Remarks	Length	Proposed Surface		40600200 *Bit Materials* Prime Coat (2 Applications)	40600300 **Agg** Prime Coat	40600845 ***Polymerized*** Leveling Binder (Machine Method), N90	40603310 ***Hot-Mix Asphalt*** Surface Course Mix "C", N50	40603570 ****Polymerized**** Hot-Mix Asphalt Surface Course, Mix "E", N90
			Width	Sq Yd	Ton	Ton	Ton	Ton	Ton
Winnebago									
I-39 RAMPS									
Ramp BC	Includes Taper, Ramp,& Butt Joint	1,480	16'	2,631.1	1.50	3.9	147.3		234.8
Ramp DA	Includes Taper, Ramp,& Butt Joint	1,210	16'	2,151.1	1.23	3.2	120.5		192.0
Ramp AC	Includes Taper, Ramp,& Butt Joint	708	16'	1,258.7	0.72	1.9	70.5		112.3
Ramp DB	Includes Taper, Ramp,& Butt Joint	553	16'	983.1	0.56	1.5	55.1		87.7
Ramp CA	Includes Taper, Ramp,& Butt Joint	1,334	16'	2,371.6	1.36	3.6	132.8		211.7
Ramp BD	Includes Taper, Ramp,& Butt Joint	750	16'	1,333.3	0.76	2.0	74.7		119.0
Ramp CB	Includes Taper, Ramp,& Butt Joint	1,182	16'	2,101.3	1.20	3.2	117.7		187.5
Ramp AD	Includes Taper, Ramp,& Butt Joint	2,030	16'	3,608.9	2.06	5.4	202.1		322.1
US 20 - WB									
Sta 33 + 96 - 41 + 02	Start of Project	706	24' & Var	2,807.8	1.61	4.2	157.2		250.6
Sta 41 + 02 - 46 + 15		513	24'	1,359.0	0.78	2.0	76.1		121.3
Sta 46 + 15 - 53 + 69		754	24' & Var	3,620.3	2.07	5.4	202.7		323.1
Sta 53 + 69 - 65 + 36		1,167	24' & Var	3,143.2	1.80	4.7	176.0		280.5
Sta 65 + 36 - 71 + 77		641	24' & Var	3,020.1	1.73	4.5	169.1		269.5
Sta 71 + 77 - 76 + 39		462	24'	1,239.5	0.71	1.9	69.4		110.6
Sta 76 + 39 - 78 + 78	Intersection w/ Mill Rd.	239	24' & Var	1,689.7	0.97	2.5	94.6		150.8
Sta 78 + 78 - 81 + 89	w/ LT & RT Turn Lanes	311	24' & Var	1,406.4	0.80	2.1	78.8		125.5
Sta 81 + 89 - 83 + 54		165	24'	448.5	0.26	0.7	25.1		40.0
Sta 83 + 54 - 85 + 84	Kishwaukee Bridge Omission	230							
Sta 85 + 84 - 106 + 25		2,041	24'	5,480.5	3.13	8.2	306.9		489.1
Sta 106 + 25 - 117 + 28		1,103	24'	2,979.6	1.70	4.5	166.9		265.9
Sta 117 + 28 - 117 + 48	RR Omission	20							
Sta 117 + 48 - 117 + 80	End Winnebago Co.	32	24' & Var	182.4	0.10	0.3	10.2		16.3
Page 1 - TOTAL Winnebago				**43,816.1**	**25.1**	**65.7**	**2,453.7**	-	**3,910.6**
Boone									
US 20 - WB									
Sta 117 + 80 - 118 + 50	Start Boone Co.	70	24' & Var	277.5	0.16	0.4	15.5		24.8
Sta 118 + 50 - 119 + 50	100' HMA Taper	100	24'	266.7	0.15	0.4	14.9		23.8
Sta 119 + 50 - 122 + 37		287	24'	765.3	0.44	1.1	42.9		68.3
Sta 122 + 37 - 125 + 81	Crossover to Elgin St.	344	24' & Var	1,712.7	0.98	2.6	95.9		152.9
Sta 125 + 81 - 131 + 72	w/ LT Turn Lane	591	24' & Var	2,170.0	1.24	3.3	121.5		193.7
Sta 131 + 72 - 146 + 00		1,428	24'	3,804.8	2.18	5.7	213.1		339.6
Sta 27 + 23 - 27 + 94		71	24'	189.9	0.11	0.3	10.6		16.9
Sta 27 + 94 - 29 + 68	Crossover to Welty Dr.	174	24' & Var	1,072.7	0.61	1.6	60.1		95.7
Sta 29 + 68 - 35 + 08	w/ RT Turn Lane	540	24' & Var	2,143.5	1.23	3.2	120.0		191.3
Sta 35 + 08 - 41 + 32		624	24'	1,665.5	0.95	2.5	93.3		148.6
Sta 41 + 32 - 42 + 60	Crossover to PE-LT & FE-RT	128	24' & Var	496.8	0.28	0.7	27.8		44.3
Sta 42 + 60 - 54 + 76		1,216	24'	3,236.3	1.85	4.9	181.2		288.8
Sta 54 + 76 - 56 + 57	Crossover to Wheeler Rd.	181	24' & Var	802.7	0.46	1.2	45.0		71.6
Sta 56 + 57 - 60 + 50	w/ LT Turn Lane	393	24' & Var	1,500.9	0.86	2.3	84.1		134.0
Sta 60 + 50 - 61 + 12	Butt Joint	62	24' & Var	167.6	0.10	0.3	9.4		15.0
Sta 61 + 12 - 64 + 24	I-90 Bridge Omission	312							
Page 1 - TOTAL Boone				**20,272.9**	**11.6**	**30.4**	**1,135.3**	-	**1,809.4**

* Bit Prime Coat Rate = 0.000286 Tons / Sq Yd
** Agg Prime Coat Rate = 0.0015 Tons / Sq Yd
*** Poly LB (MM) = 112 Lbs / Sq Yd / in
**** Poly HMA Surf Cse = 119 Lbs / Sq Yd / in

HOT-MIX ASPHALT SCHEDULE

Location	Remarks	Length	Proposed Surface		40600200 *Bit Materials* Prime Coat (2 Applications)	40600300 **Agg** Prime Coat	40600845 ***Polymerized*** Leveling Binder (Machine Method), N90	40603310 ***Hot-Mix Asphalt*** Surface Course Mix "C", N50	40603570 ****Polymerized**** Hot-Mix Asphalt Surface Course, Mix "E", N90
			Width	Sq Yd	Ton	Ton	Ton	Ton	Ton
Winnebago									
I-39 RAMPS - Shoulders					(1 Application)				
Ramp BC - LT & RT	Includes Taper, Ramp,& Butt Joint	1,480	8' & 4'	1,973.3	0.56			276.3	
Ramp DA - LT & RT	Includes Taper, Ramp,& Butt Joint	1,210	8' & 4'	1,613.3	0.46			225.9	
Ramp AC - LT & RT	Includes Taper, Ramp,& Butt Joint	708	8' & 4'	944.0	0.27			132.2	
Ramp DB - LT & RT	Includes Taper, Ramp,& Butt Joint	553	8' & 4'	737.3	0.21			103.2	
Ramp CA - LT & RT	Includes Taper, Ramp,& Butt Joint	1,334	8' & 4'	1,778.7	0.51			249.0	
Ramp BD - LT & RT	Includes Taper, Ramp,& Butt Joint	750	8' & 4'	1,000.0	0.29			140.0	
Ramp CB - LT & RT	Includes Taper, Ramp,& Butt Joint	1,182	8' & 4'	1,576.0	0.45			220.6	
Ramp AD - LT & RT	Includes Taper, Ramp,& Butt Joint	2,030	8' & 4'	2,706.7	0.77			378.9	
US 20 - EB									
Sta 33 + 96 - 39 + 50	Start of Project	554	24' & Var	2,689.5	1.54	4.0	150.6		240.0
Sta 39 + 50 - 46 + 38		688	24' & Var	1,832.4	1.05	2.7	102.6		163.5
Sta 46 + 38 - 53 + 81		743	24' & Var	3,530.6	2.02	5.3	197.7		315.1
Sta 53 + 81 - 60 + 59		678	24' & Var	1,819.4	1.04	2.7	101.9		162.4
Sta 60 + 59 - 71 + 77		1,118	24' & Var	4,411.1	2.52	6.6	247.0		393.7
Sta 71 + 77 - 76 + 39	w/ LT & RT Turn Lanes	462	24' & Var	1,942.7	1.11	2.9	108.8		173.4
Sta 76 + 39 - 78 + 78	Intersection w/ Mill Rd.	239	24' & Var	1,725.1	0.99	2.6	96.6		154.0
Sta 78 + 78 - 83 + 28		450	24'	1,212.0	0.69	1.8	67.9		108.2
Sta 83 + 28 - 85 + 58	Kishwaukee Bridge Omission	230							
Sta 85 + 58 - 106 + 25		2,067	24'	5,583.9	3.19	8.4	312.7		498.4
Sta 106 + 25 - 115 + 92		967	24'	2,582.4	1.48	3.9	144.6		230.5
Sta 115 + 92 - 116 + 12	RR Omission	20							
Sta 116 + 12 - 117 + 80	End Winnebago Co.	168	24' & Var	546.8	0.31	0.8	30.6		48.8
Page 2 -TOTAL Winnebago				**40,205.2**	**19.5**	**41.8**	**1,561.1**	**1,726.1**	**2,487.9**
Boone									
US 20 - EB									
Sta 117 + 80 - 118 + 50	Start Boone Co.	70	24' & Var	282.4	0.16	0.4	15.8		25.2
Sta 118 + 50 - 119 + 50	100' HMA Taper	100	24'	267.1	0.15	0.4	15.0		23.8
Sta 119 + 50 - 122 + 37		287	24'	771.2	0.44	1.2	43.2		68.8
Sta 122 + 37 - 125 + 81	Crossover to Elgin St.	344	24' & Var	2,106.5	1.20	3.2	118.0		188.0
Sta 125 + 81 - 140 + 47		1,466	24'	4,051.1	2.32	6.1	226.9		361.6
Sta 140 + 47 - 146 + 00	w/ LT Turn Lane	553	24' & Var	2,187.4	1.25	3.3	122.5		195.2
Sta 27 + 23 - 27 + 94	w/ LT Turn Lane	71	24' & Var	313.7	0.18	0.5	17.6		28.0
Sta 27 + 94 - 29 + 68	Crossover to Welty Dr.	174	24' & Var	779.1	0.45	1.2	43.6		69.5
Sta 29 + 68 - 41 + 32		1,164	24'	3,107.6	1.78	4.7	174.0		277.4
Sta 41 + 32 - 42 + 60	Crossover to PE-LT & FE-RT	128	24' & Var	490.0	0.28	0.7	27.4		43.7
Sta 42 + 60 - 52 + 03		943	24'	2,518.3	1.44	3.8	141.0		224.8
Sta 52 + 03 - 54 + 76	w/ RT Turn Lane	273	24' & Var	966.7	0.55	1.5	54.1		86.3
Sta 54 + 76 - 56 + 57	Crossover to Wheeler Rd.	181	24' & Var	1,147.2	0.66	1.7	64.2		102.4
Sta 56 + 57 - 61 + 17		460	24'	1,228.9	0.70	1.8	68.8		109.7
Sta 61 + 17 - 61 + 77	Butt Joint	60	24'	166.3	0.10	0.2	9.3		14.8
Sta 61 + 77 - 65 + 03	I-90 Bridge Omission	326							
Page 2 -TOTAL Boone				**20,383.5**	**11.7**	**30.6**	**1,141.5**	**-**	**1,819.2**

* Bit Prime Coat Rate = 0.000286 Tons / Sq Yd
** Agg Prime Coat Rate = 0.0015 Tons / Sq Yd
*** Poly LB (MM) = 112 Lbs / Sq Yd / in
**** Poly HMA Surf Cse = 119 Lbs / Sq Yd / in

