

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

PREQUALIFICATION

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

REQUESTS FOR AUTHORIZATION TO BID

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

WHO CAN BID ?

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

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

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

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

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

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

IDOT IS NOT RESPONSIBLE FOR ANY E-MAIL FAILURES.

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

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

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

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

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

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

WHO SHOULD BE CALLED IF ASSISTANCE IS NEEDED?

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

ADDENDUMS AND REVISIONS TO THE PROPOSAL FORMS

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

126

RETURN WITH BID

Proposal Submitted By
Name
Address
City

Letting May 15, 2009

BIDDERS NEED NOT RETURN THE ENTIRE PROPOSAL
(See instructions inside front cover)

NOTICE TO PROSPECTIVE BIDDERS

This proposal can be used for bidding purposes by only those companies that request and receive written AUTHORIZATION TO BID from IDOT's Central Bureau of Construction.
(SEE INSTRUCTIONS ON THE INSIDE OF COVER)

Notice To Bidders, Specifications, Proposal, Contract and Contract Bond



Illinois Department
of Transportation

Springfield, Illinois 62764

Contract No. 64F00
STEPHENSON-WINNEBAGO Counties
Section (17,18)RS-1
District 2 Construction Funds
Route FAP 301

PLEASE MARK THE APPROPRIATE BOX BELOW:

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

Plans Included
Herein

Prepared by

Checked by

S

(Printed by authority of the State of Illinois)

INSTRUCTIONS

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

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

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

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

1. All documents from the Proposal Cover Sheet through the Proposal Bid Bond
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Preparation and submittal of bids	217/782-7806
Mailing of CD-ROMS	217/782-7806

RETURN WITH BID



PROPOSAL

TO THE DEPARTMENT OF TRANSPORTATION

1. Proposal of _____

Taxpayer Identification Number (Mandatory) _____ a

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

**Contract No. 64F00
STEPHENSON-WINNEBAGO Counties
Section (17,18)RS-1
Route FAP 301
District 2 Construction Funds**

This project consists of 9.17 miles of resurfacing on U.S. Route 20 from Business Route U.S. 20 east of Freeport to .2 mile west of Pecatonica Road.

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

RETURN WITH BID

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

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

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

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

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

Attach Cashier's Check or Certified Check Here

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

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

Item _____

Section No. _____

County _____

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

RETURN WITH BID

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

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

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

Schedule of Combination Bids

Combination No.	Sections Included in Combination	Combination Bid	
		Dollars	Cents

7. **SCHEDULE OF PRICES.** The undersigned bidder submits herewith, in accordance with the rules and instructions, a schedule of prices for the items of work for which bids are sought. The unit prices bid are in U.S. dollars and cents, and all extensions and summations have been made. The bidder understands that the quantities appearing in the bid schedule are approximate and are provided for the purpose of obtaining a gross sum for the comparison of bids. If there is an error in the extension of the unit prices, the unit prices shall govern. Payment to the contractor awarded the contract will be made only for actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as provided elsewhere in the contract.
8. **CERTIFICATE OF AUTHORITY.** The undersigned bidder, if a business organized under the laws of another State, assures the Department that it will furnish a copy of its certificate of authority to do business in the State of Illinois with the return of the executed contract and bond. Failure to furnish the certificate within the time provided for execution of an awarded contract may be cause for cancellation of the award and forfeiture of the proposal guaranty to the State.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 64F00

State Job # - C-92-117-09
 PPS NBR - 2-12320-0000
 County Name - STEPHENSON- WINNEBAGO-
 Code - 177 - 201 -
 District - 2 - 2 -
 Section Number - (17,18)RS-1

Project Number

Route
 FAP 301

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0301741	AERIAL SPEED CHK MK	FOOT	72.000				
X0322729	MATL TRANSFER DEVICE	TON	38,362.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0028415	GEOTECHNICAL REINF	SQ YD	436.000				
Z0028700	GRAN SUBGRADE REPL	CU YD	73.000				
21101600	TOPSOIL F & P VAR DP	SQ YD	56,541.000				
25000210	SEEDING CL 2A	ACRE	11.800				
25000400	NITROGEN FERT NUTR	POUND	1,052.000				
25000500	PHOSPHORUS FERT NUTR	POUND	1,052.000				
25000600	POTASSIUM FERT NUTR	POUND	1,052.000				
25100630	EROSION CONTR BLANKET	SQ YD	56,547.000				
28000250	TEMP EROS CONTR SEED	POUND	14,016.000				
28000300	TEMP DITCH CHECKS	EACH	40.000				
28000500	INLET & PIPE PROTECT	EACH	70.000				
40600200	BIT MATLS PR CT	TON	216.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

64F00

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 Code - 177 - 201 -
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 Section Number - (17,18)RS-1

Project Number

Route
 FAP 301

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40600300	AGG PR CT	TON	412.000				
40600535	LEV BIND HM N70	TON	171.000				
40600837	P LEV BIND MM N70	TON	15,345.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40600982	HMA SURF REM BUTT JT	SQ YD	1,446.000				
40600990	TEMPORARY RAMP	SQ YD	437.000				
40601005	HMA REPL OVER PATCH	TON	6,922.000				
40603310	HMA SC "C" N50	TON	16,896.000				
40603540	P HMA SC "D" N70	TON	23,017.000				
40800050	INCIDENTAL HMA SURF	TON	1,993.000				
44000158	HMA SURF REM 2 1/4	SQ YD	49,730.000				
44002213	HMA RM OV PATCH 3 1/4	SQ YD	390.000				
44002220	HMA RM OV PATCH 5	SQ YD	1,718.000				
44004250	PAVED SHLD REMOVAL	SQ YD	14,176.000				
44200120	PAVT PATCH T2 10	SQ YD	320.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

64F00

State Job # - C-92-117-09
 PPS NBR - 2-12320-0000
 County Name - STEPHENSON- WINNEBAGO-
 Code - 177 - 201 -
 District - 2 - 2 -
 Section Number - (17,18)RS-1

Project Number

Route
 FAP 301

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44200124	PAVT PATCH T3 10	SQ YD	16.000				
44200126	PAVT PATCH T4 10	SQ YD	100.000				
44300100	AREA REF CR CON TREAT	SQ YD	14,080.000				
44300200	STRIP REF CR CON TR	FOOT	5,000.000				
48102100	AGG WEDGE SHLD TYPE B	TON	132.000				
64200105	SHOULDER RUMBLE STRIP	FOOT	181,174.000				
67000400	ENGR FIELD OFFICE A	CAL MO	8.000				
67100100	MOBILIZATION	L SUM	1.000				
70100420	TRAF CONT-PROT 701411	EACH	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				
70100800	TRAF CONT-PROT 701401	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	16.000				
70300100	SHORT-TERM PAVT MKING	FOOT	81,529.000				

CONTRACT NUMBER **64F00**

THIS IS THE TOTAL BID **\$ _____**

NOTES:

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

RETURN WITH BID

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

I. GENERAL

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

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

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

II. ASSURANCES

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

B. Felons

1. The Illinois Procurement Code provides:

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

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

C. Conflicts of Interest

1. The Illinois Procurement Code provides in pertinent part:

Section 50-13. Conflicts of Interest.

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

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

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

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

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

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

RETURN WITH BID

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

D. Negotiations

1. The Illinois Procurement Code provides in pertinent part:

Section 50-15. Negotiations.

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

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

E. Inducements

1. The Illinois Procurement Code provides:

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

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

F. Revolving Door Prohibition

1. The Illinois Procurement Code provides:

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

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

G. Reporting Anticompetitive Practices

1. The Illinois Procurement Code provides:

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

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

H. Confidentiality

1. The Illinois Procurement Code provides:

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

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

RETURN WITH BID

I. Insider Information

1. The Illinois Procurement Act provides:

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

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

III. CERTIFICATIONS

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

B. Bribery

1. The Illinois Procurement Code provides:

Section 50-5. Bribery.

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

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

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

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

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

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

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

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

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

C. Educational Loan

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

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

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

D. Bid-Rigging/Bid Rotating

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

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

RETURN WITH BID

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

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

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

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

E. International Anti-Boycott

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

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

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

F. Drug Free Workplace

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

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

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

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

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

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

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

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

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

RETURN WITH BID

G. Debt Delinquency

1. The Illinois Procurement Code provides:

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

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

H. Sarbanes-Oxley Act of 2002

1. The Illinois Procurement Code provides:

Section 50-60(c).

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

I. Addenda

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

J. Section 42 of the Environmental Protection Act

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

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

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

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

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

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

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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

<p>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.</p>		
_____ (Bidding Company)		
<input type="checkbox"/>	_____ Signature of Authorized Representative	_____ Date

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

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

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

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

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

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

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

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

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

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

D. Bidders Submitting More Than One Bid

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

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

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**

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

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

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

DISCLOSURE OF FINANCIAL INFORMATION

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

FOR INDIVIDUAL (type or print information)

NAME: _____

ADDRESS _____

Type of ownership/distributable income share:

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

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

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

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

1. Are you currently an officer or employee of either the Capitol Development Board or the Illinois Toll Highway Authority? Yes ___ No ___
2. Are you currently appointed to or employed by any agency of the State of Illinois? If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds \$106,447.20, (60% of the Governor's salary as of 7/1/07) provide the name the State agency for which you are employed and your annual salary. _____

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- 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 ___

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

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

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

APPLICABLE STATEMENT

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

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

NOT APPLICABLE STATEMENT

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

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

_____ Date _____
Signature of Authorized Representative

RETURN WITH BID/OFFER

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B Other Contracts & Procurement Related Information Disclosure

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

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

DISCLOSURE OF OTHER CONTRACTS AND PROCUREMENT RELATED INFORMATION

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

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

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

THE FOLLOWING STATEMENT MUST BE CHECKED

Signature of Authorized Representative, Date

RETURN WITH BID

SPECIAL NOTICE TO CONTRACTORS

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

CONSTRUCTION EMPLOYEE UTILIZATION PROJECTION

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

RETURN WITH BID

**Contract No. 64F00
STEPHENSON-WINNEBAGO Counties
Section (17,18)RS-1
Route FAP 301
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.

RETURN WITH BID

**Contract No. 64F00
STEPHENSON-WINNEBAGO Counties
Section (17,18)RS-1
Route FAP 301
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.

(IF AN INDIVIDUAL)

Firm Name _____

Signature of Owner _____

Business Address _____

(IF A CO-PARTNERSHIP)

Firm Name _____

By _____

Business Address _____

Name and Address of All Members of the Firm:

(IF A CORPORATION)

Corporate Name _____

By _____

Signature of Authorized Representative _____

Typed or printed name and title of Authorized Representative _____

Attest _____

Signature _____

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

Business Address _____

(IF A JOINT VENTURE)

Corporate Name _____

By _____

Signature of Authorized Representative _____

Typed or printed name and title of Authorized Representative _____

Attest _____

Signature _____

Business Address _____

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



Return with Bid

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

Item No. _____

Letting Date _____

KNOW ALL MEN BY THESE PRESENTS, That We _____

as PRINCIPAL, and _____

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

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

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

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

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

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

PRINCIPAL

SURETY

(Company Name)

(Company Name)

By _____
(Signature & Title)

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

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
County of _____

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

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

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

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

My commission expires _____

Notary Public

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

Electronic Bid Bond ID#

Company / Bidder Name

Signature and Title

PROPOSAL ENVELOPE



PROPOSALS

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

Item No.	Item No.	Item No.

Submitted By:

Name:
Address:
Phone No.

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

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

NOTICE

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

CONTRACTOR OFFICE COPY OF CONTRACT SPECIFICATIONS

NOTICE

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

Contract No. 64F00
STEPHENSON-WINNEBAGO Counties
Section (17,18)RS-1
Route FAP 301
District 2 Construction Funds



Illinois Department of Transportation



NOTICE TO BIDDERS

- 1. TIME AND PLACE OF OPENING BIDS.** Sealed proposals for the improvement described herein will be received by the Department of Transportation at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m., May 15, 2009. All bids will be gathered, sorted, publicly opened and read in the auditorium at the Department of Transportation's Harry R. Hanley Building shortly after the 10:00 a.m. cut off time.
- 2. DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 64F00
STEPHENSON-WINNEBAGO Counties
Section (17,18)RS-1
Route FAP 301
District 2 Construction Funds**

This project consists of 9.17 miles of resurfacing on U.S. Route 20 from Business Route U.S. 20 east of Freeport to .2 mile west of Pecatonica Road.

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

(b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.
- 4. AWARD CRITERIA AND REJECTION OF BIDS.** This contract will be awarded to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the rules, Invitation for Bids and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

By Order of the
Illinois Department of Transportation

Gary Hannig,
Acting Secretary

INDEX
 FOR
 SUPPLEMENTAL SPECIFICATIONS
 AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2009

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

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

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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 301 (US 20), Project ESP-0301 (056), Section (17, 18)RS-1, Stephenson & Winnebago Counties, Contract #64F00, 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 US Bus 20 east of Freeport to 0.2 mile west of Pecatonica Road.

DESCRIPTION OF PROJECT

Pavement patching, 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:

701011	701101	701106	701301	701306	701311	701400
701401	701406	701411	701426	701701	701901	

Details:

Traffic Control for Typical Weave (Dist. Std. 39.1)
Rough Grooved Surface Sign (Dist. Std. 91.2)
Traffic Control & Protection at Turn Bays (to remain open to traffic)
(Dist. Std. 94.2)

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 2 mile intervals or as directed by the Engineer on roadways where the posted speed limit is greater than 40 mph.

"LOW SHOULDER" W8-9(O)48 signs shall be installed at 2 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' minimum (rural), 7' minimum (urban) bottom.

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 allowed as a device.

Flaggers:

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

Traffic Control and Protection Standards 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 701701: This traffic control standard shall apply to both right turn lane and left turn lane closure at intersections throughout the project.

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 Route 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.

Maintenance of Traffic: The Contractor shall be required to notify the Stephenson and Winnebago County Highway Departments, the corresponding Township Commissioners, emergency response agencies (i.e.: fire, ambulance, police), school bus companies and the Department of Transportation (Bureau of Project Implementation) regarding any changes in traffic control.

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

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

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

The pavement patching removal and replacement on US 20 shall be done using Traffic Control and Protection Standard 701401.

The milling, resurfacing and placing topsoil wedge on US 20 shall be done using Traffic Control and Protection Standard 701406.

The pavement marking on US 20 shall be completed using Traffic Control and Protection Standard 701426.

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 200° to 260° Fahrenheit. This work shall be included in the cost of the polymerized Hot-Mix Asphalt concrete of the type and size specified.

SEEDING MOBILIZATION

Effective May 9, 2000

The Contractor shall coordinate his work so no more than 10 acres are disturbed at a time. All work in this area shall be completed and the area seeded before additional areas are disturbed. Under no conditions shall the Contractor prolong final grading and shaping so the entire project can be permanently seeded at one time.

Wherever possible, permanent seeding and the permanent erosion control should be installed. The ditch bottoms and backslopes should not be disturbed again unless the seeding hasn't become established. If the foreslopes need to be regraded to the new shoulder, all work shall be confined to the foreslope and any damage to the ditch bottom, backslope, or permanent erosion control shall be repaired at the Contractor's expense.

Seeding Class 1, Seeding Class 2A, Mulch Method 2, and the required fertilizer nutrients shall be completed and paid for in accordance with Sections 250 and 251 of the Standard Specifications, except that SEEDING MOBILIZATION will be paid for at the contract unit price per each and shall include the cost of mobilizing all of the equipment needed to fertilize, permanently seed, and mulch to the jobsite. This will be paid each time the Engineer requires the Contractor to bring the equipment to the jobsite. If the equipment is already on the site, this will not be paid for again.

TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH

Effective January 8, 2004

This work shall be done according to Section 211 of the Standard Specifications and as indicated herein.

A 3 foot topsoil wedge tapering from the proposed edge of pavement or shoulder to zero thickness at 3 feet shall be placed where specified in the plans.

The area scheduled for this application shall be scarified or mowed flush with the soil prior to placement. The topsoil shall be placed at an adequate thickness to allow for rolling, so it is flush with the pavement upon completion.

Furnish and place topsoil, variable depth shall be measured for payment in place and the area computed in square yards.

The topsoil will be paid for at the contract unit price per Square Yard for TOPSOIL, FURNISH AND PLACE, VARIABLE DEPTH.

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

<u>Property</u>	<u>Test Method</u>	<u>Value</u>
<u>Tensile Modulus:</u>		
▪ 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.

	<u>Material</u>	
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.

ENGINEER'S FIELD OFFICE TYPE A

Effective: December 8, 2006

Revise Article 670.02 (i) of the Standard Specifications to read:

Provide a minimum of two (2) communication paths to each Field Office. The configuration would include (A) three (3) wireless CDMA based mobile phone connections, and (B) one (1) wireless data router with wireless data connection, encryption and WiFi capabilities to access the internet for the exclusive use of the Engineer(s). All wireless communication devices must have a single point of contact for support for the resident engineer and IDOT staff.

Each mobile phone must have the following capabilities:

1. A minimum of 500 anytime minutes per month
2. Voice Mail capabilities
3. On network free minutes
4. Unlimited Long Distance
5. Unlimited Roaming
6. Speaker Phone

Each Wireless Data Router must have the following capabilities:

Connection

1. CDMA wireless technology with authentication and identification system for security
2. CDMA based EV-DO(rev.A) transmission capabilities
3. EVDO (rev.A) must be backward compatible through both EVDO (rev0) and 1XRTT
4. Connection must be capable of Compression in order to optimize the connection speed.

Router

5. A minimum of four (4) Ethernet ports for wired connection
6. Be capable of 802.11b & g for wireless LAN Interface
7. Configurable ability to port data to fax capabilities through the router using efax or IP fax devices
8. Automatic receipt of IP addresses with DHCP server
9. Configurable OFDM (Orthogonal Frequency Division Multiplexing) technology

Security

10. Configurable capable of 64-bit or 128-bit WEP encryption, WPA-PSK authentication wireless security (WiFi Protected Access - Pre-shared Key Mode)
11. Configurable LAN Security: NAT with DHCP, PPTP VPN Pass-through, MAC Filtering, IP Filtering, Filter Scheduling
12. Configurable firewall security at the router

Misc.

13. Capable of operating temperatures between 32° to 131°F (0° to 55°C)

The contractor will be responsible for the installation, connection and disconnection of all service. These communication costs shall be contracted at the lowest cost available for the region of service. Any deviation from the desired configurations shall be subject to the approval of the District Construction Engineer.

Should the contractor need technical advice on potential providers or other clarification, they can contact the Regional IT Manager at (815) 284-5495.

SEQUENCE OF RESURFACING

Any resurfacing started in 2009 must have the partial depth pavement patching, binder course, surface course, shoulder pavement marking, and shoulder rumble strips finished before the winter shut down. The eastbound or westbound lanes may be started first, but the resurfacing must be completed in one direction before the lanes in the opposite direction are started.

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), N70 and Polymerized Hot-Mix Asphalt Surface Course, Mix "D", N70 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.

HOT-MIX ASPHALT PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS

Effective: April 4, 2008

Revised: February 3, 2009

Description: This special provision describes the procedures used for production, placement and payment for hot-mix asphalt (HMA). This special provision applies to all HMA surface mixtures that individually have a minimum quantity of 8,000 tons (7,260 metric tons) and are placed at a minimum nominal thickness equal to or greater than 3 times the nominal maximum aggregate size. This work shall be according to the Standard Specifications for Road and Bridge Construction except as specified herein.

Delete Articles:	406.06(b), 2 nd Paragraph	(Temperature requirements)
	406.06 (e) 3 rd 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) (3, 7, 8, & 9):
 - 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 (attached)
ERS - HMA QC/QA Initial Daily Plant & Random Samples; Appendix E2	PFP Hot-Mix Asphalt Random Plant Samples
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 VMA, voids, and density. Field VMA will be calculated using the combined 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: The subplot for field VMA and voids will be 1000 tons. The subplot for density will be 1 mile. If a mixture subplot consists of less than 200 tons or a density subplot consists of less than 200 feet, it shall be combined with the previous subplot.
- G. Lot: A lot consists of 10 sublots. If seven or less sublots 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.

H. Density Test: A density test consists of a core taken at a random longitudinal and transverse offset.

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:

- Resident Engineer
- District Mixture Control Representative
- QC Manager
- Contractor Paving Superintendent
- 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 asphalt binder and 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.

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

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

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

Characteristic	Corrective Action Limit
Gradation	Moving Average of 4
½ inch	± 6 %
No. 4	± 5 %
No. 8	± 5 %
No. 30	± 4 %
No. 200	± 1.5 %
Voids	± 1.2 %
Field VMA	- 0.7 % or + 2.0 % from Spec Limit
Dust/AC Ratio	Min. 0.6 - Max 1.2
HMA Moisture Content	Max 0.3%”

Initial Production Testing: Three way splits will occur on the first two sublots of a given mixture. The Contractor and Engineer’s laboratory shall each run a split and the third portion will be retained for potential dispute resolution. The Contractor and Engineer’s laboratory shall complete all tests and report all results to the Engineer within two working days of sampling. If a test strip is utilized, the comparison evaluation may be utilized on the test strip samples.

The Contractor and Engineer’s test results will be evaluated for acceptable precision limits listed in the following table.

Acceptable Limits of Precision	
Test Parameter	Limits of Precision
½ in. (12.5 mm)	5.0 %
No. 4 (4.75 mm)	5.0 %
No. 8 (2.36 mm)	3.0 %
No. 30 (600 µm)	2.0 %
No. 200 (75 µm)	2.2 %
Binder Content	0.3%
G _{mm}	± 0.026
G _{mb}	± 0.030
Core Density	1.0%

Upon approval of the initial production testing, production of subplot 1 shall begin. If the initial production testing test results do not meet the acceptable limits of precision, the Contractor and Engineer will jointly review the results, check equipment and review the test procedures for all testing laboratories to determine if there is an identifiable cause for the discrepancy. If the Department results are acceptable, production of subplot 1 shall then begin.

Quality Assurance (QA) by the Engineer:

The Engineer will test each subplot for field VMA, voids, dust/ac ratio and density to determine payment for each lot. A subplot shall begin once an acceptable test-strip has been completed and the AJMF has been determined. If the test strip is waived, a subplot shall begin with the start of production.

Voids, field VMA, and Dust/AC ratio: The mixture subplot size is 1000 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 Plant Samples” procedure.

Density: The subplot size for density is one mile. The Engineer will identify three locations within each subplot and 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 subplot of every lot will be available to the Contractor five working days from the time the subplot has been delivered 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 14 working days from the time the last subplot has been delivered to a Department testing facility or a location designated by the Engineer.

All Department testing will be performed in a qualified laboratory by personnel who have successfully completed the Department HMA Level I training.

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:

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, if available, split sample test results for the lot. The Engineer will document receipt of the request. The Department central laboratory will be used for dispute resolution testing.

For density disputes, the Engineer will locate and mark the dispute resolution core locations by adding 1.0 ft 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 Department central laboratory for testing. The G_{mm} from the original QA test results will be used to calculate the new density values. If, in addition to density, either voids or field VMA are in dispute for the same lot, the new G_{mm} value will be used only to calculate the new density values for the disputed tests.

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

If the recalculated overall lot pay factor is less than or equal to the original overall lot pay factor, all costs associated with completing the dispute resolution sample testing will be borne by the Contractor.

If the recalculated overall lot pay factor is greater than the original pay factor, all costs associated with completing the dispute resolution sample testing will be borne by the Department.

Department central laboratory test costs are as follows:

Test	Cost
Mix Testing	\$600.00 / subplot
Core Density	\$150.00 / subplot

Acceptance by the Engineer and Basis of Payment:

The Engineer may cease production and reject material produced under the following circumstances:

- If the Contractor is not following the approved quality control plan
- If PWL for any quality characteristic is below 50% for any lot
- If visible pavement distress occurs such as segregation or flushing
- If any subplot test exceeds the acceptable limits listed below:

Acceptable Limits

Parameter	Acceptable Range
Field VMA	-1.0 -+3.0%
Voids	2.0 – 6.0 ^{1/}
Density: IL-9.5, IL-12.5 IL-4.75, IL-19.0, IL-25.0 SMA	89.0 – 98.0% 90.0 – 98.0% 92.0 – 98.0%
Dust / AC Ratio	0.4 – 1.5

1/ The acceptable range for SMA mixtures shall be 2.0% - 5.0%

Payment will be based on the calculation of the quantity within specification limits for each quality characteristic according to the "PFP Quality Level Analysis" document.

For this contract only the contractor minimum pay will be limited to 92% even if the calculated final pay is less than 92%. However the contractor will still have the possibility of receiving the maximum 103% if the calculated final pay so indicates. This special provision shall only apply to the surface course mixtures.

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 / subplot
$0.6 \leq X \leq 1.2$	\$0
$0.5 \leq X < 0.6$ or $1.2 < X \leq 1.4$	\$1000
$0.4 \leq X < 0.5$ or $1.4 < X \leq 1.6$	\$3000
$X < 0.4$ or $X > 1.6$	Shall be removed and replaced

PFP Hot-Mix Asphalt Random Plant Samples

Effective: May 1, 2008

Samples shall be obtained at the frequency specified in the Hot Mix Asphalt Pay for Performance Using Percent within Limits special provision.

- A. The random plant samples shall be taken at the randomly selected tonnage within a subplot. The random tonnage will be determined by the Engineer using the "Random Numbers" table as specified herein or an approved software program. The tonnage shall be calculated according to the following:

1. Unless otherwise known, determine the random locations for a tonnage in excess of five percent over plan quantity by multiplying the plan quantity tonnage by 1.05 to determine an over-projected final quantity. If the over-projected final quantity is not achieved, disregard the additional random values.
2. Determine the maximum number of sublots needed for the given mixture by dividing the over-projected tonnage calculated above by the subplot size in tons (metric tons). This will determine the maximum number of sublots for the given mixture.
3. Multiply the subplot tonnage by a three-digit random number, expressed as a decimal. The number obtained (rounded to a whole number) shall be the random sampling tonnage within the given subplot.
4. The individual subplot random tonnages shall then be converted to the cumulative random tonnages. This is accomplished by using the following equation for each subplot.

$$CT_n = [(ST) * (n - 1)] + RT_n$$

Where: n = the subplot number
CT = Cumulative tonnage
RT = Random tonnage as determined in #3 above
ST = Sublot tonnage (typically 1000 tons)

- B. If the paving is completed for a particular mixture before the specified sampling tonnage for the last subplot is achieved, the partial subplot shall be omitted.
- C. Plant truck samples shall be taken of the mixture for testing. Two sampling platforms (one on each side of the truck) shall be provided for sampling of the mix. In order to obtain a representative sample of the entire truck, an equal amount of material shall be taken from each quarter point around the circumference of each pile in the truck to obtain a composite sample weighing approximately 200lbs. (95 kg). All truck samples shall be obtained by using a "D"-handled, square-ended shovel with built-up sides and back (1 to 1-1/2 in. [25 to 38 mm]). The sample shall be taken out of the truck containing the random tonnage as determined by the Engineer following the procedure described herein. The sample tonnage will be disclosed no more than 30 minutes prior to sampling. Sampling shall be performed by the Contractor under the supervision of the Engineer.
- D. The truck sample shall be divided into three approximately equal size (split) samples by the use of an approved mechanical sample splitter. The Engineer will witness all splitting. Two split samples for Department testing shall be placed in Department-approved sample containers provided by the Contractor and identified as per the Engineer's direction. The Engineer will gain immediate possession of both Department split samples. The Contractor may store, discard, or test the remaining split as described in Section 1030 of the Standard Specifications. However, the Contractor must test and provide the sample results in order to initiate the dispute resolution process as described in the Hot Mix Asphalt Pay for Performance Special Provision.

Example:

Given: - Plan quantity = 10,000 tons for a given mixture. (725 metric tons). - Sublot = 1000 tons

1. Determine the over-projected final tonnage.

$$10,000 \text{ tons} * 1.05 = 10,500 \text{ tons (Note: Always round up)}$$

2. Determine the maximum number of sublots needed for the project based on the over-projected tonnage.

$$10,500 \text{ tons}/1000 \text{ tons} = 10.5 \text{ (Note: Always round up)}$$

Therefore, 11 maximum sublots

3. Obtain random numbers from the table and apply a different random number to each sublot.

$$1000 * 0.546 = 546$$

$$1000 * 0.123 = 123$$

Repeat for each sublot.

4. Convert **individual** tonnage to cumulative job tonnage.

$$[1000*(1-1)] + 546 = 546$$

$$[1000*(2-1)] + 123 = 1123$$

Repeat for each sublot.

The following contains a completed table for the eleven plant random samples:

Lot Number	Sublot Number	Random Number	Tonnage within Sublot	Cumulative Job Tonnage
1	1	0.546	1000 * 0.546 = 546	[1000 * (1-1)] + 546 = 546
	2	0.123	1000 * 0.123 = 123	[1000 * (2-1)] + 123 = 1123
	3	0.789	1000 * 0.789 = 789	[1000 * (3-1)] + 789 = 2789
	4	0.372	1000 * 0.372 = 372	[1000 * (4-1)] + 372 = 3372
	5	0.865	1000 * 0.865 = 865	[1000 * (5-1)] + 865 = 4865
	6	0.921	1000 * 0.921 = 921	[1000 * (6-1)] + 921 = 5921
	7	0.037	1000 * 0.037 = 37	[1000 * (7-1)] + 37 = 6037
	8	0.405	1000 * 0.405 = 405	[1000 * (8-1)] + 405 = 7405
	9	0.214	1000 * 0.214 = 214	[1000 * (9-1)] + 214 = 8214
	10	0.698	1000 * 0.698 = 698	[1000 * (10-1)] + 698 = 9698
	11	0.711	1000 * 0.711 = 711	[1000 * (11-1)] + 711 = 10711

RANDOM NUMBERS

0.576	0.730	0.430	0.754	0.271	0.870	0.732	0.721	0.998	0.239
0.892	0.948	0.858	0.025	0.935	0.114	0.153	0.508	0.749	0.291
0.669	0.726	0.501	0.402	0.231	0.505	0.009	0.420	0.517	0.858
0.609	0.482	0.809	0.140	0.396	0.025	0.937	0.301	0.253	0.761
0.971	0.824	0.902	0.470	0.997	0.392	0.892	0.957	0.040	0.463
0.053	0.899	0.554	0.627	0.427	0.760	0.470	0.040	0.904	0.993
0.810	0.159	0.225	0.163	0.549	0.405	0.285	0.542	0.231	0.919
0.081	0.277	0.035	0.039	0.860	0.507	0.081	0.538	0.986	0.501
0.982	0.468	0.334	0.921	0.690	0.806	0.879	0.414	0.106	0.031
0.095	0.801	0.576	0.417	0.251	0.884	0.522	0.235	0.389	0.222
0.509	0.025	0.794	0.850	0.917	0.887	0.751	0.608	0.698	0.683
0.371	0.059	0.164	0.838	0.289	0.169	0.569	0.977	0.796	0.996
0.165	0.996	0.356	0.375	0.654	0.979	0.815	0.592	0.348	0.743
0.477	0.535	0.137	0.155	0.767	0.187	0.579	0.787	0.358	0.595
0.788	0.101	0.434	0.638	0.021	0.894	0.324	0.871	0.698	0.539
0.566	0.815	0.622	0.548	0.947	0.169	0.817	0.472	0.864	0.466
0.901	0.342	0.873	0.964	0.942	0.985	0.123	0.086	0.335	0.212
0.470	0.682	0.412	0.064	0.150	0.962	0.925	0.355	0.909	0.019
0.068	0.242	0.777	0.356	0.195	0.313	0.396	0.460	0.740	0.247
0.874	0.420	0.127	0.284	0.448	0.215	0.833	0.652	0.701	0.326
0.897	0.877	0.209	0.862	0.428	0.117	0.100	0.259	0.425	0.284
0.876	0.969	0.109	0.843	0.759	0.239	0.890	0.317	0.428	0.802
0.190	0.696	0.757	0.283	0.777	0.491	0.523	0.665	0.919	0.146
0.341	0.688	0.587	0.908	0.865	0.333	0.928	0.404	0.892	0.696
0.846	0.355	0.831	0.281	0.945	0.364	0.673	0.305	0.195	0.887
0.882	0.227	0.552	0.077	0.454	0.731	0.716	0.265	0.058	0.075
0.464	0.658	0.629	0.269	0.069	0.998	0.917	0.217	0.220	0.659
0.123	0.791	0.503	0.447	0.659	0.463	0.994	0.307	0.631	0.422
0.116	0.120	0.721	0.137	0.263	0.176	0.798	0.879	0.432	0.391
0.836	0.206	0.914	0.574	0.870	0.390	0.104	0.755	0.082	0.939
0.636	0.195	0.614	0.486	0.629	0.663	0.619	0.007	0.296	0.456
0.630	0.673	0.665	0.666	0.399	0.592	0.441	0.649	0.270	0.612
0.804	0.112	0.331	0.606	0.551	0.928	0.830	0.841	0.702	0.183
0.360	0.193	0.181	0.399	0.564	0.772	0.890	0.062	0.919	0.875
0.183	0.651	0.157	0.150	0.800	0.875	0.205	0.446	0.648	0.685

Note: Always select a new set of numbers in a systematic manner, either horizontally or vertically. Once used, the set should be crossed out.

PPF Random Density Procedure

Effective: May 1, 2008 Revised: January 1, 2009

Density tests (core samples) shall be obtained at the frequency specified in the Hot Mix Asphalt Pay for Performance Using Percent within Limits special provision. The random test locations shall be determined as follows:

- A. The beginning station number shall be established daily and the estimated paving distance computed for the day's production. The total distance paved shall then be subdivided into sublots of one mile each.
- B. Three core locations shall be determined for each subplot. Each core location within the subplot shall be determined with two random numbers. The first random number shall be used to determine the longitudinal distance into the one-mile subplot, and the second random number shall be used to determine the transverse offset from the left edge of the paving lane. The entire width of the pavement shall be used in calculating transverse offset when both edges are confined. Unconfined edges of pavement shall omit the outer 1.0 foot from the calculation. Areas outside the mainline pavement that are paved concurrently with the mainline pavement (e.g. three-foot wide left shoulders, driveways) are not considered part of the paved mainline mat.

This example illustrates the determination of the three core locations within a subplot:

The first mile of pavement consists of a 13.0-foot-wide mat with the left edge unconfined and the right edge confined. The random numbers for the longitudinal direction are 0.917, 0.289, and 0.654. The random numbers for the transverse direction are 0.890, 0.317, and 0.428. The core locations are determined by multiplying the longitudinal random numbers by 5280, and transverse random number by multiplying the width of the paved mat less the one, 1.0 foot edge for the left unconfined edge. In this case, the width of the paved mat available for coring is 12.0 feet. Therefore, these are the random cores locations, measured from the beginning of the subplot and the left edge of the paved mainline mat:

Core Number	Longitudinal location	Transverse location
1	$5280 \times 0.917 = 4841.8$ feet	$12.0 \times 0.890 = 10.7$ feet
2	$5280 \times 0.289 = 1525.9$ feet	$12.0 \times 0.317 = 3.8$ feet
3	$5280 \times 0.654 = 3453.1$ feet	$12.0 \times 0.428 = 5.1$ feet

- C. This process shall be repeated for the subsequent sublots for the day's production, using a random number for each location.
- D. A core shall be cut along each unconfined edge at a rate of 1 per subplot. A random number shall be used to determine the longitudinal distance into the one-mile subplot. This core shall be located a distance equal to the mat thickness from the unconfined edge. This core shall have a minimum density of 90.0%. Failing cores shall require corrective action on the following days paving.

RANDOM NUMBERS

0.576	0.730	0.430	0.754	0.271	0.870	0.732	0.721	0.998	0.239
0.892	0.948	0.858	0.025	0.935	0.114	0.153	0.508	0.749	0.291
0.669	0.726	0.501	0.402	0.231	0.505	0.009	0.420	0.517	0.858
0.609	0.482	0.809	0.140	0.396	0.025	0.937	0.301	0.253	0.761
0.971	0.824	0.902	0.470	0.997	0.392	0.892	0.957	0.040	0.463
0.053	0.899	0.554	0.627	0.427	0.760	0.470	0.040	0.904	0.993
0.810	0.159	0.225	0.163	0.549	0.405	0.285	0.542	0.231	0.919
0.081	0.277	0.035	0.039	0.860	0.507	0.081	0.538	0.986	0.501
0.982	0.468	0.334	0.921	0.690	0.806	0.879	0.414	0.106	0.031
0.095	0.801	0.576	0.417	0.251	0.884	0.522	0.235	0.389	0.222
0.509	0.025	0.794	0.850	0.917	0.887	0.751	0.608	0.698	0.683
0.371	0.059	0.164	0.838	0.289	0.169	0.569	0.977	0.796	0.996
0.165	0.996	0.356	0.375	0.654	0.979	0.815	0.592	0.348	0.743
0.477	0.535	0.137	0.155	0.767	0.187	0.579	0.787	0.358	0.595
0.788	0.101	0.434	0.638	0.021	0.894	0.324	0.871	0.698	0.539
0.566	0.815	0.622	0.548	0.947	0.169	0.817	0.472	0.864	0.466
0.901	0.342	0.873	0.964	0.942	0.985	0.123	0.086	0.335	0.212
0.470	0.682	0.412	0.064	0.150	0.962	0.925	0.355	0.909	0.019
0.068	0.242	0.777	0.356	0.195	0.313	0.396	0.460	0.740	0.247
0.874	0.420	0.127	0.284	0.448	0.215	0.833	0.652	0.701	0.326
0.897	0.877	0.209	0.862	0.428	0.117	0.100	0.259	0.425	0.284
0.876	0.969	0.109	0.843	0.759	0.239	0.890	0.317	0.428	0.802
0.190	0.696	0.757	0.283	0.777	0.491	0.523	0.665	0.919	0.146
0.341	0.688	0.587	0.908	0.865	0.333	0.928	0.404	0.892	0.696
0.846	0.355	0.831	0.281	0.945	0.364	0.673	0.305	0.195	0.887
0.882	0.227	0.552	0.077	0.454	0.731	0.716	0.265	0.058	0.075
0.464	0.658	0.629	0.269	0.069	0.998	0.917	0.217	0.220	0.659
0.123	0.791	0.503	0.447	0.659	0.463	0.994	0.307	0.631	0.422
0.116	0.120	0.721	0.137	0.263	0.176	0.798	0.879	0.432	0.391
0.836	0.206	0.914	0.574	0.870	0.390	0.104	0.755	0.082	0.939
0.636	0.195	0.614	0.486	0.629	0.663	0.619	0.007	0.296	0.456
0.630	0.673	0.665	0.666	0.399	0.592	0.441	0.649	0.270	0.612
0.804	0.112	0.331	0.606	0.551	0.928	0.830	0.841	0.702	0.183
0.360	0.193	0.181	0.399	0.564	0.772	0.890	0.062	0.919	0.875
0.183	0.651	0.157	0.150	0.800	0.875	0.205	0.446	0.648	0.685

Note: Always select a new set of numbers in a systematic manner, either horizontally or vertically. Once used, the set should be crossed out.

PFP Quality Level Analysis
Effective: May 1, 2008

This stand-alone document explains the statistical procedure used to determine the pay factor for Hot-Mix Asphalt (HMA) mixture based on VMA, voids and in-place density.

Test results will be analyzed statistically by the Quality Level Analysis method using the procedures listed to determine the total estimated percent of the lot that is within specification limits (PWL). Quality Level Analysis is a statistical procedure for estimating the percent compliance to a specification and is affected in the arithmetic mean and the sample standard deviation. Two measures of quality are required to establish the contract unit price adjustment. The first measure is the Acceptable Quality Level (AQL) which is the PWL at which the lot will receive 100 percent pay. The second measure of quality is the Rejectable Quality Level (RQL) at which the Department has determined the material may not perform as desired and may be rejected.

The pay factor on full-depth projects shall be determined by combining pay factors for each mixture proportional to the quantity.

QUALITY LEVEL ANALYSIS

Note: Table 1: Pay Attributes and Price Adjustment Factors contain the UL, LL, and pay factor "f" weights.

The following procedure will be repeated for each pay factor parameter.

- (1) Determine the arithmetic mean (\bar{x}) of the test results:

$$\bar{x} = \frac{\sum x}{n}$$

Where:

\sum = summation of
x = individual test value

n = total number of test values

- (2) Calculate the sample standard deviation(s):

$$s = \sqrt{\frac{n \cdot \sum (x)^2 - (\sum x)^2}{n(n-1)}}$$

Where:

$\sum(x^2) =$ summation of the squares of individual test values

$(\sum x)^2 =$ summation of the individual test values squared

- (3) Calculate the upper quality index (Q_U):

$$Q_U = \frac{UL - \bar{x}}{s}$$

Where:

UL = upper specification limit or target value (TV) plus allowable deviation

- (4) Calculate the lower quality index (Q_L):

$$Q_L = \frac{\bar{x} - LL}{s}$$

Where:

LL = lower specification limit or target value (TV) minus allowable deviation

- (5) Determine P_U (percent within the upper specification limit which corresponds to a given Q_U) from Table 2. (Note: Round up to nearest Q_U in table 2.)

Note: If a UL is not specified, P_U will be 100.

- (6) Determine P_L (percent within the lower specification limit which corresponds to a given Q_L) from Table 2. (Note: Round up to nearest Q_L in table 2.)

Note: If a LL is not specified, P_L will be 100.

- (7) Determine the Quality Level or PWL (the total percent within specification limits).

$$PWL = (P_U + P_L) - 100$$

- (8) To determine the pay factor for each individual parameter lot:

$$\text{Pay Factor (PF)} = 53 + 0.5 (\text{PWL})$$

Determine the Composite Pay Factor (CPF) for each lot. The CPF shall be rounded to 3 decimal places.

$$\text{CPF} = \left[f_{\text{VMA}} (\text{PF}_{\text{VMA}}) + f_{\text{voids}} (\text{PF}_{\text{voids}}) + f_{\text{density}} (\text{PF}_{\text{density}}) \right] / 100$$

Substituting from Table 1:

$$CPF = \left[0.3(PF_{VMA}) + 0.3(PF_{voids}) + 0.4(PF_{density}) \right] / 100$$

Where:

F_{VMA} , f_{voids} , and $f_{density}$ = Price Adjustment Factor listed in Table 1

PF_{VMA} , PF_{voids} , and $PF_{density}$ = Pay Factor for the designated measured attribute

Determine the final pay for a given mixture.

Final Pay = Mixture Unit Price * Quantity * CPF

Table 1: Pay Attributes and Price Adjustment Factors			
Measured Attribute	Weight Factor "f"	UL	LL
VMA	.3	MDR ^{/1} + 3.0	MDR ^{/1} - 0.7
Plant Voids	.3	AJMF + 1.35	AJMF - 1.35
In-Place Density: IL 4.75 IL-19.0 & 25.0 SMA	.4	97.0% ²	91.5% ²
	.4	97.0%	92.5%
	.4	97.0%	92.2%
	.4	98.0%	93.0%

1. MDR = Minimum Design Requirement
2. Applies to all HMA mixes other than IL-4.75, IL-19.0, IL25.0 and SMA

Example:

The average and standard deviation of a N90 HMA binder have been calculated using the given results:

NOTE: Sublot Number 1 for plant samples may not include the same material as Sublot Number 1 for density.

Lot #	Sublot #	Voids TV = 4.0	VMA AJMF = 13.0	Density
1	1	4.2	13.0	91.5
	2	4.5	12.5	93.0
	3	3.3	13.0	92.9
	4	5.0	13.3	93.5
	5	5.4	12.9	93.0
	6	2.5	12.4	94.0
	7	3.8	13.4	92.8
	8	4.1	13.0	93.5
	9	4.3	12.6	91.0
	10	4.5	12.8	92.7
Average:		4.16	12.89	92.79
Standard Deviation:		0.825	0.325	0.910

Determine the pay factor for each parameter.

Voids:

Lot: Average = 4.16
 Standard Deviation = 0.825

$$Q_U = \frac{(4.0 + 1.35) - 4.16}{0.825} = 1.44$$

$$Q_L = \frac{4.16 - (4.0 - 1.35)}{0.825} = 1.83$$

N = 10 sublots (from table)

$$P_U = 94$$

$$P_L = 98$$

$$PWL = (94 + 98) - 100$$

$$PWL = 92$$

$$PF = 53 + 0.5 (92)$$

$$PF = 99.0$$

Determine the pay factor for Voids.

$$PF_{\text{Voids}} = 99.0$$

VMA:

Lot: Average = 12.89
Standard Deviation = 0.325

$$Q_U = \frac{(13.0 + 3.0) - 12.89}{0.325} = 9.57$$

$$Q_L = \frac{12.89 - (13.0 - 0.7)}{0.325} = 1.82$$

N = 10 sublots (from table)

$$P_U = 100$$

$$P_L = 98$$

$$PWL = (100 + 98) - 100$$

$$PWL = 98$$

$$PF = 53 + 0.5 (98)$$

$$PF = 102.0$$

Determine the pay factor for VMA.

$$PF_{\text{VMA}} = 102.0$$

Density:

Lot: Average = 92.79
Standard Deviation = 0.910

$$Q_U = \frac{97.0 - 92.79}{0.910} = 4.63$$

$$Q_L = \frac{92.79 - 91.5}{0.910} = 1.42$$

N = 10 Density measurements (from table)

$$P_U = 100$$

$$P_L = 93$$

$$PWL = (100 + 93) - 100$$

$$PWL = 93$$

$$PF = 53 + 0.5 (93)$$

$$PF = 99.5$$

Determine the pay factor for Density.

$$PF_{\text{Density}} = 99.5$$

Determine the pay factor for the given mixture using the above pay factors for each parameter.

$$CPF = [0.3(99.0) + 0.3(102.0) + 0.4(99.5)] / 100$$

$$CPF = 1.001$$

Determine the price paid for the given mixture.

Given that the mixture bid price per ton = \$35.00 and 10,000 tons were placed.

$$\text{Final Pay} = \$35.00/\text{ton} * 10,000 \text{ tons} * 1.001 = \$350,350$$

$$\text{Final Pay} = \$350,350$$

Full Depth Examples:

Given a full-depth project with two mixtures whose pay factors were determined to be 101.5% and 99.2%. The full-depth pay factor shall be calculated as follows:

$$101.5(1/2) + 99.2(1/2) = 100.4\%$$

Determine the adjusted pay for the full-depth pay factor.

Given that the bid price per square yard = \$25.00 and 1400 yd² were placed.

$$\text{Final Pay} = \$25.00/\text{yd}^2 * 1400 \text{ yd}^2 * 1.004 = \$35,140$$

$$\text{Final Pay} = \$35,140$$

Given a full-depth project with three mixtures whose pay factors were determined to be 98.9%, 101.5% and 99.2%. The full depth pay factor shall be calculated as follows:

$$98.9(1/3) + 101.5(1/3) + 99.2(1/3) = 99.9\%$$

Determine the adjusted pay for the full-depth pay factor.

