

**RETURN WITH BID**

State of \_\_\_\_\_ )  
 ) ss.  
County of \_\_\_\_\_ )

**AFFIDAVIT**

\_\_\_\_\_, of \_\_\_\_\_,  
*(name of affiant)* *(bidder)*

being first duly sworn upon oath, states as follows:

1. That I am the \_\_\_\_\_ of \_\_\_\_\_  
*(Officer or position)* *(Bidder)*  
and have personal knowledge of the facts herein stated.

2. That, if selected under this bid proposal, \_\_\_\_\_ will  
*(Bidder)*  
maintain a business office in the State of Illinois which will be located in \_\_\_\_\_  
County, Illinois.

3. That this business office will serve as the primary place of employment for any persons  
employed in the construction contemplated by this bid proposal.

4. That this Affidavit is given as a requirement of state law as provided in Section 30-22(8) of  
the Illinois Procurement Code.

\_\_\_\_\_  
*(Signature)*

\_\_\_\_\_  
*(Printed name of Affiant)*

This instrument was signed and attested before me on the \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_

by \_\_\_\_\_.  
*(Notary Public Name)*

\_\_\_\_\_  
*(Notary Public Signature)*

(NOTARY SEAL)

# **BID PROPOSAL INSTRUCTIONS**

**ABOUT IDOT PROPOSALS:** All proposals are potential bidding proposals. Each proposal contains all certifications and affidavits, a proposal signature sheet and a proposal bid bond.

## **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.

## **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.

## **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 124) 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.

## **WHAT CONSTITUTES WRITTEN AUTHORIZATION TO BID?**

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

## **ABOUT AUTHORIZATION TO BID**

Firms that have not received an Authorization to Bid or Not For Bid Report within a reasonable time of complete and correct original document submittal should contact the Department as to the status. 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 bidder'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 or revision will be included with the Electronic Plans and Proposals. 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 service emails 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 [DOT.D&Econtracts@illinois.gov](mailto:DOT.D&Econtracts@illinois.gov)

Technical questions about downloading these files may be directed to Tim Garman at (217)524-1642 or [Timothy.Garman@illinois.gov](mailto:Timothy.Garman@illinois.gov).

## **STANDARD GUIDELINES FOR SUBMITTING BIDS**

- All pages should be single sided.
- Use the Cover Page that is provided in the Bid Proposal (posted on the IDOT Web Site) as the first page of your submitted bid. It has the item number in large bold type in the upper left-hand corner and lines provided for your company name and address in the upper right-hand corner.
- Do not use report covers, presentation folders or special bindings and do not staple multiple times on left side like a book. Use only 1 staple in the upper left hand corner. Make sure all elements of your bid are stapled together including the bid bond or guaranty check (if required).
- Do not include any certificates of eligibility, your authorization to bid, Addendum Letters or affidavit of availability.
- Do not include the Subcontractor Documentation with your bid (pages i – iii and pages a – g). This documentation is required only if you are awarded the project.
- Use the envelope cover sheet (provided with the proposal) as the cover for the proposal envelope.
- Do not rely on overnight services to deliver your proposal prior to 10 AM on letting day. It will not be read if it is delivered after 10 AM.
- Do not submit your Substance Abuse Prevention Program (SAPP) with your bid. If you are awarded the contract this form is to be submitted to the district engineer at the pre-construction conference.

## **BID SUBMITTAL CHECKLIST**

- Cover page** (the sheet that has the item number on it) – This should be the first page of your bid proposal, **followed by your bid (the Schedule of Prices/Pay Items)**. If you are using special software or CBID to generate your schedule of prices, do not include the blank pages of the schedule of prices that came with the proposal package.
- Page 4 (Item 9)** – Check “YES” if you will use a subcontractor(s) with an annual value over \$50,000. Include the subcontractor(s) name, address, general type of work to be performed and the dollar amount. If you will use subcontractor(s) but are uncertain who or the dollar amount; check “YES” but leave the lines blank.
- After page 4** – Insert the following documents: The **Illinois Office Affidavit** (Not applicable to federally funded projects) followed by Cost Adjustments for Steel, Bituminous and Fuel (if applicable) and the Contractor Letter of Assent (if applicable). The general rule should be, if you don’t know where it goes, put it after page 4.
- Page 10 (Paragraph J)** – Check “YES” or “NO” whether your company has any business in Iran.
- Page 10 (Paragraph K)** – (Not applicable to federally funded projects) List the name of the apprenticeship and training program sponsor holding the certificate of registration from the US Department of Labor. If no applicable program exists, please indicate the work/job category **Your bid will not be read if this is not completed.** Do not include certificates with your bid. Keep the certificates in your office in case they are requested by IDOT.
- Page 11 (Paragraph L)** – A copy of your State Board of Elections certificate of registration is no longer required with your bid.
- Page 11 (Paragraph M)** – Indicate if your company has hired a lobbyist in connection with the job for which you are submitting the bid proposal.
- Page 12 (Paragraph C)** – This is a work sheet to determine if a completed Form A is required. It is not part of the form and you do not need to make copies for each completed Form A.
- Pages 14-17 (Form A)** – One Form A (4 pages) is required for each applicable person in your company. Copies of the forms can be used and only need to be changed when the information changes. The certification signature and date must be original for each letting. **Do not staple the forms together.** If you answered “NO” to all of the questions in Paragraph C (page 12), complete the first section (page 14) with your company information and then sign and date the Not Applicable statement on page 17.
- Page 18 (Form B)** - If you check “YES” to having other current or pending contracts it is acceptable to use the phrase, “See Affidavit of Availability on file”. **Ownership Certification** (at the bottom of the page) - Check N/A if the Form A(s) you submitted accounts for 100 percent of the company ownership. Check YES if any percentage of ownership falls outside of the parameters that require reporting on the Form A. Checking NO indicates that the Form A(s) you submitted is not correct and you will be required to submit a revised Form A.
- Page 20 (Workforce Projection)** – Be sure to include the Duration of the Project. It is acceptable to use the phrase “Per Contract Specifications”.

**Proposal Bid Bond** – (Insert after the proposal signature page) Submit your proposal Proposal Bid Bond (if applicable) using the current Proposal Bid Bond form provided in the proposal package. The Power of Attorney page should be stapled to the Proposal Bid Bond. If you are using an electronic bond, include your bid bond number on the Proposal Bid Bond and attach the Proof of Insurance printed from the Surety’s Web Site.

**Disadvantaged Business Utilization Plan and/or Good Faith Effort** – The last items in your bid should be the DBE Utilization Plan (SBE 2026), followed by the DBE Participation Statement (SBE 2025) and supporting paperwork. If you have documentation of a Good Faith Effort, it is to follow the SBE Forms.

**The Bid Letting is now available in streaming Audio/Video from the IDOT Web Site.** A link to the stream will be placed on the main page of the current letting on the day of the Letting. The stream will not begin until 10 AM. The actual reading of the bids does not begin until approximately 10:30 AM.

Following the Letting, the As-Read Tabulation of Bids will be posted by the end of the day. You will find the link on the main Web page for the current letting.

**QUESTIONS: pre-letting up to execution of the contract**

Contractor pre-qualification .....	217-782-3413
Small Business, Disadvantaged Business Enterprise (DBE) .....	217-785-4611
Contracts, Bids, Letting process or Internet downloads .....	217-782-7806
Estimates Unit.....	217-785-3483
Aeronautics.....	217-785-8515
IDNR (Land Reclamation, Water Resources, Natural Resources).....	217-782-6302

**QUESTIONS: following contract execution**

Subcontractor documentation, payments .....	217-782-3413
Railroad Insurance .....	217-785-0275

# 284

**RETURN WITH BID**

Proposal Submitted By
Name
Address
City

**Letting June 13, 2014**

**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.

**BIDDERS NEED NOT RETURN THE ENTIRE PROPOSAL**

# Notice to Bidders, Specifications, Proposal, Contract and Contract Bond



**Illinois Department  
of Transportation**

Springfield, Illinois 62764

**Contract No. 97549  
ST. CLAIR County  
Section 09-00365-01-PV  
Route FAI 64 (I-64)  
District 8 Construction Funds**

PLEASE MARK THE APPROPRIATE BOX BELOW:

- A Bid Bond is included.
- A Cashier's Check or a Certified Check is included.
- An Annual Bid Bond is included or is on file with IDOT.

Prepared by

S

Checked by

(Printed by authority of the State of Illinois)

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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. 97549  
ST. CLAIR County  
Section 09-00365-01-PV  
Route FAI 64 (I-64)  
District 8 Construction Funds**

**Project consists of widening I-64, the construction of a new bridge over I-64, the construction of a diamond interchange at Rieder Road, the realignment of Reider Road and improvements to Whessy Road, Shiloh Valley Township Road, Whessy Road Connector and Old Rieder Road Connector, located along I-64 north of Scott Air Force Base at mile marker 21 near the existing Rieder Road overpass.**

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 will govern performance and payments.



**RETURN WITH BID**

6. **COMBINATION BIDS.** The undersigned bidder 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 contract 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 will 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. **AUTHORITY TO DO BUSINESS IN ILLINOIS.** Section 20-43 of the Illinois Procurement Code (the Code) (30 ILCS 500/20-43) provides that a person (other than an individual acting as a sole proprietor) must be a legal entity authorized to do business in the State of Illinois prior to submitting the bid.
9. **EXECUTION OF CONTRACT:** The Department of Transportation will, in accordance with the rules governing Department procurements, execute the contract and shall be the sole entity having the authority to accept performance and make payments under the contract. Execution of the contract by the Chief Procurement Officer (CPO) or the State Purchasing Officer (SPO) is for approval of the procurement process and execution of the contract by the Department. Neither the CPO nor the SPO shall be responsible for administration of the contract or determinations respecting performance or payment there under except as otherwise permitted in the Code.

10. **The services of a subcontractor will be used.**

Check box Yes   
 Check box No

For known subcontractors with subcontracts with an annual value of more than \$50,000, the contract shall include their name, address, general type of work to be performed, and the dollar allocation for each subcontractor.  
 (30 ILCS 500/20-120)

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COUNTY NAME	CODE	DIST	SECTION NUMBER	PROJECT NUMBER	ROUTE
ST CLAIR	163	08	09-00365-01-PV		FBI 64

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
A2001216	T-ACER RUB RS 2	EACH	47.000	X	=		
A2003016	T-CELTIS OC PP 2	EACH	35.000	X	=		
A2005050	T-GYMNOC DIO PT 2-1/2	EACH	5.000	X	=		
A2005560	T-NYSSA SYLVAT CL 8'	EACH	23.000	X	=		
A2006666	T-QUERCUS IMBR CL 6'	EACH	33.000	X	=		
A2007116	T-QUERCUS RUBRA 2	EACH	39.000	X	=		
A2007616	T-TAXODIUM DIS 2	EACH	12.000	X	=		
A2008518	T-ULMUS MRTN G TREL2	EACH	52.000	X	=		
B2000866	T-AMEL X GF CS SF 6'	EACH	39.000	X	=		
B2001116	T-CERCIS CAN TF 2	EACH	97.000	X	=		
C2009636	S-SAMBUCUS CANAD 3'	EACH	68.000	X	=		
D2002972	E-PINUS STROBUS 6'	EACH	72.000	X	=		
X0322936	REMOV EX FLAR END SEC	EACH	8.000	X	=		
X0326677	REM HT CBL MEDIAN BAR	FOOT	15,156.000	X	=		
X0326687	REM HTC MED BAR TERM	EACH	6.000	X	=		

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
X0327131	DRAIN STRUCTURES N1	EACH	2.000	X	=		
X0327132	DRAIN STRUCTURES N2	EACH	8.000	X	=		
X0327235	LOC UNDERGR UTILITIES	FOOT	15,000.000	X	=		
X2070304	POROUS GRAN EMB SPEC	CU YD	136.000	X	=		
X4404260	PAVED SHLD REMOVAL SP	SQ YD	10,770.000	X	=		
X5860110	GRANULAR BACKFILL STR	CU YD	398.000	X	=		
X7010216	TRAF CONT & PROT SPL	L SUM	1.000	X	=		
X7010410	SPEED DISPLAY TRAILER	CAL MO	60.000	X	=		
X7040600	FUR TEMP CONC BARRIER	FOOT	175.000	X	=		
X7800200	PAINT PVT MARK CURB	FOOT	1,536.000	X	=		
X7830050	RAISD REF PM REFL REM	EACH	887.000	X	=		
X7830070	GRV RCSD PVT MRKG 5	FOOT	85,309.000	X	=		
X7830076	GRV RCSD PVT MRKG 9	FOOT	13,103.000	X	=		
Z0007601	BLDG REMOV NO 1	L SUM	1.000	X	=		
Z0007602	BLDG REMOV NO 2	L SUM	1.000	X	=		

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
Z0007603	BLDG REMOV NO 3	L SUM	1.000 X	=			
Z0007604	BLDG REMOV NO 4	L SUM	1.000 X	=			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000 X	=			
Z0015500	DEBRIS REMOVAL	L SUM	1.000 X	=			
Z0018700	DRAINAGE STR REMOVED	EACH	1.000 X	=			
Z0021904	SILICONE JT SEAL 1	FOOT	277.000 X	=			
Z0022800	FENCE REMOVAL	FOOT	9,040.000 X	=			
Z0023500	FILL EXIST CULVERTS	CU YD	10.000 X	=			
Z0034105	MATL TRANSFER DEVICE	TON	30,520.000 X	=			
Z0041500	PLUG EX CULVERTS	EACH	6.000 X	=			
Z0046304	P UNDR FOR STRUCT 4	FOOT	254.000 X	=			
Z0049901	R&D NON-FR ASB BLD 1	L SUM	1.000 X	=			
Z0064505	SECTION CORNER MKRS	EACH	3.000 X	=			
Z0065100	SETTLEMENT PLATFORMS	EACH	2.000 X	=			
Z0076600	TRAINEES	HOUR	5,000.000 X	=	0.80		4,000.00

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
Z0076604	TRAINEES TPG	HOUR	5,000.000 X	15.00	=	75,000.00	
20100110	TREE REMOV 6-15	UNIT	625.000 X		=		
20100210	TREE REMOV OVER 15	UNIT	945.000 X		=		
20100500	TREE REMOV ACRES	ACRE	4.750 X		=		
20200100	EARTH EXCAVATION	CU YD	249,437.000 X		=		
20700220	POROUS GRAN EMBANK	CU YD	18,463.000 X		=		
20800150	TRENCH BACKFILL	CU YD	4,935.000 X		=		
21101505	TOPSOIL EXC & PLAC	CU YD	99,865.000 X		=		
21400100	GRADING & SHAP DITCH	FOOT	189.000 X		=		
25000210	SEEDING CL 2A	ACRE	38.250 X		=		
25000400	NITROGEN FERT NUTR	POUND	3,447.000 X		=		
25000500	PHOSPHORUS FERT NUTR	POUND	3,447.000 X		=		
25000600	POTASSIUM FERT NUTR	POUND	3,447.000 X		=		
25100115	MULCH METHOD 2	ACRE	76.500 X		=		
25100630	EROSION CONTR BLANKET	SQ YD	12,360.000 X		=		

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
28000250	TEMP EROS CONTR SEED	POUND	3,825.000 X	=		=	
28000305	TEMP DITCH CHECKS	FOOT	5,238.000 X	=		=	
28000400	PERIMETER EROS BAR	FOOT	4,087.000 X	=		=	
28000500	INLET & PIPE PROTECT	EACH	189.000 X	=		=	
28100705	STONE DUMP RIP CL A3	SQ YD	1,468.000 X	=		=	
28200200	FILTER FABRIC	SQ YD	45,746.000 X	=		=	
31200100	STAB SUBBASE 4	SQ YD	20,741.000 X	=		=	
31200500	STAB SUBBASE HMA 4	SQ YD	86,987.000 X	=		=	
35101100	AGG BASE CSE A 12	SQ YD	169,277.000 X	=		=	
40200500	AGG SURF CSE A 6	SQ YD	1,474.000 X	=		=	
40201000	AGGREGATE-TEMP ACCESS	TON	20.000 X	=		=	
40600200	BIT MATLS PR CT	TON	47.700 X	=		=	
40600895	CONSTRUC TEST STRIP	EACH	1.000 X	=		=	
40603153	P HMA SC SMA N80	TON	8,618.000 X	=		=	
40603243	P HMA BC IL19.0FGN90	TON	21,902.000 X	=		=	

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ILLINOIS DEPARTMENT OF TRANSPORTATION  
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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
40603310	HMA SC "C" N50	TON	2,334.000 X	=		=	
40701931	HMA PAVT FD 12 1/2	SQ YD	2,373.000 X	=		=	
40701941	HMA PAVT FD 13	SQ YD	10,770.000 X	=		=	
40701951	HMA PAVT FD 13 1/2	SQ YD	246.000 X	=		=	
40800050	INCIDENTAL HMA SURF	TON	349.000 X	=		=	
42000401	PCC PVT 9 JOINTED	SQ YD	17,602.000 X	=		=	
42000500	PCC PVT 10	SQ YD	50,011.000 X	=		=	
42001200	PAVEMENT FABRIC	SQ YD	50,011.000 X	=		=	
42001300	PROTECTIVE COAT	SQ YD	69,693.000 X	=		=	
42100100	CONT REINF PCC PVT 8	SQ YD	76,938.000 X	=		=	
42100615	PAVT REINFORCEMENT	SQ YD	76,938.000 X	=		=	
42101424	LUG SYSTEM COMPL 24	EACH	4.000 X	=		=	
44000100	PAVEMENT REM	SQ YD	5,134.000 X	=		=	
44004000	PAVED DITCH REMOVAL	FOOT	325.000 X	=		=	
44004250	PAVED SHLD REMOVAL	SQ YD	38,808.000 X	=		=	

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
48101200	AGGREGATE SHLDS B	TON	3,779.000	X	=	=	=
48203029	HMA SHOULDERS 8	SQ YD	13,631.000	X	=	=	=
48203049	HMA SHOULDERS 13	SQ YD	3,970.000	X	=	=	=
48300300	PCC SHOULDERS 8	SQ YD	25,646.000	X	=	=	=
48300400	PCC SHOULDERS 9	SQ YD	7,604.000	X	=	=	=
48300500	PCC SHOULDERS 10	SQ YD	306.000	X	=	=	=
48301000	PROTECTIVE COAT	SQ YD	7,910.000	X	=	=	=
50100100	REM EXIST STRUCT	EACH	1.000	X	=	=	=
50104400	CONC HDWL REM	EACH	14.000	X	=	=	=
50105220	PIPE CULVERT REMOV	FOOT	1,543.000	X	=	=	=
50157300	PROTECTIVE SHIELD	SQ YD	374.000	X	=	=	=
50200100	STRUCTURE EXCAVATION	CU YD	1,030.000	X	=	=	=
50300225	CONC STRUCT	CU YD	492.100	X	=	=	=
50300255	CONC SUP-STR	CU YD	1,086.800	X	=	=	=
50300260	BR DECK GROOVING	SQ YD	2,639.000	X	=	=	=

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
50300300	PROTECTIVE COAT	SQ YD	3,217.000	X			
50500105	F & E STRUCT STEEL	L SUM	1.000	X			
50500505	STUD SHEAR CONNECTORS	EACH	10,179.000	X			
50800105	REINFORCEMENT BARS	POUND	410.000	X			
50800205	REINF BARS, EPOXY CTD	POUND	361,950.000	X			
50800530	MECHANICAL SPLICERS	EACH	218.000	X			
51100100	SLOPE WALL 4	SQ YD	921.000	X			
51201800	FUR STL PILE HP14X73	FOOT	2,244.000	X			
51201900	FUR STL PILE HP14X89	FOOT	2,376.000	X			
51202305	DRIVING PILES	FOOT	4,620.000	X			
51203800	TEST PILE ST HP14X73	EACH	2.000	X			
51203900	TEST PILE ST HP14X89	EACH	1.000	X			
51500100	NAME PLATES	EACH	1.000	X			
52100520	ANCHOR BOLTS 1	EACH	52.000	X			
52100530	ANCHOR BOLTS 1 1/4	EACH	26.000	X			

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
54001001	BOX CUL END SEC C1	EACH	1.000 X	=		=	
54001002	BOX CUL END SEC C2	EACH	2.000 X	=		=	
54010503	PCBC 5X3	FOOT	309.000 X	=		=	
54010604	PCBC 6X4	FOOT	14.000 X	=		=	
542A0235	P CUL CL A 1 30	FOOT	239.000 X	=		=	
542A0241	P CUL CL A 1 36	FOOT	70.000 X	=		=	
542A1069	P CUL CL A 2 24	FOOT	77.000 X	=		=	
542A1075	P CUL CL A 2 30	FOOT	204.000 X	=		=	
542A1081	P CUL CL A 2 36	FOOT	232.000 X	=		=	
542A1087	P CUL CL A 2 42	FOOT	92.000 X	=		=	
542A2761	P CUL CL A 4 36	FOOT	280.000 X	=		=	
542D0223	P CUL CL D 1 18	FOOT	178.000 X	=		=	
542D0235	P CUL CL D 1 30	FOOT	42.000 X	=		=	
542D1063	P CUL CL D 2 18	FOOT	99.000 X	=		=	
54213660	PRC FLAR END SEC 15	EACH	5.000 X	=		=	

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
54213663	PRC FLAR END SEC 18	EACH	1.000 X	=	=	=	=
54213666	PRC FLAR END SEC 21	EACH	1.000 X	=	=	=	=
54213669	PRC FLAR END SEC 24	EACH	5.000 X	=	=	=	=
54213675	PRC FLAR END SEC 30	EACH	8.000 X	=	=	=	=
54213681	PRC FLAR END SEC 36	EACH	10.000 X	=	=	=	=
54213687	PRC FLAR END SEC 42	EACH	2.000 X	=	=	=	=
54215553	MET END SEC 18	EACH	10.000 X	=	=	=	=
54215565	MET END SEC 30	EACH	2.000 X	=	=	=	=
54246405	INLET BOX 542531	EACH	1.000 X	=	=	=	=
54248510	CONCRETE COLLAR	CU YD	7.400 X	=	=	=	=
550A0050	STORM SEW CL A 1 12	FOOT	48.000 X	=	=	=	=
550A0070	STORM SEW CL A 1 15	FOOT	194.000 X	=	=	=	=
550A0090	STORM SEW CL A 1 18	FOOT	480.000 X	=	=	=	=
550A0120	STORM SEW CL A 1 24	FOOT	1,344.000 X	=	=	=	=
550A0340	STORM SEW CL A 2 12	FOOT	229.000 X	=	=	=	=

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				DOLLARS	CENTS	DOLLARS	CTS
550A0360	STORM SEW CL A 2 15	FOOT	205.000	X	=		
550A0380	STORM SEW CL A 2 18	FOOT	4,746.000	X	=		
550A0410	STORM SEW CL A 2 24	FOOT	3,227.000	X	=		
550A0430	STORM SEW CL A 2 30	FOOT	336.000	X	=		
550A0450	STORM SEW CL A 2 36	FOOT	90.000	X	=		
55100900	STORM SEWER REM 18	FOOT	214.000	X	=		
55101200	STORM SEWER REM 24	FOOT	135.000	X	=		
55101600	STORM SEWER REM 36	FOOT	101.000	X	=		
55200600	STORM SEWERS JKD 18	FOOT	80.000	X	=		
55200800	STORM SEWERS JKD 21	FOOT	167.000	X	=		
55200900	STORM SEWERS JKD 24	FOOT	291.000	X	=		
59100100	GEOCOMPOSITE WALL DR	SQ YD	195.000	X	=		
60100060	CONC HDWL FOR P DRAIN	EACH	38.000	X	=		
60107600	PIPE UNDERDRAINS 4	FOOT	15,247.000	X	=		
60107700	PIPE UNDERDRAINS 6	FOOT	14,342.000	X	=		

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
60237000	INLETS TA T15F&L	EACH	1.000 X	=			
60240310	INLETS TB T11F&G	EACH	4.000 X	=			
60240320	INLETS TB T15F&L	EACH	2.000 X	=			
60240328	INLETS TB T24F&G	EACH	6.000 X	=			
60270055	DR STR T5 W/2 T22F&G	EACH	68.000 X	=			
60500060	REMOV INLETS	EACH	13.000 X	=			
60603500	COMB CC&G TB6.06	FOOT	779.000 X	=			
60603800	COMB CC&G TB6.12	FOOT	941.000 X	=			
60605000	COMB CC&G TB6.24	FOOT	5,214.500 X	=			
60618300	CONC MEDIAN SURF 4	SQ FT	49,504.000 X	=			
63000001	SPBGR TY A 6FT POSTS	FOOT	1,387.500 X	=			
63100045	TRAF BAR TERM T2	EACH	7.000 X	=			
63100085	TRAF BAR TERM T6	EACH	4.000 X	=			
63100167	TR BAR TRM T1 SPL TAN	EACH	7.000 X	=			
63200310	GUARDRAIL REMOV	FOOT	1,823.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
63500105	DELINEATORS	EACH	109.000 X	=			
63700175	CONC BAR 1F 42HT	FOOT	1,205.000 X	=			
63700275	CONC BAR 2F 42HT	FOOT	13,728.000 X	=			
64200116	SHOULDER RUM STRIP 16	FOOT	56,188.000 X	=			
64300260	IMP ATTEN FRD NAR TL3	EACH	2.000 X	=			
64401100	HT CBL MEDIAN BARRIER	FOOT	1,280.000 X	=			
64401300	HT CBL MED BAR TERM	EACH	6.000 X	=			
66500105	WOV W FENCE 4	FOOT	12,283.000 X	=			
66600105	FUR ERECT ROW MARKERS	EACH	130.000 X	=			
66700205	PERM SURV MKRS T1	EACH	49.000 X	=			
66700305	PERM SURV MKRS T2	EACH	7.000 X	=			
66900200	NON SPL WASTE DISPOSL	CU YD	2,200.000 X	=			
66900450	SPL WASTE PLNS/REPORT	L SUM	1.000 X	=			
66900530	SOIL DISPOSAL ANALY	EACH	2.000 X	=			
67000400	ENGR FIELD OFFICE A	CAL MO	30.000 X	=			

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
67000600	ENGR FIELD LAB	CAL MO	30.000 X	=			
67100100	MOBILIZATION	L SUM	1.000 X	=			
70300520	PAVT MARK TAPE T3 4	FOOT	67,006.000 X	=			
70301000	WORK ZONE PAVT MK REM	SQ FT	22,335.000 X	=			
70400100	TEMP CONC BARRIER	FOOT	31,922.000 X	=			
70600260	IMP ATTN TEMP FRN TL3	EACH	2.000 X	=			
72000100	SIGN PANEL T1	SQ FT	632.000 X	=			
72000200	SIGN PANEL T2	SQ FT	289.000 X	=			
72000300	SIGN PANEL T3	SQ FT	3,945.000 X	=			
72400200	REMOV SIN PAN ASSY TB	EACH	2.000 X	=			
72400330	REMOV SIGN PANEL T3	SQ FT	1,124.250 X	=			
72400500	RELOC SIN PAN ASSY TA	EACH	4.000 X	=			
72400730	RELOC SIGN PANEL T3	SQ FT	542.500 X	=			
72700100	STR STL SIN SUP BA	POUND	23,461.000 X	=			
72800100	TELES STL SIN SUPPORT	FOOT	816.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
73000100	WOOD SIN SUPPORT	FOOT	393.000 X	=	=	=	=
73100100	BASE TEL STL SIN SUPP	EACH	16.000 X	=	=	=	=
73300200	OVHD SIN STR-SPAN T2A	FOOT	210.000 X	=	=	=	=
73301810	OSS WALKWAY TY A	FOOT	175.000 X	=	=	=	=
73302110	OSS CANT 1CA 2-0X4-6	FOOT	24.500 X	=	=	=	=
73302170	OSS CANT 2CA 3-0X5-6	FOOT	30.000 X	=	=	=	=
73302210	OSS CANT 3CA 3-0X7-0	FOOT	36.000 X	=	=	=	=
73304000	OVHD SIN STR BR MT	FOOT	32.000 X	=	=	=	=
73400100	CONC FOUNDATION	CU YD	51.000 X	=	=	=	=
73400200	DRILL SHAFT CONC FDN	CU YD	90.400 X	=	=	=	=
73600100	REMOV OH SIN STR-SPAN	EACH	2.000 X	=	=	=	=
73700100	REM GR MT SIN SUPPORT	EACH	18.000 X	=	=	=	=
73700200	REM CONC FDN-GR MT	EACH	18.000 X	=	=	=	=
73700300	REM CONC FDN-OVHD	EACH	4.000 X	=	=	=	=
78001100	PT PVT MK LTRS & SYMB	SQ FT	603.000 X	=	=	=	=

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
78001110	PAINT PVT MK LINE 4	FOOT	42,930.000 X	=	-	=	-
78001140	PAINT PVT MK LINE 8	FOOT	1,641.000 X	=	-	=	-
78001150	PAINT PVT MK LINE 12	FOOT	1,789.000 X	=	-	=	-
78001180	PAINT PVT MK LINE 24	FOOT	431.000 X	=	-	=	-
78003100	PREF PL PM TB LTR-SYM	SQ FT	141.000 X	=	-	=	-
78003110	PREF PL PM TB LINE 4	FOOT	85,309.000 X	=	-	=	-
78003140	PREF PL PM TB LINE 8	FOOT	13,103.000 X	=	-	=	-
78003150	PREF PL PM TB LINE 12	FOOT	6,058.000 X	=	-	=	-
78100100	RAISED REFL PAVT MKR	EACH	1,194.000 X	=	-	=	-
78100105	RAISED REF PVT MKR BR	EACH	7.000 X	=	-	=	-
78100300	REPLACEMENT REFLECTOR	EACH	887.000 X	=	-	=	-
78200300	PRISMATIC CURB REFL	EACH	351.000 X	=	-	=	-
78200410	GUARDRAIL MKR TYPE A	EACH	28.000 X	=	-	=	-
78200530	BAR WALL MKR TYPE C	EACH	2,766.000 X	=	-	=	-
78201000	TERMINAL MARKER - DA	EACH	7.000 X	=	-	=	-

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
78300100	PAVT MARKING REMOVAL	SQ FT	29,378.000 X	=	=	=	=
80400100	ELECT SERV INSTALL	EACH	2.000 X	=	=	=	=
80500100	SERV INSTALL TY A	EACH	4.000 X	=	=	=	=
81028350	UNDRGRD C PVC 2	FOOT	5,124.000 X	=	=	=	=
81028370	UNDRGRD C PVC 3	FOOT	2,149.000 X	=	=	=	=
81028380	UNDRGRD C PVC 3 1/2	FOOT	304.000 X	=	=	=	=
81028400	UNDRGRD C PVC 5	FOOT	49.000 X	=	=	=	=
81028750	UNDRGRD C CNC 2	FOOT	400.000 X	=	=	=	=
81028770	UNDRGRD C CNC 3	FOOT	450.000 X	=	=	=	=
81300530	JUN BX SS AS 12X10X6	EACH	2.000 X	=	=	=	=
81400100	HANDHOLE	EACH	39.000 X	=	=	=	=
81400300	DBL HANDHOLE	EACH	4.000 X	=	=	=	=
81603000	UD 2#8 #8G XLPUSE 3/4	FOOT	2,149.000 X	=	=	=	=
81603010	UD 2#10#10G XLPUSE 3/4	FOOT	925.000 X	=	=	=	=
81603032	UD 2#4#6G XLPUSE 1.25	FOOT	1,250.000 X	=	=	=	=

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
81603070	UD 2#24GXLPUSE 1 1/4	FOOT	2,467.000 X	=			
82102250	LUM SV HOR MT 250W	EACH	16.000 X	=			
82102400	LUM SV HOR MT 400W	EACH	6.000 X	=			
82500310	LT CONT PM 240V 60	EACH	2.000 X	=			
83009600	LT P A 45MH 15MA	EACH	22.000 X	=			
83600300	LIGHT POLE FDN 30D	FOOT	143.000 X	=			
83800205	BKWY DEV TR B 15BC	EACH	22.000 X	=			
85700200	FAC T4 CAB	EACH	3.000 X	=			
85700300	FAC T5 CAB	EACH	1.000 X	=			
86000100	MASTER CONTROLLER	EACH	1.000 X	=			
86400100	TRANSCEIVER - FIB OPT	EACH	4.000 X	=			
87100020	F0CC62.5/125 MM12SM12	FOOT	2,956.000 X	=			
87301245	ELCBL C SIGNAL 14 5C	FOOT	15,910.000 X	=			
87301305	ELCBL C LEAD 14 1PR	FOOT	18,947.000 X	=			
87301805	ELCBL C SERV 6 2C	FOOT	111.000 X	=			

ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
87301900	ELCBL C EGRDC 6 1C	FOOT	3,670.000 X	=			
87500900	TS POST 13	EACH	6.000 X	=			
87700190	S MAA & P 30	EACH	1.000 X	=			
87700200	S MAA & P 32	EACH	1.000 X	=			
87700210	S MAA & P 34	EACH	2.000 X	=			
87700300	S MAA & P 52	EACH	1.000 X	=			
87700310	S MAA & P 54	EACH	1.000 X	=			
87700340	S MAA & P 58	EACH	2.000 X	=			
87700410	S MAA & P 65	EACH	4.000 X	=			
87700430	S MAA & P 75	EACH	2.000 X	=			
87800100	CONC FDN TY A	FOOT	18.000 X	=			
87800200	CONC FDN TY D	FOOT	14.000 X	=			
87800415	CONC FDN TY E 36D	FOOT	74.000 X	=			
87800420	CONC FDN TY E 42D	FOOT	192.000 X	=			
88040070	SH P LED 1F 3S BM	EACH	29.000 X	=			

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ITEM NUMBER	PAY ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE		TOTAL PRICE	
				DOLLARS	CENTS	DOLLARS	CTS
88040090	SH P LED 1F 3S MAM	EACH	39.000 X	=			
88200400	TS BACKPLATE F PLAST	EACH	39.000 X	=			
88500100	INDUCTIVE LOOP DETECT	EACH	62.000 X	=			
88600100	DET LOOP T1	FOOT	8,246.000 X	=			
				TOTAL	\$		

NOTE:

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 Code establishes the duty of all State CPOs, SPOs, 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. Except as otherwise required in subsection III, paragraphs J-M, by execution of the Proposal Signature Sheet, the bidder indicates that each of the mandated assurances have 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 the CPO to void the contract, and may result in the suspension or debarment of the bidder or subcontractor. If a false certification is made by a subcontractor the contractor's submitted bid and the executed contract may not be declared void unless the contractor refuses to terminate the subcontract upon the State's request after a finding that the subcontractor's certification was false.

I acknowledge, understand and accept these terms and conditions.

#### II. ASSURANCES

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.

##### A. Conflicts of Interest

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 State 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 State 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

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. Information concerning the exemption process is available from the Department upon request.

### **B. Negotiations**

Section 50-15. Negotiations.

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.

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.

### **C. Inducements**

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.

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.

### **D. Revolving Door Prohibition**

Section 50-30. Revolving door prohibition.

CPOs, SPOs, procurement compliance monitors, 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.

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.

### **E. Reporting Anticompetitive Practices**

Section 50-40. Reporting anticompetitive practices.

When, for any reason, any vendor, bidder, contractor, CPO, SPO, 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 CPO.

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.

### **F. Confidentiality**

Section 50-45. Confidentiality.

Any CPO, SPO, 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.

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

### G. Insider Information

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.

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.

I acknowledge, understand and accept these terms and conditions for the above assurances.

### III. CERTIFICATIONS

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. Section 50-2 of the Code provides that every person that has entered into a multi-year contract and every subcontractor with a multi-year subcontract shall certify, by July 1 of each fiscal year covered by the contract after the initial fiscal year, to the responsible CPO whether it continues to satisfy the requirements of Article 50 pertaining to the eligibility for a contract award. If a contractor or subcontractor is not able to truthfully certify that it continues to meet all requirements, it shall provide with its certification a detailed explanation of the circumstances leading to the change in certification status. A contractor or subcontractor that makes a false statement material to any given certification required under Article 50 is, in addition to any other penalties or consequences prescribed by law, subject to liability under the Whistleblower Reward and Protection Act for submission of a false claim.

#### A. Bribery

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, or subcontracting under such a contract, 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, or which is signatory to the contract which the subcontract relates, 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 2012.

(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, and every subcontract subject to Section 20-120 of the Code shall contain a certification by the contractor or the subcontractor, respectively, that the contractor or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any certifications required by this Section are false. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

The contractor or subcontractor certifies that it is not barred from being awarded a contract under Section 50.5.

#### B. Felons

Section 50-10. Felons.

(a) Unless otherwise provided, no person or business convicted of a felony shall do business with the State of Illinois or any State agency, or enter into a subcontract, 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.

(b) Certification. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code shall contain a certification by the bidder or contractor or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any of the certifications required by this Section are false.

## RETURN WITH BID

### **C. Debt Delinquency**

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

The contractor or bidder or subcontractor, respectively, certifies that it, or any affiliate, is not barred from being awarded a contract or subcontract under the Code. Section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, 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, or entering into a subcontract, 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 bidder or contractor or subcontractor, respectively, further acknowledges that the CPO may declare the related contract void if this certification is false or if the bidder, contractor, or subcontractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

### **D. Prohibited Bidders, Contractors and Subcontractors**

Section 50-10.5 and 50-60(c). Prohibited bidders, contractors and subcontractors.

The bidder or contractor or subcontractor, respectively, 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 or if in violation of Subsection (c) for a period of five years from the date of conviction. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code shall contain a certification by the bidder, contractor, or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO shall declare the related contract void if any of the certifications completed pursuant to this Section are false.

### **E. Section 42 of the Environmental Protection Act**

The bidder or contractor or subcontractor, respectively, certifies in accordance with 30 ILCS 500/50-14 that the bidder, contractor, or subcontractor, is not barred from being awarded a contract or entering into a subcontract under this Section which prohibits the bidding on or entering into contracts with the State of Illinois or a State agency, or entering into any subcontract, that is subject to the Code 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 bidder or contractor or subcontractor, respectively, acknowledges that the CPO may declare the contract void if this certification is false.

### **F. Educational Loan**

Section 3 of the Educational Loan Default Act provides 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.

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.

### **G. Bid-Rigging/Bid Rotating**

Section 33E-11 of the Criminal Code of 2012 provides:

(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

(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.

## RETURN WITH BID

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.

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.

### **H. International Anti-Boycott**

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

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

### **I. Drug Free Workplace**

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.

The bidder certifies that if awarded a contract in excess of \$5,000 it will provide a drug free workplace in compliance with the provisions of the Act.

### **J. Disclosure of Business Operations in Iran**

Section 50-36 of the 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 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.

## RETURN WITH BID

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

In accordance with the provisions of Section 30-22 (6) of the 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.**

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

**TO BE RETURNED WITH BID**

**L. Political Contributions and Registration with the State Board of Elections**

Sections 20-160 and 50-37 of the 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 Code, and that it makes the following certification:

**The undersigned bidder 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. If the business entity is required to register, the CPO shall verify that it is in compliance on the date the bid or proposal is due. The CPO shall not accept a bid or proposal if the business entity is not in compliance with the registration requirements.**

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 Code. This provision does not apply to Federal-aid contracts.

**M. Lobbyist Disclosure**

Section 50-38 of the Code requires that any bidder or offeror on a State contract that hires a person required to register under the Lobbyist Registration Act to assist in obtaining a contract shall:

- (i) Disclose all costs, fees, compensation, reimbursements, and other remunerations paid or to be paid to the lobbyist related to the contract,
- (ii) Not bill or otherwise cause the State of Illinois to pay for any of the lobbyist's costs, fees, compensation, reimbursements, or other remuneration, and
- (iii) Sign a verification certifying that none of the lobbyist's costs, fees, compensation, reimbursements, or other remuneration were billed to the State.

This information, along with all supporting documents, shall be filed with the agency awarding the contract and with the Secretary of State. The CPO shall post this information, together with the contract award notice, in the online Procurement Bulletin.

Pursuant to Subsection (c) of this Section, no person or entity shall retain a person or entity to attempt to influence the outcome of a procurement decision made under the Code for compensation contingent in whole or in part upon the decision or procurement. Any person who violates this subsection is guilty of a business offense and shall be fined not more than \$10,000.

Bidder acknowledges that it is required to disclose the hiring of any person required to register pursuant to the Illinois Lobbyist Registration Act (25 ILCS 170) in connection with this contract.

Bidder has not hired any person required to register pursuant to the Illinois Lobbyist Registration Act in connection with this contract.

Or

Bidder has hired the following persons required to register pursuant to the Illinois Lobbyist Registration Act in connection with the contract:

Name and address of person: \_\_\_\_\_  
All costs, fees, compensation, reimbursements and other remuneration paid to said person: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

I acknowledge, understand and accept these terms and conditions for the above certifications.

## RETURN 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 bidder further certifies that the Department has received the disclosure forms for each bid.

The CPO may void the bid, or contract, respectively, if it is later determined that the bidder or subcontractor rendered a false or erroneous disclosure. A contractor or subcontractor may be suspended or debarred for violations of the Code. Furthermore, the CPO may void the contract 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 Code provides that all bids of more than \$25,000 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, filed with the Procurement Policy Board, and shall be incorporated as a material term of the contract. Furthermore, pursuant to Section 5-5, the Procurement Policy Board may review a proposal, bid, or contract and issue a recommendation to void a contract or reject a proposal or bid based on any violation of the Code or the existence of a conflict of interest as provided in subsections (b) and (d) of Section 50-35.

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 200 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.

**The current annual salary of the Governor is \$177,412.00**

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. A separate Disclosure Form A must be submitted with the bid for each individual meeting the above requirements. In addition, a second form (Disclosure Form B) provides for the disclosure of current or pending procurement relationships with other (non-IDOT) state agencies and a total ownership certification. **The forms must be included with each bid.**

### C. Disclosure Form Instructions

#### Form A Instructions for Financial Information & Potential Conflicts of Interest

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 200 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 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 60% of the annual salary of the Governor? YES \_\_\_ NO \_\_\_
3. Does anyone in your organization receive more than 60% of the annual salary of the Governor of the bidding entity's or parent entity's distributive income? YES \_\_\_ NO \_\_\_

(Note: Distributive income is, for these purposes, any type of distribution of profits. An annual salary is not distributive income.)

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 60% of the annual salary of the Governor? 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 of Form A must be signed and dated by a person that is authorized to execute contracts for your company.

## RETURN WITH BID

### **Form B: Instructions for 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.

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 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 \$25,000, 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.

The current annual salary of the Governor is \$177,412.00.

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 60% of the annual salary of the Governor. (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 State 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 60% of the annual salary of the Governor, provide the name the State agency for which you are employed and your annual salary.

**RETURN WITH BID**

3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor, 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 100% of the annual 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 60% of the annual salary of the Governor, 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 two times the salary of the Governor?  
Yes \_\_\_ No \_\_\_

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(b) State employment of spouse, father, mother, son, or daughter, including contractual employment for 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 State 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 60% of the annual salary of the Governor, 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 60% of the annual salary of the Governor, 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 100% of the annual 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 60% of the annual salary of the Governor, 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 two times the salary of the Governor?  
Yes \_\_\_ No \_\_\_

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(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 \_\_\_

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(d) Relationship to anyone holding elective office currently or in the previous 2 years; spouse, father, mother, son, or daughter.  
Yes \_\_\_ No \_\_\_

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(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 \_\_\_

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(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter.  
Yes \_\_\_ No \_\_\_

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(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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**RETURN WITH BID**

(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 \_\_\_

**3. Communication Disclosure.**

Disclose the name and address of each lobbyist and other agent of the bidder or offeror who is not identified in Section 2 of this form, who is has communicated, is communicating, or may communicate with any State officer or employee concerning the bid or offer. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the process and throughout the term of the contract. If no person is identified, enter "None" on the line below:

Name and address of person(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**RETURN WITH BID**

**4. Debarment Disclosure.** For each of the persons identified under Sections 2 and 3 of this form, disclose whether any of the following has occurred within the previous 10 years: debarment from contracting with any governmental entity; professional licensure discipline; bankruptcies; adverse civil judgments and administrative findings; and criminal felony convictions. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the procurement process and term of the contract. If no person is identified, enter "None" on the line below:

Name of person(s): \_\_\_\_\_

Nature of disclosure: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**APPLICABLE STATEMENT**

**This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page. Under penalty of perjury, I certify the contents of this disclosure to be true and accurate to the best of my knowledge.**

Completed by:  \_\_\_\_\_ Date \_\_\_\_\_  
Signature of Individual or Authorized Representative

**NOT APPLICABLE STATEMENT**

**Under penalty of perjury, 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

The bidder has a continuing obligation to supplement these disclosures under Sec. 50-35 of the Code.

RETURN WITH BID

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B Other Contracts & Financial 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 Code (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 \$25,000, 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

OWNERSHIP CERTIFICATION

Please certify that the following statement is true if the individuals for all submitted Form A disclosures do not total 100% of ownership.

Any remaining ownership interest is held by individuals receiving less than \$106,447.20 of the bidding entity's or parent entity's distributive income or holding less than a 5% ownership interest.