HOT-MIX ASPHALT SCHEDULE

Location	Remarks	Length	Proposed Surface		40600200 *Bit Materials* Prime Coat (1 Application)	40600300 **Agg** Prime Coat	40600845 ***Polymerized*** Leveling Binder (Machine Method), N90	40603310 ***Hot-Mix Asphalt*** Surface Course Mix "C", N50	40603570 ****Polymerized**** Hot-Mix Asphalt Surface Course, Mix "E", N90
			Width	Sq Yd	Ton	Ton	Ton	Ton	Ton
Winnebago									
US 20 - WB Shoulders									
Sta 33 + 96 - 41 + 02	10' LT & 10' RT	706	20'	1,506.8	0.43			211.0	
Sta 41 + 02 - 46 + 15	10' LT & 10' RT	513	20' & Var	1,308.1	0.37			183.1	
Sta 46 + 15 - 53 + 69	10' LT & 10' RT	754	20'	1,719.0	0.49			240.7	
Sta 53 + 69 - 65 + 36	10' LT & 10' RT	1,167	20'	2,647.7	0.76			370.7	
Sta 65 + 36 - 71 + 77	10' LT & 10' RT	641	20'	1,582.4	0.45			221.5	
Sta 71 + 77 - 76 + 39	10' LT & 10' RT	462	20' & Var	1,009.0	0.29			141.3	
Sta 76 + 39 - 78 + 78	10' LT & 10' RT	239	20' & Var	236.3	0.07			33.1	
Sta 78 + 78 - 81 + 89	10' LT & 10' RT	311	20' & Var	310.4	0.09			43.5	
Sta 81 + 89 - 83 + 54	10' LT & 10' RT	165	20' & Var	363.8	0.10			50.9	
Sta 83 + 54 - 85 + 84	Kishwaukee Bridge Omission	230							
Sta 85 + 84 - 106 + 25	10' LT & 10' RT	2,041	20'	4,535.6	1.30			635.0	
Sta 106 + 25 - 117 + 28	10' LT & 4' RT	1,103	14'	1,859.8	0.53			260.4	
Sta 117 + 28 - 117 + 48	RR Omission	20							
Sta 117 + 48 - 117 + 80	10' LT & 4' RT - End Winnbgo Co.	32	14'	64.8	0.02			9.1	
Page 3 -TOTAL Winnebago				**17,143.7**	**4.9**	-	-	**2,400.1**	-
Boone									
US 20 - WB Shoulders									
Sta 117 + 80 - 118 + 50	10' LT & 4' RT - Start Boone Co.	70	14'	76.3	0.02			10.7	
Sta 118 + 50 - 119 + 50	10' LT & 4' RT	100	14'	155.6	0.04			21.8	
Sta 119 + 50 - 122 + 37	10' LT & 4' RT	287	14'	446.4	0.13			56.2	
Sta 122 + 37 - 125 + 81	10' LT & 4' RT	344	14' & Var	414.2	0.12			52.2	
Sta 125 + 81 - 131 + 72	10' LT & 4' RT	591	14'	915.6	0.26			115.4	
Sta 131 + 72 - 146 + 00	10' LT & 4' RT	1,428	14'	2,221.3	0.64			279.9	
Sta 27 + 23 - 27 + 94	10' LT & 4' RT	71	14'	110.4	0.03			13.9	
Sta 27 + 94 - 29 + 68	10' LT & 4' RT	174	14' & Var	98.9	0.03			12.5	
Sta 29 + 68 - 35 + 08	10' LT & 4' RT	540	14' & Var	566.9	0.16			71.4	
Sta 35 + 08 - 41 + 32	10' LT & 4' RT	624	14'	970.7	0.28			122.3	
Sta 41 + 32 - 42 + 60	10' LT & 4' RT	128	14' & Var	245.5	0.07			30.9	
Sta 42 + 60 - 54 + 76	10' LT & 4' RT	1,216	14'	1,891.6	0.54			238.3	
Sta 54 + 76 - 56 + 57	10' LT & 4' RT	181	14' & Var	251.1	0.07			31.6	
Sta 56 + 57 - 60 + 50	10' LT & 4' RT	393	14'	611.3	0.17			77.0	
Sta 60 + 50 - 61 + 12	10' LT & 4' RT - Butt Joint	62	14' & Var	82.6	0.02			10.4	
Sta 61 + 12 - 64 + 24	I-90 Bridge Omission	312							
Page 3 -TOTAL Boone				**9,058.4**	**2.6**	-	-	**1,144.6**	-

* Bit Prime Coat Rate = 0.000286 Tons / Sq Yd
** Agg Prime Coat Rate = 0.0015 Tons / Sq Yd
*** Poly LB (MM) = 112 Lbs / Sq Yd / in
**** Poly HMA Surf Cse = 119 Lbs / Sq Yd / in

HOT-MIX ASPHALT SCHEDULE

Location	Remarks	Length	Proposed Surface		40600200 *Bit Materials* Prime Coat (1 Application)	40600300 **Agg** Prime Coat	40600845 ***Polymerized*** Leveling Binder (Machine Method), N90	40603310 ***Hot-Mix Asphalt*** Surface Course Mix "C", N50	40603570 ****Polymerized**** Hot-Mix Asphalt Surface Course, Mix "E", N90
			Width	Sq Yd	Ton	Ton	Ton	Ton	Ton
Winnebago									
US 20 - EB Shoulders									
Sta 33 + 96 - 39 + 50	10' LT & 10' RT	554	20'	1,329.5	0.38			186.1	
Sta 39 + 50 - 46 + 38	10' LT & 10' RT	688	20'	1,565.0	0.45			219.1	
Sta 46 + 38 - 53 + 81	10' LT & 10' RT	743	20'	1,690.8	0.48			236.7	
Sta 53 + 81 - 60 + 59	10' LT & 10' RT	678	20' & Var	1,818.6	0.46			226.6	
Sta 60 + 59 - 71 + 77	10' LT & 10' RT	1,118	20'	2,500.8	0.72			350.1	
Sta 71 + 77 - 76 + 39	10' LT & 10' RT	462	20' & Var	770.4	0.22			107.9	
Sta 76 + 39 - 78 + 78	10' LT & 10' RT	239	20' & Var	183.1	0.05			25.6	
Sta 78 + 78 - 83 + 28	10' LT & 10' RT	450	20' & Var	577.2	0.17			80.8	
Sta 83 + 28 - 85 + 58	Kishwaukee Bridge Omission	230							
Sta 85 + 58 - 106 + 25	10' LT & 10' RT	2,067	20'	4,593.3	1.31			643.1	
Sta 106 + 25 - 115 + 92	4' LT & 10' RT	967	14'	1,591.9	0.46			222.9	
Sta 115 + 92 - 116 + 12	RR Omission	20							
Sta 116 + 12 - 117 + 80	4' LT & 10' RT - End Winnbgo Co.	168	14'	264.6	0.08			37.0	
Page 4 TOTAL - Winnebago				**16,685.2**	**4.8**	-	-	**2,335.9**	-
Boone									
US 20 - EB Shoulders									
Sta 117 + 80 - 118 + 50	4' LT & 10' RT - Start Boone Co.	70	14'	76.1	0.02			10.7	
Sta 118 + 50 - 119 + 50	4' LT & 10' RT	100	14'	155.6	0.04			21.8	
Sta 119 + 50 - 122 + 37	4' LT & 10' RT	287	14'	446.4	0.13			56.2	
Sta 122 + 37 - 125 + 81	4' LT & 10' RT	344	14' & Var	336.5	0.10			42.4	
Sta 125 + 81 - 140 + 47	4' LT & 10' RT	1,466	14'	2,280.4	0.65			287.3	
Sta 140 + 47 - 146 + 00	4' LT & 10' RT	553	14'	860.2	0.25			108.4	
Sta 27 + 23 - 27 + 94	4' LT & 10' RT	71	14'	110.4	0.03			13.9	
Sta 27 + 94 - 29 + 68	4' LT & 10' RT	174	14' & Var	233.5	0.07			29.4	
Sta 29 + 68 - 41 + 32	4' LT & 10' RT	1,164	14'	1,810.7	0.52			228.1	
Sta 41 + 32 - 42 + 60	4' LT & 10' RT	128	14' & Var	181.8	0.05			22.9	
Sta 42 + 60 - 52 + 03	4' LT & 10' RT	943	14'	1,466.9	0.42			184.8	
Sta 52 + 03 - 54 + 76	4' LT & 10' RT	273	14' & Var	274.5	0.08			34.6	
Sta 54 + 76 - 56 + 57	4' LT & 10' RT	181	14' & Var	164.9	0.05			20.8	
Sta 56 + 57 - 61 + 17	4' LT & 10' RT	460	14'	715.6	0.20			90.2	
Sta 61 + 17 - 61 + 77	4' LT & 10' RT - Butt Joint	60	14' & Var	104.2	0.03			13.1	
Page 4 TOTAL - Boone				**9,217.7**	**2.6**	-	-	**1,164.7**	-
Page 4 TOTAL - Winnebago				16,685.2	4.8	-	-	2,335.9	-
Page 3 TOTAL - Winnebago				17,143.7	4.9	-	-	2,400.1	-
Page 2 TOTAL - Winnebago				40,205.2	19.5	41.8	1,561.1	1,726.1	2,487.9
Page 1 TOTAL - Winnebago				43,816.1	25.1	65.7	2,453.7	-	3,910.6
TOTAL - Winnebago				**117,850.2**	**54.2**	**107.5**	**4,014.8**	**6,462.2**	**6,398.5**
Page 4 TOTAL - Boone				9,217.7	2.6	-	-	1,164.7	-
Page 3 TOTAL - Boone				9,058.4	2.6	-	-	1,144.6	-
Page 2 TOTAL - Boone				20,383.5	11.7	30.6	1,141.5	-	1,819.2
Page 1 TOTAL - Boone				20,272.9	11.6	30.4	1,135.3	-	1,809.4
TOTAL - Boone				**58,932.5**	**28.5**	**61.0**	**2,276.8**	**2,309.3**	**3,628.6**

* Bit Prime Coat Rate = 0.000286 Tons / Sq Yd
** Agg Prime Coat Rate = 0.0015 Tons / Sq Yd
*** Poly LB (MM) = 112 Lbs / Sq Yd / in
**** Poly HMA Surf Cse = 119 Lbs / Sq Yd / in