Given that the bid price per square yard = \$25.00 and 1400 yd² were placed.

$$\text{Final Pay} = \$25.00/\text{yd}^2 * 1400 \text{ yd}^2 * 0.999 = \$34,965$$

$$\text{Final Pay} = \$34,965$$

PFP Quality Level Analysis (continued)
TABLE 2: QUALITY LEVELS
QUALITY LEVEL ANALYSIS BY STANDARD DEVIATION METHOD

P _U OR P _L PERCENT WITHIN LIMITS FOR POSITIVE VALUES OF Q _U OR Q _L	UPPER QUALITY INDEX Q _U OR LOWER QUALITY INDEX Q _L														
	n=3	n=4	n=5	n=6	n=7	n=8	n=9	n=10 to n=11	n=12 to n=14	n=15 to n=18	n=19 to n=25	n=26 to n=37	n=38 to n=69	n=70 to n=200	n=201 to infinity
100	1.16	1.50	1.79	2.03	2.23	2.39	2.53	2.65	2.83	3.03	3.20	3.38	3.54	3.70	3.83
99		1.47	1.67	1.80	1.89	1.95	2.00	2.04	2.09	2.14	2.18	2.22	2.26	2.29	2.31
98	1.15	1.44	1.60	1.70	1.76	1.81	1.84	1.86	1.91	1.93	1.96	1.99	2.01	2.03	2.05
97		1.41	1.54	1.62	1.67	1.70	1.72	1.74	1.77	1.79	1.81	1.83	1.85	1.86	1.87
96	1.14	1.38	1.49	1.55	1.59	1.61	1.63	1.65	1.67	1.68	1.70	1.71	1.73	1.74	1.75
95		1.35	1.44	1.49	1.52	1.54	1.55	1.56	1.58	1.59	1.61	1.62	1.63	1.63	1.64
94	1.13	1.32	1.39	1.43	1.46	1.47	1.48	1.49	1.50	1.51	1.52	1.53	1.54	1.55	1.55
93		1.29	1.35	1.38	1.40	1.41	1.42	1.43	1.44	1.44	1.45	1.46	1.46	1.47	1.47
92	1.12	1.26	1.31	1.33	1.35	1.36	1.36	1.37	1.37	1.38	1.39	1.39	1.40	1.40	1.40
91	1.11	1.23	1.27	1.29	1.30	1.30	1.31	1.31	1.32	1.32	1.33	1.33	1.33	1.34	1.34
90	1.10	1.20	1.23	1.24	1.25	1.25	1.26	1.26	1.26	1.27	1.27	1.27	1.28	1.28	1.28
89	1.09	1.17	1.19	1.20	1.20	1.21	1.21	1.21	1.21	1.22	1.22	1.22	1.22	1.22	1.23
88	1.07	1.14	1.15	1.16	1.16	1.16	1.16	1.17	1.17	1.17	1.17	1.17	1.17	1.17	1.17
87	1.06	1.11	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.13	1.13
86	1.04	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
85	1.03	1.05	1.05	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
84	1.01	1.02	1.01	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
83	1.00	0.99	0.98	0.97	0.97	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.95	0.95	0.95
82	0.97	0.96	0.95	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
81	0.96	0.93	0.91	0.90	0.90	0.89	0.89	0.89	0.89	0.88	0.88	0.88	0.88	0.88	0.88
80	0.93	0.90	0.88	0.87	0.86	0.86	0.86	0.85	0.85	0.85	0.85	0.84	0.84	0.84	0.84
79	0.91	0.87	0.85	0.84	0.83	0.82	0.82	0.82	0.82	0.81	0.81	0.81	0.81	0.81	0.81
78	0.89	0.84	0.82	0.80	0.80	0.79	0.79	0.79	0.78	0.78	0.78	0.78	0.77	0.77	0.77
77	0.87	0.81	0.78	0.77	0.76	0.76	0.76	0.75	0.75	0.75	0.75	0.74	0.74	0.74	0.74
76	0.84	0.78	0.75	0.74	0.73	0.73	0.72	0.72	0.72	0.71	0.71	0.71	0.71	0.71	0.71
75	0.82	0.75	0.72	0.71	0.70	0.70	0.69	0.69	0.69	0.68	0.68	0.68	0.68	0.68	0.67
74	0.79	0.72	0.69	0.68	0.67	0.66	0.66	0.66	0.66	0.65	0.65	0.65	0.65	0.64	0.64
73	0.76	0.69	0.66	0.65	0.64	0.63	0.63	0.63	0.62	0.62	0.62	0.62	0.62	0.61	0.61
72	0.74	0.66	0.63	0.62	0.61	0.60	0.60	0.60	0.59	0.59	0.59	0.59	0.59	0.58	0.58
71	0.71	0.63	0.60	0.59	0.58	0.57	0.57	0.57	0.57	0.56	0.56	0.56	0.56	0.55	0.55
70	0.68	0.60	0.57	0.56	0.55	0.55	0.54	0.54	0.54	0.53	0.53	0.53	0.53	0.53	0.53

PFPP Quality Level Analysis (continued)

**TABLE 2 (continued): QUALITY LEVELS
 QUALITY LEVEL ANALYSIS BY STANDARD DEVIATION METHOD**

P _U OR P _L PERCENT WITHIN LIMITS FOR POSITIVE VALUES OF Q _U OR Q _L	UPPER QUALITY INDEX Q _U OR LOWER QUALITY INDEX Q _L														
	n=3	n=4	n=5	n=6	n=7	n=8	n=9	n=10 to n=11	n=12 to n=14	n=15 to n=18	n=19 to n=25	n=26 to n=37	n=38 to n=69	n=70 to n=200	n=201 to infinity
	69	0.65	0.57	0.54	0.53	0.52	0.52	0.51	0.51	0.51	0.50	0.50	0.50	0.50	0.50
68	0.62	0.54	0.51	0.50	0.49	0.49	0.48	0.48	0.48	0.48	0.47	0.47	0.47	0.47	0.47
67	0.59	0.51	0.47	0.47	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.44	0.44	0.44	0.44
66	0.56	0.48	0.45	0.44	0.44	0.43	0.43	0.43	0.42	0.42	0.42	0.42	0.41	0.41	0.41
65	0.52	0.45	0.43	0.41	0.41	0.40	0.40	0.40	0.40	0.39	0.39	0.39	0.39	0.39	0.39
64	0.49	0.42	0.40	0.39	0.38	0.38	0.37	0.37	0.37	0.37	0.36	0.36	0.36	0.36	0.36
63	0.46	0.39	0.37	0.36	0.35	0.35	0.35	0.34	0.34	0.34	0.34	0.34	0.33	0.33	0.33
62	0.43	0.36	0.34	0.33	0.32	0.32	0.32	0.32	0.31	0.31	0.31	0.31	0.31	0.31	0.31
61	0.39	0.33	0.31	0.30	0.30	0.29	0.29	0.29	0.29	0.29	0.28	0.28	0.28	0.28	0.28
60	0.36	0.30	0.28	0.27	0.27	0.27	0.26	0.26	0.26	0.26	0.26	0.26	0.26	0.25	0.25
59	0.32	0.27	0.25	0.25	0.24	0.24	0.24	0.24	0.23	0.23	0.23	0.23	0.23	0.23	0.23
58	0.29	0.24	0.23	0.22	0.21	0.21	0.21	0.21	0.21	0.21	0.20	0.20	0.20	0.20	0.20
57	0.25	0.21	0.20	0.19	0.19	0.19	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18	0.18
56	0.22	0.18	0.17	0.16	0.16	0.16	0.16	0.16	0.16	0.15	0.15	0.15	0.15	0.15	0.15
55	0.18	0.15	0.14	0.14	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13	0.13
54	0.14	0.12	0.11	0.11	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10	0.10
53	0.11	0.09	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
52	0.07	0.06	0.06	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
51	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: For negative values of Q_U or Q_L, P_U or P_L is equal to 100 minus the table P_U or P_L. If the value of Q_U or Q_L does not correspond exactly to a figure in the table, use the next higher value.

**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 °F (4 °C) without permission of the Engineer. If permission is given, the mix design strength requirement may require the Contractor to increase the cement or eliminate the cement factor reduction for a water-reducing or high range water-reducing admixture which is permitted according to Article 1020.05(b).

The total of all organic processing additions shall be a maximum of 1.0 percent by weight (mass) of the cement. Organic processing additions shall be limited to grinding aids as defined in (a) above. Inorganic processing additions shall 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 °F (4 °C) without permission of the Engineer. If permission is given, the mix design strength requirement may require the Contractor to increase the cement or eliminate the cement factor reduction for a water-reducing or high range water-reducing admixture which is permitted according to Article 1020.05(b).

The total of all organic processing additions shall be a maximum of 1.0 percent by weight (mass) of the cement. Organic processing additions shall be limited to grinding aids as defined in (a) above. Inorganic processing additions shall 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 overlayer 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 - 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: November 1, 2008

FEDERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of

49 CFR part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory or most recent addendum.

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

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

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

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

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. This determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates that, in the absence of unlawful discrimination, and in an arena of fair and open competition, DBE companies can be expected to perform **6.0%** of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set forth in this Special Provision:

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

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

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

- (a) In order to assure the timely award of the contract, the as-read low bidder shall submit a Disadvantaged Business Utilization Plan on Department form SBE 2026 within seven working days after the date of letting. To meet the seven day requirement, the bidder may send the Plan by certified mail or delivery service within the seven working day period. If a question arises concerning the mailing date of a Plan, the mailing date will be established by the U.S. Postal Service postmark on the original certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service. It is the responsibility of the bidder to ensure that the postmark or receipt date is affixed within the seven working days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Plan is to be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). It is the responsibility of the bidder to obtain confirmation of telefax delivery. The Department will not accept a Utilization Plan if it does not meet the seven day submittal requirement and the bid will be declared not responsive. In the event the bid is declared not responsive due to a failure to submit a Plan or failure to comply with the bidding procedures set forth herein, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty, and may deny authorization to bid the project if re-advertised for bids. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration or to extend the time for award.
- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.

- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. The signatures on these forms must be original signatures. All elements of information indicated on the said form shall be provided, including but not limited to the following:
- (1) The name and address of each DBE to be used;
 - (2) A description, including pay item numbers, of the commercially useful work to be done by each DBE;
 - (3) The price to be paid to each DBE for the identified work specifically stating the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
 - (4) A commitment statement signed by the bidder and each DBE evidencing availability and intent to perform commercially useful work on the project; and
 - (5) If the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s).
- (d) The contract will not be awarded until the Utilization Plan submitted by the bidder is approved. The Utilization Plan will be approved by the Department if the Plan commits sufficient commercially useful DBE work performance to meet the contract goal. The Utilization Plan will not be approved by the Department if the Plan does not commit sufficient DBE performance to meet the contract goal unless the bidder documents that it made a good faith effort to meet the goal. The good faith procedures of Section VIII of this special provision apply. If the Utilization Plan is not approved because it is deficient in a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no less than a five working day period in order to cure the deficiency.

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

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

- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.
- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the full value of all such DBE trucks operated using DBE employed drivers. Goal credit will be limited to the value of the reasonable fee or commission received by the DBE if trucks are leased from a non-DBE company.
- (e) DBE as a material supplier:
 - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
 - (2) 100 percent goal credit for the cost of materials or supplies obtained from a DBE manufacturer.
 - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

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

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases, and will be considered by the Department.
 - (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder

must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.

- (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.
- (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
- (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.
 - b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration.

However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also, the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.

- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
- (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
- (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.

- (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines that the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that a good faith effort has not been made, the Department will notify the bidder of that preliminary determination by contacting the responsible company official designated in the Utilization Plan. The preliminary determination shall include a statement of reasons why good faith efforts have not been found, and may include additional good faith efforts that the bidder could take. The notification will designate a five working day period during which the bidder shall take additional efforts. The bidder is not limited by a statement of additional efforts, but may take other action beyond any stated additional efforts in order to obtain additional DBE commitments. The bidder shall submit an amended Utilization Plan if additional DBE commitments to meet the contract goal are secured. If additional DBE commitments sufficient to meet the contract goal are not secured, the bidder shall report the final good faith efforts made in the time allotted. All additional efforts taken by the bidder will be considered as part of the bidder's good faith efforts. If the bidder is not able to meet the goal after taking additional efforts, the Department will make a pre-final determination of the good faith efforts of the bidder and will notify the designated responsible company official of the reasons for an adverse determination.
- (c) The bidder may request administrative reconsideration of a pre-final determination adverse to the bidder within the five working days after the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The pre-final determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issue of whether an adequate good faith effort was made to meet the contract goal. In addition, the request shall be considered a consent by the bidder to extend the time for award. The request will be forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order to consider all issues of whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CONTRACT COMPLIANCE. Compliance with this Special Provision is an essential part of the contract. The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall

goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal.

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

Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Plan, the Department will deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages.

- (d) The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.
- (e) Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department.

EQUIPMENT RENTAL RATES (BDE)

Effective: August 2, 2007

Revised: January 2, 2008

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

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

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

- "(4) Equipment. Equipment used for extra work shall be authorized by the Engineer. The equipment shall be specifically described, be of suitable size and capacity for the work to be performed, and be in good operating condition. For such equipment, the Contractor will be paid as follows.
 - a. Contractor Owned Equipment. Contractor owned equipment will be paid for by the hour using the applicable FHWA hourly rate from the "Equipment Watch Rental Rate Blue Book" (Blue Book) in effect when the force account work begins. The FHWA hourly rate is calculated as follows.

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

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

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

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

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

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

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

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

FLAGGER AT SIDE ROADS AND ENTRANCES (BDE)

Effective: April 1, 2009

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

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

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

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

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

Effective: April 1, 2007

Revised: April 1, 2008

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

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

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

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

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

2/ Allowable limit below minimum design VMA requirement"

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

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

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

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

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

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

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

"Test Parameter	Acceptable Limits of Precision
% Passing: ^{1/}	
1/2 in. (12.5 mm)	5.0 %
No. 4 (4.75 mm)	5.0 %
No. 8 (2.36 mm)	3.0 %
No. 30 (600 μm)	2.0 %
Total Dust Content No. 200 (75 μm) ^{1/}	2.2 %
Asphalt Binder Content	0.3 %
Maximum Specific Gravity of Mixture	0.026
Bulk Specific Gravity	0.030
VMA	1.4 %
Density (% Compaction)	1.0 % (Correlated)

1/ Based on washed ignition."

HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE)

Effective: April 1, 2008

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

"Parameter	Frequency of Tests	Frequency of Tests	Test Method
	High ESAL Mixture Low ESAL Mixture	All Other Mixtures	See Manual of Test Procedures for Materials
Aggregate Gradation Hot bins for batch and continuous plants. Individual cold-feed or combined belt- feed for drier drum plants. % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm) Note 1.	1 dry gradation per day of production (either morning or afternoon sample). and 1 washed ignition oven test on the mix per day of production (conduct in the afternoon if dry gradation is conducted in the morning or vice versa). Note 3. Note 4.	1 gradation per day of production. The first day of production shall be a washed ignition oven test on the mix. Thereafter, the testing shall alternate between dry gradation and washed ignition oven test on the mix. Note 4.	Illinois Procedure
Asphalt Binder Content by Ignition Oven Note 2.	1 per half day of production	1 per day	Illinois-Modified AASHTO T 308

Air Voids Bulk Specific Gravity of Gyratory Sample	Day's production \geq 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 \geq 1200 tons: 1 per half day of production	1 per day	Illinois-Modified AASHTO T 209"
	Day's production < 1200 tons: 1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)		

HOT-MIX ASPHALT – TRANSPORTATION (BDE)

Effective: April 1, 2008

Revise Article 1030.08 of the Standard Specifications to read:

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

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

- (a) Ambient air temperature is below 60 °F (15 °C).
- (b) The weather is inclement.

(c) The temperature of the HMA immediately behind the paver screed is below 250 °F (120 °C).

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

HOT-MIX ASPHALT MIXTURE IL-9.5L (BDE)

Effective: January 1, 2008

Revise the table entry for C Surface Mixture in Article 1004.03(a) of the Standard Specifications to read:

“Use	Mixture	Aggregates Allowed
HMA High ESAL Low ESAL	C Surface IL-12.5, IL-9.5, or IL-9.5L	Crushed Gravel Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag (except when used as leveling binder)”

Revise the second sentence of the first paragraph of Article 1004.03(b) of the Standard Specifications to read:

“For Class A (seal or cover coat), and other binder courses, the coarse aggregate shall be Class C quality or better.”

Revise the table in Article 1030.04(b)(2) of the Standard Specifications to read:

“VOLUMETRIC REQUIREMENTS Low ESAL				
Mixture Composition	Design Compactive Effort	Design Air Voids Target %	VMA (Voids in the Mineral Aggregate), % min.	VFA (Voids Filled with Asphalt Binder), %
IL-9.5L	N _{DES} =30	4.0	15.0	65-78
IL-19.0L	N _{DES} =30	4.0	13.0	N/A”

LIQUIDATED DAMAGES (BDE)

Effective: April 1, 2009

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

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

MULTILANE PAVEMENT PATCHING (BDE)

Effective: November 1, 2002

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

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE)

Effective: April 1, 2007

Revised: November 1, 2008

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

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

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

If the Contractor fails to correct a deficiency within the specified time, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency exists. The calendar day(s) will begin with notification to the Contractor and end with the Engineer's acceptance of the correction. The daily monetary deduction will be either \$1000.00 or 0.05 percent of the awarded contract value, whichever is greater. For those deficiencies where corrective action was not an option, the monetary deduction will be immediate and will be valued at one calendar day."

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: June 1, 2000

Revised: January 1, 2006

Federal regulations found at 49 CFR §26.29 mandate the Department to establish a contract clause to require Contractors to pay subcontractors for satisfactory performance of their subcontracts and to set the time for such payments.

State law also addresses the timing of payments to be made to subcontractors and material suppliers. Section 7 of the Prompt Payment Act, 30 ILCS 540/7, requires that when a Contractor receives any payment from the Department, the Contractor shall make corresponding, proportional payments to each subcontractor and material supplier performing work or supplying material within 15 calendar days after receipt of the Department payment. Section 7 of the Act further provides that interest in the amount of two percent per month, in addition to the payment due, shall be paid to any subcontractor or material supplier by the Contractor if the payment required by the Act is withheld or delayed without reasonable cause. The Act also provides that the time for payment required and the calculation of any interest due applies to transactions between subcontractors and lower-tier subcontractors and material suppliers throughout the contracting chain.

This Special Provision establishes the required federal contract clause, and adopts the 15 calendar day requirement of the State Prompt Payment Act for purposes of compliance with the federal regulation regarding payments to subcontractors. This contract is subject to the following payment obligations.

When progress payments are made to the Contractor according to Article 109.07 of the Standard Specifications, the Contractor shall make a corresponding payment to each subcontractor and material supplier in proportion to the work satisfactorily completed by each subcontractor and for the material supplied to perform any work of the contract. The proportionate amount of partial payment due to each subcontractor and material supplier throughout the contracting chain shall be determined by the quantities measured or otherwise determined as eligible for payment by the Department and included in the progress payment to the Contractor. Subcontractors and material suppliers shall be paid by the Contractor within 15 calendar days after the receipt of payment from the Department. The Contractor shall not hold retainage from the subcontractors. These obligations shall also apply to any payments made by subcontractors and material suppliers to their subcontractors and material suppliers; and to all payments made to lower tier subcontractors and material suppliers throughout the contracting chain. Any payment or portion of a payment subject to this provision may only be withheld from the subcontractor or material supplier to whom it is due for reasonable cause.

This Special Provision does not create any rights in favor of any subcontractor or material supplier against the State or authorize any cause of action against the State on account of any payment, nonpayment, delayed payment, or interest claimed by application of the State Prompt Payment Act. The Department will not approve any delay or postponement of the 15 day requirement except for reasonable cause shown after notice and hearing pursuant to Section 7(b) of the State Prompt Payment Act. State law creates other and additional remedies available to any subcontractor or material supplier, regardless of tier, who has not been paid for work properly performed or material furnished. These remedies are a lien against public funds set forth in Section 23(c) of the Mechanics Lien Act, 770 ILCS 60/23(c), and a recovery on the Contractor's payment bond according to the Public Construction Bond Act, 30 ILCS 550.

PAYROLLS AND PAYROLL RECORDS (BDE)

Effective: March 1, 2009

FEDERAL AID CONTRACTS. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

"STATEMENTS AND PAYROLLS

The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit payroll records to the Engineer each week from the start to the completion of their respective work, except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number.). The submittals shall be on the Department's form SBE 48, or an approved facsimile. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate box ("No Work", "Suspended", or "Complete") checked on the form."

STATE CONTRACTS. Revise Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

"IV.COMPLIANCE WITH THE PREVAILING WAGE ACT

1. **Prevailing Wages.** All wages paid by the Contractor and each subcontractor shall be in compliance with The Prevailing Wage Act (820 ILCS 130), as amended, except where a prevailing wage violates a federal law, order, or ruling, the rate conforming to the federal law, order, or ruling shall govern. The Contractor shall be responsible to notify each subcontractor of the wage rates set forth in this contract and any revisions thereto. If the Department of Labor revises the wage rates, the Contractor will not be allowed additional compensation on account of said revisions.

2. Payroll Records. The Contractor and each subcontractor shall make and keep, for a period of three years from the date of completion of this contract, records of the wages paid to his/her workers. The payroll records shall include each worker's name, address, telephone number, social security number, classification, rate of pay, number of hours worked each day, starting and ending times of work each day, total hours worked each week, itemized deductions made, and actual wages paid. Upon two business days' notice, these records shall be available, at all reasonable hours at a location within the State, for inspection by the Department or the Department of Labor.
3. Submission of Payroll Records. The Contractor and each subcontractor shall submit payroll records to the Engineer each week from the start to the completion of their respective work, except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). The submittals shall be on the Department's form SBE 48, or an approved facsimile. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate box ("No Work", "Suspended", or "Complete") checked on the form.

Each submittal shall be accompanied by a statement signed by the Contractor or subcontractor which avers that: (i) such records are true and accurate; (ii) the hourly rate paid to each worker is not less than the general prevailing rate of hourly wages required by the Act; and (iii) the Contractor or subcontractor is aware that filing a payroll record that he/she knows to be false is a Class B misdemeanor.

4. Employee Interviews. The Contractor and each subcontractor shall permit his/her employees to be interviewed on the job, during working hours, by compliance investigators of the Department or the Department of Labor."

PERSONAL PROTECTIVE EQUIPMENT (BDE)

Effective: November 1, 2008

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

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

RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)

Effective: January 1, 2007

Revised: April 1, 2009

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

Revise Section 1031 of the Standard Specifications to read:

"SECTION 1031. RECLAIMED ASPHALT PAVEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Max RAP Percentage

HMA Mixtures ^{1/, 3/}	Maximum % RAP		
	Ndesign	Binder/Leveling Binder	Surface
30	30	30	10
50	25	15	10
70	15 / 25 ^{2/}	10 / 15 ^{2/}	10
90	10	10	10
105	10	10	10

- 1/ For HMA shoulder and stabilized subbase (HMA) N-30, the amount of RAP shall not exceed 50% of the mixture.
- 2/ Value of Max % RAP if homogeneous RAP stockpile of IL-9.5 RAP is utilized.
- 3/ When RAP exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent RAP would require a virgin asphalt binder grade of PG64-22 to be reduced to a PG58-28). If warm mix asphalt (WMA) technology is utilized, and production temperatures do not exceed 275°F (135 °C) the grades shall be reduced as follows:

Overlays:

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

Full Depth:

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

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

Max FRAP Percentage^{1/}

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

- 1/ Minimum of two fractions for surface and binder applications.
- 2/ For HMA shoulder and stabilized subbase (HMA) N30, the amount of RAP shall not exceed 50 percent of the mixture.

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

Overlays:

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

Full Depth:

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

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

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

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

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

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

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

(a) Dryer Drum Plants.

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

(b) Batch Plants.

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

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

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

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

REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)

Effective: April 1, 2007

Revised: November 1, 2008

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

"At the time of manufacturing, the retroreflective prismatic sheeting used on channelizing devices shall meet or exceed the initial minimum coefficient of retroreflection as specified in the following table. Measurements shall be conducted according to ASTM E 810, without averaging. 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."

SEEDING (BDE)

Effective: July 1, 2004

Revised: January 1, 2009

Revise the following seeding mixtures shown in Table 1 of Article 250.07 of the Standard Specifications to read:

"Table 1 - SEEDING MIXTURES		
Class – Type	Seeds	lb/acre (kg/hectare)
2 Roadside Mixture 7/	Tall Fescue (Inferno, Tarheel II, Quest, Blade Runner, or Falcon IV)	100 (110)
	Perennial Ryegrass	50 (55)
	Creeping Red Fescue	40 (50)
	Red Top	10 (10)
2A Salt Tolerant Roadside Mixture 7/	Tall Fescue (Inferno, Tarheel II, Quest, Blade Runner, or Falcon IV)	60 (70)
	Perennial Ryegrass	20 (20)
	Red Fescue (Audubon, Sea Link, or Epic)	30 (20)
	Hard Fescue (Rescue 911, Spartan II, or Reliant IV)	30 (20)
	Fults Salt Grass 1/	60 (70)"

Revise Note 7 of Table 1 – Seeding Mixtures of Article 250.07 of the Standard Specifications to read:

"7/ In Districts 1 through 6, the planting times shall be April 1 to June 15 and August 1 to November 1. In Districts 7 through 9, the planting times shall be March 1 to June 1 and August 1 to November 15. Seeding may be performed outside these dates provided the Contractor guarantees a minimum of 75 percent uniform growth over the entire seeded area(s) after a period of establishment. Inspection dates for the period of establishment will be as follows: Seeding conducted in Districts 1 through 6 between June 16 and July 31 will be inspected after April 15 and seeding conducted between November 2 and March 31 will be inspected after September 15. Seeding conducted in Districts 7 through 9 between June 2 and July 31 will be inspected after April 15 and seeding conducted between November 16 and February 28 will be inspected after September 15. The guarantee shall be submitted to the Engineer in writing prior to performing the work. After the period of establishment, areas not exhibiting 75 percent uniform growth shall be interseeded or reseeded, as determined by the Engineer, at no additional cost to the Department."

Revise Table II of Article 1081.04(c)(6) of the Standard Specifications to read:

TABLE II						
Variety of Seeds	Hard Seed	Purity	Pure Live	Weed	Secondary *	Notes
	%	%	Seed %	%	Noxious Weeds	
	Max.	Min.	Min.	Max.	Max. Permitted	
Alfalfa	20	92	89	0.50	6 (211)	1/
Clover, Alsike	15	92	87	0.30	6 (211)	2/
Red Fescue, Audubon	0	97	82	0.10	3 (105)	-
Red Fescue, Creeping	-	97	82	1.00	6 (211)	-
Red Fescue, Epic	-	98	83	0.05	1 (35)	-
Red Fescue, Sea Link	-	98	83	0.10	3 (105)	-
Tall Fescue, Blade Runner	-	98	83	0.10	2 (70)	-
Tall Fescue, Falcon IV	-	98	83	0.05	1 (35)	-
Tall Fescue, Inferno	0	98	83	0.10	2 (70)	-
Tall Fescue, Tarheel II	-	97	82	1.00	6 (211)	-
Tall Fescue, Quest	0	98	83	0.10	2 (70)	-
Fults Salt Grass	0	98	85	0.10	2 (70)	-
Kentucky Bluegrass	-	97	80	0.30	7 (247)	4/
Oats	-	92	88	0.50	2 (70)	3/
Redtop	-	90	78	1.80	5 (175)	3/
Ryegrass, Perennial, Annual	-	97	85	0.30	5 (175)	3/
Rye, Grain, Winter	-	92	83	0.50	2 (70)	3/
Hard Fescue, Reliant IV	-	98	83	0.05	1 (35)	-
Hard Fescue, Rescue 911	0	97	82	0.10	3 (105)	-
Hard Fescue, Spartan II	-	98	83	0.10	3 (105)	-
Timothy	-	92	84	0.50	5 (175)	3/
Wheat, hard Red Winter	-	92	89	0.50	2 (70)	3/

Revise the first sentence of the first paragraph of Article 1081.04(c)(7) of the Standard Specifications to read:

“The seed quantities indicated per acre (hectare) for Prairie Grass Seed in Classes 3, 3A, 4, 4A, 6, and 6A in Article 250.07 shall be the amounts of pure, live seed per acre (hectare) for each species listed.”

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.

TEMPORARY EROSION CONTROL (BDE)

Effective: November 1, 2002

Revised: January 1, 2008

Revise the third paragraph of Article 280.03 of the Standard Specifications to read:

“Erosion control systems shall be installed prior to beginning any activities which will potentially create erodible conditions. Erosion control systems for areas outside the limits of construction such as storage sites, plant sites, waste sites, haul roads, and Contractor furnished borrow sites shall be installed prior to beginning soil disturbing activities at each area. These offsite systems shall be designed by the Contractor and be subject to the approval of the Engineer.”

Add the following paragraph after the third paragraph of Article 280.03 of the Standard Specifications:

“The temporary erosion and sediment control systems shown on the plans represent the minimum systems anticipated for the project. Conditions created by the Contractor’s operations, or for the Contractor’s convenience, which are not covered by the plans, shall be protected as directed by the Engineer at no additional cost to the Department. Revisions or modifications of the erosion and sediment control systems shall have the Engineer’s written approval.”

Add the following paragraph after the ninth paragraph of Article 280.07 of the Standard Specifications:

“Temporary or permanent erosion control systems required for areas outside the limits of construction will not be measured for payment.”

Delete the tenth (last) paragraph of Article 280.08 of the Standard Specifications.

THERMOPLASTIC PAVEMENT MARKINGS (BDE)

Effective: January 1, 2007

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

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

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

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

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

White: Daylight Reflectance75 percent min.

*Yellow: Daylight Reflectance45 percent min.

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456”

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

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

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

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within **120** working days.

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

Effective: November 2, 2006

Revised: April 1, 2009

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

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

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

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

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

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

For bituminous materials measured in gallons: $Q, \text{ tons} = V \times 8.33 \text{ lb/gal} \times SG / 2000$
For bituminous materials measured in liters: $Q, \text{ metric tons} = V \times 1.0 \text{ kg/L} \times SG / 1000$

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

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

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

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR BITUMINOUS MATERIALS COST ADJUSTMENTS

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

Yes No

Signature: _____ **Date:** _____

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

Effective: April 1, 2009

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

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

(a) Categories of Work.

- (1) Category A: Earthwork. Contract pay items performed under Sections 202, 204, and 206 including any modified standard or nonstandard items where the character of the work to be performed is considered earthwork. The cumulative total of all applicable item plan quantities shall exceed 25,000 cu yd (20,000 cu m). Included in the fuel usage factor is a weighted average 0.10 gal/cu yd (0.50 liters/cu m) factor for trucking.
- (2) Category B: Subbases and Aggregate Base Courses. Contract pay items constructed under Sections 311, 312 and 351 including any modified standard or nonstandard items where the character of the work to be performed is considered construction of a subbase or aggregate, stabilized or modified base course. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is a 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.
- (3) Category C: Hot-Mix Asphalt (HMA) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 355, 406, 407 and 482 including any modified standard or nonstandard items where the character of the work to be performed is considered HMA bases, pavements and shoulders. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.
- (4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 including any

modified standard or nonstandard items where the character of the work to be performed is considered PCC base, pavement or shoulder. The cumulative total of all applicable item plan quantities shall exceed 7500 sq yd (6000 sq m). Included in the fuel usage factor is 1.20 gal/cu yd (5.94 liters/cu m) factor for trucking.

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

(b) Fuel Usage Factors.

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

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

(c) Quantity Conversion Factors.

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

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

$$CA = (FPI_P - FPI_L) \times (FUF / 100) \times Q$$

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

The entire FUF indicated in paragraph (b) will be used regardless of use of trucking to perform the work.

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

Final Quantities. Upon completion of the work and determination of final pay quantities, an adjustment will be prepared to reconcile any differences between estimated quantities previously paid and the final quantities. The value for the balancing adjustment will be based on a weighted average of FPI_P and Q only for those months requiring the cost adjustment. The cost adjustment will be applicable to the final measured quantities of all applicable pay items.

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

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

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

OPTION FOR FUEL COST ADJUSTMENT

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

Contract No.: _____

Company Name: _____

Contractor's Option:

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

- | | | |
|--|-----|--------------------------|
| Category A Earthwork. | Yes | <input type="checkbox"/> |
| Category B Subbases and Aggregate Base Courses | Yes | <input type="checkbox"/> |
| Category C HMA Bases, Pavements and Shoulders | Yes | <input type="checkbox"/> |
| Category D PCC Bases, Pavements and Shoulders | Yes | <input type="checkbox"/> |
| Category E Structures | Yes | <input type="checkbox"/> |

Signature: _____ **Date:** _____

STORM WATER POLLUTION PREVENTION PLAN



Storm Water Pollution Prevention Plan

Route	<u>FAP 301</u>	Marked Rt.	<u>US 20</u>
Section	<u>(17,18)RS-1</u>	Project No.	<u></u>
County	<u>Stephenson/ Winnebago</u>	Contract No.	<u>64F00</u>

This plan has been prepared to comply with the provisions of the NPDES Permit Number ILR10, issued by the Illinois Environmental Protection Agency on May 30, 2003 for storm water discharges from Construction Site Activities. This plan has also been prepared to comply with the provisions of NPDES Permit Number ILR40 for discharges from small municipal separate storm sewer systems if checked below.

NPDES permits associated with this project:

ILR10 Permit No. (if applicable): _____

ILR40 Permit No. (if applicable): _____

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

GEORGE F. RYAN
 Print Name

REGION 2 DEPUTY DIRECTOR
 Title

IL DOT
 Agency

George F. Ryan
 Signature

2-6-2009
 Date

I. Site Description:

A. The following is a description of the project location:

This project is located along US 20 EB and WB lanes from Browns Mill Road east of Freeport to 0.2 mile west of Pecatonica Road.

B. The following is a description of the construction activity which is the subject of this plan:

This project is a 3P project which consists of patching, resurfacing and placing topsoil wedge along the outside edge of shoulders.

C. The following is a description of the intended sequence of major activities which will disturb soils for major portions of the construction site, such as grubbing, excavation and grading:

The placement of topsoil along the shoulders.

D. The total area of the construction site is estimated to be 91.5 acres.

The total area of the site that is estimated will be disturbed by excavation, grading or other activities is 11.7 acres.

E. The following is a weighted average of the runoff coefficient for this project after construction activities are completed:

0.75

- F. The following is a description of the soil types found at the project site followed by information regarding their erosivity:

Based on the USDA "Soil Survey of Stephenson and Winnebago Counties, Illinois" the mapped soil area associated with this project consist of "Plano Silt Loam", to a depth of 15". This association generally has an erosion factor (k) value of 0.28 for water and is assigned to group 6 for wind suceptabilityto wind erosion.

- G. The following is a description of potentially erosive areas associated with this project:

The only known erosive area is going to be the topsoil wedge that will be placed along the shoulders on the project.

- H. The following is a description of soil disturbing activities, their locations, and their erosive factors (e.g. steepness of slopes, length of slopes, etc):

The topsoil wedge that will be placed and has a slope approximately 6%.

- I. See the erosion control plans and/or drainage plans for this contract for information regarding drainage patterns, approximate slopes anticipated before and after major grading activities, locations where vehicles enter or exit the site and controls to prevent offsite sediment tracking (to be added after contractor identifies locations), areas of soil disturbance, the location of major structural and non-structural controls identified in the plan, the location of areas where stabilization practices are expected to occur, surface waters (including wetlands) and locations where storm water is discharged to surface water including wetlands.

- J. The following is a list of receiving water(s) and the ultimate receiving water(s), and areal extent of wetland acreage at the site. The location of the receiving waters can be found on the erosion and sediment control plans:

Silver creek, Wickham creek, Sumner creek, Grove creek.

- K. The following pollutants of concern will be associated with this construction project:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Soil Sediment | <input checked="" type="checkbox"/> Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids) |
| <input checked="" type="checkbox"/> Concrete | <input checked="" type="checkbox"/> Antifreeze / Coolants |
| <input checked="" type="checkbox"/> Concrete Truck Waste | <input checked="" type="checkbox"/> Waste water from cleaning construction equipment |
| <input checked="" type="checkbox"/> Concrete Curing Compounds | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> Solid Waste Debris | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Paints | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Solvents | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> Fertilizers / Pesticides | <input type="checkbox"/> Other (specify) |

II. Controls:

This section of the plan addresses the controls that will be implemented for each of the major construction activities described in I.C. above and for all use areas, borrow sites, and waste sites. For each measure discussed, the contractor will be responsible for its implementation as indicated. The contractor shall provide to the resident engineer a plan for the implementation of the measures indicated. The contractor, and subcontractors, will notify the resident engineer of any proposed changes, maintenance, or modifications to keep construction activities compliant with the permit. Each such contractor has signed the required certification on forms which are attached to, and are a part of, this plan:

A. Erosion and Sediment Controls

1. **Stabilized Practices:** Provided below is a description of interim and permanent stabilization practices, including site specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include but are not limited to: temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided below in II(A)(1)(a) and II(A)(3), stabilization measures shall be

initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 14 days after the construction activity in that portion of the site has temporarily or permanently ceases on all disturbed portions of the site where construction will not occur for a period of 21 or more calendar days.

- a. Where the initiation of stabilization measures by the 14th day after construction activity temporarily or permanently ceases is precluded by snow cover, stabilization measures shall be initiated as soon as practicable thereafter.

The following Stabilization Practices will be used for this project:

- | | |
|---|--|
| <input type="checkbox"/> Preservation of Mature Vegetation | <input checked="" type="checkbox"/> Erosion Control Blanket / Mulching |
| <input type="checkbox"/> Vegetated Buffer Strips | <input type="checkbox"/> Sodding |
| <input type="checkbox"/> Protection of Trees | <input type="checkbox"/> Geotextiles |
| <input checked="" type="checkbox"/> Temporary Erosion Control Seeding | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Temporary Turf (Seeding, Class 7) | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Temporary Mulching | <input type="checkbox"/> Other (specify) |
| <input checked="" type="checkbox"/> Permanent Seeding | <input type="checkbox"/> Other (specify) |

Describe how the Stabilization Practices listed above will be utilized:

Temporary erosion control seeding will be applied to all bare areas to minimize exposed earth surfaces. Permanent seeding Class 2A will be done per IDOT standards. Erosion control Blanket shall be used on permanent seeding to cover the seeded areas.

2. **Structural Practices:** Provided below is a description of structural practices that will be implemented, to the degree attainable, to divert flows from exposed soils, store flows or otherwise limit runoff and the discharge of pollutants from exposed areas of the site. Such practices may include but are not limited to: perimeter erosion barrier, earth dikes, drainage swales, sediment traps, ditch checks, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions, and temporary or permanent sediment basins. The installation of these devices may be subject to Section 404 of the Clean Water Act.

The following Structural Practices will be used for this project:

- | | |
|--|--|
| <input type="checkbox"/> Perimeter Erosion Barrier | <input type="checkbox"/> Rock Outlet Protection |
| <input type="checkbox"/> Temporary Ditch Check | <input type="checkbox"/> Riprap |
| <input type="checkbox"/> Storm Drain Inlet Protection | <input type="checkbox"/> Gabions |
| <input type="checkbox"/> Sediment Trap | <input type="checkbox"/> Slope Mattress |
| <input type="checkbox"/> Temporary Pipe Slope Drain | <input type="checkbox"/> Retaining Walls |
| <input type="checkbox"/> Temporary Sediment Basin | <input type="checkbox"/> Slope Walls |
| <input type="checkbox"/> Temporary Stream Crossing | <input type="checkbox"/> Concrete Revetment Mats |
| <input type="checkbox"/> Stabilized Construction Exits | <input type="checkbox"/> Level Spreaders |
| <input type="checkbox"/> Turf Reinforcement Mats | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Permanent Check Dams | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Permanent Sediment Basin | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Aggregate Ditch | <input type="checkbox"/> Other (specify) |
| <input type="checkbox"/> Paved Ditch | <input type="checkbox"/> Other (specify) |

Describe how the Structural Practices listed above will be utilized:

This project involves no or minimum excavation. Therefore, a small contingency items of Inlet and Pipe Protection and Temporary Ditch Checks are included in the plans to give the Resident on this project the flexibility to implement these measures if needed.

3. **Storm Water Management:** Provided below is a description of measures that will be installed during the construction process to control pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

- a. Such practices may include but are not limited to: storm water detention structures (including wet ponds), storm water retention structures, flow attenuation by use of open vegetated swales and natural depressions, infiltration of runoff on site, and sequential systems (which combine several practices).

The practices selected for implementation were determined on the basis of the technical guidance in Section 59-8 (Erosion and Sediment Control) in Chapter 59 (Landscape Design and Erosion Control) of the Illinois Department of Transportation Bureau of Design and Environment Manual. If practices other than those discussed in Section 59-8 are selected for implementation or if practices are applied to situations different from those covered in Section 59-8, the technical basis for such decisions will be explained below.

- b. Velocity dissipation devices will be placed at discharge locations and along the length of any outfall channel as necessary to provide a non-erosive velocity flow from the structure to a water course so that the natural physical and biological characteristics and functions are maintained and protected (e.g. maintenance of hydrologic conditions such as the hydroperiod and hydrodynamics present prior to the initiation of construction activities).

Description of Storm Water Management Controls.

Culvert flows must be maintained by the Contractor throughout the project. Normal flows shall be allowed to pass at the rate it enters the jobsite. High flows shall be allowed to pass without causing damage to upstream properties.

4. Other Controls:

- a. Vehicle Entrances and Exits – Stabilized construction entrances and exits must be constructed to prevent tracking of sediments onto roadways.

The contractor will provide the resident engineer with a written plan identifying the location of stabilized entrances and exits and the procedures (s)he will use to construct and maintain them.

- b. Material Delivery, Storage, and Use – The following BMPs shall be implemented to help prevent discharges of construction materials during delivery, storage, and use:
- All products delivered to the project site must be properly labeled.
 - Water tight shipping containers and/or semi trailers shall be used to store hand tools, small parts, and most construction materials that can be carried by hand, such as paint cans, solvents, and grease.
 - A storage/containment facility should be chosen for larger items such as drums and items shipped or stored on pallets. Such material is to be covered by a tin roof or large sheets of plastic to prevent precipitation from coming in contact with the products being stored.
 - Large items such as light stands, framing materials and lumber shall be stored in the open in a general storage area. Such material shall be elevated with wood blocks to minimize contact with storm water runoff.
 - Spill clean-up materials, material safety data sheets, an inventory of materials, and emergency contact numbers shall be maintained and stored in one designated area and each Contractor is to inform his/her employees and the resident engineer of this location.
- c. Stockpile Management – BMPs shall be implemented to reduce or eliminate pollution of storm water from stockpiles of soil and paving materials such as but not limited to portland cement concrete rubble, asphalt concrete, asphalt concrete rubble, aggregate base, aggregate sub base, and pre-mixed aggregate. The following BMPs may be considered:
- Perimeter Erosion Barrier
 - Temporary Seeding
 - Temporary Mulch
 - Plastic Covers
 - Soil Binders
 - Storm Drain Inlet Protection

The contractor will provide the resident engineer with a written plan of the procedures (s)he will use on the project and how they will be maintained.

- d. Waste Disposal. No materials, including building materials, shall be discharged into Waters of the State, except as authorized by a Section 404 permit.
- e. The provisions of this plan shall ensure and demonstrate compliance with applicable State and/or local waste disposal, sanitary sewer or septic system regulations.
- f. The contractor shall provide a written and graphic plan to the resident engineer identifying where each of the above areas will be located and how they are to be managed.

5. Approved State or Local Laws

The management practices, controls and provisions contained in this plan will be in accordance with IDOT specifications, which are at least as protective as the requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual, 1995. Procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials shall be described or incorporated by reference in the space provided below. Requirements specified in sediment and erosion site plans, site permits, storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI, to be authorized to discharge under permit ILR10 incorporated by reference and are enforceable under this permit even if they are not specifically included in the plan.

Description of procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials:

All management practices, control, and other provisions provided in this plan are in accordance with "IDOT Standard Specifications for Road and Bridge Construction".

III. Maintenance:

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, the vegetation, erosion and sediment control measures and other protective measures identified in this plan. The resident engineer will provide maintenance guides to the contractor for the practices associated with this project.

Seeding-All erodible bare earth areas will be temporarily seeded as needed to minimize the amount of erodible surface. Ditch Checks- Sediment will be removed from the ditch checks if the integrity of the ditch checks is in jeopardy. Any ditch checks that have failed will be repaired or replaced immediately. Inlet and Pipe Protection- Sediment will be removed from the pipe protection system if integrity of system is in jeopardy. Any pipe protection that fails will be repaired or replaced immediately.

IV. Inspections:

Qualified personnel shall inspect disturbed areas of the construction site which have not yet been finally stabilized, structural control measures, and locations where vehicles and equipment enter and exit the site. Such inspections shall be conducted at least once every seven (7) calendar days and within 24 hours of the end of a storm that is 0.5 inches or greater or equivalent snowfall.

- A. Disturbed areas, use areas (storage of materials, stockpiles, machine maintenance, fueling, etc.), borrow sites, and waste sites shall be inspected for evidence of, or the potential for, pollutants entering the drainage system. Erosion and sediment control measures identified in the plan shall be observed to ensure that they are operating correctly. Discharge locations or points that are accessible, shall be inspected to ascertain whether erosion control measures are effective in preventing significant impacts to receiving waters. Locations where vehicles enter or exit the site shall be inspected for evidence of off site sediment tracking.
- B. Based on the results of the inspection, the description of potential pollutant sources identified in section I above and pollution prevention measures identified in section II above shall be revised as appropriate as soon as practicable after such inspection. Any changes to this plan resulting from the required inspections shall be implemented within ½ hour to 1 week based on the urgency of the situation. The resident engineer will notify the contractor of the time required to implement such actions through the weekly inspection report.

- C. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, the date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with section IV(B) shall be made and retained as part of the plan for at least three (3) years after the date of the inspection. The report shall be signed in accordance with Part VI. G of the general permit.
- D. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the resident engineer shall complete and file an "Incidence of Noncompliance" (ION) report for the identified violation. The resident engineer shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI. G of the general permit.

The Incidence of Non-Compliance shall be mailed to the following address:

Illinois Environmental Protection Agency
Division of Water Pollution Control
Attn: Compliance Assurance Section
1021 North Grand East
Post Office Box 19276
Springfield, Illinois 62794-9276

V. Non-Storm Water Discharges:

Except for flows from fire fighting activities, sources of non-storm water that is combined with storm water discharges associated with the industrial activity addressed in this plan must be described below. Appropriate pollution prevention measures, as described below, will be implemented for the non-storm water component(s) of the discharge.

- A. Spill Prevention and Control – BMPs shall be implemented to contain and clean-up spills and prevent material discharges to the storm drain system. The contractor shall produce a written plan stating how his/her company will prevent, report, and clean up spills and provide a copy to all of his/her employees and the resident engineer. The contractor shall notify all of his/her employees on the proper protocol for reporting spills. The contractor shall notify the resident engineer of any spills immediately.
- B. Concrete Residuals and Washout Wastes – The following BMPs shall be implemented to control residual concrete, concrete sediments, and rinse water:
- Temporary Concrete Washout Facilities shall be constructed for rinsing out concrete trucks. Signs shall be installed directing concrete truck drivers where designated washout facilities are located.
 - The contractor shall have the location of temporary concrete washout facilities approved by the resident engineer.
 - All temporary concrete washout facilities are to be inspected by the contractor after each use and all spills must be reported to the resident engineer and cleaned up immediately.
 - Concrete waste solids/liquids shall be disposed of properly.
- C. Litter Management – A proper number of dumpsters shall be provided on site to handle debris and litter associated with the project. The Contractor is responsible for ensuring his/her employees place all litter including marking paint cans, soda cans, food wrappers, wood lathe, marking ribbon, construction string, and all other construction related litter in the proper dumpsters.
- D. Vehicle and Equipment Cleaning – Vehicles and equipment are to be cleaned in designated areas only, preferably off site.
- E. Vehicle and Equipment Fueling – A variety of BMPs can be implemented during fueling of vehicles and equipment to prevent pollution. The contractor shall inform the resident engineer as to which BMPs will be used

on the project. The contractor shall inform the resident engineer how (s)he will be informing his/her employees of these BMPs (i.e. signs, training, etc.). Below are a few examples of these BMPs:

- Containment
- Spill Prevention and Control
- Use of Drip Pans and Absorbents
- Automatic Shut-Off Nozzles
- Topping Off Restrictions
- Leak Inspection and Repair

F. Vehicle and Equipment Maintenance – On site maintenance must be performed in accordance with all environmental laws such as proper storage and no dumping of old engine oil or other fluids on site.

VI. Failure to Comply:

Failure to comply with any provisions of this Storm Water Pollution Prevention Plan will result in the implementation of an Erosion and Sediment Control Deficiency Deduction against the contractor and/or penalties under the NPDES permit which could be passed onto the contractor.



Contractor Certification Statement

The Resident Engineer is to make copies of this form and every contractor and sub-contractor will be required to complete their own separate form.

This certification statement is part of the Storm Water Pollution Prevention Plan for the project described below, in accordance with General NPDES Permit No. ILR10 issued by the Illinois Environmental Protection Agency.

Route	<u>FAP 301</u>	Marked Rt.	<u>US 20</u>
Section	<u>(17,18)RS-1</u>	Project No.	<u></u>
County	<u>Stephenson/ Winnebago</u>	Contract No.	<u>64F00</u>

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit (ILR 10) that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification. I have read and understand all of the information and requirements stated in the Storm Water Pollution Prevention Plan for the above mentioned project. I have provided all documentation required to be in compliance with the ILR10 and Storm Water Pollution Prevention Plan and will provide timely updates to these documents as necessary.

Contractor

Sub-Contractor

_____	_____
Print Name	Signature
_____	_____
Title	Date
_____	_____
Name of Firm	Telephone
_____	_____
Street Address	City/State/ZIP

Illinois Department of Transportation
PROJECT LABOR AGREEMENT

This Project Labor Agreement ("PLA") is entered into this _____ day of _____, 2007, by and between the Illinois Department of Transportation ("IDOT" or "Department") in its proprietary capacity, and each relevant Illinois AFL-CIO Building Trades Council made signatory hereto by the Illinois AFL-CIO Statewide Project Labor Agreement Committee on behalf of itself and each of its affiliated members (individually and collectively, the "Union"). This PLA shall apply to Construction Work (as defined herein) to be performed by IDOT's Prime Contractor and each of its relevant subcontractors of whatever tier ("Subcontractor" or "Subcontractors") on Contract 64F00 (hereinafter, the "Project").

