



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 3, 2014

SUBJECT: FAP Route 42 (IL 127)
Project ACF-0042
Section 102-1RS-3, 102-TS
Washington County
Contract No. 76F47
Item No. 064, January 17, 2014 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised Table of contents pages i & ii.
2. Revised pages 74-84 of Special Provisions.
3. Revised Schedule of Prices.
4. Revised plans sheet No.(1-6), 11,16, (19- 23), 28, 29, 31 & 46A.

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

John D. Baranzelli, P.E.
Acting Engineer of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E." with a small "P.E." to the right.

By: Ted B. Walschleger, P. E.
Engineer of Project Management

cc: Mary C. Lamie, Region 5, District 8; N. R. Stoner; Dave Lippert, Tim Kell;
D. Carl Puzey; Estimates

HM/kf

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
MONTHLY LABOR SUMMARY AND ACTIVITY REPORTING SYSTEM	1
SEEDING, CLASS 2	4
SURVEY MONUMENT COVER ASSEMBLY	4
HOT-MIX ASPHALT SURFACE REMOVAL W/SKETCH OF ILLINOIS STANDARD W8-I106....	5
HOT-MIX ASPHALT	8
OFFICE COPY MACHINE	8
TELEPHONE ANSWERING MACHINE	9
TRAFFIC CONTROL PLAN	10
TRAFFIC CONTROL AND PROTECTION STANDARD 701501	10
CONSTRUCTION AND MAINTENANCE SIGN SUPPORTS.....	11
CONCRETE FOUNDATION, TYPE D	11
DETECTOR LOOP REPLACEMENT	12
INTERSECTION MONITOR UNIT	13
DAILY MILLING AND RESURFACING	20
STATUS OF UTILITIES TO BE ADJUSTED	20
AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE).....	21
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE).....	22
FRICTION AGGREGATE (BDE)	32
HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)	35
HOT-MIX ASPHALT – MIXTURE DESIGN COMPOSITION AND VOLUMETRIC REQUIREMENTS (BDE)	36
HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (BDE).....	39
LRFD PIPE CULVERT BURIAL TABLES (BDE)	42
PAVEMENT MARKING FOR BIKE SYMBOL (BDE).....	61
PAVEMENT PATCHING (BDE).....	61
PAYROLLS AND PAYROLL RECORDS (BDE)	61
PORTLAND CEMENT CONCRETE EQUIPMENT (BDE).....	63
PROGRESS PAYMENTS (BDE)	63
RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE)	64

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE) 65
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES..... 74
REMOVAL AND DISPOSAL OF SURPLUS MATERIALS (BDE)..... 79
TRACKING THE USE OF PESTICIDES (BDE)..... 80
TRAINING SPECIAL PROVISIONS (BDE) 80
IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION
(TPG) 82
WARM MIX ASPHALT (BDE) 84
WEEKLY DBE TRUCKING REPORTS (BDE)..... 89
WORKING DAYS (BDE)..... 89
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)..... 89
FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)..... 92

Revised 1/3/14

- g. Virgin asphalt binder weight to the nearest pound (kilogram).
- h. Residual asphalt binder in the RAP/FRAP/RAS 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.

1031.09 RAP in Aggregate Surface Course and Aggregate Shoulders. The use of RAP in aggregate surface course (temporary access entrances only) and aggregate wedge shoulders Type B shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except “Non-Quality” and “FRAP”. The testing requirements of Article 1031.03 shall not apply. RAP used to construct aggregate surface course and aggregate shoulders shall be according to the current Bureau of Materials and Physical Research’s Policy Memorandum, “Reclaimed Asphalt Pavement (RAP) for Aggregate Applications”.
- (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.”

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Revise Article 669.01 of the Standard Specifications to read:

“669.01 Description. This work shall consist of the transportation and proper disposal of contaminated soil and water. This work shall also consist of the removal, transportation, and proper disposal of underground storage tanks (UST), their content and associated underground piping to the point where the piping is above the ground, including determining the content types and estimated quantities.”