HOT-MIX ASPHALT SCHEDULE

Location	Remarks	Length	Proposed Surface		40600200 *Bit Materials* Prime Coat (2 Applications)	40600300 **Agg** Prime Coat	44000155 Hot-Mix Asphalt Surface Course Removal, 1.5"	44000158 Hot-Mix Asphalt Surface Course Removal, 2.25"	40600845 ***Polymerized*** Leveling Binder (Machine Method), N90	40603595 ****Polymerized**** Hot-Mix Asphalt Surface Course, Mix "F", N90
			Width	Sq Yd	Ton	Ton	Sq Yd	Sq Yd	Ton	Ton
US 20-Mainline EB										
Sta 65 + 3 - 70 + 23	START-2 1/4"MILL & RESURFACE	520	24 & VAR.	2,373.0	1.36	3.6		2,373.0	132.9	218.9
Sta 70 + 23 - 72 + 16		193	24 & VAR.	1,055.0	0.60	1.6		1,055.0	59.1	97.3
Sta 72 + 16 - 108 + 51		3,635	24 & VAR.	11,424.0	6.53	17.1		11,424.0	639.7	1,053.9
Sta 108 + 51 - 109 + 22		71	24 & VAR.	607.2	0.35	0.9		607.2	34.0	56.0
Sta 109 + 22 - 161 + 73		5,251	24 & VAR.	16,312.0	9.33	24.5		16,312.0	913.5	1,504.8
Sta 161 + 73 - 163 + 0		127	24 & VAR.	1,176.0	0.67	1.8		1,176.0	65.9	108.5
Sta 163 + 0 - 208 + 26		4,526	24	12,276.0	7.02	18.4		12,276.0	687.5	1,132.5
Sta 208 + 26 - 220 + 26	BRIDGE OMISSION				-	-		-	-	-
Sta 220 + 26 - 268 + 0		4,774	24 & VAR.	14,797.0	8.46	22.2		14,797.0	828.6	1,365.0
Sta 268 + 0 - 269 + 0		100	24 & VAR.	1,763.0	1.01	2.6		1,763.0	98.7	162.6
Sta 269 + 0 - 294 + 54		2,554	24 & VAR.	9,901.5	5.66	14.9		9,901.5	554.5	913.4
Sta 294 + 54 - 295 + 70		116	24 & VAR.	919.5	0.53	1.4		919.5	51.5	84.8
Sta 295 + 70 - 321 + 24		2,554	24 & VAR.	8,317.7	4.76	12.5		8,317.7	465.8	767.3
Sta 321 + 24 - 322 + 77		153	24 & VAR.	1,085.0	0.62	1.6		1,085.0	60.8	100.1
Sta 322 + 77 - 330 + 0	END-2 1/4"MILL & RESURFACE	723	24	2,145.0	1.23	3.2		2,145.0	120.1	197.9
Sta. 330 + 0 - 345 + 9	START-1 1/2"MILL & RESURFACE	1509	24 & VAR.	5811.0	3.32	8.72	5,811		-	625.4
Sta 345 + 9 - 346 + 0		91	24 & VAR.	500.0	0.29	0.8	500		-	53.8
Sta 346 + 0 - 361 + 0	END-1 1/2"MILL & RESURFACE	1,500	24 & VAR.	3,000.0	1.72	4.5	3,000		-	322.9
US 20-Mainline WB										
Sta 64 + 21 - 70 + 23	START-2 1/4"MILL & RESURFACE	602	24	1,620.0	0.93	2.4		1,620.0	90.7	149.4
Sta 70 + 23 - 72 + 16		193	24 & VAR.	1,005.0	0.57	1.5		1,005.0	56.3	92.7
Sta 72 + 16 - 108 + 51		3,635	24 & VAR.	11,424.0	6.53	17.1		11,424.0	639.7	1,053.9
Sta 108 + 51 - 109 + 22		71	24 & VAR.	603.5	0.35	0.9		603.5	33.8	55.7
Sta 109 + 22 - 161 + 86		5,264	24 & VAR.	16,434.0	9.40	24.7		16,434.0	920.3	1,516.0
Sta 161 + 86 - 163 + 12		126	24 & VAR.	1,027.0	0.59	1.5		1,027.0	57.5	94.7
Sta 163 + 12 - 208 + 26		4,514	24 & VAR.	13,508.0	7.73	20.3		13,508.0	756.4	1,246.1
Sta 208 + 26 - 220 + 26	BRIDGE OMISSION				-	-		-	-	-
Sta 220 + 26 - 268 + 0		4,774	24	12,870.6	7.36	19.3		12,870.6	720.8	1,187.3
Sta 268 + 0 - 269 + 0		100	24 & VAR.	958.0	0.55	1.4		958.0	53.6	88.4
Sta 269 + 0 - 294 + 54		2,554	24 & VAR.	9,673.4	5.53	14.5		9,673.4	541.7	892.4
Sta 294 + 54 - 295 + 70		116	24 & VAR.	856.0	0.49	1.3		856.0	47.9	79.0
Sta 295 + 70 - 321 + 0		2,530	24 & VAR.	8,009.4	4.58	12.0		8,009.4	448.5	738.9
Sta 321 + 0 - 322 + 56		156	24 & VAR.	1,478.0	0.85	2.2		1,478.0	82.8	136.3
Sta 322 + 56 - 343 + 14	END-2 1/4"MILL & RESURFACE	2,058	24 & VAR.	7,755.0	4.44	11.6		7,755.0	434.3	715.4
Sta 343 + 14 - 345 + 9	START-1 1/2"MILL & RESURFACE	195	24	520.0	0.30	0.8	520.0		-	56.0
Sta 345 + 9 - 346 + 0		91	24 & VAR.	555.0	0.32	0.8	555		-	59.7
Sta 346 + 0 - 361 + 0	END-1 1/2"MILL & RESURFACE	1,500	24 & VAR.	4,000.0	2.29	6.0	4,000		-	430.5
NB - TOTAL				185,759.9	106.3	278.6	14,386.0	171,373.9	9,596.9	17,357.5

* Bit Prime Coat Rate = 0.000286 Tons / Sq Yd
** Agg Prime Coat Rate = 0.0015 Tons / Sq Yd
*** Poly LB (MM) = 112 Lbs / Sq Yd / in
**** Poly HMA Surf Cse = 123 Lbs / Sq Yd / in

HOT-MIX ASPHALT SCHEDULE

Location	Remarks	Length	Proposed Surface		40600200 *Bit Materials* Prime Coat (2 Applications)	40600300 **Agg** Prime Coat	44000155 Hot-Mix Asphalt Surface Course Removal, 1.5"	44000158 Hot-Mix Asphalt Surface Course Removal, 2.25"	40600845 ***Polymerized*** Leveling Binder (Machine Method), N90	40603595 ****Polymerized**** Hot-Mix Asphalt Surface Course, Mix "F", N90
			Width	Sq Yd	Ton	Ton	Sq Yd	Sq Yd	Ton	Ton
US 20- Sideroads										
IPSEN RD. RETURN 75'	2 1/4" MILL& RESURF.-SOUTH	75	VAR.	500.0	0.29	0.8		500.0	28.0	46.1
IPSEN RD. RETURN 75'	2 1/4" MILL & RESURF.-NORTH	75	VAR.	647.0	0.37	1.0		647.0	36.2	59.7
IRENE RD. RETURN 75'	2 1/4" MILL& RESURF.-SOUTH	75	VAR.	461.0	0.26	0.7		461.0	25.8	42.5
IRENE RD. RETURN 75'	2 1/4" MILL & RESURF.-NORTH	75	VAR.	498.0	0.28	0.7		498.0	27.9	45.9
PEARL RD. RETURN 75'	2 1/4" MILL& RESURF.-SOUTH	75	VAR.	558.0	0.32	0.8		558.0	31.2	51.5
PEARL RD. RETURN 75'	2 1/4" MILL & RESURF.-NORTH	75	VAR.	377.0	0.22	0.6		377.0	21.1	34.8
STATE ST. RETURN 15'	2 1/4"M & R-TO NOSE OF MEDIAN	15	VAR.	117.0	0.07	0.2		117.0	6.6	10.8
EAST AVE. RETURN 75'	2 1/4" MILL & RESURF.-NORTH	75	VAR.	333.8	0.19	0.5		333.8	18.7	30.8
					-	-		-	-	-
US 20-Ramps					-	-		-	-	-
Ramp A	US 20 WB TO APPLETON RD.	866	16	2465.0	1.41	3.7		2,465.0	138.0	227.4
Ramp B	APPLETON RD. TO US 20 WB	800	16	1800.0	1.03	2.7		1,800.0	100.8	166.1
Ramp C	US 20 EB TO APPLETON RD.	885	16	1960.0	1.12	2.9		1,960.0	109.8	180.8
Ramp D	APPLETON RD TO US 20 EB	2378	16	3351.0	1.92	5.0		3,351.0	187.7	309.1
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
					-	-		-	-	-
Page 2 - TOTAL				13,067.8	7.5	19.6	-	13,067.8	731.8	1,205.5
Page 1 - TOTAL				185,759.9	106.3	278.6	14,386.0	171,373.9	9,596.9	17,357.5
TOTAL				198,827.7	113.7	298.2	14,386.0	184,441.7	10,328.7	18,563.0

* Bit Prime Coat Rate = 0.000286 Tons / Sq Yd
** Agg Prime Coat Rate = 0.0015 Tons / Sq Yd
*** Poly LB (MM) = 112 Lbs / Sq Yd / in
**** Poly HMA Surf Cse = 123 Lbs / Sq Yd / in

PARTIAL DEPTH PAVEMENT PATCHING (CLASS A PATCHES)

12 FEET LANE WIDTH

				44200517		44200521		44200523		44002212		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES						HOT-MIX ASPHALT REMOVAL OVER PATCHES - 3"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 3"	
				TYPE 2		TYPE 3		TYPE 4					
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
Winnebago													
US 20 - EB													
86 + 88		6	6	8.0	8.0					9.3	9.3	1.57	1.57
94 + 67		8	20	10.7					26.7	12.0	28.0	2.02	4.70
107 + 85			12				16.0				17.3		2.91
112 + 06		8	8	10.7	10.7					12.0	12.0	2.02	2.02
115 + 99		6	6	8.0	8.0					9.3	9.3	1.57	1.57
Boone													
US 20 - EB													
142 + 42			10		13.3						14.7		2.46
Station Equation	146+ 00 = 27+ 23												
33 + 68			8		10.7						12.0		2.02
38 + 47			8		10.7						12.0		2.02
39 + 76			20						26.7		28.0		4.70
40 + 55			8		10.7						12.0		2.02
42 + 66			12				16.0				17.3		2.91
44 + 29		6		8.0						9.3		1.57	
47 + 85			8		10.7						12.0		2.02
51 + 94		6	6	8.0	8.0					9.3	9.3	1.57	1.57
56 + 57		6	6	8.0	8.0					9.3	9.3	1.57	1.57
	EB TOTAL - Winnebago			37.3	26.7	0.0	16.0	0.0	26.7	42.7	76.0	7.2	12.8
	EB TOTALS			64.0		16.0		26.7		118.7		19.9	
	PAY FOR % OF TOTAL			10.7		16.0		26.7					
	EB TOTAL - Boone			24.0	72.0	0.0	16.0	0.0	26.7	28.0	126.7	4.7	21.3
	EB TOTALS			96.0		16.0		26.7		154.7		26.0	
	PAY FOR % OF TOTAL			13.3		16.0		26.7					
	GRAND TOTAL - Winnebago			**10.7**		**16.0**		**26.7**		**118.7**		**19.9**	
	GRAND TOTAL - Boone			**13.3**		**16.0**		**26.7**		**154.7**		**26.0**	

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200120		44200124		44200126		44002212		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES						HOT-MIX ASPHALT REMOVAL OVER PATCHES - 3"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 3"	
				TYPE 2		TYPE 3		TYPE 4					
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
Winnebago													
US 20 - WB													
36 + 59		6	6	8.0	8.0					9.3	9.3	1.57	1.57
37 + 41		6	6	8.0	8.0					9.3	9.3	1.57	1.57
38 + 81		6	6	8.0	8.0					9.3	9.3	1.57	1.57
38 + 97	Ramp		6		8.0						9.3		1.57
39 + 70		6	6	8.0	8.0					9.3	9.3	1.57	1.57
42 + 89		6	6	8.0	8.0					9.3	9.3	1.57	1.57
46 + 44		6	6	8.0	8.0					9.3	9.3	1.57	1.57
46 + 83		6	6	8.0	8.0					9.3	9.3	1.57	1.57
49 + 62		6	6	8.0	8.0					9.3	9.3	1.57	1.57
49 + 62	Ramp		6		8.0						9.3		1.57
51 + 01		6	6	8.0	8.0					9.3	9.3	1.57	1.57
51 + 01	Ramp		6		8.0						9.3		1.57
51 + 99		6	6	8.0	8.0					9.3	9.3	1.57	1.57
52 + 21		6	6	8.0	8.0					9.3	9.3	1.57	1.57
53 + 19		6	6	8.0	8.0					9.3	9.3	1.57	1.57
59 + 29		6	6	8.0	8.0					9.3	9.3	1.57	1.57
61 + 19		6	6	8.0	8.0					9.3	9.3	1.57	1.57
62 + 19		6	6	8.0	8.0					9.3	9.3	1.57	1.57
64 + 69		6	6	8.0	8.0					9.3	9.3	1.57	1.57
65 + 04		6	6	8.0	8.0					9.3	9.3	1.57	1.57
67 + 81		6	6	8.0	8.0					9.3	9.3	1.57	1.57
72 + 87		6	6	8.0	8.0					9.3	9.3	1.57	1.57
73 + 77		6	6	8.0	8.0					9.3	9.3	1.57	1.57
74 + 29		6	6	8.0	8.0					9.3	9.3	1.57	1.57
75 + 44		6	6	8.0	8.0					9.3	9.3	1.57	1.57
75 + 81		6	6	8.0	8.0					9.3	9.3	1.57	1.57
76 + 91		8	20	10.7					26.7	12.0	28.0	2.02	4.70
82 + 87		6	6	8.0	8.0					9.3	9.3	1.57	1.57
87 + 71		6	6	8.0	8.0					9.3	9.3	1.57	1.57
89 + 15		6	6	8.0	8.0					9.3	9.3	1.57	1.57
91 + 97		6	6	8.0	8.0					9.3	9.3	1.57	1.57
92 + 61		6	6	8.0	8.0					9.3	9.3	1.57	1.57
107 + 15		12	6		8.0	16.0				17.3	9.3	2.91	1.57
108 + 32		6	6	8.0	8.0					9.3	9.3	1.57	1.57
113 + 39		6	6	8.0	8.0					9.3	9.3	1.57	1.57
	WB TOTAL - Winnebago			250.7	272.0	16.0	0.0	0.0	26.7	309.3	345.3	52.0	58.0