ARTICLE 1 - INTENT AND PURPOSES

- 1.1. This PLA is entered into in furtherance of Illinois Executive Order No. 2003-13. It is mutually understood and agreed that the terms and conditions of this PLA are intended to promote the public interest in obtaining timely and economical completion of the Project by encouraging productive and efficient construction operations; by establishing a spirit of harmony and cooperation among the parties; and by providing for peaceful and prompt settlement of any and all labor grievances or jurisdictional disputes of any kind without strikes, lockouts, slowdowns, delays or other disruptions to the prosecution of the work.
- 1.2. As a condition of the award of the contract for performance of work on the Project, IDOT's Prime Contractor and each of its Subcontractors shall be required to sign a "Contractor Letter of Assent", in the form attached hereto as Exhibit A, prior to commencing Construction Work on the Project. Each Union affiliate and separate local representing workers engaged in Construction Work on the Project in accordance with this PLA are bound to this agreement by the Illinois AFL-CIO Statewide Project Labor Agreement Committee which is the central committee established with full authority to negotiate and sign PLAs with the State on behalf of all respective crafts. Upon their signing the Letter of Assent, the Prime Contractor, each Subcontractor, and the individual Unions shall thereafter be deemed a party to this PLA. No party signatory to this PLA shall, contract or subcontract, nor permit any other person, firm, company or entity to contract or subcontract for the performance of Construction Work for the Project to any person, firm, company or entity that does not agree in writing to become bound by the terms of this PLA prior to commencing such work.
- 1.3. It is understood that the Prime Contractor(s) and each Subcontractor will be considered and accepted by the Unions as separate employers for the purposes of collective bargaining, and it is further agreed that the employees working under this PLA shall constitute a bargaining unit separate and distinct from all others. The Parties hereto also agree that this PLA shall be applicable solely with respect to this Project, and shall have no bearing on the interpretation of any other collective bargaining agreement or as to the recognition of any bargaining unit other than for the specific purposes of this Project.

- 1.4. In the event of a variance or conflict, whether explicit or implicit, between the terms and conditions of this PLA and the provisions of any other applicable national, area, or local collective bargaining agreement, the terms and conditions of this PLA shall supercede and control. For any work performed under the NTL Articles of Agreement, the National Stack/Chimney Agreement, the National Cooling Tower Agreement, the National Agreement of the International Union of Elevator Constructors, and for any instrument calibration work and loop checking performed under the UA/IBEW Joint National Agreement for Instrument and Control Systems Technicians, the preceding sentence shall apply only with respect to Articles I, II, V, VI, and VII.
- 1.5. Subject to the provisions of paragraph 1.4 of this Article, it is the parties' intent to respect the provisions of any other collective bargaining agreements that may now or hereafter pertain, whether between the Prime Contractor and one or more of the Unions or between a Subcontractor and one or more of the Unions. Accordingly, except and to the extent of any contrary provision set forth in this PLA, the Prime Contractor and each of its Subcontractors agrees to be bound and abide by the terms of the following in order of precedence: (a) the applicable collective bargaining agreement between the Prime Contractor and one or more of the Unions made signatory hereto; (b) the applicable collective bargaining agreement between a Subcontractor and one or more of the Unions made signatory hereto; or (c) the current applicable area collective bargaining agreement for the relevant Union that is the agreement certified by the Illinois Department of Labor for purposes of establishing the Prevailing Wage applicable to the Project. The Union will provide copies of the applicable collective bargaining agreements pursuant to part (c) of the preceding sentence to the Prime Contractor. Assignments by the Contractors amongst the trades shall be consistent with area practices; in the event of unresolved disagreements as to the propriety of such assignments, the provisions of Article VI shall apply.
- 1.6. Subject to the limitations of paragraphs 1.4 and 1.5 of this Article, the terms of each applicable collective bargaining agreement as determined in accordance with paragraph 1.5 are incorporated herein by reference, and the terms of this PLA shall be deemed incorporated into such other applicable collective bargaining agreements only for purposes of their application to the Project.
- 1.7. To the extent necessary to comply with the requirements of any fringe benefit fund to which the Prime Contractor or Subcontractor is required to contribute under the terms of an applicable collective bargaining agreement pursuant to the preceding paragraph, the Prime Contractor or Subcontractor shall execute all "Participation Agreements" as may be reasonably required by the Union to accomplish such purpose; provided, however, that such Participation Agreements shall, when applicable to the Prime Contractor or Subcontractor solely as a result of this PLA, be amended as reasonably necessary to reflect such fact. Upon written notice from any applicable fringe benefit fund, IDOT will withhold from the Prime Contractor payment of any delinquencies arising from this Project.

- 1.8. In the event that the applicable collective bargaining agreement between a Prime Contractor and the Union or between the Subcontractor and the Union expires prior to the completion of this Project, the expired applicable contract's terms will be maintained until a new applicable collective bargaining agreement is ratified. The wages and fringe benefits included in any new applicable collective bargaining agreement will apply on and after the effective date of the newly negotiated collective bargaining agreement, except to the extent wage and fringe benefit retroactivity is specifically agreed upon by the relevant bargaining parties.

ARTICLE II – APPLICABILITY, RECOGNITION, AND COMMITMENTS

- 2.1 The term Construction Work as used herein shall include all “construction, prosecution, completion, or repair” work performed by a “laborer or mechanic” at the “site of the work” for the purpose of “building” the specific structures and improvements that constitute the Project. Terms appearing within quotation marks in the preceding sentence shall have the meaning ascribed to them pursuant to 29 CFR Part 5.
- 2.2 By executing the Letters of Assent, Prime Contractor and each of its Subcontractors recognizes the Unions signatory to this PLA as the sole and exclusive bargaining representatives for their craft employees employed on the jobsite for this Project. Unions who are signatory to this PLA will have recognition on the Project for their craft.
- 2.3 The Prime Contractor and each of its Subcontractors retains and shall be permitted to exercise full and exclusive authority and responsibility for the management of its operations, except as expressly limited by the terms of this PLA or by the terms and conditions of the applicable collective bargaining agreement.
- 2.4 Except to the extent contrary to an express provision of the relevant collective bargaining agreement, equipment or materials used in the Project may be pre-assembled or pre-fabricated, and there shall be no refusal by the Union to handle, transport, install, or connect such equipment or materials. Equipment or materials delivered to the job-site will be unloaded and handled promptly without regard to potential jurisdictional disputes; any such disputes shall be handled in accordance with the provisions of this PLA.
- 2.5 Unions commit to furnishing qualified and skilled craft persons as required by the Prime Contractor and its Subcontractors in fulfillment of their obligations to complete the Project. In order to promote the long-term development of a skilled and knowledgeable work force, the parties are encouraged to utilize apprentices to the maximum extent permitted by the applicable collective bargaining agreement.
- 2.6 The parties are mutually committed to promoting a safe working environment for all personnel at the job site. It shall be the responsibility of each employer to which this PLA applies to provide and maintain safe working conditions for its employees, and to comply with all applicable federal, state, and local health and safety laws and regulations.

- 2.7 The use or furnishing of alcohol or drugs and the conduct of any other illegal activity at the job-site is strictly prohibited. The parties shall take every practical measure consistent with the terms of applicable collective bargaining agreements to ensure that the job-site is free of alcohol and drugs.
- 2.8 All parties to this PLA agree that they shall not discriminate against any employee based on race, creed, color, national origin, union activity, age, or gender as required by all applicable federal, state, and local laws.
- 2.9 The Parties hereto agree that engineering consultants and materials testing employees, to the extent subject to the terms of this PLA, shall be fully expected to objectively and responsibly perform their duties and obligations owed to the Department without regard to the potential union affiliation of such employees or of other employees on the Project.

ARTICLE III - ADMINISTRATION OF AGREEMENT

- 3.1 In order to assure that all parties have a clear understanding of the PLA and to promote harmony, a post-award pre-job conference will be held among the Prime Contractor, all Subcontractors and Union representatives prior to the start of any Construction Work on the Project. No later than the conclusion of such pre-job conference, the parties shall, among other matters, provide to one another contact information for their respective representatives (including name, address, phone number, facsimile number, e-mail). Nothing herein shall be construed to limit the right of the Department to discuss or explain the purpose and intent of this PLA with prospective bidders or other interested parties prior to or following its award of the job.
- 3.2 Representatives of the Prime Contractor and the Unions shall meet as often as reasonably necessary following award until completion of the Project to assure the effective implementation of this PLA.
- 3.3 Not less than once per month, Prime Contractor and all Subcontractors shall make available in writing to the Unions a Project status report that shall include, though not necessarily be limited to, planned activities for the next 30 day period and estimated numbers of employees by craft required for the next 30 day period. The purpose of this Project status report is to promote effective workforce planning and to facilitate resolution of any potential jurisdictional or other problems.
- 3.4 Not later than the earlier of (a) five business days following the pre-job conference, or (b) commencement of Construction Work, the Unions and Prime Contractor (on behalf of itself and all its subcontractors of whatever tier) shall confer and jointly designate a slate of three (3) permanent arbitrators (each a "Permanent Arbitrator") for the purpose of hearing disputes pursuant to Articles V and VII of this PLA. The slate of Permanent Arbitrators shall be selected from among the following individuals: Jack P. Cerone, Thomas F. Gibbons, Thomas G. Pagan, Robert Perkovich, Byron Yaffee, and Glenn A. Zipp. In the event that the Unions and Prime Contractor are not able to agree on a full

slate of three Permanent Arbitrators, the Department, after consultation with the Unions and Prime Contractor, shall designate such additional Permanent Arbitrators as may be necessary to establish the full slate. A single Permanent Arbitrator shall be selected from the slate of three on a rotating basis to adjudicate each arbitrable matter as it arises. In the event a Permanent Arbitrator is not available to adjudicate a particular matter in the order of rotation, the arbitration assignment shall pass to the next available Permanent Arbitrator.

ARTICLE IV - HOURS OF WORK AND GENERAL CONDITIONS

- 4.1 The standard work day for Construction Work on the Project shall be an established consecutive eight (8) hour period between the hours of 7:00 a.m. and 5:00 p.m. with one-half hour designated as unpaid period for lunch. The standard work week shall be five (5) consecutive days of work commencing on Monday. Starting time shall be established at the pre-job conference, and shall be applicable to all craft employees on the Project unless otherwise expressly agreed in writing. In the event Project site or other job conditions dictate a change in the established starting time and/or a staggered lunch period for portions of the Project or for specific crafts, the Prime Contractor, relevant Subcontractors and business managers of the specific crafts involved shall confer and mutually agree to such changes as appropriate. If proposed work schedule changes cannot be mutually agreed upon between the parties, the hours fixed at the time of the pre-job meeting shall prevail.
- 4.2 Shift work may be established and directed by the Prime Contractor or relevant Subcontractor as reasonably necessary or appropriate to fulfill the terms of its contract with the Department. If used, shift hours, rates and conditions shall be as provided in the applicable collective bargaining agreement.
- 4.3 The parties agree that chronic and/or unexcused absenteeism is undesirable and must be controlled in accordance with procedures established by the applicable collective bargaining agreement. Any employee disciplined for absenteeism in accordance with such procedures shall be suspended from all work on the Project for not less than the maximum period permitted under the applicable collective bargaining agreement.
- 4.4 Except as may be otherwise expressly provided by the applicable collective bargaining agreement, employment begins and ends at the Project site; employees shall be at their place of work at the starting time; and employees shall remain at their place of work until quitting time.
- 4.5 Except as may be otherwise expressly provided by the applicable collective bargaining agreement, there shall be no limit on production by workmen, no restrictions on the full use of tools or equipment, and no restrictions on efficient use of manpower or techniques of construction other than as may be required by safety regulations.

- 4.6 The parties recognize that specialized or unusual equipment may be installed on the Project. In such cases, the Union recognizes the right of the Prime Contractor or Subcontractor to involve the equipment supplier or vendor's personnel in supervising the setting up of the equipment, making modifications and final alignment, and performing similar activities that may be reasonably necessary prior to and during the start-up procedure in order to protect factory warranties. The Prime Contractor or Subcontractor shall notify the Union representatives in advance of any work at the job-site by such vendor personnel in order to promote a harmonious relationship between the equipment vendor's personnel and other Project employees.
- 4.7 For the purpose of promoting full and effective implementation of this PLA, authorized Union representatives shall have access to the Project job-site during scheduled work hours. Such access shall be conditioned upon adherence to all reasonable visitor and security rules of general applicability that may be established for the Project site at the pre-job conference or from time to time thereafter.

ARTICLE V - GRIEVANCE AND ARBITRATION PROCEDURES

- 5.1 Except as provided in Articles VI or VII, it is specifically agreed among the parties that any grievance or dispute arising out of the interpretation or application of this PLA shall be settled by means of the expedited arbitration process set forth in Paragraph 5.2 below. No such grievance or dispute shall be recognized unless called to the attention of the Prime Contractor and relevant Subcontractor by the Union or to the Union by the Prime Contractor or relevant Subcontractor within five (5) working days after the alleged violation was committed or discovered by the grieving party.
- 5.2 Grievances shall be settled according to the following procedure:
- 5.2.A. Step 1. The dispute shall be referred to the Steward of the craft union involved and a representative of the Prime Contractor and relevant Subcontractor at the job-site.
- 5.2.B. Step 2. In the event that the Steward and the contractors' representatives at the job-site cannot reach agreement within two (2) working days after a meeting is arranged and held, the matter shall be referred to the Union Business Manager and to executive representatives of the Prime Contractor and relevant Subcontractor.
- 5.2.C. Step 3. In the event the dispute is not resolved within five (5) working days after completion of Step 2, the relevant parties shall request a Permanent Arbitrator as determined in accordance with paragraph 3.4 of this PLA, who shall, within ten (10) working days, hear the grievance and make a written decision. Such decisions shall be final and binding on all parties. The parties shall each pay the expense of their own representative. The expense of the Permanent Arbitrator shall be divided equally between (1) the Prime Contractor and/or relevant Subcontractor, and (2) the involved Union.

- 5.3 Any failure of a party to comply fully with such final and binding decision of the Permanent Arbitrator may result in removal of the non-complying party from the site, in a holdback from the Prime Contractor or Subcontractor of any amounts awarded, or in such other relief as the Department may reasonably determine is necessary to promote final resolution of the dispute.
- 5.4 In the event any dispute or grievance should arise, the parties expressly agree that it shall be resolved without occurrence of any strike, work stoppage, slow-down or other prohibited activities as provided in Article VII of this PLA. Individuals or parties violating this section shall be subject to immediate discharge or other discipline.

ARTICLE VI - JURISDICTIONAL DISPUTES

- 6.1 As used in this Agreement, the term "jurisdictional dispute" shall be defined as any dispute, difference or disagreement involving the assignment of particular work to one class or craft of employees rather than to a different class or craft of employees, regardless of that Contractor's contractual relationship to any other employer, contractor, or organization on the site.
- 6.2 It is agreed by and between the parties to this Agreement that any and all jurisdictional disputes shall be resolved in the following manner; each of the steps hereinafter listed shall be initiated by the parties in sequence as set forth:
 - (a) Negotiation by and between the Local Business Representative of the disputing Union and Employer shall take place within two (2) business days. Business days are defined as Monday through Friday excluding contract holidays. Such negotiations shall be pursued until it is apparent that the dispute cannot be resolved at the local level.
 - (b) The International Representatives of the disputing Union shall meet or confer and attempt to resolve said dispute. This meeting shall take place within two (2) business days. Business days are defined as Monday through Friday excluding contract holidays.
 - (c) The parties to the Jurisdictional Dispute shall submit the dispute directly to an Arbitrator after complying with paragraph (2b) above. The parties shall meet with the Arbitrator within three (3) business days. Business days are defined as Monday through Friday excluding contract holidays. An Arbitrator will be selected based on availability from the slate of permanent Arbitrators. The Arbitrator's bench decision will be given the day of the hearing and will be final and legally binding on this project only. The Arbitrator's bench decision will be implemented without delay. The cost of Arbitration will be shared equally by the disputing parties. Any party to the dispute can require that a "long form" written decision be provided from the Arbitrator, however the cost of the "long form" written decision will be the responsibility of the party making the request.

Notes:

- A jurisdictional dispute may be submitted based upon a pre-job assignment.
 - If any party to the jurisdictional disputes does not fully comply with the steps and time limits with each step, then the party in non-compliance will lose by “automatic default”.
 - Time limits at any step can be extended if all parties to the jurisdictional dispute mutually agree in writing.
 - All parties to a jurisdictional dispute can mutually agree to waive the time limits in steps (a) and (b) and proceed directly to an expedited arbitration hearing.
- (d) In rendering his decision, the Arbitrator shall determine:
- (1) First whether a previous agreement of record or applicable agreement, including a disclaimer agreement, between the National or International Unions to the dispute governs;
 - (2) Only if the Arbitrator finds that the dispute is not covered by an appropriate or applicable agreement of record or agreement between the crafts to the dispute, he shall then consider whether there is a previous decision of record governing the case;
 - (3) If the Arbitrator finds that a previous decision of record governs the case, the Arbitrator shall apply the decision of record in rendering his decision except under the following circumstances. After notice to the other parties to the dispute prior to the hearing that it intends to challenge the decision of record, if a trade challenging the decision of record is able to demonstrate that the recognized and established prevailing practice in the locality of the work has been contrary to the applicable decision of record, and that historically in that locality the work in dispute has not been performed by the other craft or crafts, the Arbitrator may rely on such prevailing practice rather than the decision of record. If the craft relying on the decision of record demonstrates that it has performed the work in dispute in the locality of the job, then the Arbitrator shall apply the decision of record in rendering his decision. If the Arbitrator finds that a craft has improperly obtained the prevailing practice in the locality through raiding, the undercutting of wagers or by the use of vertical agreements, the Arbitrator shall rely on the decision of record rather than the prevailing practice in the locality.
 - (4) If no decision of record is applicable, the Arbitrator shall then consider the established trade practice in the industry and prevailing practice in the locality; and

- (5) Only if none of the above criteria is found to exist, the Arbitrator shall then consider that because efficiency, cost or continuity and good management are essential to the well being of the industry, the interest of the consumer or the past practice of the employer shall not be ignored.

The Arbitrator shall set forth the basis for his decision and shall explain his findings regarding the applicability of the above criteria. If lower-ranked criteria are relied upon, the Arbitrator shall explain why the higher-ranked criteria were not deemed applicable. The Arbitrator's decision shall only apply to the job in dispute.

- (6) Agreements of record are applicable only to the party's signatory to such agreements. Decision of record are applicable to all trades.
- (7) The Arbitrator is not authorized to award back pay or any other damages for a mis-assignment of work. Nor may any party bring an independent action for back pay or any other damages, based upon a decision of an Arbitrator.

6.3 The signatory parties to this Agreement agree that jurisdictional disputes cannot and shall not interfere with the efficient and continuous operations required for the successful application of this Agreement. In the event a dispute arises, the Contractor's assignment shall be followed until the dispute is resolved.

6.4 Equipment or material delivered to the job site will be unloaded promptly without regard to jurisdictional disputes which will be handled as per the provisions of this Agreement. The Contractor will supply the Union with delivery schedules, allowing as much time as possible to insure the appropriate crafts will be available to unload the materials or equipment.

6.5 All signatory affiliates agree that upon request, a representative shall be assigned without delay to attempt a settlement in the event of a question on assignments.

ARTICLE VII - WORK STOPPAGES AND LOCKOUTS

7.1 During the term of this PLA, no Union or any of its members, officers, stewards, employees, agents or representatives shall instigate, support, sanction, maintain, or participate in any strike, picketing, walkout, work stoppage, slow down or other activity that interferes with the routine and timely prosecution of work at the Project site or at any other contractor's or supplier's facility that is necessary to performance of work at the Project site. Hand billing at the Project site during the designated lunch period and before commencement or following conclusion of the established standard workday shall not, in itself, be deemed an activity that interferes with the routine and timely prosecution of work on the Project.

- 7.2 Should any activity prohibited by paragraph 7.1 of this Article occur, the Union shall undertake all steps reasonably necessary to promptly end such prohibited activities. No Union complying with its obligations under this Article shall be liable for acts of employees for which it has no responsibility or for the unauthorized acts of employees it represents. Any employee who participates in or encourages any activity prohibited by paragraph 7.1 shall be immediately suspended from all work on the Project for a period equal to the greater of (a) 60 days; or (b) the maximum disciplinary period allowed under the applicable collective bargaining agreement for engaging in comparable unauthorized or prohibited activity.
- 7.3 During the term of this PLA, the Prime Contractor and its Subcontractors shall not engage in any lockout at the Project site of employees covered by this Agreement.
- 7.4 Upon notification of violations of this Article, the principal officer or officers of the local area Building and Construction Trades Council, and the Illinois AFL-CIO Statewide Project Labor Agreement Committee as appropriate, will immediately instruct, order and use their best efforts to cause the affiliated union or unions to cease any violations of this Article. A Trades Council and the Committee otherwise in compliance with the obligations under this paragraph shall not be liable for unauthorized acts of its affiliates.
- 7.5 In the event that activities in violation of this Article are not immediately halted through the efforts of the parties, any aggrieved party may invoke the special arbitration provisions set forth in paragraph 7.6 of this Article.
- 7.6 Upon written notice to the other involved parties by the most expeditious means available, any aggrieved party may institute the following special arbitration procedure when a breach of this Article is alleged:
- 7.6.A The party invoking this procedure shall notify the individual designated as the Permanent Arbitrator pursuant to Article III of the nature of the alleged violation; such notice shall be by the most expeditious means possible. The initiating party may also furnish such additional factual information as may be reasonably necessary for the Permanent Arbitrator to understand the relevant circumstances. Copies of any written materials provided to the arbitrator shall also be contemporaneously provided by the most expeditious means possible to the party alleged to be in violation and to all other involved parties.
- 7.6.B Upon receipt of said notice the Permanent Arbitrator shall set and hold a hearing within twenty-four (24) hours if it is contended the violation is ongoing, but not before twenty-four (24) hours after the written notice to all parties involved as required above.
- 7.6.C The Permanent Arbitrator shall notify the parties by facsimile or any other effective written means, of the place and time chosen by the Permanent Arbitrator for this hearing. Said hearing shall be completed in one session. A failure of any party or parties to attend said hearing shall not delay the hearing of evidence or issuance of an Award by the Permanent Arbitrator.

7.6.D The sole issue at the hearing shall be whether a violation of this Article has, in fact, occurred. An Award shall be issued in writing within three (3) hours after the close of the hearing, and may be issued without a written opinion. If any party desires a written opinion, one shall be issued within fifteen (15) days, but its issuance shall not delay compliance with, or enforcement of, the Award. The Permanent Arbitrator may order cessation of the violation of this Article, and such Award shall be served on all parties by hand or registered mail upon issuance.

7.6.E Such Award may be enforced by any court of competent jurisdiction upon the filing of the Award and such other relevant documents as may be required. Facsimile or other hardcopy written notice of the filing of such enforcement proceedings shall be given to the other relevant parties. In a proceeding to obtain a temporary order enforcing the Permanent Arbitrator's Award as issued under this Article, all parties waive the right to a hearing and agree that such proceedings may be ex parte. Such agreement does not waive any party's right to participate in a hearing for a final order of enforcement. The Court's order or orders enforcing the Permanent Arbitrator's Award shall be served on all parties by hand or by delivery to their last known address or by registered mail.

7.7 Individuals found to have violated the provisions of this Article are subject to immediate termination. In addition, IDOT reserves the right to terminate this PLA as to any party found to have violated the provisions of this Article.

7.8 Any rights created by statute or law governing arbitration proceedings inconsistent with the above procedure or which interfere with compliance therewith are hereby waived by parties to whom they accrue.

7.9 The fees and expenses of the Permanent Arbitrator shall be borne by the party or parties found in violation, or in the event no violation is found, such fees and expenses shall be borne by the moving party.

ARTICLE VIII – MISCELLANEOUS

8.1 If any Article or provision of this PLA shall be declared invalid, inoperative or unenforceable by operation of law or by final non-appealable order of any tribunal of competent jurisdiction, such provision shall be deemed severed or limited, but only to the extent required to render the remaining provisions of this PLA enforceable consistent with the intent of the parties. The remainder of this PLA or the application of such Article or provision to persons or circumstances other than those as to which it has been held invalid, inoperative or unenforceable shall not be affected thereby.

8.2 The term of this PLA shall commence as of and from the date of the notice of award to the Prime Contractor and shall end upon final acceptance by IDOT of all work on the Project by the parties hereto.

- 8.3 This PLA may not be changed or modified except by the subsequent written agreement of the parties. All parties represent that they have the full legal authority to enter into this PLA. This PLA may be executed by the parties in one or more counterparts.
- 8.4 Any liability arising out of this PLA shall be several and not joint. IDOT shall not be liable to any person or other party for any violation of this PLA by any other party, and no Contractor or Union shall be liable for any violation of this PLA by any other Contractor or Union.
- 8.5 The failure or refusal of a party to exercise its rights hereunder in one or more instances shall not be deemed a waiver of any such rights in respect of a separate instance of the same or similar nature.

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Execution Page

Illinois Department of Transportation

Christine M. Reed, P.E., Director of Highways

Ann Schneider, Director Finance & Administration

Ellen Schanzle-Haskins, Chief Counsel

Gary Hannig, Acting Secretary

(Date)

Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the local unions listed below:

(Date)

List Union Locals:

**** RETURN WITH BID ****

Exhibit A – Contractor Letter of Assent

(Date)

To All Parties:

In accordance with the terms and conditions of the contract for Construction Work on [Contract 64F00], this Letter of Assent hereby confirms that the undersigned Prime Contractor or Subcontractor agrees to be bound by the terms and conditions of the Project Labor Agreement established and entered into by the Illinois Department of Transportation in connection with said Project.

It is the understanding and intent of the undersigned party that this Project Labor Agreement shall pertain only to the identified Project. In the event it is necessary for the undersigned party to become signatory to a collective bargaining agreement to which it is not otherwise a party in order that it may lawfully make certain required contributions to applicable fringe benefit funds, the undersigned party hereby expressly conditions its acceptance of and limits its participation in such collective bargaining agreement to its work on the Project.

(Authorized Company Officer)

(Company)

**** RETURN WITH BID ****

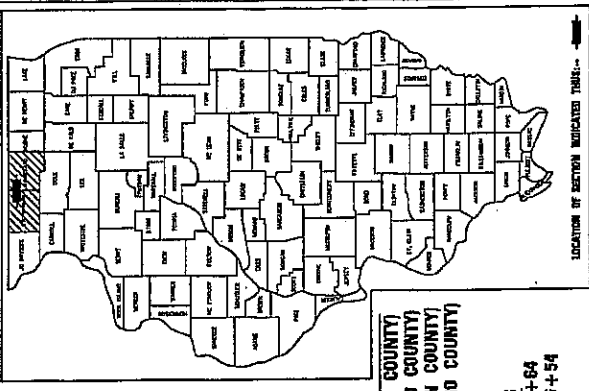
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

**FAP ROUTE 301 (US 20)
SECTION (17,18)RS-1**

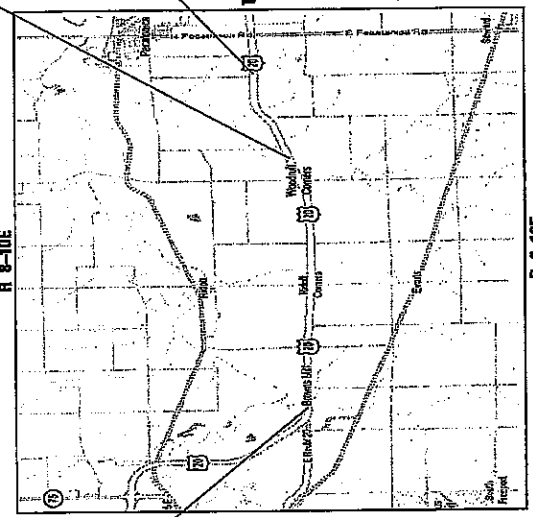
**RESURFACING PROJECT
WINNEBAGO/STEPHENSON COUNTY
C-92-117-09**

F.A.P. RTE. 301	SECTION (17,18)RS-1	COUNTY WINNEBAGO/STEPHENSON	TOTAL SHEETS 79	SHEET NO. 1
ILLINOIS CONTRACT NO. 64F00			D-92-068-09	



STATION EQUATION:
US 20 (EB) STA 1530 + 43 (STEPHENSON COUNTY)
= US 20 (EB) STA 0 + 00 (WINNEBAGO COUNTY)
US 20 (WB) STA 1530 + 49 (STEPHENSON COUNTY)
= US 20 (WB) STA 0 + 00 (WINNEBAGO COUNTY)

SECTION & IMPROVEMENT ENDS
US 20 EB (WINNEBAGO) STA 96+64
US 20 WB (WINNEBAGO) STA 96+54



SECTION & IMPROVEMENT BEGINS
US 20 EB (STEPHENSON) STA 1161+14
US 20 WB (STEPHENSON) STA 1161+40

SILVER CREEK TOWNSHIP SECTION 1
RIDDITT TOWNSHIP SECTION 1, 2, 3, 4, 5 & 6
SEWARD TOWNSHIP SECTION 5 & 6

JULIE
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-333-0123
DR 811

PROJECT ENGINEER: HASOOD AHMAD
SENIOR SQUAD LEADER: SAMIEER ABDULLAH (815) 284-5935
STUDIES & PLANS SQUAD ENGINEER: COREY CONDERMAN (815) 284-9988
CONTRACT NO. 64F00

R 8-10E
US 20 (EB) GROSS LENGTH = 46,588 FT. = 8.82 MILES
US 20 (EB) NET LENGTH = 46,250 FT. = 8.76 MILES
US 20 (WB) GROSS LENGTH = 44,563 FT. = 8.44 MILES
US 20 (WB) NET LENGTH = 44,309 FT. = 8.39 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEB 6 20 09
George F. Reynolds
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

ENGINEER OF DESIGN AND ENVIRONMENT

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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FAP ROUTE 301 (US 20) SECTION (17,18)RS-1 WINNEBAGO/STEPHENSON COUNTY

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- 642001-01 SHOULDER RUMBLE STRIPS
- 701011-02 OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701101-02 OFF-ROAD OPERATIONS, MULTILANE, 4.5m (15') TO 600mm (24") FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 45m (15') AWAY
- 701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-02 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >45MPH
- 701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
- 701400-03 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
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FILE NAME = c:\p\wo-k\p\I001\POLZINEJ\00123953\02088099-sh-t-ovr.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS & STATE STANDARDS
			F.A.P. RTE. 301
			SECTION (17.1B)RS-1
			COUNTY *
			TOTAL SHEET SHEETS NO. 79
			CONTRACT NO. 64FOO
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
			WINNEBAGO/STEPHENSON
			PLOT DATE = Thu Feb 05 11:07:07 2009

SUMMARY OF QUANTITIES

FAP 301 (US 20)
SECTION 17.48RRS-1
STEPHENSON/ WINNEBAGO COUNTIES
CONTRACT 64F00
SHEET 3 OF 79

1000. 1000

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	RURAL 100% ST. STEPHENSON	RURAL 100% ST. WINNEBAGO
21101600	TOP SOIL FURNISH AND PLACE, VARIABLE DEPTH /	SQ YD	56,541	44,615	11,926
25000210	SEEDING, CLASS 2A /	ACRE	11.8	9.3	2.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1,052	830	222
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1,052	830	222
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1,052	830	222
25100630	EROSION CONTROL BLANKET /	SQ YD	56,547	44,621	11,926
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	14,016	11,064	2,952
28000300	TEMPORARY DITCH CHECKS /	EACH	40	30	10
28000500	INLET AND PIPE PROTECTION /	EACH	70	50	20
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	216	173	43
40600300	AGGREGATE (PRIME COAT)	TON	412	328	84
40600535	LEVELING BINDER (HAND METHOD), N70 /	TON	171	135	36
40600837	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N70 /	TON	15,345	12,224	3,121
40600895	CONSTRUCTING TEST STRIP	EACH	2	1	1
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	1,446	876	570
40600990	TEMPORARY RAMP	SQ YD	437	317	120
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES /	TON	6,922	5,463	1,459
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N60 /	TON	16,896	13,452	3,444
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 /	TON	23,017	18,336	4,681
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	1,993	1,674	319
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" /	SQ YD	49,730	40,853	8,877

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAP 301 (US 20)
SECTION 17.18RS-1
STEPHENSON/ WINNEBAGO COUNTIES
CONTRACT 64F00
SHEET 4 OF 79

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	1000.	
				RURAL 100% ST. STEPHENSON	RURAL 100% ST. WINNEBAGO
44002213	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 3 1/4" ✓	SQ YD	390	0	390
44002220	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 5" ✓	SQ YD	1,718	1,570	148
44004250	PAVED SHOULDER REMOVAL ✓	SQ YD	14,176	11,170	3,006
44200120	PAVEMENT PATCHING, TYPE II, 10 INCH ✓	SQ YD	320	0	320
44200124	PAVEMENT PATCHING, TYPE III, 10 INCH ✓	SQ YD	16	0	16
44200126	PAVEMENT PATCHING, TYPE IV, 10 INCH ✓	SQ YD	100	50	50
44300100	AREA REFLECTIVE CRACK CONTROL TREATMENT ✓	SQ YD	14,080	10,560	3,520
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT ✓	FOOT	5,000	3,750	1,250
48102100	AGGREGATE WEDGE SHOULDER, TYPE B ✓	TON	132	102	30
64200105	SHOULDER RUMBLE STRIP ✓	FOOT	181,174	142,946	38,228
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	6	2
67100100	MOBILIZATION ✓	L SUM	1	0.75	0.25
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411 ✓	EACH	1	1	0.00
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.75	0.25
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	0.75	0.25
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	0.75	0.25
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.75	0.25
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	16	12	4
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	81,529	64,326	17,203
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	9,051	7,141	1,910
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2,091	1,748	343

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

FAP 301 (US 20)
 SECTION 17,18RS-1
 STEPHENSON/ WINNEBAGO COUNTIES
 CONTRACT 64F00
 SHEET 5 OF 79

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	1000- RURAL 100% ST. STEPHENSON	1000- RURAL 100% ST. WINNEBAGO
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4" ✓	FOOT	182,312	143,676	38,636
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8" ✓	FOOT	10,310	8,592	1,718
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12" ✓	FOOT	1,331	1,063	268
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24" ✓	FOOT	538	448	90
* 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" ✓	FOOT	22,791	17,961	4,830
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,335	1,060	275
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,318	1,062	256
* X0301741	AERIAL SPEED CHECK MARKING	FOOT	72	72	0
X0322729	MATERIAL TRANSFER DEVICE ✓	TON	38,362	30,560	7,802
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.75	0.25
Z0028415	GEOTECHNICAL REINFORCEMENT ✓	SQ YD	436	50	386
Z0028700	GRANULAR SUBGRADE REPLACEMENT ✓	CU YD	73	9	64

* SPECIALTY ITEM

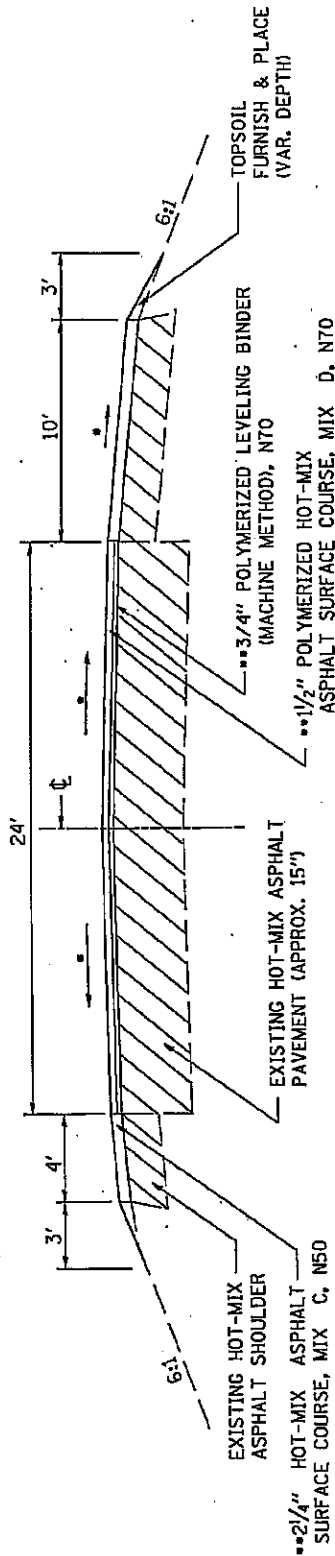
TYPICAL SECTIONS

US 20 - EB

STA. 1161+59 - 1184+67
 1188+43 - 1234+62
 1237+94 - 1261+23
 1264+21 - 1313+08
 1316+34 - 1333+22

STA. 1335+24 - 1365+22
 1368+27 - 1445+12
 1448+16 - 1463+21
 1465+30 - 1490+43

STA. 1493+54 - 1527+32
 1530+19 - 1530+43.25
 1530+43.25 = 0+00 (STATION EQUATION)
 0+00 - 15+79
 17+71 - 48+31

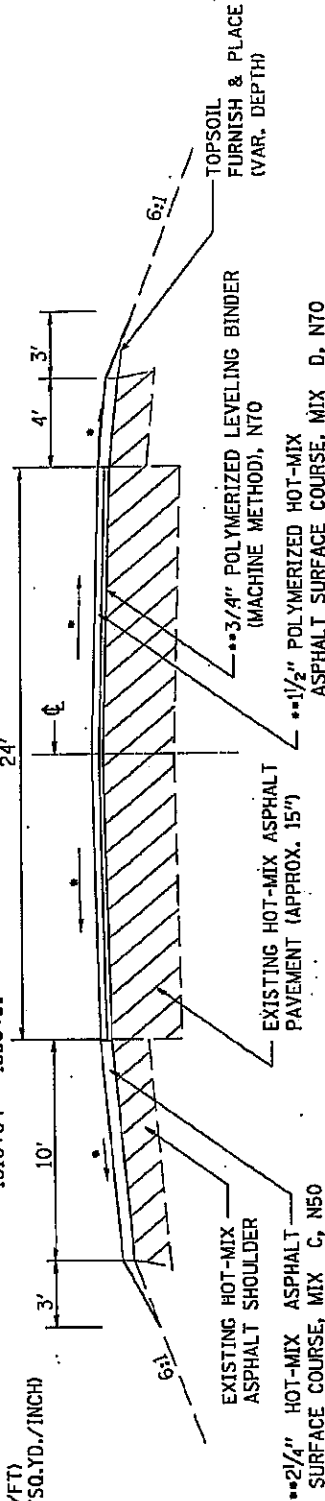


US 20 - WB

STA. 1181+85 - 1184+67
 1188+80 - 1234+29
 1237+40 - 1261+23
 1264+21 - 1312+66
 1316+04 - 1333+51

STA. 1334+73 - 1365+33
 1368+24 - 1445+11
 1448+38 - 1463+51
 1465+43 - 1490+43

STA. 1493+41 - 1527+32
 1530+19 - 1530+49
 1530+49 = 0+00 (STA. EQUATION)
 0+00 - 15+55
 17+47 - 48+31



EXISTING

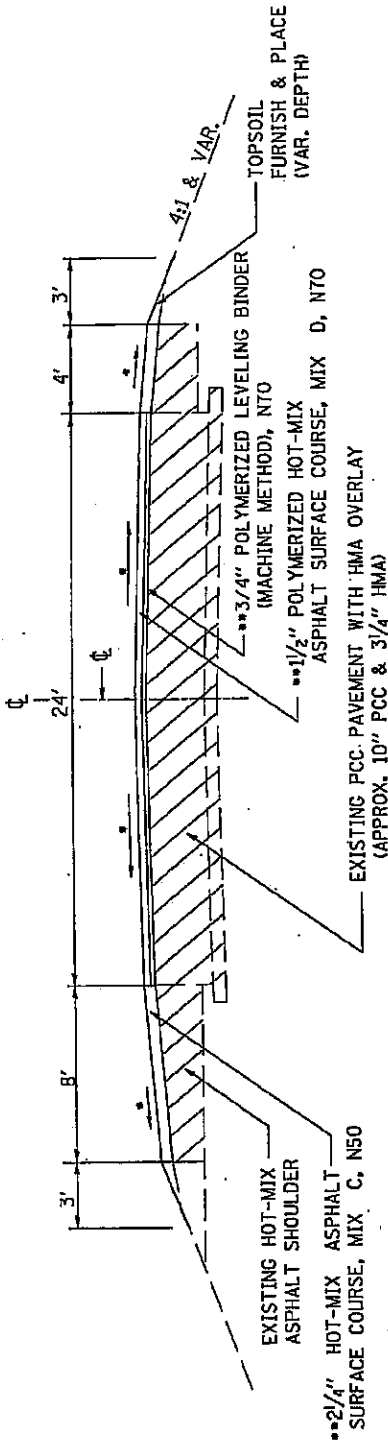
* MATCH EXISTING SLOPE
 (MIN. 1/8" / FT)
 ** (112 LBS./SQ.YD./INCH)

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	PLOT DATE = Thu Feb 05 11:15:05 2009		* WINNEBAGO/STEPHENSON		CONTRACT NO. 64F00		
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

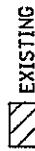
TYPICAL SECTIONS

US 20 - WB

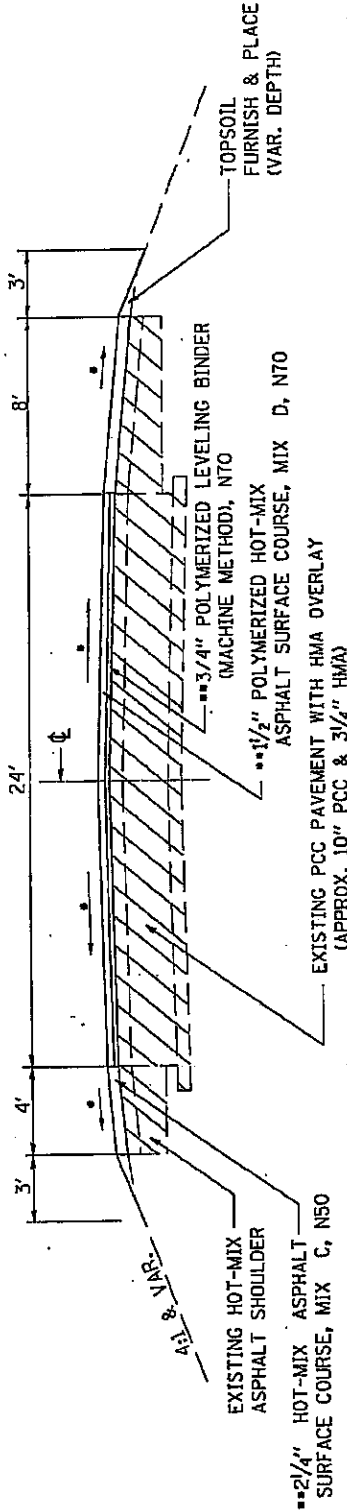
STA. 48+31 - 51+28
 54+55 - 77+79
 81+14 - 96+09



US 20 - EB
 STA. 48+31 - 51+76
 54+96 - 77+79
 81+14 - 96+19



• MATCH EXISTING SLOPE (MIN. 1/8"/FT)
 •• (112 LBS./SQ.YD./INCH)



FILE NAME = USER NAME = pol.zama.j
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PLOT DATE = Thu Feb 05 11:51:05 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - US 20

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
301	(17,1B)RS-1	WINNEBAGO	79
WINNEBAGO/STEPHENSON		CONTRACT NO.	64F00
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT	

TYPICAL SECTIONS

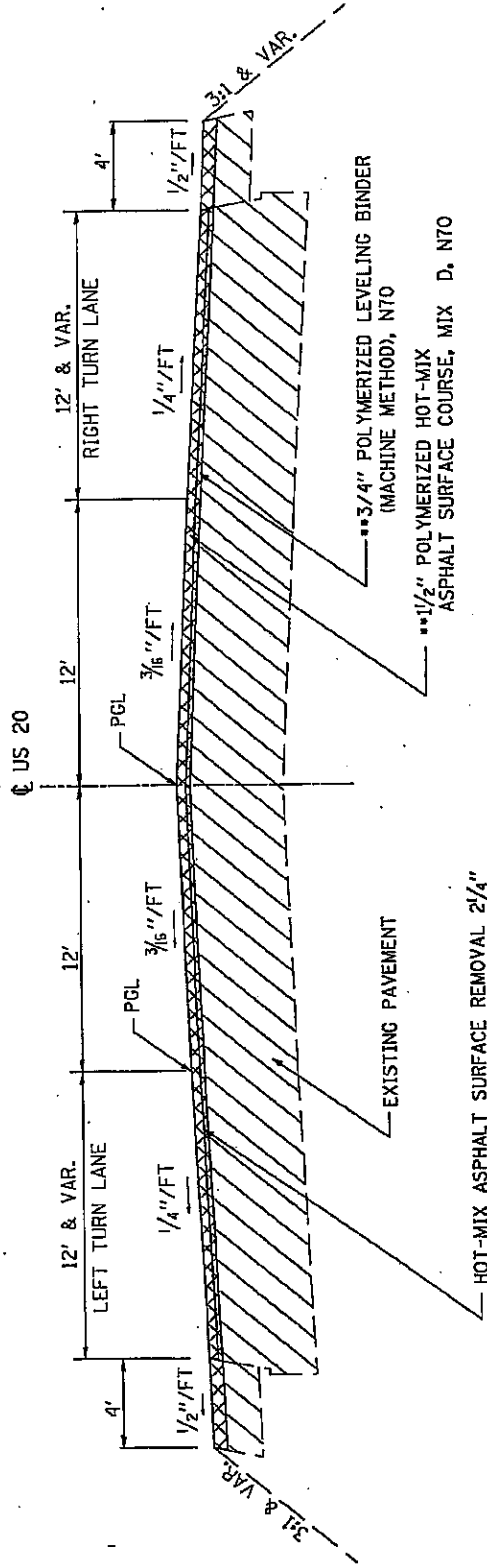
MAINLINE TYPICAL WITH TURNLANE

US 20 - EB

STA. 1185+12 - 1187+98
 1235+07 - 1237+49
 1261+68 - 1263+76
 1313+53 - 1315+89
 1365+67 - 1367+82

US 20 - WB

STA. 1185+12 - 1188+35
 1234+74 - 1236+95
 1261+68 - 1263+76
 1313+11 - 1315+59
 1365+78 - 1367+79



REMOVAL

EXISTING

* MATCH EXISTING SLOPE (MIN. 1/8"/FT)
 ** 112 LBS./SQ.YD./INCH

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PLOT DATE = Thu Feb 05 11:15:06 2009		CONTRACT NO. 64F00		ILLINOIS FED. AID PROJECT						

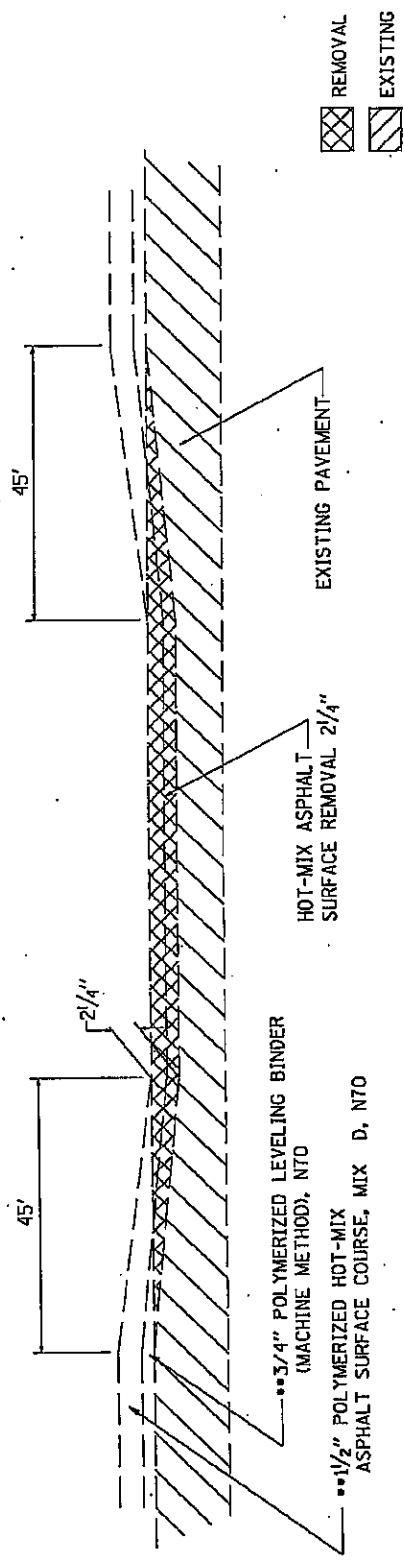
TYPICAL MILLING TAPER

US 20 - EB

US 20

US 20 - WB

STA.	1184+67 - 1185+12	STA.	1445+12 - 1445+57	STA.	1184+67 - 1185+12	STA.	1445+11 - 1445+56
1187+98	- 1188+43	1447+71	- 1448+16	1188+35	- 1188+80	1447+93	- 1448+38
1234+62	- 1235+07	1490+43	- 1490+88	1234+29	- 1234+74	1490+43	- 1490+88
1237+49	- 1237+94	1493+09	- 1493+54	1236+95	- 1237+40	1492+96	- 1493+41
1261+23	- 1261+68	1527+32	- 1527+77	1261+23	- 1261+68	1527+32	- 1527+77
1263+76	- 1264+21	1529+74	- 1530+19	1263+76	- 1264+21	1529+74	- 1530+19
1313+08	- 1313+53	1551+78	- 1552+23	1312+66	- 1313+11	1551+28	- 1551+73
1315+89	- 1316+34	1554+51	- 1554+96	1315+59	- 1316+04	1554+10	- 1554+55
1365+22	- 1365+67	1577+79	- 1578+24	1365+33	- 1365+78	1577+79	- 1578+24
1367+82	- 1368+27	1580+69	- 1581+14	1367+79	- 1368+24	1580+69	- 1581+14



REMOVAL
 EXISTING

NOTE:

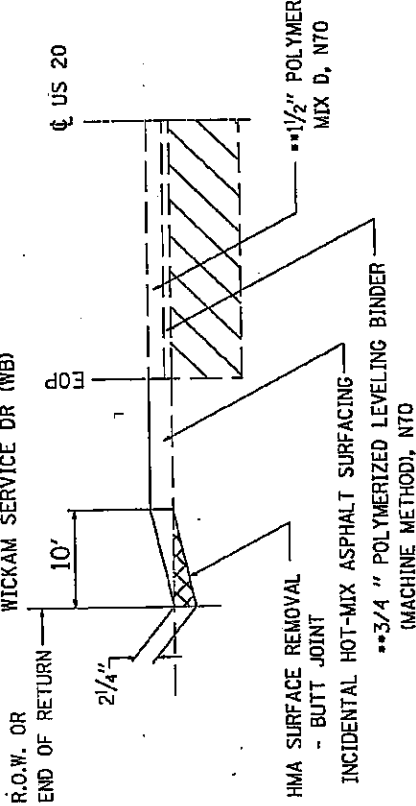
SURFACE REMOVAL - VARIABLE DEPTH
INCLUDED IN HOT-MIX ASPHALT REMOVAL 2 1/4"

FILE NAME = c:\p\hok\p\DOT\POLZINEJ\08123953\2088809-ahb-typtcal.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION - 06 28	F.A.P. RTE. 301	SECTION 017.1BRS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 9
PLOT DATE = Thu Feb 05 11:15:06 2009			CONTRACT NO. 64F00		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			

TYPICAL SECTIONS

BITUMINOUS BUTT JOINT US 20 - SIDEROADS

KUHN DR (EB)
SUNNY HILL DR (WB)
WICKAM SERVICE DR (WB)



US 20 - EB

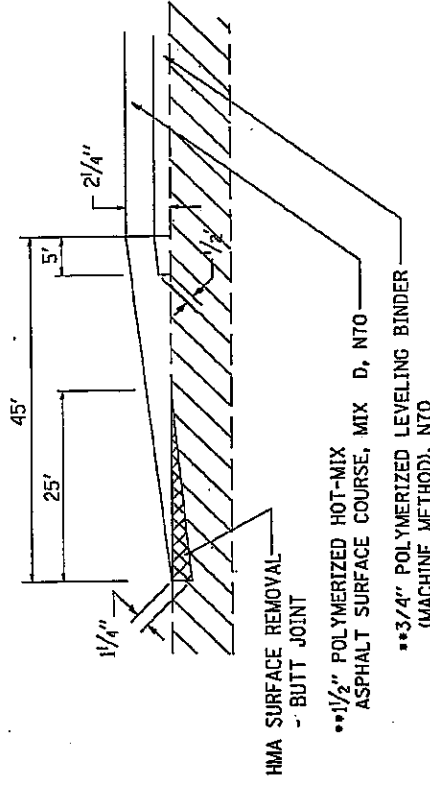
US 20 - WB

(STATION EQUATION: 1530+43.25 = 0+00)

STA.	1161+14	1161+59	1181+40	1181+85
1333+22	1333+51	1333+96	1334+28	1334+73
1463+21	1463+66	1463+96	1464+98	1465+43
15+79	16+24	16+00	15+55	16+00
17+26	17+71	17+47	17+02	17+47
96+19	96+64	96+64	96+09	96+54

BITUMINOUS BUTT JOINT US 20

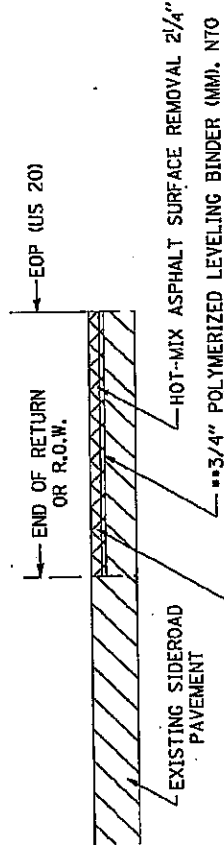
1/2" POLYMERIZED HMA SURFACE COURSE,
MIX D, NTO



TAPER AT SIDEROADS

BROWNS MILL RD (EB & WB)
CHERRY HILL RD (EB & WB)
BUNCKER HILL RD (EB)
ROCK CITY RD (EB & WB)
HOLLAND CHURCH RD (EB & WB)

FAREWELL BRIDGE RD (EB & WB)
KINGER RD (EB)
BOLEN RD (WB)
SPIELMAN RD (EB & WB)
OLD GROVE RD (WB)



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PLOT DATE = Thu Feb 05 11:56:07 2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - US 20

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(17,1BRS-1	*	79	10
* WINNEBAGO/STEPHENSON			CONTRACT NO. 64F00	
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	

REMOVAL
EXISTING
** (112 LBS./SQ.YD./INCH)

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.