Yes No N/A (Form A disclosure(s) established 100% ownership)

## **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. 97549  
ST. CLAIR County  
Section 09-00365-01-PV  
Route FAI 64 (I-64)  
District 8 Construction Funds**

**PART II. WORKFORCE PROJECTION - continued**

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

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

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

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

**PART III. AFFIRMATIVE ACTION PLAN**

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

Company \_\_\_\_\_ Telephone Number \_\_\_\_\_

Address \_\_\_\_\_

**NOTICE REGARDING SIGNATURE**

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

Signature:  \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

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

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

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

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

**RETURN WITH BID**

**Contract No. 97549**

**ST. CLAIR County**

**Section 09-00365-01-PV**

**Route FAI 64 (I-64)**

**District 8 Construction Funds**

PROPOSAL SIGNATURE SHEET

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

(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.



This Annual Proposal Bid Bond shall become effective at 12:01 AM (CDST) on \_\_\_\_\_ and shall be valid until \_\_\_\_\_ 11:59 PM (CDST).

KNOW ALL PERSONS BY THESE PRESENTS, That We \_\_\_\_\_

as PRINCIPAL, and \_\_\_\_\_

as SURETY, and held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price, or for the amount specified in the bid proposal under "Proposal Guaranty" in effect on the date of the 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 may submit bid proposal(s) to the STATE OF ILLINOIS, acting through the Department of Transportation, for various improvements published in the Transportation Bulletin during the effective term indicated above.

NOW, THEREFORE, if the Department shall accept the bid proposal(s) of the PRINCIPAL; and if the PRINCIPAL shall, within the time and as specified in the bidding and contract documents; 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 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 has caused this instrument to be signed by its officer \_\_\_\_\_ day of \_\_\_\_\_ A.D., \_\_\_\_\_

In TESTIMONY WHEREOF, the said SURETY has caused this instrument to be signed by its officer \_\_\_\_\_ day of \_\_\_\_\_ A.D., \_\_\_\_\_

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Company Name)

By \_\_\_\_\_  
(Signature and Title)

By \_\_\_\_\_  
(Signature of Attorney-in-Fact)

**Notary for PRINCIPAL**

**Notary for SURETY**

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

Signed and attested before me on \_\_\_\_\_ (date)

Signed and attested before me on \_\_\_\_\_ (date)

by \_\_\_\_\_  
(Name of Notary Public)

by \_\_\_\_\_  
(Name of Notary Public)

(Seal) \_\_\_\_\_  
(Signature of Notary Public)

(Seal) \_\_\_\_\_  
(Signature of Notary Public)

\_\_\_\_\_  
(Date Commission Expires)

\_\_\_\_\_  
(Date Commission Expires)

In lieu of completing the above section of the Annual Proposal Bid Bond form, the Principal may file an Electronic Bid Bond. By signing the proposal(s) 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.

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Electronic Bid Bond ID #	Company/Bidder Name	Signature and Title
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This bond may be terminated, at Surety's request, upon giving not less than thirty (30) days prior written notice of the cancellation/termination of the bond. Said written notice shall be issued to the Illinois Department of Transportation, Chief Contracts Official, 2300 South Dirksen Parkway, Springfield, Illinois, 62764, and shall be served in person, by receipted courier delivery or certified or registered mail, return receipt requested. Said notice period shall commence on the first calendar day following the Department's receipt of written cancellation/termination notice. Surety shall remain firmly bound to all obligations herein for proposals submitted prior to the cancellation/termination. Surety shall be released and discharged from any obligation(s) for proposals submitted for any letting or date after the effective date of cancellation/termination.



Item No. \_\_\_\_\_

Letting Date \_\_\_\_\_

KNOW ALL PERSONS BY THESE PRESENTS, That We \_\_\_\_\_

as PRINCIPAL, and \_\_\_\_\_

as SURETY, and held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price, or for the amount specified in the bid proposal under "Proposal Guaranty" in effect on the date of the 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; 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 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 has caused this instrument to be signed by its officer \_\_\_\_\_ day of \_\_\_\_\_ A.D., \_\_\_\_\_.

In TESTIMONY WHEREOF, the said SURETY has caused this instrument to be signed by its officer \_\_\_\_\_ day of \_\_\_\_\_ A.D., \_\_\_\_\_.

\_\_\_\_\_  
(Company Name)

\_\_\_\_\_  
(Company Name)

By \_\_\_\_\_  
(Signature and Title)

By \_\_\_\_\_  
(Signature of Attorney-in-Fact)

**Notary for PRINCIPAL**

**Notary for SURETY**

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

Signed and attested before me on \_\_\_\_\_ (date)  
by \_\_\_\_\_  
(Name of Notary Public)

Signed and attested before me on \_\_\_\_\_ (date)  
by \_\_\_\_\_  
(Name of Notary Public)

(Seal) \_\_\_\_\_  
(Signature of Notary Public)

(Seal) \_\_\_\_\_  
(Signature of Notary Public)

\_\_\_\_\_  
(Date Commission Expires)

\_\_\_\_\_  
(Date Commission Expires)

In lieu of completing the above section of the Proposal Bid Bond form, the Principal may file an Electronic Bid Bond. By signing the proposal 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 \_\_\_\_\_



**(1) Policy**

It is public policy that disadvantageded businesses as defined in 49 CFR Part 26 and the Special Provision shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal or State funds. Consequently the requirements of 49 CFR Part 26 apply to this contract.

**(2) Obligation**

The contractor agrees to ensure that disadvantageded businesses as defined in 49 CFR Part 26 and the Special Provision have the maximum opportunity to participate in the performance of contracts or subcontracts financed in whole or in part with Federal or State funds. The contractor shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 and the Special Provision to ensure that said businesses have the maximum opportunity to compete for and perform under this contract. The contractor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of contracts.

**(3) Project and Bid Identification**

Complete the following information concerning the project and bid:

Route \_\_\_\_\_

Section \_\_\_\_\_

Project \_\_\_\_\_

County \_\_\_\_\_

Letting Date \_\_\_\_\_

Contract No. \_\_\_\_\_

Letting Item No. \_\_\_\_\_

Total Bid \_\_\_\_\_

Contract DBE Goal \_\_\_\_\_

(Percent)                      (Dollar Amount)

**(4) Assurance**

I, acting in my capacity as an officer of the undersigned bidder (or bidders if a joint venture), hereby assure the Department that on this project my company : (check one)

- Meets or exceeds contract award goals and has provided documented participation as follows:  
Disadvantaged Business Participation \_\_\_\_\_ percent

Attached are the signed participation statements, forms SBE 2025, required by the Special Provision evidencing availability and use of each business participating in this plan and assuring that each business will perform a commercially useful function in the work of the contract.

- Failed to meet contract award goals and has included good faith effort documentation to meet the goals and that my company has provided participation as follows:  
Disadvantaged Business Participation \_\_\_\_\_ percent

The contract goals should be accordingly modified or waived. Attached is all information required by the Special Provision in support of this request including good faith effort. Also attached are the signed participation statements, forms SBE 2025, required by the Special Provision evidencing availability and use of each business participating in this plan and assuring that each business will perform a commercially useful function in the work of the contract.

\_\_\_\_\_ Company

By \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

The "as read" Low Bidder is required to comply with the Special Provision.

Submit only one utilization plan for each project. The utilization plan shall be submitted in accordance with the special provision.

Bureau of Small Business Enterprises                      **Local Let Projects**  
2300 South Dirksen Parkway                                      Submit forms to the  
Springfield, Illinois 62764                                              Local Agency

The Department of Transportation is requesting disclosure of information that is necessary to accomplish the purpose as outlined under State and Federal law. Disclosure of this information is **REQUIRED**. Failure to provide any information will result in the contract not being awarded. This form has been approved by the State Forms Manager Center.



# 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

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## 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. 97549  
ST. CLAIR County  
Section 09-00365-01-PV  
Route FAI 64 (I-64)  
District 8 Construction Funds**



**Illinois Department of Transportation**

## **SUBCONTRACTOR DOCUMENTATION**

Public Acts 96-0795, 96-0920, and 97-0895 enacted substantial changes to the provisions of the Code (30 ILCS 500). Among the changes are provisions affecting subcontractors. The Contractor awarded this contract will be required as a material condition of the contract to implement and enforce the contract requirements applicable to subcontractors that entered into a contractual agreement with a total value of \$50,000 or more with a person or entity who has a contract subject to the Code and approved in accordance with article 108.01 of the Standard Specifications for Road and Bridge Construction.

If the Contractor seeks approval of subcontractors to perform a portion of the work, and approval is granted by the Department, the Contractor shall provide a copy of the subcontract to the Illinois Department of Transportation's CPO upon request within 15 calendar days after execution of the subcontract.

Financial disclosures required pursuant to Sec. 50-35 of the Code must be submitted for all applicable subcontractors. The subcontract shall contain the certifications required to be made by subcontractors pursuant to Article 50 of the Code. This Notice to Bidders includes a document incorporating all required subcontractor certifications and disclosures for use by the Contractor in compliance with this mandate. The document is entitled State Required Ethical Standards Governing Subcontractors.

## RETURN WITH SUBCONTRACT

### STATE ETHICAL STANDARDS GOVERNING SUBCONTRACTORS

Article 50 of the Code establishes the duty of all State CPOs, SPOs, 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.

The certifications hereinafter made by the subcontractor are each a material representation of fact upon which reliance is placed should the Department approve the subcontractor. The CPO may terminate or void the contract approval if it is later determined that the bidder or subcontractor rendered a false or erroneous certification. If a false certification is made by a subcontractor the contractor's submitted bid and the executed contract may not be declared void unless the contractor refuses to terminate the subcontract upon the State's request after a finding that the subcontractor's certification was false.

Section 50-2 of the Code provides that every person that has entered into a multi-year contract and every subcontractor with a multi-year subcontract shall certify, by July 1 of each fiscal year covered by the contract after the initial fiscal year, to the responsible CPO whether it continues to satisfy the requirements of Article 50 pertaining to the eligibility for a contract award. If a contractor or subcontractor is not able to truthfully certify that it continues to meet all requirements, it shall provide with its certification a detailed explanation of the circumstances leading to the change in certification status. A contractor or subcontractor that makes a false statement material to any given certification required under Article 50 is, in addition to any other penalties or consequences prescribed by law, subject to liability under the Whistleblower Reward and Protection Act for submission of a false claim.

#### **A. Bribery**

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, or subcontracting under such a contract, 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, or which is signatory to the contract to which the subcontract relates, 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 2012.

(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, and every subcontract subject to Section 20-120 of the Code shall contain a certification by the contractor or the subcontractor, respectively, that the contractor or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any certifications required by this Section are false. A contractor who makes a false statement, material to the certification, commits a Class 3 felony.

The contractor or subcontractor certifies that it is not barred from being awarded a contract under Section 50.5.

#### **B. Felons**

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, or enter into a subcontract, 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.

Certification. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code shall contain a certification by the bidder or contractor or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO may declare the related contract void if any of the certifications required by this Section are false.

**RETURN WITH SUBCONTRACT**

**C. Debt Delinquency**

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

The contractor or bidder or subcontractor, respectively, certifies that it, or any affiliate, is not barred from being awarded a contract or subcontract under the Code. Section 50-11 prohibits a person from entering into a contract with a State agency, or entering into a subcontract, 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, or entering into a subcontract, 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 bidder or contractor or subcontractor, respectively, further acknowledges that the CPO may declare the related contract void if this certification is false or if the bidder, contractor, or subcontractor, or any affiliate, is determined to be delinquent in the payment of any debt to the State during the term of the contract.

**D. Prohibited Bidders, Contractors and Subcontractors**

Section 50-10.5 and 50-60(c). Prohibited bidders, contractors and subcontractors.

The bidder or contractor or subcontractor, respectively, 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 or if in violation of Subsection (c) for a period of five years from the date of conviction. Every bid submitted to and contract executed by the State and every subcontract subject to Section 20-120 of the Code shall contain a certification by the bidder, contractor, or subcontractor, respectively, that the bidder, contractor, or subcontractor is not barred from being awarded a contract or subcontract under this Section and acknowledges that the CPO shall declare the related contract void if any of the certifications completed pursuant to this Section are false.

**E. Section 42 of the Environmental Protection Act**

The bidder or contractor or subcontractor, respectively, certifies in accordance with 30 ILCS 500/50-14 that the bidder, contractor, or subcontractor, is not barred from being awarded a contract or entering into a subcontract under this Section which prohibits the bidding on or entering into contracts with the State of Illinois or a State agency, or entering into any subcontract, that is subject to the Code 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 bidder or contractor or subcontractor, respectively, acknowledges that the CPO may declare the contract void if this certification is false.

**The undersigned, on behalf of the subcontracting company, has read and understands the above certifications and makes the certifications as required by law.**

_____ Name of Subcontracting Company		
_____ Authorized Officer	_____ Date	

**RETURN WITH SUBCONTRACT**  
**SUBCONTRACTOR DISCLOSURES**

**I. DISCLOSURES**

- A.** The disclosures hereinafter made by the subcontractor are each a material representation of fact upon which reliance is placed. The subcontractor further certifies that the Department has received the disclosure forms for each subcontract.

The CPO may void the bid, contract, or subcontract, respectively, if it is later determined that the bidder or subcontractor rendered a false or erroneous disclosure. A contractor or subcontractor may be suspended or debarred for violations of the Code. Furthermore, the CPO may void the contract.

**B. Financial Interests and Conflicts of Interest**

1. Section 50-35 of the Code provides that all subcontracts with a total value of \$50,000 or more from subcontractors identified in Section 20-120 of the Code, shall be accompanied by disclosure of the financial interests of the subcontractor. This disclosed information for the subcontractor, will be maintained as public information subject to release by request pursuant to the Freedom of Information Act, filed with the Procurement Policy Board, and shall be incorporated as a material term of the Prime Contractor's contract. Furthermore, pursuant to this Section, the Procurement Policy Board may recommend to allow or void a contract or subcontract based on a potential conflict of interest.

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 subcontracting entity or its parent entity, whichever is less, unless the subcontractor 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 subcontractor is a privately held entity that is exempt from Federal 10K reporting, but has more than 200 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.

**The current annual salary of the Governor is \$177,412.00.**

In addition, all disclosures shall indicate any other current or pending contracts, subcontracts, proposals, leases, or other ongoing procurement relationships the subcontracting entity has with any other unit of state government and shall clearly identify the unit and the contract, subcontract, 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. A separate Disclosure Form A must be submitted with the bid for each individual meeting the above requirements. In addition, a second form (Disclosure Form B) provides for the disclosure of current or pending procurement relationships with other (non-IDOT) state agencies and a total ownership certification. **The forms must be included with each bid.**

**C. Disclosure Form Instructions**

**Form A Instructions for Financial Information & Potential Conflicts of Interest**

If the subcontractor 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 subcontractor is a privately held entity that is exempt from Federal 10K reporting, but has more than 200 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 subcontractor is not subject to Federal 10K reporting, the subcontractor must determine if any individuals are required by law to complete a financial disclosure form. To do this, the subcontractor 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 subcontracting 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 60% of the annual salary of the Governor? YES \_\_\_ NO \_\_\_
3. Does anyone in your organization receive more than 60% of the annual salary of the Governor of the subcontracting entity's or parent entity's distributive income? YES \_\_\_ NO \_\_\_

(Note: Distributive income is, for these purposes, any type of distribution of profits. An annual salary is not distributive income.)

4. Does anyone in your organization receive greater than 5% of the subcontracting entity's or parent entity's total distributive income, but which is less than 60% of the annual salary of the Governor? YES \_\_\_ NO \_\_\_

(Note: Only one set of forms needs to be completed per person per subcontract 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 subcontractor must determine each individual in the subcontracting entity or the subcontracting 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 subcontractor 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.

## RETURN WITH SUBCONTRACT

### **Form B: Instructions for Identifying Other Contracts & Procurement Related Information**

Disclosure Form B must be completed for each subcontract submitted by the subcontracting entity. *Note: Checking the NOT APPLICABLE STATEMENT on Form A does not allow the subcontractor to ignore Form B. Form B must be completed, checked, and dated or the subcontract will not be approved.*

The Subcontractor shall identify, by checking Yes or No on Form B, whether it has any pending contracts, subcontracts, leases, bids, proposals, or other ongoing procurement relationship with any other (non-IDOT) State of Illinois agency. If "No" is checked, the subcontractor only needs to complete the check box on the bottom of Form B. If "Yes" is checked, the subcontractor must list all non-IDOT State of Illinois agency pending contracts, subcontracts, leases, bids, proposals, and other ongoing procurement relationships. These items may be listed on Form B or on an attached sheet(s). Contracts with cities, counties, villages, etc. are not considered State of Illinois agency contracts and are not to be included. Contracts or subcontracts with other State of Illinois agencies such as the Department of Natural Resources or the Capital Development Board must be included.

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form A Subcontractor: Financial Information & Potential Conflicts of Interest Disclosure

Subcontractor 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 Code (30 ILCS 500). Subcontractors desiring to enter into a subcontract of a State of Illinois contract must disclose the financial information and potential conflict of interest information as specified in this Disclosure Form.

The current annual salary of the Governor is \$177,412.00.

DISCLOSURE OF FINANCIAL INFORMATION

1. Disclosure of Financial Information. The individual named below has an interest in the SUBCONTRACTOR (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 60% of the annual salary of the Governor.

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 State 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 60% of the annual salary of the Governor, provide the name the State agency for which you are employed and your annual salary.

**RETURN WITH SUBCONTRACT**

3. If you are currently appointed to or employed by any agency of the State of Illinois, and your annual salary exceeds 60% of the annual salary of the Governor, 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 100% of the annual 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 60% of the annual salary of the Governor, 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 two 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 60% of the annual salary of the Governor, 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 60% of the annual salary of the Governor, 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 100% of the annual 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 60% of the annual salary of the Governor, 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 two times the annual salary of the Governor?  
Yes \_\_\_ No \_\_\_

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(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 \_\_\_

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(e) Appointive office; the holding of any appointive government office of the State of Illinois, the United States of America, or any unit of local government authorized by the Constitution of the State of Illinois or the statutes of the State of Illinois, which office entitles the holder to compensation in excess of the expenses incurred in the discharge of that office currently or in the previous 3 years.  
Yes \_\_\_ No \_\_\_

---

(f) Relationship to anyone holding appointive office currently or in the previous 2 years; spouse, father, mother, son, or daughter.  
Yes \_\_\_ No \_\_\_

---

(g) Employment, currently or in the previous 3 years, as or by any registered lobbyist of the State government.  
Yes \_\_\_ No \_\_\_

**RETURN WITH SUBCONTRACT**

(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 \_\_\_

**3 Communication Disclosure.**

Disclose the name and address of each lobbyist and other agent of the bidder or offeror who is not identified in Section 2 of this form, who is has communicated, is communicating, or may communicate with any State officer or employee concerning the bid or offer. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the process and throughout the term of the contract. If no person is identified, enter "None" on the line below:

Name and address of person(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**RETURN WITH SUBCONTRACT**

**4. Debarment Disclosure.** For each of the persons identified under Sections 2 and 3 of this form, disclose whether any of the following has occurred within the previous 10 years: debarment from contracting with any governmental entity; professional licensure discipline; bankruptcies; adverse civil judgments and administrative findings; and criminal felony convictions. This disclosure is a continuing obligation and must be promptly supplemented for accuracy throughout the procurement process and term of the contract. If no person is identified, enter "None" on the line below:

Name of person(s): \_\_\_\_\_

Nature of disclosure: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**APPLICABLE STATEMENT**

**This Disclosure Form A is submitted on behalf of the INDIVIDUAL named on previous page. Under penalty of perjury, I certify the contents of this disclosure to be true and accurate to the best of my knowledge.**

Completed by:  \_\_\_\_\_ Date \_\_\_\_\_  
Signature of Individual or Authorized Officer

**NOT APPLICABLE STATEMENT**

**Under penalty of perjury, 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 SUBCONTRACTOR listed on the previous page.**

\_\_\_\_\_ Date \_\_\_\_\_  
Signature of Authorized Officer

RETURN WITH SUBCONTRACT

ILLINOIS DEPARTMENT OF TRANSPORTATION

Form B
Subcontractor: Other Contracts & Financial Related Information Disclosure

Form with fields: Subcontractor 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 Code (30 ILCS 500). This information shall become part of the publicly available contract file.

DISCLOSURE OF OTHER CONTRACTS, SUBCONTRACTS, AND PROCUREMENT RELATED INFORMATION

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

If "No" is checked, the subcontractor 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 box with fields: Signature of Authorized Representative, Date

OWNERSHIP CERTIFICATION

Please certify that the following statement is true if the individuals for all submitted Form A disclosures do not total 100% of ownership

Any remaining ownership interest is held by individuals receiving less than \$106,447.20 of the bidding entity's or parent entity's distributive income or holding less than a 5% ownership interest.

Yes No N/A (Form A disclosure(s) established 100% ownership)



## 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. Electronic bids are to be submitted to the electronic bidding system (icx-Integrated Contractors Exchange). Paper-based bids are to be submitted to the Chief Procurement Officer for the Department of Transportation in care of the Chief Contracts Official at the Harry R. Hanley Building, 2300 South Dirksen Parkway, in Springfield, Illinois until 10:00 o'clock a.m. June 13, 2014. 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. 97549  
ST. CLAIR County  
Section 09-00365-01-PV  
Route FAI 64 (I-64)  
District 8 Construction Funds**

**Project consists of widening I-64, the construction of a new bridge over I-64, the construction of a diamond interchange at Rieder Road, the realignment of Reider Road and improvements to Whessy Road, Shiloh Valley Township Road, Whessy Road Connector and Old Rieder Road Connector, located along I-64 north of Scott Air Force Base at mile marker 21 near the existing Rieder Road overpass.**

- 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

Ann L. Schneider,  
Secretary

INDEX  
FOR  
SUPPLEMENTAL SPECIFICATIONS  
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2014

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-12) (Revised 1-1-14)

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LR 109		<input type="checkbox"/> Equipment Rental Rates	Jan. 1, 2012	
LR 212		<input type="checkbox"/> Shaping Roadway	Aug. 1, 1969	Jan. 1, 2002
LR 355-1		<input type="checkbox"/> Bituminous Stabilized Base Course, Road Mix or Traveling Plant Mix	Oct. 1, 1973	Jan. 1, 2007
LR 355-2		<input type="checkbox"/> Bituminous Stabilized Base Course, Plant Mix	Feb. 20, 1963	Jan. 1, 2007
LR 400-1		<input type="checkbox"/> Bituminous Treated Earth Surface	Jan. 1, 2007	Apr. 1, 2012
LR 400-2		<input type="checkbox"/> Bituminous Surface Plant Mix (Class B)	Jan. 1, 2008	
LR 400-3		<input type="checkbox"/> Hot In-Place Recycling (HIR) – Surface Recycling	Jan. 1, 2012	
LR 400-4		<input type="checkbox"/> Full-Depth Reclamation (FDR) with Emulsified Asphalt	Apr. 1, 2012	Jun. 1, 2012
LR 400-5		<input type="checkbox"/> Cold In-Place Recycling (CIR) With Emulsified Asphalt	Apr. 1, 2012	Jun. 1, 2012
LR 400-6		<input type="checkbox"/> Cold In Place Recycling (CIR) with Foamed Asphalt	June 1, 2012	
LR 400-7		<input type="checkbox"/> Full-Depth Reclamation (FDR) with Foamed Asphalt	June 1, 2012	
LR 402		<input type="checkbox"/> Salt Stabilized Surface Course	Feb. 20, 1963	Jan. 1, 2007
LR 403-1		<input type="checkbox"/> Surface Profile Milling of Existing, Recycled or Reclaimed Flexible Pavement	Apr. 1, 2012	Jun. 1, 2012
LR 403-2		<input type="checkbox"/> Bituminous Hot Mix Sand Seal Coat	Aug. 1, 1969	Jan. 1, 2007
LR 406	166	<input checked="" type="checkbox"/> Filling HMA Core Holes with Non-shrink Grout	Jan. 1, 2008	
LR 420		<input type="checkbox"/> PCC Pavement (Special)	May 12, 1964	Jan. 2, 2007
LR 442		<input type="checkbox"/> Bituminous Patching Mixtures for Maintenance Use	Jan. 1, 2004	Jun. 1, 2007
LR 451		<input type="checkbox"/> Crack Filling Bituminous Pavement with Fiber-Asphalt	Oct. 1, 1991	Jan. 1, 2007
LR 503-1		<input type="checkbox"/> Furnishing Class SI Concrete	Oct. 1, 1973	Jan. 1, 2002
LR 503-2		<input type="checkbox"/> Furnishing Class SI Concrete (Short Load)	Jan. 1, 1989	Jan. 1, 2002
LR 542		<input type="checkbox"/> Pipe Culverts, Type _____ (Furnished)	Sep. 1, 1964	Jan. 1, 2007
LR 663		<input type="checkbox"/> Calcium Chloride Applied	Jun. 1, 1958	Jan. 1, 2007
LR 702	167	<input checked="" type="checkbox"/> Construction and Maintenance Signs	Jan. 1, 2004	Jun. 1, 2007
LR 1000-1		<input type="checkbox"/> Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) with Emulsified Asphalt Mix Design Procedures	Apr. 1, 2012	Jun. 1, 2012
LR 1000-2		<input type="checkbox"/> Cold In-Place Recycling (CIR) and Full Depth Reclamation (FDR) with Foamed Asphalt Mix Design Procedures	June 1, 2012	
LR 1004		<input type="checkbox"/> Coarse Aggregate for Bituminous Surface Treatment	Jan. 1, 2002	Jan. 1, 2007
LR 1030		<input type="checkbox"/> Growth Curve	Mar. 1, 2008	Jan. 1, 2010
LR 1032-1		<input type="checkbox"/> Emulsified Asphalts	Jan. 1, 2007	Feb. 7, 2008
LR 1102		<input type="checkbox"/> Road Mix or Traveling Plan Mix Equipment	Jan. 1, 2007	

BDE SPECIAL PROVISIONS  
For the April 25 and June 13, 2014 Lettings

The following special provisions indicated by an "x" are applicable to this contract. An \* indicates a new or revised special provision for the letting.

<u>File Name</u>	<u>Pg.</u>		<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80240			Above Grade Inlet Protection	July 1, 2009	Jan. 1, 2012
80099			Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80274			Aggregate Subgrade Improvement	April 1, 2012	Jan. 1, 2013
80192			Automated Flagger Assistance Device	Jan. 1, 2008	
80173	168	X	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2013
80241			Bridge Demolition Debris	July 1, 2009	
5026I			Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	171	X	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I			Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	177	X	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80292			Coarse Aggregate in Bridge Approach Slabs/Footings	April 1, 2012	April 1, 2013
80310			Coated Galvanized Steel Conduit	Jan. 1, 2013	
80198			Completion Date (via calendar days)	April 1, 2008	
80199			Completion Date (via calendar days) Plus Working Days	April 1, 2008	
* 80293	179	X	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	April 1, 2014
* 80294	194	X	Concrete Box Culverts with Skews ≤ 30 Degrees Regardless of Design Fill and Skews > 30 Degrees with Design Fills > 5 Feet	April 1, 2012	April 1, 2014
80311			Concrete End Sections for Pipe Culverts	Jan. 1, 2013	
* 80334	195	X	Concrete Gutter, Curb, Median, and Paved Ditch	April 1, 2014	
80277			Concrete Mix Design – Department Provided	Jan. 1, 2012	Jan. 1, 2014
80261	196	X	Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2014
* 80335	199	X	Contract Claims	April 1, 2014	
80029	200	X	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Aug. 2, 2011
80265	210	X	Friction Aggregate	Jan. 1, 2011	
80229			Fuel Cost Adjustment	April 1, 2009	July 1, 2009
80329			Glare Screen	Jan. 1, 2014	
80303	214	X	Granular Materials	Nov. 1, 2012	
80304	215	X	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Jan. 1, 2013
80246	218	X	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2012
80322	220	X	Hot-Mix Asphalt – Mixture Design Composition and Volumetric Requirements	Nov 1, 2013	
80323	223	X	Hot-Mix Asphalt – Mixture Design Verification and Production	Nov 1, 2013	
80315			Insertion Lining of Culverts	Jan. 1, 2013	Nov 1, 2013
* 80336			Longitudinal Joint and Crack Patching	April 1, 2014	
* 80324	226	X	LRFD Pipe Culvert Burial Tables	Nov 1, 2013	April 1, 2014
80325	246	X	LRFD Storm Sewer Burial Tables	Nov 1, 2013	
80045	256	X	Material Transfer Device	June 15, 1999	Jan. 1, 2009
80165			Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
* 80337	258	X	Paved Shoulder Removal	April 1, 2014	
80330			Pavement Marking for Bike Symbol	Jan. 1, 2014	
80298			Pavement Marking Tape Type IV	April 1, 2012	
80254			Pavement Patching	Jan. 1, 2010	
80331	259	X	Payrolls and Payroll Records	Jan. 1, 2014	
80332	261	X	Portland Cement Concrete – Curing of Abutments and Piers	Jan. 1, 2014	
80326	262	X	Portland Cement Concrete Equipment	Nov 1, 2013	
* 80338			Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	
80300			Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	

<u>File Name</u>	<u>Pg.</u>		<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80328	263	X	Progress Payments	Nov. 2, 2013	
80281	264	X	Quality Control/Quality Assurance of Concrete Mixes	Jan. 1, 2012	Jan. 1, 2014
34261			Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157			Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
* 80306			Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	April 1, 2014
80327	265	X	Reinforcement bars	Nov 1, 2013	
80283	267	X	Removal and Disposal of Regulated Substances	Jan. 1, 2012	Nov. 2, 2012
80319	271	X	Removal and Disposal of Surplus Materials	Nov. 2, 2012	
80307			Seeding	Nov. 1, 2012	
* 80339			Stabilized Subbase	April 1, 2014	
80127	272	X	Steel Cost Adjustment	April 2, 2004	April 1, 2009
80317			Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	
80301	276	X	Tracking the Use of Pesticides	Aug. 1, 2012	
80333	277	X	Traffic Control Setup and Removal Freeway/Expressway	Jan. 1, 2014	
20338	278	X	Training Special Provisions	Oct. 15, 1975	
* 80318			Traversable Pipe Grate	Jan. 1, 2013	April 1, 2014
80288	281	X	Warm Mix Asphalt	Jan. 1, 2012	Nov. 1, 2013
80302	285	X	Weekly DBE Trucking Reports	June 2, 2012	
80289			Wet Reflective Thermoplastic Pavement Marking	Jan. 1, 2012	
80071	286	X	Working Days	Jan. 1, 2002	

The following special provisions are in the 2014 Supplemental Specifications and Recurring Special Provisions:

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80309	Anchor Bolts	Articles 1006.09, 1070.01, and 1070.03	Jan. 1, 2013	
80276	Bridge Relief Joint Sealer	Article 503.19 and Sections 588 and 589	Jan. 1, 2012	Aug. 1, 2012
80312	Drain Pipe, Tile, Drainage Mat, and Wall Drain	Article 101.01, 1040.03, and 1040.04	Jan. 1, 2013	
80313	Fabric Bearing Pads	Article 1082.01	Jan. 1, 2013	
80169	High Tension Cable Median Barrier	Section 644 and Article 1106.02	Jan. 1, 2007	Jan. 1, 2013
80320	Liquidated Damages	Article 108.09	April 1, 2013	
80297	Modified Urethane Pavement Marking	Section 780, Articles 1095.09 and 1105.04	April 1, 2012	
80253	Moveable Traffic Barrier	Section 707 and Article 1106.02	Jan. 1, 2010	Jan. 1, 2013
80231	Pavement Marking Removal	Recurring CS #33	April 1, 2009	
80321	Pavement Removal	Article 440.07	April 1, 2013	
80022	Payments to Subcontractors	Article 109.11	June 1, 2000	Jan. 1, 2006
80316	Placing and Consolidating Concrete	Articles 503.06, 503.07, and 516.12	Jan. 1, 2013	
80278	Planting Woody Plants	Section 253 and Article 1081.01	Jan. 1, 2012	Aug. 1, 2012
80305	Polyurea Pavement Markings	Article 780.14	Nov. 1, 2012	Jan. 1, 2013
80279	Portland Cement Concrete	Sections 312, 503, 1003, 1004, 1019, and 1020	Jan. 1, 2012	Nov. 1, 2013
80218	Preventive Maintenance – Bituminous Surface Treatment	Recurring CS #34	Jan. 1, 2009	April 1, 2012
80219	Preventive Maintenance – Cape Seal	Recurring CS #35	Jan. 1, 2009	April 1, 2012
80220	Preventive Maintenance – Micro Surfacing	Recurring CS #36	Jan. 1, 2009	April 1, 2012
80221	Preventive Maintenance – Slurry Seal	Recurring CS #37	Jan. 1, 2009	April 1, 2012

<u>File Name</u>	<u>Special Provision Title</u>	<u>New Location</u>	<u>Effective</u>	<u>Revised</u>
80224	Restoring Bridge Approach Pavements Using High-Density Foam	Recurring CS #39	Jan. 1, 2009	Jan. 1, 2012
80255	Stone Matrix Asphalt	Sections 406, 1003, 1004, 1030, and 1011	Jan. 1, 2010	Aug. 1, 2013
80143	Subcontractor Mobilization Payments	Article 109.12	April 2, 2005	April 1, 2011
80308	Synthetic Fibers in Concrete Gutter, Curb, Median and Paved Ditch	Articles 606.02 and 606.11	Nov. 1, 2012	
80286	Temporary Erosion and Sediment Control	Articles 280.04 and 280.08	Jan. 1, 2012	
80225	Temporary Raised Pavement Marker	Recurring CS #38	Jan. 1, 2009	
80256	Temporary Water Filled Barrier	Section 708 and Article 1106.02	Jan. 1, 2010	Jan. 1, 2013
80273	Traffic Control Deficiency Deduction	Article 105.03	Aug. 1, 2011	
80270	Utility Coordination and Conflicts	Articles 105.07, 107.19, 107.31, 107.37, 107.38, 107.39 and 107.40	April 1, 2011	Jan. 1, 2012

The following special provisions require additional information from the designer. The Special Provisions are:

- Bridge Demolition Debris
- Building Removal-Case I
- Building Removal-Case II
- Building Removal-Case III
- Building Removal-Case IV
- Completion Date
- Completion Date Plus Working Days
- DBE Participation
- Material Transfer Device
- Railroad Protective Liability Insurance
- Training Special Provisions
- Working Days

## GUIDE BRIDGE SPECIAL PROVISION INDEX/CHECK SHEET

Effective as of the: June 13, 2014 Letting

<u>Pg #</u>	<u>√</u>	<u>File Name</u>	<u>Title</u>	<u>Effective</u>	<u>Revised</u>
		GBSP 4	Polymer Modified Portland Cement Mortar	June 7, 1994	July 26, 2013
		GBSP 12	Drainage System	June 10, 1994	Jan 1, 2007
		GBSP 13	High-Load Multi-Rotational Bearings	Oct 13, 1988	Oct 30, 2012
		GBSP 14	Jack and Remove Existing Bearings	April 20, 1994	Jan 1, 2007
		GBSP 15	Three Sided Precast Concrete Structure	July 12, 1994	Oct 15, 2011
		GBSP 16	Jacking Existing Superstructure	Jan 11, 1993	Jan 1, 2007
		GBSP 17	Bonded Preformed Joint Seal	July 12, 1994	Jan 1, 2007
		GBSP 18	Modular Expansion Joint	May 19, 1994	April 18, 2014
		GBSP 21	Cleaning and Painting Contact Surface Areas of Existing Steel Structures	June 30, 2003	May 18, 2011
		GBSP 25	Cleaning and Painting Existing Steel Structures	Oct 2, 2001	April 19, 2012
		GBSP 26	Containment and Disposal of Lead Paint Cleaning Residues	Oct 2, 2001	April 30, 2010
		GBSP 28	Deck Slab Repair	May 15, 1995	Oct 15, 2011
		GBSP 29	Bridge Deck Microsilica Concrete Overlay	May 15, 1995	Oct 30, 2012
		GBSP 30	Bridge Deck Latex Concrete Overlay	May 15, 1995	Jan 18, 2011
		GBSP 31	Bridge Deck High-Reactivity Metakaolin (HRM) Conc Overlay	Jan 21, 2000	Oct 30, 2012
		GBSP 32	Temporary Sheet Piling	Sept 2, 1994	Jan 31, 2012
		GBSP 33	Pedestrian Truss Superstructure	Jan 13, 1998	April 18, 2014
		GBSP 34	Concrete Wearing Surface	June 23, 1994	Feb 6, 2013
287	X	GBSP 35	Silicone Bridge Joint Sealer	Aug 1, 1995	Oct 15, 2011
		GBSP 38	Mechanically Stabilized Earth Retaining Walls	Feb 3, 1999	April 18, 2014
		GBSP 42	Drilled Soldier Pile Retaining Wall	Sept 20, 2001	Jan 3, 2014
		GBSP 43	Driven Soldier Pile Retaining Wall	Nov 13, 2002	Jan 3, 2014
		GBSP 44	Temporary Soil Retention System	Dec 30, 2002	May 11, 2009
		GBSP 45	Bridge Deck Thin Polymer Overlay	May 7, 1997	Feb 6, 2013
		GBSP 46	Geotextile Retaining Walls	Sept 19, 2003	July 26, 2013
291	X	GBSP 51	Pipe Underdrain for Structures	May 17, 2000	Jan 22, 2010
		GBSP 53	Structural Repair of Concrete	Mar 15, 2006	April 18, 2014
		GBSP 55	Erection of Curved Steel Structures	June 1, 2007	
		GBSP 56	Setting Piles in Rock	Nov 14, 1996	April 19, 2012
		GBSP 57	Temporary Mechanically Stabilized Earth Retaining Walls	Jan 6, 2003	April 18, 2014
		GBSP 59	Diamond Grinding and Surface Testing Bridge Sections	Dec 6, 2004	Jan 3, 2014
		GBSP 60	Containment and Disposal of Non-Lead Paint Cleaning Residues	Nov 25, 2004	Mar 6, 2009
		GBSP 61	Slipform Parapet	June 1, 2007	Aug 17, 2012
		GBSP 62	Concrete Deck Beams	June 13, 2008	Oct 9, 2009
		GBSP 64	Segmental Concrete Block Wall	Jan 7, 1999	Oct 30, 2012
		GBSP 65	Precast Modular Retaining Walls	Mar 19, 2001	Jan 3, 2014
		GBSP 67	Structural Assessment Reports for Contractor's Means and Methods	Mar 6, 2009	
		GBSP 70	Braced Excavation	Aug 9, 1995	May 18, 2011
		GBSP 71	Aggregate Column Ground Improvement	Jan 15, 2009	Oct 15, 2011

		GBSP 72	Bridge Deck Fly Ash or GGBF Slag Concrete Overlay	Jan 18, 2011	Oct 15, 2011
		GBSP 73	Cofferdams	Oct 15, 2011	
		GBSP 74	Permanent Steel Sheet Piling (LRFD)	Jan 31, 2012	Aug 17, 2012
		GBSP 75	Bond Breaker for Prestressed Concrete Bulb-T Beams	April 19, 2012	
292	X	GBSP 76	Granular Backfill for Structures	April 19, 2012	Oct 30, 2012
		GBSP 77	Weep Hole Drains for Abutments, Wingwalls, Retaining Walls And Culverts	April 19, 2012	Oct 22, 2013
294	X	GBSP 78	Bridge Deck Construction	Oct 22, 2013	April 18, 2014

LIST ANY ADDITIONAL SPECIAL PROVISIONS BELOW


The following Guide Bridge Special Provisions have been incorporated into the 2012 Standard Specifications:

File Name	Title	Std Spec Location
GBSP22	Cleaning and Painting New Metal Structures	506
GBSP36	Surface Preparation and Painting Req. for Weathering Steel	506
GBSP50	Removal of Existing Non-composite Bridge Decks	501
GBSP58	Mechanical Splicers	508
GBSP63	Demolition Plans for Removal of Existing Structures	501
GBSP68	Piling	512
GBSP69	Freeze-Thaw Aggregates for Concrete Superstructures Poured on Grade	1004

The following Guide Bridge Special Provisions have been discontinued or have been superseded:

File Name	Title	Disposition:
GBSP37	Underwater Structure Excavation Protection	Replaced by GBSP73
GBSP11	Permanent Steel Sheet Piling	Replaced by GBSP74
GBSP47	High Performance Concrete Structures	Discontinued
GBSP52	Porous Granular Embankment (Special)	Replaced by GBSP76
GBSP66	Wave Equation Analysis of Piles	Discontinued

**STATE OF ILLINOIS**

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**SPECIAL PROVISIONS**

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2012, 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 FAI 64 / TWP RD 222 / CO HWY 82 / TWP RD 61A, Section 09-00365-01-PV in St. Clair County, Illinois; 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**

The project is located along Interstate 64 (I-64), north of Scott Air Force Base, in St. Clair County, Illinois. The proposed Rieder Road interchange is located at Mile Marker 21 near the existing Rieder Road (TR 222) overpass. It is located approximately 1.7 miles east of the existing cloverleaf interchange between I-64 and Illinois Route 158 along I-64. It is located approximately 2.4 miles west of the existing diamond interchange between I-64 and Illinois Route 4 along I-64. The improvements to I-64 begin at Station 846+02.28 and end at Station 1021+85.10. The I-64 length of improvements is 17,569.47 feet (3.33 miles). The improvements to Rieder Road begin at Station 36+79.73 and end at Station 82+79.00 for a project length of 4,599.27 feet (0.87 miles). The improvements to Wherry Road (CH 82) begin at Station 35+70.00 and end at Station 50+00.00, for a project length of 1,430.00 feet (0.27 miles). The improvements to Wherry Road Connector begin at Station 20+00.00 and end at Station 26+50.00 for a project length of 650.00 feet (0.12 miles). The improvements to Shiloh Valley Township Road (TR 61A) begin at Station 35+53.57 and end at Station 54+62.23, for a project length of 1,908.66 feet (0.36 miles). The improvements to Old Rieder Connector begin at Station 10+00.00 and end at Station 16+10.57, for a project length of 610.57 feet (0.12 miles).

**DESCRIPTION OF PROJECT**

This improvement involves widening improvements along I-64; the construction of a new bridge over I-64; the construction of a diamond interchange at Rieder Road; realignment of Rieder Road; and extensions and improvements to Wherry Road, Shiloh Valley Township Road, Wherry Road Connector, and Old Rieder Road Connector. Drainage improvements along each of the roadways within the project limits will be constructed as well. The installation of traffic signal at the intersections of Rieder Road with the following roadways will also be constructed as part of the improvements: Wherry Road, Rieder Road Ramps C/D, Rieder Road Ramps A/B, and Shiloh Valley Township Road. The work will include signing, traffic control and protection, pavement markings, and all incidental and collateral work necessary to complete the improvements as shown on the plans and as described herein.

**WORK TO BE PERFORMED BY OTHERS**

The Contractor's attention is called to the utility facilities within the right of way limits of construction. Unless otherwise provided, any required adjustments of the various facilities will be performed by others.

The plans may not show the location of all utility facilities or the manner in which the adjustment will be made. In the event the Contractor desires more detailed information on the exact location of facilities and the working schedules for any required adjustment, it is suggested that it be obtained from the following Status of Utilities to be Adjusted and/or the utility company involved.

It is understood and agreed that the Contractor has taken the foregoing into consideration in submitting his bid, and no additional compensation will be allowed for any delays or inconveniences caused by same.

**STATUS OF UTILITIES TO BE ADJUSTED**

<b>Name of Utility</b>	<b>Type</b>	<b>Location</b>	<b>Estimated Dates for Start and Completion of Relocation or Adjustment</b>
Ameren	Aerial Electric	Rieder Road Sta. 62+00 to 84+75	Summer 2014/Fall 2014 and during construction
Ameren	Aerial Electric	Wherry Road Sta. 33+00 to 53+60	Summer 2014/Fall 2014 and during construction
Ameren	Aerial Electric	Shiloh Valley Township Road Sta. 33+20 to 50+80	Summer 2014/Fall 2014 and during construction
AT&T	Buried Communications	Rieder Road Sta. 47+90 to 84+75	Summer 2014/Fall 2014 and during construction
City of O'Fallon	Water Main	Rieder Road Sta. 63+50 to 85+00	Summer 2014/Fall 2014 and during construction
City of O'Fallon	Water Main	Shiloh Valley Township Road Sta. 35+25 to 47+50	Summer 2014/Fall 2014 and during construction
Village of Shiloh	Sanitary Force Main	Shiloh Valley Township Road Sta. 35+35 to Sta. 48+00	Summer 2014/Fall 2014 and during construction
Village of Shiloh	Sanitary Force Main	Rieder Road Sta. 65+70 to 84+25	Summer 2014/Fall 2014 and during construction

The above represents the best information available to the Department and is included for the convenience of the bidder. Applicable portions of Article 105.07 and 107.31 of the "Standard Specifications for Road and Bridge Construction" shall apply.

The Contractor shall contact and notify the utility companies two (2) weeks prior to the anticipated date work is to be performed near and adjacent to the above listed private utilities.

If any utility adjustment or removal has not been completed when required by the Contractor, the Contractor shall notify the Engineer in writing for consideration of a time extension.

**JOINT UTILITY INFORMATION FOR EXCAVATORS (J.U.L.I.E.)**

The work shall be done in accordance with Article 107.31 of the "Standard Specifications for Road and Bridge Construction" except as herein modified.