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200120		44200124		44200126		44002212		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES						HOT-MIX ASPHALT REMOVAL OVER PATCHES - 3"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 3"	
				TYPE 2		TYPE 3		TYPE 4					
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
Winnebago													
US 20 - EB													
37 + 15		6		8.0						9.3		1.57	
39 + 75		6	6	8.0	8.0					9.3	9.3	1.57	1.57
40 + 26		6	6	8.0	8.0					9.3	9.3	1.57	1.57
41 + 36		6	6	8.0	8.0					9.3	9.3	1.57	1.57
43 + 02		6	6	8.0	8.0					9.3	9.3	1.57	1.57
44 + 16		6	6	8.0	8.0					9.3	9.3	1.57	1.57
45 + 06			6		8.0						9.3		1.57
46 + 74		6	6	8.0	8.0					9.3	9.3	1.57	1.57
48 + 01		6	6	8.0	8.0					9.3	9.3	1.57	1.57
54 + 51		6	6	8.0	8.0					9.3	9.3	1.57	1.57
65 + 94	Ramp		6		8.0						9.3		1.57
68 + 61		6	6	8.0	8.0					9.3	9.3	1.57	1.57
72 + 61		6	6	8.0	8.0					9.3	9.3	1.57	1.57
77 + 26		6	6	8.0	8.0					9.3	9.3	1.57	1.57
85 + 40		6	6	8.0	8.0					9.3	9.3	1.57	1.57
85 + 82		6	6	8.0	8.0					9.3	9.3	1.57	1.57
Ramp BD													
	LT - 6' x 6' / RT - 6 'x 10'	6	6	4.0			6.7			9.3	9.3	1.57	1.57
	LT - 6' x 6' / RT - 6 'x 10'	6	6	4.0			6.7			9.3	9.3	1.57	1.57
Ramp AC													
	LT - 6' x 6' / RT - 6 'x 10'	6	6	4.0			6.7			9.3	9.3	1.57	1.57
	LT - 6' x 6' / RT - 6 'x 10'	6	6	4.0			6.7			9.3	9.3	1.57	1.57
	LT - 6' x 6' / RT - 6 'x 10'	6	6	4.0			6.7			9.3	9.3	1.57	1.57
Ramp CB													
	LT - 6' x 6' / RT - 6 'x 10'	6	6	4.0			6.7			9.3	9.3	1.57	1.57
	LT - 6' x 6' / RT - 6 'x 10'	6	6	4.0			6.7			9.3	9.3	1.57	1.57
	EB TOTAL - Winnebago			140.0	120.0	0.0	46.9	0.0	0.0	196.0	205.3	32.9	34.5
	WB TOTAL - Winnebago			250.7	272.0	16.0	0.0	0.0	26.7	309.3	345.3	52.0	58.0
	WB & EB TOTALS			782.7		62.9		26.7		1056.0		177.4	
	PAY FOR % OF TOTAL			42.7		16.0		26.7					
	GRAND TOTAL - Winnebago			**42.7**		**16.0**		**26.7**		**1056.0**		**177.4**	

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200120		44200124		44200126		44002212		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES						HOT-MIX ASPHALT REMOVAL OVER PATCHES - 3"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 3"	
				TYPE 2		TYPE 3		TYPE 4					
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
Boone													
US 20 - WB													
120 + 39		6	6	8.0	8.0					9.3	9.3	1.57	1.57
120 + 97		6	6	8.0	8.0					9.3	9.3	1.57	1.57
122 + 59		6	6	8.0	8.0					9.3	9.3	1.57	1.57
123 + 14		6	6	8.0	8.0					9.3	9.3	1.57	1.57
132 + 29		6	6	8.0	8.0					9.3	9.3	1.57	1.57
144 + 20		6	6	8.0	8.0					9.3	9.3	1.57	1.57
145 + 17		6	6	8.0	8.0					9.3	9.3	1.57	1.57
Station Equation	146+ 00 = 27+ 23												
32 + 57		6	6	8.0	8.0					9.3	9.3	1.57	1.57
39 + 56		20	20					26.7	26.7	28.0	28.0	4.70	4.70
40 + 59		6	6	8.0	8.0					9.3	9.3	1.57	1.57
42 + 02			8		10.7						12.0		2.02
43 + 90		6		8.0						9.3		1.57	
45 + 26		6	6	8.0	8.0					9.3	9.3	1.57	1.57
47 + 92		6	6	8.0	8.0					9.3	9.3	1.57	1.57
48 + 97		6	6	8.0	8.0					9.3	9.3	1.57	1.57
50 + 39		12	12			16.0	16.0			17.3	17.3	2.91	2.91
52 + 59		6	6	8.0	8.0					9.3	9.3	1.57	1.57
59 + 28		6	6	8.0	8.0					9.3	9.3	1.57	1.57
	WB TOTAL - Boone			120.0	122.7	16.0	16.0	26.7	26.7	185.3	188.0	31.1	31.6
	WB TOTALS			242.7		32.0		53.3		373.3		62.7	
	PAY FOR % OF TOTAL			18.7		16.0		26.7					
	GRAND TOTAL - Boone			18.7		16.0		26.7		373.3		62.7	

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200094		44200099		44200101		44002228		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES						HOT-MIX ASPHALT REMOVAL OVER PATCHES - 7"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 7"	
				TYPE 2		TYPE 3		TYPE 4					
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
US 20 (EB)													
65 + 52		6	6	8.0	8.0					9.3	9.3	3.66	3.66
67 + 59		6	6	8.0	8.0					9.3	9.3	3.66	3.66
75 + 44		6		8.0						9.3		3.66	
75 + 54			6		8.0						9.3		3.66
77 + 98		6	6	8.0	8.0					9.3	9.3	3.66	3.66
78 + 24			6		8.0						9.3		3.66
85 + 44		6	6	8.0	8.0					9.3	9.3	3.66	3.66
88 + 09			20						26.7		28.0		10.98
89 + 73		6	6	8.0	8.0					9.3	9.3	3.66	3.66
91 + 09		6	6	8.0	8.0					9.3	9.3	3.66	3.66
92 + 78		6		8.0						9.3		3.66	
95 + 63		6	6	8.0	8.0					9.3	9.3	3.66	3.66
97 + 93		6	6	8.0	8.0					9.3	9.3	3.66	3.66
99 + 11		6	6	8.0	8.0					9.3	9.3	3.66	3.66
102 + 15		6	6	8.0	8.0					9.3	9.3	3.66	3.66
104 + 62		6	6	8.0	8.0					9.3	9.3	3.66	3.66
104 + 62	LEFT TURN LANE 6'	6		8.0						9.3		3.66	
106 + 18		6	6	8.0	8.0					9.3	9.3	3.66	3.66
112 + 28		6	6	8.0	8.0					9.3	9.3	3.66	3.66
114 + 29		6	6	8.0	8.0					9.3	9.3	3.66	3.66
119 + 52		6		8.0						9.3		3.66	
119 + 58			6		8.0						9.3		3.66
121 + 56		6	6	8.0	8.0					9.3	9.3	3.66	3.66
122 + 38		6	6	8.0	8.0					9.3	9.3	3.66	3.66
124 + 29		6	6	8.0	8.0					9.3	9.3	3.66	3.66
124 + 97		6	6	8.0	8.0					9.3	9.3	3.66	3.66
125 + 87		6	6	8.0	8.0					9.3	9.3	3.66	3.66
126 + 89		6	6	8.0	8.0					9.3	9.3	3.66	3.66
128 + 27		6	6	8.0	8.0					9.3	9.3	3.66	3.66
129 + 76		6	6	8.0	8.0					9.3	9.3	3.66	3.66
130 + 28		6	6	8.0	8.0					9.3	9.3	3.66	3.66
131 + 00		6	6	8.0	8.0					9.3	9.3	3.66	3.66
133 + 09		6	6	8.0	8.0					9.3	9.3	3.66	3.66
133 + 87		6	6	8.0	8.0					9.3	9.3	3.66	3.66
137 + 84		6	6	8.0	8.0					9.3	9.3	3.66	3.66
139 + 53		6	6	8.0	8.0					9.3	9.3	3.66	3.66
140 + 65		6		8.0						9.3		3.66	
151 + 88		6	6	8.0	8.0					9.3	9.3	3.66	3.66
153 + 39		6	6	8.0	8.0					9.3	9.3	3.66	3.66
155 + 29		6	6	8.0	8.0					9.3	9.3	3.66	3.66
164 + 10		6	6	8.0	8.0					9.3	9.3	3.66	3.66
167 + 26		6	6	8.0	8.0					9.3	9.3	3.66	3.66
169 + 18		6	6	8.0	8.0					9.3	9.3	3.66	3.66
170 + 50		6	6	8.0	8.0					9.3	9.3	3.66	3.66
175 + 84		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Page 1 Totals				328.0	312.0	0.0	0.0	0.0	26.7	382.7	392.0	150.0	153.7