The Contractor shall seed all disturbed areas within the project limits. Seeding Class 4 or 2A shall be used, except in front of properties where the grass will be mowed, then use Seeding, Class 1. Class 2A shall be used on front slopes and ditch bottoms. Class 4 shall be used behind Type A gutter, on all backslopes and areas behind the backslope, and beyond the toe of front slope on fill sections without ditches.

The drop off that occurs at entrance edges as a result of resurfacing of the entrance shall be corrected using aggregate shoulder material. This work shall be paid for by the TON for Aggregate Shoulders of the type specified in the plans.

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.

The minimum patch dimension for full-depth patches will be 1.2 m (four feet) and half-lane width. Half-lane patches shall be confined to the outside edges of the pavement.

The existing hot-mix asphalt on private and commercial entrances shall be bladed off or milled and disposed of outside the project limits. This could be the entire entrance or tapered at the end depending on if the mainline is resurfaced or milled and resurfaced. The cost of the blading, milling, rolling, and disposal is included in the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING. The drop off that occurs at entrance edges as a result of resurfacing of the entrance shall be corrected using aggregate shoulder material. This work shall be paid for by the TON for Aggregate Shoulders of the type specified in the plans.

Milling machines on this project shall be capable of removing a layer of bituminous a minimum of 12' wide and 1½" in depth in a single pass, or using a 6' milling machine.

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Surface	Level Binder	Binder over Patches	Top Shoulder
PG:	SBS PG 70-22	SBS PG 70-22	PG 70-22	PG 58-22
Design Air Voids	4.0 @ N70	4.0 @ N70	4 @ N70	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	D	N/A	N/A	C
20 Year ESAL	8.7	8.7	8.7	N/A
Mix Unit Weight	112 lb/sy/in			112 lb/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.

Reflective Crack Control shall be placed on the existing surface prior to any resurfacing, unless pavement is milled then it will be placed on the binder course.

To help avoid excess drop offs at the edge of pavement, the existing aggregate wedge or shoulder is to be pulled up and rolled to match the edge of pavement before placing any bituminous material. All costs associated with pulling up the shoulders shall be considered included in the contract unit price per TON for HOT-MIX ASPHALT SURFACE COURSE of the type specified.

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.

If, during the grinding or resurfacing operations, the existing mailboxes become a hindrance, the Contractor shall be required to carefully remove and reinstall the mailboxes as directed by the Engineer. This work shall be included in the contract unit price for the INCIDENTAL HOT-MIX ASPHALT SURFACING.

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.

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 Co.
NICOR Gas Co.
Comcast

Verizon
Mediacom

Care shall be taken in the milling locations as not to damage the turf shoulder. If damage is caused to the shoulder, the Contractor shall repair the shoulder at no cost to the Department.

The structures (SN 089-0013 and 101-0018) were replaced and have new structure numbers (089-0079 & 101-0167 respectively). Based on the structure analysis, loaded or unloaded MTD (Material Transfer Device) will be allowed over Structures 089-0079, 101-0166 and 101-0167. Unloaded MTD will be allowed over Structures 089-0014, 089-0054 and 089-0074.

Schedule of Quantities

21101600 TOP SOIL FURNISH AND PLACE, VARIABLE DEPTH

<u>SQ YD</u>	<u>LOCATION</u>	
US 20 EB Stephenson County		
1,598.7	1161+14 - 1185+12	LT&RT
3,109.3	1188+43 - 1235+7	LT&RT
1,582.7	1237+94 - 1261+68	LT&RT
3,288.0	1264+21 - 1313+53	LT&RT
1,155.3	1316+34 - 1333+67	LT&RT
2,028.7	1335+24 - 1365+67	LT&RT
5,153.3	1368+27 - 1445+57	LT&RT
1,033.3	1448+16 - 1463+66	LT&RT
1,705.3	1465+30 - 1490+88	LT&RT
2,282.0	1493+54 - 1527+77	LT&RT
16.0	1530+19 - 1530+43	LT&RT
<hr/> 22,952.6	SUB TOTAL	
Sta Equation 1530+43(bk)=0+00(ah)		
US 20 EB Winnebago County		
1,082.7	0+00 - 16+24	LT&RT
2,301.3	17+71 - 52+23	LT&RT
1,552.0	54+96 - 78+24	LT&RT
1,033.3	81+14 - 96+64	LT&RT
<hr/> 5,969.3	SUB TOTAL	
US 20 WB Stephenson County		
248.0	1181+40 - 1185+12	LT&RT
3,062.7	1188+80 - 1234+74	LT&RT
1,618.7	1237+40 - 1261+68	LT&RT
3,260.0	1264+21 - 1313+11	LT&RT
1,194.7	1316+04 - 1333+96	LT&RT
2,070.0	1334+73 - 1365+78	LT&RT
5,154.7	1368+24 - 1445+56	LT&RT
1,038.7	1448+38 - 1463+96	LT&RT
1,696.7	1465+43 - 1490+88	LT&RT
2,297.3	1493+41 - 1527+77	LT&RT
20.0	1530+19 - 1530+49	LT&RT
<hr/> 21,661.5	SUB TOTAL	
Sta Equation 1530+49(bk)=0+00(ah)		
US 20 WB Winnebago County		
1,066.7	0+00 - 16+00	LT&RT
2,284.0	17+47 - 51+73	LT&RT
1,579.3	54+55 - 78+24	LT&RT
1,026.7	81+14 - 96+54	LT&RT
<hr/> 5,956.7	SUB TOTAL	
<hr/> 44,614.1	TOTAL EB & WB Stephenson	
<hr/> 11,926.0	TOTAL EB & WB Winnebago	
<hr/> 56,540.1	TOTAL	

Schedule of Quantities

25000210 SEEDING, CLASS 2A

<u>ACRE</u>	<u>LOCATION</u>
US 20 EB Stephenson County	
0.33	1161+14 - 1185+12 LT&RT
0.64	1188+43 - 1235+7 LT&RT
0.33	1237+94 - 1261+68 LT&RT
0.68	1264+21 - 1313+53 LT&RT
0.24	1316+34 - 1333+67 LT&RT
0.42	1335+24 - 1365+67 LT&RT
1.06	1368+27 - 1445+57 LT&RT
0.21	1448+16 - 1463+66 LT&RT
0.35	1465+30 - 1490+88 LT&RT
0.47	1493+54 - 1527+77 LT&RT
0.00	1530+19 - 1530+43 LT&RT
<hr/> 4.74	SUB TOTAL
Sta Equation 1530+43(bk)=0+00(ah)	
US 20 EB Winnebago County	
0.22	0+00 - 16+24 LT&RT
0.48	17+71 - 52+23 LT&RT
0.32	54+96 - 78+24 LT&RT
0.21	81+14 - 96+64 LT&RT
<hr/> 1.23	SUB TOTAL
US 20 WB Stephenson County	
0.05	1181+40 - 1185+12
0.63	1188+80 - 1234+74
0.33	1237+40 - 1261+68
0.67	1264+21 - 1313+11
0.25	1316+04 - 1333+96
0.43	1334+73 - 1365+78
1.07	1368+24 - 1445+56
0.21	1448+38 - 1463+96
0.35	1465+43 - 1490+88
0.47	1493+41 - 1527+77
0.00	1530+19 - 1530+49
<hr/> 4.48	SUB TOTAL
Sta Equation 1530+49(bk)=0+00(ah)	
US 20 WB Winnebago County	
0.22	0+00 - 16+00 LT&RT
0.47	17+47 - 51+73 LT&RT
0.33	54+55 - 78+24 LT&RT
0.21	81+14 - 96+54 LT&RT
<hr/> 1.23	SUB TOTAL
<hr/> 9.21	TOTAL EB & WB Stephenson
<hr/> 2.46	TOTAL EB & WB Winnebago
<hr/> 11.68	TOTAL

Schedule of Quantities

25000400 NITROGEN FERTILIZER NUTRIENT

<u>POUND</u>	<u>LOCATION</u>
829.3	TOTAL EB & WB Stephenson (See SEEDING Schedule)
<u>221.4</u>	TOTAL EB & WB Winnebago (See SEEDING Schedule)
1,050.7	TOTAL

25000500 PHOSPHORUS FERTILIZER NUTRIENT

<u>POUND</u>	<u>LOCATION</u>
829.4	TOTAL EB & WB Stephenson (See SEEDING Schedule)
<u>221.4</u>	TOTAL EB & WB Winnebago (See SEEDING Schedule)
1,050.8	TOTAL

25000600 POTASSIUM FERTILIZER NUTRIENT

<u>POUND</u>	<u>LOCATION</u>
829.4	TOTAL EB & WB Stephenson (See SEEDING Schedule)
<u>221.4</u>	TOTAL EB & WB Winnebago (See SEEDING Schedule)
1,050.8	TOTAL

25100630 EROSION CONTROL BLANKET

<u>SQ YD</u>	<u>LOCATION</u>
44,620.7	TOTAL EB & WB Stephenson (See TOP SOIL Schedule)
<u>11,926.0</u>	TOTAL EB & WB Winnebago (See SEEDING Schedule)
56,546.7	TOTAL

28000250 TEMPORARY EROSION CONTROL SEEDING

<u>POUND</u>	<u>LOCATION</u>
11,064	TOTAL EB & WB Stephenson (See SEEDING Schedule)
<u>2,952</u>	TOTAL EB & WB Winnebago (See SEEDING Schedule)
14,016	TOTAL

28000300 TEMPORARY DITCH CHECKS

<u>EACH</u>	<u>LOCATION</u>
	Contingency item to be used as directed by the Engineer at median x-overs, side roads and other locations as determined by the Engineer.
30	TOTAL EB & WB Stephenson
<u>10</u>	TOTAL EB & WB Winnebago
40	TOTAL

Schedule of Quantities

28000500 INLET AND PIPE PROTECTION

<u>EACH</u>	<u>LOCATION</u>
	This is a contingency item to be used as directed by the Engineer at pipe inlets and inlets in the grass median.
50	TOTAL EB & WB Stephenson
20	TOTAL EB & WB Winnebago
<hr/>	
70	TOTAL

40600535 LEVELING BINDER (HAND METHOD), N70

<u>TON</u>	<u>LOCATION</u>
69	US 20 EB Stephenson
66	US 20 WB Stephenson
18	US 20 EB Winnebago
18	US 20 WB Winnebago
<hr/>	
171	TOTAL

40600990 TEMPORARY RAMP

<u>SQ YD</u>	<u>LOCATION</u>
	US 20 EB Stephenson
20	1161+14 Butt Joint
20	1333+22 Butt Joint
20	1334+79 Butt Joint
20	1463+21 Butt Joint
20	1464+85 Butt Joint
20	1161+14 Butt Joint
20	1161+14 Butt Joint
20	1161+14 Butt Joint
20	1288+75 RT Kuhn Dr
	US 20 EB Winnebago
20	15+79 Butt Joint
20	17+26 Butt Joint
20	96+19 Butt Joint
	US 20 WB Stephenson
20	1181+40 Butt Joint
20	1333+31 Butt Joint
20	1334+28 Butt Joint
20	1463+51 Butt Joint
20	1464+98 Butt Joint
20	1288+80LT Sunny Hill Dr
17	1341+25 LT Wickam Service Dr
	US 20 WB Winnebago
20	15+55 Butt Joint
20	17+02 Butt Joint
20	96+09 Butt Joint

Schedule of Quantities

317	SUB TOTAL EB & WB Stephenson
<u>120</u>	SUB TOTAL EB & WB Winnebago
437	TOTAL

40601005 HOT-MIX ASPHALT REPLACEMENT OVER PATCHES

<u>TON</u>	<u>LOCATION</u>
	This quantity is a contingency to replace shoulder as directed by the Engineer (8" thick)
5,004	US 20 EB & WB Stephenson
<u>1,346</u>	US 20 EB & WB Winnebago
6,350	TOTAL

44004250 PAVED SHOULDER REMOVAL

<u>SQ YD</u>	<u>LOCATION</u>
	This is a contingency item to be used as directed by the Engineer. It is assumed that 5% of the existing shoulder will be removed and replaced. The existing shoulder is approximately 8" thick.
11,170	EB & WB US 20 Stephenson
<u>3,006</u>	EB & WB US 20 Winnebago
14,176	TOTAL

44200126 PAVEMENT PATCHING, TYPE IV, 10 INCH

<u>SQ YD</u>	<u>LOCATION</u>
	Added 100 SQ YD as contingency item to be used as directed by the Engineer
50	US 20 EB & WB Stephenson
<u>50</u>	US 20 EB & WB Winnebago
100	TOTAL

44300100 AREA REFLECTIVE CRACK CONTROL TREATMENT

<u>SQ YD</u>	<u>LOCATION</u>
	This item is a contingency to be used as directed by the Engineer. A quantity of 5% of the total area is estimated.
10,560	EB & WB US 20 Stephenson
<u>3,520</u>	EB & WB US 20 Winnebago
14,080	TOTAL

Schedule of Quantities

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

<u>FOOT</u>	<u>LOCATION</u>
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This item is a contingency to be used as directed by the Engineer.
A quantity of 5000' is estimated.

3,750	EB & WB US 20 Stephenson
<u>1,250</u>	EB & WB US 20 Winnebago
5,000	TOTAL

48102100 AGGREGATE WEDGE SHOULDERS, TYPE B

<u>TON</u>	<u>LOCATION</u>
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The 70 Ton is a contingency to be used as directed by the Engineer.

52	EB & WB Stephenson FE's (See Entrance schedule)
10	EB & WB Winnebago FE's (See Entrance schedule)
50	EB & WB US 20 Stephenson
<u>20</u>	EB & WB US 20 Winnebago

132 TOTAL

64200105 SHOULDER RUMBLE STRIPS

<u>FOOT</u>	<u>LOCATION</u>
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	US 20 EB Stephenson Left and Right Soulders
34,506	Sta 1161+14-Sta 1333+67
25,774	Sta 1334+79-Sta 1463+66
13,116	Sta 1464+85-Sta 1530+43

	US 20 EB Winnebago Left and Right Soulders
3,248	Sta 0+00 -Sta 16+24
15,876	Sta 17+26 -Sta 96+64

	US 20 WB Stephenson Left and Right Soulders
30,512	Sta 1181+40-1333+96
25,936	Sta 1334+28-1463+96
13,102	Sta 1464+98-1530+49

	US 20 WB Winnebago Left and Right Soulders
3,200	Sta 0+00-Sta 16+00
15,904	Sta 17+02-Sta 96+54

<u>142,946</u>	US 20 EB & WB Stephenson Sub Total
<u>38,228</u>	US 20 EB & WB Winnebago Sub Total

181,174 TOTAL

Schedule of Quantities

78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

<u>SQ FT</u>	<u>LOCATION</u>
	US 20 EB&WB Stephenson (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
187.2	Browns Mill Rd intersection Turn Arrows 12@15.6
62.4	Median x-over Sta 1202+00 Turn Arrow 4@15.6
62.4	Median x-over Sta 1220+50 Turn Arrows 4@15.6
187.2	Cherry Hill Rd Intersection Turn Arrows 12@15.6
124.8	Bunker Hill Road Intersection Turn Arrows 8@15.6
62.4	Kuhn Dr Turn Arrows 4@15.6
249.6	Rock City Road Intersection Turn Arrows 16@15.6
62.4	Wickam Service Dr. Turn Arrows 4@15.6
249.6	Holland Church Road Intersection Turn Arrows 16@15.6
62.4	Median x-over Sta 1394+00 Turn Arrows 4@15.6
187.2	Farwell Bridge Road Intersection Turn Arrows 12@15.6
124.8	Bolen Road Intersection Turn Arrows 8@15.6
124.8	Klinger Road Intersection Turn Arrows 8@15.6
	US 20 EB&WB Winnebago (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
62.4	Median x-over Sta 27+00 Turn Arrows 4@15.6
171.6	Spielman Road Intersection Turn Arrows 11@15.6
109.2	Old Grove Road Intersection Turn Arrows 7@15.6
<hr/>	
1,747.2	Sub Total US 20 EB & WB Stephenson
343.2	Sub Total US 20 EB & WB Winnebago
<hr/>	
2,090.4	TOTAL

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

<u>FOOT</u>	<u>LOCATION</u>
	US 20 EB Stephenson
36,929	Rt. Sta 1161 + 14 - 1530 + 43 White right edge line
36,929	Rt. Sta 1161 + 14 - 1530 + 43 Yellow left edge line
	US 20 EB Winnebago
9,664	Rt. Sta 0 + 00 - 96 + 64 White right edge line
9,664	Rt. Sta 0 + 00 - 96 + 64 Yellow left edge line
	US 20 WB Stephenson
34,909	Rt. Sta 1181 + 40 - 1530 + 49 Yellow right edge line
34,909	Rt. Sta 1181 + 40 - 1530 + 49 White left edge line
	US 20 WB Winnebago
9,654	Rt. Sta 0 + 00 - 96 + 54 Yellow right edge line
9,654	Rt. Sta 0 + 00 - 96 + 54 White left edge line
<hr/>	
143,676	Sub Total US 20 EB & WB Stephenson
38,636	Sub Total US 20 EB & WB Winnebago
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182,312	TOTAL

Schedule of Quantities

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

<u>FOOT</u>	<u>LOCATION</u>
	US 20 EB & WB Stephenson (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
945	Browns Mill Rd Intersection (White)
200	Median x-over Sta 1202+00 (White)
200	Median x-over Sta 1220+50 (White)
1,118	Cherry Hill Rd Intersection (White)
660	Bunker Hill Road Intersection (White)
200	Kuhn Dr (White)
1,355	Rock City Road Intersection (White)
200	Wickam Service Dr. (White)
1,131	Holland Church Road Intersection (White)
200	Median x-over Sta 1394+00 (White)
1,095	Farwell Bridge Road Intersection (White)
645	Bolen Road Intersection (White)
643	Klinger Road Intersection (White)
	US 20 EB & WB Winnebago (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
200	Median x-over Sta 27+00 (White)
934	Spielman Road Intersection (White)
584	Old Grove Road Intersection (White)
<hr/>	
8,592	US 20 EB & WB Stephenson Sub Total
1,718	US 20 EB & WB Winnebago Sub Total
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10,310	TOTAL

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

<u>FOOT</u>	<u>LOCATION</u>
	US 20 EB & WB Stephenson (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
72	Browns Mill Rd Intersection (White-Diagonal Island)
220	Cherry Hill Rd Intersection (White-Diagonal Island)
119	Bunker Hill Road Intersection (White-Diagonal Island)
120	Rock City Road Intersection (White-Diagonal Island)
194	Holland Church Road Intersection (White-Diagonal Island)
165	Farwell Bridge Road Intersection (White-Diagonal Island)
93	Bolen Road Intersection (White-diagonal Island)
80	Klinger Road Intersection (White-Diagonal Island)
	US 20 EB & WB Winnebago (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
176	Spielman Road Intersection (White-Diagonal Island)
92	Old Grove Road Intersection (White-Diagonal Island)
<hr/>	
1,063	US 20 EB & WB Stephenson Sub Total
268	US 20 EB & WB Winnebago Sub Total
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1,331	TOTAL

Schedule of Quantities

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

<u>FOOT</u>	<u>LOCATION</u>
	US 20 EB & WB Stephenson (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
30	Browns Mill Rd intersection (White- Island Stop Bar)
60	Cherry Hill Rd Intersection (White-Island Stop Bar)
30	Bunker Hill Road Intersection (White-Island Stop Bar)
58	Kuhn Dr (White-Island Stop Bar)
60	Rock City Road Intersection (White-Island Stop Bar)
30	Wickam Service Dr. (White-Island Stop Bar)
60	Holland Church Road Intersection (White-Island Stop Bar)
60	Farwell Bridge Road Intersection (White-Island Stop Bar)
30	Bolen Road Intersection (White-Island Stop Bar)
30	Klinger Road Intersection (White-Island Stop Bar)
	US 20 EB & WB Winnebago (SEE PAVEMENT MARKING DETAILS FOR LAYOUT)
60	Spielman Road Intersection (White-Island Stop Bar)
30	Old Grove Road Intersection (White-Island Stop Bar)
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448	US 20 EB & WB Stephenson Sub Total
90	US 20 EB & WB Winnebago Sub Total
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538	TOTAL

78003130 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6 INCH

<u>FOOT</u>	<u>LOCATION</u>
	US 20 EB Stephenson
9,233	Sta 1161 + 14 - 1530 + 43 White skip dash center of lanes
	US 20 EB Winnebago
2,416	Sta 0 + 00 - 96 + 64 White skip dash center of lanes
	US 20 WB Stephenson
8,728	Rt. Sta 1181 + 40 - 1530 + 49 White skip dash center of lanes
	US 20 WB Winnebago
2,414	Rt. Sta 0 + 00 - 96 + 54 White skip dash center of lanes
17,961	Sub Total US 20 EB & WB Stephenson
4,830	Sub Total US 20 EB & WB Winnebago
<hr/>	
22,791	TOTAL

Schedule of Quantities

78100100 RAISED REFLECTIVE PAVEMENT MARKER

<u>EACH</u>	<u>LOCATION</u>
	US 20 EB Stephenson Center of Through Lanes (80' Spacing)
216	Sta 1161+14 -Sta 1333+67
161	Sta 1334+79 -Sta 1463+66
82	Sta 1464+85 -Sta 1530+43
	US 20 EB & WB Stephenson Side streets and Median x-overs
21	Browns Mill Road (along turn lane lines spaced at 40')
21	Cherry Hill Road (along turn lane lines spaced at 40')
13	Bunker Hill Road (along turn lane lines spaced at 40')
5	Kuhn Dr. (along turn lane lines spaced at 40')
27	Rock City Road (along turn lanes spaced at 40')
5	Wickam Service Dr. (along turn lanes spaced at 40')
22	Holland Church Road (along turn lane lines spaced at 40')
5	Median x-over at Sta 1394+00 (along turn lane lines at 40')
21	Farwell Bridge Road (along turn lane lines spaced at 40')
13	Bolen Road (along turn lane lines spaced at 40')
13	Klinger Road (along turn lane lines spaced at 40')
	US 20 EB & WB Winnebago Side streets and Median x-overs
5	Median x-over Sta 27+00 (along turn lane lines spaced at 40')
17	Spielman Road (along turn lane lines spaced at 40')
12	Old Grove Road (along turn lane lines spaced at 40')
	US 20 EB Winnebago Center of Through Lanes (80' Spacing)
21	0+00 - 16+24
100	17+26 - 96+64
	US 20 WB Stephenson Center of Through Lanes (80' Spacing)
191	1181+40 - 1333+96
162	1334+28 - 1463+96
82	1464+98 - 1530+49
	US 20 WB Winnebago Center of Through Lanes (80' Spacing)
20	0+00 - 16+00
100	17+02 - 96+54
<hr/>	US 20 EB & WB Stephenson Sub Total
1,060	
<hr/>	US 20 EB & WB Winnebago Sub Total
275	
<hr/>	TOTAL
1,335	

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

<u>EACH</u>	<u>LOCATION</u>
	US 20 EB Stephenson
216	Sta 1161 + 00 - 1333 + 67 Center of through lanes at 80' spacing
161	Sta 1334 + 79 - 1463 + 66 Center of through lanes at 80' spacing
82	Sta 1465 30 - 1530 + 43 Center of through lanes at 80' spacing
83	EB Stephenson Side Roads (Estimated at 40' centers at turn lanes)
<hr/>	SUB TOTAL
542	

Schedule of Quantities

US 20 EB Winnebago			
20	Sta	0 + 00 - 16 + 24	Center of through lanes at 80' spacing
99	Sta	17 + 26 - 96 + 64	Center of through lanes at 80' spacing
6	EB Winnebago Side Roads (Estimated at 40' centers at turn lanes)		
<u>125</u>	SUB TOTAL		
US 20 WB Stephenson			
191	Sta	1181 + 40 - 1333 96	Center of through lanes at 80' spacing
162	Sta	1334 + 28 - 1463 96	Center of through lanes at 80' spacing
82	Sta	1464 + 98 - 1530 49	Center of through lanes at 80' spacing
85	WB Stephenson Side Roads (Estimated at 40' centers at turn lanes)		
<u>520</u>	SUB TOTAL		
US 20 WB Winnebago			
20	Sta	0 + 00 - 16 + 00	Center of through lanes at 80' spacing
99	Sta	17 + 02 - 96 + 54	Center of through lanes at 80' spacing
12	WB Winnebago Side Roads (Estimated at 40' centers at turn lanes)		
<u>131</u>	SUB TOTAL		
<u>1,062</u>	TOTAL EB & WB Stephenson		
<u>256</u>	TOTAL EB & WB Winnebago		
<u>1,318</u>	TOTAL		

X0301741 AERIAL SPEED CHECK MARKING

<u>FOOT</u>	<u>LOCATION</u>
Aerial Speed Check Zones	
US 20 EB Stephenson	
12	Sta 1397+51
12	Sta 1404+11
12	Sta 1410+71
US 20 WB Stephenson	
12	Sta 1475+86
12	Sta 1482+46
12	Sta 1489+06
<u>72</u>	TOTAL

Z0028415 GEOTECHNICAL REINFORCEMENT

<u>SQ YD</u>	<u>LOCATION</u>
As Directed by the R.E. (Full Depth Patches)	
50	US 20 EB & WB Stephenson
<u>386</u>	US 20 EB & WB Winnebago
436	TOTAL

Z0028700 GRANULAR SUBGRADE REPLACEMENT

<u>CU YD</u>	<u>LOCATION</u>
As Directed by the R.E. (Full Depth Patches)	
Calculated at 6" thick	
8.3	US 20 EB & WB Stephenson
<u>64.3</u>	US 20 EB & WB Winnebago
72.6	TOTAL

BITUMINOUS SCHEDULE

Location	Remarks	Length ft	Proposed Surface			SHOULDER RT	Sq Yd	LT	PAVEMENT Sq Yd	Bit Materials Prime Coat (2 Applications)	Agg Prime Coat	Hot-Mix Asphalt Surface Course, Mix "C", N50 *2 1/4" Shoulder*	Ton	Hot-Mix Asphalt Surface Course, Mix "D", N70	Ton	Polymerized Leveling Binder (Machine Method), N70	Ton
			SHOULDER		Sq Yd												
			Width(ft)	Sq Yd													
US (EB) - Winnebago																	
Sta 0 + 0 - 15 + 79	overlay	1579			10.0	2456.2	4.0	4210.7	3.11	6.32	309.5	353.7					235.8
Sta 15 + 79 - 16 + 24	butt joint	45			10.0	70.0	4.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 16 + 24 - 17 + 26	SN 101-0018 Bridge omit								0.00	0.00	0.00	0.00					0.0
Sta 17 + 26 - 17 + 71	butt joint	45			10.0	70.0	4.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 17 + 71 - 48 + 31	overlay	3080			10.0	4760.0	4.0	8846.2	6.42	13.27	599.8	743.1					495.4
Sta 48 + 31 - 51 + 78	overlay	347			8.0	462.7	4.0	1174.6	0.80	1.76	58.3	98.7					65.8
Sta 51 + 78 - 52 + 23	taper	45			8.0	60.0	4.0	180.0	0.12	0.27	7.6	15.1					10.1
Sta 52 + 23 - 54 + 51	mill	228			8.0	304.0	4.0	36&var	0.61	1.38	38.3	77.2					51.5
Sta 54 + 51 - 54 + 96	taper	45			8.0	60.0	4.0	120.0	0.09	0.18	7.6	10.1					6.7
Sta 54 + 96 - 77 + 79	overlay	2283			8.0	3044.0	4.0	6363.4	4.51	9.55	383.5	534.5					356.4
Sta 77 + 79 - 78 + 24	taper	45			8.0	60.0	4.0	180.0	0.12	0.27	7.6	15.1					10.1
Sta 78 + 24 - 80 + 69	mill	245			8.0	326.7	4.0	36&var	0.68	1.53	41.2	85.5					57.0
Sta 80 + 69 - 81 + 14	taper	45			8.0	60.0	4.0	120.0	0.09	0.18	7.6	10.1					6.7
Sta 81 + 14 - 96 + 19	overlay	1505			8.0	2006.7	4.0	4013.3	2.87	6.02	252.8	337.1					224.7
Sta 96 + 19 - 96 + 64	butt joint	45			8.0	60.0	4.0	120.0	0.09	0.18	7.6	10.1					6.7
Sub Total Winnebago																	
									19.98	41.26	1,758.8	2,310.5					1,540.3
US (WB) - Stephenson																	
Sta 1181 + 40 - 1181 + 85	butt joint	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1181 + 85 - 1184 + 67	overlay	282			4.0	438.7	10.0	752.0	0.56	1.13	55.3	63.2					42.1
Sta 1184 + 67 - 1185 + 12	taper	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1185 + 12 - 1188 + 35	mill	323			4.0	502.4	10.0	1599.7	1.06	2.40	63.3	134.4					89.6
Sta 1188 + 35 - 1188 + 80	taper	45			4.0	40.0	4.0	240.0	0.15	0.36	5.0	20.2					13.4
Sta 1188 + 80 - 1234 + 29	overlay	4549			4.0	7076.2	10.0	13841.7	9.94	20.76	891.6	1162.7					775.1
Sta 1234 + 29 - 1234 + 74	taper	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1234 + 74 - 1236 + 95	mill	221			4.0	186.4	4.0	1058.7	0.66	1.59	24.7	88.9					59.3
Sta 1236 + 95 - 1237 + 40	taper	45			4.0	40.0	4.0	240.0	0.15	0.36	5.0	20.2					13.4
Sta 1237 + 40 - 1261 + 23	overlay	2383			4.0	3706.9	10.0	7016.2	5.07	10.52	467.1	589.4					392.9
Sta 1261 + 23 - 1261 + 68	taper	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1261 + 68 - 1263 + 76	mill	208			4.0	323.6	10.0	944.6	0.63	1.42	40.8	79.3					52.9
Sta 1263 + 76 - 1264 + 21	overlay	4845			4.0	7556.7	10.0	13692.2	9.99	20.54	949.6	1150.1					766.8
Sta 1264 + 21 - 1312 + 11	taper	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1312 + 11 - 1315 + 59	mill	248			4.0	220.4	4.0	1402.8	0.87	2.10	27.8	117.8					78.6
Sta 1315 + 59 - 1316 + 4	taper	45			4.0	40.0	4.0	240.0	0.15	0.36	5.0	20.2					13.4
Sta 1316 + 4 - 1333 + 51	overlay	1747			4.0	2717.6	10.0	5564.7	3.96	8.35	342.4	467.4					311.6
Sta 1333 + 51 - 1333 + 96	butt joint	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1333 + 96 - 1334 + 28	SN 089-0054 Bridge omit								0.00	0.00	0.00	0.00					0.0
Sta 1334 + 28 - 1334 + 73	butt joint	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1334 + 73 - 1365 + 33	overlay	3060			4.0	4760.0	10.0	8928.9	6.47	13.59	599.8	750.0					500.0
Sta 1365 + 33 - 1365 + 78	taper	45			4.0	70.0	10.0	120.0	0.09	0.18	8.8	10.1					6.7
Sta 1365 + 78 - 1367 + 79	mill	201			4.0	178.7	4.0	1131.9	0.70	1.70	22.5	95.1					63.4
Sta 1367 + 79 - 1368 + 24	taper	45			4.0	40.0	4.0	240.0	0.15	0.36	5.0	20.2					13.4

BITUMINOUS SCHEDULE

Location	Remarks	Length ft	Proposed Surface				PAVEMENT Sq Yd	SHOULDER LT	RT	Sq Yd	Bit Materials Prime Coat (2 Applications)	Agg Prime Coat	Hot-Mix Asphalt Surface Course, Mix "C", N50 *2 1/4" Shoulder*	Polymerized Hot-Mix Asphalt Surface Course, MIX "D", N70	Polymerized Leveling Binder (Machine Method), N70				
			PAVEMENT		SHOULDER											Ton	Ton	Ton	Ton
			Width(ft)	Sq Yd	LT	RT										Ton	Ton	Ton	Ton
Sta 1368 + 24 - 1445 + 11	overlay	7687	24&var	22232.0	10.0	4.0	11957.6	16.14	33.35	1506.7	1867.5	1245.0	6.7						
Sta 1445 + 11 - 1445 + 56	taper	45	24	120.0	10.0	4.0	70.0	0.81	0.18	8.8	10.1	6.7							
Sta 1445 + 56 - 1447 + 93	mill	237	24&var	1312.2	4.0	4.0	210.7	0.81	1.97	26.5	110.2	73.5							
Sta 1447 + 93 - 1448 + 38	taper	45	48	240.0	4.0	4.0	40.0	0.15	0.36	5.0	20.2	13.4							
Sta 1448 + 38 - 1463 + 51	overlay	1513	24&var	4815.6	10.0	4.0	2353.6	3.43	7.22	296.6	404.5	269.7							
Sta 1463 + 51 - 1463 + 96	butt joint	45	24	120.0	10.0	4.0	70.0	0.09	0.18	8.8	10.1	6.7							
Sta 1463 + 96 - 1464 + 98	SN 089-0074 Bridge omit							0.00	0.00	0.0	0.0	0.0							
Sta 1464 + 98 - 1465 + 43	butt joint	45	24	120.0	10.0	4.0	70.0	0.09	0.18	8.8	10.1	6.7							
Sta 1465 + 43 - 1490 + 43	overlay	2500	24	6666.7	10.0	4.0	3888.9	4.93	10.00	490.0	560.0	373.3							
Sta 1490 + 43 - 1490 + 88	taper	45	24	120.0	10.0	4.0	70.0	0.09	0.18	8.8	10.1	6.7							
Sta 1490 + 88 - 1492 + 96	mill	208	24&var	1043.8	4.0	4.0	184.9	0.65	1.57	23.3	87.7	58.5							
Sta 1492 + 96 - 1493 + 41	taper	45	48	240.0	4.0	4.0	40.0	0.15	0.36	5.0	20.2	13.4							
Sta 1493 + 41 - 1527 + 32	overlay	3391	24&var	9710.2	10.0	4.0	5274.9	7.06	14.57	664.6	815.7	543.8							
Sta 1527 + 32 - 1527 + 77	taper	45	24	120.0	10.0	4.0	70.0	0.09	0.18	8.8	10.1	6.7							
Sta 1527 + 77 - 1529 + 74	mill	197	24&var	982.8	10.0	4.0	306.4	0.65	1.47	38.6	82.6	55.0							
Sta 1529 + 74 - 1530 + 19	taper	45	36	180.0	10.0	4.0	70.0	0.12	0.27	8.8	15.1	10.1							
Sta 1530 + 19 - 1530 + 49	overlay	30	36	120.0	10.0	4.0	46.7	0.08	0.18	5.9	10.1	6.7							
Sta 1530 + 49 = 0 + 0	STATION EQUATION																		
Sub Total Stephenson								75.94	159.27	6,699.6	8,918.8	5,945.9							
US (WIB) - Winnebago																			
Sta 0 + 0 - 15 + 55	overlay	1555	24&var	4283.3	10.0	4.0	2418.9	3.14	6.42	304.8	359.8	239.9	6.7						
Sta 15 + 55 - 16 + 0	butt joint	45	24	120.0	10.0	4.0	70.0	0.09	0.18	8.8	10.1	6.7							
Sta 16 + 0 - 17 + 2	SN 101-0166 Bridge omit							0.00	0.00	0.0	0.0	0.0							
Sta 17 + 2 - 17 + 47	butt joint	45	24	120.0	10.0	4.0	70.0	0.09	0.18	8.8	10.1	6.7							
Sta 17 + 47 - 48 + 31	overlay	3084	24&var	8808.4	10.0	4.0	4797.3	6.41	13.21	604.5	739.9	493.3							
Sta 48 + 31 - 51 + 28	overlay	297	24	792.0	8.0	4.0	396.0	0.57	1.19	49.9	66.5	44.4							
Sta 51 + 28 - 51 + 73	taper	45	24	120.0	8.0	4.0	60.0	0.09	0.18	7.6	10.1	6.7							
Sta 51 + 73 - 54 + 10	mill	237	24&var	1129.3	4.0	4.0	210.7	0.71	1.69	26.5	94.9	63.2							
Sta 54 + 10 - 54 + 55	taper	45	48	240.0	4.0	4.0	40.0	0.15	0.36	5.0	20.2	13.4							
Sta 54 + 55 - 77 + 79	overlay	2324	24&var	7026.2	8.0	4.0	3098.7	4.91	10.54	390.4	590.2	393.5							
Sta 77 + 79 - 78 + 24	taper	45	24	120.0	8.0	4.0	60.0	0.09	0.18	7.6	10.1	6.7							
Sta 78 + 24 - 80 + 69	mill	245	24&var	873.4	4.0	4.0	217.8	0.56	1.31	27.4	73.4	48.9							
Sta 80 + 69 - 81 + 14	taper	45	36	180.0	4.0	4.0	40.0	0.11	0.27	5.0	15.1	10.1							
Sta 81 + 14 - 96 + 9	overlay	1495	24&var	4282.2	8.0	4.0	1993.3	3.02	6.42	251.2	359.7	239.8							
Sta 96 + 9 - 96 + 54	butt joint	45	24	120.0	8.0	4.0	60.0	0.09	0.18	7.6	10.1	6.7							
Sub Total Winnebago								20.01	42.32	1,705.1	2,370.0	1,560.0							
TOTAL - Stephenson								155.39	327.42	13,451.7	18,335.6	12,223.7							
TOTAL - Winnebago								39.69	83.58	4,680.5	6,480.5	3,120.3							
TOTAL								195.08	411.00	16,895.7	23,016.1	15,344.1							

BITUMINOUS SCHEDULE

Location	Remarks	Length (ft)	PAVEMENT			Proposed Surface SHOULDER			HOT MIX ASPHALT SURF REM 2 1/4" SQ YD	HOT MIX ASPHALT SURF REM BUTT JOINT SQ YD	SHORT TERM PAVT MK CL&EDGE LINES & APPLICATION FOOT	WORK ZONE PAVT MARK. REMOVAL SQ FT
			Width(ft)	SQ YD	LT	RT	SQ YD	SQ YD				
US (EB) - Stephenson												
Sta 1161 + 14 - 1161 + 59	butt joint	45	24	120	4.0	10.0	70.0		105.6	40.5	4.5	
Sta 1161 + 59 - 1184 + 67	overlay	2308	24	6,155	4.0	10.0	3,590.2			2,077.2	230.6	
Sta 1184 + 67 - 1185 + 12	taper	45	48	240	4.0	4.0	40.0	280.0		40.5	4.5	
Sta 1185 + 12 - 1187 + 98	mill	286	var.	1,612	4.0	4.0	254.2	1,866.3		257.4	28.6	
Sta 1187 + 98 - 1188 + 43	taper	45	var.	129	4.0	10.0	70.0	198.8		40.5	4.5	
Sta 1188 + 43 - 1234 + 62	overlay	4619	24&var	14,250	4.0	10.0	7,185.1			4,157.1	461.4	
Sta 1234 + 62 - 1235 + 7	taper	45	48	240	4.0	4.0	40.0	280.0		40.5	4.5	
Sta 1235 + 7 - 1237 + 49	mill	242	var.	1,142	4.0	4.0	215.0	1,357.0		217.8	24.2	
Sta 1237 + 49 - 1237 + 94	taper	45	24	120	4.0	10.0	70.0	190.0		40.5	4.5	
Sta 1237 + 94 - 1261 + 23	overlay	2329	24&var	6,760	4.0	10.0	3,622.9			2,096.1	232.7	
Sta 1261 + 23 - 1261 + 68	taper	45	48	240	4.0	4.0	40.0	280.0		40.5	4.5	
Sta 1261 + 68 - 1263 + 76	mill	208	48&var	1,088	4.0	4.0	184.9	1,271.3		187.2	20.8	
Sta 1263 + 76 - 1264 + 21	taper	45	24	120	4.0	10.0	70.0	190.0		40.5	4.5	
Sta 1264 + 21 - 1313 + 8	overlay	4887	24&var	14,616	4.0	10.0	7,602.0			4,398.3	488.2	
Sta 1313 + 8 - 1313 + 53	taper	45	48	240	4.0	4.0	40.0	280.0		40.5	4.5	
Sta 1313 + 53 - 1315 + 89	mill	236	24&var	1,247	4.0	4.0	209.8	1,457.0		212.4	23.6	
Sta 1315 + 89 - 1316 + 34	taper	45	24	120	4.0	10.0	70.0	190.0		40.5	4.5	
Sta 1316 + 34 - 1333 + 22	overlay	1688	24	4,501	4.0	10.0	2,825.8			1,519.2	168.6	
Sta 1333 + 22 - 1333 + 67	butt joint	45	24	120	4.0	10.0	70.0			40.5	4.5	
Sta 1333 + 67 - 1334 + 79	bridge omit											
Sta 1334 + 79 - 1335 + 24	butt joint	45	24	120	4.0	10.0	70.0		105.6	40.5	4.5	
Sta 1335 + 24 - 1365 + 22	overlay	2998	24&var	9,422	4.0	10.0	4,663.6			2,698.2	299.5	
Sta 1365 + 22 - 1365 + 67	taper	45	50	250	4.0	4.0	40.0	290.0		40.5	4.5	
Sta 1365 + 67 - 1367 + 82	mill	215	24&var	1,306	4.0	4.0	191.1	1,497.3		193.5	21.5	
Sta 1367 + 82 - 1368 + 27	taper	45	24	120	4.0	10.0	70.0	190.0		40.5	4.5	
Sta 1368 + 27 - 1445 + 12	overlay	7695	24&var	22,515	4.0	10.0	11,954.4			6,916.5	767.7	
Sta 1445 + 12 - 1445 + 57	taper	45	48	240	4.0	4.0	40.0	310.0		40.5	4.5	
Sta 1445 + 57 - 1447 + 71	mill	214	24&var	1,159	4.0	4.0	190.2	1,348.9		192.6	21.4	
Sta 1447 + 71 - 1448 + 16	taper	45	24	120	4.0	10.0	70.0	190.0		40.5	4.5	
Sta 1448 + 16 - 1463 + 21	overlay	1505	24	4,013	4.0	10.0	2,341.1			1,354.5	150.3	
Sta 1463 + 21 - 1463 + 66	butt joint	45	24	120	4.0	10.0	70.0			40.5	4.5	
Sta 1463 + 66 - 1464 + 85	bridge omit											
Sta 1464 + 85 - 1465 + 30	butt joint	45	24	120	4.0	10.0	70.0		105.6	40.5	4.5	
Sta 1465 + 30 - 1490 + 43	overlay	2513	24&var	6,941	4.0	10.0	3,909.1			2,261.7	251.0	
Sta 1490 + 43 - 1490 + 88	taper	45	36	180	4.0	10.0	70.0	250.0		40.5	4.5	
Sta 1490 + 88 - 1493 + 9	mill	221	36&var	1,009	4.0	10.0	343.8	1,352.5		198.9	22.1	
Sta 1493 + 9 - 1493 + 54	taper	45	24	120	4.0	10.0	70.0	190.0		40.5	4.5	
Sta 1493 + 54 - 1527 + 32	overlay	3378	24&var	9,568	4.0	4.0	3,002.7			3,040.2	337.5	
Sta 1527 + 32 - 1527 + 77	taper	45	48	240	4.0	4.0	40.0	280.0		40.5	4.5	
Sta 1527 + 77 - 1529 + 74	mill	197	48&var	1,293	4.0	4.0	175.1	1,468.4		177.3	19.7	
Sta 1529 + 74 - 1530 + 19	taper	45	24&var	125	4.0	10.0	70.0	195.0		40.5	4.5	
Sta 1530 + 19 - 1530 + 43	overlay	24	24	64	4.0	10.0	37.3			21.6	2.4	
Sub Total Stephenson								15,402.5	316.8	33,028.2	3,666.1	