Because a minimum of 48 hours advance notice is required for notification to utilities, the Contractor will be required to give the Resident Engineer 96 hours' notice, in writing, for a specific area prior to beginning any excavation.

Locations of proposed signposts, guardrail, sign, light, signal foundations, etc. shall be staked by the Engineer and then notice provided as above.

If any locations markers provided by a utility company in conformance with this procedure are destroyed by Contractor operations, the Contractor shall immediately notify the utility owner and bear the cost of remarking the facilities at his own cost and expense. Compliance with this special provision shall be considered included in the cost of the contract and no additional compensation will be allowed for any costs incurred.

<b>County:</b>	St. Clair	St. Clair
<b>Township:</b>	1N R7 W. 3 <sup>RD</sup> PM	2N R7 W. 3 <sup>RD</sup> PM
<b>Section:</b>	2 and 3	34 and 35

**WORK DURING PEAK HOURS**

The Contractor shall have all interstate lanes in each direction open to traffic during peak hours. The Contractor will not be permitted to conduct any operation in the open interstate lanes nor will the Contractor be permitted to restrict or impede the interstate flow of traffic during peak hours. Peak hours for this project are defined as follows:

Westbound I-64, west of IL 158 - from 6:00 AM to 7:00 PM;

Eastbound I-64, west of IL 158 - from 6:00 AM to 8:00 AM and 12:00 PM to 8:00 PM;

Westbound I-64, east of IL 158 - from 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM;

Eastbound I-64, east of IL 158 - from 3:00 PM to 6:00 PM.

Additionally, there are events of regional significance that may impact traffic within the project limits. For these events, the Contractor will be informed by the Engineer regarding special peak hour restrictions that will be implemented.

Failure To Open Traffic Lanes To Traffic For Peak Periods

If the Contractor fails to completely open and keep open all lanes of traffic open during the peak hours described elsewhere in these Special Provisions, he shall be liable to the Department in the amount of \$1,000 for each and every 15 minute interval or portion thereof that a lane is blocked outside the allowable time limitations. No provision of this clause shall be construed as a penalty but as liquidated and ascertained damages. Such damages may be deducted by the Department from any monies due to the Contractor. These damages shall apply during the length of the contract and includes any extensions of the contract time.

**SEQUENCE OF CONSTRUCTION OPERATIONS**

The Contractor shall, at all times, conduct his work within an approved Sequence of Construction Operations. All work shall be performed in a manner that will minimize inconvenience to traffic. The Contractor shall limit his activities on I-64 to only essential work items. Access to all properties adjacent to the work zone shall be maintained throughout all work performed on Rieder Road, Wherry Road, Wherry Road Connector, Shiloh Valley Township Road, and Old Rieder Connector. The Contractor shall coordinate with property owners prior to restricting access to any property for the purpose of constructing culverts, entrances, or pavement. Securing alternative access to a property or written permission of the property owner to close access to a property shall be the responsibility of the Contractor.

A Suggested Maintenance of Traffic Plan including suggested staging is included in the project plans. The contractor may utilize this plan or submit another plan that would expedite construction and still maintain traffic control. Alternate staging plans must be submitted in writing to the District Project Implementation Engineer and Central Bureau of Construction for approval. No work may begin until the Contractor's staging plan has been approved. Any alternate staging plan must meet the minimum requirements as set forth by the suggested staging plan. Plans not meeting these requirements will not be approved. No additional compensation will be allowed if alternate plans are approved.

Regardless of the source of the operations plan, the Contractor shall be responsible for the development, implementation, modification, and successful completion of a Sequence of Operations plan.

**TRAFFIC CONTROL AND PROTECTION, (SPECIAL)**

This work shall consist of furnishing, installing, maintaining, replacing, relocating, and removing all traffic control devices used for the purpose of regulating, warning, or directing traffic during the construction or maintenance of this improvement.

This work shall conform to the applicable portions of Division 700 of the "Standard Specifications for Road and Bridge Construction" and the Maintenance of Traffic Plans, which are included in the overall project plans. Special attention is called to Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction". Traffic Control and Protection including all traffic control devices used on this project shall be provided as called for

on the plans, in accordance with these Special Provisions, applicable Highway Standards, applicable sections of the "Standard Specifications for Road and Bridge Construction", the "Manual on Uniform Traffic Control Devices for Streets and Highways" (MUTCD), and as directed by the Engineer.

The purpose of this traffic control is to provide the motoring public with the safest possible travel conditions along the roadway through the construction zone. The Contractor shall arrange his operations to minimize closing of any lane of the roadway.

Two (2) lanes of traffic in each direction shall be maintained on I-64. Temporary lane closures of one (1) lane in each direction during off peak traffic hours will be permitted for construction activities, such as removal and replacement of existing shoulders. All temporary lane closures on I-64 shall be done during off-peak traffic periods as follows:

Westbound I-64, west of IL 158 - one lane temporary closures permitted between 7:00 PM to 6:00 AM;

Eastbound I-64, west of IL 158 - one lane temporary closures permitted between 8:00 AM to 12:00 PM (noon) and 8:00 PM to 6:00 AM;

Westbound I-64, east of IL 158 - one lane temporary closures permitted between 9:00 AM to 3:00 PM and 6:00 PM to 6:00 AM;

Eastbound I-64, east of IL 158 - one lane temporary closures permitted between 6:00 PM to 3:00 PM.

There shall be no open excavation immediately adjacent to and abutting the I-64 travel lanes unless such is conducted during a lane closure period or completed behind temporary concrete barrier. Message boards, "Road Construction Ahead" and "Speed Zone" signs will remain throughout the duration of the project.

Drop-offs adjacent to mainline edge of pavement during stage 1 construction on I-64 shall be protected as follows:

Drop-offs greater than 3-inches and less than or equal to 12-inches - place channelizing devices at 100-foot spacing;

Drop-offs greater than 12-inches and less than or equal to 18-inches for less than 0.5 mile or less than 48 hours - place channelizing devices at 100-foot spacing;

Drop-offs greater than 12-inches and less than or equal to 24-inches for greater than 0.5 mile or greater than 48 hours - closure using temporary traffic barrier.

The Contractor is required to conduct routine inspections of the worksite at a frequency that will allow for the prompt replacement of any traffic control device that has become displaced, worn, or damaged to the extent that it no longer conforms to the shape, dimensions, color, and operational requirements of the MUTCD, Traffic Control Standards, or will no longer present a neat appearance to motorists. Traffic Control Devices include signs and their supports,

barricades with sand bags, channelizing devices, warning lights, arrow boards, flaggers, and any other device used for the purpose of regulating, detouring, warning, or guiding traffic through or around the construction zone. A sufficient quantity of replacement devices, based on vulnerability to damage, shall be readily available to meet this requirement.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices. Special attention shall be given to advance warning signs during construction operations in order to keep lane assignment consistent with barricade placement at all times. The Contractor shall immediately remove, cover, or turn from the view of the motorists all traffic control devices which are inconsistent with detour or lane assignment patterns and conflicting conditions during the transition from one construction stage to another. When the Contractor elects to cover conflicting or inappropriate signing, materials used shall totally block out reflectivity of the sign and shall cover the entire sign. The method used for covering the signing shall meet with the approval of the Engineer.

The Contractor shall coordinate all traffic control work on this project with adjoining or overlapping projects, including barricade placement necessary to provide a uniform traffic detour pattern. When directed by the Engineer, the Contractor shall remove all traffic control devices, which were furnished, installed, and maintained by him under this contract, and such devices shall remain the property of the Contractor. All traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

The Contractor shall ensure that all traffic control devices installed by him are operational, functional, and effective 24 hours a day, including Sundays and holidays.

Signs. When work operations exceed four days, all construction signs, except those referring to daily lane closures, shall be post mounted in accordance with Article 701.14 of the "Standard Specification for Road and Bridge Construction" and Highway Standard 710901.

All construction signs mounted in permanent support for use in temporary traffic control having an area of 10 square feet or more shall be mounted on two 4" x 4" or two 4" x 6" wood posts.

Type A metal posts (two for each sign) conforming to Article 1006.29 of the "Standard Specification for Road and Bridge Construction" may be used in lieu of wood posts.

Prior to the beginning of construction operations, the Contractor will be provided a sign log of all existing signs within the limits of the construction zone. The Contractor is responsible for verifying the accuracy of the sign log. Throughout the duration of this project, all existing traffic signs shall be maintained by the Contractor. All provisions of Article 107.25 of the "Standard Specifications for Road and Bridge Construction" shall apply, except the third paragraph shall be revised to read: "The Contractor shall maintain, furnish, and replace at his own expense, any traffic sign or post which has been damaged or lost by the Contractor or a third party."

Barricades. Any drop off greater than 3 inches, within 8 feet of the pavement edge shall be protected by Type I or II barricades equipped with mono-directional steady burn lights at 100 feet center to center spacing. Barricades that are placed in excavated areas shall have leg extensions installed such that the top of the barricade is in compliance with the height requirements of Standard 720001.

All Type I and Type II barricades, drums, and vertical panels shall be equipped with a steady burn light when used during hours of darkness unless otherwise stated herein.

Public Convenience and Safety. At the preconstruction meeting, the Contractor shall furnish the name of the individual in his direct employ who is to be responsible for the installation and maintenance of the Traffic Control for this project. The Contractor shall also provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis to receive notification of any deficiencies regarding traffic control and protection. The Contractor shall dispatch men, materials, and equipment to correct any such deficiencies. The Contractor shall respond to any call from the Department concerning any request for improving or correcting traffic control devices and begin making the requested repairs within two hours from the time of notification.

Personal vehicles shall not park within the right-of-way except in specific areas designated by the Engineer.

The contractor shall contact the Engineer at least 72 hours in advance of beginning work, to allow for coordination between the Traffic Control Plan and the various items of work required. No road closure, lane closures, or restriction shall be permitted without prior approval by the Engineer.

Traffic Control Details and Highway Standards. All work shall conform to the Traffic Control details shown in the plan and the following Highway Standards:

701001	701006	701101	701106	701201	701400
701401	701411	701426	701428	701451	701901
704001	B.L.R. 21	B.L.R. 22			

Portable Changeable Message Signs. A series of portable changeable message signs shall be placed on the outside of the I-64 eastbound and westbound lanes and the outside of the IL 158 northbound and southbound lanes, as shown on the Suggested Maintenance of Traffic Plans and in accordance with Article 701.15(j) of the "Standard Specifications for Road and Bridge Construction" and Highway Standard 701400. These signs shall remain throughout the duration of the construction of each stage. Whether placed as part Standard 701400 or otherwise, all Portable Changeable Message Signs placed for this project shall be included in the cost of TRAFFIC CONTROL AND PROTECTION (SPECIAL) with no further compensation or remuneration being made.

Notice of Detour. Two weeks prior to closing a road and detouring traffic, the Contractor shall submit a completed "Road Construction Information" form (OPER 2410) to the Department and the St. Clair County Highway Department.

Method of Measurement. This item of work will be measured on a lump sum basis for furnishing, installing, maintaining, replacing, relocating, and removing the traffic control devices required in the plans, specifications, listed Highway Standards, and these Special Provisions. Applications of individual Highway Standards will not be measured separately.

Basis of Payment. This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL). Applications of individual Highway Standards will not be paid for separately but shall be included in the contract unit price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL). Items such as temporary concrete barrier, pavement marking, removal of pavement markings, and impact attenuators will be paid for separately. The payments for which shall also include the removal of each respective item.

### **SITE EXAMINATION**

The Contractor shall be responsible for examination of the site prior to submitting a bid on this project. Upon receipt of a bid, it shall be assumed that the Contractor is fully familiar with the construction site.

### **SAFETY AND HEALTH**

The Contractor shall be responsible for enforcing all O.S.H.A. Safety and Health Standards (29 CFR 1926/1910), pertaining to the construction industry, as established by the United States Department of Labor, Occupational Safety and Health Administration.

### **COORDINATION MEETINGS**

The Contractor will be required to participate in weekly coordination meetings with Department staff and other attendees deemed appropriate by the Department. This coordination will not be paid for separately but will be included in the cost of the contract.

### **CONSTRUCTION SAFETY AND PHASING PLAN**

The Rieder Road Interchange is within the Obstacle Free Zone (OFZ) of MidAmerica Airport. All construction/operations are to be performed in accordance with FAA Advisory Circular (AC) 150/5370-2F "Operational Safety on Airports during Construction" and AC 150/5300-13A "Airport Design". The Contractor will be required to follow the Construction Safety and Phasing Plan (CSPP) included on the plans and will be required to submit a Safety Plan Compliance Document (SPCD) in accordance with FAA AC 150/5370-2F, Operational Safety on Airport during Construction. Restrictions on the operation of tall equipment (cranes, concrete pumps, and so on) and storage of materials and equipment will be in place. The SPCD shall be amended any time there is a construction practice proposed by the Contractor that does not conform to the CSPP and SPCD. The Contractor will also be required to follow additional requirements included in the FAA Aeronautical Studies included in these special provisions. The cost of compliance with this special provision shall be included in the cost of the contract items of work and no additional compensation will be allowed.

### **CONTRACTOR ACCESS**

The Contractor shall locate construction access points as approved by the Engineer.

Traffic control at access points will be in accordance with the details in the plans and as approved by the Engineer. Flagger(s) will be required for intermittent closures at access points in accordance with the applicable portions of Articles 701.13 and 701.18(a) of the "Standard Specifications for Road and Bridge Construction". A pair of 48-inch signs shall be located 1,500 feet in advance stating, "TRUCKS ENTERING (LEAVING) ON RIGHT (LEFT)". In addition, if two or more lanes are open to traffic, a pair of 48-inch signs shall be located 1,000 feet in advance stating, "MERGE RIGHT (LEFT)".

When gaps must be created in the existing access control fence to allow the Contractor access to the work areas, the Contractor shall erect and maintain temporary fencing meeting the approval of the Engineer to securely close the gaps when work in those areas is not in progress.

The Contractor will be responsible for keeping the pavement adjacent to work areas and access areas free from dirt and debris in accordance with Article 107.15 and Article 107.36 of the "Standard Specifications for Road and Bridge Construction".

At road closure locations where Type III Barricades are installed in a manner that will not allow Contractor access to the project without relocation of one or more of the barricades, the arrangement of the barricades at the beginning of each work day may be relocated, when approved by the Engineer, in the manner shown on Highway Standard 701901 for Road Closed to Thru Traffic. "Road Closed" signs (R11-2), supplemented by "Except Authorized Vehicles" signs (R3-I101), shall be mounted on both the near-right and far-left barricade(s). At the end of each workday, the barricades shall be returned to their in-line positions.

All vehicles, materials, and equipment parked or stored during non-working hours within 15 feet from any roadway or ramp pavement that is open to traffic shall be protected by temporary concrete barrier or other barrier with an approved Test Level 3 attenuator. No vehicles, materials, or equipment shall be parked or stored within 4 feet of the backside of the barrier.

This work will not be paid for separately but will be considered included in the contract. No additional compensation will be allowed.

### **CONTRACTOR STAGING AREA**

Description. Infield location(s) at the I-64/Rieder Road interchange and along the I-64 corridor may be made available to the Contractor, at their option, to store materials, equipment, articles of construction, batching, and weighing equipment during the construction of the project.

General Requirements. It shall be the Contractor's responsibility to submit a staging site(s) plan to the Engineer for approval of the location(s) for such use no later than 10 calendar days after award of the contract. The Department will provide approval/denial of the site(s) or recommendations for revision of the plan for approval of the site(s). The plan shall show the proposed area(s) of use, site(s) grading and surfacing plan, traffic control plan with traffic control signing for access to and from the site(s), and schedule of operation at the site(s).

Site Preparation. The site work consists of preparing and restoring the areas designated on the plans as Staging Area, if used by the Contractor, in accordance with the applicable Articles of Sections 201, 211, 250, and 280 of the "Standard Specifications for Road and Bridge Construction". The work includes clearing and grubbing, temporary grading to facilitate construction, removal of materials brought to the site, and restoration of all affected areas to their original condition.

The Contractor shall be responsible for determining limits of staging areas and shall submit any revisions to the staging and erosion control plans for the approval of the Engineer.

Storage of erodible materials within floodplain boundaries shall not be allowed.

The Contractor will be responsible to grade the staging areas with no compensation allowed for this activity.

The Contractor is advised that the intent is to restore the staging areas after the project to a vegetative cover. To that end, the Contractor shall take positive measures to prevent aggregate or other foreign materials from penetrating the ground.

Traffic Control and Protection. The traffic control and protection will be in accordance with the applicable Articles of Section 701 of the "Standard Specifications for Road and Bridge Construction". Special attention is called to Articles 701.08 and 701.11 of the "Standard Specifications for Road and Bridge Construction".

At no time shall the Contractor be allowed direct access to or from the site(s) from the I-64 mainline pavement. At no time shall the Contractor be allowed to directly cross any ramp or mainline pavement to obtain access to or from the site(s). The site(s) shall be closed to access for construction vehicles during winter shutdown. Should the Contractor fail to adhere to these roadway restrictions, the site(s) shall be deemed unsafe for the commuting public by the Department and it shall be the Contractor's responsibility to dismantle and restore the site(s).

The site(s) shall provide a hard surfaced entrance of a minimum width of 30 feet and extend a minimum of 50 feet into the infield. The Contractor shall be responsible for keeping the pavement adjacent to the entrance and access areas free from dirt and debris in accordance with Article 107.15 of the "Standard Specifications for Road and Bridge Construction". The Contractor shall be responsible for controlling the dust and airborne dirt generated at the site(s) in accordance with Article 107.36 of the "Standard Specifications for Road and Bridge Construction".

Erosion Control. The Contractor shall develop an erosion control plan for any modifications to the Staging Areas. This plan will be subject to approval by the Engineer and will become part of the Storm Water Pollution Prevention Plan, subject to NPDES requirements.

Any additional erosion control devices required as a result of the Contractor's modifications to the staging areas shall not be paid for separately but shall be included in the cost of the contract.

Roadway. The existing traffic lane(s) and shoulder on I-64 and ramps used by the Contractor's construction equipment, haul trucks, and vehicles for ingress and egress to the Staging Areas shall remain stable and structurally sound both during the operation of the Staging Areas and upon closure and abandonment of the Staging Areas. Any deterioration of the I-64 roadway and/or shoulder or ramps deemed unstable by the Engineer shall be repaired or replaced by the Contractor immediately upon notification by the Engineer. The repair or replacement shall be completed in accordance with the applicable portions of Section 300 and Section 400 of the "Standard Specifications for Road and Bridge Construction" and to the satisfaction of the Engineer.

Site Restoration. Upon completion of the use of the staging area, the Contractor shall remove all non-native materials from the site. After removal of the non-native materials, the Contractor shall grade and scarify the ground, furnish and place topsoil, and place Seeding Class 2A. An alternate seeding mixture consistent with the surrounding area may be substituted as approved by the Engineer.

Materials. Materials shall meet the requirements of the following articles of the "Standard Specifications for Road and Bridge Construction".

Topsoil	Article 1081.05(a)
Seeding	Article 1081.04
Mulch	Section 251

Construction Requirements. Removal: The Contractor shall remove and dispose of all equipment, debris, and material brought to the site, including, but not limited to stone, fabric, and concrete. Protection of existing plant material shall comply with Article 201.05 of the "Standard Specifications for Road and Bridge Construction". Removal and disposal shall comply with Article 202.03 of the "Standard Specifications for Road and Bridge Construction".

Grading and Scarification. The Contractor shall grade and scarify any areas which had been covered with material, or used during the construction operations, upon completion of the removal action. Scarification shall be to a depth of 12 inches. Scarification shall consist of penetration of the soil with a curved or straight shank ripping implement (harrow) to a depth of 12 inches. Spacing of ripping shanks shall be 24-30 inches apart, or set so that the outer shanks rip at the midpoint of the implement's tracks, with a third shank in between tracks. Ripping shanks shall have typical ripping wings or points attached to the tip. Scarification shall be performed in two directions, with the second pass bisecting the first. Only one pass shall be made in each direction to the maximum depth to avoid re-compaction. Construction debris and material which is dislodged during the scarification process shall be removed and disposed

offsite per Article 202.03 of the "Standard Specifications for Road and Bridge Construction". The site(s) shall be graded to reestablish the original lines and grades of the site(s).

Furnishing and Placing Topsoil. Furnishing and placing topsoil may be required if the stockpiled topsoil is not of sufficient quantity to cover the disturbed ground. Furnishing and placing topsoil shall conform to Section 211 of the "Standard Specifications for Road and Bridge Construction". Topsoil shall be placed to a 1' depth, placed in 6" lifts. Upon completion of the first lift, the Contractor shall incorporate the placed material into the existing surface to a minimum depth of 6 inches below finished grade by disking or tilling. Upon completion, the second 6" lift shall be placed. The Contractor shall take care to avoid rutting of material.

Seeding and Mulch. Seeding and Mulch shall conform to Section 250, 251, and Article 1081.04 of the "Standard Specifications for Road and Bridge Construction".

Method of Measurement. This work shall not be measured for payment.

Basis of Payment. All labor, material, and equipment required to construct, maintain, remove and restore the site(s), provide traffic control at the site(s), and restore the I-64 mainline, shoulders and ramps, if required, will not be paid for separately but shall be included in the cost of the contract.

### **EQUIPMENT PARKING AND STORAGE**

Revise the first paragraph of Article 701.11 to read: During working hours, all vehicles and/or non-operating equipment which are parked, 2 hours or less, shall be parked at least 8 feet from the open traffic lane. For other periods of time during working or non-working hours, all vehicles, materials, and equipment shall be parked or stored in a protected area, if the protected area is within a distance of 1,000 feet of the work operation. If there is no protected area within the 1,000 feet, the contractor may park the equipment 30 feet from the edge of the open lane providing there is no part of the equipment within the 30 feet. The 30 feet is acceptable for 4:1 slopes and flatter. If the distance to a protected area or clear zone region requires the equipment to be moved more than the 1,000 feet, then the contractor shall load and transport the equipment to the protected area or beyond the clear zone region. A protected area is defined as behind temporary concrete barrier, temporary bridge rail, or other man-made or natural barriers.

### **REMOVAL AND SETTING OF BRIDGE BEAMS**

The removal, delivery, and erection of bridge beam for all structures on the project shall be limited to the hours of 6:00 PM to 6:00 AM on weekdays or weekends beginning at 6:00 PM Friday and extending to 6:00 AM on Monday or as specified by the Engineer.

Any expenses incurred by the Contractor in order to comply with this special provision will not be paid for separately, but shall be included in the contract price.

### **SAW CUTTING**

This work shall consist of saw cutting existing concrete and hot-mix asphalt pavement, concrete curb, concrete curb and gutter, driveway pavement, and sidewalk as shown in the plans or as directed by the Engineer.

At all locations where proposed work will abut existing pavements, saw cuts shall be made to provide an even, uniform surface to match.

All saw cuts shall be of the existing thickness to be removed unless otherwise directed by the Engineer. Care shall be taken to prevent spalling or other damage to the pavement, structures, or other items to remain in place.

This work will not be paid for separately, but shall be considered included in the cost of the Contract for items to be removed; and no additional compensation will be allowed.

### **EXCAVATION AND EMBANKMENT**

Excavation and embankment shall conform to the applicable requirements of Section 202, 203, 204, 205, and 502 of the "Standard Specifications for Road and Bridge Construction" and the Project Geotechnical Report included herein, except that excavated materials that are suitable may be used in the construction of the embankment or disposed of at the Contractor's discretion. Embankment materials shall be furnished by the Contractor either from suitable roadway excavated material from within the right of way or from locations furnished by the Contractor off the right of way. Suitable material from excavation for structures and drainage items may also be placed in embankments.

Material, which is proposed for use by the Contractor as material to be used for embankment construction, must be inspected and approved by the District Geotechnical Engineer. In order to be approved for use as embankment material, the proposed must meet the following requirements:

- 1) It must fall in one of the following Highway Research Board Classification: A-1, A-2, A-3, A-4, A-6, or A-7-6.
- 2) It shall have a group index of 19 or less.
- 3) Any A-4, A-6, or A-7-6 material to be used as borrow for embankment construction shall have a minimum standard lab dry density of 90 pcf and shall not have an organic content greater than 7%.
- 4) Classification of the material for points 1 and 2 shall be determined in accordance with the latest AASHTO Designation: M 145.
- 5) When tested for density in place, any soil Classified as an A-1, A-2, A-3, or A-4 shall not contain more than 100% of optimum moisture content determined in accordance with

AASHTO T-99. In regards to this restriction, the Contractor will be permitted the use of an approved additive to effect a quicker drying time. The additive may be used any time the Contractor desires, in any amount he desires and its use may be discontinued when he desires.

The top 3 feet in fill heights of those portions of the embankment which will be permanently exposed in the completed roadway shall be constructed using native materials of a classification that will support vegetation and contain a P.I. of 10 or greater as directed by the Engineer.

### **TRENCH BACKFILL**

This work shall consist of constructing trench backfill according to Section 208 of the "Standard Specifications for Road and Bridge Construction", except as modified herein:

Article 208.02 "Materials" shall be changed to require the use of Coarse Aggregate only, as specified in Article 1004.05 of the "Standard Specifications for Road and Bridge Construction" and that the coarse aggregate gradation shall be CA 11, except for the top 12" of backfill under roadway or driveway pavement shall be CA6 gradation. Fine Aggregate will not be allowed, except as follows:

Fine aggregate will be required within 2' of all gas mains and gas service lines that are exposed during construction operations. The fine aggregate gradation shall be FA6 according to Article 1003.04 of the "Standard Specifications for Road and Bridge Construction".

Trench backfill material shall be compacted according to Method 1, as specified in Article 550.07(a) of the "Standard Specifications for Road and Bridge Construction".

This work will be paid for at the contract unit price per cubic yard for TRENCH BACKFILL and no additional compensation will be allowed.

### **GRADING AND SHAPING DITCHES**

This work shall consist of providing all materials, equipment, and labor to grade and shape a new ditch according to Section 214 of the "Standard Specifications for Road and Bridge Construction", at the location shown on the plans to convey drainage from the proposed flared end section, located at I-64 Station 911+50.00, 176.11 feet right, to an existing outlet. The Contractor shall be aware that there is not existing ditch at this location.

This work will be measured for payment in feet along the centerline of the ditch.

This work will be paid for at the contract unit price per foot for GRADING AND SHAPING DITCHES.

### **AGGREGATE FOR TEMPORARY ACCESS**

An estimated quantity of AGGREGATE FOR TEMPORARY ACCESS has been included in the Contract to be used as directed by the Engineer to provide temporary access to private entrances, commercial entrances, and multi-family entrances during construction operations.

The Contractor shall construct and maintain aggregate surface course for temporary access to private entrances, commercial entrances, multi-family entrances, and roads according to Article 402.10 of the "Standard Specifications for Road and Bridge Construction" and as directed by the Engineer.

The aggregate surface course shall be constructed to the dimensions and grades specified below, except as modified by the plans or as directed by the Engineer.

- (a) Private Entrance. The minimum width shall be 12 feet. The minimum compacted thickness shall be 6 inches. The maximum grade shall be 8 percent, except as required to match existing grade.
- (b) Commercial Entrance. The minimum compacted thickness shall be 9 inches. The maximum grade shall be 6 percent, except as required to match existing grade.
- (c) Multi-Family Entrance. The minimum compacted thickness shall be 9 inches. The maximum grade shall be 6 percent, except as required to match existing grade.

Maintaining the temporary access shall include relocating and/or re-grading the aggregate surface course for any operation that may disturb or remove the temporary access. The same type and gradation of material used to construct the temporary access shall be used to maintain it.

When use of the temporary access is discontinued, the aggregate surface course shall be removed and utilized in the permanent construction or disposed of according to Article 202.03 of the "Standard Specifications for Road and Bridge Construction".

This work will be paid for at the contract unit price per ton for AGGREGATE FOR TEMPORARY ACCESS.

### **PORTLAND CEMENT CONCRETE PAVEMENT LUG - RAMPS ADJACENT TO I-64**

This work shall consist of furnishing all materials, equipment, and labor required for the construction of Portland Cement Concrete pavement lugs at proposed Rieder Road Interchange ramp terminals adjacent to I-64 as shown on the plans. This work shall be completed in accordance with Section 420 of the "Standard Specifications for Road and Bridge Construction", Highway Standards 420001, 420206, and 420306, and as detailed on the plans. This work will

not be paid for separately, but shall be considered as included in the contract unit price per square yard for PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED).

### **PORTLAND CEMENT CONCRETE PAVEMENT 10"**

This work shall consist of furnishing all materials, equipment, and labor required for the construction of Portland Cement Concrete Pavement 10" at locations shown on the plans. This work shall be completed in accordance with Section 420 of the "Standard Specifications for Road and Bridge Construction" and Highway Standards 420601 and 420701, except as modified herein:

All references to sections or articles in this specification shall be construed to mean a specified section or article of the "Standard Specifications for Road and Bridge Construction" adopted January 1, 2012, by the Illinois Department of Transportation.

Subgrade template, if used, shall be of a design approved by the Engineer and shall be capable of accurately indicating high and low spots in the subgrade with relation to the side forms.

Article 420.03(c) A mechanical concrete spreader will not be required unless specified by the Engineer.

Article 420.03(d) Add the following to Article 1103.13:

"The finishing machine shall be of a type approved by the Engineer, shall be self-propelled and shall be capable of striking off, consolidating and finishing concrete of the consistency required by the Specification to the proper crown and grade."

Article 420.03(e) A mechanical longitudinal float will not be required.

Hand spraying equipment using a spray bar capable of spraying a uniform application of membrane curing compound and maintaining constant pressure will be permitted upon approval by the Engineer.

Article 420.05(b) Add the following to Article 420.05(b):

"Longitudinal construction joints conforming to the details shown on the plans will be permitted."

Article 420.09 Revise Article 420.09(a)(1) as follows:

"After the concrete has been struck off in accordance with Article 420.09, it shall be given the required consolidation by the vibratory method or by other means which will obtain a uniform and satisfactory density throughout the pavement. If a vibratory method is used, the vibrating impulse shall be applied directly to the concrete through an apparatus especially designed for this purpose and so constructed as to operate satisfactorily ahead of, or as an integral part of, the finishing machine in such a manner that the vibratory impulses are transmitted through the concrete mass with sufficient intensity to consolidate it throughout its entire depth and width. Not more than one pass of the vibratory equipment shall be made over the pavement surface."

Article 420.09(b) Longitudinal Floating Hand method will be permitted if approved by the Engineer.

Article 420.09(e) Revise the first paragraph of Article 420.09(e) to read as follows:

“Final Finish. Type A final finish shall be used for all Portland Cement Concrete Pavement 10”

Article 420.20 Revise the first paragraph of Article 420.20 to read as follows:

“Basis of Payment. This work will be paid for at the contract unit price per square yard for PORTLAND CEMENT CONCRETE PAVEMENT 10”. Pavement fabric will be paid for at the contract unit price per square yard for PAVEMENT FABRIC.

### **CONNECTION OF PIPE DRAINS AND UNDERDRAINS TO DRAINAGE STRUCTURES**

Where required, pipe drains and underdrains shall be connected into the side of proposed drainage structures at locations shown on the plans and in accordance with details on the plans. The Contractor shall exercise proper care so as not to damage drainage structures when cutting holes for pipe drains or underdrains. Pipe drains and underdrains shall be grouted in place. The method and materials used to cut holes in drainage structures and grout pipes shall be approved by the Engineer.

This work will not be paid for separately, but shall be considered as included in the contract unit price bid for the associated pipe drain or pipe underdrain items.

### **PIPE UNDERDRAIN REMOVAL**

This work shall consist of removing and disposing of existing pipe underdrains located beneath the I-64 mainline pavement in the area of median pavement widening and new ramp terminals. This work shall include removal and disposal of pipe underdrain outlets and concrete headwalls for pipe underdrains. If earth excavation for new ramp terminals and pavement widening is not of sufficient depth to effectively remove existing pipe underdrains that would otherwise remain beneath proposed driving lanes, the Contractor shall expose and remove the pipe underdrains. Any excavation made by the Contractor for the removal shall be replaced. The excavated space shall be filled with material satisfactory to the Engineer and placed according to Section 205 of the “Standard Specifications for Road and Bridge Construction” by and at the expense of the Contractor. Materials resulting from the removal of the existing underdrain and headwalls shall be disposed of in accordance with Article 202.03 of the “Standard Specifications for Road and Bridge Construction”. The upstream end of existing pipe underdrains that are to remain shall be plugged. This work will not be paid for separately, but shall be considered as included in the contract unit price bid for Earth Excavation.

**COMBINATION CONCRETE CURB AND GUTTER**

At various locations identified in the plans, the cross slope of the proposed gutter shall be reversed so that water will drain away from the curb face and onto the adjacent pavement. These locations are typically at the high side of some pavements with a uniform slope (i.e. no normal crown). Not all uniform slope pavements have reversed gutters at the high side. See the plans for locations of reversed gutter. No additional compensation will be allowed for this work. All costs associated with reversing the gutters shall be included in the contract unit price for the various combination concrete curb and gutter pay items.

**COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06**

This work shall consist of furnishing all materials, equipment, and labor required for constructing Combination Concrete Curb and Gutter, Type B-6.06 as shown on the plans and details, and according to Highway Standard 606001 and Section 606 of the "Standard Specifications for Road and Bridge Construction".

This work shall be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06.

**CONCRETE MEDIAN SURFACE, 4 INCH**

This item of work shall consist of furnishing all material, equipment, and labor required for constructing concrete median at the locations shown in the plans according to Section 606 of the "Standard Specifications for Road and Bridge Construction" and details on the plans.

The Contractor shall furnish and place course aggregate fill under paved median surface according to Article 606.09 of the "Standard Specifications for Road and Bridge Construction".

This item of work will be measured for payment per square foot as specified in Article 606.14 except aggregate fill under the paved median surface shall not be measured separately for payment.

This work will be paid for at the contract unit price per square foot for CONCRETE MEDIAN SURFACE, 4 INCH.

**SHOULDER WIDENING FOR GUARDRAIL TERMINAL TYPE 1 (SPECIAL)  
TANGENT**

This work shall consist of furnishing all equipment, materials and labor required to construct shoulder widening for Traffic Barrier Terminal, Type 1 (Special) Tangent at locations shown on the plans. This work shall be completed as detailed on Highway Standard 630301 and in accordance with Section 631 of the "Standard Specifications for Road and Bridge Construction".

This work will not be paid for separately, but shall be considered as included in the contract unit price bid per each for TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT.

### **TEMPORARY CONCRETE BARRIER REFLECTORS**

This work shall consist of furnishing all materials, equipment, and labor for the installation of reflectors on temporary concrete barriers at locations shown on the plans. Installation shall be according to Section 782 of the "Standard Specifications for Road and Bridge Construction" and Highway Standards 704001 and 635011. Mono-directional reflectors shall be installed facing approaching traffic on all temporary concrete barriers that separate traffic from the work zone.

This work will be paid for at the contract unit price per each for BARRIER WALL MARKERS, TYPE C.

### **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.

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.
  - (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:

**“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.

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

- Station 907+50 to Station 910+50 (I-64) 0 to 30 feet RT/LT (I-64, PESA Site 2330-12, mile marker 19-23). 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: Manganese.
- Station 936+50 to Station 939+50 (I-64) 0 to 30 feet RT/LT (I-64, PESA Site 2330-12, mile marker 19-23). 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: Lead.
- Station 935+50 to Station 943+00 (I-64) 0 to 30 feet RT/LT (I-64, PESA Site 2330-12, mile marker 19-23). 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: Manganese.
- Station 964+50 to Station 967+00 (I-64) 0 to 30 feet RT/LT (I-64, PESA Site 2330-12, mile marker 19-23). 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: Manganese.
- Station 48+00 to Station 50+00 (Proposed Shiloh Valley Township Road) 0 to 150 feet RT (Farmstead, PESA Site 2330-7, 9521 Rieder 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.
- Station 48+00 to Station 50+00 (Proposed Shiloh Valley Township Road) 0 to 100 feet LT (Farmstead, PESA Site 2330-7, 9521 Rieder 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.

- Station 910+50 to Station 913+50 (I-64) 0 to 30 feet LT (I-64, PESA Site 2330-12, mile marker 19-23). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.
- Station 910+50 to Station 913+50 (I-64) 0 to 180 feet RT (I-64, PESA Site 2330-12, mile marker 19-23). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.
- Station 916+00 to Station 918+50 (I-64) 0 to 30 feet RT/LT (I-64, PESA Site 2330-12, mile marker 19-23). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.
- Station 931+50 to Station 934+00 (I-64) 0 to 30 feet RT/LT (I-64, PESA Site 2330-12, mile marker 19-23). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.
- Station 948+50 to Station 953+00 (I-64) 0 to 30 feet RT/LT (I-64, PESA Site 2330-12, mile marker 19-23). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.
- Station 53+50 to Station 55+50 (Proposed Shiloh Valley Township Road) 0 to 100 feet LT (Farmstead, PESA Site 2330-7, 9521 Rieder Road). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.
- Station 52+25 to Station 56+00 (Proposed Shiloh Valley Township Road) 0 to 100 feet RT (Farmstead, PESA Site 2330-7, 9521 Rieder Road). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.
- Station 11+00 to Station 15+50 (Proposed Connector) 0 to 100 feet LT/RT (Farmstead, PESA Site 2330-7, 9521 Rieder Road). This material meets the criteria of Article 669.09(a)(2) and shall be managed in accordance to Article 669.09. Contaminants of concern sampling parameters: Arsenic.

### **REMOVE SIGN PANEL ASSEMBLY REMOVE OVERHEAD SIGN STRUCTURE**

Upon permanent removal, existing IDOT owned Overhead, Ground Mounted, and Regulatory and Warning sign panels, overhead sign truss structural components, and structural steel sign supports shall be preserved and transported to the Illinois Department of Transportation, Traffic and Maintenance Building, Sign Shop, located at 9601 St. Clair Avenue, Fairview Heights, Illinois 62208 and as directed by the Engineer. The Contractor shall contact Ms. Jean Slape (IDOT) at 618-394-2189 for delivery instructions at least 24 hours prior to delivery of the equipment.

Transport and delivery of permanent removed sign panels, overhead sign truss structural components, and structural steel sign supports shall not be paid for separately, but shall be included in the associated sign removal pay item, REMOVE SIGN PANEL ASSEMBLY – TYPE B, REMOVE SIGN PANEL – TYPE 3, or REMOVE OVERHEAD SIGN STRUCTURE – SPAN.

All other mounting hardware, channel, posts, and foundations shall become the property of the Contractor and shall be removed and disposed of according to the requirement of Article 202.03

of the "Standard Specifications for Road and Bridge Construction". Transport and disposal of all other mounting hardware, channels, posts, and foundations shall not be paid for separately, but shall be included in the contract unit price for the associated sign removal pay item, per each for REMOVE SIGN PANEL ASSEMBLY – TYPE B, per square feet for REMOVE SIGN PANEL – TYPE 3, or per each for REMOVE OVERHEAD SIGN STRUCTURE – SPAN.

### **DRILLED SHAFT CONCRETE FOUNDATIONS**

This work shall consist of furnishing all equipment, materials, and labor required to construct Drilled Shaft Concrete Foundations for Overhead Sign Structure - Span and Cantilever. This work shall be done in accordance with Section 734 of the "Standard Specifications for Road and Bridge Construction" and structural details on the plans, which are awaiting final design review. Depending on the review of the structural details, and soil conditions, the depth of the foundation may be adjusted.

This item of work will be measured for payment per cubic yard.

This work will be paid for at the contract unit price per cubic yard for DRILLED SHAFT CONCRETE FOUNDATIONS.

### **TRAFFIC SIGNAL EQUIPMENT**

This work shall be done in accordance with Division 800 of the "Standard Specifications for Road and Bridge Construction".

Traffic signal equipment shall be "ECONO-LITE" brand to match the existing IDOT equipment for all applicable items.

This work will not be paid for separately, but shall be considered included in the cost of the contract for affected items.

### **TRAFFIC SIGNAL CONTROLLER CABINET**

TRANSIENT VOLTAGE SURGE SUPPRESSION:

In addition to the requirements of Article 1047.03(a)(4a) of the "Standard Specifications for Road and Bridge Construction", the following shall be required:

(1) Electrical characteristics: The surge arrester protecting the solid state controller, conflict monitor, and vehicle detector amplifiers shall consist of two stages. Stage one shall include an EDCO INC. model SHA 1250R or equivalent traffic cabinet AC power protection assembly. Stage two shall include a TRANSTECTOR SYSTEMS INC. model ACP 100 BWN3 or equivalent AC circuit protector.

(2) Physical characteristics: The stage one surge arrester shall be of modular design consisting of a permanently mounted and wired base, and a removable circuit package. The two

components shall intermate with a Cinch-Jones plug/socket connector type 2412. The stage one surge arrestor shall be designed, located, and installed in a manner permitting removal and replacement without affecting normal operation of the traffic signals.

(3) Monitoring characteristics: If the controller cabinet assembly includes a closed loop system telemetry or remote intersection monitor, the status of the stage one surge arrestor shall be continuously monitored by an appropriate alarm circuit.

This work shall not be paid for separately, but shall be included in the cost for providing and installing a Traffic Signal Cabinet of the type specified.

### **MASTER CONTROLLER**

*Effective: April 27, 1994*

*Revised: January 1, 1998*

The system master controller shall be located in the traffic signal controller cabinet at the following intersection:

Rieder Road at Ramp C/D

The cabinet shall be wired complete with master connecting cables.

This work shall consist of furnishing and installing a master controller in conformance with the requirements of the plans, Section 860 of the "Standard Specifications for Road and Bridge Construction", with the following exceptions:

#### **Remote Monitoring Equipment**

The master shall be compatible with remote monitoring equipment at the Illinois Department of Transportation District 8 Headquarters which is an IBM compatible PC running Econolite Zone IV and Eagle Marc software, Hayes compatible 2400 baud modem, and HP laser Jet printer. If the Contractor wishes to furnish a new brand of signal equipment, the following items will be included in the cost of the MASTER CONTROLLER:

- A system software package.
- Installation of the equipment at District Offices located at the Illinois Department of Transportation, 1102 Eastport Plaza Drive, Collinsville, Illinois, and 9601 St. Clair Avenue, Fairview Heights, Illinois.
- An equipment demonstration to the satisfaction of the District Operations Engineer that the equipment will satisfactorily perform the desired functions.
- Technical training to use the equipment.
- All new controllers.

If a new brand is utilized, the Contractor shall furnish a personal computer, monitor, modem, printer, and all cables necessary to operate and monitor the system on a full-time basis. This equipment shall conform to the standards required by the Department's Bureau of Information

Processing to the satisfaction of the Engineer and shall be paid for according to Article 109.05 of the "Standard Specifications for Road and Bridge Construction".

### General

The equipment supplier must have a minimum of three years direct manufacturing experience in "closed loop" type signal systems and will be required to establish a record of proven field service for the systems hardware and software being provided for this contract. The equipment supplier also must have installed at least one system of the type to be provided for this contract that has demonstrated at least one year of satisfactory operation prior to the letting of this contract. The system hardware and copyrighted software to be provided by this contract shall have been fully operational for a period of at least three months prior to the letting date of this contract. The equipment supplier shall furnish the Department with the location of the system(s) and the persons responsible, who shall be available for discussion and/or recommendation.

The manufacturer of the traffic signal equipment must have product liability insurance of not less than \$5 million in effect at the time of bid.

The system shall feature an on-street microcomputer master controller with the ability to select traffic signal timing plans responsively based on actual traffic conditions. The master shall also monitor system performance and provide feedback to the existing central facility indicating the system's operational status.

### Local Intersection Controllers and Associated Equipment

The local intersection control assembly consists of the following principal components which are currently installed.

- Local traffic signal controller
- Coordinator and back-up unit
- Local and system loop detector units
- Cabinet assembly.

If the Contractor wishes to furnish a different brand of signal equipment, principal components shall meet the requirement of Sections 857, 859, and 860 of the "Standard Specifications for Road and Bridge Construction" and the Special Provisions of this contract.

### Cabinet Assembly

Each local controller shall be furnished in a weatherproof unpainted aluminum cabinet of the size as specified in the plans, to adequately house the controller and all auxiliary equipment. The cabinet shall be in accordance with detailed specifications included in Section 863 of the "Standard Specifications for Road and Bridge Construction".

New cabinets will be paid for separately.

### Documentation

Manuals shall be supplied for all equipment and components of the system. The system operator's manual and traffic control equipment manuals shall contain as a minimum the following:

Traffic control system operator's manual which includes:

- Step-by-step system operating instructions
- Theory of system operation
- Explanations and descriptions of data elements (*CRT and graphics CRT*)
- Recovery procedures to be followed in case of system malfunction
- Procedures for updating all elements of the data base
- Functional descriptions of all equipment in the system

Equipment installation and maintenance manual for each controller and auxiliary device which includes:

- Technical descriptions of the operation of each system component
- Operating instructions for each type of equipment
- Theory of operation describing the interaction of equipment components and signal flow
- Detailed schematic diagrams
- Wiring diagrams that identify wire tagging used for all electrical connections
- Troubleshooting procedures to assist the maintenance staff in the identification and isolation of malfunctions (*masters and local intersection controllers*)
- Wiring diagrams for each intersection cabinet

### Warranty

All equipment shall be warranted for a period of one year following acceptance of the system except that such warranty shall not exceed a period of 18 months following installation and initial turn-on.