Revise Article 669.08 of the Standard Specifications to read:

“669.08 Contaminated Soil and/or Groundwater Monitoring. The Contractor shall hire a qualified environmental firm to monitor the area containing the regulated substances. The affected area shall be monitored with a photoionization detector (PID) utilizing a lamp of 10.6eV or greater or a flame ionization detector (FID). Any field screen reading on the PID or FID in excess of background levels indicates the potential presence of contaminated material requiring handling as a non-special waste, special waste, or hazardous waste. No excavated soils can be taken to a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation with detectable PID or FID meter readings that are above background. The PID or FID meter shall be calibrated on-site and background level readings taken and recorded daily. All testing shall be done by a qualified engineer/technician. Such testing and monitoring shall be included in the work. The Contractor shall identify the exact limits of removal of non-special waste, special waste, or hazardous waste. All limits shall be approved by the Engineer prior to excavation. The Contractor shall take all necessary precautions.

Revised 1/3/14

Based upon the land use history of the subject property and/or PID or FID readings indicating contamination, a soil or groundwater sample shall be taken from the same location and submitted to an approved laboratory. Soil or groundwater samples shall be analyzed for the contaminants of concern, including pH, based on the property's land use history or the parameters listed in the maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Illinois Administrative Code 1100.605. The analytical results shall serve to document the level of soil contamination. Soil and groundwater samples may be required at the discretion of the Engineer to verify the level of soil and groundwater contamination.

Samples shall be grab samples (not combined with other locations). The samples shall be taken with decontaminated or disposable instruments. The samples shall be placed in sealed containers and transported in an insulated container to the laboratory. The container shall maintain a temperature of 39 °F (4 °C). All samples shall be clearly labeled. The labels shall indicate the sample number, date sampled, location and elevation, and any other observations.

The laboratory shall use analytical methods which are able to meet the lowest appropriate practical quantitation limits (PQL) or estimated quantitation limit (EQL) specified in "Test Methods for Evaluating Solid Wastes, Physical/Chemical Methods", EPA Publication No. SW-846 and "Methods for the Determination of Organic Compounds in Drinking Water", EPA, EMSL, EPA-600/4-88/039. For parameters where the specified cleanup objective is below the acceptable detection limit (ADL), the ADL shall serve as the cleanup objective. For other parameters the ADL shall be equal to or below the specified cleanup objective."

Replace the first two paragraphs of Article 669.09 of the Standard Specifications with the following:

"669.09 Contaminated Soil and/or Groundwater Management and Disposal. The management and disposal of contaminated soil and/or groundwater shall be according to the following:

- (a) Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Illinois Administrative Code 1100.605, the soil shall be managed as follows:
 - (1) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but they are still considered within area background levels by the Engineer, the excavated soil can be utilized within the construction limits as fill, when suitable. Such soil excavated for storm sewers can be placed back into the excavated trench as backfill, when suitable, unless trench backfill is specified. If the soils cannot be utilized within the construction limits, they shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.
 - (2) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (3) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.

Revised 1/3/14

- (1)
 - (4) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an uncontaminated soil fill operation within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (5) When the Engineer determines soil cannot be managed according to Articles 669.09(a)(1) through (a)(4) above, the soil shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.
- (b) Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC, the excavated soil can be utilized within the construction limits or managed and disposed of off-site as "uncontaminated soil" according to Article 202.03. However the excavated soil cannot be taken to a CCDD facility or an uncontaminated soil fill operation for the following reason.
- (1) The pH of the soil is less than 6.25 or greater than 9.0.
 - (2) The soil exhibited elevated photoionization detector (PID) utilizing a lamp of 10.6eV or greater or a flame ionization detector (FID) readings.
- (c) Soil Analytical Results Exceed Most Stringent MAC but Do Not Exceed TACO Residential. When the soil analytical results indicate that detected levels exceed the most stringent MAC but do not exceed TACO Tier 1 Soil Remediation Objectives for Residential Properties pursuant to 35 IAC 742 Appendix B Table A, the excavated soil can be utilized within the right-of-way or managed and disposed of off-site as "uncontaminated soil" according to Article 202.03. However the excavated soil cannot be taken to a CCDD facility or an uncontaminated soil fill operation.
- (d) Groundwater. When groundwater analytical results indicate the detected levels are above Appendix B, Table E of 35 Illinois Administrative Code 742, the most stringent Tier 1 Groundwater Remediation Objectives for Groundwater Component of the Groundwater Ingestion Route for Class 1 groundwater, the groundwater shall be managed off-site as a special waste.