BITUMINOUS SCHEDULE

Location	Remarks	Length (ft)	PAVEMENT			Proposed surface SHOULDER			HOT MIX ASPHALT SURF REM 2 1/4" SQ YD	HOT MIX ASPHALT SURF REM BUTT JOINT SQ YD	SHORT TERM PAVT MARKING APPLICATION FOOT	WORK ZONE PAVT MARK. REMOVAL SQ FT
			Width (ft)	SQ YD	LT	RT	SQ YD	SQ YD				
US (EB) - Winnebago												
Sta 0 + 0 - 15 + 79	overlay	1579	24	4,211	4.0	10.0	2,456			1,421.1	157.7	
Sta 15 + 79 - 16 + 24	butt joint	45	24	120	4.0	10.0	70		105.6	40.5	4.5	
Sta 16 + 24 - 17 + 26	bridge omitt											
Sta 17 + 26 - 17 + 71	butt joint	45	24	120	4.0	10.0	70			40.5	4.5	
Sta 17 + 71 - 48 + 31	overlay	3060	24&var	8,846	4.0	10.0	4,760			2,754.0	305.7	
Sta 48 + 31 - 51 + 78	overlay	347	24&var	1,175	4.0	8.0	463			312.3	34.7	
Sta 51 + 78 - 52 + 23	taper	45	36	180	4.0	8.0	60	240.0		40.5	4.5	
Sta 52 + 23 - 54 + 51	mill	228	36&var	919	4.0	8.0	304	1,223.2		205.2	22.8	
Sta 54 + 51 - 54 + 96	taper	45	24	120	4.0	8.0	60	180.0		40.5	4.5	
Sta 54 + 96 - 77 + 79	overlay	2283	24	6,363	4.0	8.0	3,044			2,054.7	228.1	
Sta 77 + 79 - 78 + 24	taper	45	36	180	4.0	8.0	60	240.0		40.5	4.5	
Sta 78 + 24 - 80 + 69	mill	245	36&var	1,018	4.0	8.0	327	1,344.7		220.5	24.5	
Sta 80 + 69 - 81 + 14	taper	45	24	120	4.0	8.0	60	180.0		40.5	4.5	
Sta 81 + 14 - 96 + 19	overlay	1505	24	4,013	4.0	8.0	2,007		100.0	1,354.5	150.3	
Sta 96 + 19 - 96 + 64	butt joint	45	24	120	4.0	8.0	60			40.5	4.5	
Sub Total Winnebago												
								3,407.9	205.6	8,605.8	955.2	
US (WB) - Stephenson												
Sta 1181 + 40 - 1181 + 85	butt joint	45	24	120	10.0	4.0	70			40.5	4.5	
Sta 1181 + 85 - 1184 + 67	overlay	282	24	752	10.0	4.0	439		105.6	253.8	28.2	
Sta 1184 + 67 - 1185 + 12	taper	45	24	120	10.0	4.0	70			40.5	4.5	
Sta 1185 + 12 - 1188 + 35	mill	323	24&var	1,600	10.0	4.0	502			290.7	32.3	
Sta 1188 + 35 - 1188 + 80	taper	45	48	240	4.0	4.0	40	280.0		40.5	4.5	
Sta 1188 + 80 - 1234 + 29	overlay	4549	24&var	13,842	10.0	4.0	7,076			4,094.1	454.4	
Sta 1234 + 29 - 1234 + 74	taper	45	24	120	10.0	4.0	70			40.5	4.5	
Sta 1234 + 74 - 1236 + 95	mill	221	24&var	1,059	4.0	4.0	196	1,255.1		198.9	22.1	
Sta 1236 + 95 - 1237 + 40	taper	45	48	240	4.0	4.0	40	280.0		40.5	4.5	
Sta 1237 + 40 - 1261 + 23	overlay	2383	24&var	7,016	10.0	4.0	3,707			2,144.7	238.1	
Sta 1261 + 23 - 1261 + 68	taper	45	24	120	10.0	4.0	70			40.5	4.5	
Sta 1261 + 68 - 1263 + 76	mill	208	24&var	945	10.0	4.0	324	1,268.2		187.2	20.8	
Sta 1263 + 76 - 1264 + 21	taper	45	36	180	10.0	4.0	70	250.0		40.5	4.5	
Sta 1264 + 21 - 1312 + 66	overlay	4845	24&var	13,692	10.0	4.0	7,557			4,360.5	484.0	
Sta 1312 + 66 - 1313 + 11	taper	45	24	120	10.0	4.0	70			40.5	4.5	
Sta 1313 + 11 - 1315 + 59	mill	248	24&var	1,403	4.0	4.0	220	1,623.2		223.2	24.8	
Sta 1315 + 59 - 1316 + 4	taper	45	48	240	4.0	4.0	40	280.0		40.5	4.5	
Sta 1316 + 4 - 1333 + 51	overlay	1747	24&var	5,565	10.0	4.0	2,718			1,572.3	174.5	
Sta 1333 + 51 - 1333 + 96	butt joint	45	24	120	10.0	4.0	70		105.6	40.5	4.5	
Sta 1333 + 96 - 1334 + 28	SN 089-0054 Bridge omitt											
Sta 1334 + 28 - 1334 + 73	butt joint	45	24	120	10.0	4.0	70			40.5	4.5	
Sta 1334 + 73 - 1365 + 33	overlay	3060	24&var	8,929	10.0	4.0	4,760			2,754.0	305.7	
Sta 1365 + 33 - 1365 + 78	taper	45	24	120	10.0	4.0	70			40.5	4.5	
Sta 1365 + 78 - 1367 + 79	mill	201	24&var	1,132	4.0	4.0	179	1,310.6		180.9	20.1	
Sta 1367 + 79 - 1368 + 24	taper	45	48	240	4.0	4.0	40	280.0		40.5	4.5	
Sta 1368 + 24 - 1445 + 11	overlay	7687	24&var	22,232	10.0	4.0	11,958			6,918.3	767.9	

BITUMINOUS SCHEDULE

Location	Remarks	Length (ft)	Proposed Surface SHOULDER		HOT MIX ASPHALT SURF REM 2 1/4" SQ YD	HOT MIX ASPHALT SURF REM BUTT JOINT SQ YD	HOT MIX ASPHALT SURF REM 3 APPLICATION FOOT	WORK ZONE PAVT MARK. REMOVAL SQ FT.			
			Width(ft)	SQ YD					LT	RT	
											SQ YD
Sta 1445 + 11 - 1445 + 56	taper	45	24	120	10.0	4.0	70	190.0	40.5	4.5	
Sta 1445 + 56 - 1447 + 93	mill	237	24&var	1,312	4.0	4.0	211	1,522.9	213.3	23.7	
Sta 1447 + 93 - 1448 + 38	taper	45	48	240	4.0	4.0	40	280.0	40.5	4.5	
Sta 1448 + 38 - 1463 + 51	overlay	1513	24&var	4,816	10.0	4.0	2,354		1,361.7	151.1	
Sta 1463 + 51 - 1463 + 90	butt joint	45	24	120	10.0	4.0	70		40.5	4.5	
Sta 1463 + 96 - 1464 + 98	SN 089-0074 Bridge omit										
Sta 1464 + 98 - 1465 + 43	butt joint	45	24	120	10.0	4.0	70		40.5	4.5	
Sta 1465 + 43 - 1465 + 43	overlay	2500	24	6,667	10.0	4.0	3,889		2,250.0	249.8	
Sta 1490 + 43 - 1490 + 88	taper	45	24	120	10.0	4.0	70	190.0	40.5	4.5	
Sta 1490 + 88 - 1492 + 96	mill	208	24&var	1,044	4.0	4.0	185	1,228.7	187.2	20.8	
Sta 1492 + 96 - 1493 + 41	taper	45	48	240	4.0	4.0	40	280.0	40.5	4.5	
Sta 1493 + 41 - 1527 + 32	overlay	3391	24&var	9,710	10.0	4.0	5,275		3,051.9	338.8	
Sta 1527 + 32 - 1527 + 77	taper	45	24	120	10.0	4.0	70	190.0	40.5	4.5	
Sta 1527 + 77 - 1529 + 74	mill	197	24&var	983	10.0	4.0	306	1,289.2	177.3	19.7	
Sta 1529 + 74 - 1530 + 19	taper	45	36	180	10.0	4.0	70	250.0	40.5	4.5	
Sta 1530 + 19 - 1530 + 49	overlay	30	36	120	10.0	4.0	47		27.0	3.0	
Sta 1530 + 49 =	STATION EQUATION										
Sub Total Stephenson								15,300.0	528.0	31,297.5	3,474.0
US (WBI) - Winnebago	0 + 0										
Sta 0 + 0 - 15 + 55	overlay	1555	24&var	4,283	10.0	4.0	2,419		1,399.5	155.3	
Sta 15 + 55 - 16 + 0	butt joint	45	24	120	10.0	4.0	70		40.5	4.5	
Sta 16 + 0 - 17 + 2	SN 101-0166 Bridge omit										
Sta 17 + 2 - 17 + 47	butt joint	45	24	120	10.0	4.0	70		40.5	4.5	
Sta 17 + 47 - 48 + 31	overlay	3084	24&var	8,808	10.0	4.0	4,797		2,775.6	308.1	
Sta 48 + 31 - 51 + 28	overlay	297	24	792	8.0	4.0	396		267.3	29.7	
Sta 51 + 28 - 51 + 73	taper	45	24	120	8.0	4.0	60	180.0	40.5	4.5	
Sta 51 + 73 - 54 + 10	mill	237	24&var	1,129	4.0	4.0	211	1,340.0	213.3	23.7	
Sta 54 + 10 - 54 + 55	taper	45	48	240	4.0	4.0	40	280.0	40.5	4.5	
Sta 54 + 55 - 77 + 79	overlay	2324	24&var	7,026	8.0	4.0	3,099		2,091.6	232.2	
Sta 77 + 79 - 78 + 24	taper	45	24	120	8.0	4.0	60	180.0	40.5	4.5	
Sta 78 + 24 - 80 + 69	mill	245	24&var	873	4.0	4.0	218	1,091.2	220.5	24.5	
Sta 80 + 69 - 81 + 14	taper	45	36	180	4.0	4.0	40	220.0	40.5	4.5	
Sta 81 + 14 - 96 + 9	overlay	1495	24&var	4,282	8.0	4.0	1,993		1,345.5	149.4	
Sta 96 + 9 - 96 + 54	butt joint	45	24	120	8.0	4.0	60		40.5	4.5	
Sub Total Winnebago								3,291.2	311.2	8,596.8	954.2
TOTAL - Stephenson								30,702.6	844.8	64,325.7	7,140.2
TOTAL - Winnebago								6,699.1	516.8	17,202.6	1,909.5
TOTAL				274,001			134,093	37,401.7	1,361.6	81,528.3	9,049.6

ENTRANCE SCHEDULE

STATIONING	REMARKS	PROPOSED SURFACE AREA	40600982	44000158	48102100	40600200	40800050
			HOT MIX ASPHALT SURF REM BUTT JOINT	HOT MIX ASPHALT SURFACE REMOVAL 2 1/4"	AGGREGATE WEDGE SHOULDERS, TYPE B,	BITUMINOUS PRIME	INCIDENTAL HOT-MIX ASPHALT SURFACING
		SQ. YD.	SQ. YD.	SQ. YD.	TON	TON	TON
US 20 EB Stephenson							
1186 + 78 RT	Browns Mill Rd	1061.4		1061.4		1.52	148.6
1202 0 RT	FE	144.4			4.0		
1220 + 72 RT	PE	211.8				0.30	29.7
1236 + 0 RT	Cherry Hill Rd	739.8		739.8		1.06	103.6
1262 + 60 RT	Buncker Hill Rd	741.8		741.8		1.06	103.9
1288 + 75 RT	Kuhn Dr.	285.3	31.2	0.0		0.41	39.9
1314 + 50 RT	Rock City Rd	704.2		704.2		1.01	98.6
1341 + 0 RT	FE	222.0			9.0		
1366 + 56 RT	Holland Church Rd	730.7		730.7		1.04	102.3
1394 + 0 RT	PE	108.7		0.0		0.16	15.2
1446 + 40 RT	Farwell Bride Rd	871.4		871.4		1.25	122.0
1487 + 50 RT	FE	137.3			3.0		
1492 + 25 RT	FE	62.0			4.0		
1501 + 0 RT	FE	19.0			4.0		
1520 50 RT	FE	61.0			3.0		
1529 + 0 RT	Klinger Rd	834.3		834.3		1.19	116.8
US 20 EB Winnebago							
26 + 90 RT	FE	87.0			4.0		
53 25 RT	Spielman Rd	764.2		764.2		1.09	107.0
WB US 20 Stephenson							
1187 + 50 LT	Browns Mill Rd	499.1		499.1		0.71	69.9
1202 + 0 LT	PE	22.1		0.0		0.03	3.1
1212 + 0 LT	CE	154.0				0.22	21.6
1220 + 75 LT	PE	104.2		0.0		0.15	14.6
1236 + 0 LT	Cherry Hill Rd	656.8		656.8		0.94	92.0
1262 + 50 LT	PE	83.3		83.3		0.12	11.7
1288 + 80 LT	Sunny Hill Dr	288.8	31.3	0.0		0.41	40.4
1314 + 43 LT	Rock City Rd	811.3		811.3		1.16	113.6
1341 + 25 LT	Wickam Service Dr	306.4	21.4	0.0		0.44	42.9
1366 + 56 LT	Holland Church Rd	795.4		795.4		1.14	111.4
1394 + 0 LT	FE	87.1			6.0		
1419 + 50 LT	PE	73.4				0.10	10.3
1433 + 0 LT	PE	67.8				0.10	9.5
1440 + 50 LT	PE	15.8		0.0		0.02	2.2
1447 + 0 LT	Farwell Bridge Rd	925.7		925.7		1.32	129.6
1469 + 0 LT	FE	82.4			6.0		
1492 + 22 LT	Bolen Rd	695.1		695.1		0.99	97.3
1501 + 40 LT	FE	94.0			7.0		
1508 + 25 LT	FE	82.0			6.0		
1520 + 0 LT	PE	166.7				0.24	23.3
US 20 WB Winnebago							
26 + 75 LT	FE	154.0			6.0		
53 + 25 LT	Spielman Rd	699.8		699.8		1.00	98.0
79 + 60 LT	Old Grove Rd	714.1		714.1		1.02	100.0
84 + 0 LT	PE	101.0				0.14	14.1
US 20 EB & WB STEPHENSON SUB TOTAL			83.9	10150.3	52.00	17.10	1673.74
US 20 EB & WB WINNEBAGO SUB TOTAL			0.0	2178.1	10.00	3.26	319.07
GRAND TOTAL			83.9	12328.4	62.0	20.4	1992.8

** The INCIDENTAL HMA ASPHALT SURFACING is scheduled for 2.25" thickness, but it is calculated at 2.5" in this schedule.

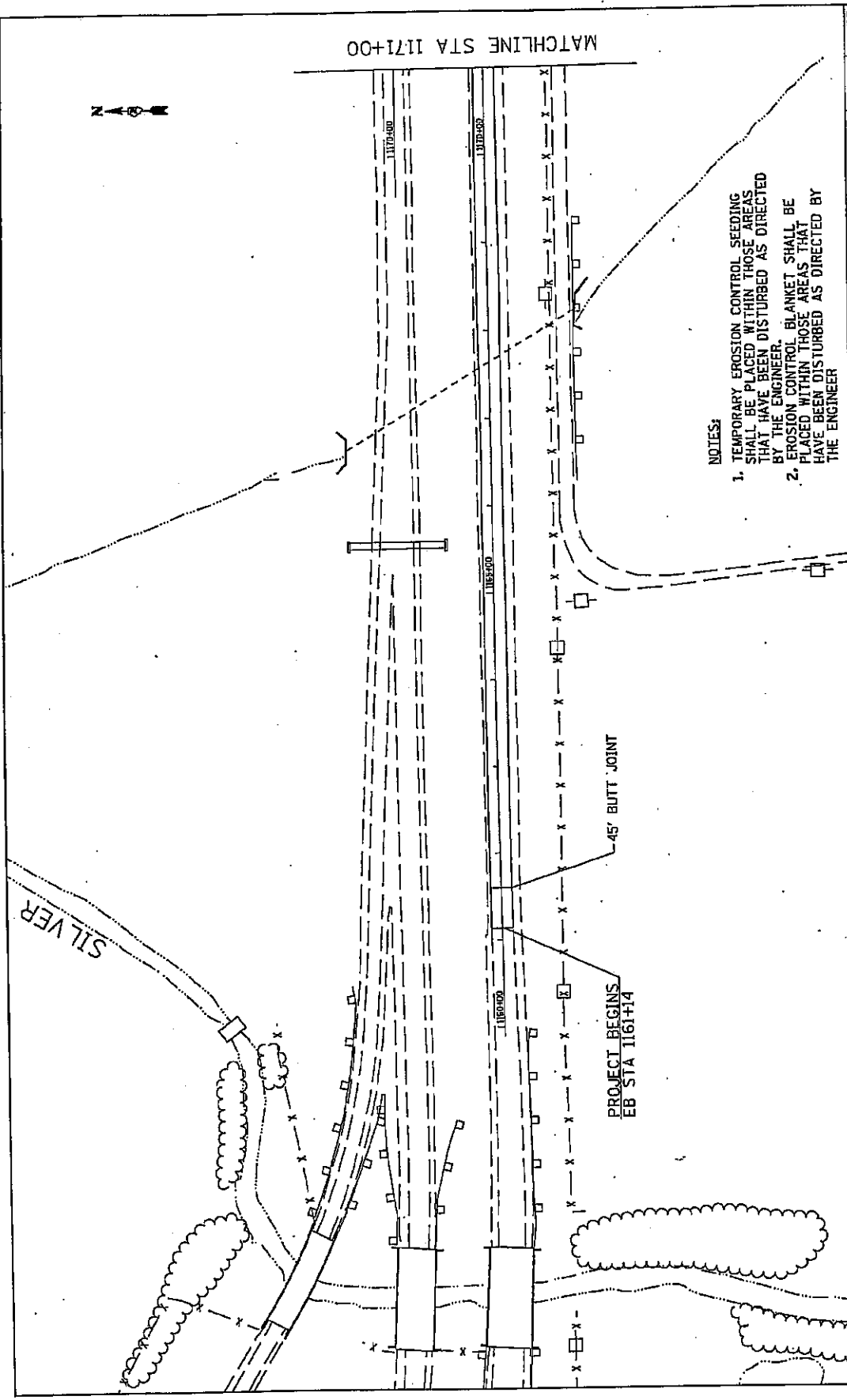
PARTIAL DEPTH PAVEMENT PATCHING

12 FEET LANE WIDTH
US 20 EAST BOUND (EXIST 15" FULL DEPTH HMA) 44002220 40601005

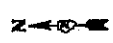
STATION	REMARKS	LENGTH OF PATCH		HOT-MIX ASPHALT REMOVAL OVER PATCHES - 5"		HOT-MIX ASPHALT REPLACEMENT OVER PATCHES - 5"	
		LT LANE (feet)	RT LANE (feet)	LT LANE (Yd ²)	RT LANE (Yd ²)	LT LANE TON	RT LANE TON
Stephenson County							
1162 + 16		30		41.3		11.57	
1189 + 71		6		9.3		2.61	
1164 + 6		8		12.0		3.36	
1203 + 25		10	8	14.7	12.0	4.11	3.36
1208 + 20		12		17.3		4.85	
1211 + 24		8		12.0		3.36	
1217 + 52		12		17.3		4.85	
1246 + 12		20		28.0		7.84	
1248 + 99		20		28.0		7.84	
1253 + 76		10		14.7		4.11	
1255 + 4		10		14.7		4.11	
1264 + 18		10		14.7		4.11	
1288 + 3		20	10	28.0	14.7	7.84	4.11
1314 + 46		20		28.0		7.84	
1324 + 18		10		14.7		4.11	
1353 + 63		20		28.0		7.84	
1388 + 76		10		14.7		4.11	
1395 + 68		10		14.7		4.11	
1409 + 70		10		14.7		4.11	
1410 + 39		30		41.3		11.57	
1414 00		150		174.7		48.91	
1416 + 19		8		12.0		3.36	
1420 + 83		30		41.3		11.57	
1422 + 24		20		28.0		7.84	
1425 + 23		10		14.7		4.11	
1434 + 79		10		14.7		4.11	
1453 + 71		10		14.7		4.11	
1465 + 99		30		41.3		11.57	
1469 + 25		30		41.3		11.57	
1475 + 42		20		28.0		7.84	
1479 + 31		30		41.3		11.57	
1494 + 00		500		668.0		187.04	
1506 + 63		30		41.3		11.57	
1524 + 30		30		41.3		11.57	
SUB TOTAL STEPHENSON				1569.3		439.4	19.0
Winnebago County							
1 + 49		20		28.0		7.84	
5 + 51		30		41.3		11.57	
31 + 50		10		14.7		4.11	
36 + 87		20		28.0		7.84	
41 + 18		15		21.3		5.97	
42 + 82		10		14.7		4.11	
SUB TOTAL WINNEBAGO				112.0	36.0	31.4	10.1
TOTAL				1,681.3	36.0	470.8	29.1
GRAND TOTAL				1,717.3		499.9	

PARTIAL DEPTH PAVEMENT PATCHING

STATION	REMARKS	LENGTH OF PATCH		AREA OF PATCHES				HOT-MIX ASPHALT REMOVAL		HOT-MIX ASPHALT REPLACEMENT	
		LT LANE (feet)	RT LANE (feet)	TYPE 2		TYPE 3		LT LANE (Yd ²)	RT LANE (Yd ²)	LT LANE TON	RT LANE TON
				LT LANE (Yd ²)	RT LANE (Yd ²)	LT LANE (Yd ²)	RT LANE (Yd ²)				
Winnepago County											
52 + 17		8	8	10.7	10.7			12.0	12.0	2.18	2.18
53 + 75		6	6	8.0	8.0			9.3	9.3	1.70	1.70
55 + 20		6	6	8.0	8.0			9.3	9.3	1.70	1.70
55 + 62		6	6	8.0	8.0			9.3	9.3	1.70	1.70
56 + 23		6	6	8.0	8.0			9.3	9.3	1.70	1.70
56 + 66		6	6	8.0	8.0			9.3	9.3	1.70	1.70
57 + 81		6	6	8.0	8.0			9.3	9.3	1.70	1.70
58 + 21		0	6		8.0				9.3	1.70	1.70
59 + 87		6	6	8.0	8.0			9.3	9.3	1.70	1.70
61 + 29		6	6	8.0	8.0			9.3	9.3	1.70	1.70
61 + 77		6	6	8.0	8.0			9.3	9.3	1.70	1.70
63 + 22		6	6	8.0	8.0			9.3	9.3	1.70	1.70
67 + 21		6	6	8.0	8.0			9.3	9.3	1.70	1.70
67 + 48		6	6	8.0	8.0			9.3	9.3	1.70	1.70
68 + 9		6	6	8.0	8.0			9.3	9.3	1.70	1.70
73 + 50		6	6	8.0	8.0			9.3	9.3	1.70	1.70
76 + 16		6	6	8.0	8.0			9.3	9.3	1.70	1.70
78 + 82		6	6	8.0	8.0			9.3	9.3	1.70	1.70
84 + 59		6	6	8.0	8.0			9.3	9.3	1.70	1.70
93 + 43		6	6	8.0	8.0			9.3	9.3	1.70	1.70
94 + 04		8	12	10.7	16.0			12.0	17.3	2.18	3.15
TOTAL				165.3	154.7	0.0	16.0	192.0	197.3	34.9	35.9
GRAND TOTAL				320.0			16.0	389.3		70.9	



MATCHLINE STA 1171+00



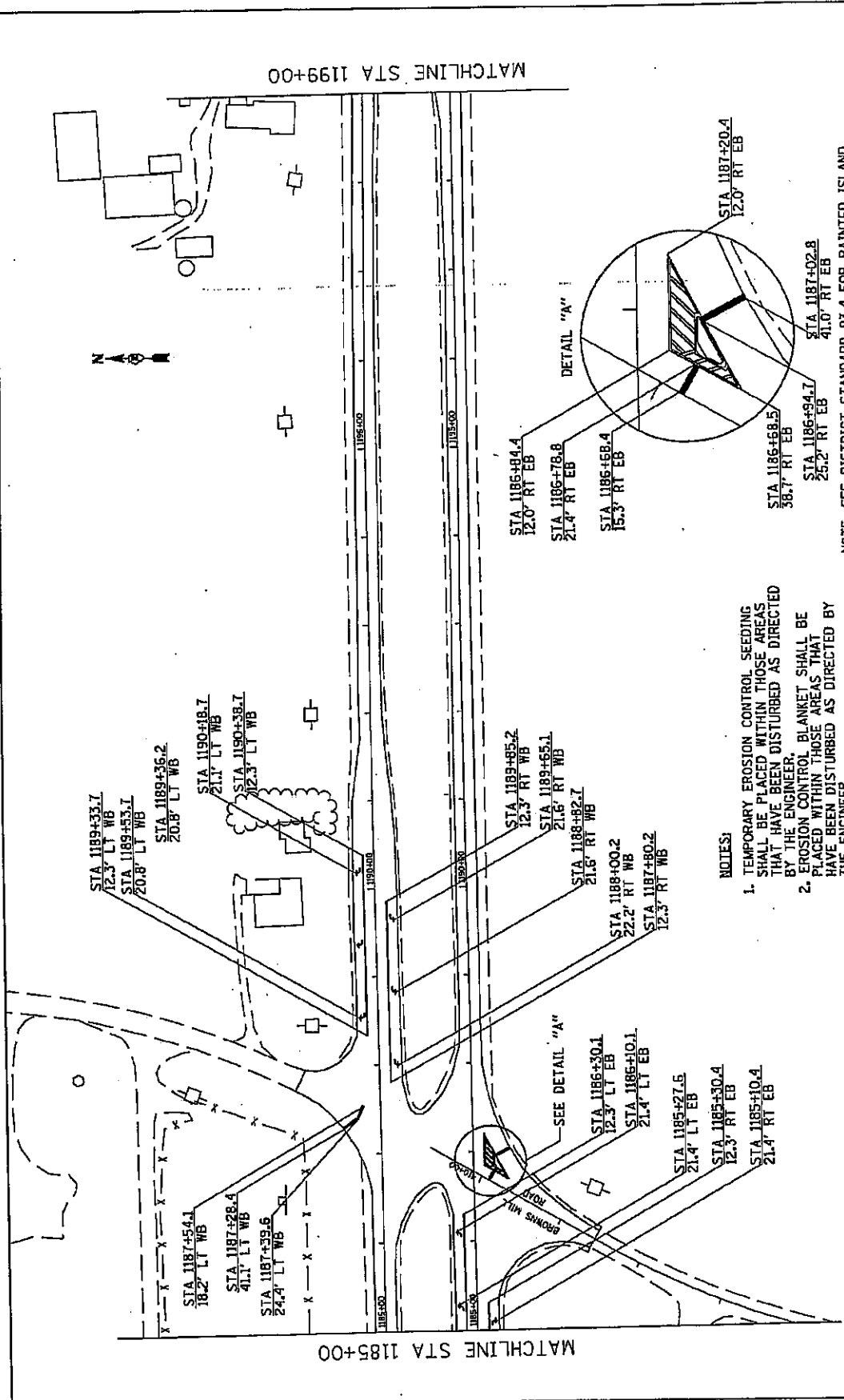
- NOTES:
1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

PROJECT BEGINS EB STA 1161+14

45° BUTT JOINT

SILVER

FILE NAME = c:\p1\work\p1\DOT\POL\ZINEJ\08123953\0206\B09-sit-plan.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. F.T.E. 301	SECTION 07,1BRS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 33
PLOT DATE = Thu Feb 05 13:02:14 2009				WINNEBAGO/STEPHENSON		CONTRACT NO. 64F00		
				ILLINOIS		FED. AID PROJECT		



- NOTES:**
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(17,18)RS-1		79	35
WINNEBAGO/STEPHENSON FED. ROAD DIST. NO. ILLINDIST.FED. AID PROJECT.		CONTRACT NO. 64F00		

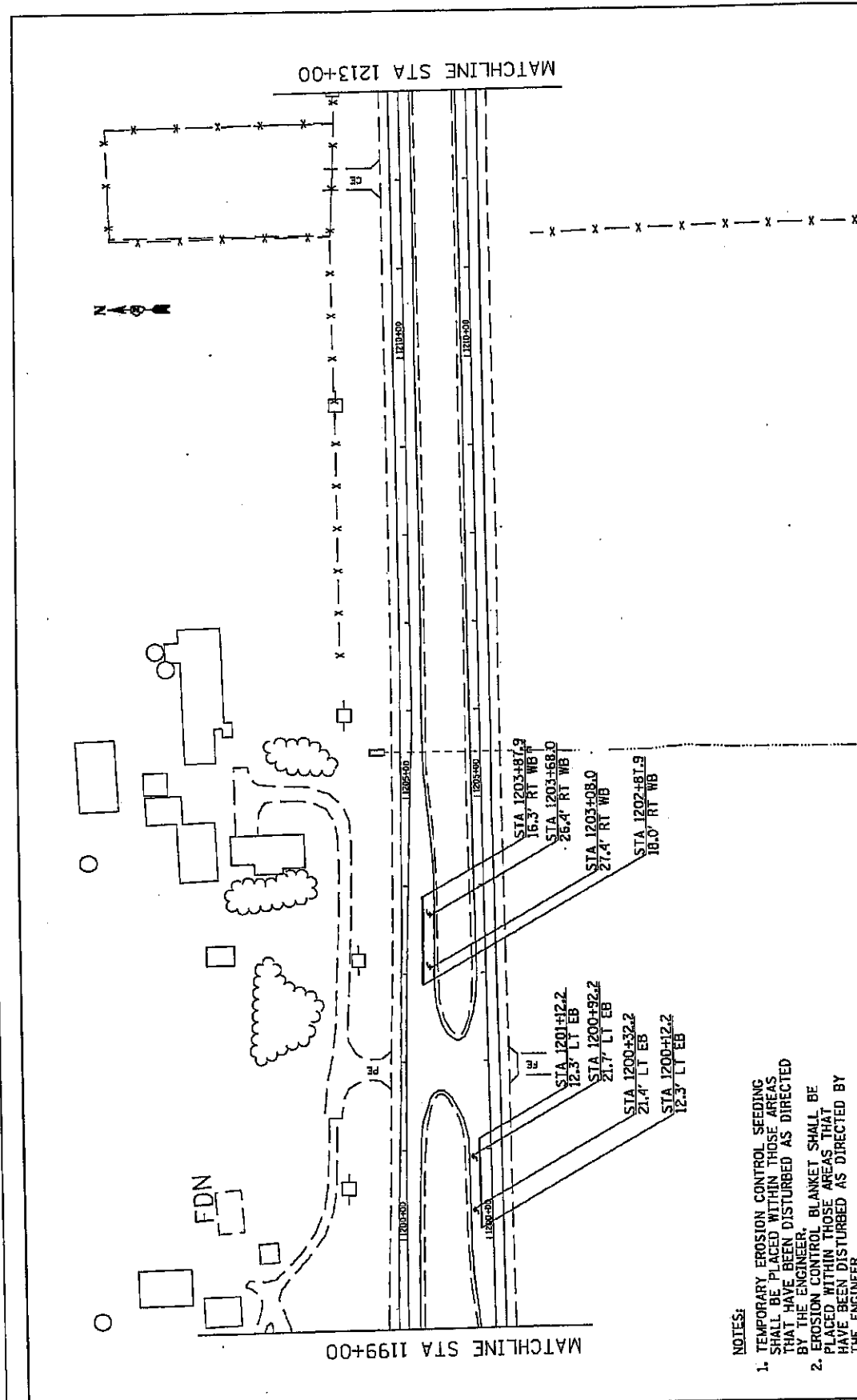
NOTE: SEE DISTRICT STANDARD 93.4 FOR PAINTED ISLAND

PLAN SHEET - US 20

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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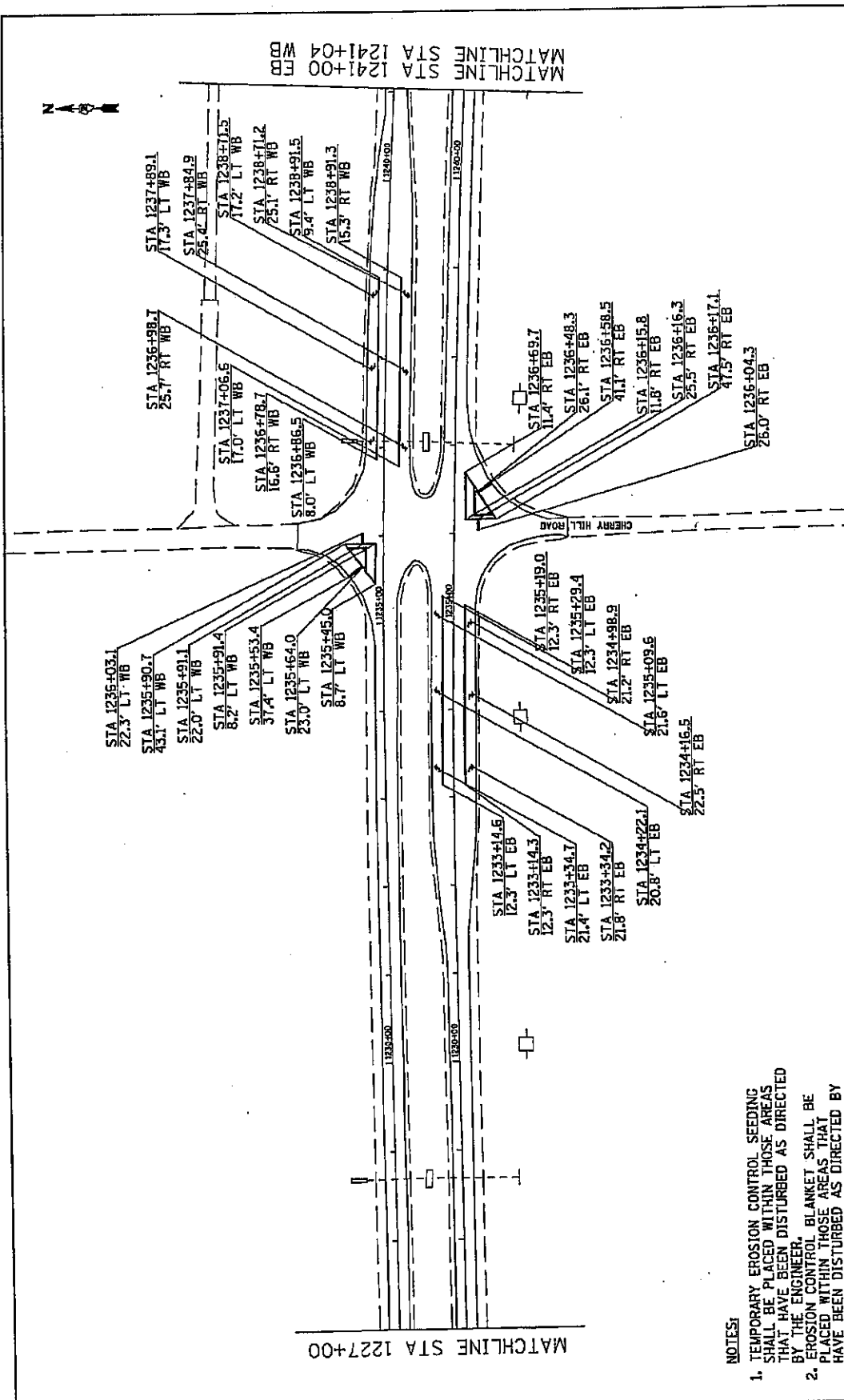
PLOT DATE = Thu Feb 05 13:02:14 2009



NOTES:

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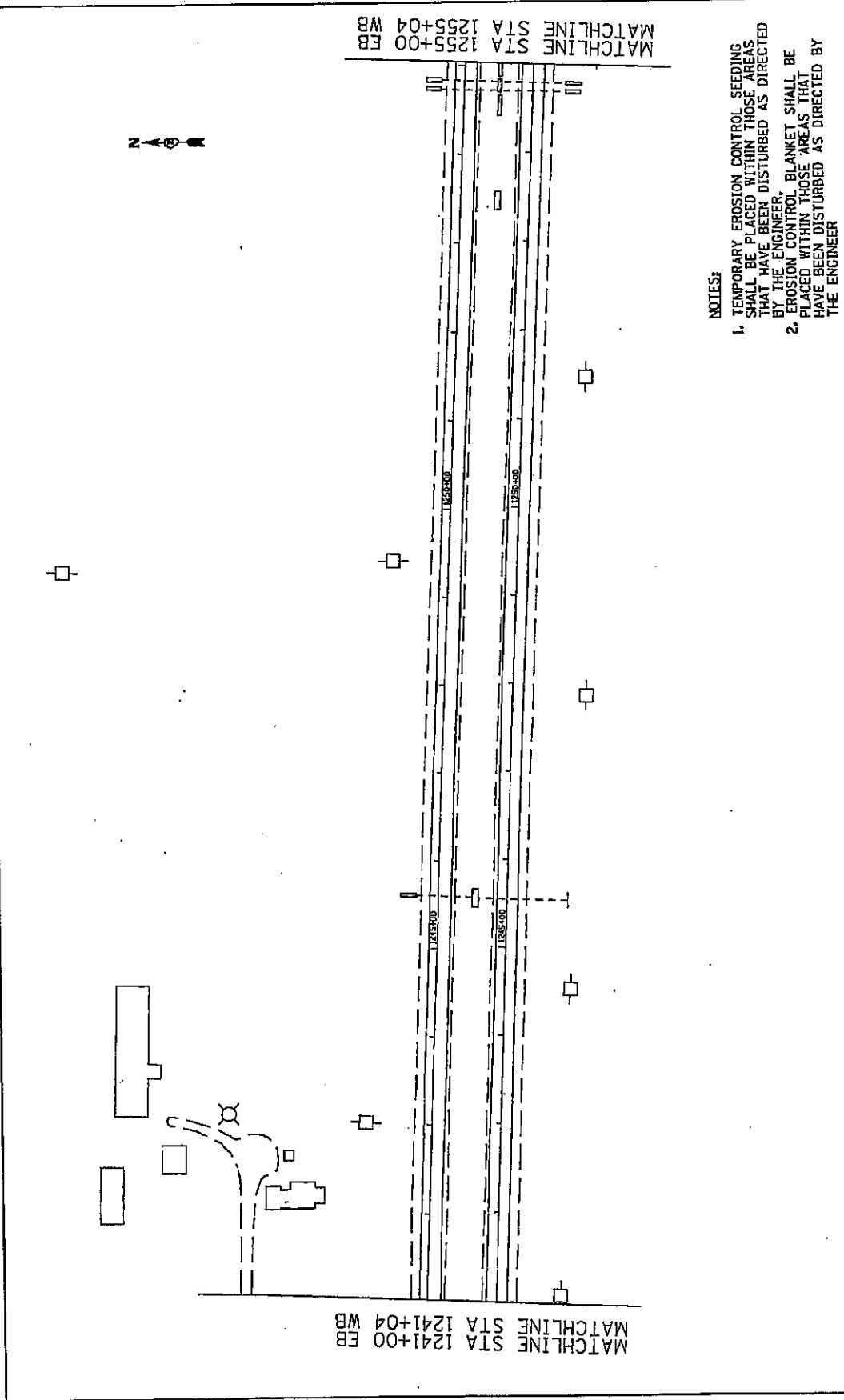
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PLOT DATE = Thu Feb 05 13:02:15 2009			CONTRACT NO. 64F00		ILLINOIS FED. AID PROJECT		



NOTES:

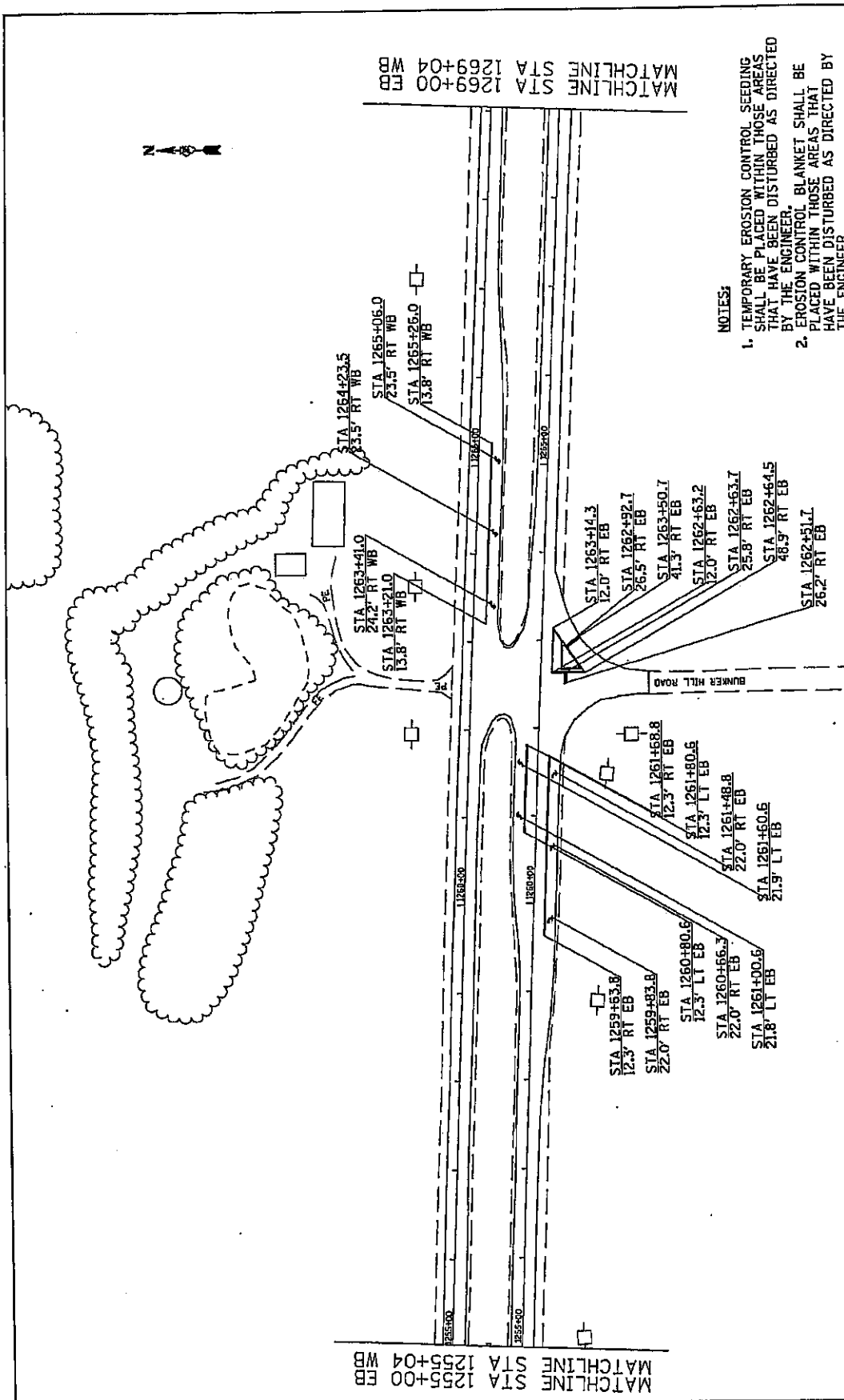
- TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
- EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

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PLOT DATE = Thu Feb 05 13:02:15 2009			CONTRACT NO. 64F00					
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



NOTES:
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 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER

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PLOT DATE = Thu Feb 05 13:02:16 2009		CONTRACT NO. 64F00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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PLOT DATE = Thu Feb 05 13:02:16 2009

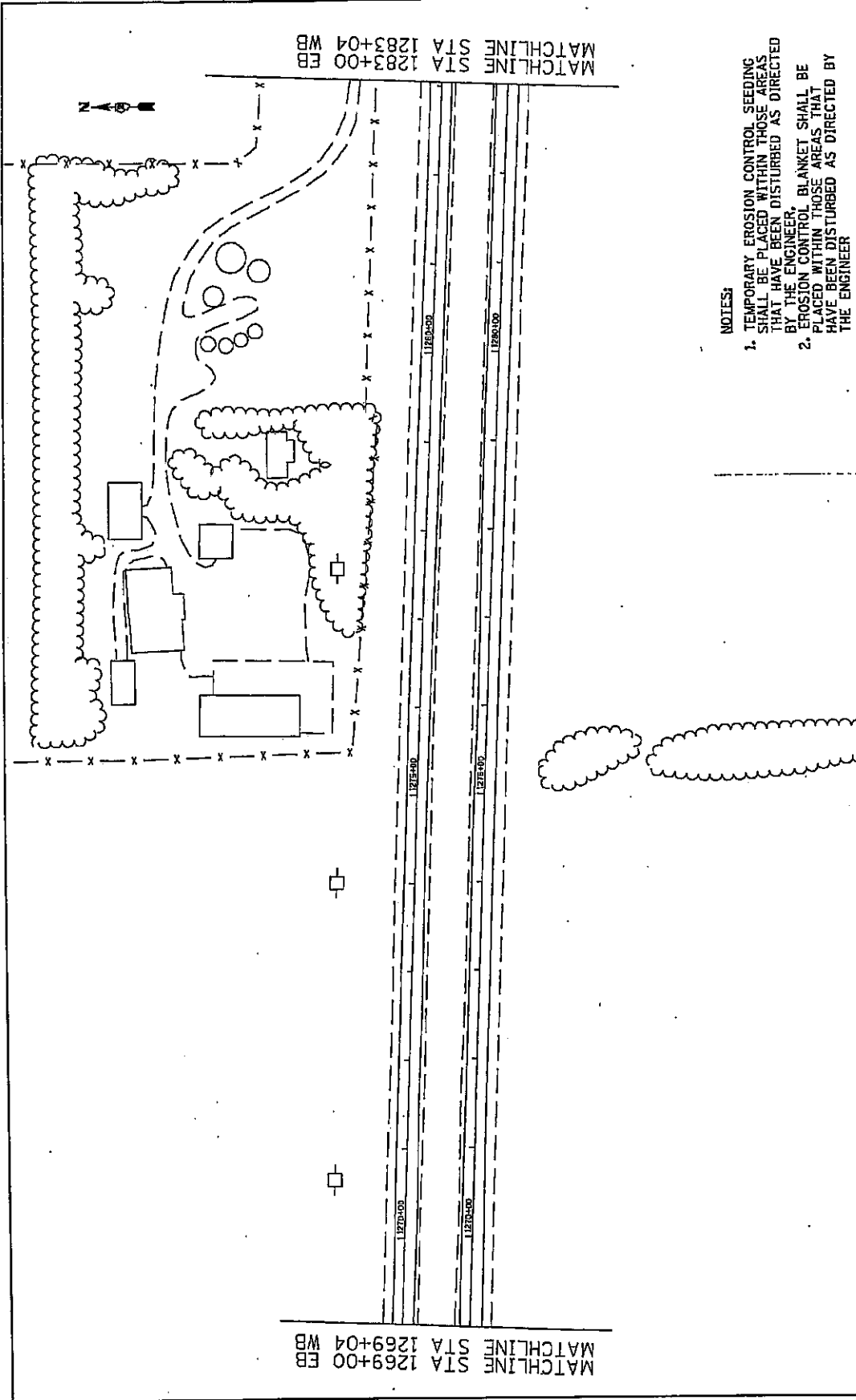
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET - 116 20