### Data Downloading

Means shall be provided to allow the downloading of local intersection timing pattern data from the master site as well as from the central facility.

In addition to displaying the real time Cycle Display, command in effect, cycle length, offset, programmed splits, master zero countdown, controller number, street names, ring one and two termination, time, date and controller status shall be simultaneously displayed.

### Auto Comparison/Download of Master and Intersection Databases

The system shall be capable of automated comparison of selected or all master and local intersection databases in the microcomputer and the corresponding databases of the on-street controllers. The user shall be able to select the databases to be automatically compared.

The system shall permit auto-downloading of selected or all master and local intersection data bases. Local intersection auto-downloading and/or comparisons shall be conducted through the associated master or directly via a dial up modem.

Cabinet

The master shall be housed in the same cabinet housing the local controller at the following intersections:

Rieder Road at Ramp C/D

This item will be paid for at the contract unit price each for MASTER CONTROLLER which price shall be payment in full for furnishing all materials, equipment, and labor required for the installation of the controller, with necessary connections for proper operation, at the location shown on the plans.

**ELECTRIC CABLE**

This work shall consist of furnishing and installing electric cable of the type size and number of conductors specified, in accordance with the requirements of Section 873 and 1076.04 of the "Standard Specifications for Road and Bridge Construction" except as described herein.

All stranded wire connections in signal heads, push buttons, and terminal compartments shall be made with insulated spade connections.

Cables shall be identified by color coded tape applied at both the signal and controller ends. The color-coding shall be as shown on the plans.

Basis of Payment. This work will be paid for at the contract unit price per meter (foot) for ELECTRIC CABLE of the type, size, and number of conductors specified, which price shall be payment in full for furnishing the material and making all electrical connections and installing the cable complete.

**TRAFFIC SIGNAL POST**

Effective January 19, 2010

This work shall consist of furnishing and installing a traffic signal post of the type and length indicated on the plans in accordance with Sections 875 and 1077.01 of the "Standard Specifications for Road and Bridge Construction" and the following additions or exceptions.

An aluminum collar shall be attached where the post connects to the base. Minimum 1" diameter washers may be used between the post base and the anchor bolts to level the post.

Basis of Payment. This item will be paid for at the contract unit price each for TRAFFIC SIGNAL POST of the type and length indicated on the plans for supplying and installing the signal post.

### **CONCRETE FOUNDATION, TYPE D**

The concrete foundation shall be in accordance with Section 878 of the "Standard Specifications for Road and Bridge Construction" and Highway Standard 878001. The ground rod shall conform to the applicable portions of Article 1087.01 with the following additions:

- i. The ground rod shall be  $\frac{3}{4}$ " (19mm) x 12' (3.7m) long.
- ii. Four (4) ground rods shall be installed vertically in the concrete foundation and shall protrude 4" (100mm) from the concrete foundation. Each of the four (4) ground rods shall be located inside of the controller cabinet and 3" (75mm) diagonally from the cabinet corner.
- iii. A #6 AWG bare copper conductor shall be bonded to each rod with molded, sleeved, exothermic, N.E.C. approved field weld (Caldweld). One (1) of the rods and #6 AWG bare copper conductor shall be attached to the controller cabinet ground bus. The other unused ground conductors shall remain coiled along the bottom of the cabinet enclosure. The ground conductors shall be long enough to reach ground bus. **PRESSURE CONNECTORS OR CLAMPS ARE NOT ACCEPTABLE.**
- iv. Anchor bolts, nuts, and washers required with Type D foundation.

All costs for these additions shall not be paid for separately but shall be included in the pay item CONCRETE FOUNDATION, TYPE D.

### **CONCRETE FOUNDATION, TYPE E**

This work shall consist of construction a concrete foundation for a traffic signal mast arm pole in accordance with Section 878 of the Standard Specifications, the details in the plans, and the following additions or exceptions.

The No. 6 AWG bare, solid copper grounding electrode conductor shall be exothermically welded to the ground rod in the concrete foundation. The exothermic weld shall be included in the cost of the concrete foundation.

Basis of Payment. This work will be paid for at the contract unit price per foot of depth of CONCRETE FOUNDATION, TYPE E, of the diameter specified.

### **GROUND RODS**

All ground rods provided for this project shall be  $\frac{3}{4}$  inch diameter by 12-foot long copper clad steel. All connections to ground rods shall be accomplished by exothermic welding. Compression clamps shall not be allowed.

All costs for complying with this provision shall be included in the pay item for Concrete Foundation of the type specified, or in the pay item for Electrical Service Installation of the type specified, as appropriate.

### **VEHICLE DETECTOR LOOP INSTALLATION**

Add the following to the provisions for detector loop installation:

Replace the third paragraph of Article 866.04 (a) with the following:

The loop wire shall be held tightly in the bottom of the sawed slot by means of a plastic foam type material. The "backer rod" shall completely cover the wire and provide a barrier between the wire and the sealant. The loop wires not embedded in the pavement shall be evenly twisted approximately 16 turns per meter (5 turns per foot). The depth of the sawed slot shall be as required to provide a minimum of one-inch clearance between the surface of the pavement and the top of the backer rod. When loops are placed in the binder or base course of bituminous pavement and will be covered by an additional surface course, the clearance may be reduced to one-half inch.

All costs for complying with this provision shall not be paid for separately but shall be included in the cost of the contract for affected items.

### **TRAFFIC SIGNAL TURN-ON AND FINAL INSPECTION**

The Contractor may request a turn-on and final inspection of complete traffic signal work at the Rieder Road Intersections with Wherry Road, Ramps C/D, Ramps A/B, and Shiloh Valley Township Road.

For a new traffic signal installation (at a location where traffic signals did not previously exist) the Contractor must advise the Department a minimum of 10 calendar days prior to the proposed turn-on date to allow for an appropriate press release to be issued. The turn-on date of new controllers at locations where traffic signals are being modified or replaced shall be in accordance with the shutdown period allowed as specified elsewhere in these provisions.

The Department or responsible local agency will begin paying energy consumption charges on the newly relocated signals on the turn-on date. Facility charges will be paid under the contract up to 30 days prior to the turn-on date. However, the Contractor is responsible for payment of any energy consumption charges prior to turn-on. Facility charges prior to turn-on are to be submitted for payment under Article 109.05 of the Standard Specifications along with the utility company connection charges in accordance with Section 805. Waiting for electric service to be connected by the utility company will not be a cause to suspend working day charges. However, working days will not be charged while waiting for turn-on if all other contract work is complete including electric service connection.

Subsequent to turn-on, a final inspection must be requested a minimum of 7 calendar days prior to the proposed inspection date. The Department or responsible local agency will assume maintenance responsibility; including knockdowns at the time that all deficiencies noted during the final inspection are corrected to the satisfaction of the Engineer. Acceptance of the controller will not be made until all requirements of Section 800 are met.

**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 as 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.

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 \$15.00 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 \$15.00 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 10. 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 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 \$15.00 an hour incentive.

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

### **REMOVE EXISTING FLARED END SECTION**

This item of work shall consist of furnishing all materials, equipment, and labor required for the removal and satisfactory disposal of flared end sections at locations shown on the plans, in accordance with the applicable portions of Section 551 of the "Standard Specifications for Road and Bridge Construction", and as directed by the Engineer. The flared end sections shall be carefully removed such that all items considered suitable by the Engineer for future use shall be salvaged.

Removal of existing flared end sections will be measured for payment in units of each at the locations designated on the plans.

This work will be paid for at the contract unit price per each for REMOVE EXISTING FLARED END SECTION.

### **REMOVE HIGH TENSION CABLE MEDIAN BARRIER** **REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL**

This work shall consist of furnishing all equipment, materials, and labor required for the removal and satisfactory disposal of existing High Tension Cable Median Barrier and High Tension Cable Median Barrier Terminals in accordance with Section 632 of the "Standard Specifications for Road and Bridge Construction" at the locations shown on the plans.

This work shall be paid for at the contract unit price foot for REMOVE HIGH TENSION CABLE MEDIAN BARRIER and at the contract unit price for each for REMOVE HIGH TENSION CABLE MEDIAN BARRIER TERMINAL.

### **DRAINAGE STRUCTURES, NO. 1** **DRAINAGE STRUCTURES, NO. 2**

This item of work shall consist of furnishing all materials, equipment, and labor required for the installation of special drainage structures at the locations shown on the plans, in accordance with details on the plans, and applicable portions of Section 602 of the "Standard Specifications for Road and Bridge Construction", and as directed by the Engineer.

This item of work will be measured for payment in units of each at the locations designated on the plans.

This work will be paid for at the contract unit price for each for DRAINAGE STRUCTURES, NO. 1 and DRAINAGE STRUCTURES, NO. 2.

### **LOCATING UNDERGROUND UTILITIES**

This work shall consist of determining the exact location of all underground utilities (storm water, water, gas, sewer, etc.) which are in possible conflict with construction operations, to protect them from damage.

Locating underground electric cable and electric conductors in conduit owned and maintained by the Department is not included in this pay and will be paid for according to Section 803.

Any prints from microfilm or any information shown on the Plans for existing underground utilities owned and operated by the Department are intended to show the general arrangement of the existing underground utilities only and are not intended to show exact location of any such existing underground utilities that are within 5 foot of the limits of any excavation or penetration relative to the construction work that could interfere with the underground facilities.

Plans of existing Department owned facilities may be available in the District Office in which the construction is located. Prints of applicable Plans will be provided to the Contractor upon request, if available.

The Contractor shall take whatever precautions to protect the existing underground utilities from damage during location and construction operations. In the event that any utility is damaged, the Contractor shall replace the damaged utility in a manner satisfactory to the Engineer. In the event that cables or conductors in conduit are damaged, Contractor shall replace the entire length of cables or conductors in conduit. Splicing below grade is not permitted.

In the event that the repairs are not made by the Contractor, the Contractor shall reimburse the Department for such repairs within 60 days of receiving written notification of said damage. Otherwise, the cost of such repairs will be deducted from the monies due or which will become due the Contractor under the terms of the Contract.

If, in the opinion of the Engineer, it is determined prior to any construction that an existing underground utility at a particular location is impossible to avoid, the Contractor shall relocate that segment of the existing underground utility to avoid their operations as directed by the Engineer.

If the Contractor is requested in writing by the Engineer to relocate a segment of a utility at a specific work location to avoid construction operations, this work will be paid for according to Article 109.04.

This work will be measured for payment in feet in place for each single buried utility located within an area extending 5 feet outside the limits of excavation or penetration in each direction. This work shall be measured for payment at a specific work location only one time.

This work will be paid for at the contract unit price per foot for LOCATING UNDERGROUND UTILITIES, which price shall include locating each utility and protecting it from damage during location and construction operations.

### **POROUS GRANULAR EMBANKMENT, SPECIAL**

This item of work shall consist of furnishing all materials, equipment, and labor required for the placement of porous granular embankment special to fill open space between two single face concrete barriers set back to back at locations shown on the plans. This work shall be completed in accordance with details on the plans and in accordance with Section 207 of the "Standard Specifications for Road and Bridge Construction" except as modified herein.

The gradation of porous granular material may be CA 8 thru CA 18, FA 1 through FA 4, FA 7 through FA 9, and FA 20 according to Articles 1002 and 1004 of the "Standard Specifications for Road and Bridge Construction".

This work will be paid for at the contract unit price for cubic yard for POROUS GRANULAR EMBANKMENT, SPECIAL.

### **PAVED SHOULDER REMOVAL (SPECIAL)**

This work shall consist of furnishing all material, equipment, and labor required for removing a portion of the existing outside paved shoulder on eastbound and westbound I-64 for the purpose of constructing a 13-inch thick full depth hot-mix asphalt pavement to temporarily carry traffic during the construction in the median of I-64. Removal may be completed by milling or by saw cutting and removing the shoulder pavement to the limits shown on the plans.

This work shall conform to the applicable portions of Section 440 of the "Standard Specifications for Road and Bridge Construction" and as shown on the plans.

Saw cutting, if required, will not be paid for separately but shall be considered included in the cost of the removal operation.

This work will be paid for at the contract unit price per square yard for PAVED SHOULDER REMOVAL (SPECIAL).

### **FURNISH TEMPORARY CONCRETE BARRIER**

This work shall consist of furnishing and placing temporary concrete barrier at pavement stub locations shown on the plans at Rieder Road Sta. 38+00 and Shiloh Valley Township Road Sta. 54+60. This work shall include all required materials, equipment, and labor and shall be completed in accordance with Section 704 of the "Standard Specifications for Road and Bridge Construction", as modified herein, and as directed by the Engineer.

The barriers shall be new and having not been used on prior projects. It shall be the Contractor's responsibility to maintain the temporary concrete barrier until final inspection by the Department and acceptance of the proposed improvements. Once the improvements have been accepted, the barriers shall remain in place and become the property of the St. Clair County Highway Department.

This item of work will be measured for payment per foot measured in place along the centerline of the barrier.

This work will be paid for at the contract unit price per foot for FURNISH TEMPORARY CONCRETE BARRIER.

### **PAINT PAVEMENT MARKING CURB**

This work consists of furnishing all materials, equipment, and labor required for painting the curb face and top of curbs of medians and corner islands as shown on the plans, as directed by the Engineer, and in accordance with the applicable portions of Section 780 of the "Standard Specifications for Road and Bridge Construction".

Paint pavement marking shall be in accordance with Article 780.06 of the "Standard Specifications for Road and Bridge Construction" and will require white and yellow marking as shown on the plans.

This work will be paid for at the contract unit price per foot for PAINT PAVEMENT MARKING CURB.

### **RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL**

This work shall consist of removing reflectors from existing raised reflective pavement markers that conflict with revised traffic pattern as shown on the Suggested Maintenance of Traffic plans.

This work shall conform to the applicable portions of Section 783 of the "Standard Specifications for Road and Bridge Construction" and as shown on the plans.

Once construction is complete, reflectors shall be replaced in accordance with Section 781 of the "Standard Specifications for Road and Bridge Construction".

Reflector removal shall be paid for at the contract unit price per each for RAISED RELECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL. Reflector Replacement shall be paid for at the contract unit price per each for REPLACEMENT REFLECTOR.

### **DEBRIS REMOVAL**

This item of work shall consist of furnishing all labor, equipment, and materials necessary to remove and properly dispose of debris at locations shown on the plans. The debris includes,

but is not limited to, above ground storage tanks, above ground fuel tanks, farm implements, motor vehicle parts, tires, scrap metal, broken concrete, brush piles, and other miscellaneous debris.

All debris and materials removed shall be disposed of outside the limits of the right-of-way in accordance with all State and Federal solid waste disposal laws.

This work will be paid for at the contract unit price per lump sum for DEBRIS REMOVAL.

### **DRAINAGE STRUCTURE TO BE REMOVED**

This work shall consist of furnishing all materials, equipment, and labor required to completely remove and satisfactorily dispose of the existing drainage structure located 30-foot right of Station 39+96 of Shiloh Valley Township Road, as shown on the plans. The existing drainage structure consists of reinforced concrete walls and bottom slab at the upstream end of an existing culvert. Any resulting holes shall be filled as necessary.

This work shall be completed in accordance with applicable portions of Section 605 of the "Standard Specifications for Road and Bridge Construction".

This work will be paid for at the contract unit price per each for DRAINAGE STRUCTURE TO BE REMOVED.

### **FENCE REMOVAL**

The work shall consist of furnishing all materials, equipment, and labor required for removing existing woven wire fence, barbed wire, or wooden fence and posts prior to grading, culvert installation, or utility relocations as part of the proposed improvements.

The fence shall be removed from the posts, rolled up, and posts removed, and all materials disposed of outside the limits of the right-of-way in accordance with all State and Federal solid waste disposal laws.

For areas of fence to remain in place, the terminations and supports shall be constructed in accordance with Section 665 of the "Standard Specifications for Road and Bridge Construction" and as directed in Standard 665001 and as directed by the Engineer.

Cost for construction of fence terminations for existing fence to remain in place shall be included in cost of the removal item.

This work shall be paid for at the contract unit price per foot for FENCE REMOVAL.

### **RELOCATE POST AND CABLE GATE**

The work shall consist of furnishing all materials, equipment, and labor required for removing the existing post and cable gate across the existing field entrance located approximately at Rieder Road Sta. 66+00, 85' right and reinstalling across the proposed field entrance located at Rieder Road Sta. 66+11, 105' right.

One end of the cable is attached to an existing power pole and the other end is attached to a metal post. The Contractor shall furnish a new post for the end of the cable that is currently attached to the existing power pole and shall have the option of relocating or replacing the metal post. New posts shall be gate posts in accordance Section 665 of the "Standard Specifications for Road and Bridge Construction", Highway Standard 665001 and as directed by the Engineer.

The Contractor shall reuse or replace all hardware and connections, signs, locks, and any other miscellaneous materials required for the complete installation of the post and cable gate at the new field entrance in similar fashion as the existing conditions. Any materials damaged by the Contractor's operations shall be replaced at the Contractor's cost.

This work shall not be paid for separately but shall be considered as included in the contract items of work, and no additional compensation will be allowed.

### **FILLING EXISTING CULVERTS**

This work shall consist of furnishing all materials, equipment, and labor required to fill existing culverts at locations shown on the plans or as directed by the Engineer. The existing culvert shall be filled with Controlled Low-Strength Material in accordance with Section 593 of the "Standard Specifications for Road and Bridge Construction".

The Contractor shall construct a suitable permanent or temporary bulkhead at the opening of the downstream end of the culvert consisting of mortared concrete masonry blocks, a cured Class SI Concrete plug, or forms and bracing capable of containing the proposed Controlled Low-Strength Material.

A suitable partial or offset bulkhead shall be constructed at the upstream end of the culvert with an opening large enough for the conveyance equipment to access the culvert barrel. Suitable forms and bracing may also be installed at the upstream end of the culvert near the end of the filling operations.

The cost for the construction of the bulkheads will not be paid for separately but shall be included in the contract unit price bid for Filling Existing Culverts.

This work will be paid for at the contract unit price per cubic yard for FILLING EXISTING CULVERTS.

### **PLUG EXISTING CULVERTS**

This work shall consist of furnishing all material, equipment, and labor required for plugging existing culverts at locations shown on the plans where the existing culvert is to remain and storm sewers connected to the existing culverts are scheduled to be removed.

The inside of the culvert at the opening to be plugged shall be cleaned of all earth and debris to the satisfaction of the Engineer. The Contractor shall construct a suitable permanent plug in the opening of the culvert consisting of cured Class SI Concrete. The plug shall have a smooth interior finish flush with the inside wall of the existing culvert. Materials shall be in accordance with Section 1020 of the "Standard Specifications for Road and Bridge Construction".

This work will be paid for at the contract unit price per each for PLUG EXISTING CULVERTS.

### **SECTION CORNER MARKERS**

Effective: April 15, 2006

Description. This work shall consist of resetting section corner markers and reference markers that are disturbed prior to or during construction.

### **CONSTRUCTION REQUIREMENTS**

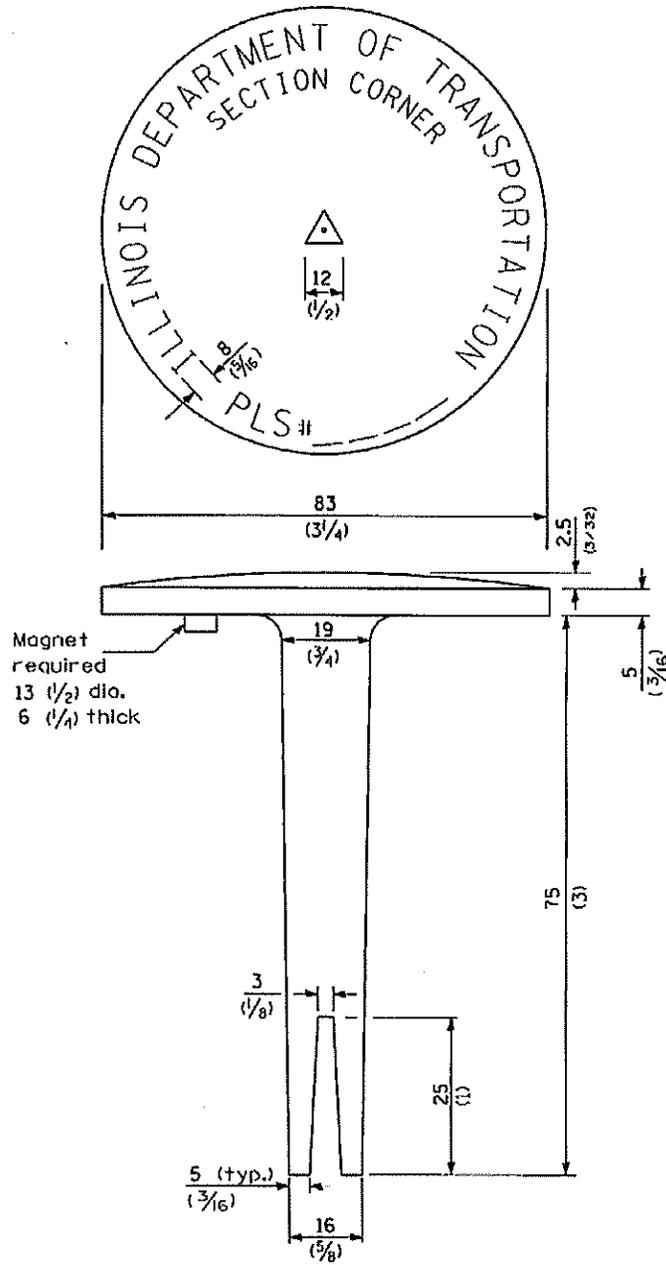
General. An Illinois Professional Land Surveyor, with a Department prequalification in "Special Services – Surveying", shall be retained by the Contractor to set reference markers and section corner markers. Monument records of the section corners shall be filed with the St. Clair County Recorder of Deeds in accordance with the Land Survey Monuments Act (765 ILCS 220/0.01 et seq) of the Revised Illinois Statutes.

Section Corner Markers. The section corner markers shall consist of a Type I aluminum tablet with magnet as shown on Highway Standard 667101, except as modified by the detail. Said corners shall be set after the construction work is complete, and there is no possibility of disturbance of the corner. Section corners shall be set in accordance with the Land Survey Monuments Act (765 ILCS 220/0.01 et seq) of the Revised Illinois Statutes and as prescribed by U. S. Public Act 79-649.

Reference Markers. Reference markers shall be set clear of proposed ditch bottoms, side slopes, back slopes, and utility lines.

Method of Measurement. Resetting of markers that are disturbed through no fault of the Contractor will be measured for payment as each. Resetting of markers that are not protected and carefully preserved according to Article 107.20 of the Standard Specifications will not be measured for payment.

Basis of Payment. This work will be paid for at the contract unit price per each for SECTION CORNER MARKERS.



ALUMINUM TABLET  
 TYPE I INSTALLATION REQUIRED  
 SECTION CORNER MARKER DETAIL  
 SEE HWY STD 667101 FOR  
 ADDITIONAL INFORMATION

### **SETTLEMENT PLATFORMS**

This work shall consist of furnishing all labor, equipment, and materials necessary to install, maintain, partially remove and cap settlement platforms according to Article 204.06 of the "Standard Specifications for Road and Bridge Construction" except as herein modified.

The Contractor shall install settlement platforms at the locations shown on the plans or as directed by the Engineer. The settlement platforms will be used by the Engineer to determine when bridge construction, sub-base placement, pavement and shoulder construction, and drainage structure, and pipe installations can commence. The area of concern covered by the settlement platforms includes the embankment near the bridge abutments. No bridge construction, sub-base placement, pavement or shoulder construction, drainage structure, or pipe installation shall begin in these areas until the Engineer grants the approval based on settlement platform readings.

The settlement platform 4' x 4' steel base plate shall be 1/4" thick.

Settlement readings shall be taken a minimum of once each week, or more frequently, to expedite production rates, as approved by the Engineer.

Upon completion of the embankment, the settlement readings will continue to be taken by the Engineer until no more than 0.01' of settlement occurs per week for a minimum of two (2) weeks in a row. Once this occurs and the Engineer determines, based on the Geotechnical Report, the total anticipated future settlement of the embankment is 1 inch or less then approval will be given to the Contractor to commence bridge construction, drainage structure and pipe installation, sub-base placement, and the construction of the pavement and shoulders.

The duration of settlement monitoring is at the discretion of the Engineer.

Method of Measurement. This work will be measured per each for the settlement platform. Additional embankment due to settlement during construction will not be measured for payment.

Basis of Payment. This work shall be paid for at the contract unit price per each for SETTLEMENT PLATFORMS. Additional settlement platforms requested by the Engineer to aid in the determination of settlement rate and amount shall be paid for at the contract unit price per each for SETTLEMENT PLATFORMS.

## **PROJECT LABOR AGREEMENT - QUARTERLY EMPLOYMENT REPORT**

Public Act 97-0199 requires the Department to submit quarterly reports regarding the number of minorities and females employed under Project Labor Agreements. To assist in this reporting effort, the Contractor shall provide a quarterly workforce participation report for all minority and female employees working under the project labor agreement of this contract. The data shall be reported on Construction Form BC 820, Project Labor Agreement (PLA) Workforce Participation Quarterly Reporting Form available on the Department's website <http://www.dot.il.gov/const/conforms.html>.

The report shall be submitted no later than the 15<sup>th</sup> of the month following the end of each quarter (i.e. April 15 for the January – March reporting period). The form shall be emailed to [DOT.PLA.Reporting@illinois.gov](mailto:DOT.PLA.Reporting@illinois.gov) or faxed to (217) 524-4922.

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

Illinois Department of Transportation  
**PROJECT LABOR AGREEMENT**

This Project Labor Agreement ("PLA" or "Agreement") is entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2014, by and between the Illinois Department of Transportation ("IDOT" or "Department") in its proprietary capacity, and each relevant Illinois AFL-CIO Building Trades signatory hereto as determined by the Illinois AFL-CIO Statewide Project Labor Agreement Committee on behalf of each of its affiliated members (individually and collectively, the "Unions"). This PLA shall apply to Construction Work (as defined herein) to be performed by IDOT's Prime Contractor and each of its subcontractors of whatever tier ("Subcontractor" or "Subcontractors") on Contract No. \_\_\_\_\_ (hereinafter, the "Project").

**ARTICLE 1 - INTENT AND PURPOSES**

- 1.1 This PLA is entered into in accordance with the Project Labor Agreement Act ("Act", 30 ILCS 571). 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. The parties acknowledge the obligations of the Contractors and Subcontractors to comply with the provisions of the Act. The parties will work with the Contractors and Subcontractors within the parameters of other statutory and regulatory requirements to implement the Act's goals and objectives.
- 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 execute a "Contractor Letter of Assent", in the form attached hereto as Exhibit A, prior to commencing Construction Work on the Project. The Contractor shall submit a Subcontractor's Contractor Letter of Assent to the Department prior to the Subcontractor's performance of Construction Work on the Project. Upon request copies of the applicable collective bargaining agreements will be provided by the appropriate signatory labor organization consistent with this Agreement and at the pre-job conference referenced in Article III, Section 3.1.
- 1.3 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 Contractor 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 for the term of this Project by the terms of this PLA prior to commencing such work and to the applicable area-wide collective bargaining agreement(s) with the Union(s) signatory hereto.
- 1.4 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.

- 1.5 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 supersede 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.
- 1.6 Subject to the provisions of paragraph 1.5 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 or Subcontractors 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.
- 1.7 Subject to the limitations of paragraphs 1.4 to 1.6 of this Article, the terms of each applicable collective bargaining agreement as determined in accordance with paragraph 1.6 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.
- 1.8 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 in the form of a lien of a Contractor's or Subcontractor's delinquency from any applicable fringe benefit fund, IDOT will withhold from the Contractor's periodic pay request an amount sufficient to extinguish any delinquency obligation of the Contractor or Subcontractor arising out of the Project.
- 1.9 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, demolition, rehabilitation, renovation, 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 and Illinois labor laws.
- 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 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.
- 2.6 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.
- 2.7 All parties to this PLA agree that they will not discriminate against any employee based on race, creed, religion, color, national origin, union activity, age, gender or sexual orientation and shall comply with all applicable federal, state, and local laws.
- 2.8 In accordance with the Act and to promote diversity in employment, IDOT will establish, in cooperation with the other parties, the apprenticeship hours which are to be performed by minorities and females on the Project. IDOT shall consider the total hours to be performed by these underrepresented groups, as a percentage of the workforce, and create aspirational goals for each Project, based on the level of underutilization for the service area of the Project (together “Project Employment Objectives”). IDOT shall

provide a quarterly report regarding the racial and gender composition of the workforce on the Project.

Persons currently lacking qualifications to enter apprenticeship programs will have the opportunity to obtain skills through basic training programs as have been established by the Department. The parties will endeavor to support such training programs to allow participants to obtain the requisite qualifications for the Project Employment Objectives.

The parties agree that all Contractors and Subcontractors working on the Project shall be encouraged to utilize the maximum number of apprentices as permitted under the terms of the applicable collective bargaining agreements to realize the Project Employment Objectives.

The Unions shall assist the Contractor and each Subcontractor in efforts to satisfy Project Employment Objectives. A Contractor or Subcontractor may request from a Union specific categories of workers necessary to satisfy Project Employment Objectives. The application of this section shall be consistent with all local Union collective bargaining agreements, and the hiring hall rules and regulations established for the hiring of personnel, as well as the apprenticeship standards set forth by each individual Union.

- 2.9 The parties hereto agree that engineering/architectural/surveying consultants' materials testing employees are subject to the terms of this PLA for Construction Work performed for a Contractor or Subcontractor on this Project. These workers 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.
- 2.10 This Agreement shall not apply to IDOT employees or employees of any other governmental entity.

### **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, at the request of the Unions 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 Any notice contemplated under Article VI and VII of this Agreement to a signatory labor organization shall be made in writing to the Local Union with copies to the local union's International Representative.

### **ARTICLE IV - HOURS OF WORK AND GENERAL CONDITIONS**

- 4.1 The standard work day and work week for Construction Work on the Project shall be consistent with the respective collective bargaining agreements. 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 PROCEDURES FOR DISPUTES ARISING UNDER A PARTICULAR COLLECTIVE BARGAINING AGREEMENT**

- 5.1 In the event a dispute arises under a particular collective bargaining agreement specifically not including jurisdictional disputes referenced in Article VI below, said dispute shall be resolved by the Grievance/Arbitration procedure of the applicable

collective bargaining agreement. The resulting determination from this process shall be final and binding on all parties bound to its process.

- 5.2 Employers covered under this Agreement shall have the right to discharge or discipline any employee who violates the provisions of this Agreement. Such discharge or discipline by a contractor or subcontractor shall be subject to Grievance/Arbitration procedure of the applicable collective bargaining agreement only as to the fact of such violation of this agreement. If such fact is established, the penalty imposed shall not be disturbed. Work at the Project site shall continue without disruption or hindrance of any kind as a result of a Grievance/Arbitration procedure under this Article.
- 5.3 In the event there is a deadlock in the foregoing procedure, the parties agree that the matter shall be submitted to arbitration for the selection and decision of an Arbitrator governed under paragraph 6.8.

#### **ARTICLE VI –DISPUTES: GENERAL PRINCIPLES**

- 6.1 This Agreement is entered into to prevent strikes, lost time, lockouts and to facilitate the peaceful adjustment of jurisdictional disputes in the building and construction industry and to prevent waste and unnecessary avoidable delays and expense, and for the further purpose of at all times securing for the employer sufficient skilled workers.
- 6.2 A panel of Permanent Arbitrators are attached as addendum (A) to this agreement. By mutual agreement between IDOT and the Unions, the parties can open this section of the agreement as needed to make changes to the list of permanent arbitrators.
- 6.3 The PLA Jurisdictional Dispute Resolution Process (“Process”) sets forth the procedures below to resolve jurisdictional disputes between and among Contractors, Subcontractors, and Unions engaged in the building and construction industry. Further, the Process will be followed for any grievance or dispute arising out of the interpretation or application of this PLA by the parties except for the prohibition on attorneys contained in 6.11. All decisions made through the Process are final and binding upon all parties.

#### **DISPUTE PROCESS**

- 6.4 Administrative functions under the Process shall be performed through the offices of the President and/or Secretary-Treasurer of the Illinois State Federation of Labor, or their designated representative, called the Administrator. In no event shall any officer, employee, agent, attorney, or other representative of the Illinois Federation of Labor, AFL-CIO be subject to any subpoena to appear or testify at any jurisdictional dispute hearing.
- 6.5 There shall be no abandonment of work during any case participating in this Process or in violation of the arbitration decision. All parties to this Process release the Illinois State Federation of Labor (“Federation”) from any liability arising from its action or inaction and covenant not to sue the Federation, nor its officers, employees, agents or attorneys.
- 6.6 In the event of a dispute relating to trade or work jurisdiction, all parties, including the employers, Contractors or Subcontractors, agree that a final and binding resolution of the dispute shall be resolved as follows:
- (a) Representatives of the affected trades and the Contractor or Subcontractor shall meet on the job site within two (2) business days after receiving written notice in an

effort to resolve the dispute. (In the event there is a dispute between local unions affiliated with the same International Union, the decision of the General President, or his/her designee, as the internal jurisdictional authority of that International Union, shall constitute a final and binding decision and determination as to the jurisdiction of work.)

- (b) If no settlement is achieved subsequent to the preceding Paragraph, the matter shall be referred to the local area Building & Construction Trades Council, which shall meet with the affected trades within two (2) business days subsequent to receiving written notice. In the event the parties do not wish to avail themselves of the local Building & Construction Trades Council, the parties may elect to invoke the services of their respective International Representatives with no extension of the time limitations. An agreement reached at this Step shall be final and binding upon all parties.
- (c) If no settlement agreement is reached during the proceedings contemplated by Paragraphs "a" or "b" above, the matter shall be immediately referred to the Illinois Jurisdictional Dispute Process for final and binding resolution of said dispute. Said referral submission shall be in writing and served upon the Illinois State Federation of Labor, or the Administrator, pursuant to paragraph 6.4 of this agreement. The Administrator shall, within three (3) days, provide for the selection of an available Arbitrator to hear said dispute within this time period. Upon good cause shown and determined by the Administrator, an additional three (3) day extension for said hearing shall be granted at the sole discretion of the Administrator. Only upon mutual agreement of all parties may the Administrator extend the hearing for a period in excess of the time frames contemplated under this Paragraph. Business days are defined as Monday through Friday, excluding contract holidays.

6.7 The primary concern of the Process shall be the adjustment of jurisdictional disputes arising out of the Project. A sufficient number of Arbitrators shall be selected from list of approved Arbitrators as referenced Sec. 6.2 and shall be assigned per Sec. 6.8. Decisions shall be only for the Project and shall become effective immediately upon issuance and complied with by all parties. The authority of the Arbitrator shall be restricted and limited specifically to the terms and provisions of Article VI and generally to this Agreement as a whole.

6.8 The Arbitrator chosen shall be randomly selected based on the list of Arbitrators in Sec. 6.2 and geographical location of the jurisdictional dispute and upon his/her availability, and ability to conduct a Hearing within two (2) business days of said notice. The Arbitrator may issue a "bench" decision immediately following the Hearing or he/she may elect to only issue a written decision, said decision must be issued within two (2) business days subsequent to the completion of the Hearing. Copies of all notices, pleadings, supporting memoranda, decisions, etc. shall be provided to all disputing parties and the Illinois State Federation of Labor.

Any written decision shall be in accordance with this Process and shall be final and binding upon all parties to the dispute and may be a "short form" decision. Fees and costs of the arbitrator shall be divided evenly between the contesting parties except that any party wishing a full opinion and decision beyond the short form decision shall bear the reasonable fees and costs of such full opinion. The decision of the Arbitrator shall be final and binding upon the parties hereto, their members, and affiliates.

In cases of jurisdictional disputes or other disputes between a signatory labor

organization and another labor organization, both of which is an affiliate or member of the same International Union, the matter or dispute shall be settled in the manner set forth by their International Constitution and/or as determined by the International Union's General President whose decision shall be final and binding upon all parties. In no event shall there be an abandonment of work.

6.9 In rendering a decision, the Arbitrator shall determine:

- (a) First, whether a previous agreement of record or applicable agreement, including a disclaimer agreement, between National or International Unions to the dispute or agreements between local unions involved in the dispute, governs;
- (b) 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 the established trade practice in the industry and prevailing practice in the locality. Where there is a previous decision of record governing the case, the Arbitrator shall give equal weight to such decision of record, unless the prevailing practice in the locality in the past ten years favors one craft. In that case, the Arbitrator shall base his decision on the prevailing practice in the locality. Except, that if the Arbitrator finds that a craft has improperly obtained the prevailing practice in the locality through raiding, the undercutting of wages or by the use of vertical agreements, the Arbitrator shall rely on the decision of record and established trade practice in the industry rather than the prevailing practice in the locality; and,
- (c) 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 interests of the consumer or the past practices of the employer shall not be ignored.

6.10 The Arbitrator shall set forth the basis for his/her decision and shall explain his/her 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 Project. Agreements of Record, for other PLA projects, are applicable only to those parties signatory to such agreements. Decisions of Record are those that were either attested to by the former Impartial Jurisdictional Disputes Board or adopted by the National Arbitration Panel.

6.11 All interested parties, as determined by the Arbitrator, shall be entitled to make presentations to the Arbitrator. Any interested labor organization affiliated to the PLA Committee and party present at the Hearing, whether making a presentation or not, by such presence shall be deemed to accept the jurisdiction of the Arbitrator and to agree to be bound by its decision. In addition to the representative of the local labor organization, a representative of the labor organization's International Union may appear on behalf of the parties. Each party is responsible for arranging for its witnesses. In the event an Arbitrator's subpoena is required, the party requiring said subpoena shall prepare the subpoena for the Arbitrator to execute. Service of the subpoena upon any witness shall be the responsibility of the issuing party.

Attorneys shall not be permitted to attend or participate in any portion of a Hearing.

The parties are encouraged to determine, prior to Hearing, documentary evidence which may be presented to the Arbitrator on a joint basis.

- 6.12 The Order of Presentation in all Hearings before an Arbitrator shall be
- I. Identification and Stipulation of the Parties
  - II. Unions(s) claiming the disputed work presents its case
  - III. Union(s) assigned the disputed work presents its case
  - IV. Employer assigning the disputed work presents its case
  - V. Evidence from other interested parties (i.e., general contractor, project manager, owner)
  - VI. Rebuttal by union(s) claiming the disputed work
  - VII. Additional submissions permitted and requested by Arbitrator
  - VIII. Closing arguments by the parties
- 6.13 All parties bound to the provisions of this Process hereby release the Illinois State Federation of Labor and IDOT, their respective officers, agents, employees or designated representatives, specifically including any Arbitrator participating in said Process, from any and all liability or claim, of whatsoever nature, and specifically incorporating the protections provided in the Illinois Arbitration Act, as amended from time to time.
- 6.14 The Process, as an arbitration panel, nor its Administrator, shall have any authority to undertake any action to enforce its decision(s). Rather, it shall be the responsibility of the prevailing party to seek appropriate enforcement of a decision, including findings, orders or awards of the Arbitrator or Administrator determining non-compliance with a prior award or decision.
- 6.15 If at any time there is a question as to the jurisdiction of the Illinois Jurisdictional Dispute Resolution Process, the primary responsibility for any determination of the arbitrability of a dispute and the jurisdiction of the Arbitrator shall be borne by the party requesting the Arbitrator to hear the underlying jurisdictional dispute. The affected party or parties may proceed before the Arbitrator even in the absence or one or more stipulated parties with the issue of jurisdiction as an additional item to be decided by the Arbitrator. The Administrator may participate in proceedings seeking a declaration or determination that the underlying dispute is subject to the jurisdiction and process of the Illinois Jurisdictional Dispute Resolution Process. In any such proceedings, the non-prevailing party and/or the party challenging the jurisdiction of the Illinois Jurisdictional Dispute Resolution Process shall bear all the costs, expenses and attorneys' fees incurred by the Illinois Jurisdictional Dispute Resolution Process and/or its Administrator in establishing its jurisdiction.

## **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.

7.2.A 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 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.

7.2.B Neither the PLA Committee nor its affiliates shall be liable for acts of employees for which it has no responsibility. The principal officer or officers of the PLA Committee will immediately instruct, order and use the best efforts of his office to cause the affiliated union or unions to cease any violations of this Article. The PLA Committee in its compliance with this obligation shall not be liable for acts of its affiliates. The principal officer or officers of any involved affiliate will immediately instruct, order or use the best effort of his office to cause the employees the union represents to cease any violations of this Article. A union complying with this obligation shall not be liable for unauthorized acts of employees it represents. The failure of the Contractor to exercise its rights in any instance shall not be deemed a waiver of its rights in any other instance.

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.

7.3 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.

7.4 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 7.5 of this Article.

7.5 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:

7.5.A The party invoking this procedure shall notify the individual designated as the Permanent Arbitrator pursuant to paragraph 6.8 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.

7.5.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.

7.5.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.

7.5.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.

7.5.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.

7.6 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.

7.7 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.

7.8 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 – TERMS OF AGREEMENT**

8.1 If any Article or provision of this Agreement shall be declared invalid, inoperative or unenforceable by operation of law or by any of the above mentioned tribunals of competent jurisdiction, the remainder of this Agreement 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 This Agreement shall be in full force as of and from the date of the Notice of Award until the Project contract is closed.

- 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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Addendum A

IDOT Slate of Permanent Arbitrators

1. Bruce Feldacker
2. Thomas F. Gibbons
3. Edward J. Harrick
4. Brent L. Motchan
5. Robert Perkovich
6. Byron Yaffee
7. Glenn A. Zipp

Execution Page

***Illinois Department of Transportation***

\_\_\_\_\_  
Omer Osman, Director of Highways

\_\_\_\_\_  
Tony Small, Director of Finance & Administration

\_\_\_\_\_  
Michael A. Forti, Chief Counsel

\_\_\_\_\_  
Ann L. Schneider, Secretary

\_\_\_\_\_  
(Date)

***Illinois AFL-CIO Statewide Project Labor Agreement Committee, representing the Unions listed below:***

\_\_\_\_\_

\_\_\_\_\_  
(Date)

List Unions:

**\*\*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 No. ], 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\*\***

**Required Contract Provisions  
All Contracts  
Monthly Labor Summary and Activity Reporting System**

Effective: 1-1-1995      Revised June 2001

**I. Monthly Labor Summary Report, Form SBE 148**

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

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

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

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

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

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

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

**II. Monthly Contract Activity Report, Form SBE 248**

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

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

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

## Monthly Labor Summary and Activity Reporting System Codes and Formats

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

### I.) Monthly Labor Summary Report, Form SBE 148

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

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

Specific "Fixed Length Comma Delimited ASCII File Format"

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

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

### II.) Monthly Contract Activity Report, Form SBE 248

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

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

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

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

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

This Special Provision must be included in each subcontract agreement.



Route FAI 64 and TR 222 (Rieder Road)
Section 09-000365-01-PV
County St. Clair

Marked Rte. I-64 and Rieder Road
Project No. N/A
Contract No. 97549

This plan has been prepared to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit No. ILR10 (Permit ILR10), issued by the Illinois Environmental Protection Agency (IEPA) for storm water discharges from construction site activities.

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.

James Fields
Print Name
County Engineer
Title
St. Clair County Department of Roads and Bridges
Agency

[Handwritten Signature]
Signature
4/9/14
Date

I. Site Description:

A. Provide a description of the project location (include latitude and longitude):

The project is located along I-64 beginning 1.22 miles west of the IL 158 interchange and continues to the proposed Rieder Road interchange. The project also includes Rieder Road realignment beginning approximately 0.31 miles south of I-64 and approximately 0.31 miles east of the intersection of Wherry Road and Rieder Road and continues northward to approximately 0.35 miles north of the intersection of Rieder Road with Shiloh Valley Township Road.

Longitude: 89° 50' 49.38" W
Latitude: 38° 33' 55.50" N

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

The project involves widening improvements along I-64; the construction of a new bridge over I-64; the construction of a diamond interchange at Rieder Road; realignment of Rieder Road; and extensions and improvements to Wherry Road, Chocktaw Road, and Shiloh Valley Township Road. Drainage improvements along each of the roadways within the project limits will be constructed as well. The installation of traffic signals at the intersections of Rieder Road with the following roadways will also be constructed as part of the improvements: Wherry Road/Chocktaw Road, Rieder Road Ramps C/D, Rieder Road Ramps A/B, and Shiloh Valley Township Road.

C. Provide the estimated duration of this project:

2.5 years.

D. The total area of the construction site is estimated to be 78 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 78 acres.

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

0.67

F. List all soils found within project boundaries. Include map unit name, slope information, and erosivity:

A review of the St. Clair County soil survey indicates the soil within the project limits is composed of four distinct types: Menfro Silt Loam, Winfield Silt Loam, Downsouth Silt Loam, and Bethalto Silt Loam. The slope for these respective soils varies 0 to 10 percent. All soils should be considered susceptible to erosion and should be protected accordingly.