All groundwater encountered within lateral trenches may be managed within the trench and allowed to infiltrate back into the ground. If the groundwater cannot be managed within the trench it must be removed as a special or hazardous waste. The Contractor is prohibited from managing groundwater within the trench by discharging it through any existing or new storm sewer. The Contractor shall install backfill plugs within the area of groundwater contamination.

One backfill plug shall be placed down gradient to the area of groundwater contamination. Backfill plugs shall be installed at intervals not to exceed 50 ft (15 m). Backfill plugs are to be 4 ft (1.2 m) long, measured parallel to the trench, full trench width and depth. Backfill plugs shall not have any fine aggregate bedding or backfill, but shall be entirely cohesive soil or any class of concrete. The Contractor shall provide test data that the material has a permeability of less than 10^{-7} cm/sec according to ASTM D 5084, Method A or per another test method approved by the Engineer."

Revise Article 669.14 of the Standard Specifications to read:

Revised 1/3/14

“669.14 Final Environmental Construction Report. At the end of the project, the Contractor will prepare and submit three copies of the Environmental Construction Report on the activities conducted during the life of the project, one copy shall be submitted to the Resident Engineer, one copy shall be submitted to the District's Environmental Studies Unit, and one copy shall be submitted with an electronic copy in Adode.pdf format to the Geologic and Waste Assessment Unit, Bureau of Design and Environment, IDOT, 2300 South Dirksen Parkway, Springfield, Illinois 62764. The technical report shall include all pertinent information regarding the project including, but not limited to:

- (a) Measures taken to identify, monitor, handle, and dispose of soil or groundwater containing regulated substances, to prevent further migration of regulated substances, and to protect workers,
- (b) Cost of identifying, monitoring, handling, and disposing of soil or groundwater containing regulated substances, the cost of preventing further migration of regulated substances, and the cost for worker protection from the regulated substances. All cost should be in the format of the contract pay items listed in the contract plans (identified by the preliminary environmental site assessment (PESA) site number),
- (c) Plan sheets showing the areas containing the regulated substances,
- (d) Field sampling and testing results used to identify the nature and extent of the regulated substances,
- (e) Waste manifests (identified by the preliminary environmental site assessment (PESA) site number) for special or hazardous waste disposal, and
- (f) Landfill tickets (identified by the preliminary environmental site assessment (PESA) site number) for non-special waste disposal.”

Revise the second paragraph of Article 669.16 of the Standard Specifications to read:

“The transportation and disposal of soil and other materials from an excavation determined to be contaminated will be paid for at the contract unit price per cubic yard (cubic meter) for NON-SPECIAL WASTE DISPOSAL, SPECIAL WASTE DISPOSAL, or HAZARDOUS WASTE DISPOSAL.”

Qualifications. The term environmental firm shall mean an environmental firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is pre-qualified in hazardous waste by the Department. Documentation includes but not limited to verifying remediation and special waste operations for sites contaminated with gasoline, diesel, or waste oil in accordance with all Federal, State, or local regulatory requirements and shall be provided to the Engineer for approval. The environmental firm selected shall not be a former or current consultant or have any ties with any of the properties contained within and/or adjacent to this construction project.

General. This Special Provision will likely require the Contractor to subcontract for the execution of certain activities.