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200094		44200099		44200101		44002228		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES TYPE 2		AREA OF PATCHES TYPE 3		AREA OF PATCHES TYPE 4		HOT-MIX ASPHALT REMOVAL OVER PATCHES - 7"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 7"	
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
178 + 21		6	6	8.0	8.0					9.3	9.3	3.66	3.66
185 + 72		6	6	8.0	8.0					9.3	9.3	3.66	3.66
186 + 35		6	6	8.0	8.0					9.3	9.3	3.66	3.66
186 + 56		6	6	8.0	8.0					9.3	9.3	3.66	3.66
187 + 48		6	6	8.0	8.0					9.3	9.3	3.66	3.66
194 + 61		6	6	8.0	8.0					9.3	9.3	3.66	3.66
199 + 03		6	6	8.0	8.0					9.3	9.3	3.66	3.66
201 + 87			6		8.0						9.3		3.66
202 + 07		6		8.0						9.3		3.66	
208 + 08		6	6	8.0	8.0					9.3	9.3	3.66	3.66
221 + 83			6		8.0						9.3		3.66
222 + 27		6	6	8.0	8.0					9.3	9.3	3.66	3.66
223 + 55			6		8.0						9.3		3.66
223 + 85		6		8.0						9.3		3.66	
223 + 99			6		8.0						9.3		3.66
226 + 83		6	6	8.0	8.0					9.3	9.3	3.66	3.66
228 + 66			15				20.0				21.3		8.36
228 + 89		10	6	13.3	8.0					14.7	9.3	5.75	3.66
240 + 33			10		13.3						14.7		5.75
255 + 69			6		8.0						9.3		3.66
255 + 79		6		8.0						9.3		3.66	
262 + 57		6	6	8.0	8.0					9.3	9.3	3.66	3.66
267 + 21		6	6	8.0	8.0					9.3	9.3	3.66	3.66
268 + 68		6	6	8.0	8.0					9.3	9.3	3.66	3.66
271 10		6	6	8.0	8.0					9.3	9.3	3.66	3.66
271 + 10	LEFT TURN LANE 6'	6		8.0						9.3		3.66	
274 + 48		6	6	8.0	8.0					9.3	9.3	3.66	3.66
275 + 98		15	15			20.0	20.0			21.3	21.3	8.36	8.36
278 + 69		6	6	8.0	8.0					9.3	9.3	3.66	3.66
280 + 60		10	10	13.3	13.3					14.7	14.7	5.75	5.75
282 + 58		6	6	8.0	8.0					9.3	9.3	3.66	3.66
285 + 23		10	15	13.3			20.0			14.7	21.3	5.75	8.36
287 + 05		6	6	8.0	8.0					9.3	9.3	3.66	3.66
306 + 67		6	6	8.0	8.0					9.3	9.3	3.66	3.66
308 + 68		6	6	8.0	8.0					9.3	9.3	3.66	3.66
311 + 09		20	20					26.7	26.7	28.0	28.0	10.98	10.98
314 + 84		6		8.0						9.3		3.66	
314 + 94			6		8.0						9.3		3.66
316 78		6	6	8.0	8.0					9.3	9.3	3.66	3.66
316 + 78	LEFT TURN LANE 6'	6		8.0						9.3		3.66	
322 + 83		6	6	8.0	8.0					9.3	9.3	3.66	3.66
324 + 91		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Page 2 Totals				272.0	266.7	20.0	60.0	26.7	26.7	364.0	401.3	142.7	157.3

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200094		44200099		44200101		44002228		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES						HOT-MIX ASPHALT REMOVAL OVER PATCHES - 7"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 7"	
				TYPE 2		TYPE 3		TYPE 4					
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
US 20 (WB)													
356 + 02		10	10	13.3	13.3					14.7	14.7	5.75	5.75
352 + 45		20	20					26.7	26.7	28.0	28.0	10.98	10.98
347 + 50		6	6	8.0	8.0					9.3	9.3	3.66	3.66
341 + 85		6	6	8.0	8.0					9.3	9.3	3.66	3.66
339 + 51		6	6	8.0	8.0					9.3	9.3	3.66	3.66
337 + 78			6		8.0						9.3		3.66
331 + 02		6	6	8.0	8.0					9.3	9.3	3.66	3.66
327 77		6	6	8.0	8.0					9.3	9.3	3.66	3.66
327 + 77	LEFT TURN LANE 6'	6		8.0						9.3		3.66	
325 + 80		6	6	8.0	8.0					9.3	9.3	3.66	3.66
320 + 18		6		8.0						9.3		3.66	
320 + 08		6	6	8.0	8.0					9.3	9.3	3.66	3.66
318 + 32			10		13.3						14.7		5.75
318 + 04		6		8.0						9.3		3.66	
316 + 49		6	6	8.0	8.0					9.3	9.3	3.66	3.66
315 + 25		6		8.0						9.3		3.66	
299 + 23			6		8.0						9.3		3.66
298 + 72		6	6	8.0	8.0					9.3	9.3	3.66	3.66
294 + 00		6		8.0						9.3		3.66	
292 + 75		6		8.0						9.3		3.66	
289 + 54		6	6	8.0	8.0					9.3	9.3	3.66	3.66
287 + 57		6		8.0						9.3		3.66	
284 + 70		6	6	8.0	8.0					9.3	9.3	3.66	3.66
281 + 43		6	10	8.0	13.3					9.3	14.7	3.66	5.75
277 + 91		6	6	8.0	8.0					9.3	9.3	3.66	3.66
272 82		6	6	8.0	8.0					9.3	9.3	3.66	3.66
272 + 82	LEFT TURN LANE 6'	6		8.0						9.3		3.66	
267 + 93		6	6	8.0	8.0					9.3	9.3	3.66	3.66
265 + 11		6		8.0						9.3		3.66	
264 + 96			6		8.0						9.3		3.66
234 + 47			6		8.0						9.3		3.66
226 + 92		6		8.0						9.3		3.66	
198 + 43		15	15			20.0	20.0			21.3	21.3	8.36	8.36
193 + 00		15	15			20.0	20.0			21.3	21.3	8.36	8.36
184 + 12			6		8.0						9.3		3.66
179 + 78		6		8.0						9.3		3.66	
176 + 41			6		8.0						9.3		3.66
175 + 27		10	10	13.3	13.3					14.7	14.7	5.75	5.75
174 + 77			6		8.0						9.3		3.66
172 + 36		6	6	8.0	8.0					9.3	9.3	3.66	3.66
170 + 77		0	25						33.3		34.7		13.59
170 + 52		15				20.0				21.3		8.36	
165 + 40		20	20					26.7	26.7	28.0	28.0	10.98	10.98
160 + 16		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Page 3 Totals				250.7	237.3	60.0	40.0	53.3	86.7	410.7	406.7	161.0	159.4

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200094		44200099		44200101		44002228		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES TYPE 2		AREA OF PATCHES TYPE 3		AREA OF PATCHES TYPE 4		HOT-MIX ASPHALT REMOVAL OVER PATCHES - 7"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 7"	
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
159 + 38		10	10	13.3	13.3					14.7	14.7	5.75	5.75
147 + 32		6		8.0						9.3		3.66	
146 + 88		15	15			20.0	20.0			21.3	21.3	8.36	8.36
145 + 45		6	6	8.0	8.0					9.3	9.3	3.66	3.66
144 + 56		6	6	8.0	8.0					9.3	9.3	3.66	3.66
136 + 85			6		8.0						9.3		3.66
136 + 67		6		8.0						9.3		3.66	
133 + 35			6		8.0						9.3		3.66
130 + 15		10	10	13.3	13.3					14.7	14.7	5.75	5.75
118 + 14		10	10	13.3	13.3					14.7	14.7	5.75	5.75
117 + 71		20	20					26.7	26.7	28.0	28.0	10.98	10.98
109 + 39		6	6	8.0	8.0					9.3	9.3	3.66	3.66
105 + 23		6	6	8.0	8.0					9.3	9.3	3.66	3.66
103 + 01		15	15			20.0	20.0			21.3	21.3	8.36	8.36
76 82		6	6	8.0	8.0					9.3	9.3	3.66	3.66
76 + 82	LT & RT TURN LNS 6'	6	6	8.0	8.0					9.3	9.3	3.66	3.66
74 + 08		6	6	8.0	8.0					9.3	9.3	3.66	3.66
68 + 72		6	6	8.0	8.0					9.3	9.3	3.66	3.66
66 + 50		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Ramp A													
0 + 00		6	6	8.0	8.0					9.3	9.3	3.66	3.66
0 + 86		6	6	8.0	8.0					9.3	9.3	3.66	3.66
2 + 02		6	6	8.0	8.0					9.3	9.3	3.66	3.66
6 + 99		6	6	8.0	8.0					9.3	9.3	3.66	3.66
8 + 03		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Ramp D													
4 + 31		6	6	8.0	8.0					9.3	9.3	3.66	3.66
5 + 30		6	6	8.0	8.0					9.3	9.3	3.66	3.66
6 + 86		6	6	8.0	8.0					9.3	9.3	3.66	3.66
10 + 34		6	6	8.0	8.0					9.3	9.3	3.66	3.66
11 + 35		6	6	8.0	8.0					9.3	9.3	3.66	3.66
14 + 35		6	6	8.0	8.0					9.3	9.3	3.66	3.66
15 + 55		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Ramp B													
3 + 10		6	6	8.0	8.0					9.3	9.3	3.66	3.66
4 + 14		6	6	8.0	8.0					9.3	9.3	3.66	3.66
6 + 08		6	6	8.0	8.0					9.3	9.3	3.66	3.66
7 + 08		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Page 4 Totals				256.0	256.0	40.0	40.0	26.7	26.7	366.7	366.7	143.7	143.7

PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH

				44200094		44200099		44200101		44002228		40601005	
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES						HOT-MIX ASPHALT REMOVAL OVER PATCHES - 7"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 7"	
				TYPE 2		TYPE 3		TYPE 4					
		LT LANE (feet)	RT LANE (feet)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE (yd^2)	RT LANE (yd^2)	LT LANE TON	RT LANE TON
Ramp C													
4 + 10		6	6	8.0	8.0					9.3	9.3	3.66	3.66
4 + 60		6	6	8.0	8.0					9.3	9.3	3.66	3.66
8 + 78		6	6	8.0	8.0					9.3	9.3	3.66	3.66
Page 5 Totals				24.0	24.0	0.0	0.0	0.0	0.0	28.0	28.0	11.0	11.0
	Page 1 Totals			328.0	312.0	0.0	0.0	0.0	26.7	382.7	392.0	150.0	153.7
	Page 2 Totals			272.0	266.7	20.0	60.0	26.7	26.7	364.0	401.3	142.7	157.3
	Page 3 Totals			250.7	237.3	60.0	40.0	53.3	86.7	410.7	406.7	161.0	159.4
	Page 4 Totals			256.0	256.0	40.0	40.0	26.7	26.7	366.7	366.7	143.7	143.7
	Page 5 Totals			24.0	24.0	0.0	0.0	0.0	0.0	28.0	28.0	11.0	11.0
	TOTAL			1130.7	1096.0	120.0	140.0	106.7	166.7	1552.0	1594.7	608.4	625.1
	PAY FOR % OF TOTAL			61.3	69.3	20.0	20.0	26.7	26.7				
	GRAND TOTAL			130.6		40.0		53.4		3146.7		1233.5	

CLASS B PATCHES, 10 INCH

16 FT TOTAL LANE WIDTH

6 FT RT SIDE WITH RESPECT TO TRAFFIC FLOW
10 FT LT SIDE WITH RESPECT TO TRAFFIC FLOW

FAP 525 (US 20)
Section (5,6,14,15,14-1)RS
Winnebago / Boone County
Contract 64F51
Sheet 83 of 164

				44200966		44200970		44200974		44200976		44213200	Z0017100	Z0075300	42001200
		LENGTH OF PATCH		AREA OF PATCHES								SAW CUTS	DOWEL BARS	TIE BARS	PAVEMENT FABRIC
				TYPE 1		TYPE 2		TYPE 3		TYPE 4					
STATION	REMARKS	LT SIDE (feet)	RT SIDE (feet)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	(3W+1L) (feet)	(each)	(each)	(yd²)
Winnebago															
Ramp CA															
0	HMA / PCC Joint														
28		6	6		4.0	6.7						54	24		
75		6	6		4.0	6.7						54	24		
142		6	6		4.0	6.7						54	24		
155		6	6		4.0	6.7						54	24		
170		6	6		4.0	6.7						54	24		
214		6	6		4.0	6.7						54	24		
307		6	6		4.0	6.7						54	24		
412		6	6		4.0	6.7						54	24		
444		6	6		4.0	6.7						54	24		
511		6	6		4.0	6.7						54	24		
528		6	6		4.0	6.7						54	24		
552		6	6		4.0	6.7						54	24		
601		6	6		4.0	6.7						54	24		
626		6	6		4.0	6.7						54	24		
641		6	6		4.0	6.7						54	24		
654		6	6		4.0	6.7						54	24		
711		6	6		4.0	6.7						54	24		
727		6	6		4.0	6.7						54	24		
749		6	6		4.0	6.7						54	24		
806		6	6		4.0	6.7						54	24		
839		6	6		4.0	6.7						54	24		
912		6	6		4.0	6.7						54	24		
935		6	6		4.0	6.7						54	24		
950		6	6		4.0	6.7						54	24		
971		6	6		4.0	6.7						54	24		
996		6	6		4.0	6.7						54	24		
1008		6	6		4.0	6.7						54	24		
1027		6	6		4.0	6.7						54	24		
1050		6	6		4.0	6.7						54	24		
1087		6	6		4.0	6.7						54	24		
1105		6	6		4.0	6.7						54	24		
1154	End Concrete														
Total - Sheet 1					124.0	206.7						1,674	744		