G. Provide an aerial extent of wetland acreage at the site:

See Attached.

H. Provide a description of potentially erosive areas associated with this project:

Areas subject to erosive potential during construction include the bridge cones at the structure due to their steep grades, placement of embankment which can become windblown or erode from storms prior to establishing vegetation. Secondary locations include the fore slopes, back slopes, ditches and interchange infields prior to placement of topsoil and establishment of vegetation.

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

Earthwork in the form of excavation and embankment placement will be performed along the length of the project. The fore slopes will be constructed at 1:4 slope to the ditch bottom. Locations shielded by guardrail will vary to as steep as 1:2 fore slopes, generally at locations of the bridge cones. The back slopes will be constructed at a 1:3 slope. There are a total of 3 stages of construction for the duration of the project. Each stage has earthwork associated with it and the potential for erosive action if steps are not taken to mitigate it.

J. 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.

K. Identify who owns the drainage system (municipality or agency) this project will drain into:

This project area includes part of three large drainage basins that flow to Silver Creek.

L. The following is a list of General NPDES ILR40 permittees within whose reporting jurisdiction this project is located.

None.

M. The following is a list of receiving water(s) and the ultimate receiving water(s) for this site. The location of the receiving waters can be found on the erosion and sediment control plans:

As noted above, the primary receiving waters is Silver Creek.

N. Describe areas of the site that are to be protected or remain undisturbed. These areas may include steep slopes, highly erodible soils, streams, stream buffers, specimen trees, natural vegetation, nature preserves, etc.

None.

O. The following sensitive environmental resources are associated with this project, and may have the potential to be impacted by the proposed development:

- Floodplain
- Wetland Riparian
- Threatened and Endangered Species
- Historic Preservation
- 303(d) Listed receiving waters for suspended solids, turbidity, or siltation
- Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity or siltation
- Applicable Federal, Tribal, State or Local Programs
- Other

1. 303(d) Listed receiving waters (fill out this section if checked above):

None.

a. The name(s) of the listed water body, and identification of all pollutants causing impairment:

N/A

- b. Provide a description of how erosion and sediment control practices will prevent a discharge of sediment resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event:  
N/A
- c. Provide a description of the location(s) of direct discharge from the project site to the 303(d) water body:  
N/A
- d. Provide a description of the location(s) of any dewatering discharges to the MS4 and/or water body:  
N/A

2. TMDL (fill out this section if checked above)

- a. The name(s) of the listed water body:  
N/A
- b. Provide a description of the erosion and sediment control strategy that will be incorporated into the site design that is consistent with the assumptions and requirements of the TMDL:  
N/A
- c. If a specific numeric waste load allocation has been established that would apply to the project's discharges, provide a description of the necessary steps to meet that allocation:  
N/A

P. 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 checked="" type="checkbox"/> Paints                    | <input type="checkbox"/> Other (specify)                                                           |
| <input checked="" 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 ILR10. 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:** At a minimum, controls must be coordinated, installed and maintained to:
  1. Minimize the amount of soil exposed during construction activity;
  2. Minimize the disturbance of steep slopes;
  3. Maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal and maximize storm water infiltration, unless infeasible;
  4. Minimize soil compaction and, unless infeasible, preserve topsoil.

B. **Stabilization 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(B)(1) and II(B)(2), stabilization measures shall be initiated **immediately** where construction activities have temporarily or permanently ceased, but in no case more than **one (1) day** 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 fourteen (14) or more calendar days.

1. Where the initiation of stabilization measures is precluded by snow cover, stabilization measures shall be initiated as soon as practicable.
2. On areas where construction activity has temporarily ceased and will resume after fourteen (14) days, a temporary stabilization method can be used.

The following stabilization practices will be used for this project:

- |                                                                       |                                                                        |
|-----------------------------------------------------------------------|------------------------------------------------------------------------|
| <input checked="" 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 checked="" 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 checked="" 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 during construction:

As part of the completion of each stage of construction, temporary erosion control seeding with mulch and/or erosion control blanket will be used in conjunction with the temporary soil arresting measures listed below to alleviate the erosion potential of the exposed earth slopes until final grading and topsoil placement with permanent seeding can be placed.

Describe how the stabilization practices listed above will be utilized after construction activities have been completed:

The temporary applications will be removed upon establishment of the permanent vegetation on the slopes, infields and ditched along the project. The permanent seeding will act as the long term stabilization of the soil along the project.

C. **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 checked="" type="checkbox"/> Perimeter Erosion Barrier    | <input type="checkbox"/> Rock Outlet Protection  |
| <input checked="" type="checkbox"/> Temporary Ditch Check        | <input checked="" type="checkbox"/> Riprap       |
| <input checked="" 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 during construction:

Inlet and pipe protection will be placed at the upstream end of pipe culverts and at all proposed inlets to protect from sedimentation due to earth excavation and embankment activities (see plan schedule of quantities and erosion control plan).

Perimeter erosion control barrier will be utilized in places where sedimentation may escape the right-of-way (see the storm water pollution prevention plan for locations).

Temporary ditch checks will be placed as indicated in the storm water pollution prevention plan as the proposed ditch profiles in the area are established. Temporary ditch checks shall be located at every 1 foot fall/rise in ditch grade.

Temporary ditch checks, aggregate uses grading no. 3- remove at end of construction.

Straw bales, hay bales, perimeter erosion barrier and silt fence will not be permitted for temporary or permanent ditch checks. Ditch checks shall be composed of aggregate (if specified), enviroberm, triangular silt dikes, georidge and rolled excelsior.

As soon as reasonable access is available to all locations where water drains away from the project, temporary ditch checks, inlet and pipe protection, and perimeter erosion barrier shall be installed as called out in this plan and directed by the engineer.

All erosion control products furnished shall be specifically recommended by the manufacturer for the use specified in the erosion control plan. Prior to the approval and use the product the contractor shall submit to the engineer a notarized certification by the producer stating the intended use of the product and that the physical properties required for this application are met or exceeded. The contractor shall provide manufacturer installation procedures to facilitate the engineer in construction inspection.

Describe how the structural practices listed above will be utilized after construction activities have been completed:

As noted above, the permanent applications will be provided to settle out suspended soil particles and dissipate the energy of the flow water, thereby reducing the transport of sediment, and reducing the discharge and velocity of the stormwater in ditches, infields and culverts to alleviate erosion potential and establish vegetation in and around the drainage ways.

**D. Treatment Chemicals**

Will polymer flocculants or treatment chemicals be utilized on this project:  Yes  No

If yes above, identify where and how polymer flocculants or treatment chemicals will be utilized on this project.

**E. Permanent Storm Water Management Controls:** Provided below is a description of measures that will be installed during the construction process to control volume and 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.

1. 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 Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT Bureau of Design and Environment Manual. If practices other than those discussed in Chapter 41 are selected for implementation or if practices are applied to situations different from those covered in Chapter 41, the technical basis for such decisions will be explained below.

05

2. 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 permanent storm water management controls:

Riprap – Stone riprap with filter fabric will be used as protection at the discharge end of all storm sewer end sections and as outlet protection to prevent scouring at the end of pipes and prevent downstream erosion.

- F. **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. 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 the 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:

This plan has not been reviewed or approved by any local officials.

- G. **Contractor Required Submittals:** Prior to conducting any professional services at the site covered by this plan, the Contractor and each subcontractor responsible for compliance with the permit shall submit to the Resident Engineer a Contractor Certification Statement, BDE 2342a.

1. The Contractor shall provide a construction schedule containing an adequate level of detail to show major activities with implementation of pollution prevention BMPs, including the following items:

- Approximate duration of the project, including each stage of the project
- Rainy season, dry season, and winter shutdown dates
- Temporary stabilization measures to be employed by contract phases
- Mobilization timeframe
- Mass clearing and grubbing/roadside clearing dates
- Deployment of Erosion Control Practices
- Deployment of Sediment Control Practices (including stabilized construction entrances/exits)
- Deployment of Construction Site Management Practices (including concrete washout facilities, chemical storage, refueling locations, etc.)
- Paving, saw-cutting, and any other pavement related operations
- Major planned stockpiling operations
- Timeframe for other significant long-term operations or activities that may plan non-storm water discharges such as dewatering, grinding, etc.
- Permanent stabilization activities for each area of the project

2. The Contractor and each subcontractor shall provide, as an attachment to their signed Contractor Certification Statement, a discussion of how they will comply with the requirements of the permit in regard to the following items and provide a graphical representation showing location and type of BMPs to be used when applicable:

- Vehicle Entrances and Exits – Identify type and location of stabilized construction entrances and exits to be used and how they will be maintained.
- Material Delivery, Storage and Use – Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored for this project.
- Stockpile Management – Identify the location of both on-site and off-site stockpiles. Discuss what BMPs will be used to prevent pollution of storm water from stockpiles.
- Waste Disposal – Discuss methods of waste disposal that will be used for this project.
- Spill Prevention and Control – Discuss steps that will be taken in the event of a material spill (chemicals, concrete curing compounds, petroleum, etc.)
- Concrete Residuals and Washout Wastes – Discuss the location and type of concrete washout facilities to be used on this project and how they will be signed and maintained.

- Litter Management – Discuss how litter will be maintained for this project (education of employees, number of dumpsters, frequency of dumpster pick-up, etc.).
- Vehicle and Equipment Fueling – Identify equipment fueling locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Vehicle and Equipment Cleaning and Maintenance – Identify where equipment cleaning and maintenance locations for this project and what BMPs will be used to ensure containment and spill prevention.
- Dewatering Activities – Identify the controls which will be used during dewatering operations to ensure sediments will not leave the construction site.
- Polymer Flocculants and Treatment Chemicals – Identify the use and dosage of treatment chemicals and provide the Resident Engineer with Material Safety Data Sheets. Describe procedures on how the chemicals will be used and identify who will be responsible for the use and application of these chemicals. The selected individual must be trained on the established procedures.
- Additional measures indicated in the plan.

### III. Maintenance:

When requested by the Contractor, the Resident Engineer will provide general maintenance guides to the Contractor for the practices associated with this project. The following additional procedures 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. It will be the Contractor's responsibility to attain maintenance guidelines for any manufactured BMPs which are to be installed and maintained per manufacture's specifications.

Temporary ditch checks, pipe and inlet protection devices, and perimeter erosion control barriers shall have the sediment removed or shall be replaced as required by the Standard Specification and as directed by the engineer. Temporary seeding for erosion control shall be continuously implemented as directed by the engineer.

### 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 using IDOT Storm Water Pollution Prevention Plan Erosion Control Inspection Report (BC 2259). Such inspections shall be conducted at least once every seven (7) calendar days and within twenty-four (24) hours of the end of a storm or by the end of the following business or work day that is 0.5 inch or greater or equivalent snowfall.

Inspections may be reduced to once per month when construction activities have ceased due to frozen conditions. Weekly inspections will recommence when construction activities are conducted, or if there is 0.5" or greater rain event, or a discharge due to snowmelt occurs.

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 notify the appropriate IEPA Field Operations Section office by email at: [epa.swnoncomp@illinois.gov](mailto:epa.swnoncomp@illinois.gov), telephone or fax within twenty-four (24) hours of the incident. The Resident Engineer shall then complete and submit an "Incidence of Non-Compliance" (ION) report for the identified violation within five (5) days of the incident. The Resident Engineer shall use forms provided by IEPA 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 non-compliance shall be signed by a responsible authority in accordance with Part VI. G of the Permit ILR10.

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. Failure to Comply:

Failure to comply with any provisions of this Storm Water Pollution Prevention Plan will result in the implementation of a National Pollutant Discharge Elimination System/Erosion and Sediment Control Deficiency Deduction against the Contractor and/or penalties under the Permit ILR10 which could be passed on to the Contractor.







Delineation Map  
 Rieder Road Interchange  
 St. Clair County, Illinois  
 KEG Project # 09-0016

Figure 4





**SCI ENGINEERING, INC.**

CONSULTANTS IN DEVELOPMENT,  
 DESIGN AND CONSTRUCTION  
 GEOTECHNICAL  
 ENVIRONMENTAL  
 NATURAL RESOURCES  
 CULTURAL RESOURCES  
 CONSTRUCTION SERVICES

April 23, 2014

Ms. Geri Boyer  
 Kaskaskia Engineering Group, LLC  
 208 East Main Street, Suite 100  
 Belleville, Illinois 62220

RE: Asbestos Survey Activities  
 Knoebel Property (Shed)  
 Shiloh, Illinois  
 SCI No. 2009-3027.50

Dear Ms. Boyer:

**INTRODUCTION**

SCI Engineering, Inc. (SCI) is pleased to submit this report of the analytical test results for samples collected during the asbestos survey which was conducted on April 18, 2014, at the above-referenced site. The purpose of this survey was to identify asbestos-containing materials (ACMs) in accessible areas on-site. This survey is intended to satisfy the requirements for the asbestos National Emission Standard for Hazardous Air Pollutant for demolition and renovation. It is not intended to be used for Occupational Safety and Health Administration (OSHA) compliance. All asbestos samples were collected by an Illinois Environmental Protection Agency (IEPA) licensed asbestos inspector.

The on-site structure is 440-square-foot, shed, which was constructed in 1944. The exterior was masonry block with wood windows and a transite roof.

**ASBESTOS SURVEY**

Six samples were collected from the on-site structure. Of these six samples, four were analyzed using a positive stop procedure. These samples were analyzed by Polarized Light Microscopy (PLM). Of the four samples analyzed, one was found to contain asbestos. Analytical test results and chain-of-custody documentation are enclosed. The results of the analysis of all samples are summarized in Table 1.

**Table 1 - Analytical Test Results**

Sample Number	Location	Material	Quantity	Result	Category*
1a	Window	Window Glaze	4 Windows	None Detected	--
1b				None Detected	
1c				None Detected	
2a	Roof	Transite Shingles	550 sf	25-30% Chrysotile	NCII

sf – square feet  
 NCII - Non-Friable Category II Material

## DEMOLITION/RENOVATION

According to the asbestos NESHAP guidelines, any friable ACM in excess of 260 linear feet or 160 square feet is classified as a regulated ACM (RACM) and must be removed prior to demolition or renovation. However, the IEPA Division of Air Pollution Control recommends that all friable ACM be removed from a structure prior to demolition.

The building was observed to have a transite shingle roof. This Category II non-friable material and according to the rule outlined above, is not, by definition, an RACM. However, it is the opinion of the IEPA that demolition activities will render the transite shingles friable, and therefore, this material must be removed prior to demolition.

The Occupational Safety & Health Administration also has regulations (29 CFR Parts 1910 et al, Occupational Exposure to Asbestos, August 10, 1994) regarding removal of ACMs which must be followed. The OSHA regulations include proper training for all individuals who come in contact with ACMs while performing their job function. The training requirements vary according to the type of activity the individual will perform.

## REPORTING

The EPA Notification of Demolition and Renovation form is enclosed. This form has been filled out the extent possible by SCI. The remaining information must be completed by you and then submitted to IEPA as follows:

- IEPA, Div. Of Air Pollution Control, PO Box 19276, Springfield, Illinois, 62794-9276  
Attn: Mr. Ron Robeen, Coordinator of Asbestos Demolition/Renovation

It should be noted that following submittal of the notification form there is a 10 day waiting period before demolition, renovation, or abatement activities can begin.

SCI's asbestos survey entailed visually assessing accessible areas only. If any other suspect asbestos materials are discovered during demolition or renovation, please contact SCI, and we will make arrangements for assessment of these materials. Areas behind walls, under subfloors, and above fixed ceilings are considered non-accessible.

If this report is to be used for bidding purposes for asbestos abatement, SCI recommends the contractor visit the site to verify all conditions and quantities.

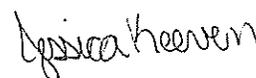
SCI appreciates the opportunity to be of service to you on this project. Please contact us if you have any questions or comments regarding the information provided.

Respectfully,

**SCI ENGINEERING, INC.**



Michael P. Dalman  
Illinois State Certified Asbestos Inspector  
Illinois License Number 100-19211



Jessica B. Keeven  
Staff Scientist

# STATE OF ILLINOIS DEMOLITION/RENOVATION/ASBESTOS PROJECT NOTIFICATION FORM

**Environmental Protection Agency (IEPA):** Projects of at least 160 sq./ft or 260 linear ft., or 1 cubic meter and all demolition projects shall be submitted to IEPA. This form shall be submitted for all original notifications and revisions to IEPA (\$150) Attach Illinois E-Pay receipt if paid electronically.

**Illinois Department of Public Health (IDPH):** Abatement projects greater than 3 sq./ft and or 3 linear ft. up to 160 sq.ft or 260 linear feet and all school projects shall be submitted to IDPH. This form shall be submitted for all original notifications and revisions to IDPH (no fee).

**Cook County (excluding the City of Chicago):** All projects in Cook County must notify Cook County Environmental Control & IEPA if applicable. This form and appropriate fee shall be submitted for all original notifications to Cook County (\$200). A Cook County Revision Form must be used to cancel an asbestos permit.

**City of Chicago:** All projects in the City of Chicago, except residential renovations in buildings with fewer than two dwelling units, must notify the City & IEPA if applicable. This form and appropriate fee shall be submitted for all notifications to the City of Chicago (see bottom pg 2 for fee amount).

**Copies of this form may be found at: [www.iencconnect.com/enviro](http://www.iencconnect.com/enviro)**

Date: <input style="width: 150px;" type="text"/>		Illinois E-Pay Authorization Code (IEPA Only): <input style="width: 150px;" type="text"/>	
<b>TYPE OF NOTIFICATION:</b> <input type="checkbox"/> original <input checked="" type="checkbox"/> demolition <input type="checkbox"/> renovation <input type="checkbox"/> cancellation <input type="checkbox"/> revision <input type="checkbox"/> ordered demolition <input type="checkbox"/> annual			
Check Type of Project Below: <i>(Check all that apply.)</i>			
<input type="checkbox"/> Friable School Project <input type="checkbox"/> Non-Friable School Floor Tile Project <input type="checkbox"/> Commercial Public Building (Friable & Non-Friable)			
<b>Revised by:</b> <input type="checkbox"/> Contractor <input type="checkbox"/> Owner <input type="checkbox"/> Project Designer #of times revised:		List Section #'s being revised:	
<b>1. FACILITY INFORMATION:</b>			
Facility name: Knoebel Property (Shed)		School Bldg ID:	
Location of Asbestos Containing Material (ACM) in Structure:			
Bldg Size:	Sq.Ft.: 440	#Flrs: 1	Age: 70
Prior Use: Shed		Present Use: Vacant	
Address:		City: Shiloh	County: St. Clair Zip:
Contact:		Phone:	
<b>2. FACILITY OWNER OR SCHOOL DISTRICT:</b> <i>(Tip: Complete for all projects Commercial/Public or Schools)</i>			
Facility Owner Name:		Address:	
City:	State:	Zip:	Contact: Phone:
Copies of abatement permission and written verification certification to all building occupants and users from the building owner or school board shall be submitted for IDPH public and private school facilities as required by Section 855.350 of the IDPH Asbestos Code.			
<b>3. ASBESTOS CONTRACTOR NAME:</b>			<b>ID#:</b>
Address:		City:	State: Zip:
Contact:		Phone:	
<b>4. DEMOLITION CONTRACTOR NAME:</b>			
Address:		City:	State: Zip:
Contact:		Phone:	
<b>5. ABATEMENT INFORMATION:</b>		Is Asbestos Present? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Description of Planned Demolition or Renovation Work and Methods to be Employed Including Demolition or Renovation Techniques:			
Description of Work Practice(s) and Engineering Controls used to Prevent Emissions at the Demolition or Renovation Site:			
<b>6. Quantities:</b>			
	Regulated Asbestos Containing Material to be removed (RACM)	Non-friable asbestos not to be removed (demolition) CAT I                      CAT II	
		Non-friable asbestos to be removed CAT I                      CAT II	
Pipes (Ln. Ft.):			
Surface Area (Sq. Ft.):			550 sf
Volume (Cu. Ft.):			550 sf
<i>Tip: CAT I non-friable ACM are asbestos-containing resilient floor coverings (vinyl asbestos tile (VAT), asphalt roofing products, packing and gaskets. All other non-friable ACM are considered CAT II non-friable ACM. (RACM) is (a) friable asbestos material, (b) Category I non-friable ACM that has become friable, (c) Category I non-friable ACM that will be or has been subjected to sanding, grinding, cutting or abrading, or (d) Category II non-friable ACM that has a high probability of becoming or has become crumbled, pulverized or reduced to powder by the forces expected to act on the material in the course of demolition or renovation operations.</i>			
<b>7. ABATEMENT START DATE:</b>		Finish Date:	Work hours: AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/>
<b>AND/OR DEMOLITION START DATE:</b>		Finish Date:	Work hours: AM <input type="checkbox"/> PM <input type="checkbox"/> AM <input type="checkbox"/> PM <input type="checkbox"/>
Working Weekends? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Working Evenings? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<i>Tip: Ten day notification requires at minimum, ten (10) working days (Monday-Friday including holidays) prior to the commencement date. Ten days begin with the US postmark date or date received in office by commercial services or hand delivery. IEPA, City of Chicago, and Cook County cannot accept faxed copies, however, IDPH will accept faxed submissions. Phased projects will not be accepted.</i>			

<b>8. PROJECT DESIGNER ID#: 100-</b>		Name:	
Complete Project Designer Name and License ID# if this project was designed by a Designer.			
<b>9. INSPECTOR ID#: 100- 19211</b>		Name: Michael Dalman	
<i>Tip: If procedure utilized is visual inspection, the inspector ID# must be provided.</i>			
<b>10. PROCEDURE, INCLUDING ANALYTICAL METHOD, USED TO DETECT THE PRESENCE OF ASBESTOS</b> Inspection with analysis by Polarized Light Microscopy (PLM)			
Name of Analytical Testing Laboratory:			
<b>11. ASBESTOS PROJECT MANAGER ID#: 100-</b>		Name:	
<b>12. AIR SAMPLING PROFESSIONAL ID#: 100-</b>		Name:	
<b>13. DISPOSAL SITE/LANDFILL NAME:</b>			
Address:		Contact:	
City:	State:	Zip:	Phone:
<b>14. WASTE TRANSPORTER/NAME:</b>			
Address:		Contact:	
City:	State:	Zip:	Phone:
<b>15. IS DEMOLITION ORDERED BY A GOVERNMENT AGENCY?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>(If yes, a signed copy of Order must be attached.)</i>			
Government representative ordering the activity:			
Title:	Date of Order:	Order Demolition Date:	
<b>16. FOR EMERGENCY RENOVATION:</b>			
Date and hour of emergency (mm/dd/yy):		AM <input type="checkbox"/> PM <input type="checkbox"/>	
Describe sudden unplanned event. ( example: boiler explosion) Explain how the event caused unsafe conditions or would cause equipment failure or an unreasonable financial burden.			
<b>17. Description of procedures to be followed in the event that unexpected asbestos is found or previously non-friable asbestos material becomes crumbled, pulverized or reduced to powder.</b> <u>Stop work and contact a licensed inspector to evaluate.</u>			
I certify that at least one representative trained in the provisions of 40 CFR Part 61, Subpart M, shall be on site during demolition or renovation, having in his or her possession for inspection, evidence that the requisite training has been accomplished.			
CERTIFICATE # _____		NAME OF TRAINING COURSE _____	
I certify the above information is correct.			
Signature of Demolition/Abatement Contractor or the Owner _____		Date _____	
Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h)).			
<i>Tip: All notification forms must be hand signed and dated. Hand stamps are not acceptable. IEPA and Cook County require original signatures on their notification forms. IDPH will accept photocopies. All notifications submitted to IEPA, City of Chicago, &amp; Cook County must be accompanied by the appropriate fee. There is no fee for notification to IDPH.</i>			
<b>For Cook County Departmental Use Only.</b>			
Date Received CCDEC:		Post Mark Date:	Input Into Computer:
Inspection Fee Received:	Inspection Priority: Top <input type="checkbox"/> High <input type="checkbox"/> Low <input type="checkbox"/>		Must be Inspected:
Date(s) of Inspections:			
Inspection Report Attached: Yes <input type="checkbox"/> No <input type="checkbox"/>		Violation Copies Attached: Yes <input type="checkbox"/> No <input type="checkbox"/>	
The Illinois EPA is authorized to require, and you shall disclose, the information requested on this Agency form utilizing this form pursuant to the Illinois Environmental Protection Act (Act), 415 ILCS 5. Failure to disclose the requisite information on this Agency form may result in your notification being denied, and/or penalties being imposed as provided for in the Act, 415 ILCS 5/42-45.			
	Cook Co. Dept. of Env. Control 69 W. Washington, Suite 1900 Chicago, IL 60602-3004 \$200 filing fee		<b>Submit this form to the appropriate agencies:</b>
	IL Environmental Protection Agency P.O. Box 19276 MC 41 1021 N. Grand Ave East Springfield, IL 62794-9276 \$150 fee (Attach payment or Illinois E-Pay receipt if paid electronically.)		Chicago Department of Public Health Permitting and Inspections 333 S. State St., Room 200 Chicago, IL 60604 ** except that asbestos abatement in residential buildings with fewer than two dwelling units are not subject to the notice and fee requirements.
			IL Department of Public Health 525 W. Jefferson St. Springfield, IL 62761 (FAX: 217-785-5897)
			Fees apply as follows: Residential Unit with less than 4 units . . . \$300.00** Residential Units with 4 units or more . . . \$450.00 Commercial/Industrial facilities . . . . . \$600.00



Client: SCI Engineering, Inc. - St. Charles  
 Project No.: 2009-3027.50  
 Location: Knoebel Property (Shed)

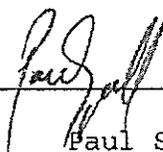
Date Received: 04-18-14

Date Reported: 04-22-14

**Technique: Polarized Light Microscopy with Dispersion Staining**  
**In accordance with EPA/215/93/734 Test Method**

Lab No.	Sample No.	Asbestos Detected & Percentage *	Fibrous Material	Non-Fibrous Material
250212	1a	None Detected		Paint, Binders
250213	1b	None Detected		Paint, Binders
250214	1c	None Detected		Paint, Binders
250215	2a	25-30% Chrysotile	Antigorite	Aggregate, Binders

\* The upper detection limit is 100 percent.  
 The lower detection limit is less than 1 percent.

  
 Paul Spell  
 Laboratory Director

AIHA Bulk Asbestos Proficiency Analytical Testing Program ID # 101228  
 In Association with RTI Center for Measurements and Quality Assurance

Precision Analysis assumes no responsibility for financial or health consequences for action or lack of action taken by our clients or their agents as a result of these analytical reports. Since Precision Analysis was not involved in the collection of these samples, we cannot attest to the proper collection of said samples and therefore are neither responsible nor liable for the accuracy, validity or completeness of the sample collection.

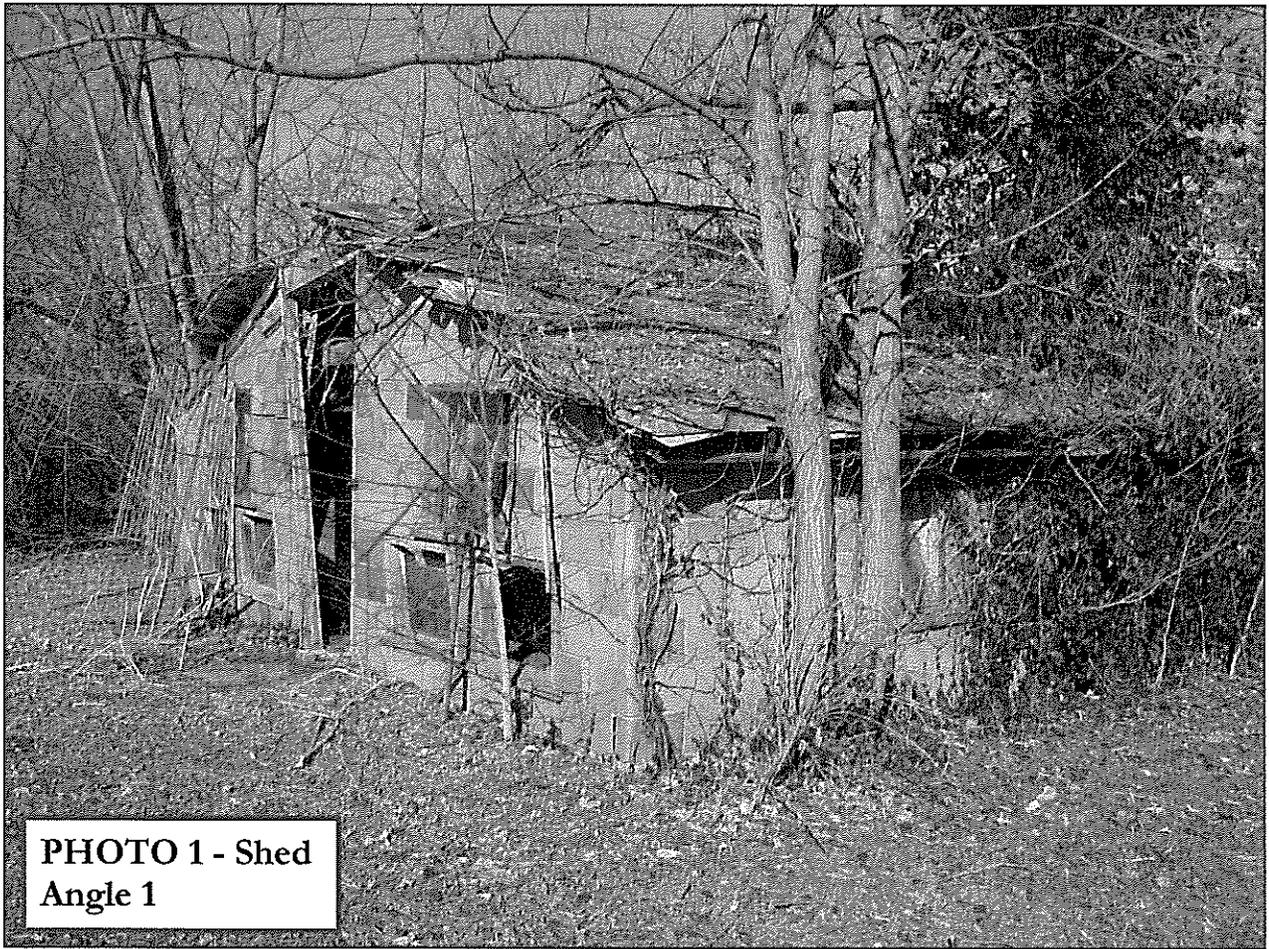
Precision Analysis assumes no responsibility for financial or health consequences for action or lack of action taken by our clients or their agents as a result of these analytical reports. Since Precision Analysis was not involved in the collection of these samples, we cannot attest to the proper collection of said samples and therefore are neither responsible nor liable for the accuracy, validity or completeness of the sample collection.



# BULK ASBESTOS CHAIN OF CUSTODY

130 Point West Boulevard  
St. Charles, Missouri 63301  
636-949-8200 Fax 636-949-8269  
www.sciengineering.com

Company: SCI Engineering, Inc.		Please Provide Results Via: <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Mail			
Street: 130 Point West Boulevard		To: Jessica Keeven			
City/State/Zip: St. Charles, Missouri 63301		Telephone #: 636-949-8269			
Project Name: Knoebel Property (Shed)		Email: jkeeven@sciengineering.com			
Project Number: 2009-3027.50					
Turnaround Time (TAT) Options - Please Check One					
<input type="checkbox"/> 3 Hour	<input type="checkbox"/> 6 Hour	<input checked="" type="checkbox"/> 24 Hour	<input type="checkbox"/> 48 Hour		
<input type="checkbox"/> 72 Hour	<input type="checkbox"/> 96 Hour	<input type="checkbox"/> Other			
PLM Bulk Analysis					
<input checked="" type="checkbox"/> PLM-EPA 600					
<input type="checkbox"/> PLM-EPA 600 NOB					
<input type="checkbox"/> PLM-Point Count					
<input checked="" type="checkbox"/> Check Box for Stop Positive					
Comments: roof is partially collapsed on the Northwest corner of the structure					
Samplers Name: Michael P. Dalman		Samplers Signature:			
Building Use/Description/Features: shed,		Date Sampled: 4/18/2014			
Windows: WOOD	Siding: masonry block	Roof: transite	Attic: n/a		
Age: 70+	Size: 440 sf	HVAC: n/a			
Sample #	Material Location	Material Description	Approx. Quantity	Condition	Comments
1-A	window	window glaze	4 window	poor	
1-B					
1-C					
2-A	roof	transite shingle	550 sf	poor	some shingles are on the ground
2-B					both inside the structure, and
2-C					outside.
Relinquished:		Date: 4/18/2014		Time: 11:30	
Received:		Date: APR 18 2014		Time:	
		BY:		Total: 7	



**PHOTO 1 - Shed**  
**Angle 1**



**PHOTO 2 - Shed**  
**Angle 2**



# SOIL BORING LOG

Date 2/10/14

ROUTE FAI Route 64 DESCRIPTION Sign Boring for Rieder Rd LOGGED BY KEG (MJ)

SECTION 09-00365-01-PV LOCATION \_\_\_\_\_

COUNTY St. Clair DRILLING METHOD \_\_\_\_\_ HSA \_\_\_\_\_ HAMMER TYPE Automatic

STRUCT. NO. 8S082I064R018.4  
Station 894+56

BORING NO. 1 (KEG)  
Station 894+55  
Offset 104.4 ft RT  
Ground Surface Elev. 520.20 ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (/6")	UCS (tsf)	MOISTURE (%)
				Surface Water Elev. _____ ft				
				Stream Bed Elev. _____ ft				
				Groundwater Elev.:				
				First Encounter <u>511.2</u> ft ▼				
				Upon Completion _____ ft				
				After _____ Hrs. _____ ft				
517.2	1	--	45	CLAY: Gray, with iron stains, trace gravel and iron nodules, A-7 (continued)	497.2	1	0.5	28
	2					2	P	
	1					1		
514.7	1	--	27	SILTY CLAY LOAM: Brown and gray, trace iron nodules, A-6		5		18
	2					12	--	
	4					14		
	-5					-25		
512.2	1	1.8	26	WEATHERED SANDSTONE: Brown, with clay layers	492.2	2	3.0	20
	3					6	P	
	4					13		
509.7	1	1.5	27	Boring terminated at 29.2 ft.	491.0	12	0.8	16
	3					50/2"	P	
	4							
	-10					-30		
	2	1.0	27					
	2							
	3							
	-15					-35		
	1	1.3	25					
	2							
	4							
	2	1.3	24					
	3							
	6							
	-20					-40		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)





# SOIL BORING LOG

Date 2/10/14

ROUTE FAI Route 64 DESCRIPTION Sign Boring for Rieder Rd LOGGED BY KEG (MJ)

SECTION 09-00365-01-PV LOCATION \_\_\_\_\_

COUNTY St. Clair DRILLING METHOD \_\_\_\_\_ HSA \_\_\_\_\_ HAMMER TYPE Automatic

STRUCT. NO. 8S082I064R018.4  
Station 894+56

BORING NO. 2 (KEG)  
Station 894+55  
Offset 0.5 ft LT  
Ground Surface Elev. 522.30 ft

D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev. _____ ft	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	
				Stream Bed Elev. _____ ft					
				Groundwater Elev.: _____ ft					
				First Encounter _____ ft					
				Upon Completion _____ ft					
				After _____ Hrs. _____ ft					
CLAY: Gray, with iron stains, trace roots and iron nodules, A-7				CLAY: Gray, with iron stains, trace gravel, roots, iron nodules, A-7 (continued)					
	2					1			
	2	1.5	50			3	1.8	28	
	3	P				5	P		
				519.3					
SILTY CLAY LOAM: Gray, trace iron nodules and stains, A-6									
	1					1			
	2	0.3	57			2	0.5	26	
	2	P				4	P		
				516.8					
SILTY LOAM: Gray, with iron stains, A-4									
	1					4			
	1	1.0	29			7	3.0	22	
	3	P				9	P		
				494.3					
Trace iron stains				WEATHERED SANDSTONE: Brown, with clay layers					
	1	0.3	32	493.3	50/6"	3.0	18		
	3	P				P			
	1								
	2	1.0	29						
	3	P							
	1								
	3	0.8	24						
	4	P							
				506.8					
CLAY: Gray, trace iron stains, A-7									
	1								
	1	0.5	26						
	2	P							
Trace gravel									
	1								
	1	1.0	29						
	3	P		502.3					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

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# SOIL BORING LOG

Date 2/13/14

ROUTE FAI Route 64 DESCRIPTION Sign Boring for Rieder Rd LOGGED BY KEG (MJ)

SECTION 09-00365-01-PV LOCATION \_\_\_\_\_

COUNTY St. Clair DRILLING METHOD \_\_\_\_\_ HSA \_\_\_\_\_ HAMMER TYPE Automatic

STRUCT. NO. 8S082I064L19.1  
Station 931+02

BORING NO. 3 (KEG)  
Station 931+02  
Offset 105.0 ft LT  
Ground Surface Elev. 489.00 ft

D E P T H H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	D E P T H H	B L O W S	U C S Qu	M O I S T	
(ft)	(/6")	(tsf)	(%)	Stream Bed Elev. _____ ft	(ft)	(/6")	(tsf)	(%)	
				Groundwater Elev.:					
				First Encounter <u>469.0</u> ft ▼					
				Upon Completion _____ ft					
				After _____ Hrs. _____ ft					
FILL: Brown, clay loam, trace roots, A-6				CLAY: Gray, with iron stains and nodules, trace roots and gravel, A-7 (continued)					
	3					2			
	4	Frozen	18			4	1.0	20	
	7					5	P		
	4			No gravel, no roots		3			
	8	3.0	18			5	2.8	18	
	10	P				6	P		
					463.5				
	2			CLAY LOAM: Gray, with iron stains, A-6		5			
	6	3.3	19			14	Hard	18	
	9	P				19	P		
					461.0				
	2			SHALEY CLAY: Brown and gray, trace gravel, A-7		7			
	5	2.8	23			11	Hard	17	
	6	P				14	P		
					478.5				
	2			FILL: Gray, silty clay loam, A-6					
	8	2.5	19						
	10	P							
					476.0				
	1			FILL: Gray, silt, A-4		5			
	4	3.0	20			11	3.5	17	
	7	P				13	P		
					473.5				
	2			CLAY: Gray, with iron stains and nodules, trace roots and gravel, A-7					
	2	1.0	18						
	4	P							
	2					6			
	3	1.0	21			10	4.5	17	
	5	P				12	P		
					449.0				

Boring terminated at 40.0 ft.  
 The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
 BBS, form 137 (Rev. 8-99)



# SOIL BORING LOG

Date 2/13/14

ROUTE FAI Route 64 DESCRIPTION Sign Boring for Rieder Rd LOGGED BY KEG (MJ)

SECTION 09-00365-01-PV LOCATION \_\_\_\_\_

COUNTY St. Clair DRILLING METHOD \_\_\_\_\_ HSA \_\_\_\_\_ HAMMER TYPE Automatic

STRUCT. NO. 8S082I064L019.1  
Station 931+02

BORING NO. 4 (KEG)  
Station 931+02  
Offset 0.1 ft LT  
Ground Surface Elev. 487.20 ft

D E P T H  H	B L O W S	U C S  Qu	M O I S T  T	Surface Water Elev.	ft	D E P T H  H	B L O W S	U C S  Qu	M O I S T  T
				Stream Bed Elev.	ft				
(ft)	(/6")	(tsf)	(%)	First Encounter	ft	(ft)	(/6")	(tsf)	(%)
				471.2	ft				
				Upon Completion	ft				
				After _____ Hrs.	ft				
FILL: Brown, silty clay loam, trace roots, A-6				CLAY: Brown and gray, with iron stains and nodules, trace gravel, A-7 (continued) Becomes gray					
	2						WOH		
	6	Frozen	20				1	0.3	29
	10	P					2	P	
					464.2				
Becomes brown and gray				SHALEY CLAY: Gray, trace gravel, A-7					
	2						5		
	8	4.5	20				6	3.0	20
	10	(Frozen)					9	P	
		P							
					481.7				
CLAY LOAM: Gray, A-6									
	1						4		
	3	1.5	26				11	Hard	16
	4	P					17	P	
					479.2				
SILT: Gray, A-4				Becomes brown and gray					
	1						3		
	3	2.3	23				4	4.5	18
	5	P					12	P	
	2								
	4	0.8	26						
	4	P							
					474.2				
CLAY LOAM: Gray, with iron stains and nodules, A-6				Becomes gray					
	2						4		
	4	1.3	24				8	4.5	19
	4	P					10	P	
					471.7				
CLAY: Brown and gray, with iron stains and nodules, trace gravel, A-7									
	1								
	2	1.3	22						
	5	P							
	2						7		
	3	2.0	18				14	--	
	4	P					19		
					447.2				

Boring terminated at 40.0 ft.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



# SOIL BORING LOG

Date 2/11/14

ROUTE FAI Route 64 DESCRIPTION Sign Boring for Rieder Rd LOGGED BY KEG (MJ)

SECTION 09-00365-01-PV LOCATION \_\_\_\_\_

COUNTY St. Clair DRILLING METHOD \_\_\_\_\_ HSA \_\_\_\_\_ HAMMER TYPE Automatic

STRUCT. NO. 8C082I064R019.1  
Station 935+00

BORING NO. 5 (KEG)  
Station 935+00  
Offset 81.7 ft RT  
Ground Surface Elev. 487.00 ft

DEPTH T H S	BLOW W S	UCS Qu	MOIST S T	Surface Water Elev.		DEPTH T H S	BLOW W S	UCS Qu	MOIST S T
				ft	ft				
	5						3		
	8	--	20				3	1.5	18
	19						4	P	
				484.0					
	4						2		
	12	3.0	21				2	0.5	21
	6	P					2	P	
				481.5					
	2						2		
	4	2.0	24				2	0.5	20
	7	P					3	P	
	3						2		
	7	3.0	25				2	0.5	21
	11	P					4	P	
	2								
	5	3.5	20						
	8	P							
				474.0					
	2						6		
	5	1.0	23				7	3.5	17
	6	P					9	P	
	4								
	4	2.5	22						
	6	P							
				469.0					
	3						3		
	4	1.5	22				8	4.5	17
	4	P					12	P	
				447.0					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



# SOIL BORING LOG

ROUTE FAI Route 64 DESCRIPTION Sign Boring for Rieder Rd LOGGED BY KEG (MJ)

SECTION 09-00365-01-PV LOCATION \_\_\_\_\_

COUNTY St. Clair DRILLING METHOD \_\_\_\_\_ HSA \_\_\_\_\_ HAMMER TYPE Automatic

STRUCT. NO. 8C082I064R019.1  
Station 935+00

BORING NO. 5 (KEG)  
Station 935+00  
Offset 81.7 ft RT  
Ground Surface Elev. 487.00 ft

D E P T H	B L O W S	U C S  Qu	M O I S T
(ft)	(/6")	(tsf)	(%)

Surface Water Elev. \_\_\_\_\_ ft  
Stream Bed Elev. \_\_\_\_\_ ft  
Groundwater Elev.:  
First Encounter \_\_\_\_\_ ft  
Upon Completion \_\_\_\_\_ ft  
After \_\_\_\_\_ Hrs. \_\_\_\_\_ ft

CLAY LOAM: Bluish gray and greenish gray, trace gravel, A-6 (continued)

Becomes dark gray, trace shale

5			
8		3.0	19
12		P	

CLAY: Dark gray, A-7

Boring terminated at 50.0 ft.