All contaminated materials shall be managed as either “uncontaminated soil” or non-special waste. This work shall include monitoring and potential sampling, analytical testing, and management of a material contaminated by regulated substances. The Environmental Firm shall continuously monitor all soil excavation for worker protection and soil contamination. **Phase I Preliminary Engineering information is available through the District's Environmental Studies Unit.** Soil samples or analysis without the approval of the Engineer will be at no additional cost to the Department. The lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit whichever is less.

Revised 1/3/14

The Contractor shall manage any excavated soils and sediment within the following areas:

- Station 17+20 to Station 18+50 (Mockingbird Road) 0 to 80 feet RT (Knapp CITGO, PESA Site 2798-3, 17970 Mockingbird Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: VOCs.
 - (c) Plan sheets showing the areas containing the regulated substances,
 - (d) Field sampling and testing results used to identify the nature and extent of the regulated substances,
 - (e) Waste manifests (identified by the preliminary environmental site assessment (PESA) site number) for special or hazardous waste disposal, and
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- Station 17+20 to Station 18+50 (Mockingbird Road) 0 to 80 feet RT (Knapp CITGO, PESA Site 2798-3, 17970 Mockingbird Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: VOCs.

Revised 1/3/14

- Station 1499+70 to Station 1501+00 (IL 127) 0 to 80 feet RT (Knapp CITGO, PESA Site 2798-3, 17970 Mockingbird Road). This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: VOCs.
- Station 18+50 to Station 19+25 (Mockingbird Road) 0 to 80 feet RT (Knapp CITGO, PESA Site 2798-3, 17970 Mockingbird Road). This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.

REMOVAL AND DISPOSAL OF SURPLUS MATERIALS (BDE)

Effective: November 2, 2012

Revise the first four paragraphs of Article 202.03 of the Standard Specifications to read:

“202.03 Removal and Disposal of Surplus, Unstable, Unsuitable, and Organic Materials. Suitable excavated materials shall not be wasted without permission of the Engineer. The Contractor shall dispose of all surplus, unstable, unsuitable, and organic materials, in such a manner that public or private property will not be damaged or endangered.

Suitable earth, stones and boulders naturally occurring within the right-of-way may be placed in fills or embankments in lifts and compacted according to Section 205. Broken concrete without protruding metal bars, bricks, rock, stone, reclaimed asphalt pavement with no expansive aggregate, or uncontaminated dirt and sand generated from construction or demolition activities may be used in embankment or in fill. If used in fills or embankments, these materials shall be placed and compacted to the satisfaction of the Engineer; shall be buried under a minimum of 2 ft (600 mm) of earth cover (except when the materials include only uncontaminated dirt); and shall not create an unsightly appearance or detract from the natural topographic features of an area. Broken concrete without protruding metal bars, bricks, rock, or stone may be used as riprap as approved by the Engineer. If the materials are used for fill in locations within the right-of-way but outside project construction limits, the Contractor must specify to the Engineer, in writing, how the landscape restoration of the fill areas will be accomplished. Placement of fill in such areas shall not commence until the Contractor’s landscape restoration plan is approved by the Engineer.

Aside from the materials listed above, all other construction and demolition debris or waste shall be disposed of in a licensed landfill, recycled, reused, or otherwise disposed of as allowed by State or Federal laws and regulations. When the Contractor chooses to dispose of uncontaminated soil at a clean construction and demolition debris (CCDD) facility or at an uncontaminated soil fill operation, it shall be the Contractor’s responsibility to have the pH of the material tested to ensure the value is between 6.25 and 9.0, inclusive. A copy of the pH test results shall be provided to the Engineer.

A permit shall be obtained from IEPA and made available to the Engineer prior to open burning of organic materials (i.e., plant refuse resulting from pruning or removal of trees or shrubs) or other construction or demolition debris. Organic materials originating within the right-of-way limits may be chipped or shredded and placed as mulch around landscape plantings within the right-of-way when approved by the Engineer. Chipped or shredded material to be placed as mulch shall not exceed a depth of 6 in. (150 mm).”