F.A.P. RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(17)BIRS-1		79	40

CONTRACT NO. 64F00
 WINNEBAGO/STEPHENSON ILLINOIS FED. AID PROJECT

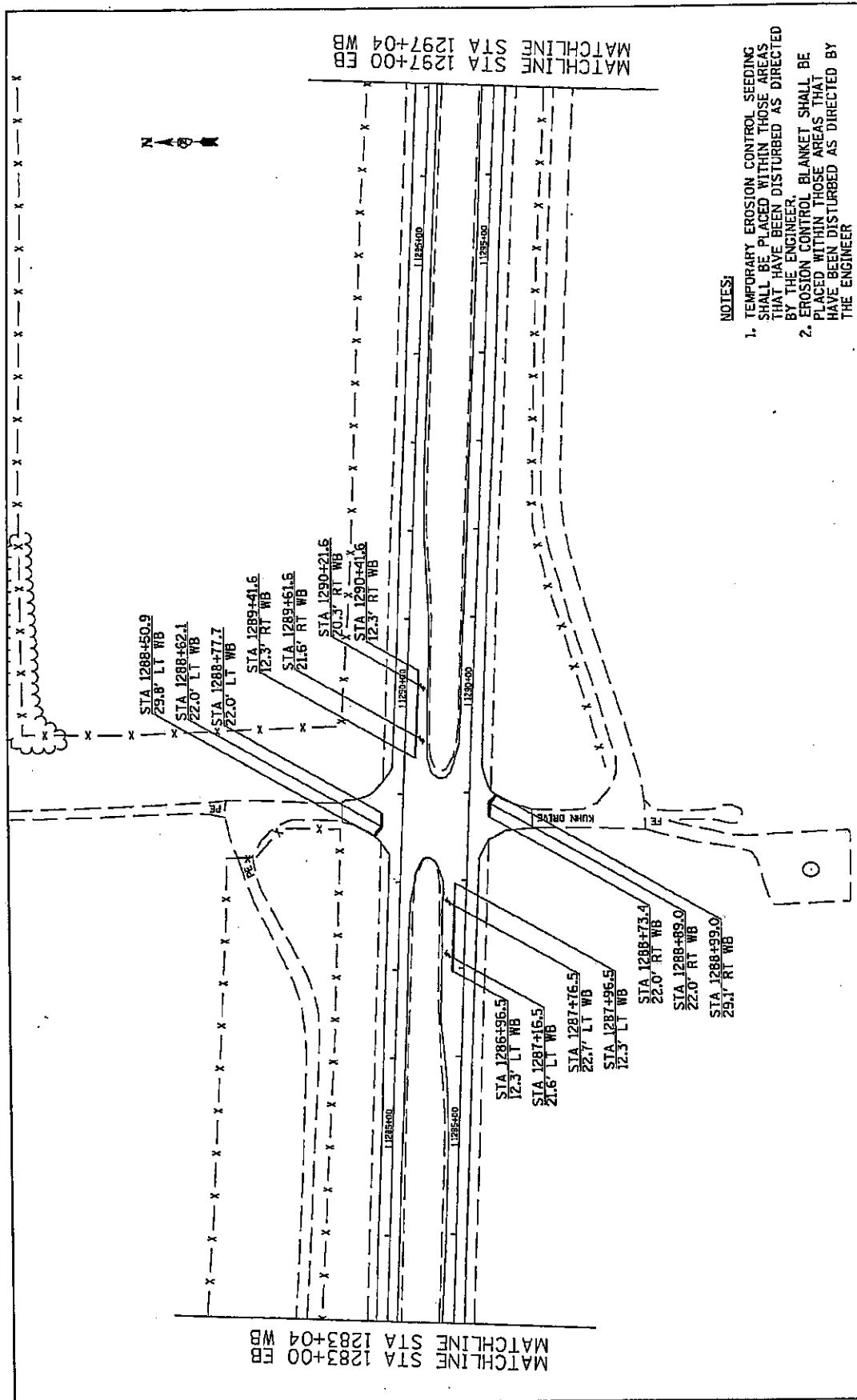
NOTES:
 1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER



NOTES:

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2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\p\work\p\p\DDOT\POL\ZINE\08123953\02068809-sh4-plen-dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - 06 20	F.A.P. RTE. 301 * WINNEBAGO/STEPHENSON	SECTION 07, 1BRS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 41
PLOT DATE = Thu Feb 05 13:02:16 2009			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



NOTES:

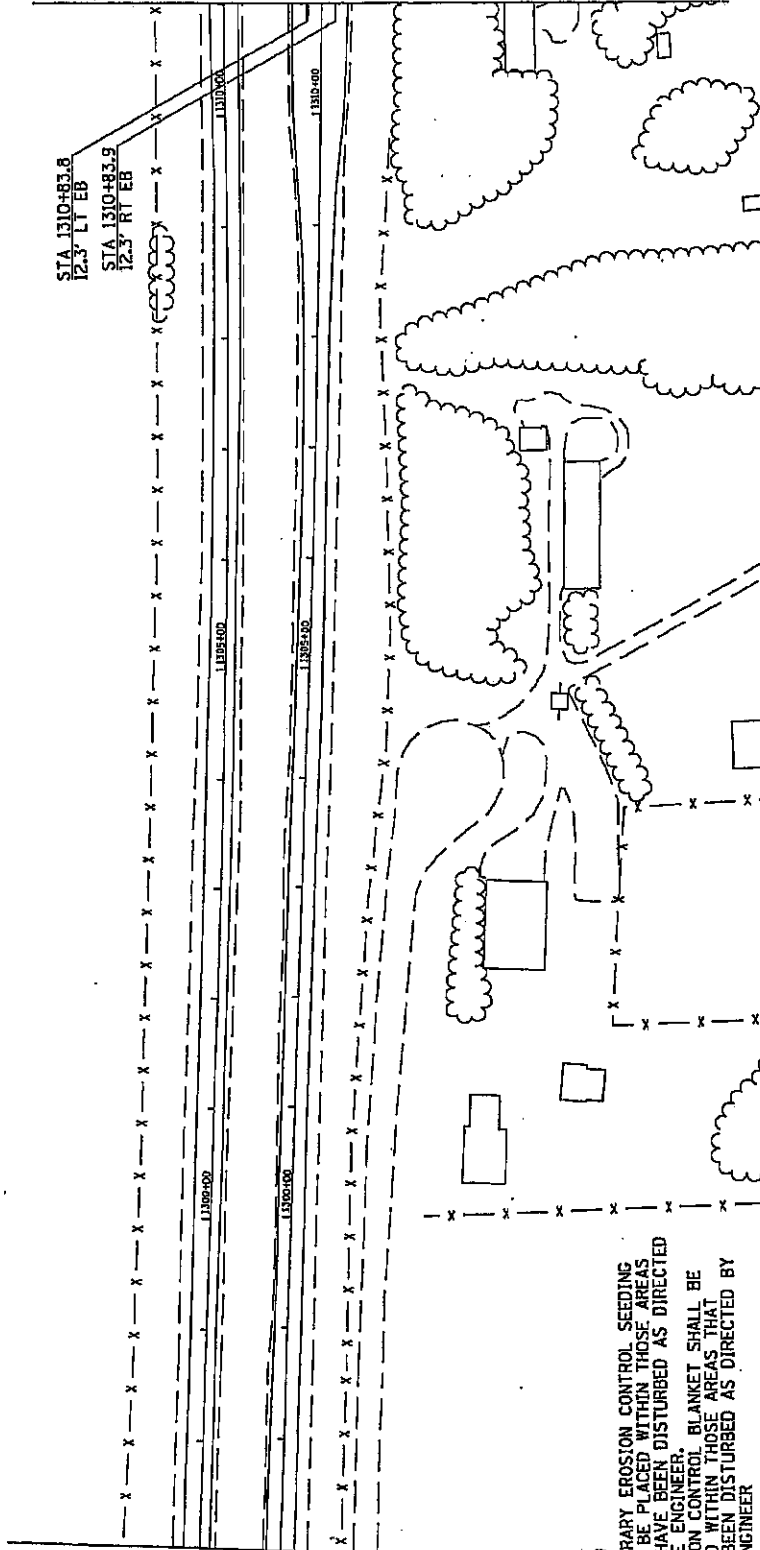
1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = at:\pwr-1\pwidot\POL_ZINEJ\08123953\0288809-ent-plan.dgn	USER NAME = polzmej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RITE. 301	SECTION 017.1BRS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 42
PLOT DATE = Thu Feb 05 13:02:17 2009			WINNEBAGO/STEPHENSON		CONTRACT NO. 64F00			
			ILLINOIS		FED. ROAD DIST. NO.			



MATCHLINE STA 1297+00 EB
 MATCHLINE STA 1311+00 EB

STA 1310+83.8
 12.3' LT EB
 STA 1310+83.9
 12.3' RT EB



NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER

FILE NAME = c:\ok-work\PI\001\POLZINE\08123953\0208009-dit-plenudgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RATE 301	SECTION (17,1)BRS-1	COUNTY WINNEBAGO	TOTAL SHEETS 79
PLOT DATE = Thu Feb 05 13:22:17 2009			CONTRACT NO. 64F00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

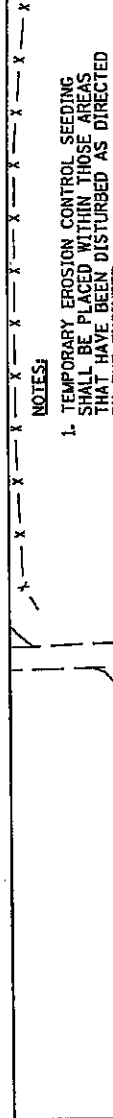


NOTES:
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 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER

SEE DETAIL "C"
 STA 1313+43.7
 25.0' LT EB
 STA 1312+67.8
 24.8' LT EB
 STA 1311+85.8
 25.0' LT EB
 STA 1311+05.9
 25.4' LT EB
 STA 1315+59.4
 19.2' LT WB
 STA 1315+38.4
 12.3' LT WB
 STA 1316+31.5
 19.8' LT WB
 STA 1317+03.5
 20.2' LT WB
 STA 1317+75.7
 20.2' LT WB
 STA 1317+95.7
 12.3' LT WB
 STA 1316+95.7
 20.8' RT WB
 STA 1316+15.7
 20.0' RT WB
 STA 1317+86.2
 12.3' RT WB
 STA 1317+75.7
 21.4' RT WB
 STA 1314+29.2
 47.1' LT WB
 STA 1314+41.3
 25.5' LT WB
 STA 1314+29.3
 25.5' LT WB
 STA 1314+29.3
 12.0' LT WB
 STA 1313+99.9
 26.5' LT WB
 STA 1314+54.1
 25.7' RT EB
 STA 1314+54.4
 46.6' RT EB
 STA 1314+42.1
 25.9' RT EB
 STA 1314+79.1
 26.5' RT EB
 STA 1314+90.3
 40.5' RT EB
 STA 1313+64.0
 12.3' LT EB
 STA 1313+54.0
 12.3' RT EB
 STA 1313+34.0
 13.9' RT EB
 STA 1311+83.8
 20.1' RT EB
 STA 1312+50.3
 20.5' RT EB
 STA 1311+03.8
 21.1' RT EB

MATCHLINE STA 1311+00 WB
 MATCHLINE STA 1311+02 WB

MATCHLINE STA 1313+00 WB
 MATCHLINE STA 1313+02 WB

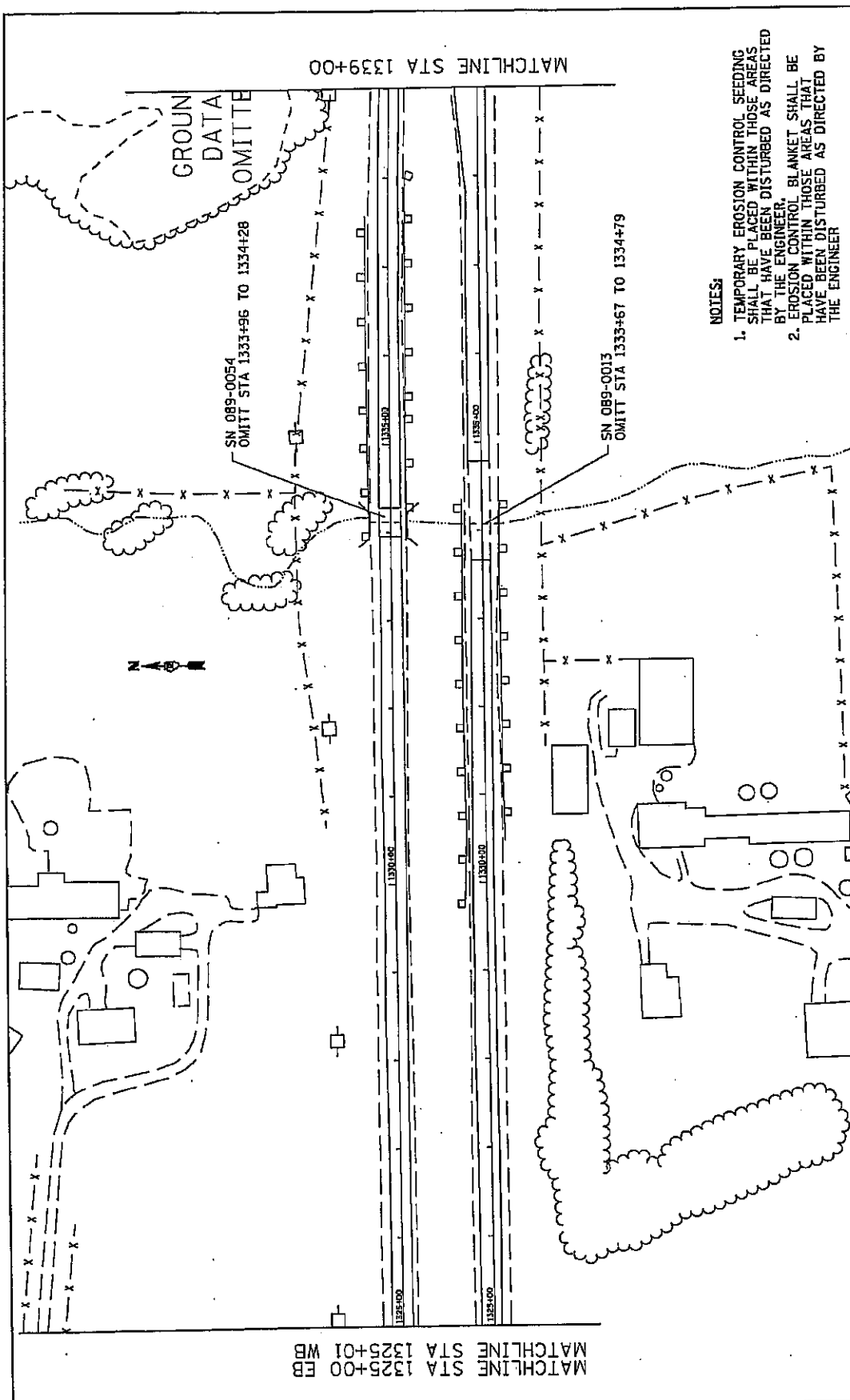


NOTE: SEE DISTRICT STANDARD 93.4 FOR PAINTED ISLAND

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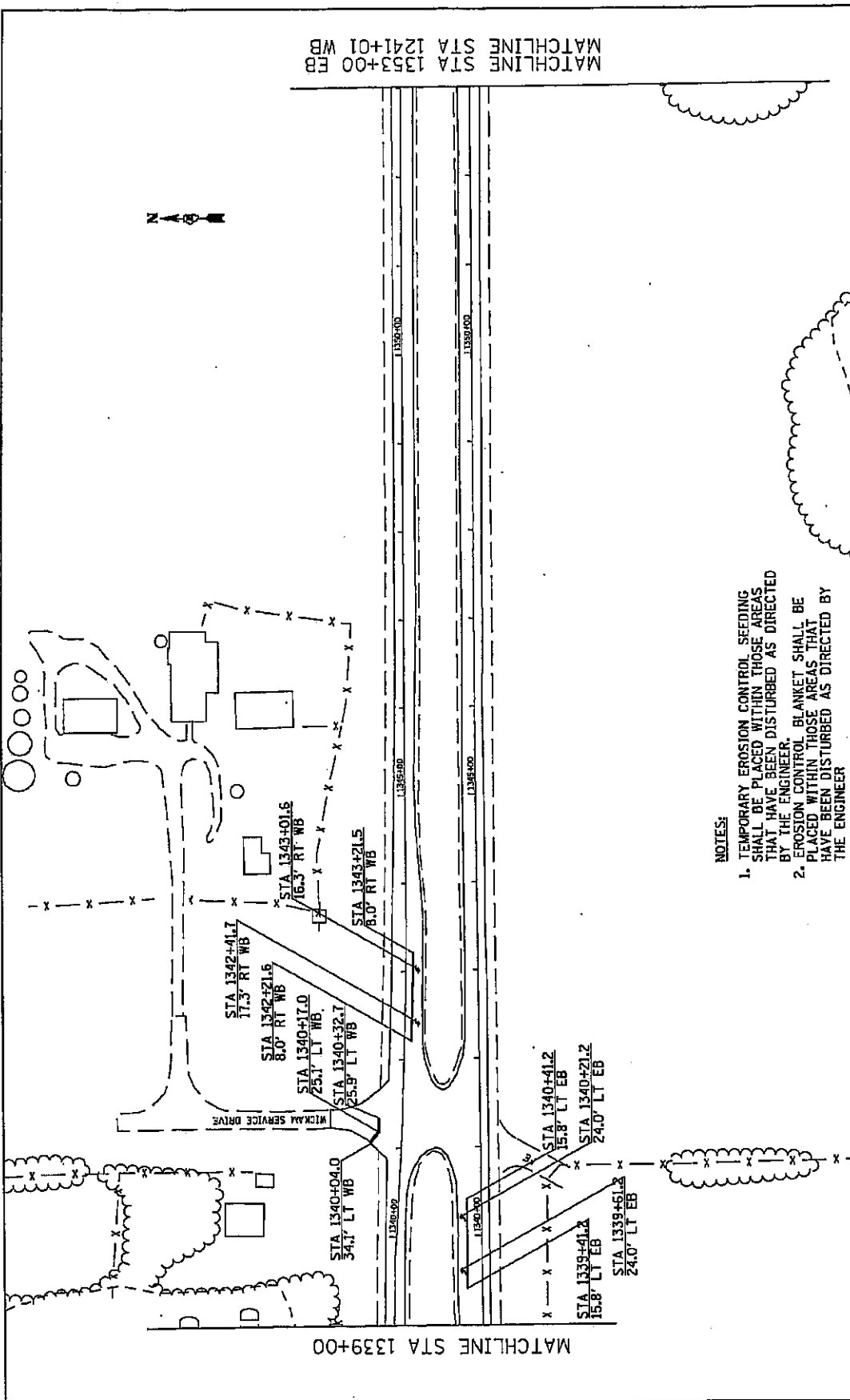
USER NAME = polzinej
 PLOT DATE = Thu Feb 05 13:02:17 2009

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 28	F.A.P. RITE. 301	SECTION 117,18/RS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 44
CONTRACT NO. 64F00			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



NOTES:
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 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\pw_work\W1001\POLZINE\40123953\0206009-shr-plan.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE. 301	SECTION (17.1B)RS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 45
PLOT DATE = Thu Feb 05 13:02:18 2009			FED. ROAD DIST. NO. ILLINOIS		CONTRACT NO. 64F00			
			ILLINOIS		FED. AID PROJECT			



NOTES:

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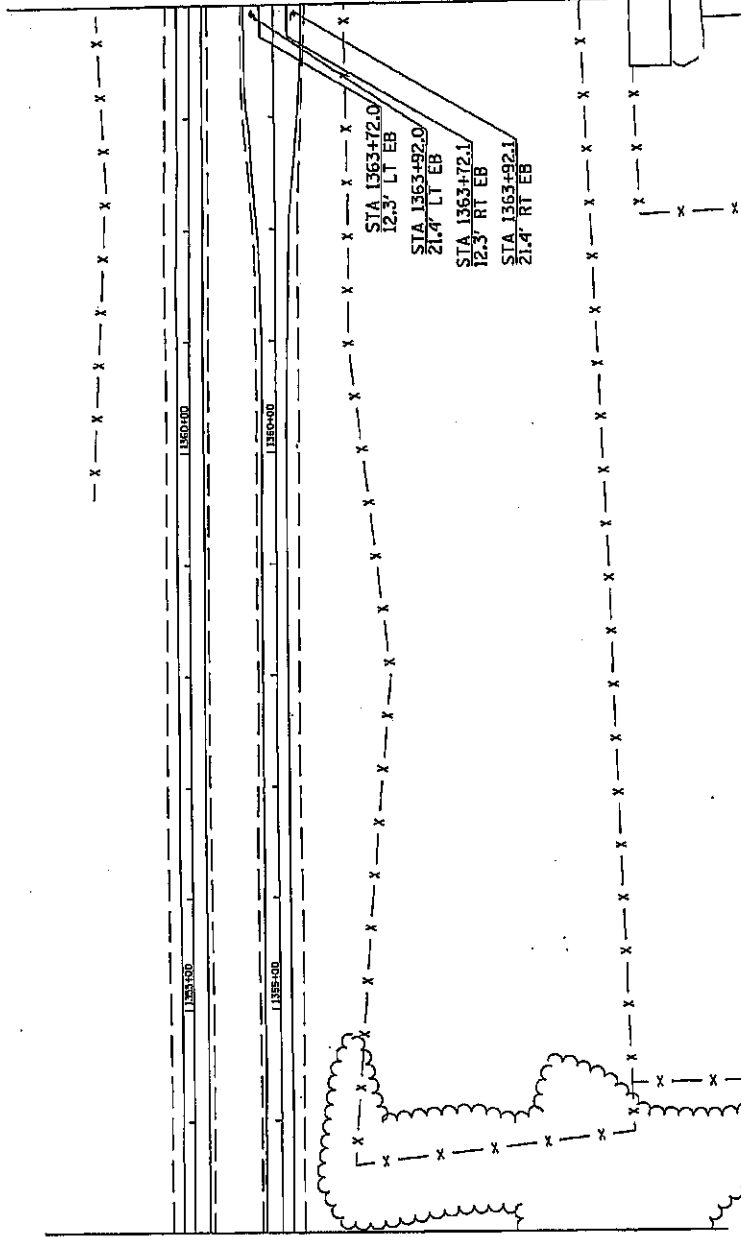
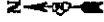
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PLOT DATE = Thu Feb 05 13:02:18 2009		ILLINOIS FED. AID PROJECT		CONTRACT NO. 64F00				

NOTES:

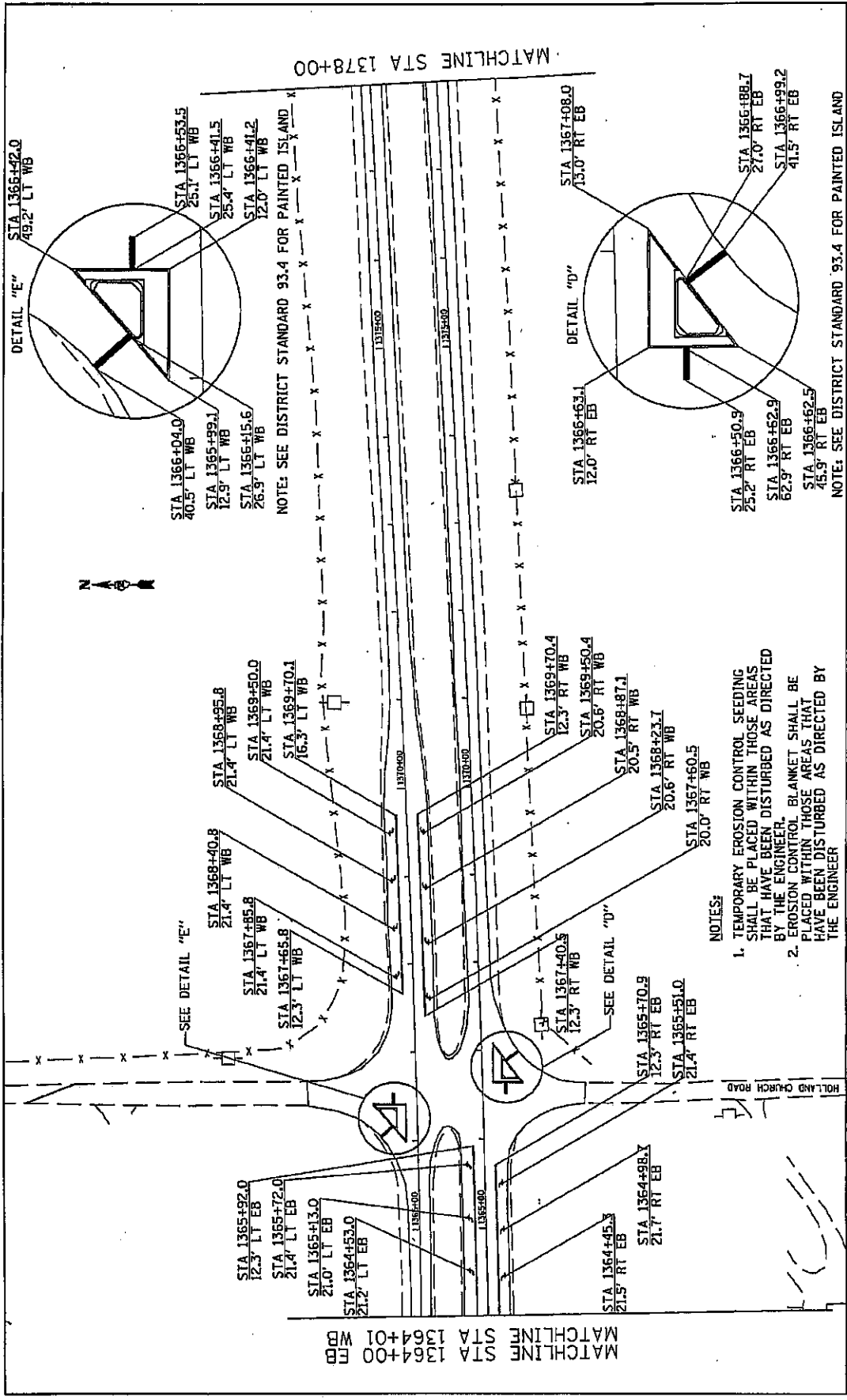
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2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

MATCHLINE STA 1241+01 WB
 MATCHLINE STA 1241+01 WB

MATCHLINE STA 1241+01 WB
 MATCHLINE STA 1241+01 WB



FILE NAME = c:\pvc\work\p11001\POL\LINE\A\0123953\0206809\ent-plen.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE. 301	SECTION (17,18)RS-1	COUNTY •	TOTAL SHEETS 79	TOTAL SHEET NO. 47
PLOT DATE = Thu Feb 05 13:02:18 2009		CONTRACT NO. 64F00		FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		



DETAIL "E"

DETAIL "D"

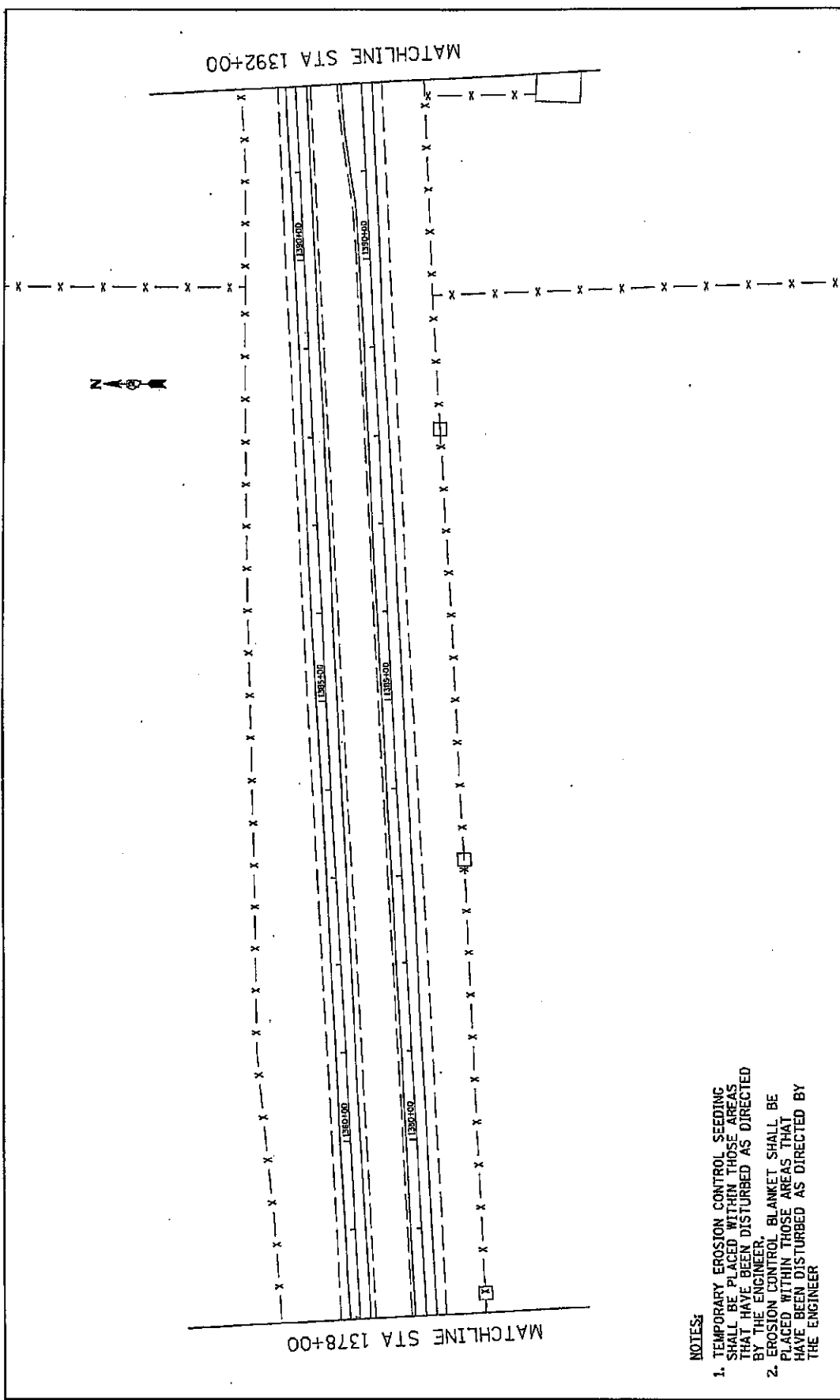
NOTE: SEE DISTRICT STANDARD 93.4 FOR PAINTED ISLAND

NOTES:
 1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
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MATCHLINE STA 1364+00 FB
 MATCHLINE STA 1364+01 WB

MATCHLINE STA 1378+00

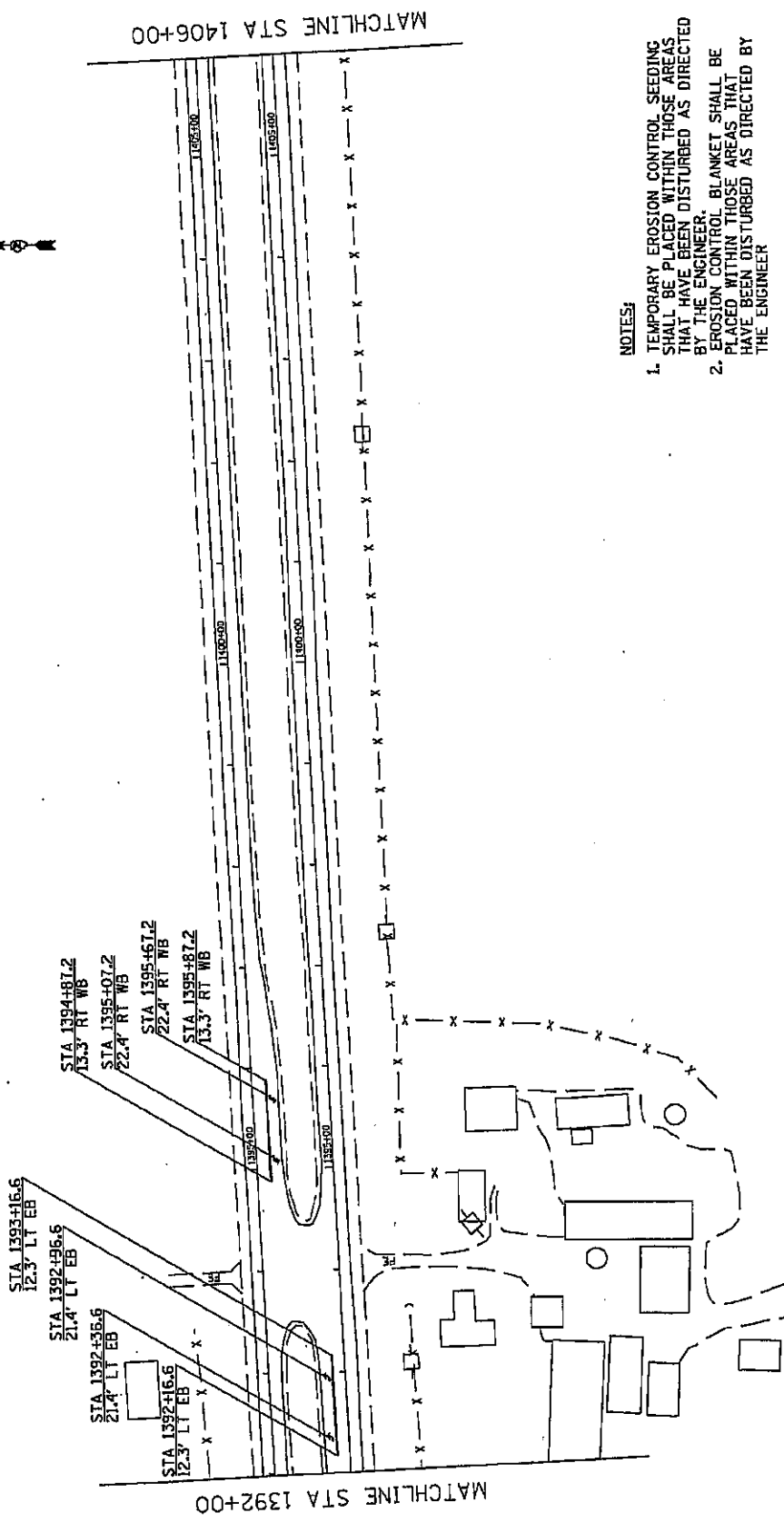
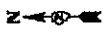
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PLOT DATE = Thu Feb 05 13:02:19 2009			CONTRACT NO. 64FOO		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER

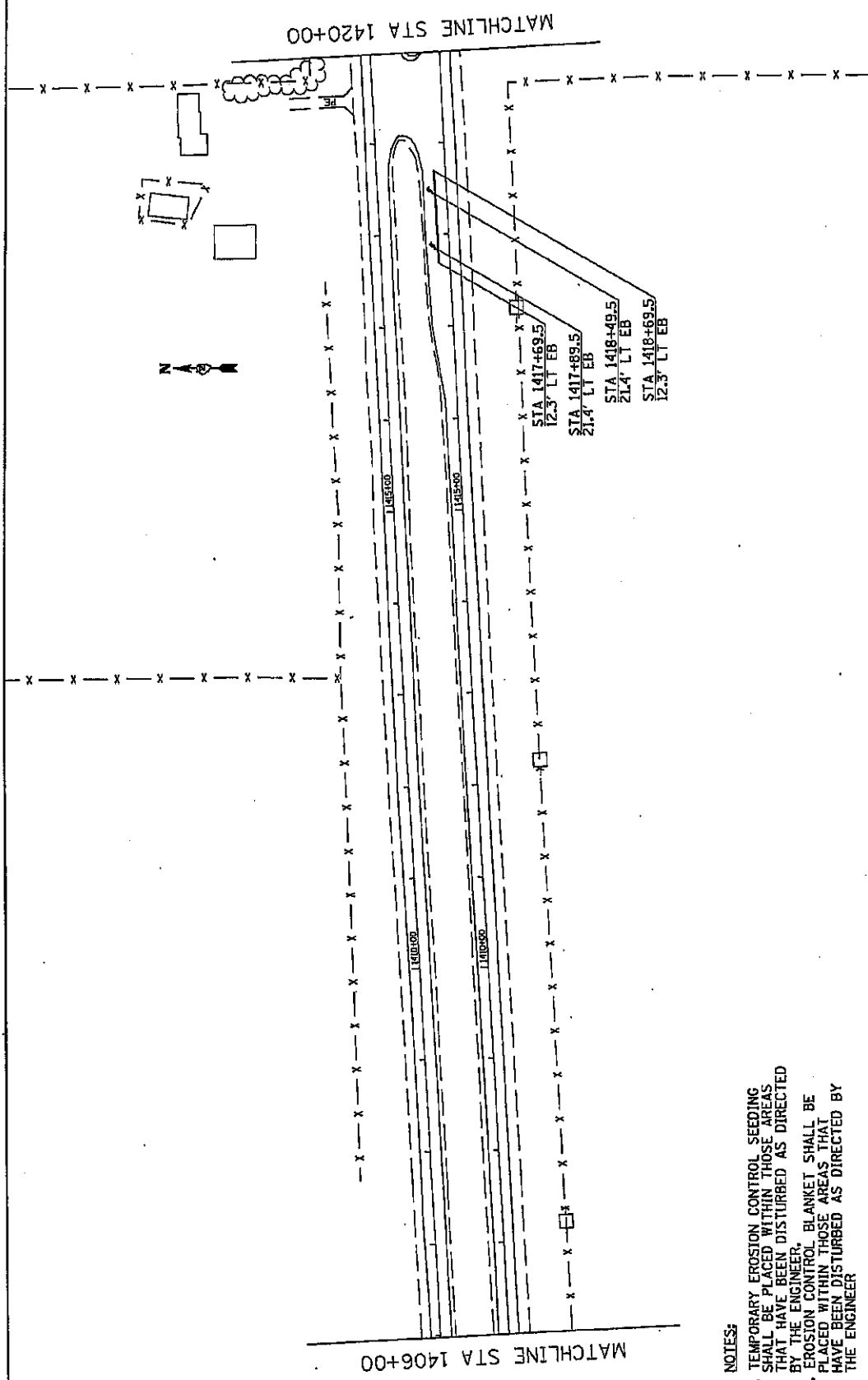
FILE NAME = c:\pwwork\p\1007\POLZINE\160123953\02088099-sht-plandgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN SHEET - 08 20	F.A.P. RTE. 301	SECTION 017.1BRS-1	COUNTY •	TOTAL SHEET SHEETS 79	SHEET NO. 48
PLOT DATE = Thu Feb 05 13:02:19 2009		CONTRACT NO. 64F00		ILLINOIS FED. AID PROJECT					



NOTES:

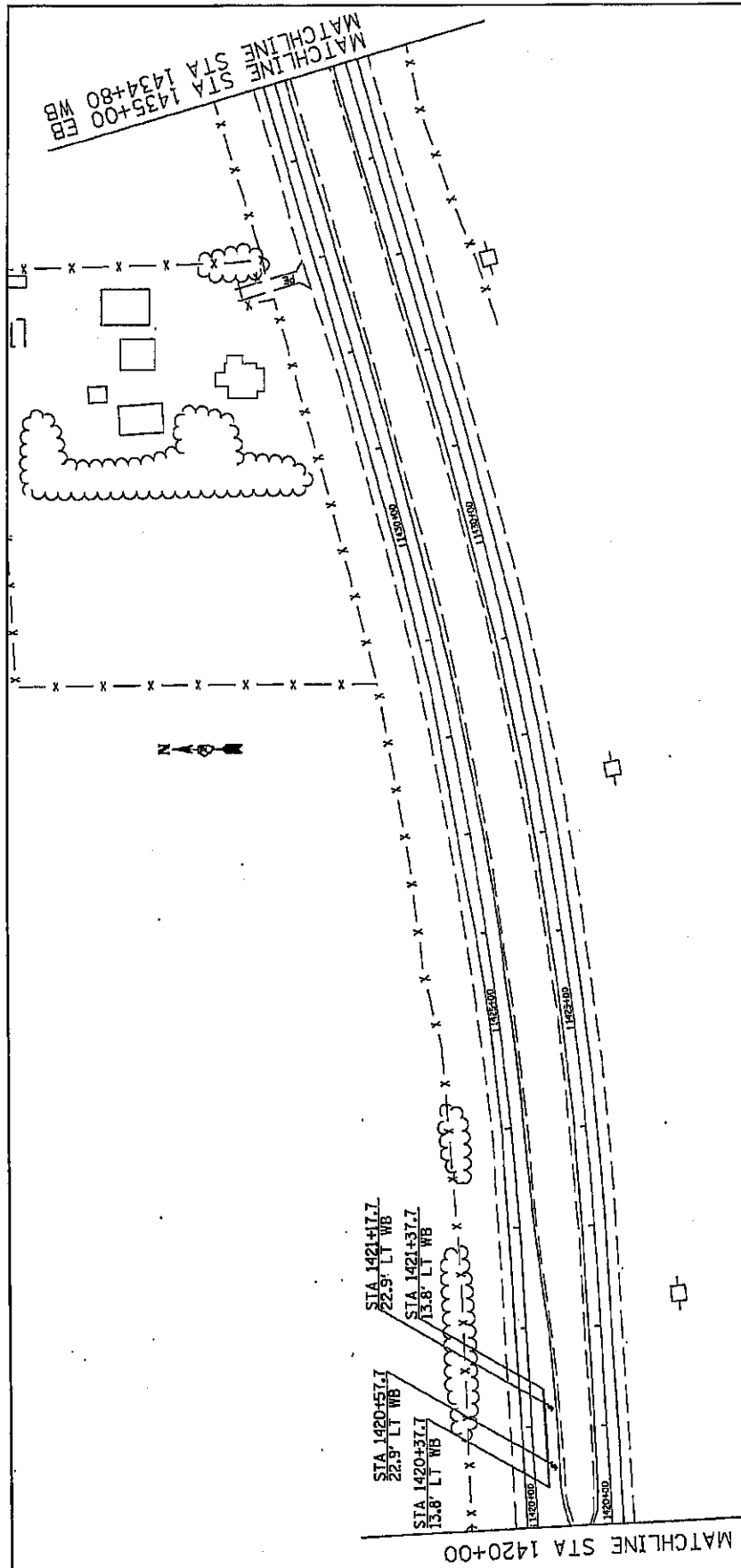
1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\pwwork\pwwork\POLZINEJ\00123953\020809-sht-plan.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - 05 20	F.A.P. RTE. 301	SECTION (17.1B)RS-1	COUNTY *	TOTAL SHEET SHEETS NO. 79
PLOT DATE = Thu Feb 05 13:02:20 2009		CONTRACT NO. 64F00		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		SHEET NO. 50	



- NOTES:**
1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

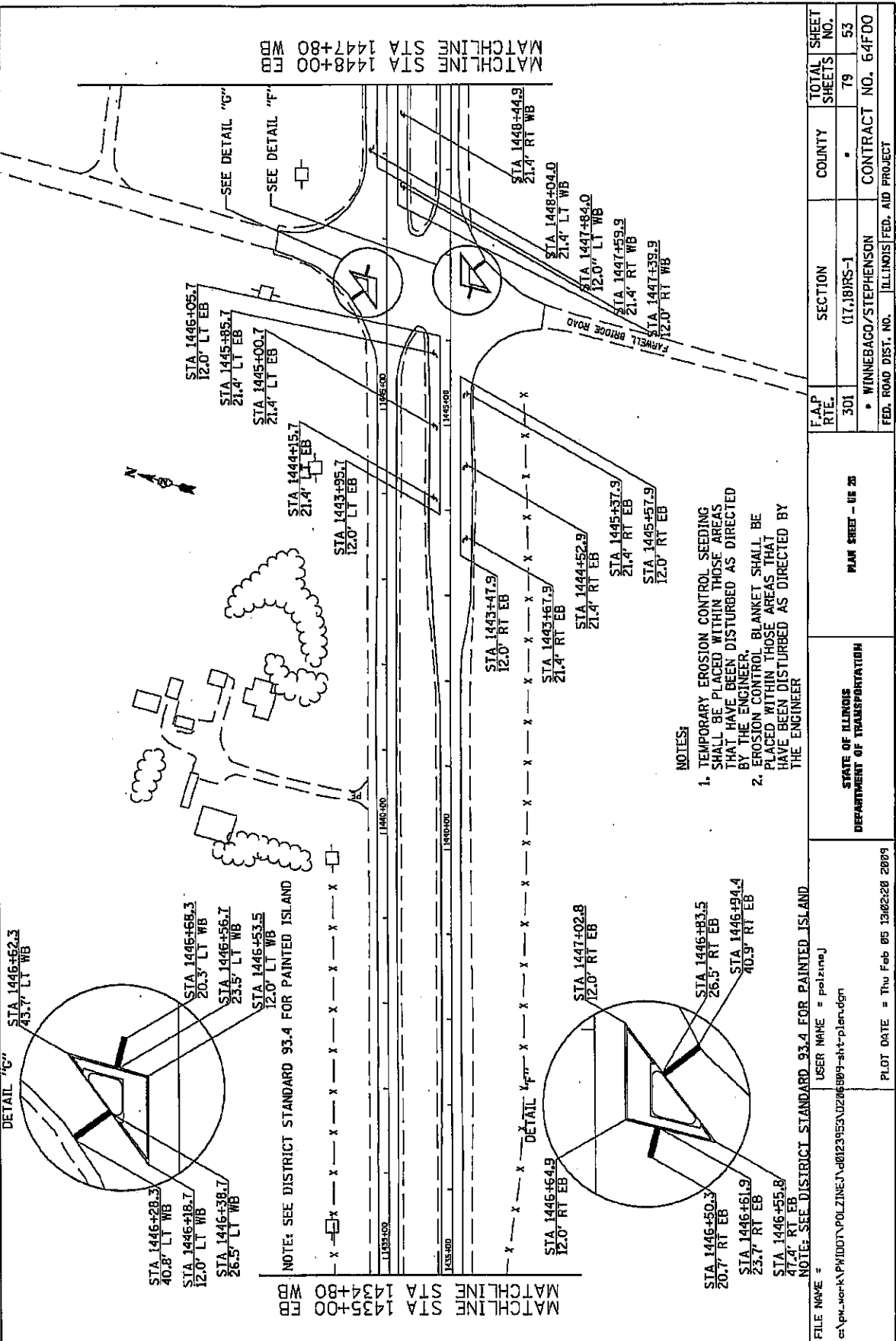
FILE NAME =	USER NAME = polzmaej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 21	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\p\hor-k\p\1001\POLZINEJ\0123453\0226809-shr-plan.dgn				301	(17.1)BRS-1	*	79	51
	PLOT DATE = Thu Feb 05 13:48:28 2009				* WINNEBAGO/STEPHENSON			CONTRACT NO. 64F00
					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME =	USER NAME = polzmej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pr_sor-kp\1001\POLZMEJ\DR123553\0206809-sht-plan.dgn				301	(17)BRS-1		79	52
	PLOT DATE = Thu Feb 05 13:02:28 2009					WINNEBAGO/STEPHENSON	CONTRACT NO. 64F00	
						ILLINOIS FED. AID PROJECT		