4			
4		1.3	23
6		P	

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



# SOIL BORING LOG

Date 2/11/14

ROUTE FAI Route 64 DESCRIPTION Sign Boring for Rieder Rd LOGGED BY KEG (MJ)

SECTION 09-00365-01-PV LOCATION \_\_\_\_\_

COUNTY St. Clair DRILLING METHOD \_\_\_\_\_ HSA \_\_\_\_\_ HAMMER TYPE Automatic

STRUCT. NO. 8C082I064R019.6  
Station 961+40

BORING NO. 6 (KEG)  
Station 961+40  
Offset 75.9 ft RT  
Ground Surface Elev. 487.10 ft

DEPTH TH H	BLOW S	UCS Qu	MOIST T	SOIL DESCRIPTION				DEPTH TH H	BLOW S	UCS Qu	MOIST T
				(ft)	(/6")	(tsf)	(%)				
				SILTY CLAY LOAM: Gray, with iron stains, trace roots, A-6				466.6			
	1			Interbedded SHALE and WEATHERED SANDSTONE: Brown					14		
	4	3.5	25						42	--	15
	5	P						464.9	50/3"		
				Boring terminated at 22.3 ft.							
				SILTY LOAM: Gray, with iron stains, A-4							
	WOH			Trace iron nodules							
	2	0.5	29								
	4	P									
				Trace iron nodules							
	WOH										
	2	0.8	27								
				Trace iron nodules							
	WOH										
	2	1.0	27								
				SILTY CLAY LOAM: Brownish gray, with iron stains, trace iron nodules, A-6							
	1										
	2	1.0	26								
				SILTY CLAY LOAM: Brownish gray, with iron stains, trace iron nodules, A-6							
	1										
	2	1.0	26								
				CLAY: Brownish gray, with iron stains, trace gravel and iron nodules, A-7							
	2										
	4	1.5	24								
				WEATHERED SANDSTONE: Brown and gray							
	3										
	12	--	16								
				WEATHERED SANDSTONE: Brown and gray							
	3										
	12	--	16								

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)



**PROGRAMMATIC AGREEMENT  
AMONG  
THE FEDERAL HIGHWAY ADMINISTRATION,  
FEDERAL AVIATION ADMINISTRATION,  
ILLINOIS DEPARTMENT OF TRANSPORTATION,  
ST. CLAIR COUNTY,  
AND ILLINOIS STATE HISTORIC PRESERVATION OFFICER,  
REGARDING  
CONSTRUCTION OF THE INTERSTATE 64 AND RIEDER ROAD INTERCHANGE,  
ST. CLAIR COUNTY, ILLINOIS**

**WHEREAS**, the Illinois Department of Transportation (IDOT) in coordination with St. Clair plans to construct an interchange at I-64 and Rieder Road in St. Clair County, Illinois (Project), IDOT Sequence #16130; and

**WHEREAS**, the Federal Highway Administration (FHWA) may fund the Project thereby making the Project an undertaking subject to review under Section 106 of the National Historic Preservation Act (NHPA), 16 U.S.C. Section 470f, and its implementing regulations, 36 C.F.R. Part 800; and

**WHEREAS**, the FHWA in consultation with the IDOT and Illinois State Historic Preservation Officer (SHPO) have defined the undertaking's area of potential effect (APE) as the area shown in Exhibit A; and

**WHEREAS**, the proposed interchange is located within the limits of an Environmental Assessment (EA) study area (Exhibit B), encompassing land largely controlled by St. Clair County in coordination with the Federal Aviation Administration (FAA); and

**WHEREAS**, the IDOT has completed an intensive survey of the EA study area (Exhibit C), excluding those areas not controlled by St. Clair County (Exhibit B) which are privately owned; and

**WHEREAS**, FAA approval is required for this project to be advanced in order to convert airport property to a surface transportation use because the land was purchased with FAA funds; and

**WHEREAS**, the FHWA has invited the FAA to be a signatory to this Memorandum of Agreement (MOA); and

**WHEREAS**, the FAA and FHWA agree that FHWA will serve as the lead Federal Agency for the undertaking; and

**WHEREAS**, the FHWA in consultation with the SHPO have determined that no standing structures that are eligible for listing on the National Register of Historic Places (NRHP) are within the entire EA study area; and

**WHEREAS**, the FHWA invited the following Tribes to enter consultation: the Kaw, Miami, Osage, Peoria, and Ponca, and three Tribes (Osage, Peoria, and Miami) expressed an interest in consultation; and

**WHEREAS**, the FHWA has invited the IDOT to participate in consultation and to become a signatory to this MOA; and

**WHEREAS**, the FHWA has invited the Miami, Peoria, and Osage to be concurring parties to this MOA; and

**WHEREAS**, the FHWA and IDOT, in consultation with the SHPO, have determined that five archaeological (habitation) sites within that portion of the EA study area controlled by St. Clair are eligible for the NRHP under Criterion D (11S814, 11S825, 11S984, 11S1016, and 11S1098); and

**WHEREAS**, the FHWA and IDOT, in consultation with the SHPO, have determined that one site, 11S1098 (Site), will be adversely affected by the Project (Exhibit D); and

**WHEREAS**, St. Clair County shall ensure that the four remaining sites (11S814, 11S825, 11S984, and 11S1016) will be protected from future impacts by placing them in a preservation covenant (Exhibit E), but if future impacts cannot be avoided, data-recovery excavations will be conducted by St. Clair County in consultation with the SHPO and IDOT; and

**WHEREAS**, the Site has no affiliation with historic Indian Tribes and is important for the scientific data it likely contains and does not require preservation in place; and

**WHEREAS**, in accordance with 36 CFR Part 800, the FHWA acknowledges and accepts the advice and conditions outlined in the Council's "Recommended Approach for Consultation on the Recovery of Significant Information from Archaeological Sites," published in the Federal Register on June 17, 1999; and

**WHEREAS**, the FHWA notified the Advisory Council on Historic Preservation (ACHP) of the preparation of this MOA in a letter dated August 26, 2013, and in a letter dated September 11, 2013 the ACHP declined to participate in the consultation for the Project; and

**WHEREAS**, execution and implementation of this MOA evidences that the FHWA has satisfied its Section 106 responsibilities for the Project; and

**NOW, THEREFORE**, the FHWA, FAA, IDOT, St. Clair County, and SHPO agree that the Project shall be implemented in accordance with the following stipulations to ensure that potential effects on historic properties are taken into account.

## **STIPULATIONS**

The FHWA, FAA, IDOT, St. Clair County, and SHPO agree that the following steps will be undertaken for the Project:

#### **I. ARCHAEOLOGICAL SITE IDENTIFICATION & EVALUATION (PHASE I & II)**

- A. Because the EA study area has been intensively surveyed, except that portion not controlled by St. Clair County, the IDOT and St. Clair County will ensure that this unsurveyed area (see Exhibit B) is surveyed once access to the area is secured by St. Clair County. The Illinois State Archaeological Survey (ISAS) on behalf of the IDOT and in coordination with the SHPO and consulting party Tribes will conduct a Phase I archaeological survey and will conduct Phase II test excavations, if determined necessary by the IDOT in coordination with the SHPO.

#### **II. ARCHAEOLOGICAL SITE MITIGATION (PHASE III)**

- A. The ISAS in coordination with the IDOT has prepared a data-recovery plan with a research design for the affected Site (see Exhibit C) in consultation with the SHPO that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties, the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation, and the Advisory Council on Historic Preservation's Treatment of Archaeological Properties: A Handbook.
- B. Human remains are not expected to be found during the investigations covered by this MOA. However, if encountered, required notifications of the discovery will be made to the county coroner and the SHPO, then after authorization under Illinois Human Skeletal Remains Protection Act (20 ILCS 3440, 17 IAC 4170) and its rules (the Act), the remains along with any associated artifacts will be removed following procedures for recording and reporting established under the Act. No excavation of human remains will be performed except under the direction of a Certified Skeletal Analyst (17 IAC 4170.300(f)). Disposition of the remains and associated artifacts will be accomplished as determined under the Act.

#### **III. PROFESSIONAL STANDARDS**

For the purpose of implementing this MOA, the IDOT shall continue to employ departmental staff with qualifications that meet the requirements of 36 CFR Part 61, Appendix A. At a minimum, the professional staff required to carry out the terms of this MOA shall consist of one permanent, full time, archaeologist.

#### **IV. DURATION**

This MOA will be null and void if its stipulations are not carried out within ten years from the date of its execution. In such an event, the FHWA shall so notify the parties to this MOA and, if it chooses to continue with the Project, then it shall reinstate review of the Project in accordance with 36 CFR Part 800.

## V. POST REVIEW DISCOVERIES

- A. *Procedures for an Unanticipated Discovery of Human Remains and Burials:* In the event of an unanticipated discovery of human remains or burials during IDOT construction activities, the IDOT and St. Clair will comply with 20 Illinois Compiled Statutes 3440/0.01, et seq. (Human Skeletal Remains Protection Act) and follow these procedures:
- (a) Upon encountering human remains or an unmarked human burial during ground disturbing construction activities, the IDOT and St. Clair County will ensure that the construction contractor immediately stops work within a three-hundred (300) foot radius from the point of discovery. The IDOT and St. Clair County will ensure that the construction contractor implements interim measures to protect the discovery from vandalism and looting, but must not remove or otherwise disturb any human remains or other items in the immediate vicinity of the discovery.
  - (b) Immediately following receipt of such notification, the IDOT and St. Clair County will ensure that construction activities have halted within a three-hundred (300) foot radius from the point of discovery and assume responsibility for implementing additional measures, as appropriate, to protect the discovery from looting and vandalism until the requirements of state law have been completed.
  - (c) The IDOT will determine if the skeletal remains are human, the degree to which they were disturbed, and, if possible, assess their potential age and cultural affiliation without any further disturbance.
  - (d) The IDOT will notify the county coroner, Illinois Historic Preservation Agency (IHPA), SHPO, consulting party Tribes, and other interested parties within forty-eight (48) hours of the discovery.
  - (e) Within seventy-two (72) hours after notification the county coroner will determine jurisdiction. If the remains are older than 100 years, the county coroner will notify the IHPA and SHPO.
  - (f) The IHPA is responsible for notifying FHWA, IDOT, consulting party Tribes, and other interested parties within twenty-four (24) hours of its findings.

(g) If it is determined that intact or fragmented human remains are present the IDOT will consult with the IHPA, SHPO, FHWA, consulting party Tribes, and other interested parties regarding additional measures to avoid and protect or mitigate the adverse effect of the Project on the human remains and burial site. These measures may include:

- i. formal archaeological evaluation of the site;
- ii. if the remains are determined to be Native American, consultation with appropriate Tribes will be required;
- iii. visits to the site by the SHPO and other interested parties;
- iv. exploration of potential alternatives to avoid the human remains or burial;
- v. for Native American remains, implementation of a mitigation plan by the IDOT in consultation with appropriate Tribes, including procedures for disinterment and re-interment;
- vi. implementation of the mitigation plan; and
- vii. The FHWA approval to resume construction following completion of the fieldwork component of the mitigation plan.

**B.** *Procedures for an Unanticipated Discovery of Historic Properties:* In the event of an unanticipated discovery of historic properties during IDOT construction activities, the IDOT and St. Clair County will follow these procedures:

(a) The construction contractor must immediately stop all construction activity within a three-hundred (300) foot radius of the discovery, notify the IDOT and St. Clair County of the discovery and implement interim measures to protect the discovery from looting and vandalism. Within forty-eight (48) hours of receipt of this notification of the discovery, the IDOT shall:

- i. inspect the work site to determine the extent of the discovery and ensure that construction activities have halted;
- ii. clearly mark the area of the discovery;
- iii. implement additional measures, as appropriate, to protect the discovery from looting and vandalism; and
- iv. notify the FHWA, the SHPO, consulting party Tribes, and other interested parties of the discovery.

(b) The IDOT/FHWA will have seven (7) business days following notification to determine the National Register eligibility of the discovery after considering the filed comments of the SHPO and other interested parties. IDOT/FHWA may assume the newly discovered property to be

eligible for the National Register for the purposes of Section 106 pursuant to 36 CFR§ 800.13(c)

(c) If the find is determined to be potentially significant the IDOT will consult with the SHPO, consulting party Tribes, and other interested parties regarding appropriate measures for site treatment. For properties determined eligible for the National Register, the IDOT/FHWA will notify the SHPO, consulting party Tribes, and other interested parties, of those actions for which it proposes to resolve adverse effects. The SHPO and other interested parties will have seven (7) business days to provide their views on the proposed actions to resolve adverse effects. These measures may include:

- i. formal archaeological evaluation of the site;
- ii. visits to the site by the SHPO and other interested parties;
- iii. exploration of potential alternatives to avoid the site;
- iv. preparation of a mitigation plan by the IDOT in consultation with other interested parties for approval by the SHPO;
- v. implementation of a mitigation plan; and
- vi. FHWA approval to resume construction following completion of the fieldwork component of the mitigation plan.

(d) If the find is determined to be either isolated or completely disturbed by construction activities, the IDOT will consult with the SHPO and other interested parties prior to resuming construction.

(e) Dispute Resolution: The FHWA will seek and take into account the recommendations of the ACHP in resolving any disagreements that may arise regarding determination of effects.

## VI. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with such party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objections within thirty days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP and signatories and provide them with a

copy of this written response. The FHWA will then proceed according to its final decision.

- B. If the ACHP does not provide its advice regarding the dispute within the thirty day time period the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories to the MOA and provide them and the ACHP with a copy of such written response.
- C. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

## **VII. AMENDMENTS**

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

## **VIII. TERMINATION**

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment. If within thirty days an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated and prior to work continuing on the undertaking, the FHWA must request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FHWA, SHPO, and IDOT and implementation of its terms evidence that the FHWA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

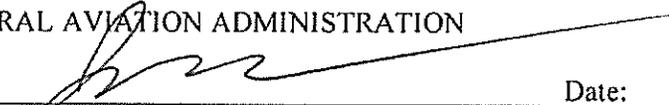
FEDERAL HIGHWAY ADMINISTRATION

By: Max Tuttle

Date: 12/12/2013

FEDERAL AVIATION ADMINISTRATION

By:

  
Jim Keefer, Manager CHI-ADO

Date:

12-10-13

ILLINOIS STATE HISTORIC PRESERVATION OFFICER

By:



Date:

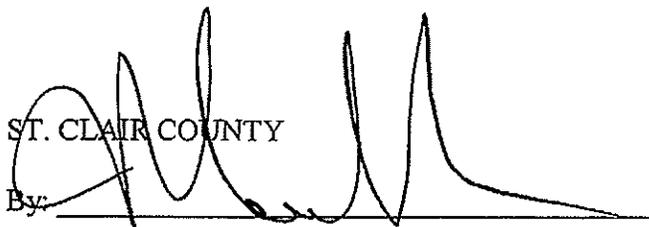
12.2.13

ILLINOIS DEPARTMENT OF TRANSPORTATION

By: *Jerry L Keim* Date: 12/6/13

ST. CLAIR COUNTY

By: \_\_\_\_\_

A large, stylized handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end.

Date: \_\_\_\_\_

12/10/13



# Illinois Department of Transportation

Division of Aeronautics

1 Langhorne Bond Drive / Capital Airport / Springfield, Illinois / 62707-8415

March 18, 2014

Daniel Trapp  
MidAmerica St Louis Airport (BLV)  
9768 Airport Blvd  
Mascoutah, Illinois 62258

Re: Aero Study 2014-AGL-1118 thru 1146-NRA  
FAA Form 7460-1 Approval for New Interchange I-64 & Rieder Rd  
Light Poles, Road, Bridge, & Ramps  
At the Scott AFB/MidAmerica Airport (BLV)

Dear Mr. Trapp:

Under the Federal Aviation Administration (FAA) State Block Program, the Illinois Department of Transportation, Division of Aeronautics (IDA) has been assigned the responsibility of coordinating FAA 7460-1 submittals for on-airport development occurring at all Illinois airports which are not classified as primary airports.

A study was initiated for the above proposal. This study was based on the information that was submitted on the FAA Form 7460-1.

The FAA has completed their study and has imposed no objection (from an airspace point of view) to the proposal with the following conditions:

1. All construction/operations are to be performed in accordance with FAA Advisory Circular (AC) 150/5370-2F "Operational Safety on Airports during Construction" and AC 150/5300-13A "Airport Design".

If you have any further comments or questions concerning the above, please feel free to contact me at 217-524-1580.

Sincerely,

A handwritten signature in black ink that reads "Robert L. Hahn" followed by the date "3/18/14".

Robert L. Hahn  
Airspace Specialist

cc: Tim Cantwell - Airport Director, BLV  
FAA CHI-ADO-614  
FAA FPO  
FAA AGL-471.A1  
FAA SMO-Crossroads  
FAA ATCT-BLV  
FAA Part 139 Inspector



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2270-OE

Issued Date: 04/15/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Temporary Crane to Set Bridge Steel
Location:	O'Fallon, IL
Latitude:	38-33-57.31N NAD 83
Longitude:	89-50-51.64W
Heights:	489 feet site elevation (SE) 120 feet above ground level (AGL) 609 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

See attachment for additional condition(s) or information.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

**NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.**

It is required that the manager of SCOTT AFB/MIDAMERICA AIRPORT MANAGER 618-566-5240 or 618-277-6600 be notified at least 5 business days prior to the temporary structure being erected and again when the structure is removed from the site.

Any height exceeding 120 feet above ground level (609 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/15/2015 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2270-OE

**Signature Control No: 209628737-214099512**

Fred Souchet  
Specialist

( TMP )

Attachment(s)  
Additional Information

**Additional information for ASN 2014-AGL-2270-OE**

IT IS CRITICAL TO AVIATION SAFETY THAT YOU COMPLY WITH THE FOLLOWING NOTIFICATION REQUIREMENT BEFORE ERECTING ANY CRANE OR TEMPORARY STRUCTURE.

While the structure does not constitute a hazard to air navigation, it exceeds the following Sections of FAR PART 77:

Section 77.19 (a) A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway connecting the adjacent arcs by lines tangent to those arcs.

Section 77.19(d) Approach surface at SCOTT AFB/MIDAMERICA AIRPORT, runway 14 LEFT. The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the primary surface.

Section 77.23(a)(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance (TERPS criteria).

Therefore, as a condition to this Determination, it is MANDATORY that THE FOLLOWING BE CONTACTED FIVE business days prior to the temporary structure being erected and once the structure is removed so that the appropriate NOTAMS may be issued.

SCOTT AFB/MIDAMERICA AIRPORT MANAGER 618-566-5240 or 618-277-6600

THE AIRPORT MANAGER SHALL ISSUES ALL NECESSARY LOCAL NOTAMS. CRANE(S) SHALL BE LOWERED DUE TO OPERATIONAL ISSUES, SUCH AS EMERGENCIES, INCLEMENT WEATHER, OR OTHER SAFETY CONCERNS AT THE REQUEST OF THE AIRPORT MANAGER.

LOCAL COORDINATION OF WORK WITH THE AIRPORT MANAGER IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
2601 Meacham Boulevard  
Fort Worth, TX 76193

Aeronautical Study No.  
2014-AGL-2271-OE  
Prior Study No.  
2014-AGL-582-OE

Issued Date: 04/15/2014

Mr. Tim Cantwell, Airport Director  
St. Clair County (MidAmerica St Louis Airport)  
9656 Air Terminal Drive  
Suite 100  
Mascoutah, IL 62258

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Temporary Crane to Set Bridge Steel
Location:	O'Fallon, IL
Latitude:	38-33-55.26N NAD 83
Longitude:	89-50-52.50W
Heights:	489 feet site elevation (SE) 120 feet above ground level (AGL) 609 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does exceed obstruction standards but would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:

As a condition to this Determination, the structure is marked/lighted in accordance with FAA Advisory circular 70/7460-1 K Change 2, Obstruction Marking and Lighting, paint/red lights - Chapters 3(Marked),4,5(Red),&12.

See attachment for additional condition(s) or information.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

It is required that the FAA be notified 3 business days prior to the temporary structure being erected and again when the structure is removed from the site. Notification should be made to this office through your registered e-filing account. Notification is necessary so that aeronautical procedures can be temporarily modified to accommodate the structure.

**NOTIFICATION IS REQUIRED AGAIN THROUGH YOUR REGISTERED E-FILING ACCOUNT WHEN THE TEMPORARY STRUCTURE IS REMOVED FROM THE SITE FOR NOTICE TO AIRMAN (NOTAM) CANCELLATION.**

It is required that the manager of SCOTT AFB/MIDAMERICA AIRPORT MANAGER 618-566-5240 or 618-277-6600 be notified at least 5 business days prior to the temporary structure being erected and again when the structure is removed from the site.

Any height exceeding 120 feet above ground level (609 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/15/2015 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2271-OE

**Signature Control No: 209628738-214099513**

( TMP )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information

**Additional information for ASN 2014-AGL-2271-OE**

IT IS CRITICAL TO AVIATION SAFETY THAT YOU COMPLY WITH THE FOLLOWING NOTIFICATION REQUIREMENT BEFORE ERECTING ANY CRANE OR TEMPORARY STRUCTURE.

While the structure does not constitute a hazard to air navigation, it exceeds the following Sections of FAR PART 77:

Section 77.19 (a) A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway connecting the adjacent arcs by lines tangent to those arcs.

Section 77.19(d) Approach surface at SCOTT AFB/MIDAMERICA AIRPORT, runway 14 LEFT. The approach surface is longitudinally centered on the extended runway centerline and extends outward and upward from each end of the primary surface.

Section 77.23(a)(3) A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance (TERPS criteria).

Therefore, as a condition to this Determination, it is MANDATORY that THE FOLLOWING BE CONTACTED FIVE business days prior to the temporary structure being erected and once the structure is removed so that the appropriate NOTAMS may be issued.

SCOTT AFB/MIDAMERICA AIRPORT MANAGER 618-566-5240 or 618-277-6600

THE AIRPORT MANAGER SHALL ISSUES ALL NECESSARY LOCAL NOTAMS. CRANE(S) SHALL BE LOWERED DUE TO OPERATIONAL ISSUES, SUCH AS EMERGENCIES, INCLEMENT WEATHER, OR OTHER SAFETY CONCERNS AT THE REQUEST OF THE AIRPORT MANAGER.

LOCAL COORDINATION OF WORK WITH THE AIRPORT MANAGER IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2269-OE

Issued Date: 04/15/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\*DETERMINATION OF NO HAZARD TO AIR NAVIGATION FOR TEMPORARY STRUCTURE\*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Crane Temporary Crane to Set Light Pole
Location:	O'Fallon, IL
Latitude:	38-33-49.68N NAD 83
Longitude:	89-50-30.09W
Heights:	437 feet site elevation (SE)
	70 feet above ground level (AGL)
	507 feet above mean sea level (AMSL)

This aeronautical study revealed that the temporary structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is (are) met:

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

As a condition to this determination, the temporary structure must be lowered to the ground when not in use and during the hours between sunset and sunrise.

Any height exceeding 70 feet above ground level (507 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 04/15/2015 unless extended, revised, or terminated by the issuing office.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates and heights. Any changes in coordinates and/or heights will void this determination. Any future construction or alteration, including increase to heights, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of a structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this temporary structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Aviation Administration Flight Procedures Office if the structure is subject to the issuance of a Notice To Airman (NOTAM).

If you have any questions, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2269-OE

**Signature Control No: 209628736-214099634**

Fred Souchet  
Specialist

( TMP )



Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2255-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #1  
 Location: O'Fallon, IL  
 Latitude: 38-33-51.55N NAD 83  
 Longitude: 89-50-30.36W  
 Heights: 437 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 482 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (482 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2255-OE.

**Signature Control No: 209628720-214294064**

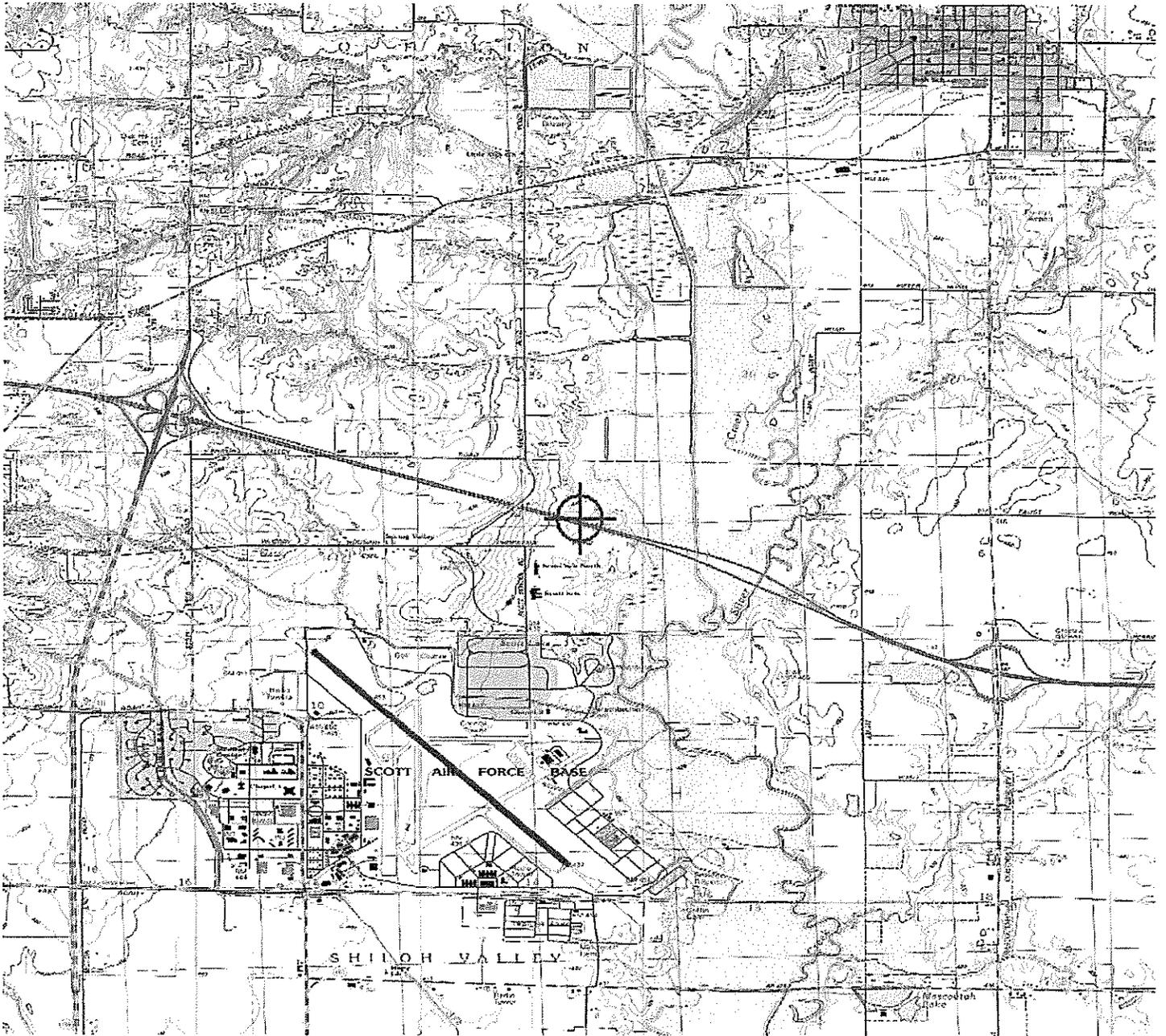
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2255-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2262-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #11  
 Location: O'Fallon, IL  
 Latitude: 38-34-01.61N NAD 83  
 Longitude: 89-51-15.70W  
 Heights: 466 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 511 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (511 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2262-OE.

**Signature Control No: 209628729-214294105**

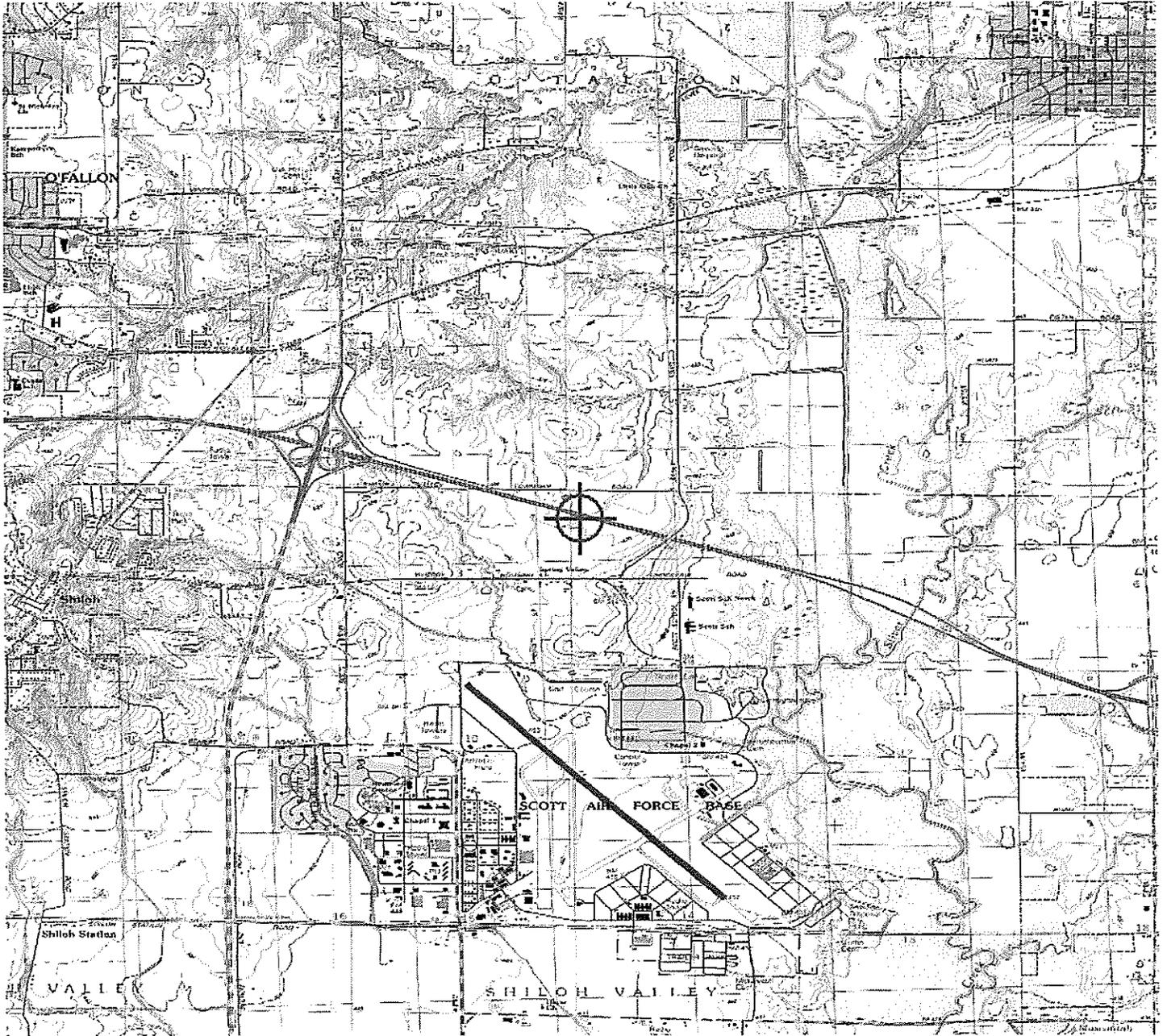
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2262-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2259-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #8  
 Location: O'Fallon, IL  
 Latitude: 38-34-02.10N NAD 83  
 Longitude: 89-51-10.63W  
 Heights: 462 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 507 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (507 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2259-OE.

**Signature Control No: 209628726-214294106**

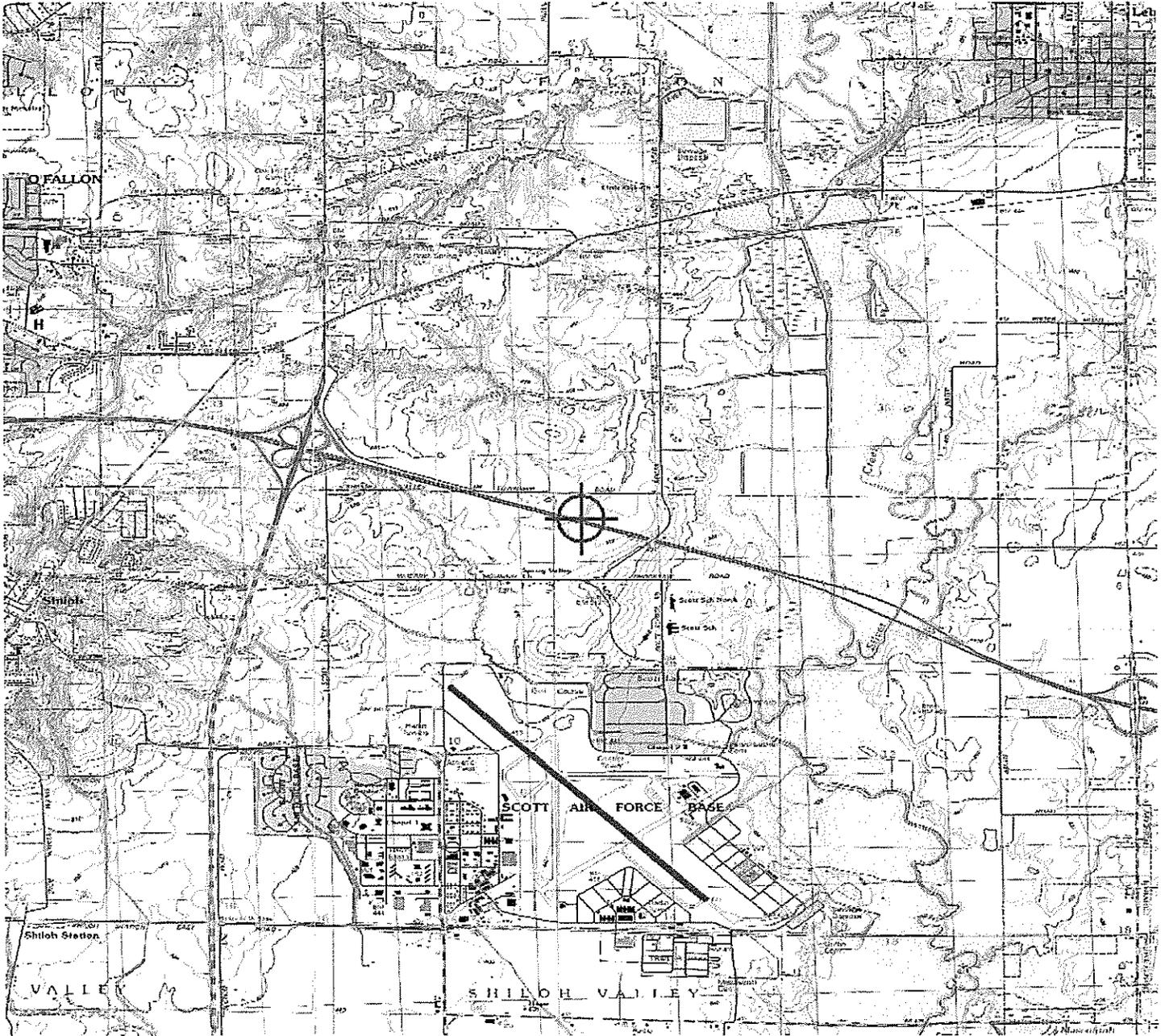
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2259-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2256-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #2  
 Location: O'Fallon, IL  
 Latitude: 38-33-52.37N NAD 83  
 Longitude: 89-50-33.00W  
 Heights: 438 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 483 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (483 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2256-OE.

**Signature Control No: 209628722-214294107**

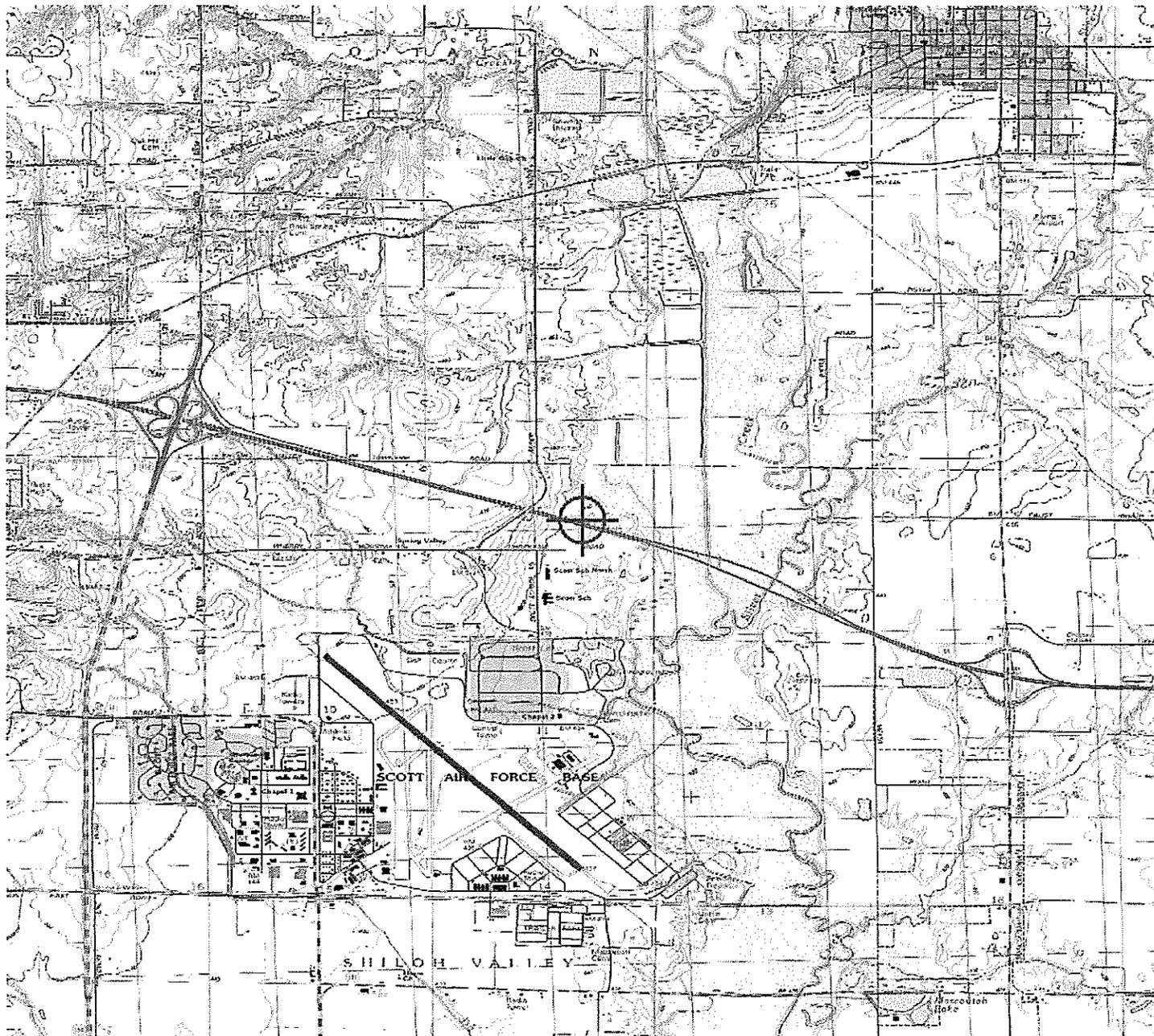
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2256-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2268-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #22  
 Location: O'Fallon, IL  
 Latitude: 38-33-49.68N NAD 83  
 Longitude: 89-50-30.09W  
 Heights: 437 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 482 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (482 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2268-OE.

**Signature Control No: 209628735-214294108**

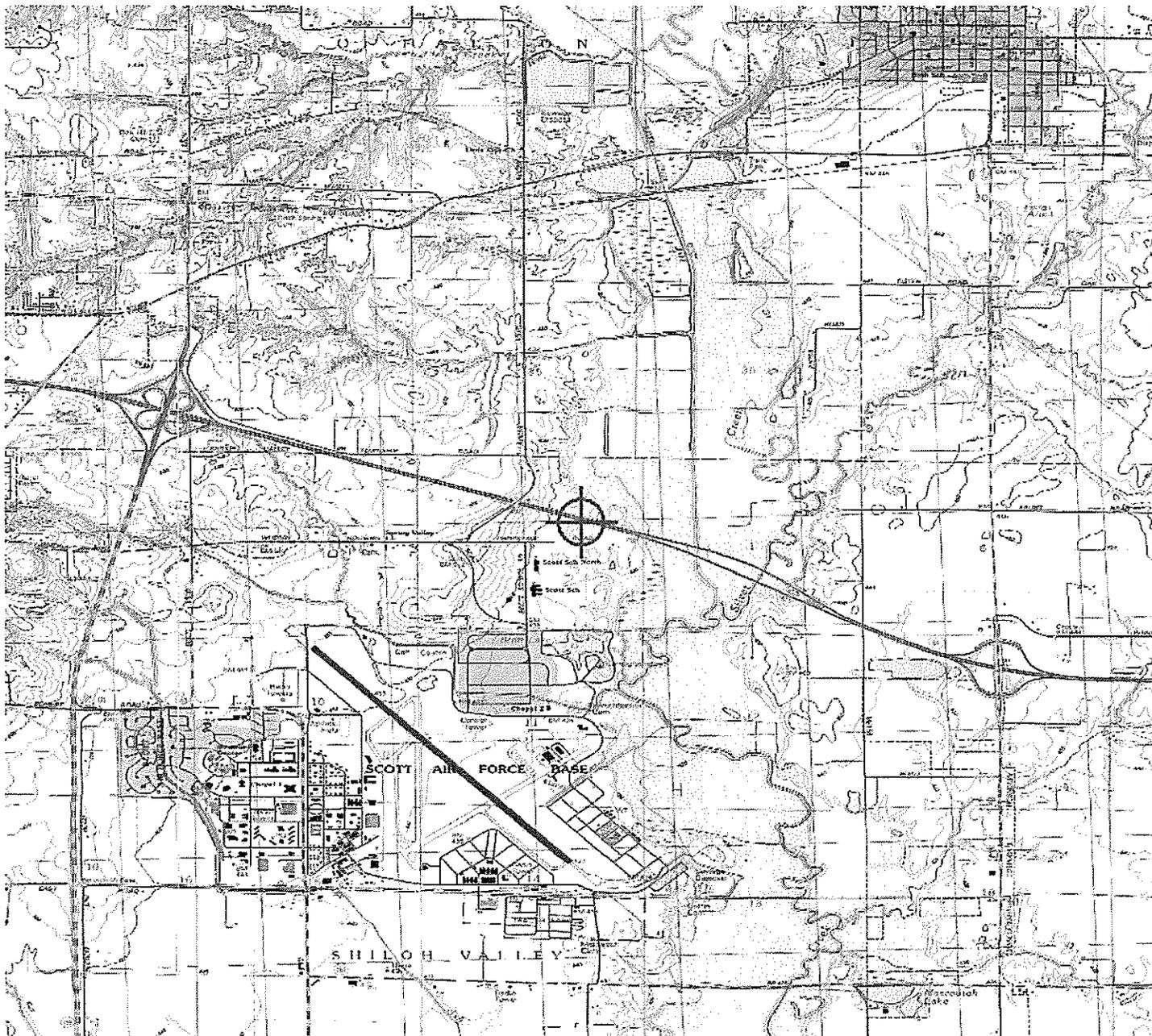
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2268-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2257-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #3  
 Location: O'Fallon, IL  
 Latitude: 38-33-53.19N NAD 83  
 Longitude: 89-50-35.66W  
 Heights: 442 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 487 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (487 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2257-OE.

**Signature Control No: 209628724-214294109**

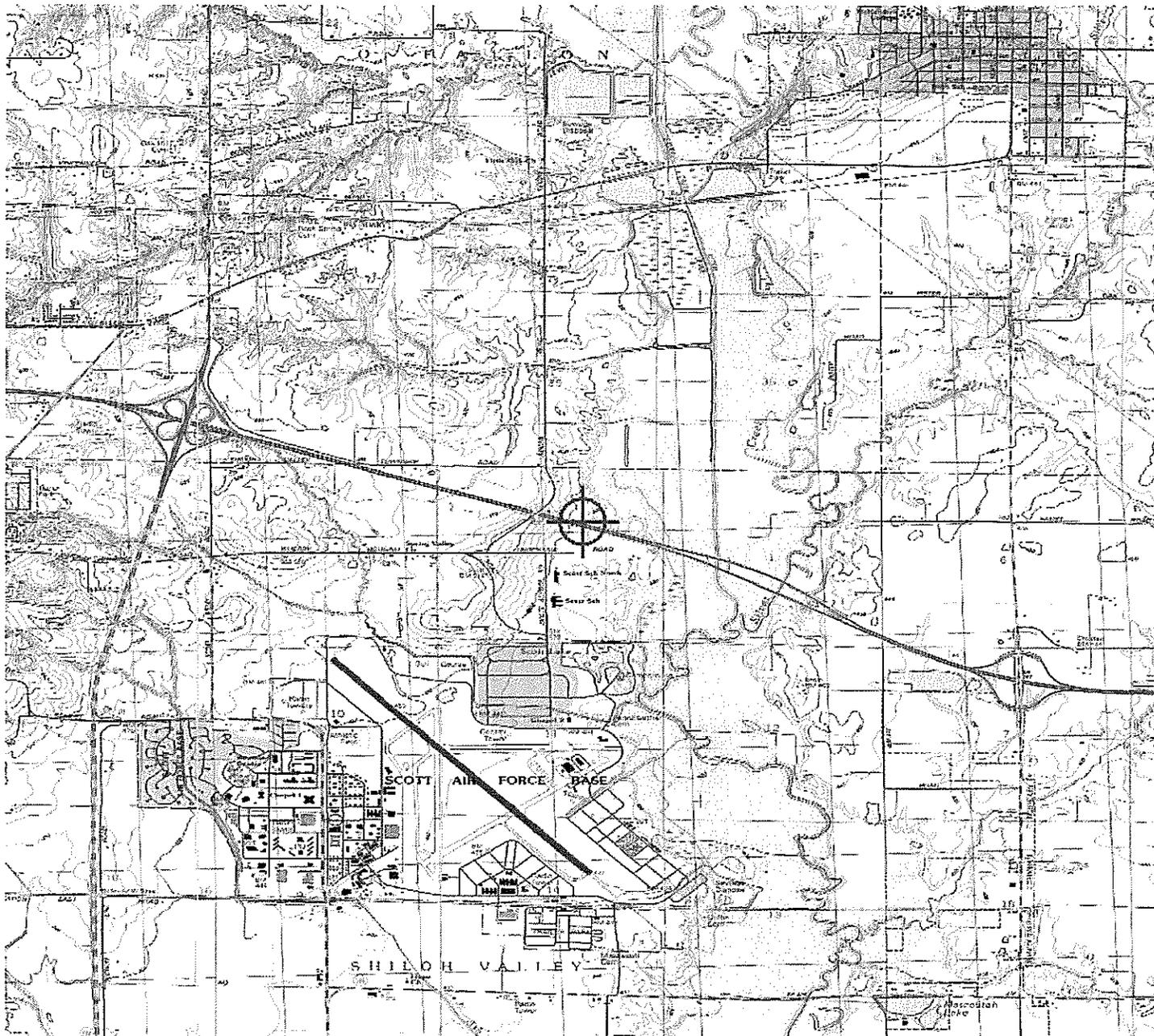
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2257-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2260-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #9  
 Location: O'Fallon, IL  
 Latitude: 38-34-02.77N NAD 83  
 Longitude: 89-51-13.39W  
 Heights: 464 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 509 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (509 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2260-OE.