Revised 1/3/14

TRACKING THE USE OF PESTICIDES (BDE)

Effective: August 1, 2012

Add the following paragraph after the first paragraph of Article 107.23 of the Standard Specifications:

“Within 48 hours of the application of pesticides, including but not limited to herbicides, insecticides, algacides, and fungicides, the Contractor shall complete and return to the Engineer, Operations form “OPER 2720”.”

TRAINING SPECIAL PROVISIONS (BDE)

Effective: October 15, 1975

This Training Special Provision supersedes Section 7b of the Special Provision entitled “Specific Equal Employment Opportunity Responsibilities,” and is in implementation of 23 U.S.C. 140(a).

As part of the Contractor’s equal employment opportunity affirmative action program, training shall be provided as follows:

The Contractor shall provide on-the-job training aimed at developing full journeyman in the type of trade or job classification involved. The number of trainees to be trained under this contract will be **3**. In the event the Contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also insure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the Contractor’s needs and the availability of journeymen in the various classifications within the reasonable area of recruitment. Prior to commencing construction, the Contractor shall submit to the Illinois Department of Transportation for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. The Contractor will be credited for each trainee employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyman status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority trainees and women (e.g. by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

Revised 1/3/14

No employee shall be employed as a trainee in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by the Illinois Department of Transportation and the Federal Highway Administration. The Illinois Department of Transportation and the Federal Highway Administration shall approve a program, if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved by not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the Illinois Department of Transportation and the Federal Highway Administration. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the Engineer, reimbursement will be made for training of persons in excess of the number specified herein. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the Contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the Contractor where he does one or more of the following and the trainees are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirement of this Training Special Provision. It is normally expected that a trainee will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in his work classification or until he has completed his training program.

It is not required that all trainees be on board for the entire length of the contract. A Contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Revised 1/3/14

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The Contractor shall furnish the trainee a copy of the program he will follow in providing the training. The Contractor shall provide each trainee with a certification showing the type and length of training satisfactorily complete.

The Contractor shall provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.

Method of Measurement. The unit of measurement is in hours.

Basis of Payment. This work will be paid for at the contract unit price of 80 cents per hour for TRAINEES. The estimated total number of hours, unit price, and total price have been included in the schedule of prices.

IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION (TPG)

Effective: August 1, 2012

Revised: January 1, 2014

In addition to the Contractor's equal employment opportunity affirmative action efforts undertaken elsewhere required by this Contract, the Contractor is encouraged to participate in the incentive program to provide additional on-the-job training to certified graduates of IDOT funded pre-apprenticeship training programs outlined by this Special Provision.

It is the policy of IDOT to fund IDOT pre-apprenticeship training programs throughout Illinois to provide training and skill-improvement opportunities to assure the increased participation of minority groups, disadvantaged persons and women in all phases of the highway construction industry. The intent of this IDOT Training Program Graduate (TPG) Special Provision is to place certified graduates of these IDOT funded pre-apprentice training programs on IDOT project sites when feasible, and provide the graduates with meaningful on-the-job training intended to lead to journey-level employment. IDOT and its sub-recipients, in carrying out the responsibilities of a state contract, shall determine which construction contracts shall include "Training Program Graduate Special Provisions." To benefit from the incentives to encourage the participation in the additional on-the-job training under this Training Program Graduate Special Provision, the Contractor shall make every reasonable effort to employ certified graduates of IDOT funded Pre-apprenticeship Training Programs to the extent such persons are available within a reasonable recruitment area.

Revised 1/3/14

Participation pursuant to IDOT's requirements by the Contractor or subcontractor in this Training Program Graduate (TPG) Special Provision entitles the Contractor or subcontractor to be reimbursed at \$10.00 per hour for training given a certified TPG on this contract. As approved by the Department, reimbursement will be made for training persons as specified herein. This reimbursement will be made even though the Contractor or subcontractor may receive additional training program funds from other sources for other trainees, provided such other source does not specifically prohibit the Contractor or subcontractor from receiving other reimbursement. For purposes of this Special Provision the Contractor is not relieved of requirements under applicable federal law, the Illinois Prevailing Wage Act, and is not eligible for other training fund reimbursements in addition to the Training Program Graduate (TPG) Special Provision reimbursement.