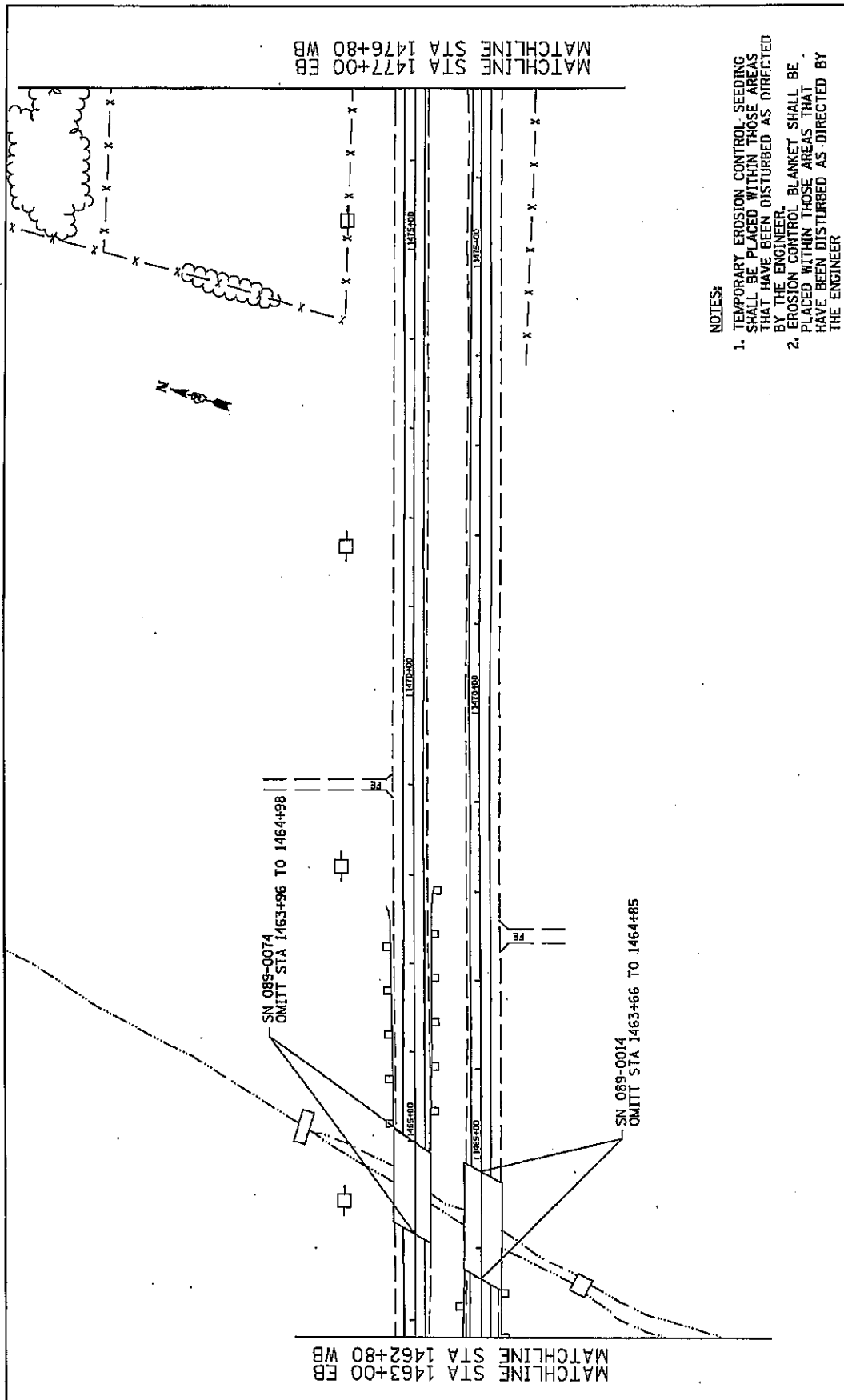


MATCHLINE STA 1448+00 EB
 MATCHLINE STA 1447+80 WB

MATCHLINE STA 1435+00 EB
 MATCHLINE STA 1434+80 WB

- NOTES:
1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

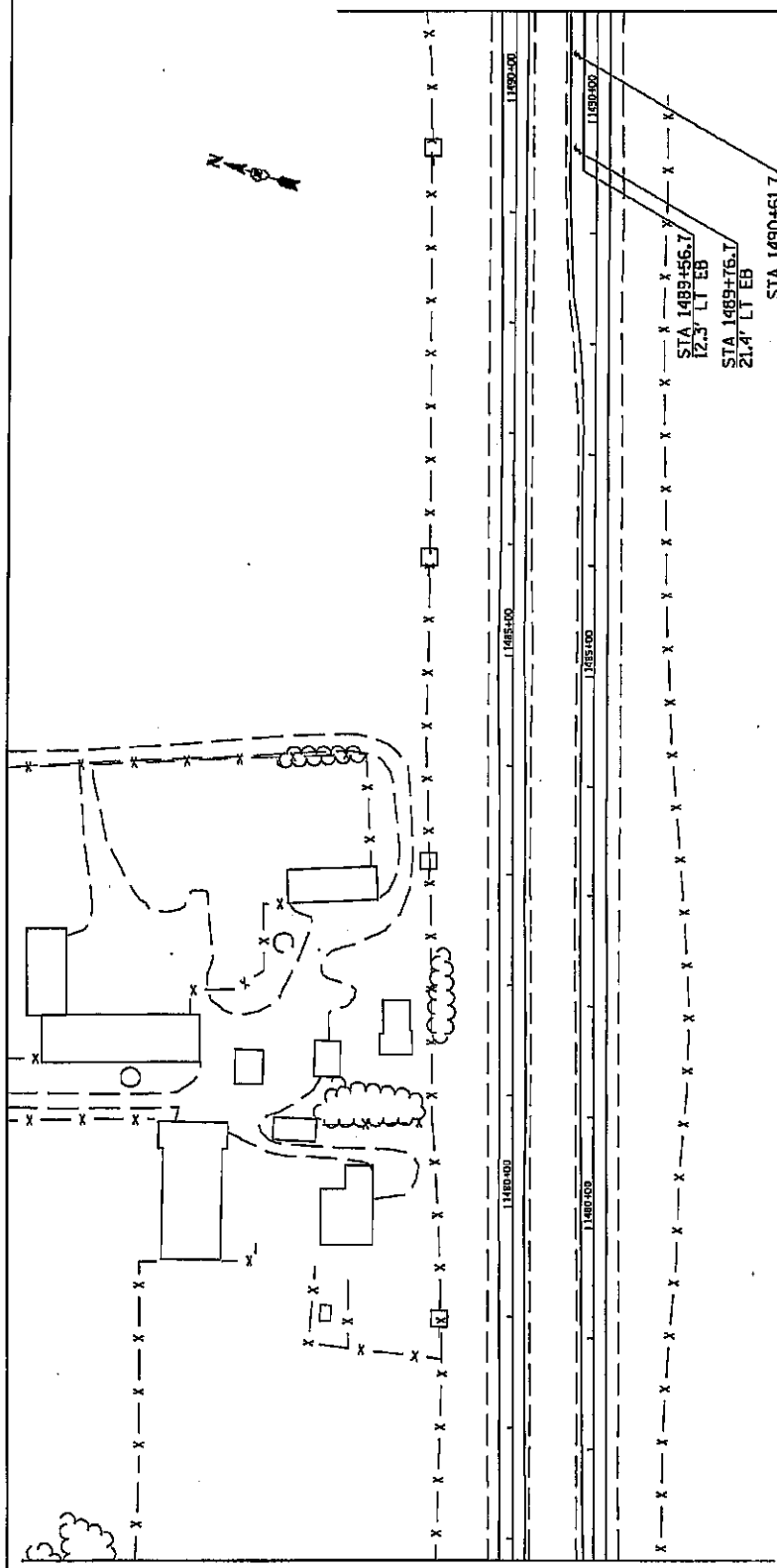
FILE NAME = c:\pwworkspace\KAP\1001\POLZINE\140123953\J206\909-shr-plan.dgn	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = polzinej			301	(17.19)RS-1		79	53
PLOT DATE = Thu Feb 05 13:02:20 2009				WINNEBAGO/STEPHENSON			CONTRACT NO. 64FDO
							ILLINOIS FED. AID PROJECT



NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\pwwork\p\p001\POLZINE\130123953\208609-sht-plon.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. R.T.E. 301	SECTION 17.18RS-1	COUNTY WINNEBAGO/STEPHENSON	TOTAL SHEETS 79	SHEET NO. 55
PLOT DATE = Thu Feb 05 13:02:21 2009			CONTRACT NO. 6AFOO		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



MATCHLINE STA 1476+80 WB
 MATCHLINE STA 1491+00 EB

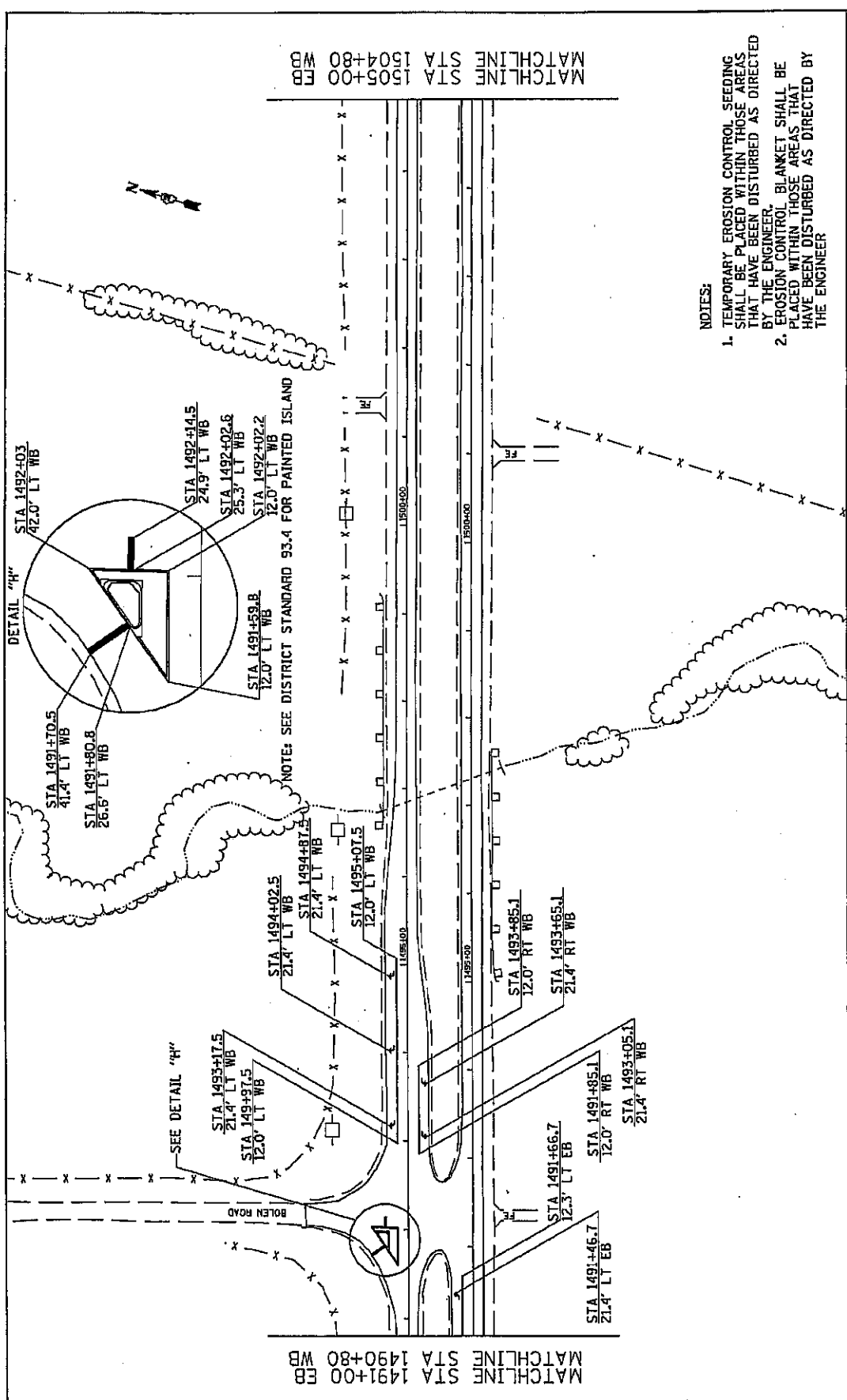
MATCHLINE STA 1490+80 WB
 MATCHLINE STA 1491+00 EB

STA 1489+56.7
 12.3' LT EB
 STA 1489+76.1
 21.4' LT EB
 STA 1490+61.7
 21.4' LT EB

NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER. BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\pwwork\pwwork\POLZINE\0123553\020609-sht-pln.dgn	USER NAME = polzimej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE. 301	SECTION (17.18)RS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 56
PLOT DATE = Thu Feb 05 13:02:21 2009		CONTRACT NO. 64F00		FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

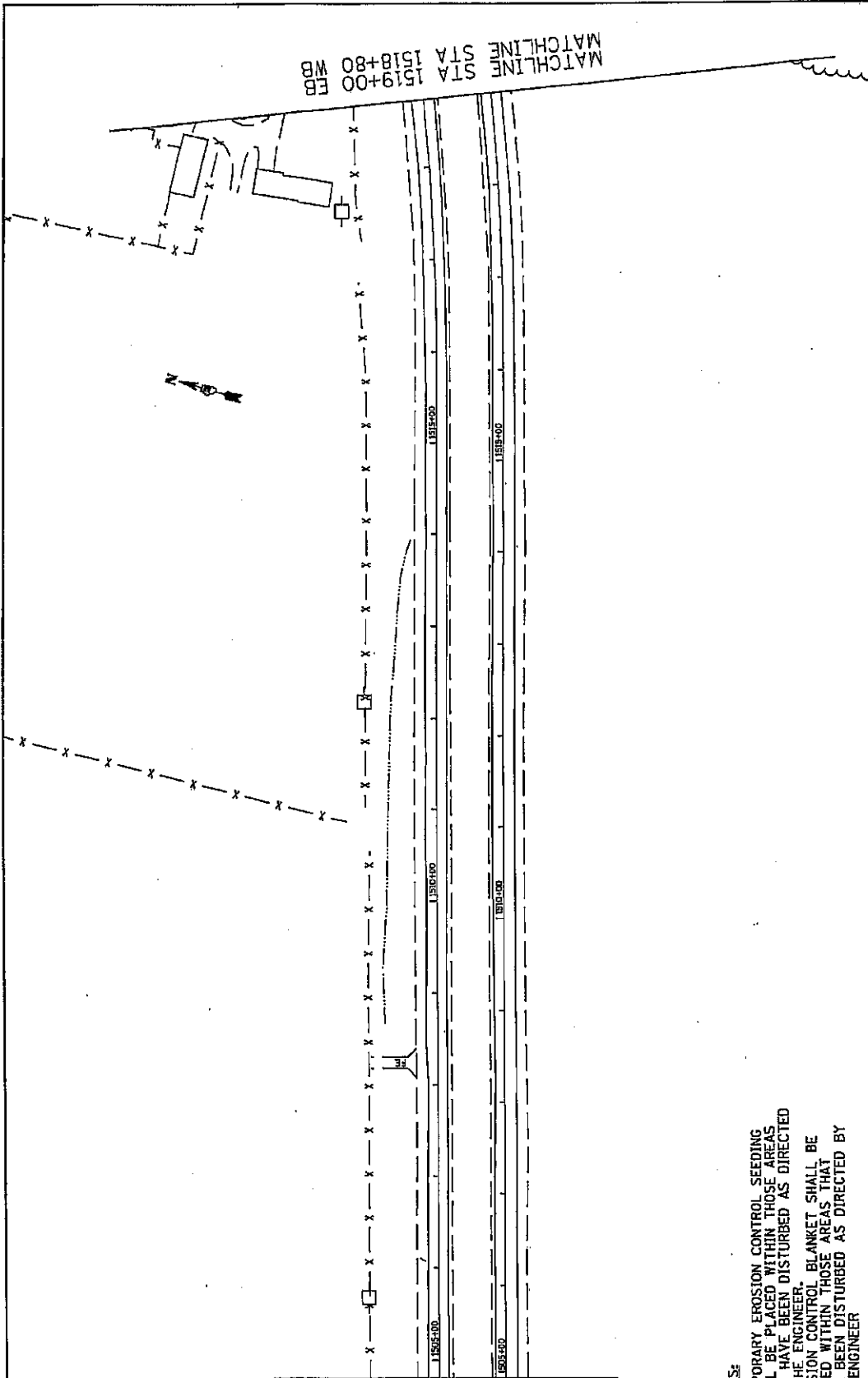


MATCHLINE STA 1490+80 WB
 MATCHLINE STA 1505+00 EB

MATCHLINE STA 1491+00 EB
 MATCHLINE STA 1504+80 WB

- NOTES:
1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = ot\pr_wor-k\p\1001\POLZINEJ\0123953\0206809-sht-plen-dgn	USER NAME = polzrnej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - 06 20	F.A.P. RTE, 301	SECTION (17,18)RS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 57
PLOT DATE = Thu Feb 05 13:02:22 2009				* WINNEBAGO/STEPHENSON		CONTRACT NO. 64F00		
				ILLINOIS		FED. ROAD DIST. NO. FED. AID PROJECT		



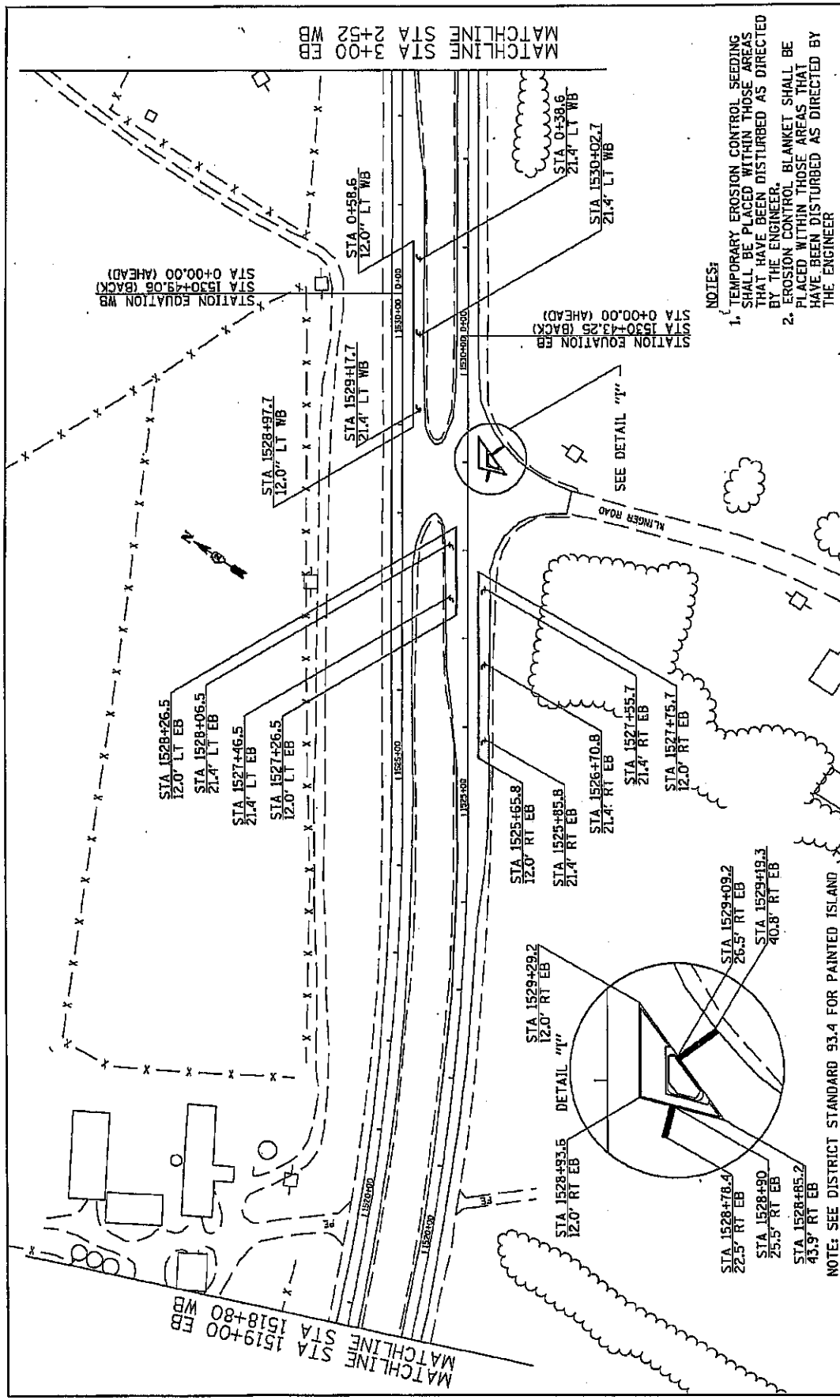
MATCHLINE STA 1504+80 WB

MATCHLINE STA 1519+00 EB

NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER

FILE NAME = c:\p\hok\k\p\1007\POLZINEJ\08123953\020809-ah-planet.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - 05 21	F.A.P. RTE. 301	SECTION (17-18RS-1	COUNTY •	TOTAL SHEETS	SHEET NO.
PLOT DATE = Thu Feb 05 13:02:22 2009							79	58
				WINNEBAGO/STEPHENSON		CONTRACT NO. 64F00		
				ILLINOIS		FED. AID PROJECT		



NOTES:
 1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER

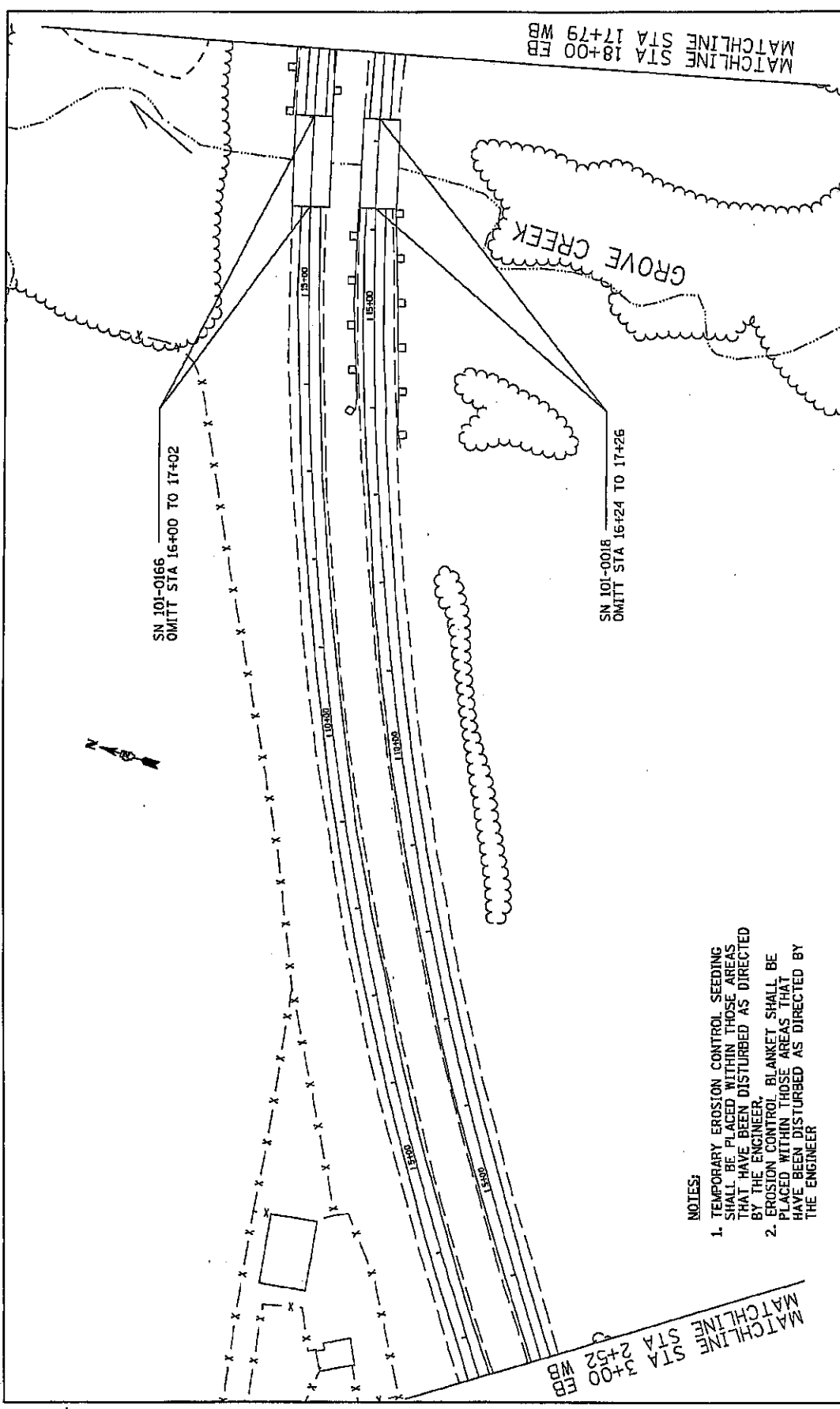
F.A.P. R/E.	SECTION	COUNTY	TOTAL SHEETS
301	(17,18)RS-1		79
FED. ROAD DIST. NO. WINNEBAGO/STEPHENSON			CONTRACT NO. 64F00
ILLINOIS FED. AID PROJECT			

PLAN SHEET - OF 20

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NOTE: SEE DISTRICT STANDARD 93.4 FOR PAINTED ISLAND

FILE NAME =
 c:\p\...
 USER NAME = potarnej
 PLOT DATE = Thu Feb 05 13:02:22 2009



SN 101-0166
OMITT STA 16+00 TO 17+02

SN 101-0018
OMITT STA 16+24 TO 17+26

NOTES:

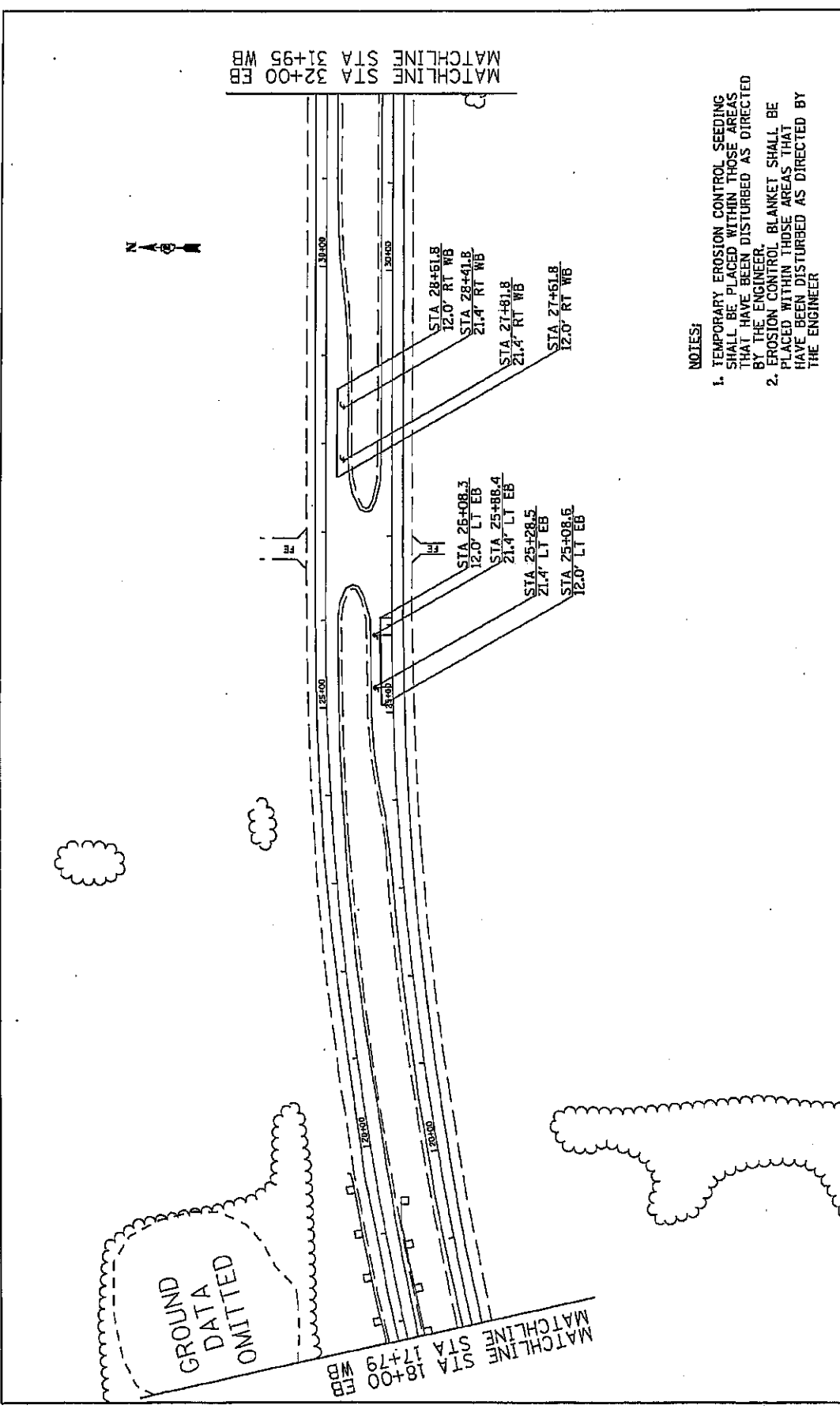
1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

MATCHLINE STA 3+00 EB
STA 2+52 WB

MATCHLINE STA 18+00 EB
STA 17+79 WB



FILE NAME = c:\p\work\KAP\DOT\POL\ZINE\1\0812393\1\204809-shf-p\en\dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - 06 20	F.A.P. RTE. 301	SECTION (17.18)RS-1	COUNTY WINNEBAGO/STEPHENSON	TOTAL SHEETS 79
PLOT DATE = Thu Feb 05 13:02:23 2009			CONTRACT NO. 64F00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			



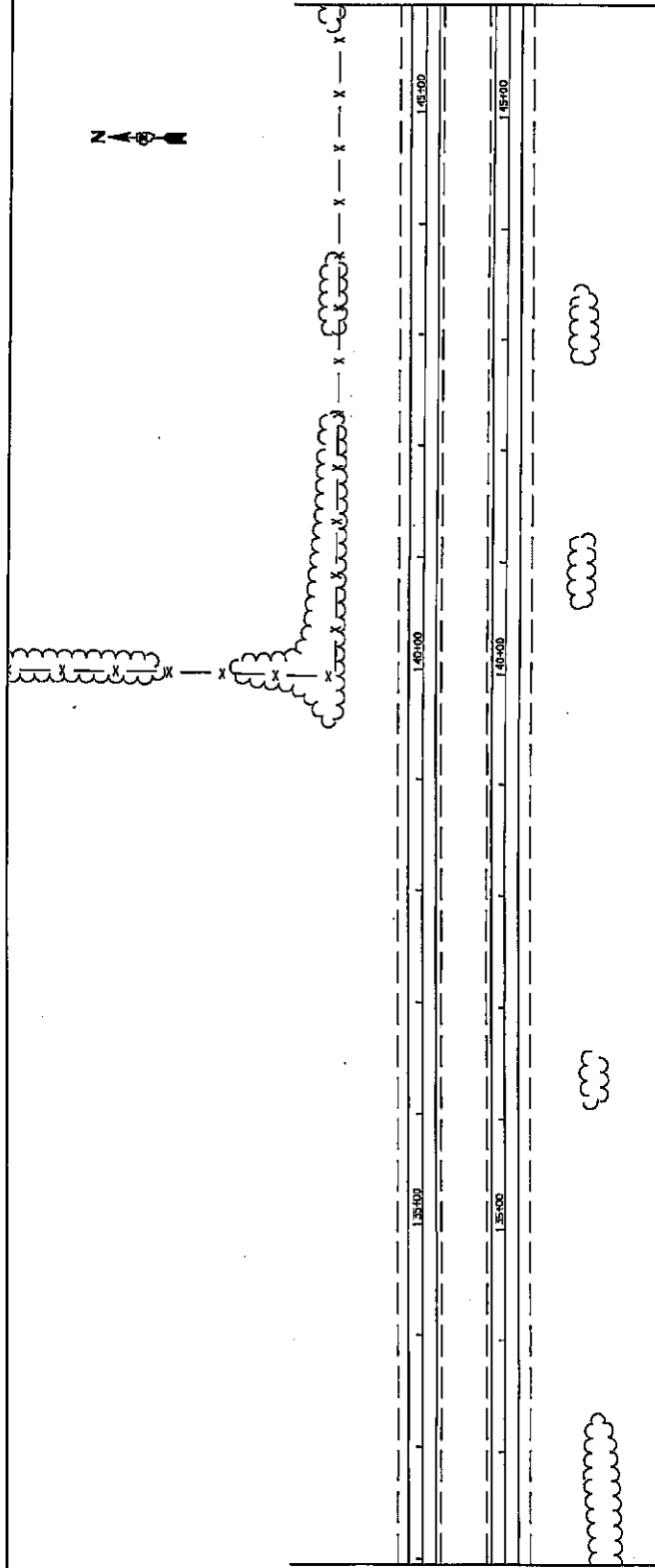
NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = cs:\pk-404-kp\11001\POLZINEJ\06123\63\0208809-shit-plan.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE. 301	SECTION (17-18)RS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 61
PLOT DATE = Thu Feb 05 13:02:23 2009		CONTRACT NO. 64F00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

MATCHLINE STA 32+00 EB

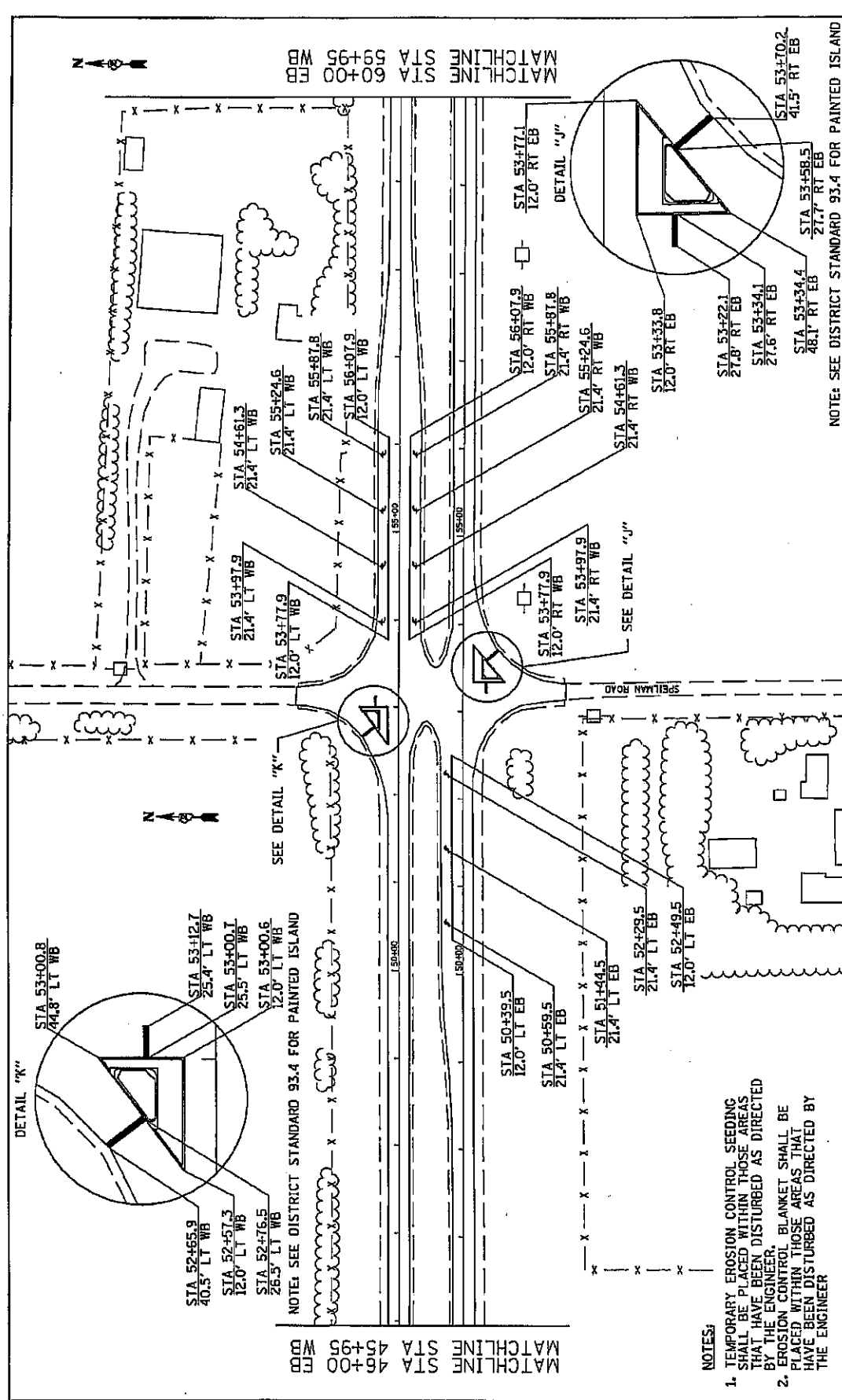
MATCHLINE STA 46+00 EB



NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\p.m\mork\p\1007\POLZINEJ\08123953\020809-akt-plon.dgn	USER NAME = polzmaej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE. 301	SECTION (17.1)BRS-1	COUNTY *	TOTAL SHEET SHEETS 79	SHEET NO. 62
PLOT DATE = Thu Feb 05 13:42:23 2009			* WINNEBAGO/STEPHENSON FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			CONTRACT NO. 64FOO



DETAIL "K"

STA 52+65.9
40.5' LT WB

STA 52+57.3
12.0' LT WB

STA 52+76.5
26.5' LT WB

STA 53+00.8
44.8' LT WB

STA 53+12.7
25.4' LT WB

STA 53+00.7
25.5' LT WB

STA 53+00.6
12.0' LT WB

NOTE: SEE DISTRICT STANDARD 93.4 FOR PAINTED ISLAND

MATCHLINE STA 46+00 WD

MATCHLINE STA 45+95 WD

MATCHLINE STA 56+00 WD

MATCHLINE STA 59+95 WD

STA 50+39.5
12.0' LT EB

STA 50+59.5
21.4' LT EB

STA 51+44.5
21.4' LT EB

STA 52+29.5
21.4' LT EB

STA 52+49.5
12.0' LT EB

STA 53+77.9
12.0' LT WB

STA 53+77.9
21.4' LT WB

STA 53+34.4
48.1' RT EB

STA 53+34.4
21.7' RT EB

STA 53+58.5
21.7' RT EB

STA 53+10.2
41.5' RT EB

STA 53+22.1
27.8' RT EB

STA 53+34.1
27.6' RT EB

STA 53+33.8
12.0' RT EB

STA 55+24.6
21.4' RT WB

STA 54+61.3
21.4' RT WB

STA 56+07.9
12.0' LT WB

STA 56+07.9
21.4' LT WB

STA 55+87.8
21.4' LT WB

STA 55+24.6
21.4' LT WB

STA 54+61.3
21.4' LT WB

STA 53+97.9
12.0' RT WB

STA 53+97.9
21.4' RT WB

STA 53+77.1
12.0' RT EB

DETAIL "J"

NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = USER NAME = polzmej
 c:\p\hor-k\p\1007\POLZMEJ\0123753\2026809-slt-plan.dgn

PLOT DATE = Thu Feb 05 13:02:24 2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN SHEET - 18 20

F.A.P.
 RTE. 301

SECTION
 (17-1BRS-1)

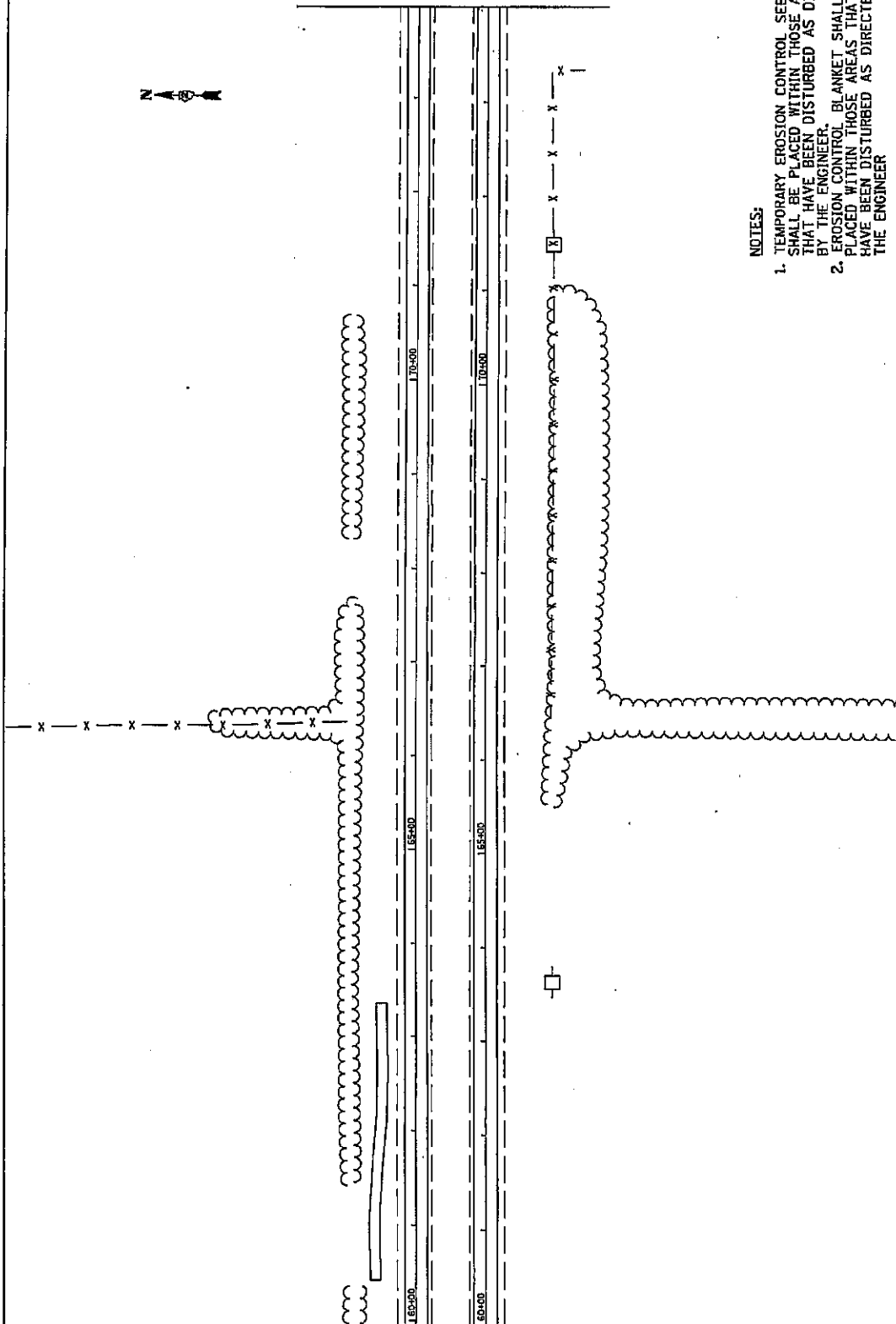
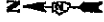
COUNTY

TOTAL SHEETS
 SHEET NO.
 79 63

NOTE: SEE DISTRICT STANDARD 93.4 FOR PAINTED ISLAND

CONTRACT NO. 64FOO
 WINNEBAGO/STEPHENSON
 ILLINOIS FED. AID PROJECT

MATCHLINE STA 60+00 EB
 MATCHLINE STA 59+95 WB

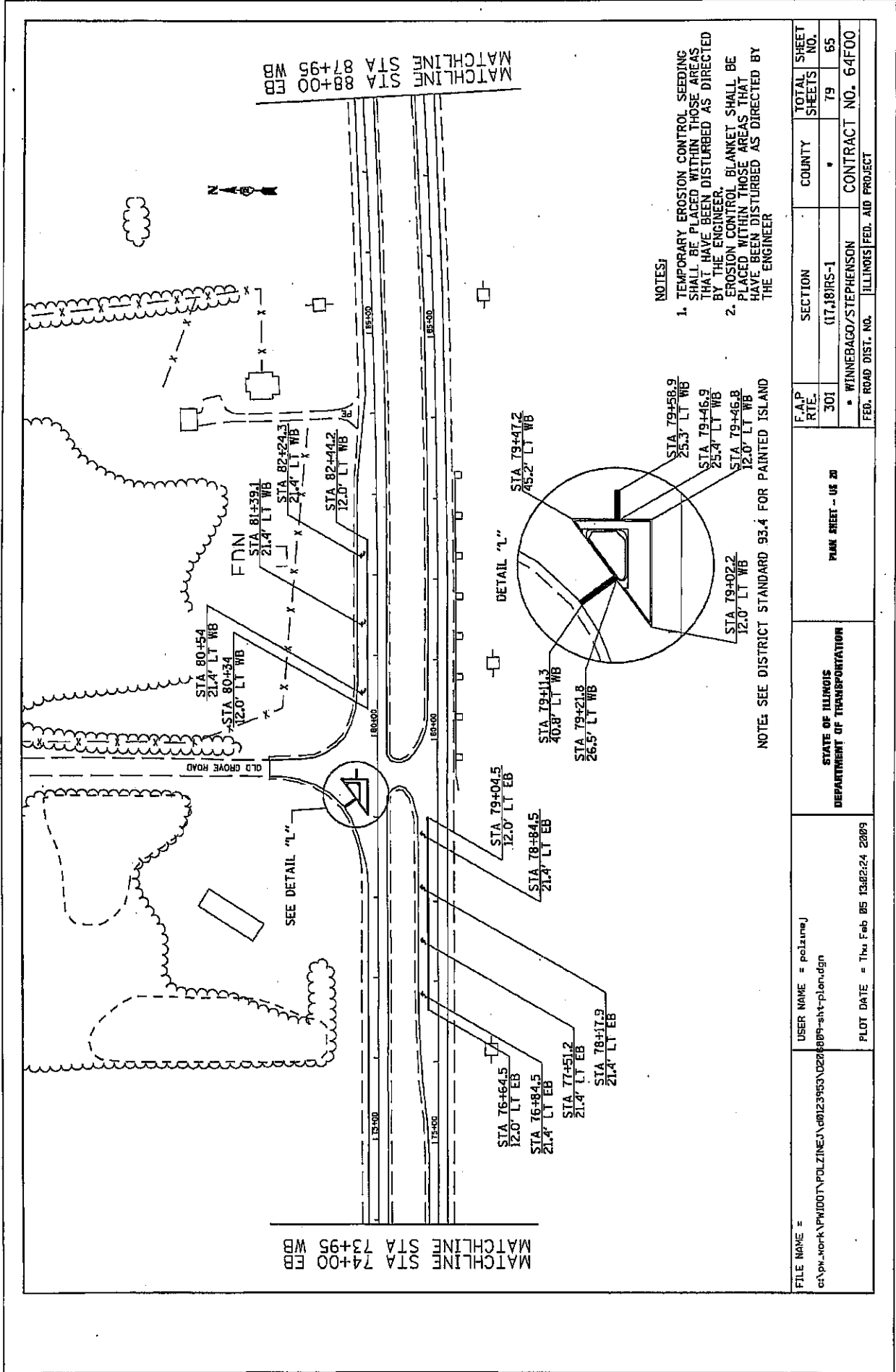


MATCHLINE STA 74+00 EB
 MATCHLINE STA 73+95 WB

NOTES:

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\pk-work\PI\DOT\POLZINE\c0123953\0206809-shr-plen.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - UK 20	F.A.P R.T.E. 301	SECTION 17.1BRRS-1	COUNTY •	TOTAL SHEETS 79	SHEET NO. 64
PLOT DATE = Thu Feb 05 13:02:24 2009				FED. ROAD DIST. NO. WINNEBAGO/STEPHENSON		CONTRACT NO. 64F00		



MATCHLINE STA 80+00 EB
 STA 73+95 WB

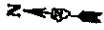
MATCHLINE STA 74+00 EB
 STA 73+95 WB

NOTES:
 1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
 2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER

NOTE: SEE DISTRICT STANDARD 93.4 FOR PAINTED ISLAND

FILE NAME = ct:\poc_nork\p\0007\FOLZLINE\00123953\02280895-sht-plandgn	USER NAME = polzannej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - US 20	F.A.P. RTE. 301	SECTION (17,18)RS-1	COUNTY •	TOTAL SHEET SHEETS NO. 79 65
PLOT DATE = Thu Feb 05 13:22:24 2009			CONTRACT NO. 64F00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

MATCHLINE STA 88+00 EB
 MATCHLINE STA 87+95 WB



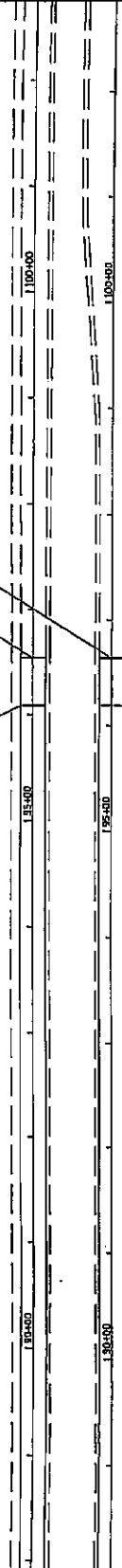
BILLBOARD

PROJECT ENDS.
WB STA 96+54

PROJECT ENDS.
EB STA 96+64

45' BUTT JOINT

45' BUTT JOINT



NOTES

1. TEMPORARY EROSION CONTROL SEEDING SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.
2. EROSION CONTROL BLANKET SHALL BE PLACED WITHIN THOSE AREAS THAT HAVE BEEN DISTURBED AS DIRECTED BY THE ENGINEER.