**Signature Control No: 209628727-214294110**

( DNE )

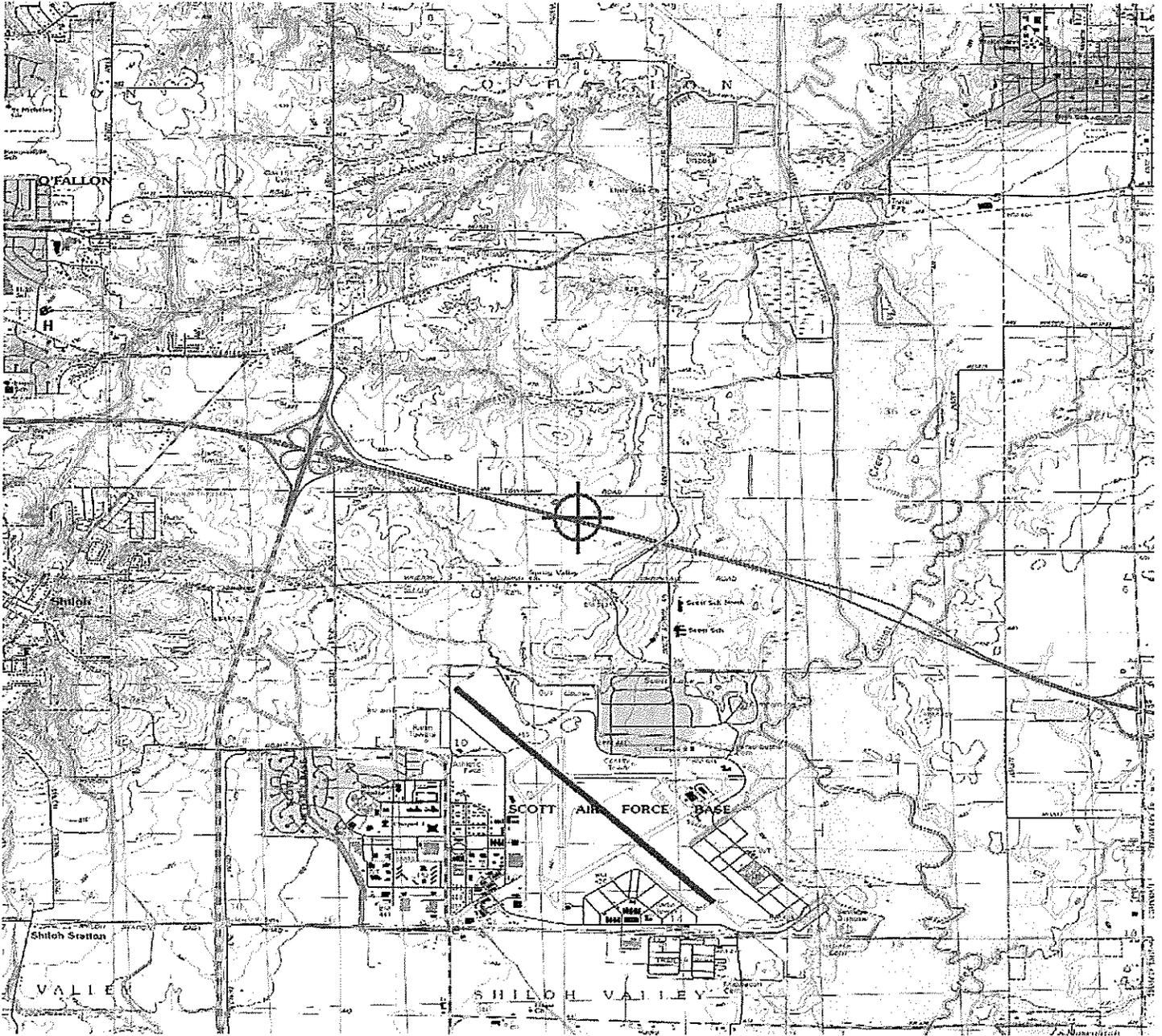
Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2260-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.

TOPO Map for ASN 2014-AGL-2260-OE





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2261-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #10  
 Location: O'Fallon, IL  
 Latitude: 38-34-03.44N NAD 83  
 Longitude: 89-51-16.17W  
 Heights: 466 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 511 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (511 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2261-OE.

**Signature Control No: 209628728-214294111**

( DNE )

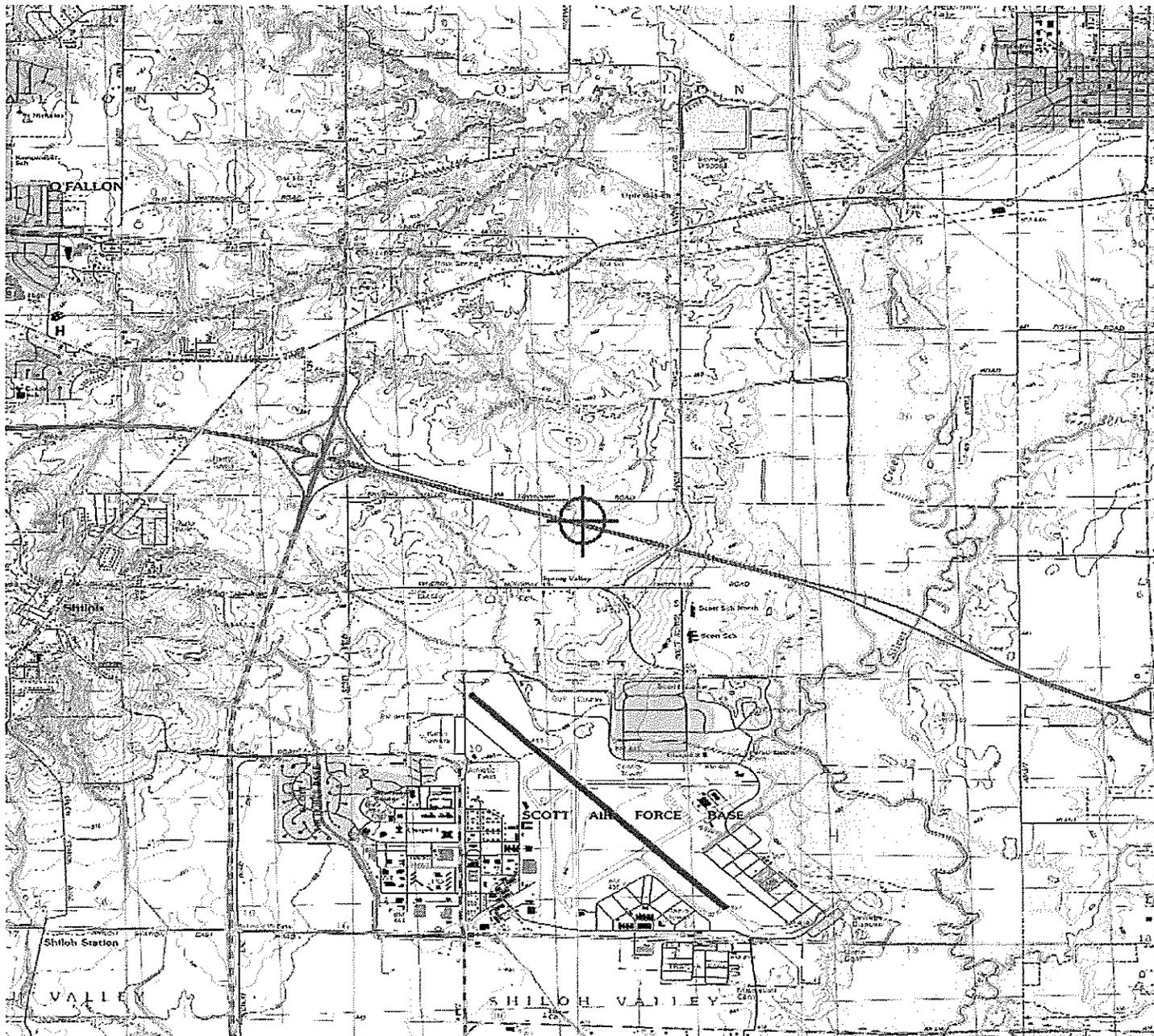
Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2261-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.

TOPO Map for ASN 2014-AGL-2261-OE





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2267-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #21  
 Location: O'Fallon, IL  
 Latitude: 38-33-50.35N NAD 83  
 Longitude: 89-50-32.86W  
 Heights: 438 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 483 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (483 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2267-OE.

**Signature Control No: 209628734-214294112**

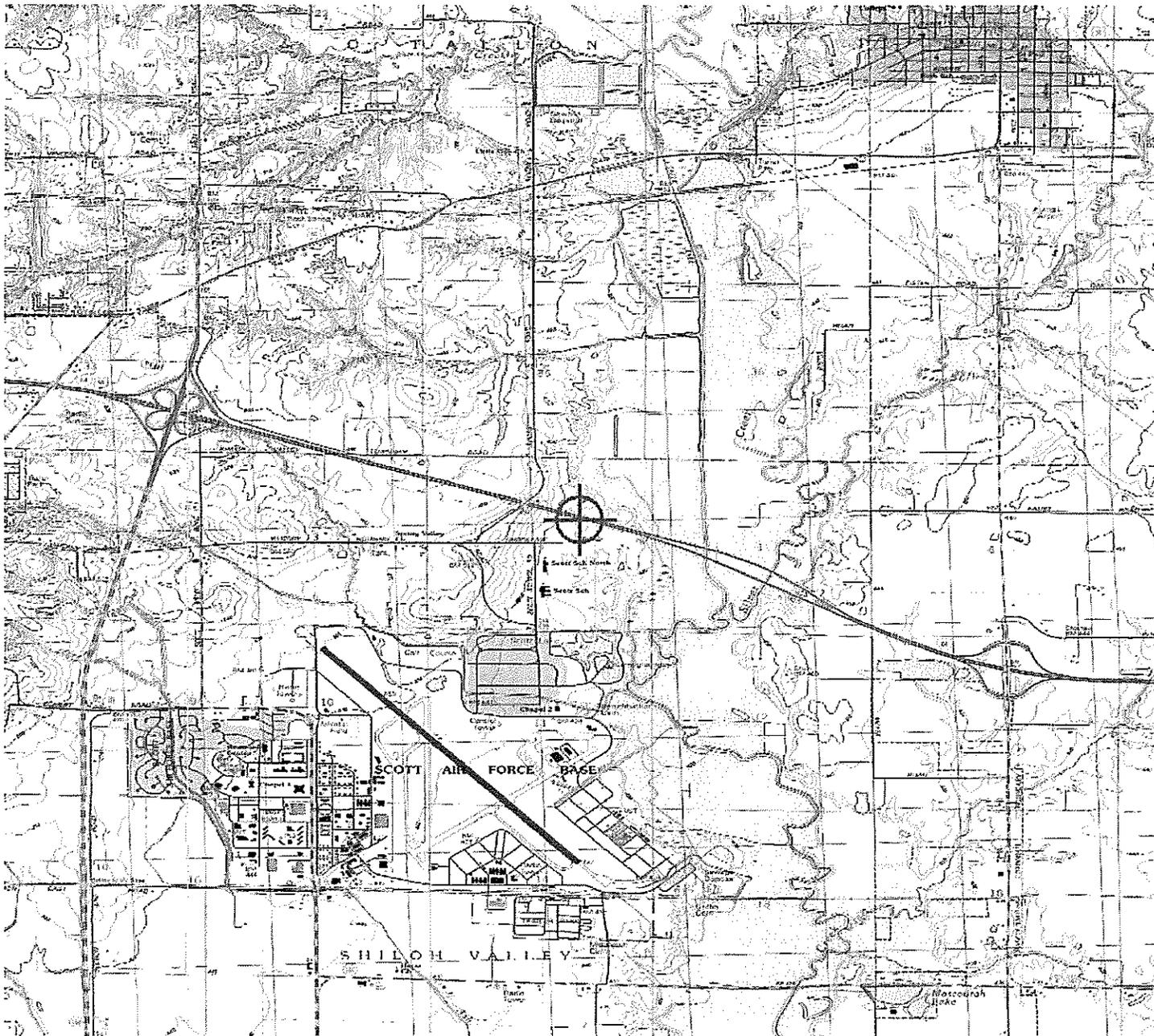
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2267-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2258-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #4  
 Location: O'Fallon, IL  
 Latitude: 38-33-54.01N NAD 83  
 Longitude: 89-50-38.30W  
 Heights: 447 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 492 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (492 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2258-OE.

**Signature Control No: 209628725-214294113**

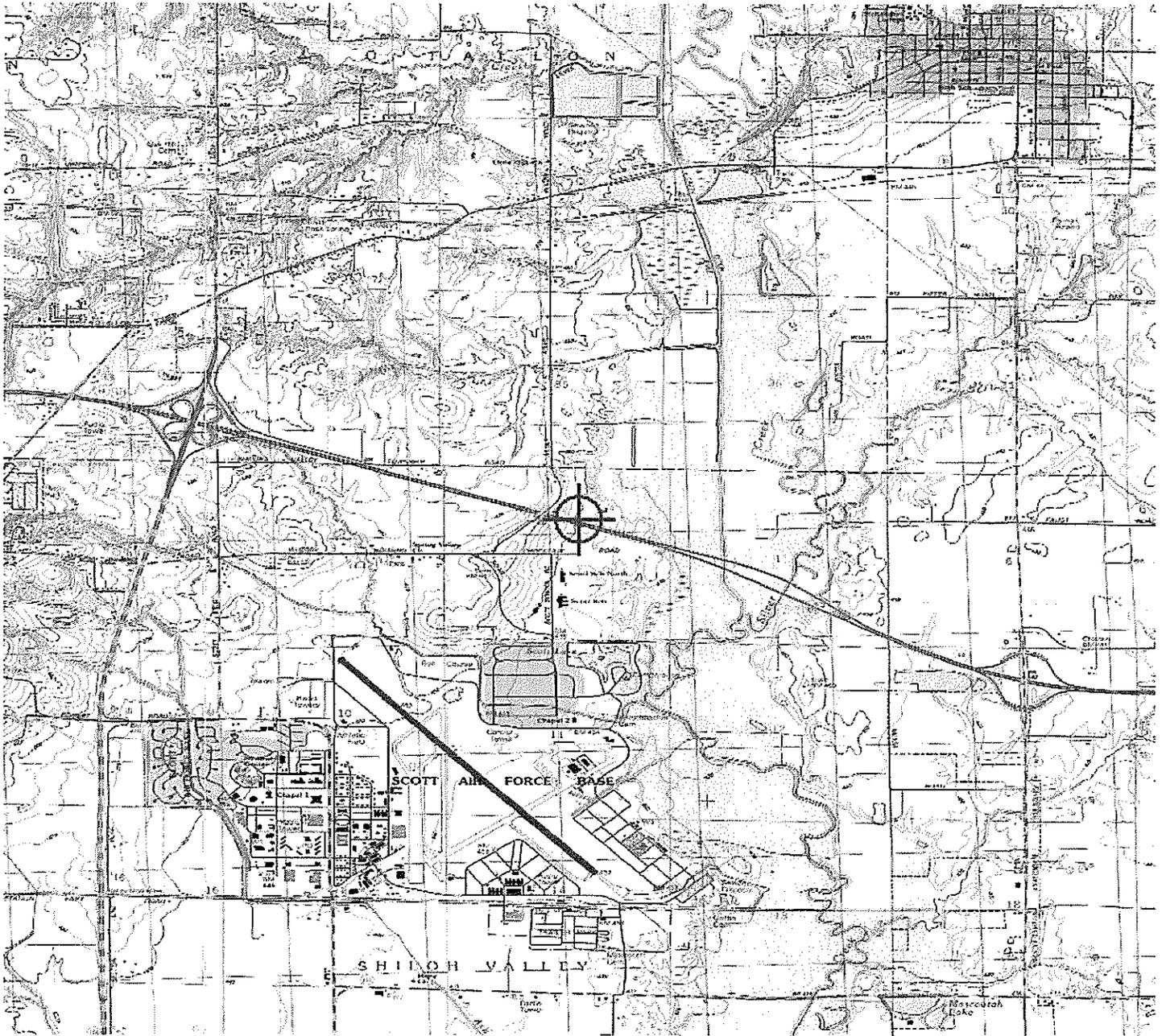
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2258-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2265-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #19  
 Location: O'Fallon, IL  
 Latitude: 38-33-51.69N NAD 83  
 Longitude: 89-50-38.39W  
 Heights: 445 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 490 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (490 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2265-OE.

**Signature Control No: 209628732-214294114**

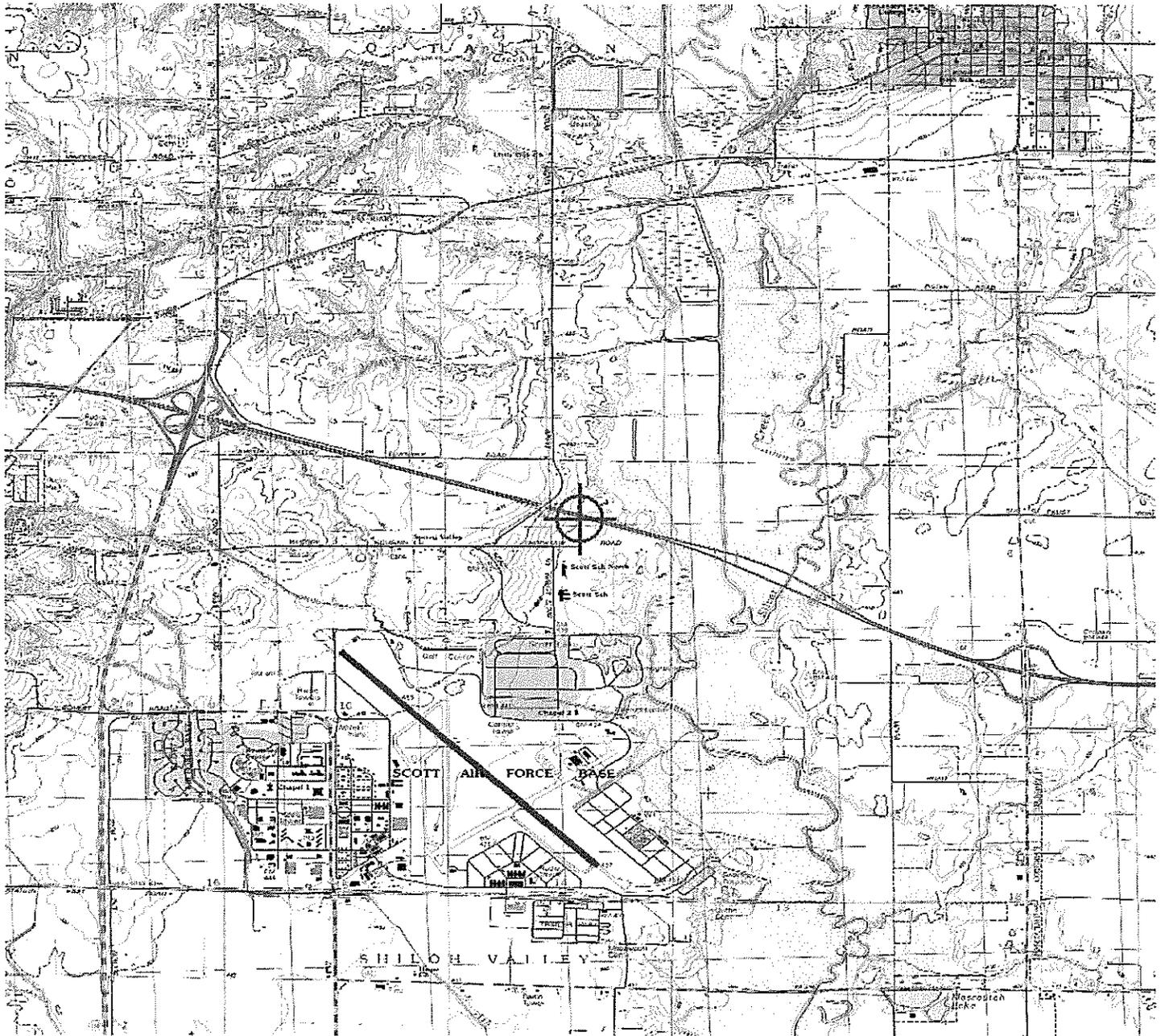
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2265-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
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 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2266-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #20  
 Location: O'Fallon, IL  
 Latitude: 38-33-51.03N NAD 83  
 Longitude: 89-50-35.63W  
 Heights: 441 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 486 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (486 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2266-OE.

**Signature Control No: 209628733-214294115**

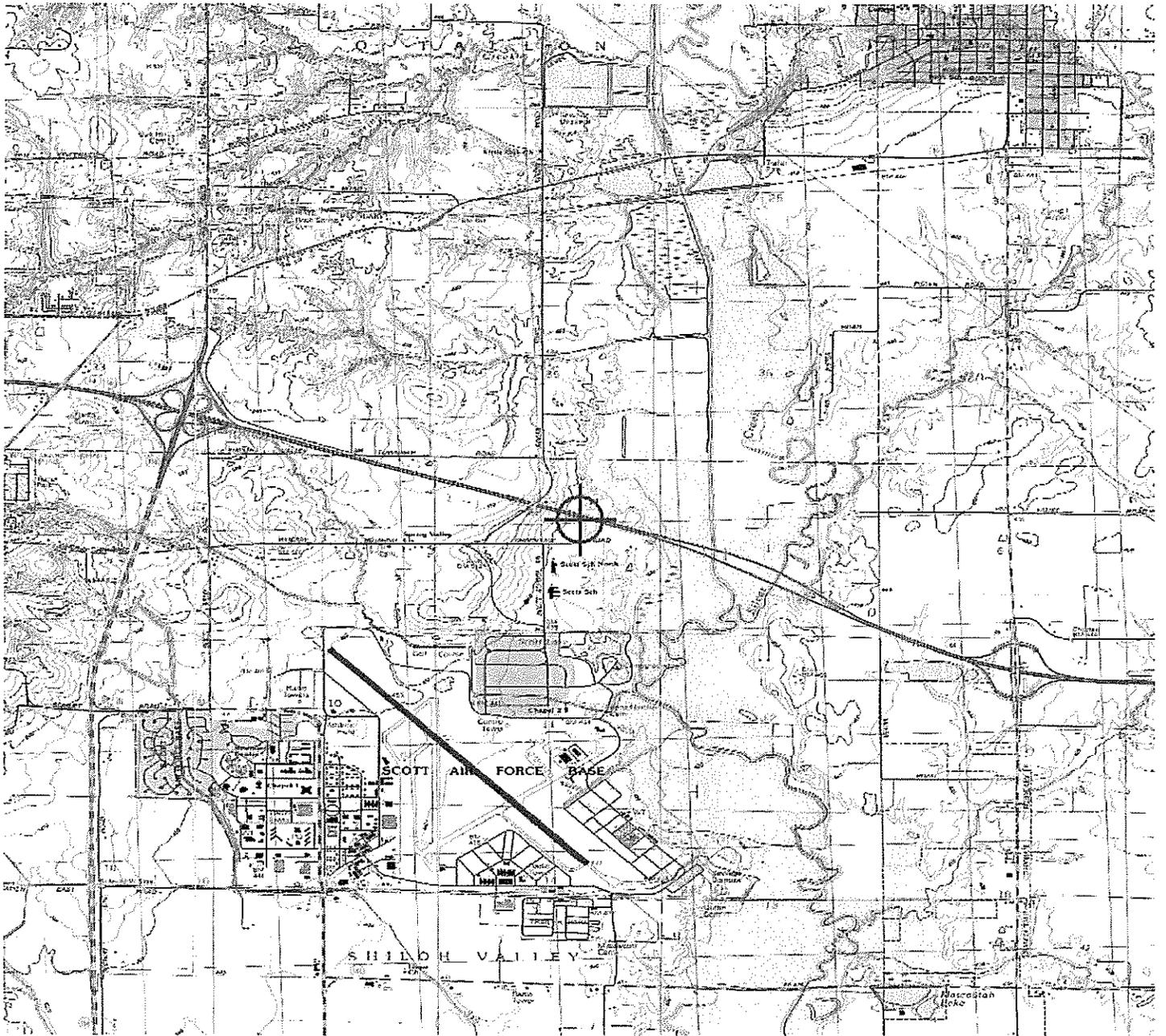
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2266-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2263-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #12  
 Location: O'Fallon, IL  
 Latitude: 38-34-00.79N NAD 83  
 Longitude: 89-51-13.06W  
 Heights: 464 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 509 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (509 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2263-OE.

**Signature Control No: 209628730-214294116**

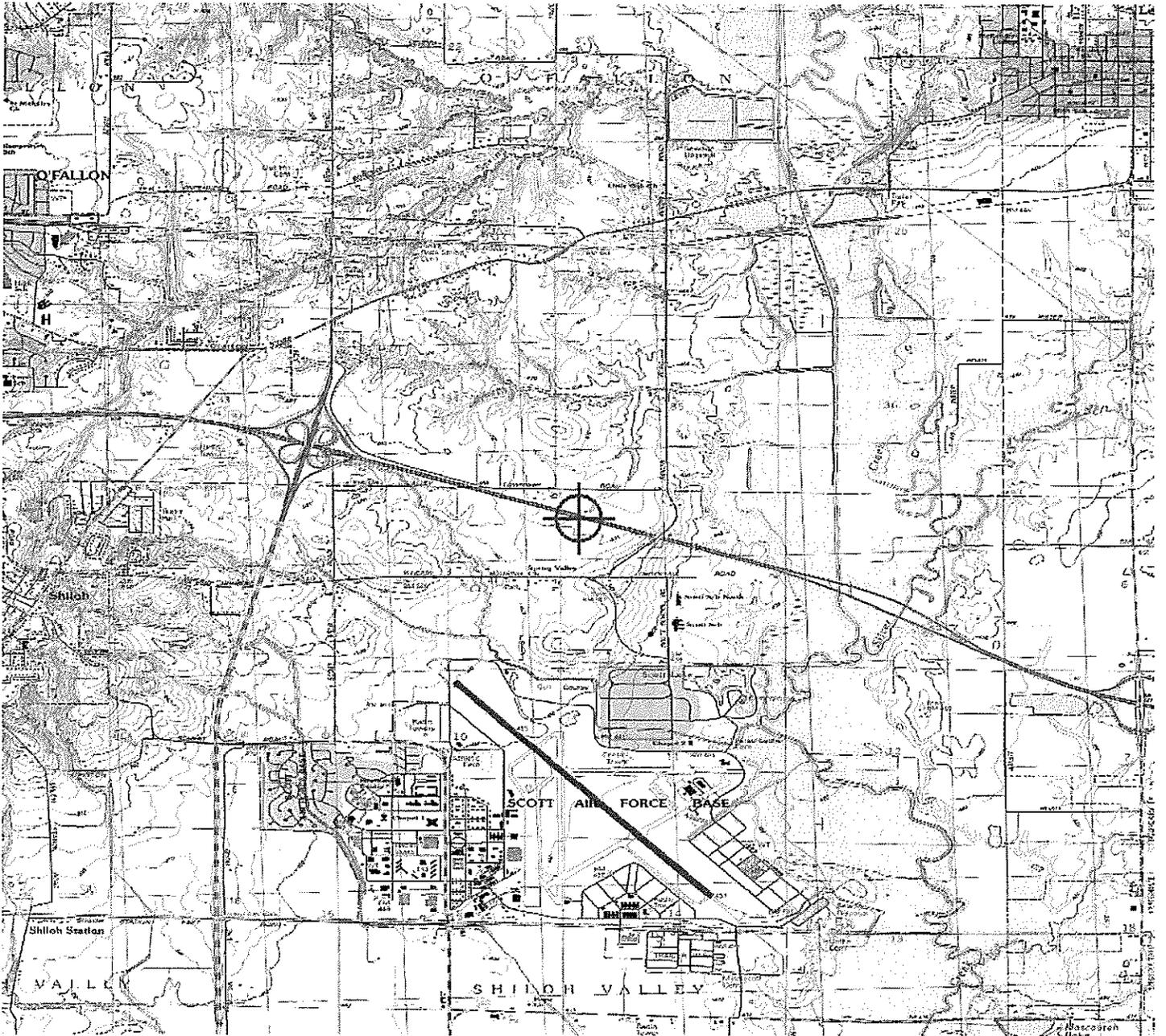
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2263-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76193

Aeronautical Study No.  
 2014-AGL-2264-OE

Issued Date: 04/17/2014

Mr. Tim Cantwell, Airport Director  
 St. Clair County (MidAmerica St Louis Airport)  
 9656 Air Terminal Drive  
 Suite 100  
 Mascoutah, IL 62258

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Light Pole Exit 21 Light Pole #13  
 Location: O'Fallon, IL  
 Latitude: 38-33-59.98N NAD 83  
 Longitude: 89-51-10.41W  
 Heights: 462 feet site elevation (SE)  
 45 feet above ground level (AGL)  
 507 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
- Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

**See attachment for additional condition(s) or information.**

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

Any height exceeding 45 feet above ground level (507 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 10/17/2015 unless:

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- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

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Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (847) 294-7458. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2014-AGL-2264-OE.

**Signature Control No: 209628731-214294117**

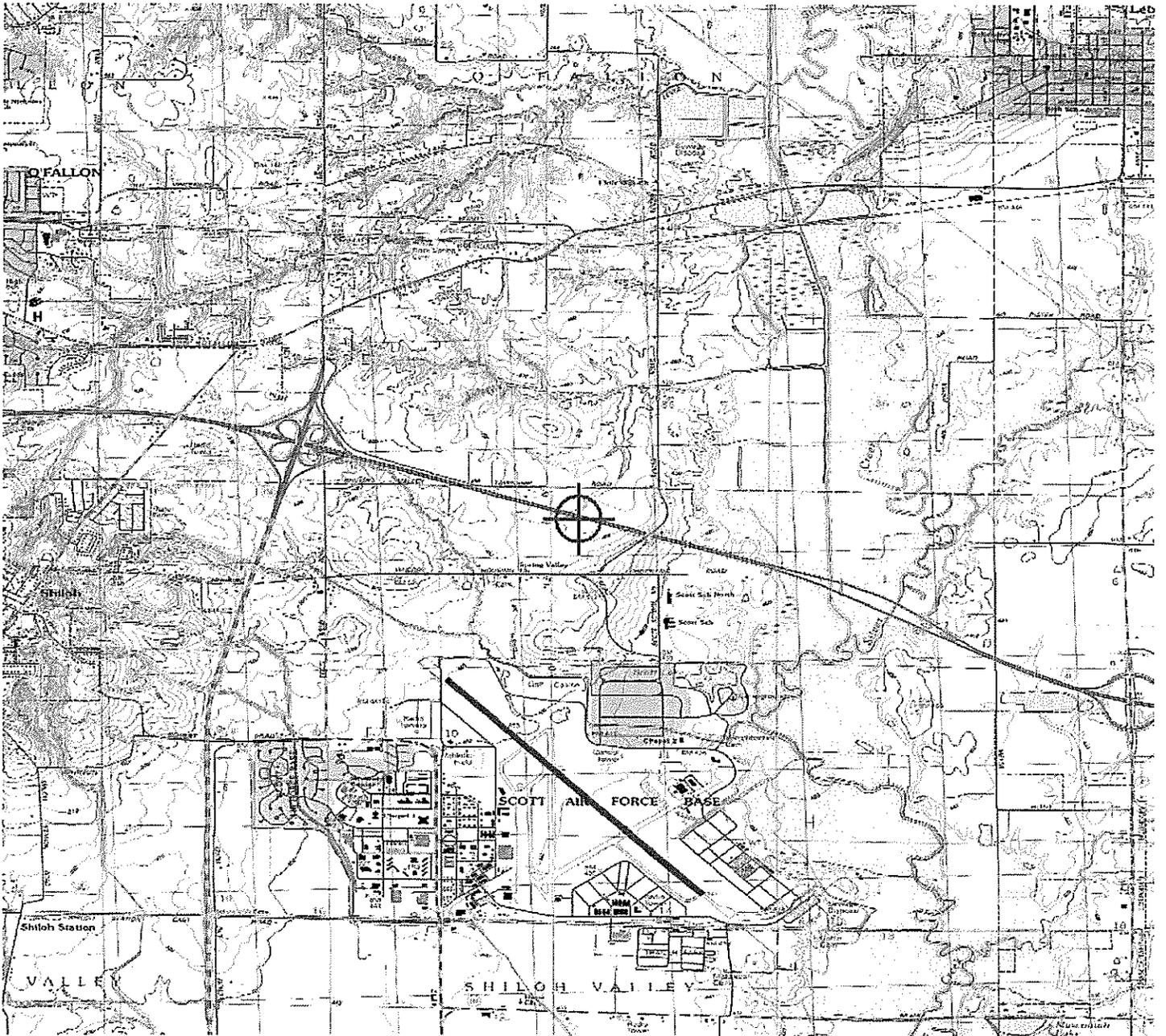
( DNE )

Fred Souchet  
Specialist

Attachment(s)  
Additional Information  
Map(s)

**Additional information for ASN 2014-AGL-2264-OE**

As a condition to this determination we recommend the light pole(s) be deflect downward, shielded and/or hooded so as not to create visual disruption for air traffic control tower personnel or pilots conducting operations at the airport.



State of Illinois  
Department of Transportation  
Bureau of Local Roads and Streets

SPECIAL PROVISION  
FOR  
COOPERATION WITH UTILITIES

Effective: January 1, 1999  
Revised: January 1, 2007

All references to Sections or Articles in this specification shall be construed to mean specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

Replace Article 105.07 of the Standard Specifications with the following:

**“105.07 Cooperation with Utilities.** The adjustment of utilities consists of the relocation, removal, replacement, rearrangements, reconstruction, improvement, disconnection, connection, shifting, new installation or altering of an existing utility facility in any manner.

When the plans or special provisions include information pertaining to the location of underground utility facilities, such information represents only the opinion of the Department as to the location of such utilities and is only included for the convenience of the bidder. The Department assumes no responsibility in respect to the sufficiency or the accuracy of the information shown on the plans relative to the location of the underground utility facilities.

Utilities which are to be adjusted shall be adjusted by the utility owner or the owner's representative or by the Contractor as a contract item. Generally, arrangements for adjusting existing utilities will be made by the Department prior to project construction; however, utilities will not necessarily be adjusted in advance of project construction and, in some cases, utilities will not be removed from the proposed construction limits. When utility adjustments must be performed in conjunction with construction, the utility adjustment work will be shown on the plans and/or covered by Special Provisions.

When the Contractor discovers a utility has not been adjusted by the owner or the owner's representative as indicated in the contract documents, or the utility is not shown on the plans or described in the Special Provisions as to be adjusted in conjunction with construction, the Contractor shall not interfere with said utility, and shall take proper precautions to prevent damage or interruption of the utility and shall promptly notify the Engineer of the nature and location of said utility.

All necessary adjustments, as determined by the Engineer, of utilities not shown on the plans or not identified by markers, will be made at no cost to the Contractor except traffic structures, light poles, etc., that are normally located within the proposed construction limits as hereinafter defined will not be adjusted unless required by the proposed improvement.

(a) Limits of Proposed Construction for Utilities Paralleling the Roadway. For the purpose of this Article, limits of proposed construction for utilities extending in the same longitudinal direction as the roadway, shall be defined as follows:

- (1) The horizontal limits shall be a vertical plane, outside of, parallel to, and 600 mm (2 ft) distant at right angles from the plan or revised slope limits.

In cases where the limits of excavation for structures are not shown on the plans, the horizontal limits shall be a vertical plane 1.2 m (4 ft) outside the edges of structure footings or the structure where no footings are required.

- (2) The upper vertical limits shall be the regulations governing the roadbed clearance for the specific utility involved.
- (3) The lower vertical limits shall be the top of the utility at the depth below the proposed grade as prescribed by the governing agency or the limits of excavation, whichever is less.

(b) Limits of Proposed Construction for Utilities Crossing the Roadway. For the purpose of this Article, limits of proposed construction for utilities crossing the roadway in a generally transverse direction shall be defined as follows:

- (1) Utilities crossing excavations for structures that are normally made by trenching such as sewers, underdrains, etc. and all minor structures such as manholes, inlets, foundations for signs, foundations for traffic signals, etc., the limits shall be the space to be occupied by the proposed permanent construction unless otherwise required by the regulations governing the specific utility involved.
- (2) For utilities crossing the proposed site of major structures such as bridges, sign trusses, etc., the limits shall be as defined above for utilities extending in the same general direction as the roadway.

The Contractor may make arrangements for adjustment of utilities outside of the limits of proposed construction provided the Contractor furnishes the Department with a signed agreement with the utility owner covering the adjustments to be made. The cost of any adjustments made outside the limits of proposed construction shall be the responsibility of the Contractor unless otherwise provided.

The Contractor shall request all utility owners to field locate their facilities according to Article 107.31. The Engineer may make the request for location from the utility after receipt of notice from the Contractor. On request, the Engineer will make an inspection to verify that the utility company has field located its facilities, but will not assume responsibility for the accuracy of such work. The Contractor shall be responsible for maintaining the excavations or markers provided by the utility owners. This field location procedure may be waived if the utility owner has stated in writing to the Department it is satisfied the construction plans are sufficiently accurate. If the utility owner does not submit such statement to the Department, and they do not field locate their facilities in both horizontal and vertical alignment, the Engineer will authorize the Contractor in writing to proceed to locate the facilities in the most economical and reasonable manner, subject to the approval of the Engineer, and be paid according to Article 109.04.

The Contractor shall coordinate with any planned utility adjustment or new installation and the Contractor shall take all precautions to prevent disturbance or damage to utility facilities. Any failure on the part of the utility owner, or their representative, to proceed with any planned utility adjustment or new installation shall be reported promptly by the Contractor to the Engineer orally and in writing.

The Contractor shall take all necessary precautions for the protection of the utility facilities. The Contractor shall be responsible for any damage or destruction of utility facilities resulting from neglect, misconduct, or omission in the Contractor's manner or method of execution or nonexecution of the work, or caused by defective work or the use of unsatisfactory materials. Whenever any damage or destruction of a utility facility occurs as a result of work performed by the Contractor, the utility company will be immediately notified. The utility company will make arrangements to restore such facility to a condition equal to that existing before any such damage or destruction was done.

It is understood and agreed that the Contractor has considered in the bid all of the permanent and temporary utilities in their present and/or adjusted positions.

No additional compensation will be allowed for any delays, inconvenience, or damage sustained by the Contractor due to any interference from the said utility facilities or the operation of relocating the said utility facilities.

State of Illinois  
Department of Transportation  
Bureau of Local Roads and Streets

SPECIAL PROVISION  
FOR  
INSURANCE

Effective: February 1, 2007  
Revised: August 1, 2007

All references to Sections or Articles in this specification shall be construed to mean specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

The Contractor shall name the following entities as additional insured under the Contractor's general liability insurance policy in accordance with Article 107.27:

St. Clair County and the Public Building Commission of St. Clair County

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The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

State of Illinois  
DEPARTMENT OF TRANSPORTATION  
Bureau of Local Roads & Streets

SPECIAL PROVISION  
FOR  
FILLING HMA CORE HOLES WITH NON-SHRINK GROUT

Effective: January 1, 2008

All references to Sections and Articles in this Special Provision shall be construed to mean specific Sections and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

Add the following after the first paragraph of Article 406.07(c) of the Standard Specifications:

“Upon completion of coring for density testing, all free water shall be removed from the core holes prior to filling. All core holes shall be filled with a non-shrink grout from the Department’s approved list, which shall be mixed in a separate container prior to placement in the hole. Only enough water to permit placement and consolidation by rodding shall be used, and the material shall be struck-off flush with the adjacent pavement.”

State of Illinois  
Department of Transportation  
Bureau of Local Roads and Streets  
SPECIAL PROVISION  
FOR  
CONSTRUCTION AND MAINTENANCE SIGNS

Effective: January 1, 2004  
Revised: June 1, 2007

All references to Sections or Articles in this specification shall be construed to mean a specific Section or Article of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

701.14. Signs. Add the following paragraph to Article 701.14:

All warning signs shall have minimum dimensions of 1200 mm x 1200 mm (48" x 48") and have a black legend on a fluorescent orange reflectorized background, meeting, as a minimum, Type AP reflectivity requirements of Table 1091-2 in Article 1091.02.

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

Effective: November 2, 2006

Revised: August 1, 2013

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 preventative maintenance 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<sub>P</sub> = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).  
BPI<sub>L</sub> = Bituminous Price Index, as published by the Department for the month prior to the letting, \$/ton (\$/metric ton).  
%AC<sub>V</sub> = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC<sub>V</sub> 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<sub>V</sub> and undiluted emulsified asphalt will be considered to be 65% AC<sub>V</sub>.  
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:  $Q, \text{ metric tons} = A \times D \times (G_{mb} \times 1) / 1000$ . 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<sub>V</sub>.

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<sub>mb</sub> = 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:** \_\_\_\_\_

80173

**BUILDING REMOVAL - CASE II (NON-FRIABLE ASBESTOS ABATEMENT) (BDE)**

Effective: September 1, 1990

Revised: April 1, 2010

**BUILDING REMOVAL:** This work shall consist of the removal and disposal of 1 building(s), together with all foundations, retaining walls, and piers, down to a plane 1 ft (300 mm) below the ultimate or existing grade in the area and also all incidental and collateral work necessary to complete the removal of the building(s) in a manner approved by the Engineer. Any holes, such as basements, shall be filled with a suitable granular material. The building(s) are identified as follows:

<u>Bldg. No.</u>	<u>Parcel No.</u>	<u>Location</u>	<u>Description</u>
1	09-02.0-100-012	Rieder Road Sta. 62+75, 70' RT	Shed

**Discontinuance of Utilities:** The Contractor shall arrange for the discontinuance of all utility services and the removal of the metering devices that serve the building(s) according to the respective requirements and regulations of the City, County, or utility companies involved. The Contractor shall disconnect and seal, in an approved manner, all service outlets that serve any building(s) he/she is to remove.

**Signs:** Immediately upon execution of the contract and prior to the wrecking of any structures, the Contractor shall be required to paint or stencil, in contrasting colors of an oil base paint, on all four sides of each residence and two opposite sides of other structures, the following sign:

PROPERTY ACQUIRED FOR  
HIGHWAY CONSTRUCTION  
TO BE DEMOLISHED BY THE

VANDALS WILL BE PROSECUTED

The signs shall be positioned in a prominent location on the structure so that they can be easily seen and read and at a sufficient height to prevent defacing. The Contractor shall not paint signs nor start demolition of any building(s) prior to the time that the State becomes the owner of the respective building(s).

The Contractor has the option of removing the non-friable asbestos prior to demolition or demolishing the building(s) with the non-friable asbestos in place. Refer to the Special Provisions titled "Asbestos Abatement (General Conditions)" and "Removal and Disposal of Non-Friable Asbestos Building No. 1" contained herein.

Basis of Payment: This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL, numbers as listed above, which price shall be payment in full for complete removal of the buildings and structures, including any necessary backfilling material as specified herein. The lump sum unit price(s) for this work shall represent the cost of demolition and disposal assuming all non-friable asbestos is removed prior to demolition. Any salvage value shall be reflected in the contract unit price for this item.

EXPLANATION OF BIDDING TERMS: Two separate contract unit price items have been established for the removal of each building. They are:

1. BUILDING REMOVAL NO. 1
2. REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1

The Contractor shall have two options available for the removal and disposal of the non-friable asbestos.

The pay item for removal and disposal of non-friable asbestos will not be deleted regardless of the option chosen by the Contractor.

ASBESTOS ABATEMENT (GENERAL CONDITIONS): This work consists of the removal and disposal of non-friable asbestos from the building(s) to be demolished. All work shall be done according to the requirements of the U.S. Environmental Protection Agency (USEPA), the Illinois Environmental Protection Agency (IEPA), the Occupational Safety and Health Administration (OSHA), the Special Provision for "Removal and Disposal of Non-Friable Asbestos, Building No. 1," and as outlined herein.

The location of the Asbestos Containing Material (ACM) is indicated in the State of Illinois Demolition/Renovation/Asbestos Project Notification Form included at the end of this provision with a letter from the testing agency. Also refer to the Material Description Table in the Asbestos Survey Report at the end of this provision for a brief description and location of the various materials. Also included is a Materials Quantities Table. This table states the ACM is non-friable and gives the approximate quantity. The quantities are given only for information and it shall be the Contractor's responsibility to determine the exact quantities prior to submitting his/her bid.