No payment shall be made to the Contractor if the Contractor or subcontractor fails to provide the required training. It is normally expected that a TPG will begin training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project through completion of the contract, so long as training opportunities exist in his work classification or until he has completed his training program. Should the TPG's employment end in advance of the completion of the contract, the Contractor shall promptly notify the designated IDOT staff member under this Special Provision that the TPG's involvement in the contract has ended and supply a written report of the reason for the end of the involvement, the hours completed by the TPG under the Contract and the number of hours for which the incentive payment provided under this Special Provision will be or has been claimed for the TPG.

The Contractor will provide for the maintenance of records and furnish periodic reports documenting its performance under this Special Provision.

METHOD OF MEASUREMENT: The unit of measurement is in hours.

BASIS OF PAYMENT: This work will be paid for at the contract unit price of \$10.00 per hour for certified TRAINEES TRAINING PROGRAM GRADUATE. The estimated total number of hours, unit price and total price have been included in the schedule of prices.

The Contractor shall provide training opportunities aimed at developing full journey worker in the type of trade or job classification involved. The initial number of TPGs for which the incentive is available under this contract is 3. During the course of performance of the Contract the Contractor may seek approval from the Department for additional incentive eligible TPGs. In the event the Contractor subcontracts a portion of the contract work, it shall determine how many, if any, of the TPGs are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this Special Provision. The Contractor shall also insure that this Training Program Graduate Special Provision is made applicable to such subcontract if the TPGs are to be trained by a subcontractor and that the incentive payment is passed on to each subcontractor.

For the Contractor to meet the obligations for participation in this TPG incentive program under this Special Provision, the Department has contracted with several entities to provide screening, tutoring and pre-training to individuals interested in working in the applicable construction classification and has certified those students who have successfully completed the program and are eligible to be TPGs. A designated IDOT staff member, the Director of the Office of Business and Workforce Diversity (OBWD), will be responsible for providing assistance and referrals to the Contractor for the applicable TPGs. For this contract, the Director of OBWD is designated as the responsible IDOT staff member to provide the assistance and referral services related to the placement for this Special

Revised 1/3/14

Provision. For purposes of this Contract, contacting the Director of OBWD and interviewing each candidate he/she recommends constitutes reasonable recruitment.

Prior to commencing construction, the Contractor shall submit to the Department for approval the TPGs to be trained in each selected classification. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. No employee shall be employed as a TPG in any classification in which he/she has successfully completed a training course leading to journeyman status or in which he/she has been employed as a journeyman. Notwithstanding the on-the-job training purpose of this TPG Special Provision, some offsite training is permissible as long as the offsite training is an integral part of the work of the contract and does not comprise a significant part of the overall training.

Training and upgrading of TPGs of IDOT pre-apprentice training programs is intended to move said TPGs toward journeyman status and is the primary objective of this Training Program Graduate Special Provision. Accordingly, the Contractor shall make every effort to enroll TPGs by recruitment through the IDOT funded TPG programs to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that it has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance and entitled to the Training Program Graduate Special Provision \$10.00 an hour incentive.

The Contractor or subcontractor shall provide each TPG with a certificate showing the type and length of training satisfactorily completed.

WARM MIX ASPHALT (BDE)