FILE NAME = c:\p\k\p\WID01\POLZINE\J\8123953\0206885-wit-plan.dgn	USER NAME = polzinej	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET - 06 20	F.A.P. RTE. 301	SECTION 017.18RS-1	COUNTY *	TOTAL SHEETS 79	SHEET NO. 66
PLOT DATE = Thu Feb 05 13:02:25 2009				WINNEBAGO/STEPHENSON		CONTRACT NO. 64F00		
				ILLINOIS		FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL PLAN

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION, OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME, THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION
DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF PATCHING, PAVING AND TOPSOIL WEDGE

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:
THE SEQUENCE OF EVENTS ARE AS FOLLOWS: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING,
THIS PROJECT WILL BE CONSTRUCTED IN SEGMENTS AS SHOWN IN THE "STAGING PLANS".

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 91.5 ACRES
PROPOSED R.O.W (TOTAL PARCEL AREA) 0 ACRES
DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 11.7 ACRES

FILE NAME = USER NAME = polzinej
c:\p_m_work\PM100T\POLZINEJ\08123953\280001-sht+svr.dgn

PLOT DATE = Thu Feb 05 11:07:08 2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2/DISTRICT 2 STANGARD

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
301	(17,18)RS-1	*	79 67
* WINNEBAGO/STEPHENSON			CONTRACT NO. 64FOO
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			

SUPPORTING REPORTS AND PLANS
THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

SOIL PROFILE SHEETS, SOILS REPORTS, BORING LOGS
USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE

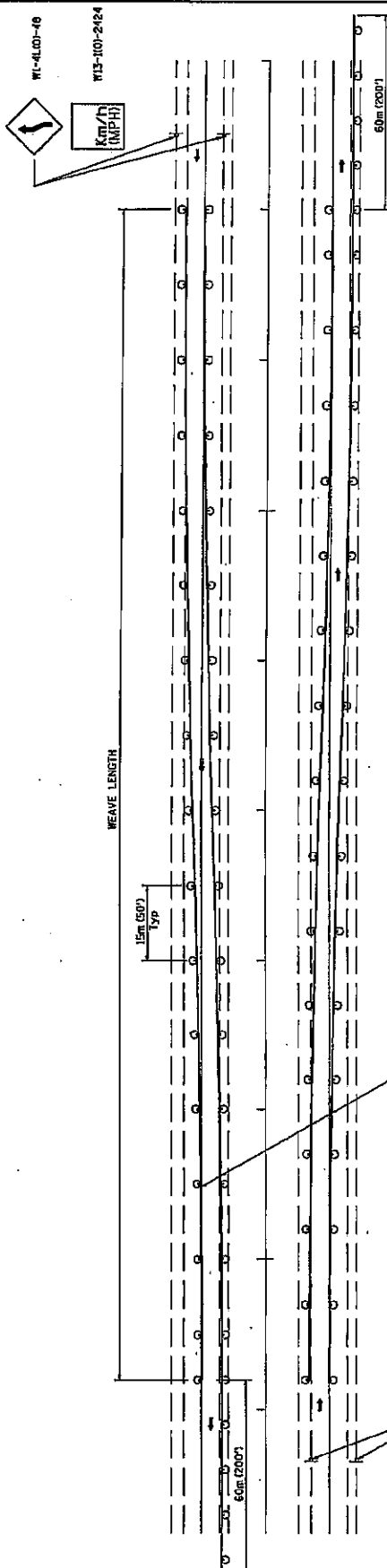
SILVER CREEK, TRIBUTARY OF SILVER CREEK, WICKHAM CREEK, SUMNER CREEK,
TRIBUTARY OF SUMNER CREEK AND GROVE CREEK

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES
STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:
PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:
AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE DITCH CHECKS, INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION.

MAINTENANCE AFTER FINAL GRADING
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDING AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEEDING.

TRAFFIC CONTROL TYPICAL WEAVE



Temporary Pavement Marking required if Typical Weave is used for 14 days or more.

- LEGEND**
- DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
 - ⊥ SIGN ON PERMANENT MOUNT

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 (650 FT.)
80 Km/h (45 MPH)	40 Km/h (25 MPH)	165m (540 FT.)

DESIGNER NOTES:

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 MORE.
4. TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	(17,18)RS-1		79	68
WINNEBAGO/STEPHENSON			CONTRACT NO. 64F00	
FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

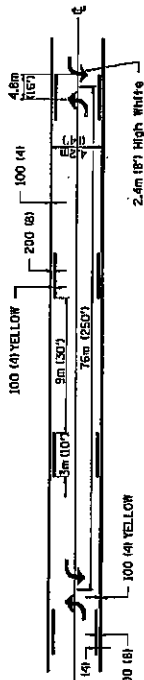
REGION 2/DISTRICT 2 STANDARD

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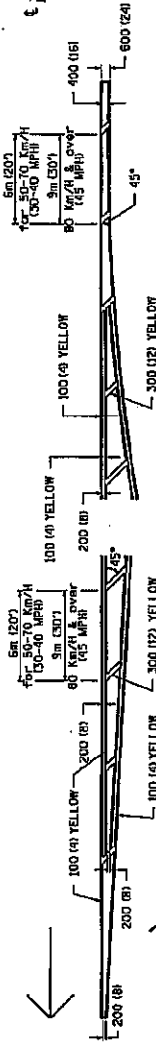
PLOT DATE = Thu Feb 05 11:07:09 2009

TYPICAL PAVEMENT MARKINGS

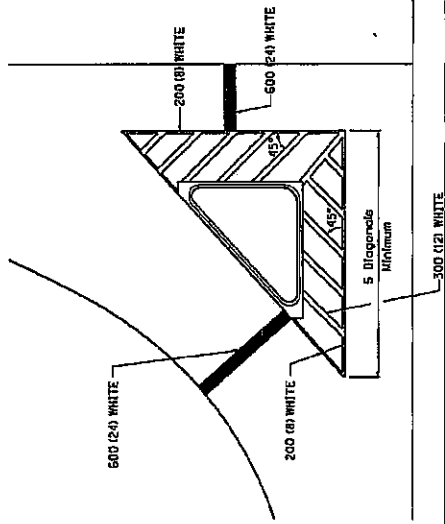
MEDIAN PAVEMENT MARKING



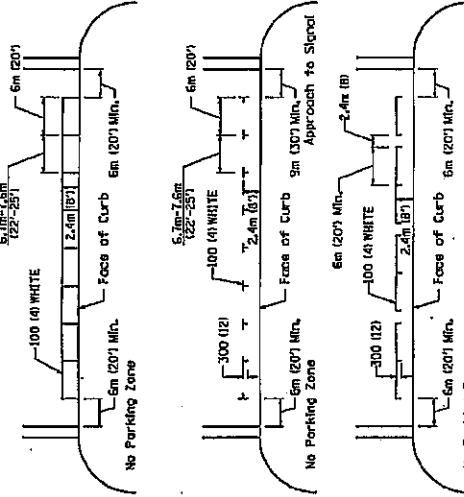
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE



TYPICAL ISLAND OFFSET SHOULDER WIDTH

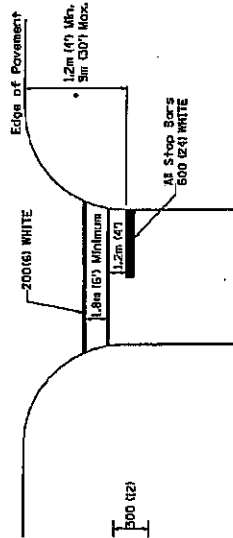


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations



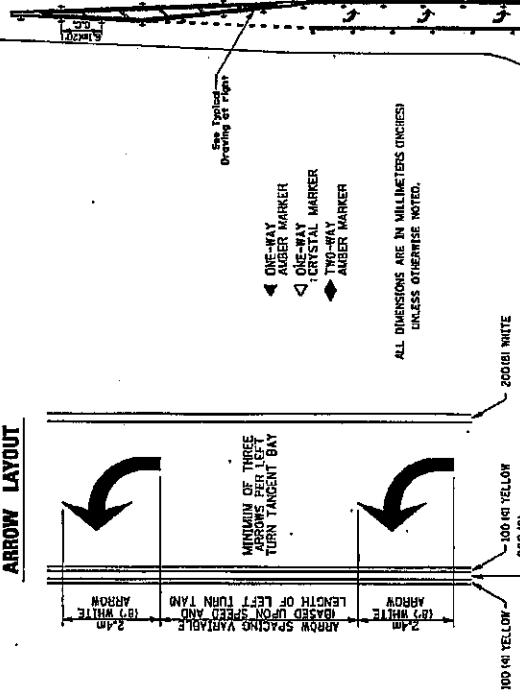
* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

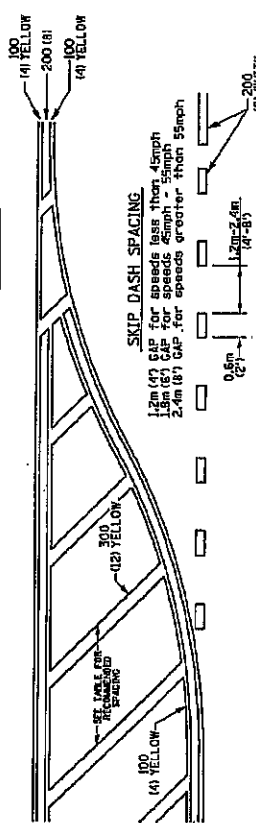
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c:\pwork\p\1001\POLZINE\08123\53\d206807-shr-svr.dgn		301	(17.18)RS-1		79	69
PLOT DATE = Thu Feb 05 11:57:18 2009	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2/DISTRICT 2 STANDARD		CONTRACT NO. 64FOO		
		FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT		TYPICAL PAVEMENT MARKINGS		SHEET 1 OF 3

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT



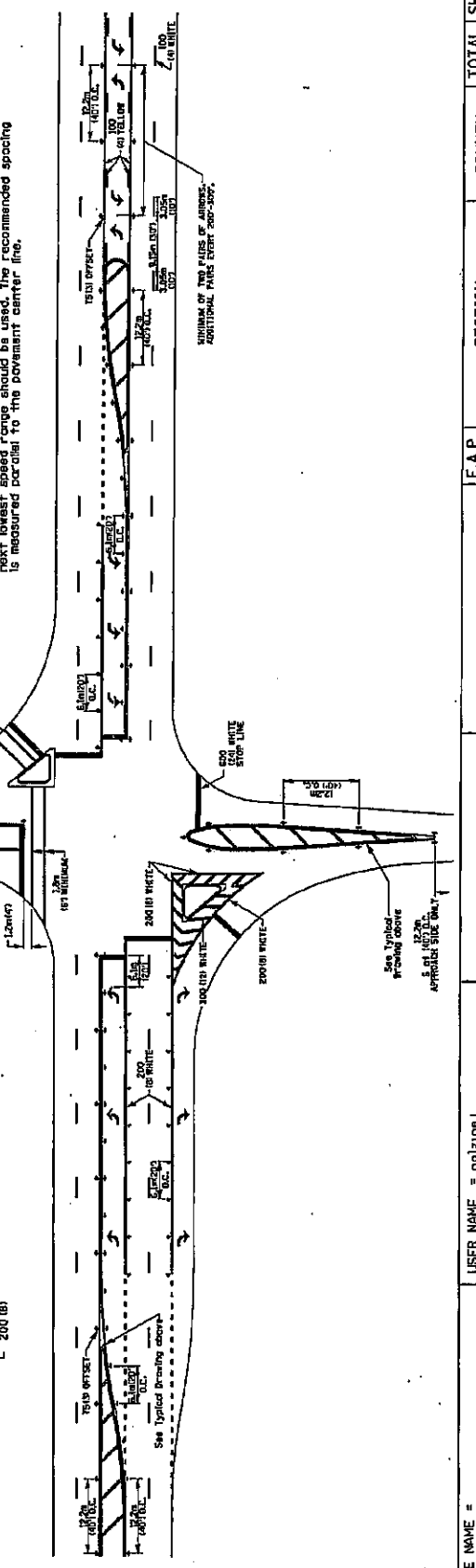
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

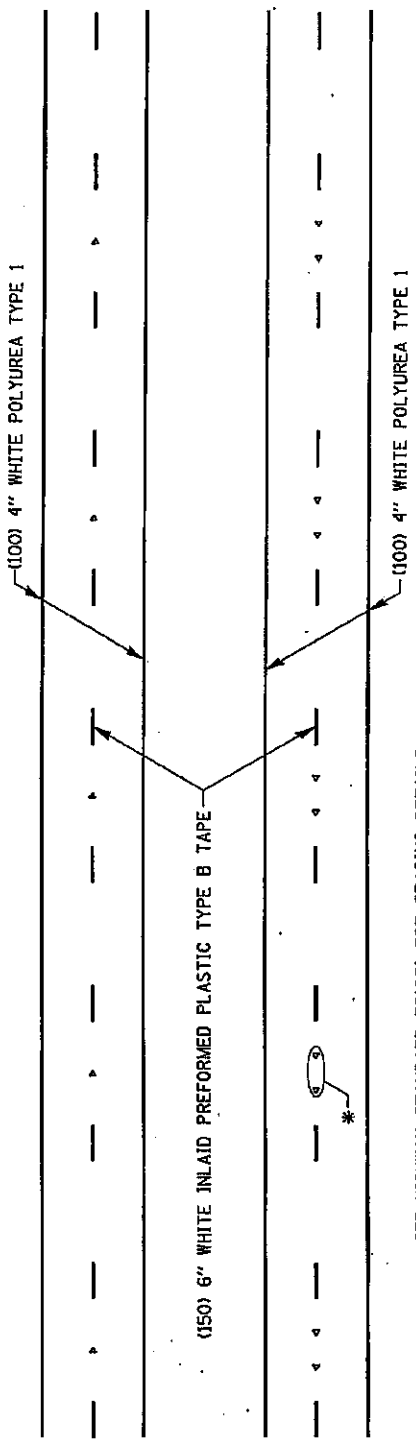
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (feet)
less than 50km/h (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-80km/h (30-40MPH)	22.9m (75')	6.3m (20')	4.53m (15')
80km/h (45MPH) & over	22.9m (75')	9.05m (30')	6.3m (20')

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.



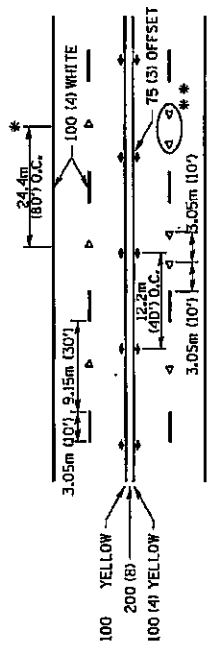
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PLOT DATE = Thu Feb 05 11:07:10 2009			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 64FOO		TYPICAL PAVEMENT MARKINGS SHEET 2 OF 3 41.1

TYPICAL PAVEMENT MARKINGS



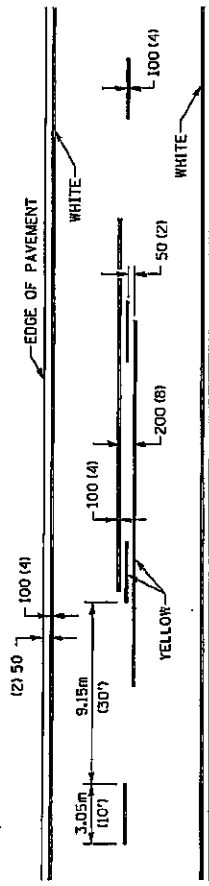
* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI-LANE / DIVIDED



* 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

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES

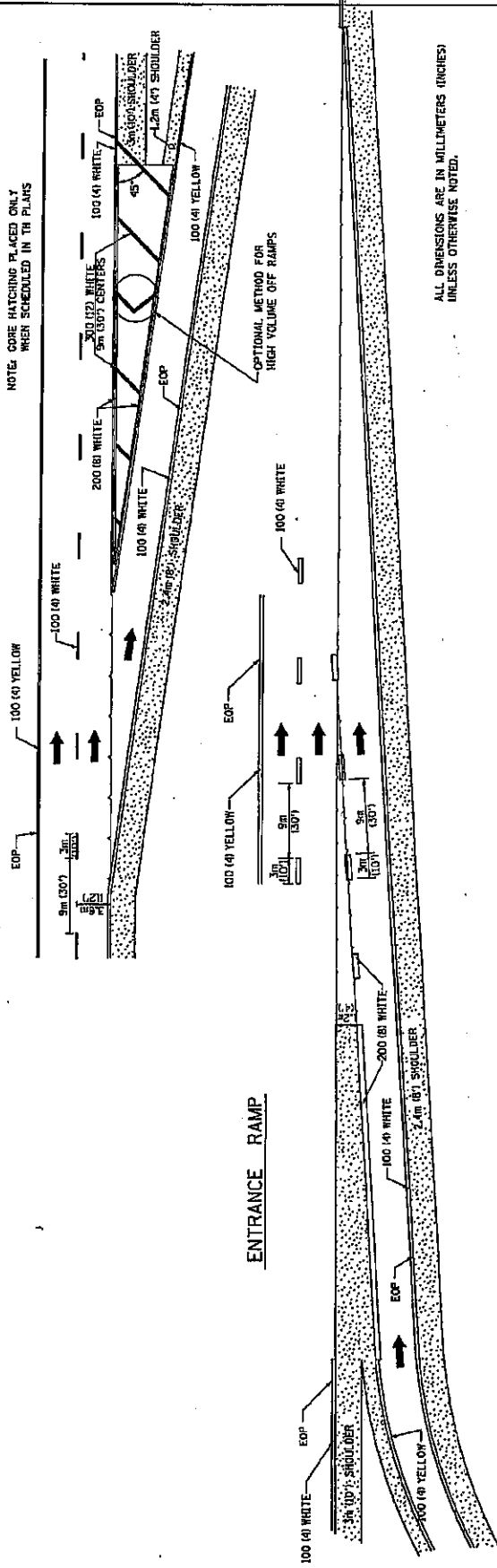


MULTI-LANE / UNDIVIDED

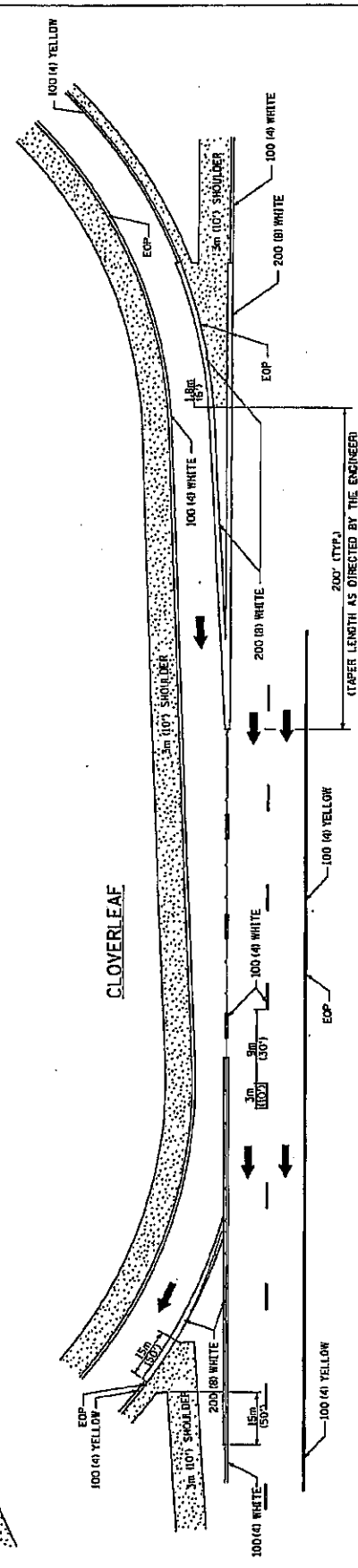
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PLOT DATE = Thu Feb 05 11:57:11 2009			* WINNEBAGO/STEPHENSON FED. ROAD DIST. NO. ILLINDISTIFED. AID PROJECT		CONTRACT NO. 64FOO		TOTAL SHEET SHEETS NO. 79 71

PAINTING DETAILS

EXIT RAMP



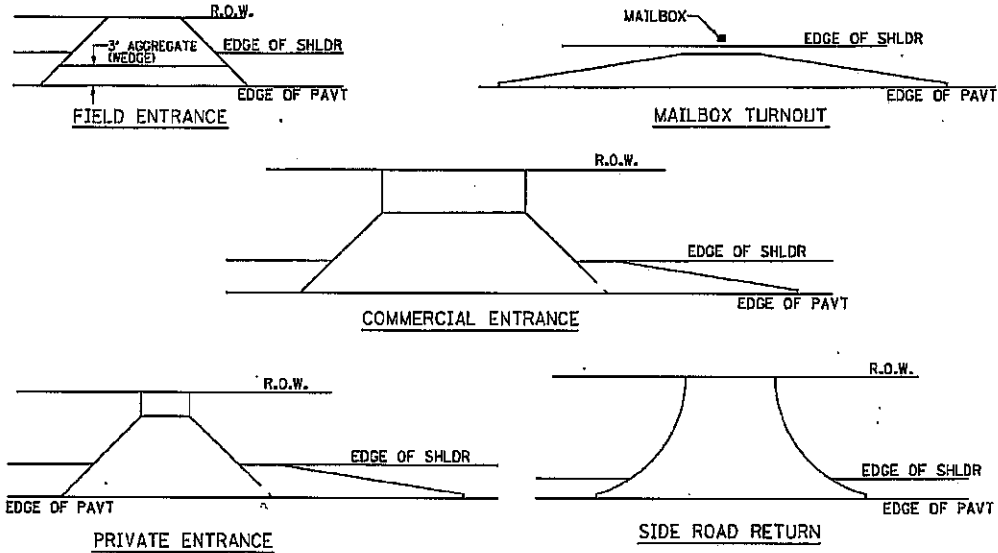
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



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PLDT DATE = Thu, Feb 05 11:07:12 2009							CONTRACT NO. 64FOO
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	44.1

PAINTING DETAILS

HOT-MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS

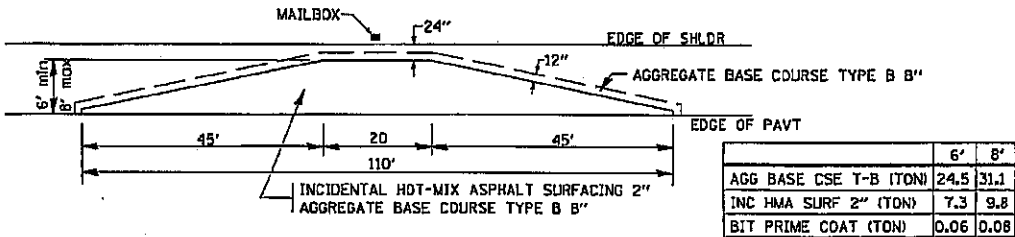


NOTE: EXISTING HMA PE's, CE's, SR's, & MB TURNOUTS
Place 2 1/4 " Incidental Hot-Mix Asphalt Surfacing #40800050 on entrance to conform to the existing configuration.

EXISTING AGG. PE's & CE's
Place 2" Incidental Hot-Mix Asphalt Surfacing #40800050 on existing entrance to conform to the present configuration.

EXISTING AGG. SIDEROADS
Place 3" Incidental Hot-Mix Asphalt Surfacing #40800050 on sideroad to conform to the present configuration.

EXISTING AGG. MAILBOX TURNOUTS
Existing Agg. Mailbox Turnouts shall be constructed as shown below.



	6'	8'
AGG BASE CSE T-B (TON)	24.5	31.1
INC HMA SURF 2" (TON)	7.3	9.8
BIT PRIME COAT (TON)	0.06	0.08

REVISED - 10-21-08

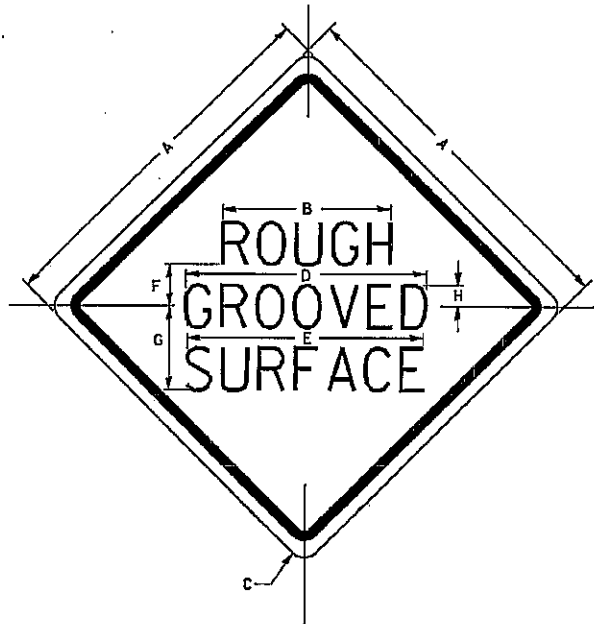
HOT-MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS 47.2

TOTAL SHEETS NO. 73		COUNTY		SECTION (17,18RS-1)		F.A.P. RTE. 301		REGION 2/DISTRICT 2 STANDARD	
CONTRACT NO. 64F00		* WINNEBAGO/STEPHENSON		STATE OF ILLINOIS		DEPARTMENT OF TRANSPORTATION		PLOT DATE = Thu Feb 05 11:07:12 2009	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		HOT-MIX ASPHALT APPROACHES 47.2		USER NAME = polzinej		FILE NAME = c:\pr-work\p\1007\POLZINEJ\0123953\0208099\31t-cvr.dgn			

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-1107

SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-REFLECTIVE
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			MARGIN	BORDER	BLANK STD.
	LINES					
	1	2	3			
1200x1200 (48x48)	7C	7C	7C	20 (0.8)	30 (1.2)	B4-48D

ALL DIMENSIONS IN INCHES.

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.

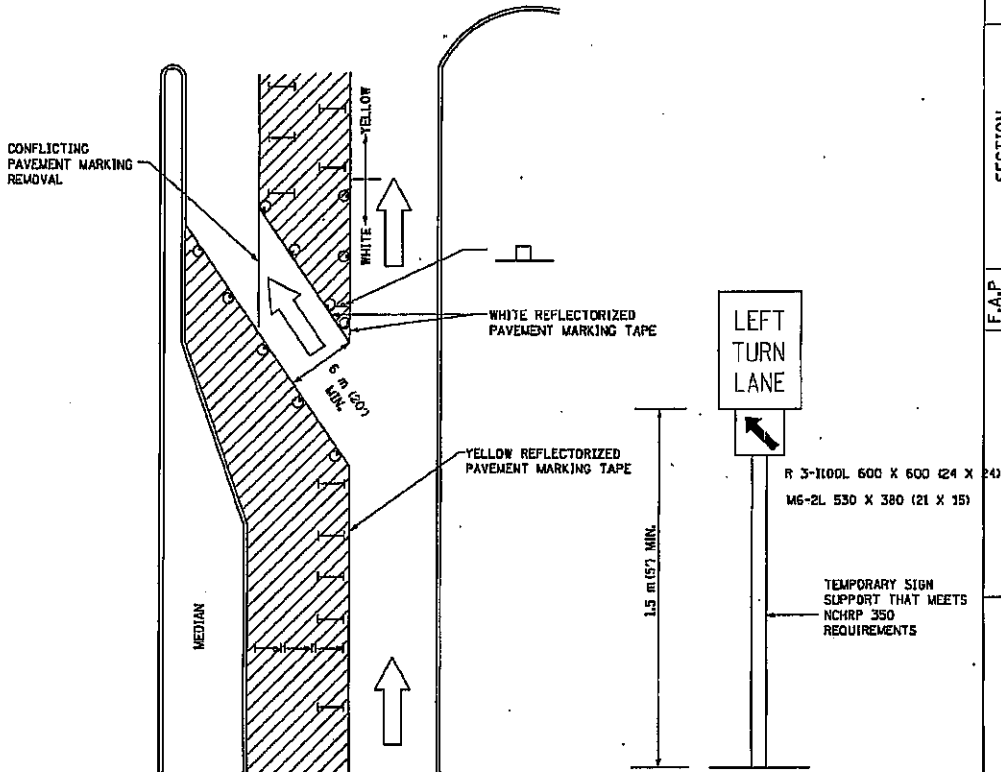
REVISED - 1-09-08

ROUGH GROOVED SURFACE SIGN







91.2

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PLOT DATE = Thu Feb 05 11:07:13 2009			* WINNEBAGO/STEPHENSON ILLINOIS FED. AID PROJECT		CONTRACT NO. 64FOO		ROUGH GROOVED SURFACE SIGN 91.2

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 - 10-15-04

GENERAL NOTES

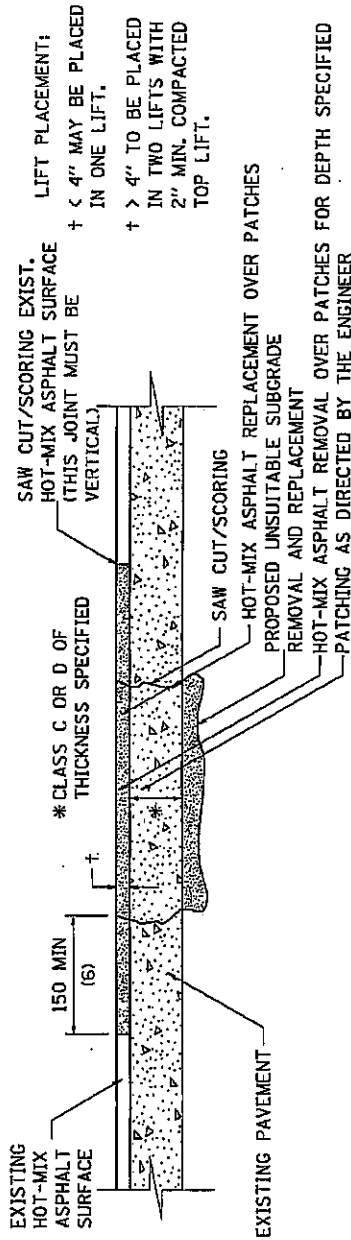
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT.
- STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.
- REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE 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.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS

(TO REMAIN OPEN TO TRAFFIC) 94.2

	TOTAL SHEETS	COUNTY	SECTION	SHEET NO.	TOTAL SHEETS
	79		(17,18RS-1	75	79
F.A.P. RTE.	301		WINNEBAGO/STEPHENSON	CONTRACT NO.	64F00
			ILLINOIS FED. AID PROJECT		
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			REGION 2/DISTRICT 2 STANDARD		
USER NAME = polz:mcj c:\p\work\p\100\TV\POLZINE\A0123953\ad206897-shr-cvr.dgn			PLOT DATE = Thu Feb 05 11:07:13 2009		
TRAFFIC CONTROL & PROTECTION AT TURN BAYS 94.2					

PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT



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 - 11-01-07

GENERAL NOTES:

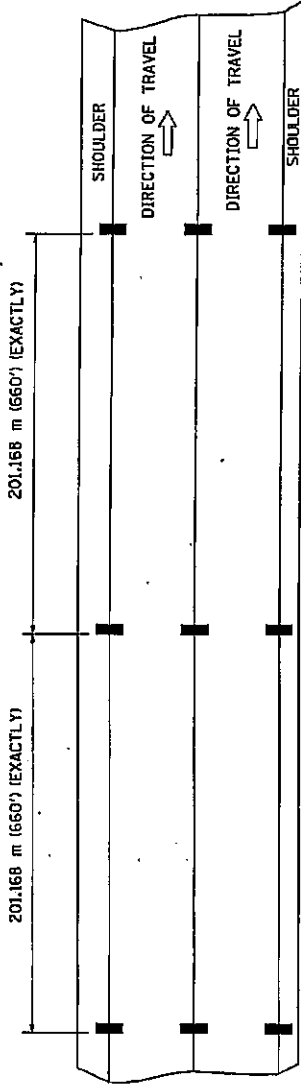
1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR BASIS OF PAYMENT: SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

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

PAVEMENT PATCHING FOR HOT-MIX ASPHALT SURFACED PAVEMENT 32.4

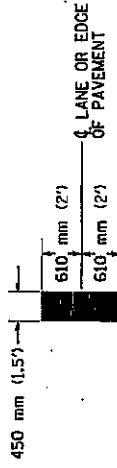
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PLOT DATE = Thu Feb 05 11:07:14 2009			* WINNEBAGO/STEPHENSON ILLINOIS FED. AID PROJECT		CONTRACT NO. 64FOO		PAVEMENT PATCHING 32.4	

AERIAL SPEED CHECK ZONES



ALWAYS USE PREFORMED
THERMOPLASTIC PAVEMENT MARKINGS

PAVEMENT MARKING DETAIL



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 MEASUREMENT CAN BE ATTESTED TO IN COURT.

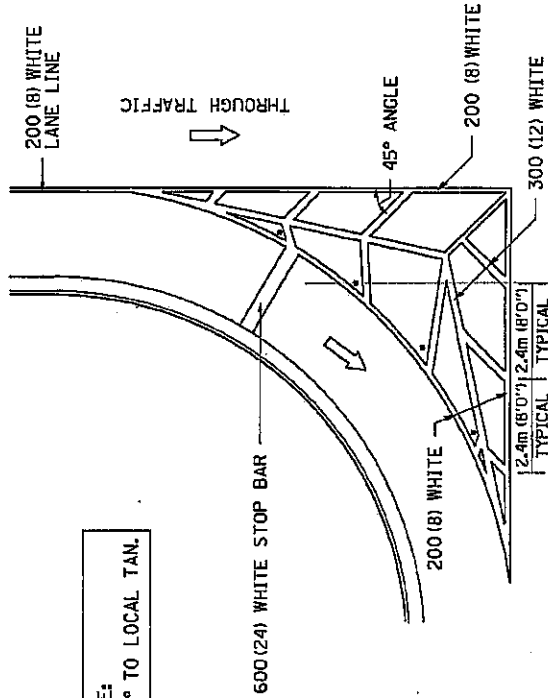
ILLINOIS STATE POLICE

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 DAVISS, STEPHENSON, WINNEBAGO

AERIAL SPEED CHECK ZONES 46.4

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PLOT DATE = Thu Feb 05 11:07:15 2009			FED. ROAD DIST. NO. ILLINOISIFIED, AID PROJECT		CONTRACT NO. 64F00		AERIAL SPEED CHECK ZONES 46.4	

TYPICAL MARKING FOR PAINTED ISLANDS



NOTE:
* 45° TO LOCAL TAN.

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

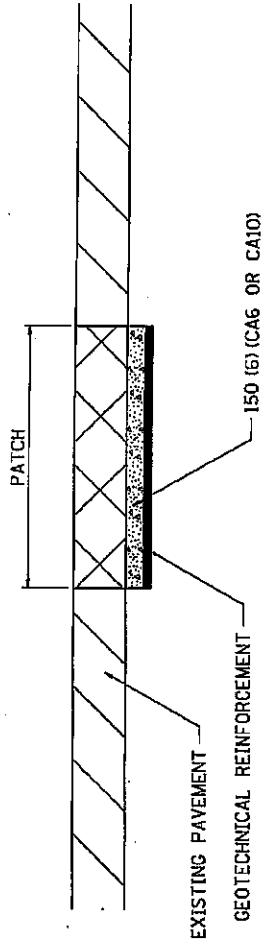
REVISED - 2-T-05

TYPICAL MARKING FOR PAINTED ISLANDS 93.4

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PLOT DATE = Thu Feb 05 11:27:15 2009		FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		CONTRACT NO. 64F00		

TYPICAL MARKING FOR PAINTED ISLAND 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

SUBGRADE REPLACEMENT 97.4

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PLOT DATE = Thu Feb 05 11:07:15 2009		WINNEBAGO/STEPHENSON ILLINOIS FED. AID PROJECT		CONTRACT NO. 64F00		SUBGRADE REPLACEMENT 97.4		

ILLINOIS DEPARTMENT OF LABOR
PREVAILING WAGES FOR
STEPHENSON & WINNEBAGO COUNTIES
EFFECTIVE MAY 2009

The Prevailing rates of wages are included in the Contract proposals which are subject to Check Sheet #5 of the Supplemental Specifications and Recurring Special Provisions. The rates have been ascertained and certified by the Illinois Department of Labor for the locality in which the work is to be performed and for each craft or type of work or mechanic needed to execute the work of the Contract. As required by Prevailing Wage Act (820 ILCS 130/0.01, et seq.) and Check Sheet #5 of the Contract, not less than the rates of wages ascertained by the Illinois Department of Labor and as revised during the performance of a Contract shall be paid to all laborers, workers and mechanics performing work under the Contract. Post the scale of wages in a prominent and easily accessible place at the site of work.

If the Illinois Department of Labor revises the prevailing rates of wages to be paid as listed in the specification of rates, the contractor shall post the revised rates of wages and shall pay not less than the revised rates of wages. Current wage rate information shall be obtained by visiting the Illinois Department of Labor web site at <http://www.state.il.us/agency/idol/> or by calling 312-793-2814. It is the responsibility of the contractor to review the rates applicable to the work of the contract at regular intervals in order to insure the timely payment of current rates. Provision of this information to the contractor by means of the Illinois Department of Labor web site satisfies the notification of revisions by the Department to the contractor pursuant to the Act, and the contractor agrees that no additional notice is required. The contractor shall notify each of its subcontractors of the revised rates of wages.

Stephenson County Prevailing Wage for May 2009

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN		BLD		27.110	28.110	1.5	1.5	2.0	6.790	9.980	0.000	0.700
ASBESTOS ABT-MEC		BLD		18.950	0.000	1.5	1.5	2.0	2.700	3.350	0.000	0.000
BOILERMAKER		BLD		34.170	37.170	2.0	2.0	2.0	6.820	8.550	0.000	0.350
BRICK MASON		BLD		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
CARPENTER		BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
CARPENTER		HWY		30.640	32.390	1.5	1.5	2.0	6.300	8.990	0.000	0.400
CEMENT MASON		ALL		31.500	34.250	1.5	1.5	2.0	6.150	10.43	0.000	0.150
CERAMIC TILE FNSHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
COMMUNICATION TECH		BLD		31.760	34.010	1.5	1.5	1.5	9.040	9.140	0.000	0.640
ELECTRIC PWR EQMT OP		ALL		30.490	39.170	1.5	1.5	2.0	4.750	8.530	0.000	0.230
ELECTRIC PWR GRNDMAN		ALL		23.630	39.170	1.5	1.5	2.0	4.750	6.620	0.000	0.180
ELECTRIC PWR LINEMAN		ALL		36.270	39.170	1.5	1.5	2.0	4.750	10.16	0.000	0.270
ELECTRIC PWR TRK DRV		ALL		24.400	39.170	1.5	1.5	2.0	4.750	6.830	0.000	0.180
ELECTRICIAN		BLD		36.920	40.620	1.5	1.5	2.0	9.040	12.41	0.000	0.740
ELEVATOR CONSTRUCTOR		BLD		41.310	46.470	2.0	2.0	2.0	9.525	8.210	2.480	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		31.630	34.000	1.5	1.5	2.0	6.950	10.67	0.000	0.000
IRON WORKER		ALL		33.330	35.050	2.0	2.0	2.0	7.450	17.07	0.000	1.200
LABORER		BLD		27.110	28.110	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LABORER		HWY		26.110	26.860	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LABORER, SKILLED		HWY		27.810	28.560	1.5	1.5	2.0	6.790	9.980	0.000	0.700
LATHER		BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
MARBLE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
MILLWRIGHT		BLD		33.500	36.850	1.5	1.5	2.0	6.150	12.35	0.000	0.560
OPERATING ENGINEER		BLD	1	38.050	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	2	37.350	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	3	34.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	4	32.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	1	37.900	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	2	37.350	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	3	36.050	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	4	34.600	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	5	33.150	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
PAINTER		ALL		32.650	34.650	1.5	1.5	1.5	6.750	6.750	0.000	0.550
PILEDRIVER		BLD		30.490	33.840	1.5	1.5	2.0	6.100	10.87	0.000	0.600
PILEDRIVER		HWY		30.640	32.390	1.5	1.5	2.0	6.300	8.990	0.000	0.400
PIPEFITTER		BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
PLASTERER		BLD		31.540	34.690	2.0	2.0	2.0	6.150	9.550	0.000	0.150
PLUMBER		BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
ROOFER		BLD		36.400	39.400	1.5	1.5	2.0	6.950	4.670	0.000	0.330
SHEETMETAL WORKER		BLD		33.160	35.090	1.5	1.5	2.0	5.100	12.46	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		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
TERRAZZO FINISHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
TERRAZZO MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
TILE LAYER		BLD		29.490	32.730	1.5	1.5	2.0	6.100	10.87	0.000	0.600
TILE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
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		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480

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

STEPHENSON 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, cession 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, concrete burning machine operator, coring machine operator, plaster tender, underpinning and shoring of buildings, pump men, manhole and catch basin, dirt and stone tamper, hose men on concrete pumps, hazardous waste worker, lead base paint abatement worker, lining of pipe, refusing machine, assisting on direct boring machine, the work of laying watermain, fire hydrants, all mechanical joints to watermain work, sewer worker, and tapping water service and forced lift station mechanical worker.

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; Teamsters; 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 yards; 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 Turntrailers 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.

OPERATING ENGINEERS - BUILDING

Class 1. Assistant Craft Foreman; Craft Foreman; Mechanic; Asphalt Plant; Asphalt Spreader; Autograde; 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; Concrete Placer; Concrete Pump (Truck Mounted); Concrete Tower, Cranes, All, 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 tigger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Locomotives, All; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes; Squeeze Cretes-screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Rock Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-form Paver; Straddle Buggies; Tie Back Machine; Tractor with Book 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; Greaser Engineer; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Sewer Dragging Machine; Hoists, Tigger 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 a 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. Hoists, Inside Elevators, Push Button with Automatic Doors; Oilers; Brick Forklift.

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Craft Foreman; 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, Hammerhead, Linden, Peco & Machines

of a like nature; Crete Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Field Mechanic-Welder; Formless Curb and Gutter Machine; Gradall and Machines of a like nature; 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; 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 with Boom; Tractor-aire with Attachments; Traffic Barrier conveyor machine; Raised or Blind Hole; Trenching Machine; 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; Greaser Engineer; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; Laser Scream; All Locomotives, Dinky; 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; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators - Small 50kw and Under; Generators - Large over 50kw; 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; Tract-aire; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.
Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in

this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 618/993-7271 for wage rates or clarifications.

LANDSCAPING

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

Winnebago County Prevailing Wage for May 2009

Trade Name	RG	TYP	C	Base	FRMAN	*M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN		BLD		27.290	28.290	1.5	1.5	2.0	6.790	9.760	0.000	0.700
ASBESTOS ABT-MEC		BLD		18.950	0.000	1.5	1.5	2.0	2.700	3.350	0.000	0.000
BOILERMAKER		BLD		41.230	44.940	2.0	2.0	2.0	6.720	8.940	0.000	0.350
BRICK MASON		BLD		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
CARPENTER		BLD		32.630	36.220	1.5	1.5	2.0	6.150	9.500	0.000	0.600
CARPENTER		HWY		31.070	32.820	1.5	1.5	2.0	6.150	8.800	0.000	0.310
CEMENT MASON		ALL		33.000	35.750	1.5	1.5	2.0	6.150	9.200	0.000	0.150
CERAMIC TILE FNSHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
COMMUNICATION TECH		BLD		31.760	34.010	1.5	1.5	1.5	9.040	9.140	0.000	0.640
ELECTRIC PWR EQMT OP		ALL		30.490	39.170	1.5	1.5	2.0	4.750	8.530	0.000	0.230
ELECTRIC PWR GRNDMAN		ALL		23.630	39.170	1.5	1.5	2.0	4.750	6.620	0.000	0.180
ELECTRIC PWR LINEMAN		ALL		36.270	39.170	1.5	1.5	2.0	4.750	10.16	0.000	0.270
ELECTRIC PWR TRK DRV		ALL		24.400	39.170	1.5	1.5	2.0	4.750	6.830	0.000	0.180
ELECTRICIAN		BLD		36.920	40.620	1.5	1.5	2.0	9.040	12.41	0.000	0.740
ELEVATOR CONSTRUCTOR		BLD		41.310	46.470	2.0	2.0	2.0	9.525	8.210	2.480	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		31.630	34.000	1.5	1.5	2.0	6.950	10.67	0.000	0.000
IRON WORKER		ALL		33.330	35.050	2.0	2.0	2.0	7.450	17.07	0.000	1.200
LABORER		BLD		27.290	28.290	1.5	1.5	2.0	6.790	9.760	0.000	0.700
LABORER		HWY		26.290	27.040	1.5	1.5	2.0	6.790	9.760	0.000	0.700
LABORER, SKILLED		HWY		27.990	28.740	1.5	1.5	2.0	6.790	9.760	0.000	0.700
LATHER		BLD		32.630	36.220	1.5	1.5	2.0	6.150	9.500	0.000	0.600
MACHINIST		BLD		40.530	42.530	1.5	1.5	2.0	7.000	7.670	0.650	0.000
MARBLE FINISHERS		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
MARBLE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
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		33.500	36.850	1.5	1.5	2.0	6.150	12.35	0.000	0.560
OPERATING ENGINEER		BLD	1	38.050	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	2	37.350	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	3	34.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		BLD	4	32.900	42.050	2.0	2.0	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	1	37.900	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	2	37.350	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	3	36.050	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	4	34.600	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
OPERATING ENGINEER		HWY	5	33.150	41.900	1.5	1.5	2.0	9.600	6.950	2.000	1.000
PAINTER		ALL		32.650	34.650	1.5	1.5	1.5	6.750	6.750	0.000	0.550
PILEDRIVER		BLD		33.630	37.330	1.5	1.5	2.0	6.150	9.500	0.000	0.600
PILEDRIVER		HWY		31.070	32.820	1.5	1.5	2.0	6.150	8.800	0.000	0.310
PIPEFITTER		BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
PLASTERER		BLD		31.540	34.690	1.5	1.5	2.0	6.150	9.550	0.000	0.150
PLUMBER		BLD		36.500	39.060	1.5	1.5	2.0	7.390	8.380	0.000	0.600
ROOFER		BLD		36.400	39.400	1.5	1.5	2.0	6.950	4.670	0.000	0.330
SHEETMETAL WORKER		BLD		33.160	35.090	1.5	1.5	2.0	5.100	12.46	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		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480
TERRAZZO FINISHER		BLD		28.400	0.000	1.5	1.5	2.0	6.150	4.000	0.000	0.400
TERRAZZO MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
TILE LAYER		BLD		32.630	36.220	1.5	1.5	2.0	6.150	9.500	0.000	0.600
TILE MASON		BLD		31.890	32.140	1.5	1.5	2.0	6.150	5.500	0.000	0.440
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
TUCKPONTER		BLD		33.420	36.170	1.5	1.5	2.0	6.150	9.690	0.000	0.480

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, cession 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.

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 yards; 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.

OPERATING ENGINEERS - BUILDING

Class 1. Assistant Craft Foreman; Craft Foreman; Mechanic; Asphalt Plant; Asphalt Spreader; Autograde; 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; Concrete Placer; Concrete Pump (Truck Mounted); Concrete Tower, Cranes, All, 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 tigger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Locomotives, All; Motor Patrol; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes; Squeeze Cretes-screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Rock Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-form Paver; Straddle Buggies; Tie Back Machine; Tractor with Book 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; Greaser Engineer; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Sewer Dragging Machine; Hoists, Tigger 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 a 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. Hoists, Inside Elevators, Push Button with Automatic Doors; Oilers; Brick Forklift.

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Craft Foreman; 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, Hammerhead, Linden, Peco & Machines of a like nature; Crete Crane; Crusher, Stone, etc.; Derricks, All; Derrick Boats; Derricks, Traveling; Directional Boring Machine over 12"; Dredges; Field Mechanic-Welder; Formless Curb and Gutter Machine; Gradall and Machines of a like nature; 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; 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 with Boom; Tractor-aire with Attachments; Traffic Barrier conveyor machine; Raised or Blind Hole; Trenching Machine; 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; Greaser Engineer; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro Blaster; Laser Screed; All Locomotives, Dinky; 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; Combination - Small Equipment Operator; Directional Boring Machine up to 12"; Generators - Small 50kw and Under; Generators - Large over 50kw; 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; Tract-aire; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. Oilers and Directional Boring Machine Locator.
Other Classifications of Work:

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

LANDSCAPING

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