CLASS B PATCHES, 10 INCH

16 FT TOTAL LANE WIDTH

6 FT RT SIDE WITH RESPECT TO TRAFFIC FLOW
10 FT LT SIDE WITH RESPECT TO TRAFFIC FLOW

FAP 525 (US 20)
Section (5,6,14,15,14-1)RS
Winnebago / Boone County
Contract 64F51
Sheet 84 of 164

				44200966		44200970		44200974		44200976		44213200	Z0017100	Z0075300	42001200
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES								SAW CUTS (3W+1L)	DOWEL BARS	TIE BARS	PAVEMENT FABRIC
				TYPE 1		TYPE 2		TYPE 3		TYPE 4					
		LT SIDE (feet)	RT SIDE (feet)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	(feet)	(each)	(each)	(yd²)
Winnebago															
Ramp AD															
0	HMA / PCC Joint														
188		6	6		4.0	6.7						54	24		
240		20	20				13.3	22.2				68	24	9	22.2
275		40	40							44.4	26.7	88	24	19	71.1
361		6	6		4.0	6.7						54	24		
448		6	6		4.0	6.7						54	24		
472		6	6		4.0	6.7						54	24		
507			15				10.0					33	8		
578			15				10.0					33	8		
599			15				10.0					33	8		
667		15	15				10.0	16.7				63	24		16.7
692			15				10.0					33	8		
826		6	6		4.0	6.7						54	24		
924		15	15				10.0	16.7				63	24		16.7
1043			10				6.7					28	8		
1057			15				10.0					33	8		
1081			20				13.3					38	8	9	
1103			15				10.0					33	8		
1143			6		4.0							24	8		
1166		10	10			11.1	6.7					58	24		
1215		6	6		4.0	6.7						54	24		
1235		6	6		4.0	6.7						54	24		
1251		6	6		4.0	6.7						54	24		
1327		6	6		4.0	6.7						54	24		
1348			10				6.7					28	8		
1365			10				6.7					28	8		
1386		6	6		4.0	6.7						54	24		
1424		6	6		4.0	6.7						54	24		
1439		6	6		4.0	6.7						54	24		
1480		6	6		4.0	6.7						54	24		
1553		6	6		4.0	6.7						54	24		
1573		6	6		4.0	6.7						54	24		
1673		6	6		4.0	6.7						54	24		
1718		6	6		4.0	6.7						54	24		
1744		6	6		4.0	6.7						54	24		
1765			25						16.7			43	8	12	16.7
1790			20				13.3					38	8	9	
1850	End Concrete														
Total - Sheet 2					76.0	131.1	146.7	55.6	16.7	44.4	26.7	1,737	656	58	143.3

CLASS B PATCHES, 10 INCH

16 FT TOTAL LANE WIDTH

6 FT RT SIDE WITH RESPECT TO TRAFFIC FLOW
10 FT LT SIDE WITH RESPECT TO TRAFFIC FLOW

FAP 525 (US 20)
Section (5,6,14,15,14-1)RS
Winnebago / Boone County
Contract 64F51
Sheet 85 of 164

				44200966		44200970		44200974		44200976		44213200	Z0017100	Z0075300	42001200
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES								SAW CUTS (3W+1L)	DOWEL BARS	TIE BARS	PAVEMENT FABRIC
				TYPE 1		TYPE 2		TYPE 3		TYPE 4					
		LT SIDE (feet)	RT SIDE (feet)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	(feet)	(each)	(each)	(yd²)
Winnebago															
Ramp DB															
0	HMA / PCC Joint														
20		6	6		4.0	6.7						54	24		
137		6	6		4.0	6.7						54	24		
167		6	6		4.0	6.7						54	24		
241		6	6		4.0	6.7						54	24		
266		6	6		4.0	6.7						54	24		
320		40	40							44.4	26.7	88	24	19	71.1
361		6	6		4.0	6.7						54	24		
373	End Concrete														
Ramp BC															
0	HMA / PCC Joint														
46		6	6		4.0	6.7						54	24		
73		6	6		4.0	6.7						54	24		
113		6	6		4.0	6.7						54	24		
131		6	6		4.0	6.7						54	24		
149		6	6		4.0	6.7						54	24		
222		20	20				13.3	22.2				68	24	9	22.2
285		6	6		4.0	6.7						54	24		
308		6	6		4.0	6.7						54	24		
324		6	6		4.0	6.7						54	24		
344		6	6		4.0	6.7						54	24		
360		6	6		4.0	6.7						54	24		
380		6	6		4.0	6.7						54	24		
409		6	6		4.0	6.7						54	24		
430		6	6		4.0	6.7						54	24		
457		6	6		4.0	6.7						54	24		
503		6	6		4.0	6.7						54	24		
579		6	6		4.0	6.7						54	24		
731		6	6		4.0	6.7						54	24		
790		6	6		4.0	6.7						54	24		
807		6	6		4.0	6.7						54	24		
894		6	6		4.0	6.7						54	24		
913		6	6		4.0	6.7						54	24		
939		6	6		4.0	6.7						54	24		
970		6	6		4.0	6.7						54	24		
1021		6	6		4.0	6.7						54	24		
1044		6	6		4.0	6.7						54	24		
1071		6	6		4.0	6.7						54	24		
1099		6	6		4.0	6.7						54	24		
1168		6	6		4.0	6.7						54	24		
1262		6	6		4.0	6.7						54	24		
1300	End Concrete														
Total - Sheet 3					140.0	233.3	13.3	22.2		44.4	26.7	2,046	888	28	93.3

CLASS B PATCHES, 10 INCH

16 FT TOTAL LANE WIDTH

6 FT RT SIDE WITH RESPECT TO TRAFFIC FLOW
10 FT LT SIDE WITH RESPECT TO TRAFFIC FLOW

FAP 525 (US 20)
Section (5,6,14,15,14-1)RS
Winnebago / Boone County
Contract 64F51
Sheet 86 of 164

				44200966		44200970		44200974		44200976		44213200	Z0017100	Z0075300	42001200
		LENGTH OF PATCH		AREA OF PATCHES								SAW CUTS	DOWEL BARS	TIE BARS	PAVEMENT FABRIC
				TYPE 1		TYPE 2		TYPE 3		TYPE 4					
STATION	REMARKS	LT SIDE (feet)	RT SIDE (feet)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	(3W+1L) (feet)	(each)	(each)	(yd²)
Winnebago															
Ramp DA															
0	HMA / PCC Joint														
30		10	10			11.1	6.7					58	24		
89		6	6		4.0	6.7						54	24		
136		6	6		4.0	6.7						54	24		
234		6	6		4.0	6.7						54	24		
308		6	6		4.0	6.7						54	24		
342		6	6		4.0	6.7						54	24		
366		6	6		4.0	6.7						54	24		
480		6	6		4.0	6.7						54	24		
558		6	6		4.0	6.7						54	24		
735		6	6		4.0	6.7						54	24		
809		6	6		4.0	6.7						54	24		
875		6	6		4.0	6.7						54	24		
919		6	6		4.0	6.7						54	24		
973		6	6		4.0	6.7						54	24		
1030	End Concrete														
Ramp BD															
0	HMA / PCC Joint														
79		6	6		4.0	6.7						54	24		
111		6	6		4.0	6.7						54	24		
207		6	6		4.0	6.7						54	24		
261		6	6		4.0	6.7						54	24		
351		6	6		4.0	6.7						54	24		
412		6	6		4.0	6.7						54	24		
499		6	6		4.0	6.7						54	24		
549		6	6		4.0	6.7						54	24		
570	End Concrete														
Total - Sheet 4					84.0	151.1	6.7					1,192	528		

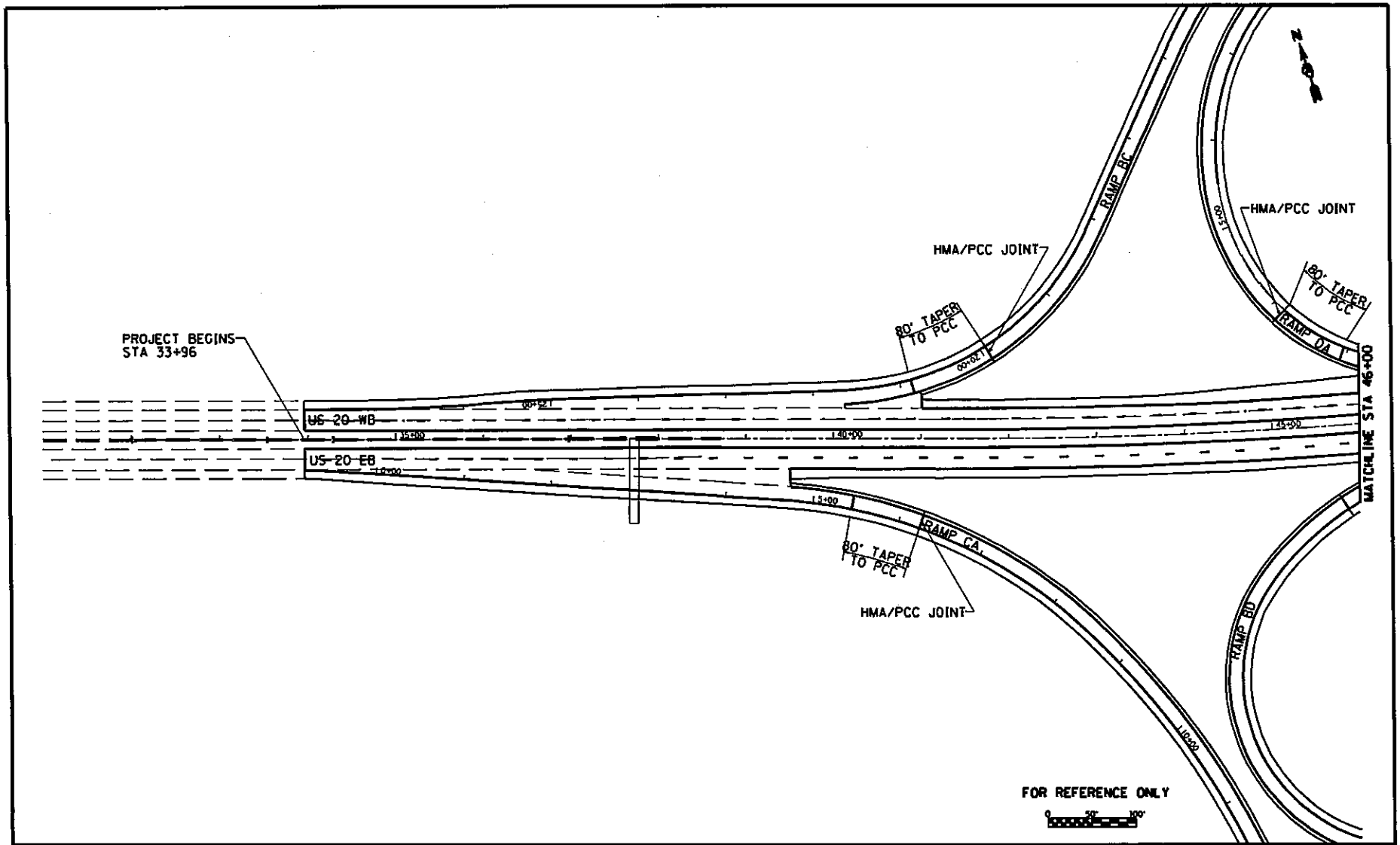
CLASS B PATCHES, 10 INCH

16 FT TOTAL LANE WIDTH

6 FT RT SIDE WITH RESPECT TO TRAFFIC FLOW
10 FT LT SIDE WITH RESPECT TO TRAFFIC FLOW

FAP 525 (US 20)
Section (5,6,14,15,14-1)RS
Winnebago / Boone County
Contract 64F51
Sheet 87 of 164