Effective: January 1, 2012

Revised: November 1, 2013

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

Revised 1/3/14

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 76F47

State Job # - C-98-031-13

County Name - WASHINGTON - -

Code - 189 - -

District - 8 - -

Section Number - 102-1RS-3, 102-TS

Project Number
 ACF-0042/107/

Route
 FAP 42

*REVISED: DECEMBER 23, 2013

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0070100	SURV MONUMENT COV ASY	EACH	3.000				
Z0076600	TRAINEES	HOUR	1,500.000		0.800		1,200.000
Z0076604	TRAINEES TPG	HOUR	1,500.000		10.000		15,000.000
20400800	FURNISHED EXCAVATION	CU YD	162.000				
28100107	STONE RIPRAP CL A4	SQ YD	653.000				
28200200	FILTER FABRIC	SQ YD	653.000				
40200800	AGG SURF CSE B	TON	11.000				
40600200	BIT MATLS PR CT	TON	33.400				
40600300	AGG PR CT	TON	199.000				
40600645	LEV BIND MM N90	TON	2,168.000				
40600982	HMA SURF REM BUTT JT	SQ YD	1,387.000				
40600985	PCC SURF REM BUTT JT	SQ YD	711.000				
40600990	TEMPORARY RAMP	SQ YD	1,042.000				
40603545	P HMA SC "D" N90	TON	7,189.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 76F47

State Job # - C-98-031-13

County Name - WASHINGTON- -

Code - 189 - -

District - 8 - -

Section Number - 102-1RS-3, 102-TS

Project Number
 ACF-0042/107/

Route
 FAP 42

*REVISED: DECEMBER 23, 2013

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40800050	INCIDENTAL HMA SURF	TON	139.000				
44000152	HMA SURF REM 3/4	SQ YD	47,414.000				
44000155	HMA SURF REM 1 1/2	SQ YD	966.000				
44000161	HMA SURF REM 3	SQ YD	19,371.000				
44000164	HMA SURF REM 3 3/4	SQ YD	7,163.000				
44200144	PAVT PATCH T2 12	SQ YD	21.000				
44200156	PAVT PATCH T2 13	SQ YD	30.000				
44200168	PAVT PATCH T2 14	SQ YD	68.000				
44200172	PAVT PATCH T3 14	SQ YD	32.000				
44200174	PAVT PATCH T4 14	SQ YD	505.000				
44300200	STRIP REF CR CON TR	FOOT	48,024.000				
*REV 48102100	AGG WEDGE SHLD TYPE B	TON	1,172.000				
*REV 48203100	HMA SHOULDERS	TON	746.000				
50105220	PIPE CULVERT REMOV	FOOT	76.000				
542D0229	P CUL CL D 1 24	FOOT	85.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

76F47

State Job # - C-98-031-13

County Name - WASHINGTON- -

Code - 189 - -

District - 8 - -

Section Number - 102-1RS-3, 102-TS

Project Number

ACF-0042/107/

Route

FAP 42

*REVISED: DECEMBER 23, 2013

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
54215559	MET END SEC 24	EACH	2.000				
63000001	SPBGR TY A 6FT POSTS	FOOT	575.000				
63000003	SPBGR TY A 9FT POSTS	FOOT	175.000				
63000025	SPBGR ATTACH TO STR	FOOT	37.500				
63100045	TRAF BAR TERM T2	EACH	1.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	9.000				
63200310	GUARDRAIL REMOV	FOOT	475.000				
*ADD 66900200	NON SPL WASTE DISPOSL	CU YD	70.000				
*ADD 66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
*ADD 66900530	SOIL DISPOSAL ANALY	EACH	1.000				
67000400	ENGR FIELD OFFICE A	CAL MO	9.000				
67100100	MOBILIZATION	L SUM	1.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				
70100600	TRAF CONT-PROT 701336	L SUM	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
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76F47

State Job # - C-98-031-13

County Name - WASHINGTON- -

Code - 189 - -

District - 8 - -

Section Number - 102-1RS-3, 102-TS

Project Number
 ACF-0042/107/

Route
 FAP 42

*REVISED: DECEMBER 23, 2013

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70102620	TR CONT & PROT 701501	L SUM	1.000				
70102622	TR CONT & PROT 701502	L SUM	1.000				
70102640	TR CONT & PROT 701801	L SUM	1.000				
70300100	SHORT TERM PAVT MKING	FOOT	3,997.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	1,012.000				
70300220	TEMP PVT MK LINE 4	FOOT	63,182.000				
70300250	TEMP PVT MK LINE 8	FOOT	532.000				
70300260	TEMP PVT MK LINE 12	FOOT	2,137.000				
70300280	TEMP PVT MK LINE 24	FOOT	248.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	1,332.000				
72000100	SIGN PANEL T1	SQ FT	5.000				
72000200	SIGN PANEL T2	SQ FT	20.000				
72400310	REMOV SIGN PANEL T1	SQ FT	9.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	1,012.000				
78000200	THPL PVT MK LINE 4	FOOT	63,182.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
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 CONTRACT
 NUMBER -

76F47

State Job # - C-98-031-13

Project Number
 ACF-0042/107/

Route
 FAP 42

County Name - WASHINGTON- -

Code - 189 - -

District - 8 - -

*REVISED: DECEMBER 23, 2013

Section Number - 102-1RS-3, 102-TS

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78000500	THPL PVT MK LINE 8	FOOT	532.000				
78000600	THPL PVT MK LINE 12	FOOT	2,137.000				
78000650	THPL PVT MK LINE 24	FOOT	248.000				
78100100	RAISED REFL PAVT MKR	EACH	580.000				
78200410	GUARDRAIL MKR TYPE A	EACH	18.000				
78201000	TERMINAL MARKER - DA	EACH	9.000				
78300200	RAISED REF PVT MK REM	EACH	580.000				
80300100	LOCATE UNDERGR CABLE	FOOT	20.000				
80500100	SERV INSTALL TY A	EACH	1.000				
81028320	UNDRGRD C PVC 1	FOOT	72.000				
81028340	UNDRGRD C PVC 1 1/2	FOOT	988.000				
81028350	UNDRGRD C PVC 2	FOOT	281.000				
81028360	UNDRGRD C PVC 2 1/2	FOOT	214.000				
81028370	UNDRGRD C PVC 3	FOOT	12.000				
81400700	HANDHOLE PCC	EACH	9.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
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76F47

State Job # - C-98-031-13

Project Number
 ACF-0042/107/

Route
 FAP 42

County Name - WASHINGTON- -

Code - 189 - -

District - 8 - -

Section Number - 102-1RS-3, 102-TS

*REVISED: DECEMBER 23, 2013

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81400720	DBL HANDHOLE PCC	EACH	1.000				
85700200	FAC T4 CAB	EACH	1.000				
85706000	INTERSEC MONITOR UNIT	EACH	1.000				
87301245	ELCBL C SIGNAL 14 5C	FOOT	1,603.000				
87301255	ELCBL C SIGNAL 14 7C	FOOT	486.000				
87301305	ELCBL C LEAD 14 1PR	FOOT	2,261.000				
87301805	ELCBL C SERV 6 2C	FOOT	25.000				
87301900	ELCBL C EGRDC 6 1C	FOOT	1,706.000				
87502680	TS POST A 14	EACH	1.000				
87700160	S MAA & P 24	EACH	1.000				
87700190	S MAA & P 30	EACH	1.000				
87700200	S MAA & P 32	EACH	1.000				
87800100	CONC FDN TY A	FOOT	3.000				
87800200	CONC FDN TY D	FOOT	4.000				
87800400	CONC FDN TY E 30D	FOOT	37.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 76F47

State Job # - C-98-031-13

County Name - WASHINGTON- -

Code - 189 - -

District - 8 - -

Section Number - 102-1RS-3, 102-TS

Project Number
 ACF-0042/107/

Route
 FAP 42

*REVISED: DECEMBER 23, 2013

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
88040070	SH P LED 1F 3S BM	EACH	3.000				
88040090	SH P LED 1F 3S MAM	EACH	5.000				
88040160	SH P LED 1F 5S MAM	EACH	1.000				
88040260	SH P LED 2F 1-3 1-5BM	EACH	1.000				
88200300	TS BACKPLATE PLASTIC	EACH	6.000				
88500100	INDUCTIVE LOOP DETECT	EACH	9.000				
88600100	DET LOOP T1	FOOT	1,145.000				
88600600	DET LOOP REPL	FOOT	745.000				