				44200966		44200970		44200974		44200976		44213200	Z0017100	Z0075300	42001200
STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES								SAW CUTS (3W+1L)	DOWEL BARS	TIE BARS	PAVEMENT FABRIC
				TYPE 1		TYPE 2		TYPE 3		TYPE 4					
		LT SIDE (feet)	RT SIDE (feet)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	LT SIDE (yd²)	RT SIDE (yd²)	(feet)	(each)	(each)	(yd²)
Winnebago															
Ramp AC															
0	HMA / PCC Joint														
21		6	6		4.0	6.7						54	24		
66		6	6		4.0	6.7						54	24		
124		6	6		4.0	6.7						54	24		
206		6	6		4.0	6.7						54	24		
232		6	6		4.0	6.7						54	24		
297		6	6		4.0	6.7						54	24		
411		6	6		4.0	6.7						54	24		
440		6	6		4.0	6.7						54	24		
467		10	10			11.1	6.7					58	24		
495		25	25						16.7	27.8		73	24	12	44.4
528	End Concrete	6	6		4.0	6.7						54	24		
Ramp CB															
0	HMA / PCC Joint														
13		6	6		4.0	6.7						54	24		
55		6	6		4.0	6.7						54	24		
149		6	6		4.0	6.7						54	24		
242		6	6		4.0	6.7						54	24		
332		6	6		4.0	6.7						54	24		
373		6	6		4.0	6.7						54	24		
423		6	6		4.0	6.7						54	24		
519		6	6		4.0	6.7						54	24		
634		6	6		4.0	6.7						54	24		
687		6	6		4.0	6.7						54	24		
734		6	6		4.0	6.7						54	24		
780		6	6		4.0	6.7						54	24		
798		6	6		4.0	6.7						54	24		
895		6	6		4.0	6.7						54	24		
987		6	6		4.0	6.7						54	24		
1002	End Concrete														
Total - Sheet 5					96.0	171.1	6.7	-	16.7	27.8	-	1,427	624	12	44.4
Total - Sheet 1					124.0	206.7	-	-	-	-	-	1,674	744	-	-
Total - Sheet 2					76.0	131.1	146.7	55.6	16.7	44.4	26.7	1,737	656	58	143.3
Total - Sheet 3					140.0	233.3	13.3	22.2	-	44.4	26.7	2,046	888	28	93.3
Total - Sheet 4					84.0	151.1	6.7	-	-	-	-	1,192	528	-	-
Total - Sheet 5					96.0	171.1	6.7	-	16.7	27.8	-	1,427	624	12	44.4
Lane Totals					520.0	893.3	173.3	77.8	33.3	116.7	53.3	8076.0	3440.0	98.0	281.1
PROJECT TOTAL - Winnebago					**520.0**		**1,066.7**		**111.1**		**170.0**	**8,076**	**3,440**	**98**	**281.1**



FILE NAME = c:\pw_work\PWIDOT\DOSSDD\d0174381\D211409-sht-plan.dgn	USER NAME = dossdd PLOT DATE = Fri Jan 22 13:35:42 2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				525	(5,6,14,15,14-1)RS	•	164	88
						CONTRACT NO. 64F51		
				FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• WINNEBAGO/BOONE

ILLINOIS DEPARTMENT OF LABOR

PREVAILING WAGES FOR
BOONE & WINNEBAGO COUNTIES
EFFECTIVE APRIL 2010

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.

Boone County Prevailing Wage for April 2010

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
ASBESTOS ABT-GEN		ALL		35.200	35.700	1.5	1.5	2.0	9.130	8.370	0.000	0.400
ASBESTOS ABT-MEC		BLD		22.750	24.250	1.5	1.5	2.0	3.390	5.170	0.000	0.000
BOILERMAKER		BLD		43.020	46.890	2.0	2.0	2.0	6.720	9.890	0.000	0.350
BRICK MASON		BLD		36.000	38.750	1.5	1.5	2.0	6.550	10.96	0.000	0.510
CARPENTER		BLD		34.010	37.750	1.5	1.5	2.0	6.550	10.50	0.000	0.600
CARPENTER		HWY		33.170	34.920	1.5	1.5	2.0	6.550	8.800	0.000	0.490
CEMENT MASON		ALL		34.000	36.750	1.5	1.5	2.0	6.550	10.55	0.000	0.150
CERAMIC TILE FNSHER		BLD		29.530	0.000	1.5	1.5	2.0	6.550	4.230	0.000	0.440
COMMUNICATION TECH		BLD		33.000	36.300	1.5	1.5	2.0	9.390	9.550	0.000	0.660
ELECTRIC PWR EQMT OP		ALL		33.140	42.570	1.5	1.5	2.0	4.750	10.27	0.000	0.250
ELECTRIC PWR GRNDMAN		ALL		25.680	42.570	1.5	1.5	2.0	4.750	7.960	0.000	0.190
ELECTRIC PWR LINEMAN		ALL		39.420	42.570	1.5	1.5	2.0	4.750	12.22	0.000	0.300
ELECTRIC PWR TRK DRV		ALL		26.520	42.570	1.5	1.5	2.0	4.750	8.230	0.000	0.200
ELECTRICIAN		BLD		38.520	42.370	1.5	1.5	2.0	9.390	13.96	0.000	0.770
ELEVATOR CONSTRUCTOR		BLD		42.540	47.860	2.0	2.0	2.0	10.03	9.460	2.550	0.000
GLAZIER		BLD		30.330	31.330	1.5	1.5	2.0	7.500	7.250	0.000	0.750
HT/FROST INSULATOR		BLD		32.680	35.130	1.5	1.5	2.0	7.250	12.07	0.000	0.000
IRON WORKER		ALL		35.000	36.750	2.0	2.0	2.0	7.700	18.76	0.000	1.200
LABORER		ALL		35.200	35.950	1.5	1.5	2.0	9.370	8.130	0.000	0.400
LATHER		BLD		34.010	37.750	1.5	1.5	2.0	6.550	10.50	0.000	0.600
MACHINIST		BLD		42.770	44.770	1.5	1.5	2.0	7.750	8.690	0.650	0.000
MARBLE FINISHERS		BLD		29.530	0.000	1.5	1.5	2.0	6.550	4.230	0.000	0.440
MARBLE MASON		BLD		32.020	32.270	1.5	1.5	2.0	6.550	6.730	0.000	0.470
MATERIAL TESTER I		ALL		25.200	0.000	1.5	1.5	2.0	9.370	8.130	0.000	0.400
MATERIALS TESTER II		ALL		30.200	0.000	1.5	1.5	2.0	9.370	8.130	0.000	0.400
MILLWRIGHT		BLD		33.970	37.370	1.5	1.5	2.0	6.550	12.35	0.000	0.500
OPERATING ENGINEER		BLD	1	39.150	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	2	38.450	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	3	36.000	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	4	34.000	43.150	2.0	2.0	2.0	12.00	8.100	2.250	1.150
OPERATING ENGINEER		BLD	5	42.900	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	6	42.150	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	7	39.150	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	1	39.000	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	2	38.450	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	3	37.150	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	4	35.700	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	5	34.250	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	6	42.000	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	7	40.000	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
PAINTER		ALL		34.500	36.500	1.5	1.5	1.5	7.500	7.250	0.000	0.750
PAINTER SIGNS		BLD		31.740	35.640	1.5	1.5	1.5	2.600	2.540	0.000	0.000
PILEDRIVER		BLD		35.010	38.860	1.5	1.5	2.0	6.550	10.50	0.000	0.600
PILEDRIVER		HWY		33.170	34.920	1.5	1.5	2.0	6.550	8.800	0.000	0.490
PIPEFITTER		BLD		37.200	39.800	1.5	1.5	2.0	7.640	9.880	0.000	0.700
PLASTERER		BLD		32.540	35.790	1.5	1.5	2.0	6.550	10.70	0.000	0.150
PLUMBER		BLD		37.200	39.800	1.5	1.5	2.0	7.640	9.880	0.000	0.700
ROOFER		BLD		37.000	40.000	1.5	1.5	2.0	7.500	6.020	0.000	0.330
SHEETMETAL WORKER		BLD		34.160	36.090	1.5	1.5	2.0	5.150	13.51	0.520	0.290
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STONE MASON		BLD		36.000	38.750	1.5	1.5	2.0	6.550	10.96	0.000	0.510
TERRAZZO FINISHER		BLD		29.530	0.000	1.5	1.5	2.0	6.550	4.230	0.000	0.440
TERRAZZO MASON		BLD		32.020	32.270	1.5	1.5	2.0	6.550	6.730	0.000	0.470
TILE LAYER		BLD		34.010	37.750	1.5	1.5	2.0	6.550	10.50	0.000	0.600
TILE MASON		BLD		32.020	32.270	1.5	1.5	2.0	6.550	6.730	0.000	0.470
TRUCK DRIVER		ALL	1	25.880	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER		ALL	2	26.030	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER		ALL	3	26.230	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000

TRUCK DRIVER	ALL	4	26.430	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TUCKPOINTER	BLD		36.000	38.750	1.5	1.5	2.0	6.550	10.96	0.000	0.510

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

BOONE 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.

EXPLANATION OF CLASSES

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

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

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

COMMUNICATION TECHNICIAN

Installing, manufacturing, assembling and maintaining sound and

intercom, protection alarm (security), fire alarm, master antenna television, closed circuit television, low voltage control for computers and/or door monitoring, school communications systems, telephones and servicing of nurse and emergency calls, and the installation and maintenance of transmit and receive antennas, transmitters, receivers, and associated apparatus which operates in conjunction with above systems. All work associated with these system installations will be included EXCEPT the installation of protective metallic conduit in new construction projects (excluding less than ten-foot runs strictly for protection of cable) and 120 volt AC (or higher) power wiring and associated hardware.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEERS - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver (over 27E cu. ft.): Concrete Paver (27 cu. ft. and under); Concrete Placer; Concrete Pump (Truck Mounted); Concrete Conveyor (Truck Mounted); Concrete Tower; Cranes, All; GCI and similar types (required two operators only); Cranes, Hammerhead; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, one, two and three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Locomotives, All; Lubrication Technician; Manipulators; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Raised and Blind Hole Drill; Rock Drill (self-propelled); Rock Drill - Truck Mounted; Roto Mill Grinder; Scoops - Tractor Drawn; Slipform Paver; Scrapers Prime Movers; Straddle Buggies; Tie Back Machine; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Bobcat (over 3/4 cu. yd.); Boilers; Brick Forklift; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Asphalt Spreader; Combination - Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators - (Rheostat Manual Controlled); Hydraulic Power Units (Pile Driving and Extracting); Pumps, Over 3" (1 to 3 not to exceed total of 300 ft.); Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches; Bobcat (up to and including 3/4 cu. yd.).

Class 4. Elevator push button with automatic doors; Hoists, Inside; Oilers; Brick Forklift.

Class 5. Assistant Craft Foreman

Class 6. Mechanics

Class 7. Gradall

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Silo Tender; Asphalt Spreader; Autograder; ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Backhoe w/shear attachments; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower of all types; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; GCI Crane; Hydraulic Telescoping Form (Tunnel); Tie Back Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader with attached pusher; Tractor with Boom; Tractaire with Attachments; Traffic Barrier Conveyor Machine; Raised or Blind Hole Drills; Trenching Machine (over 12"); Truck Mounted Concrete Pump with Boom; Truck Mounted Concrete Conveyor; Underground Boring and/or Mining Machines; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Conveyor Muck Cars (Haglund or Similar Type); Drills, all; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) / 2 ton capacity or more; Non-Self Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem (Regardless of Size); Tank Car Heater; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Fireman on Boilers; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than asphalt; Seed

and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper - Form - Motor Driven.

Class 4. Air Compressor - Small and Large; Asphalt Spreader, Backend Man; Bobcat (Skid Steer) all; Brick Forklift; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster; Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tractaire; Trencher 12" and under; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.

Class 6. Field Mechanics and Field Welders

Class 7. Gradall and machines of like nature.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamters; Unskilled dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yeards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

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 217-782-1710 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.

Winnebago County Prevailing Wage for April 2010

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
ASBESTOS ABT-GEN		BLD		28.810	29.810	1.5	1.5	2.0	7.290	10.41	0.000	0.800
ASBESTOS ABT-MEC		BLD		18.950	0.000	1.5	1.5	2.0	2.700	3.350	0.000	0.000
BOILERMAKER		BLD		43.020	46.890	2.0	2.0	2.0	6.720	9.890	0.000	0.350
BRICK MASON		BLD		34.500	37.250	1.5	1.5	2.0	6.550	10.96	0.000	0.510
CARPENTER		BLD		34.010	37.750	1.5	1.5	2.0	6.550	10.50	0.000	0.600
CARPENTER		HWY		33.170	34.920	1.5	1.5	2.0	6.550	8.800	0.000	0.490
CEMENT MASON		ALL		34.000	36.750	1.5	1.5	2.0	6.550	10.55	0.000	0.150
CERAMIC TILE FNSHER		BLD		29.530	0.000	1.5	1.5	2.0	6.550	4.230	0.000	0.440
COMMUNICATION TECH		BLD		33.000	36.300	1.5	1.5	2.0	9.390	9.550	0.000	0.660
ELECTRIC PWR EQMT OP		ALL		33.140	42.570	1.5	1.5	2.0	4.750	10.27	0.000	0.250
ELECTRIC PWR GRNDMAN		ALL		25.680	42.570	1.5	1.5	2.0	4.750	7.960	0.000	0.190
ELECTRIC PWR LINEMAN		ALL		39.420	42.570	1.5	1.5	2.0	4.750	12.22	0.000	0.300
ELECTRIC PWR TRK DRV		ALL		26.520	42.570	1.5	1.5	2.0	4.750	8.230	0.000	0.200
ELECTRICIAN		BLD		38.520	42.370	1.5	1.5	2.0	9.390	13.96	0.000	0.770
ELEVATOR CONSTRUCTOR		BLD		42.540	47.860	2.0	2.0	2.0	10.03	9.460	2.550	0.000
GLAZIER		BLD		30.330	31.330	1.5	1.5	2.0	7.500	7.250	0.000	0.750
HT/FROST INSULATOR		BLD		32.680	35.130	1.5	1.5	2.0	7.250	12.07	0.000	0.000
IRON WORKER		ALL		35.000	36.750	2.0	2.0	2.0	7.700	18.76	0.000	1.200
LABORER		BLD		28.810	29.810	1.5	1.5	2.0	7.290	10.41	0.000	0.800
LABORER		HWY		27.660	28.410	1.5	1.5	2.0	7.290	10.41	0.000	0.800
LABORER, SKILLED		HWY		29.510	30.260	1.5	1.5	2.0	7.290	10.41	0.000	0.800
LATHER		BLD		34.010	37.750	1.5	1.5	2.0	6.550	10.50	0.000	0.600
MACHINIST		BLD		42.770	44.770	1.5	1.5	2.0	7.750	8.690	0.650	0.000
MARBLE FINISHERS		BLD		29.530	0.000	1.5	1.5	2.0	6.550	4.230	0.000	0.440
MARBLE MASON		BLD		32.020	32.270	1.5	1.5	2.0	6.550	6.730	0.000	0.470
MATERIAL TESTER I		ALL		21.550	0.000	1.5	1.5	2.0	7.460	4.840	0.000	0.170
MATERIALS TESTER II		ALL		26.550	0.000	1.5	1.5	2.0	7.460	4.840	0.000	0.170
MILLWRIGHT		BLD		33.970	37.370	1.5	1.5	2.0	6.550	12.35	0.000	0.500
OPERATING ENGINEER		BLD	1	39.150	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	2	38.450	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	3	36.000	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	4	34.000	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	5	42.900	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	6	42.150	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		BLD	7	39.150	43.150	2.0	2.0	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	1	39.000	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	2	38.450	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	3	37.150	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	4	35.700	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	5	34.250	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	6	42.000	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
OPERATING ENGINEER		HWY	7	40.000	43.000	1.5	1.5	2.0	11.70	8.100	2.250	1.150
PAINTER		ALL		34.500	36.500	1.5	1.5	1.5	7.500	7.250	0.000	0.750
PILEDRIVER		BLD		35.010	38.860	1.5	1.5	2.0	6.550	10.50	0.000	0.600
PILEDRIVER		HWY		33.170	34.920	1.5	1.5	2.0	6.550	8.800	0.000	0.490
PIPEFITTER		BLD		37.200	39.800	1.5	1.5	2.0	7.640	9.880	0.000	0.700
PLASTERER		BLD		32.540	35.790	1.5	1.5	2.0	6.550	10.70	0.000	0.150
PLUMBER		BLD		37.200	39.800	1.5	1.5	2.0	7.640	9.880	0.000	0.700
ROOFER		BLD		37.000	40.000	1.5	1.5	2.0	7.500	6.020	0.000	0.330
SHEETMETAL WORKER		BLD		34.160	36.090	1.5	1.5	2.0	5.150	13.51	0.520	0.290
SPRINKLER FITTER		BLD		36.140	38.890	1.5	1.5	2.0	8.200	6.550	0.000	0.250
STONE MASON		BLD		34.500	37.250	1.5	1.5	2.0	6.550	10.96	0.000	0.510
TERRAZZO FINISHER		BLD		29.530	0.000	1.5	1.5	2.0	6.550	4.230	0.000	0.440
TERRAZZO MASON		BLD		32.020	32.270	1.5	1.5	2.0	6.550	6.730	0.000	0.470
TILE LAYER		BLD		34.010	37.750	1.5	1.5	2.0	6.550	10.50	0.000	0.600
TILE MASON		BLD		32.020	32.270	1.5	1.5	2.0	6.550	6.730	0.000	0.470
TRUCK DRIVER		ALL	1	25.880	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER		ALL	2	26.030	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000

TRUCK DRIVER	ALL	3	26.230	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TRUCK DRIVER	ALL	4	26.430	26.430	1.5	1.5	2.0	5.150	6.500	0.000	0.000
TUCKPOINTER	BLD		34.500	37.250	1.5	1.5	2.0	6.550	10.96	0.000	0.510

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

WINNEBAGO 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.

EXPLANATION OF CLASSES

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

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

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

COMMUNICATIONS TECHNICIAN

Installing, manufacturing, assembling and maintaining sound and

intercom, protection alarm (security), fire alarm, master antenna television, closed circuit television, low voltage control for computers and/or door monitoring, school communications systems, telephones and servicing of nurse and emergency calls, and the installation and maintenance of transmit and receive antennas, transmitters, receivers, and associated apparatus which operates in conjunction with above systems. All work associated with these system installations will be included EXCEPT the installation of protective metallic conduit in new construction projects (excluding less than ten-foot, runs strictly for protection of cable) and 120 volt AC (or higher) power wiring and associated hardware.

LABORER, SKILLED - HIGHWAY

Individuals engaged in the following types of work, irrespective of the site of the work: asbestos abatement worker, handling of any materials with any foreign matter harmful to skin or clothing, track laborer, cement handlers, chloride handlers, the unloading and loading with steel workers and re-bars, concrete workers wet, tunnel helpers in free air, batch dumpers, mason tenders, kettle and tar men, tank cleaners, plastic installers, scaffold workers, motorized buggies or motorized unit used for wet concrete or handling of building materials, laborers with de-watering systems, sewer workers plus depth, rod and chainmen with technical engineers, rod and chainmen with land surveyors, rod and chainmen with surveyors, vibrator operators, cement silica, clay, fly ash, lime and plasters, handlers (bulk or bag), cofferdam workers plus depth, on concrete paving, placing, cutting and tying of reinforcing, deck hand, dredge hand, and shore laborers, bankmen on floating plant, grade checker, power tools, front end man on chip spreaders, cassion workers plus depth, gunnite nozzle men, lead man on sewer work, welders, cutters, burners and torchmen, chainsaw operators, jackhammer and drill operators, layout man and/or drainage tile layer, steel form setter - street and highway, air tamping hammermen, signal man on crane, concrete saw operator, screedman on asphalt pavers, laborers tending masons with hot material or where foreign materials are used, mortar mixer operators, multiple concrete duct - leadsman, lumen, asphalt raker, curb asphalt machine operator, ready mix scalemen (permanent, portable or temporary plant), laborers handling masterplate or similar materials, laser beam operator, con-crete burning machine operator, coring machine operator, plaster ten-der, underpinning and shoring of buildings, pump men, manhole and catch basin, dirt and stone tamper, hose men on concrete pumps, haz-ardous waste worker, lead base paint abatement worker, lining of pipe, refusing machine, assisting on direct boring machine, the work of lay-ing watermain, fire hydrants, all mechanical joints to watermain work, sewer worker, and tapping water service and forced lift station mechanical worker.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEERS - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers);

Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver (over 27E cu. ft.): Concrete Paver (27 cu. ft. and under); Concrete Placer; Concrete Pump (Truck Mounted); Concrete Conveyor (Truck Mounted); Concrete Tower; Cranes, All; GCI and similar types (required two operators only); Cranes, Hammerhead; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling; Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Highlift Shovels or Front Endloader 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, one, two and three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Locomotives, All; Lubrication Technician; Manipulators; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Raised and Blind Hole Drill; Rock Drill (self-propelled); Rock Drill - Truck Mounted; Roto Mill Grinder; Scoops - Tractor Drawn; Slipform Paver; Scrapers Prime Movers; Straddle Buggies; Tie Back Machine; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Bobcat (over 3/4 cu. yd.); Boilers; Brick Forklift; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Sewer Dragging Machine; Hoists, Tugger Single Drum; Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Asphalt Spreader; Combination - Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators - (Rheostat Manual Controlled); Hydraulic Power Units (Pile Driving and Extracting); Pumps, Over 3" (1 to 3 not to exceed total of 300 ft.); Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches; Bobcat (up to and including 3/4 cu. yd.).

Class 4. Elevator push button with automatic doors; Hoists, Inside; Oilers; Brick Forklift.

Class 5. Assistant Craft Foreman

Class 6. Mechanics

Class 7. Gradall.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Silo Tender; Asphalt Spreader; Autograder; ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Backhoe w/shear attachments; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower of all types; Creter Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Mounted; Hoists, One, Two and Three Drum; Hydraulic Backhoes; Lubrication

Technician; Manipulators; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; GCI Crane; Hydraulic Telescoping Form (Tunnel); Tie Back Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader with attached pusher; Tractor with Boom; Tractaire with Attachments; Traffic Barrier Conveyor Machine; Raised or Blind Hole Drills; Trenching Machine (over 12"); Truck Mounted Concrete Pump with Boom; Truck Mounted Concrete Conveyor; Underground Boring and/or Mining Machines; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Conveyor Muck Cars (Haglund or Similar Type); Drills, all; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) / 2 ton capacity or more; Non-Self Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Scoops - Tractor Drawn; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper; Scraper - Prime Mover in Tandem (Regardless of Size); Tank Car Heater; Tractors, Push, Pulling Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Fireman on Boilers; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper - Form - Motor Driven.

Class 4. Air Compressor - Small and Large; Asphalt Spreader, Backend Man; Bobcat (Skid Steer) all; Brick Forklift; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Hydro-Blaster; Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Tractaire; Trencher 12" and under; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.

Class 6. Field Mechanics and Field Welders

Class 7. Gradall and machines of like nature.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances; Batch Gate Lockers; Batch Hopperman; Car and Truck

Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; TTeamsters Unskilled dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turnatrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 yeards; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsters, Track Trucks, Euclids, Hug Bottom Dump Turnatrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

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 217-782-1710 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.