The work involved in the removal and disposal of non-friable asbestos if done prior to demolition, shall be performed by a Contractor or Sub-Contractor prequalified with the Illinois Capital Development Board.

The Contractor shall complete the State of Illinois Demolition/Renovation/Asbestos Project Notification Form included at the end of this provision and submit to IEPA. The Contractor shall provide an appropriate shipping manifest to the Engineer for the disposal of all ACM wastes.

Permits: The Contractor shall apply for permit(s) in compliance with applicable regulations of the Illinois Environmental Protection Agency. Any and all other permits required by other federal, state, or local agencies for carrying on the work shall be the responsibility of the Contractor. Copies of the permit(s) shall be sent to the district office and the Engineer.

Notifications: The "Demolition/Renovation Notice" form, which can be obtained from the IEPA office, shall be completed and submitted to the address listed below at least ten days prior to commencement of any asbestos removal or demolition activity. Separate notices shall be sent for the asbestos removal work and the building demolition if they are done as separate operations.

Asbestos Demolition/Renovation Coordinator  
Illinois Environmental Protection Agency  
Division of Air Pollution Control  
P. O. Box 19276  
Springfield, Illinois 62794-9276  
(217) 785-1743

Notices shall be updated if there is a change in the starting date or the amount of asbestos changes by more than 20 percent.

Submittals:

- A. All submittals and notices shall be made to the Engineer except where otherwise specified herein.
- B. Submittals that shall be made prior to start of work:
  1. Submittals required under Asbestos Abatement Experience.
  2. Submit documentation indicating that all employees have had medical examinations and instruction on the hazards of asbestos exposure, on use and fitting of respirators, on protective dress, on use of showers, on entry and exit from work areas, and on all aspects of work procedures and protective measures as specified in Worker Protection Procedures.
  3. Submit manufacturer's certification stating that vacuums, ventilation equipment, and other equipment required to contain airborne fibers conform to ANSI 29.2.
  4. Submit to the Engineer the brand name, manufacturer, and specification of all sealants or surfactants to be used. Testing under existing conditions will be required at the direction of the Engineer.
  5. Submit proof that all required permits, site locations, and arrangements for transport and disposal of asbestos-containing or asbestos-contaminated materials, supplies, and the like have been obtained (i.e., a letter of authorization to utilize designated landfill).

6. Submit a list of penalties, including liquidated damages, incurred through non-compliance with asbestos abatement project specifications.
7. Submit a detailed plan of the procedures proposed for use in complying with the requirements of this specification. Include in the plan the location and layout of decontamination units, the sequencing of work, the respiratory protection plan to be used during this work, a site safety plan, a disposal plan including the location of an approved disposal site, and a detailed description of the methods to be used to control pollution. The plan shall be submitted to the Engineer prior to the start of work.
8. Submit proof of written notification and compliance with the "Notifications" paragraph.

C. Submittals that shall be made upon completion of abatement work:

1. Submit copies of all waste chain-of-custodies, trip tickets, and disposal receipts for all asbestos waste materials removed from the work area;
2. Submit daily copies of work site entry logbooks with information on worker and visitor access;
3. Submit logs documenting filter changes on respirators, HEPA vacuums, negative pressure ventilation units, and other engineering controls; and
4. Submit results of any bulk material analysis and air sampling data collected during the course of the abatement including results of any on-site testing by any federal, state, or local agency.

Certificate of Insurance:

- A. The Contractor shall document general liability insurance for personal injury, occupational disease and sickness or death, and property damage.
- B. The Contractor shall document current Workmen's Compensation Insurance coverage.
- C. The Contractor shall supply insurance certificates as specified by the Department.

Asbestos Abatement Experience:

- A. Company Experience. Prior to starting work, the Contractor shall supply evidence that he/she has been prequalified with the Illinois Capital Development Board and that he/she has been included on the Illinois Department of Public Health's list of approved Contractors.
- B. Personnel Experience:

1. For Superintendent, the Contractor shall supply:
  - a. Evidence of knowledge of applicable regulations in safety and environmental protection is required as well as training in asbestos abatement as evidenced by the successful completion of a training course in supervision of asbestos abatement as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to the Engineer prior to the start of work.
  - b. Documentation of experience with abatement work in a supervisory position as evidenced through supervising at least two asbestos abatement projects; provide names, contact, phone number, and locations of two projects in which the individual(s) has worked in a supervisory capacity.
2. For workers involved in the removal of asbestos, the Contractor shall provide training as evidenced by the participation and successful completion of an accredited training course for asbestos abatement workers as specified in 40 CFR 763, Subpart E, Appendix C, EPA Model Contractor Accreditation Plan. A copy of the certificate of successful completion shall be provided to all employees who will be working on this project.

**ABATEMENT AIR MONITORING:** The Contractor shall comply with the following:

- A. Personal Monitoring. All personal monitoring shall be conducted per specifications listed in OSHA regulation, Title 29, Code of Federal Regulation 1926.58. All area sampling shall be conducted according to 40 CFR Part 763.90. All air monitoring equipment shall be calibrated and maintained in proper operating condition. Excursion limits shall be monitored daily. Personal monitoring is the responsibility of the Contractor. Additional personal samples may be required by the Engineer at any time during the project.
- B. Interior Non-Friable Asbestos-Containing Materials. The Contractor shall perform personal air monitoring during removal of all non-friable Transite and floor tile removal operations. The Engineer will also have the option to require additional personal samples and/or clearance samples during this type of work.
- C. Exterior Non-Friable Asbestos-Containing Materials. The Contractor shall perform personal air monitoring during removal of all non-friable cementitious panels, piping, roofing felts, and built up roofing materials that contain asbestos.

The Contractor shall conduct down wind area sampling to monitor airborne fiber levels at a frequency of no less than three per day.

**D. Air Monitoring Professional**

1. All air sampling shall be conducted by a qualified Air Sampling Professional supplied by the Contractor. The Air Sampling Professional shall submit

documentation of successful completion of the National Institute for Occupational Safety and Health (NIOSH) course #582 - "Sampling and Evaluating Airborne Asbestos Dust".

2. Air sampling shall be conducted according to NIOSH Method 7400. The results of these tests shall be provided to the Engineer within 24 hours of the collection of air samples.

REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1: The Contractor has the option of removing and disposing of the non-friable asbestos prior to demolition of the building(s) or demolishing the building(s) with the non-friable asbestos in place.

Option #1 - If the Contractor chooses to remove all non-friable asbestos prior to demolition, the work shall be done according to the Special Provision titled "Asbestos Abatement (General Conditions)".

Option #2 - If the Contractor chooses to demolish the building(s) with the non-friable asbestos in place, the following provisions shall apply:

1. Continuously wet all non-friable ACM and other building debris with water during demolition.
2. Dispose of all demolition debris as asbestos containing material by placing it in lined, covered transport haulers and placing it in an approved landfill.

This work will be paid for at the contract unit price per lump sum for REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1, as shown.

The cost for this work shall be determined as follows:

Option #1 - Actual cost of removal and disposal of non-friable asbestos.

Option #2 - The difference in cost between removing and disposing of the building if all non-friable asbestos is left in place and removing and disposing of the building assuming all non-friable asbestos is removed prior to demolition.

The cost of removing and disposing of the building(s), assuming all non-friable asbestos is removed first, shall be represented by the pay item "BUILDING REMOVAL NO. 1".

Regardless of the option chosen by the Contractor, this pay item will not be deleted, nor will the pay item BUILDING REMOVAL NO. 1 be deleted.

50481

**BUILDING REMOVAL - CASE IV (NO ASBESTOS) (BDE)**

Effective: September 1, 1990

Revised: April 1, 2010

**BUILDING REMOVAL:** This work shall consist of the removal and disposal of 3 building(s), together with all foundations, retaining walls, and piers, down to a plane 1 ft (300 mm) below the ultimate or existing grade in the area and also all incidental and collateral work necessary to complete the removal of the building(s) in a manner approved by the Engineer. Any holes, such as basements, shall be filled with a suitable granular material. The building(s) are identified as follows:

<u>Bldg. No.</u>	<u>Parcel No.</u>	<u>Location</u>	<u>Description</u>
2	09-02.0-100-012	Rieder Road Sta. 62+88, 15' RT	Grain Bin
3	09-02.0-100-012	Rieder Road Sta. 63+06, 10' RT	Grain Bin Building
4	09-02.0-100-012	Rieder Road Sta. 64+18, 50' RT	Foundation

**Discontinuance of Utilities:** The Contractor shall arrange for the discontinuance of all utility services and the removal of the metering devices that serve the building(s) according to the respective requirements and regulations of the City, County, or utility companies involved. The Contractor shall disconnect and seal, in an approved manner, all service outlets that serve any building(s) he/she is to remove.

**Signs:** Immediately upon execution of the contract and prior to the wrecking of any structures, the Contractor shall be required to paint or stencil, in contrasting colors of an oil base paint, on all four sides of each residence and two opposite sides of other structures, the following sign:

PROPERTY ACQUIRED FOR  
HIGHWAY CONSTRUCTION  
TO BE DEMOLISHED BY THE  
  
VANDALS WILL BE PROSECUTED

The signs shall be positioned in a prominent location on the structure so that they can be easily seen and read and at a sufficient height to prevent defacing. The Contractor shall not paint signs nor start demolition of any building(s) prior to the time that the State becomes the owner of the respective building(s).

**Basis of Payment:** This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL, numbers as listed above, which price shall be payment in full for complete removal of the buildings and structures, including any necessary backfilling material as specified herein.

The lump sum unit price(s) for this work shall represent the cost of demolition. Any salvage value shall be reflected in the contract unit price for this item.

Notifications: The "Demolition/Renovation Notice" form, which can be obtained from the IEPA office, shall be completed and submitted to the address listed below at least ten days prior to commencement of any demolition activity.

Asbestos Demolition/Renovation Coordinator  
Illinois Environmental Protection Agency  
Division of Air Pollution Control  
P. O. Box 19276  
Springfield, Illinois 62794-9276  
(217)785-1743

Notices shall be updated if there is a change in the starting date or the amount of asbestos changes by more than 20 percent.

Submittals:

- A. All submittals and notices shall be made to the Engineer except where otherwise specified herein.
- B. Prior to starting work, the Contractor shall submit proof of written notification and compliance with the "Notifications" paragraph.

50531

**CONCRETE BOX CULVERTS WITH SKEWS > 30 DEGREES AND DESIGN FILLS ≤ 5 FEET (BDE)**

Effective: April 1, 2012

Revised: April 1, 2014

Revise the second paragraph of Article 540.04 of the Standard Specifications to read:

“Unless otherwise noted on the plans, the Contractor shall have the option, when a cast-in-place concrete box culvert is specified, of constructing the box culvert using precast box culvert sections when the design cover is 6 in. (150 mm) minimum. The precast box culvert sections shall be designed for the same design cover shown on the plans for cast-in-place box culvert; shall be of equal or larger size opening, and shall satisfy the design requirements of ASTM C 1577.”

Add the following after the seventh paragraph of Article 540.06 of the Standard Specifications:

“Precast concrete box culverts with skews greater than 30 degrees and having design covers less than or equal to 5 feet are not covered by the standard design table shown in ASTM C 1577. The design table provided herein is provided to address this design range. The same notes, reinforcement configurations, clearances, and requirements of ASTM C 1577 apply to this special design table. A box designated 7 x 6 x 8 indicates a span of 7 ft, a rise of 6 ft, and top slab, bottom slab, walls and haunches of 8 in. unless otherwise noted on the tables.

3 ft by 2 ft by 4 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.168	0.900	0.295	0.096	0.269	0.168	0.853	0.144	
2<3	0.134	0.180	0.182	0.096					31
3-5	0.096	0.115	0.117	0.096					29

\*top slab 7 in., bottom slab 6.0 in.

3 ft by 3 ft by 4 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.168	0.956	0.326	0.096	0.290	0.168	0.849	0.144	
2<3	0.101	0.214	0.218	0.096					31
3-5	0.096	0.136	0.140	0.096					31

\*top slab 7.0 in., bottom slab 6.0 in.

4 ft by 2 ft by 5 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.204	0.790	0.262	0.120	0.268	0.180	0.846	0.144	
2<3	0.201	0.203	0.196	0.120					32
3-5	0.129	0.134	0.136	0.120					32

\*top slab 7.5 in., bottom slab 6.0 in.

4 ft by 3 ft by 5 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.180	0.876	0.303	0.120	0.305	0.180	0.831	0.144	
2<3	0.160	0.245	0.238	0.120					38
3-5	0.120	0.161	0.165	0.120					35

\*top slab 7.5 in., bottom slab 6.0 in.

4 ft by 4 ft by 5 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.180	0.927	0.334	0.120	0.327	0.180	0.822	0.144	
2<3	0.130	0.277	0.270	0.120					38
3-5	0.120	0.181	0.188	0.120					38

\*top slab 7.5 in., bottom slab 6.0 in.

5 ft by 3 ft by 6 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.197	0.682	0.269	0.144	0.280	0.192	0.705	0.168	
2<3	0.206	0.259	0.246	0.144					37
3-5	0.144	0.180	0.179	0.144					35

\*top slab 8.0 in., bottom slab 7.0 in.

5 ft by 4 ft by 6 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.192	0.735	0.299	0.144	0.307	0.192	0.693	0.168	
2<3	0.180	0.294	0.282	0.144					46
3-5	0.144	0.204	0.205	0.144					40

\*top slab 8.0 in., bottom slab 7.0 in.

5 ft by 5 ft by 6 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.192	0.774	0.324	0.144	0.327	0.192	0.685	0.168	
2<3	0.155	0.322	0.312	0.144					45
3-5	0.144	0.224	0.228	0.144					45

\*top slab 8.0 in., bottom slab 7.0 in.

6 ft by 3 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.270	0.566	0.257	0.168	0.263	0.192	0.575	0.168	
2<3	0.260	0.269	0.273	0.168					41
3-5	0.186	0.192	0.197	0.168					39

\*top slab 8.0 in.

6 ft by 4 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.245	0.617	0.297	0.168	0.293	0.192	0.565	0.168	
2<3	0.225	0.305	0.313	0.168					42
3-5	0.168	0.220	0.227	0.168					41

\*top slab 8.0 in.

6 ft by 5 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.226	0.657	0.331	0.168	0.317	0.192	0.551	0.168	
2<3	0.198	0.338	0.348	0.168					59
3-5	0.168	0.242	0.252	0.168					48

\*top slab 8.0 in.

6 ft by 6 ft by 7 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2*	0.208	0.692	0.363	0.168	0.337	0.192	0.540	0.168	
2<3	0.176	0.364	0.379	0.168					52
3-5	0.168	0.261	0.275	0.168					52

\*top slab 8.0 in.

7 ft by 4 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.339	0.599	0.372	0.192	0.271	0.192	0.697	0.192	
2<3	0.287	0.335	0.342	0.192					44
3-5	0.206	0.241	0.248	0.192					42

7 ft by 5 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.317	0.637	0.417	0.192	0.293	0.192	0.684	0.192	
2<3	0.256	0.370	0.381	0.192					49
3-5	0.192	0.266	0.276	0.192					46

7 ft by 6 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.296	0.672	0.458	0.192	0.312	0.192	0.658	0.192	
2<3	0.230	0.401	0.416	0.192					59
3-5	0.192	0.288	0.302	0.192					55

7 ft by 7 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.276	0.703	0.496	0.192	0.330	0.192	0.653	0.192	
2<3	0.210	0.428	0.447	0.192					59
3-5	0.192	0.307	0.326	0.192					59

8 ft by 4 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.397	0.510	0.400	0.192	0.283	0.192	0.568	0.192	
2<3	0.399	0.415	0.423	0.192					45
3-5	0.285	0.298	0.306	0.192					45

8 ft by 5 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.368	0.555	0.446	0.192	0.305	0.192	0.559	0.192	
2<3	0.360	0.458	0.470	0.192					48
3-5	0.259	0.328	0.340	0.192					45

8 ft by 6 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.342	0.596	0.488	0.192	0.325	0.192	0.556	0.192	
2<3	0.328	0.496	0.512	0.192					56
3-5	0.237	0.355	0.371	0.192					50

8 ft by 7 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.319	0.633	0.527	0.192	0.343	0.192	0.555	0.192	
2<3	0.301	0.529	0.551	0.192					65
3-5	0.219	0.379	0.399	0.192					61

8 ft by 8 ft by 8 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.297	0.668	0.565	0.192	0.360	0.192	0.531	0.192	
2<3	0.280	0.560	0.587	0.192					65
3-5	0.204	0.400	0.427	0.192					65

9 ft by 5 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.361	0.411	0.416	0.216	0.275	0.216	0.465	0.216	
2<3	0.425	0.484	0.496	0.216					49
3-5	0.306	0.348	0.360	0.216					49

9 ft by 6 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.335	0.439	0.455	0.216	0.294	0.216	0.467	0.216	
2<3	0.390	0.524	0.541	0.216					55
3-5	0.282	0.376	0.393	0.216					52

9 ft by 7 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.313	0.464	0.491	0.216	0.311	0.216	0.453	0.216	
2<3	0.360	0.561	0.583	0.216					64
3-5	0.262	0.402	0.423	0.216					58

9 ft by 8 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.286	0.488	0.514	0.216	0.327	0.216	0.454	0.216	
2<3	0.336	0.594	0.621	0.216					72
3-5	0.244	0.426	0.453	0.216					73

9 ft by 9 ft by 9 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.274	0.511	0.557	0.216	0.342	0.216	0.452	0.216	
2<3	0.316	0.625	0.659	0.216					72
3-5	0.231	0.448	0.481	0.216					72

10 ft by 5 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.370	0.393	0.392	0.240	0.263	0.240	0.240	0.240	
2<3	0.492	0.509	0.522	0.240					52
3-5	0.354	0.366	0.379	0.240					52

10 ft by 6 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.348	0.420	0.432	0.240	0.282	0.240	0.418	0.240	
2<3	0.455	0.552	0.570	0.240					56
3-5	0.329	0.397	0.414	0.240					52

10 ft by 7 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.321	0.445	0.463	0.240	0.298	0.240	0.240	0.240	
2<3	0.423	0.591	0.614	0.240					59
3-5	0.307	0.425	0.447	0.240					56

10 ft by 8 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in. / ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.301	0.469	0.496	0.240	0.314	0.240	0.240	0.240	
2<3	0.394	0.627	0.655	0.240					72
3-5	0.288	0.451	0.478	0.240					66

10 ft by 9 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.284	0.492	0.527	0.240	0.329	0.240	0.240	0.240	
2<3	0.371	0.660	0.694	0.240					79
3-5	0.272	0.475	0.508	0.240					85

10 ft by 10 ft by 10 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.272	0.514	0.559	0.240	0.344	0.240	0.240	0.240	
2<3	0.353	0.691	0.732	0.240					79
3-5	0.259	0.497	0.537	0.240					79

11 ft by 4 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.414	0.341	0.333	0.264	0.264	0.264	0.264	0.264	
2<3	0.609	0.481	0.491	0.264					60
3-5	0.436	0.348	0.357	0.264					56

11 ft by 6 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.356	0.399	0.407	0.264	0.265	0.264	0.264	0.264	
2<3	0.521	0.580	0.597	0.264					56
3-5	0.377	0.418	0.435	0.264					56

11 ft by 8 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.314	0.449	0.471	0.264	0.298	0.264	0.264	0.264	
2<3	0.457	0.659	0.687	0.264					67
3-5	0.333	0.475	0.502	0.264					63

11 ft by 10 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.285	0.494	0.532	0.264	0.328	0.264	0.264	0.264	
2<3	0.409	0.727	0.769	0.264					86
3-5	0.300	0.524	0.565	0.264					86

11 ft by 11 ft by 11 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.276	0.516	0.562	0.264	0.342	0.264	0.264	0.264	
2<3	0.391	0.758	0.808	0.264					86
3-5	0.289	0.548	0.596	0.264					86

12 ft by 4 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.426	0.329	0.316	0.288	0.288	0.288	0.321	0.288	
2<3	0.682	0.503	0.512	0.288					64
3-5	0.489	0.364	0.373	0.288					60

12 ft by 6 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.367	0.385	0.387	0.288	0.288	0.288	0.320	0.288	
2<3	0.590	0.606	0.624	0.288					60
3-5	0.427	0.438	0.456	0.288					56

12 ft by 8 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.326	0.435	0.449	0.288	0.288	0.288	0.288	0.288	
2<3	0.521	0.690	0.719	0.288					67
3-5	0.381	0.499	0.527	0.288					64

12 ft by 10 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.298	0.481	0.507	0.288	0.305	0.288	0.288	0.288	
2<3	0.467	0.762	0.804	0.288					93
3-5	0.344	0.551	0.592	0.288					79

12 ft by 12 ft by 12 in.									
Design Earth Cover, ft.	Circumferential Reinforcement Areas, sq in./ ft.								"M", in.
	As1	As2	As3	As4	As5	As6	As7	As8	
0<2	0.288	0.525	0.566	0.288	0.333	0.288	0.288	0.288	
2<3	0.431	0.827	0.886	0.288					93
3-5	0.320	0.599	0.656	0.288					93"

80293

**CONCRETE BOX CULVERTS WITH SKEWS  $\leq$  30 DEGREES REGARDLESS OF DESIGN  
FILL AND SKEWS  $>$  30 DEGREES WITH DESIGN FILLS  $>$  5 FEET (BDE)**

Effective: April 1, 2012

Revised: April 1, 2014

Revise the second paragraph of Article 540.04 of the Standard Specifications to read:

“Unless otherwise noted on the plans, the Contractor shall have the option, when a cast-in-place concrete box culvert is specified, of constructing the box culvert using precast box culvert sections when the design cover is 6 in. (150 mm) minimum. The precast box culvert sections shall be designed for the same design cover shown on the plans for cast-in-place box culvert; shall be of equal or larger size opening, and shall satisfy the design requirements of ASTM C 1577.”

80294

**CONCRETE GUTTER, CURB, MEDIAN, AND PAVED DITCH (BDE)**

Effective: April 1, 2014

Add the following to Article 606.02 of the Standard Specifications:

“(j) Polyurethane Joint Sealant .....1050.04”

Revise the fifth paragraph of Article 606.07 of the Standard Specifications to read:

“Transverse contraction and longitudinal construction joints shall be sealed according to Article 420.12, except transverse joints in concrete curb and gutter shall be sealed with polysulfide or polyurethane joint sealant.”

Add the following to Section 1050 of the Standard Specifications:

**“1050.04 Polyurethane Joint Sealant.** The joint sealant shall be a polyurethane sealant, Type S, Grade NS, Class 25, Use T, according to ASTM C 920.”

80334

## CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: January 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term “equipment” refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment’s respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 <sup>1/</sup>	600-749	2002
	750 and up	2006
June 1, 2011 <sup>2/</sup>	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 <sup>2/</sup>	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<http://www.epa.gov/cleandiesel/verification/verif-list.htm>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

### **Diesel Retrofit Deficiency Deduction**

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

## **CONTRACT CLAIMS (BDE)**

Effective: April 1, 2014

Revise the first paragraph of Article 109.09(a) of the Standard Specifications to read:

“(a) Submission of Claim. All claims filed by the Contractor shall be in writing and in sufficient detail to enable the Department to ascertain the basis and amount of the claim. As a minimum, the following information must accompany each claim submitted.”

Revise Article 109.09(e) of the Standard Specifications to read:

“(e) Procedure. The Department provides two administrative levels for claims review.

Level I Engineer of Construction

Level II Chief Engineer/Director of Highways or Designee

- (1) Level I. All claims shall first be submitted at Level I. Two copies each of the claim and supporting documentation shall be submitted simultaneously to the District and the Engineer of Construction. The Engineer of Construction, in consultation with the District, will consider all information submitted with the claim and render a decision on the claim within 90 days after receipt by the Engineer of Construction. Claims not conforming to this Article will be returned without consideration. The Engineer of Construction may schedule a claim presentation meeting if in the Engineer of Construction's judgment such a meeting would aid in resolution of the claim, otherwise a decision will be made based on the claim documentation submitted. If a Level I decision is not rendered within 90 days of receipt of the claim, or if the Contractor disputes the decision, an appeal to Level II may be made by the Contractor.
- (2) Level II. An appeal to Level II shall be made in writing to the Engineer of Construction within 45 days after the date of the Level I decision. Review of the claim at Level II shall be conducted as a full evaluation of the claim. A claim presentation meeting may be scheduled if the Chief Engineer/Director of Highways determines that such a meeting would aid in resolution of the claim, otherwise a decision will be made based on the claim documentation submitted. A Level II final decision will be rendered within 90 days of receipt of the written request for appeal.

Full compliance by the Contractor with the provisions specified in this Article is a contractual condition precedent to the Contractor's right to seek relief in the Court of Claims. The Director's written decision shall be the final administrative action of the Department. Unless the Contractor files a claim for adjudication by the Court of Claims within 60 days after the date of the written decision, the failure to file shall constitute a release and waiver of the claim.”

80335

## **DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)**

Effective: September 1, 2000

Revised: August 2, 2011

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

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

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

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

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

**CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR.** This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined that the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The 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 20.00 % of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

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

DBE LOCATOR REFERENCES. Bidders shall 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 website at [www.dot.il.gov](http://www.dot.il.gov).

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

- (a) The bidder shall submit a Disadvantaged Business Utilization Plan on Department forms SBE 2025 and 2026 with the bid.
- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of plan approval or disapproval under the procedures of this Special Provision.
- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. For bidding purposes, submission of the completed SBE 2025 forms, signed by the DBEs and faxed to the bidder will be acceptable as long as the original is available and provided upon request. All elements of information indicated on the said form shall be provided, including but not limited to the following:

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

- (2) A description, including pay item numbers, of the work each DBE will perform;
- (3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
- (4) DBE Participation Commitment Statements, form SBE 2025, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;
- (5) if the bidder is a joint venture comprised of DBE companies and non-DBE companies, the plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,
- (6) If the contract goal is not met, evidence of good faith efforts.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document that enough DBE participation has been obtained or document that good faith efforts of the bidder, in the event enough DBE participation has not been obtained, before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan documents sufficient commercially useful DBE work performance to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. The Utilization Plan will not be approved by the Department if the Utilization Plan does not document sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort to meet the goal. This means that the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of efforts that the bidder has made. Mere *pro forma* efforts, in other words, efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases, and will be considered by the Department.

- (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.
- (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the prime Contractor might otherwise prefer to perform these work items with its own forces.
- (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
- (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.  
  
b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable.
- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.

- (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
  - (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
  - (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines that the apparent successful bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided that it is otherwise eligible for award. If the Department determines that the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification shall include a statement of reasons for the determination.
- (c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the five working days after the receipt of the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217)785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The determination shall become final if a request is not made and delivered. A request may provide additional written documentation and/or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. 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 documentation and 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 consideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is

generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

- (a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.
- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.
- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:
  - (1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
  - (2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission is receives as a result of the lease arrangement.
- (e) DBE as a material supplier:
  - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
  - (2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.
  - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a regular dealer or manufacturer.

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

- (a) NO AMENDMENT. 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) TERMINATION OR REPLACEMENT. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in the Special Provision.
- (c) CHANGES TO WORK. Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Department as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A, must be signed and submitted. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, then a new Request for Approval of Subcontractor shall not be required. However, the Contractor must document efforts to assure that the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.
- (d) ALTERNATIVE WORK METHODS. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create underruns in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:

- (1) That the replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or
- (2) That the DBE is aware that its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or
- (3) That the DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

(e) TERMINATION AND REPLACEMENT PROCEDURES. The Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Bureau of Small Business Enterprises agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Bureau of Small Business Enterprises any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE five days to respond to the Contractor's notice. The DBE so notified shall advise the Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Bureau should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Bureau may provide a response period shorter than five days.

For purposes of this paragraph, good cause includes the following circumstances:

- (1) The listed DBE subcontractor fails or refuses to execute a written contract;
- (2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the prime Contractor's reasonable, nondiscriminatory bond requirements;

- (4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
- (5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1,200 or applicable state law.
- (6) You have determined that the listed DBE subcontractor is not a responsible contractor;
- (7) The listed DBE subcontractor voluntarily withdraws from the projects and provides to you written notice of its withdrawal;
- (8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- (9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract;
- (10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the prime Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the prime Contractor can self-perform the work for which the DBE contractor was engaged or so that the prime Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated, or fails to complete its work on the Contract for any reason the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal.

- (f) PAYMENT RECORDS. 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 BDE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative

- | reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.
- | (g) ENFORCEMENT. 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.
- | (h) RECONSIDERATION. 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.

80029

**FRICTION AGGREGATE (BDE)**

Effective: January 1, 2011

Revise Article 1004.01(a)(4) of the Standard Specifications to read:

- “(4) Crushed Stone. Crushed stone shall be the angular fragments resulting from crushing undisturbed, consolidated deposits of rock by mechanical means. Crushed stone shall be divided into the following, when specified.
- a. Carbonate Crushed Stone. Carbonate crushed stone shall be either dolomite or limestone. Dolomite shall contain 11.0 percent or more magnesium oxide (MgO). Limestone shall contain less than 11.0 percent magnesium oxide (MgO).
  - b. Crystalline Crushed Stone. Crystalline crushed stone shall be either metamorphic or igneous stone, including but is not limited to, quartzite, granite, rhyolite and diabase.”

Revise Article 1004.03(a) of the Standard Specifications to read:

“**1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA).** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination:</u> Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA All Other	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination:</u> Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>1/</sup> Crushed Concrete

Use	Mixture	Aggregates Allowed
HMA High ESAL Low ESAL	Binder IL-25.0, IL-19.0, or IL-19.0L  SMA Binder	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete <sup>3/</sup>
HMA High ESAL Low ESAL	C Surface and Leveling Binder IL-12.5,IL-9.5, or IL-9.5L  SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup> Crushed Concrete <sup>3/</sup>
HMA High ESAL	D Surface and Leveling Binder IL-12.5 or IL-9.5  SMA Ndesign 50 Surface	<u>Allowed Alone or in Combination:</u> Crushed Gravel Carbonate Crushed Stone (other than Limestone) <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) <sup>5/</sup> Crushed Steel Slag <sup>4/ 5/</sup> Crushed Concrete <sup>3/</sup>
		<u>Other Combinations Allowed:</u>
		<i>Up to...</i> <i>With...</i>
		25% Limestone                      Dolomite
		50% Limestone                      Any Mixture D aggregate other than Dolomite
		75% Limestone                      Crushed Slag (ACBF) <sup>5/</sup> or Crushed Sandstone

Use	Mixture	Aggregates Allowed	
HMA High ESAL	E Surface IL-12.5 or IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination:</u> Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) <sup>5/</sup> Crushed Steel Slag <sup>5/</sup> Crushed Concrete <sup>3/</sup>  No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Dolomite <sup>2/</sup>	Any Mixture E aggregate
		75% Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF) <sup>5/</sup> , Crushed Steel Slag <sup>5/</sup> , or Crystalline Crushed Stone
75% Crushed Gravel or Crushed Concrete <sup>3/</sup>	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF) <sup>5/</sup> , or Crushed Steel Slag <sup>5/</sup>		
HMA High ESAL	F Surface IL-12.5 or IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination:</u> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) <sup>5/</sup> Crushed Steel Slag <sup>5/</sup> No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>

Use	Mixture	Aggregates Allowed	
		50% Crushed Gravel, Crushed Concrete <sup>3/</sup> , or Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF) <sup>5/</sup> , Crushed Steel Slag <sup>5/</sup> , or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as leveling binder.
- 5/ When either slag is used, the blend percentages listed shall be by volume.”

80265

**GRANULAR MATERIALS (BDE)**

Effective: November 1, 2012

Revise the title of Article 1003.04 of the Standard Specifications to read:

**“1003.04 Fine Aggregate for Bedding, Trench Backfill, Embankment, Porous Granular Backfill, Sand Backfill for Underdrains, and French Drains.”**

Revise Article 1003.04(c) of the Standard Specifications to read:

“(c) Gradation. The fine aggregate gradations for granular embankment, granular backfill, bedding, and trench backfill for pipe culverts and storm sewers shall be FA 1, FA 2, or FA 6 through FA 21.

The fine aggregate gradation for porous granular embankment, porous granular backfill, french drains, and sand backfill for underdrains shall be FA 1, FA 2, or FA 20, except the percent passing the No. 200 (75 µm) sieve shall be 2±2.”

Revise Article 1004.05(c) of the Standard Specifications to read:

“(c) Gradation. The coarse aggregate gradations shall be as follows.

Application	Gradation
Blotter	CA 15
Granular Embankment, Granular Backfill, Bedding, and Trench Backfill for Pipe Culverts and Storm Sewers	CA 6, CA 9, CA 10, CA 12, CA17, CA18, and CA 19
Porous Granular Embankment, Porous Granular Backfill, and French Drains	CA 7, CA 8, CA 11, CA 15, CA 16 and CA 18”

80303

## **GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE)**

Effective: November 1, 2012

Revised: January 1, 2013

Description. This work shall consist of grooving the pavement surface in preparation for the application of recessed pavement markings.

Equipment. Equipment shall be according to the following.

- (a) Pavement Marking Tape Installations: The grooving equipment shall have a free-floating saw blade cutting head equipped with gang-stacked diamond saw blades. The diamond saw blades shall be of uniform wear and shall produce a smooth textured surface. Any ridges in the groove shall have a maximum height of 15 mils (0.38 mm).
- (b) Liquid Pavement Marking Installations: The grooving equipment shall be equipped with either a free-floating saw blade cutting head or a free-floating grinder cutting head configuration with diamond or carbide tipped cutters and shall produce an irregular textured surface.

### CONSTRUCTION REQUIREMENTS

General. The Contractor shall supply the Engineer with a copy of the pavement marking material manufacturer's recommendations for constructing a groove.

Pavement Grooving Methods. The grooves for recessed pavement markings shall be constructed using the following methods.

- (a) Wet Cutting Head Operation. When water is required or used to cool the cutting head, the groove shall be flushed with high pressure water immediately following the cut to avoid build up and hardening of slurry in the groove. The pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.
- (b) Dry Cutting Head Operation. When used on HMA pavements, the groove shall be vacuumed or cleaned by blasting with high-pressure air to remove loose aggregate, debris, and dust generated during the cutting operation. When used on PCC pavements, the groove shall be flushed with high pressure water or shot blasted to remove any PCC particles that may have become destabilized during the grooving process. If high pressure water is used, the pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

Pavement Grooving. Grooving shall not cause ravels, aggregate fractures, spalling or disturbance of the joints to the underlying surface of the pavement. Grooves shall be cut into

the pavement prior to the application of the pavement marking material. Grooves shall be cut such that the width is 1 in. (25 mm) greater than the width of the pavement marking line as specified on the plans. Grooves for letters and symbols shall be cut in a square or rectangular shape so that the entire marking will fit within the limits of the grooved area. The position of the edge of the grooves shall be a minimum of 4 in. (100 mm) from the edge of all longitudinal joints. The depth of the groove shall not be less than the manufacturer's recommendations for the pavement marking material specified, but shall be installed to a minimum depth of 110 mils (2.79 mm) and a maximum depth of 200 mils (5.08 mm) for pavement marking tapes and a minimum depth of 40 mils (1.02 mm) and a maximum depth of 80 mils (2.03 mm) for liquid markings. The cutting head shall be operated at the appropriate speed in order to prevent undulation of the cutting head and grooving at an inconsistent depth.

At the start of grooving operations, a 50 ft (16.7 m) test section shall be installed and depth measurements shall be made at 10 ft (3.3 m) intervals within the test section. The individual depth measurements shall be within the allowable ranges according to this Article. If it is determined the test section has not been grooved at the appropriate depth or texture, adjustments shall be made to the cutting head and another 50 ft (16.7 m) test section shall be installed and checked. This process shall continue until the test section meets the requirements of this Article.

For new HMA pavements, grooves shall not be installed within 14 days of the placement of the final course of pavement.

Final Cleaning. Immediately prior to the application of the pavement marking material or primer sealer, the groove shall be cleaned with high-pressure air blast.

Method of Measurement. This work will be measured for payment in place, in feet (meter) for the groove width specified.

Grooving for letter, numbers and symbols will be measured in square feet (square meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for GROOVING FOR RECESSED PAVEMENT MARKING of the groove width specified, and per square foot (square meter) for GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS.

The following shall only apply when preformed plastic pavement markings are to be recessed:

Add the following paragraph after the first paragraph of Article 780.07 of the Standard Specifications.

"The markings shall be capable of being applied in a grooved slot on new and existing portland cement concrete and HMA surfaces, by means of a pressure-sensitive, precoated adhesive, or liquid contact cement which shall be applied at the time of installation. A primer sealer shall be applied with a roller and shall cover and seal the entire bottom of the groove.

The primer sealer shall be recommended by the manufacturer of the pavement marking material and shall be compatible with the material being used. The Contractor shall install the markings in the groove as soon as possible after the primer sealer cures according to the manufacturer's recommendations. The markings placed in the groove shall be rolled and tamped into the groove with a roller or tamper cart cut to fit the groove and loaded with or weighing at least 200 lb (90kg). Vehicle tires shall not be used for tamping. The Contractor shall roll and tamp the material with a minimum of 6 passes to prevent easy removal or peeling."

80304

## HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010

Revised: April 1, 2012

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

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

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

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced ten feet apart longitudinally along the unconfined pavement edge and centered at the random density test location.”

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

“Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4%	91.0%
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5, IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%

SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0%”

80246

**HOT-MIX ASPHALT – MIXTURE DESIGN COMPOSITION AND VOLUMETRIC REQUIREMENTS (BDE)**

Effective: November 1, 2013

Revise Article 406.14(b) of the Standard Specifications to read.

“(b) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was not produced within 2.0 to 6.0 percent air voids or within the individual control limits of the JMF, the mixture and test strip will not be paid for and the mixture shall be removed at the Contractor’s expense. An additional test strip and mixture will be paid for in full, if produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF.”

Revise Article 406.14(c) of the Standard Specifications to read.

“(c) If the HMA placed during the initial test strip (1) is determined to be unacceptable to remain in place by the Engineer, and (2) was produced within 2.0 to 6.0 percent air voids and within the individual control limits of the JMF, the mixture shall be removed. Removal will be paid in accordance to Article 109.04. This initial mixture and test strip will be paid for at the contract unit prices. The additional mixture will be paid for at the contract unit price, and any additional test strips will be paid for at one half the unit price of each test strip.”

Revise Article 1030.04(a)(1) of the Standard Specifications to read.

“(1) High ESAL Mixtures. The Job Mix Formula (JMF) shall fall within the following limits.

High ESAL, MIXTURE COMPOSITION (% PASSING) <sup>1/</sup>										
Sieve Size	IL-25.0 mm		IL-19.0 mm		IL-12.5 mm		IL-9.5 mm		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)		100								
1 in. (25 mm)	90	100		100						
3/4 in. (19 mm)		90	82	100		100				
1/2 in. (12.5 mm)	45	75	50	85	90	100		100		100
3/8 in. (9.5 mm)						89	90	100		100
#4 (4.75 mm)	24	42 <sup>2/</sup>	24	50 <sup>2/</sup>	28	65	32	69	90	100
#8 (2.36 mm)	16	31	20	36	28	48 <sup>3/</sup>	32	52 <sup>3/</sup>	70	90
#16 (1.18 mm)	10	22	10	25	10	32	10	32	50	65
#50 (300 μm)	4	12	4	12	4	15	4	15	15	30
#100 (150 μm)	3	9	3	9	3	10	3	10	10	18
#200 (75 μm)	3	6	3	6	4	6	4	6	7	9

Ratio Dust/Asphalt Binder		1.0		1.0		1.0		1.0		1.0 <sup>1/4</sup>
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- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 40 percent passing the #4 (4.75 mm) sieve for binder courses with Ndesign ≥ 90.
- 3/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign ≥ 90.
- 4/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.”

Delete Article 1030.04(a)(4) of the Standard Specifications.

Revise Article 1030.04(b)(1) of the Standard Specifications to read.

“(1) High ESAL Mixtures. The target value for the air voids of the HMA shall be 4.0 percent at the design number of gyrations. The VMA and VFA of the HMA design shall be based on the nominal maximum size of the aggregate in the mix, and shall conform to the following requirements.

VOLUMETRIC REQUIREMENTS High ESAL						
Ndesign	Voids in the Mineral Aggregate (VMA), % minimum					Voids Filled with Asphalt Binder (VFA), %
	IL-25.0	IL-19.0	IL-12.5	IL-9.5	IL-4.75 <sup>1/</sup>	
50	12.0	13.0	14.0	15.0	18.5	65 – 78 <sup>2/</sup>
70					65 - 75	
90						
105						

- 1/ Maximum Draindown for IL-4.75 shall be 0.3 percent
- 2/ VFA for IL-4.75 shall be 76-83 percent”

Delete Article 1030.04(b)(4) of the Standard Specifications.

Revise the Control Limits Table in Article 1030.05(d)(4) of the Standard Specifications to read.

“CONTROL LIMITS
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Parameter	High ESAL Low ESAL	High ESAL Low ESAL	All Other	IL-4.75	IL-4.75
	Individual Test	Moving Avg. of 4	Individual Test	Individual Test	Moving Avg. of 4
% Passing: <sup>1/</sup>					
1/2 in. (12.5 mm)	± 6 %	± 4 %	± 15 %		
No. 4 (4.75 mm)	± 5 %	± 4 %	± 10 %		
No. 8 (2.36 mm)	± 5 %	± 3 %			
No. 16 (1.18 mm)				± 4 %	± 3 %
No. 30 (600 µm)	± 4 %	± 2.5 %			
Total Dust Content No. 200 (75 µm)	± 1.5 %	± 1.0 %	± 2.5 %	± 1.5 %	± 1.0 %
Asphalt Binder Content	± 0.3 %	± 0.2 %	± 0.5 %	± 0.3 %	± 0.2 %
Voids	± 1.2 %	± 1.0 %	± 1.2 %	± 1.2 %	± 1.0 %
VMA	-0.7 % <sup>2/</sup>	-0.5 % <sup>2/</sup>		-0.7 % <sup>2/</sup>	-0.5 % <sup>2/</sup>

1/ Based on washed ignition oven

2/ Allowable limit below minimum design VMA requirement"

80322

## HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (BDE)

Effective: November 1, 2013

Description. This special provision provides the requirements for Hamburg Wheel and tensile strength testing for High ESAL, IL-4.75, and Stone Matrix Asphalt (SMA) hot-mix asphalt (HMA) mixes during mix design verification and production. This special provision also provides the plant requirements for hydrated lime addition systems used in the production of High ESAL, IL-4.75, and SMA mixes.

Mix Design Testing. Add the following to Article 1030.04 of the Standard Specifications:

- “(d) Verification Testing. High ESAL, IL-4.75, and SMA mix designs submitted for verification will be tested to ensure that the resulting mix designs will pass the required criteria for the Hamburg Wheel Test (Illinois Modified AASHTO T 324) and the Tensile Strength Test (Illinois Modified AASHTO T 283). The Department will perform a verification test on gyratory specimens compacted by the Contractor. If the mix fails the Department’s verification test, the Contractor shall make necessary changes to the mix and provide passing Hamburg Wheel and tensile strength test results from a private lab. The Department will verify the passing results.

All new and renewal mix designs shall meet the following requirements for verification testing.

- (1) Hamburg Wheel Test Criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements <sup>1/</sup>

PG Grade	Number of Passes
PG 58-xx (or lower)	5,000
PG 64-xx	7,500
PG 70-xx	15,000
PG 76-xx (or higher)	20,000

1/ When produced at temperatures of  $275 \pm 5$  °F ( $135 \pm 3$  °C) or less, loose Warm Mix Asphalt shall be oven aged at  $270 \pm 5$  °F ( $132 \pm 3$  °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

- (2) Tensile Strength Criteria. The minimum allowable conditioned tensile strength shall be 415 kPa (60 psi) for non-polymer modified performance graded (PG) asphalt binder and 550 kPa (80 psi) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 1380 kPa (200 psi).”

Production Testing. Revise Article 1030.06(a) of the Standard Specifications to read:

- "(a) High ESAL, IL-4.75 and SMA Mixtures. For each contract, a 300 ton (275 metric tons) test strip will be required at the beginning of HMA production for each mixture with a quantity of 3000 tons (2750 metric tons) or more according to the Manual of Test Procedures for Materials "Hot Mix Asphalt Test Strip Procedures".

Before start-up, target values shall be determined by applying gradation correction factors to the JMF when applicable. These correction factors shall be determined from previous experience. The target values, when approved by the Engineer, shall be used to control HMA production. Plant settings and control charts shall be set according to target values.

Before constructing the test strip, target values shall be determined by applying gradation correction factors to the JMF when applicable. After any JMF adjustment, the JMF shall become the Adjusted Job Mix Formula (AJMF). Upon completion of the first acceptable test strip, the JMF shall become the AJMF regardless of whether or not the JMF has been adjusted. If an adjustment/plant change is made, the Engineer may require a new test strip to be constructed. If the HMA placed during the initial test strip is determined to be unacceptable to remain in place by the Engineer, it shall be removed and replaced.

The limitations between the JMF and AJMF are as follows.

Parameter	Adjustment
1/2 in. (12.5 mm)	± 5.0 %
No. 4 (4.75 mm)	± 4.0 %
No. 8 (2.36 mm)	± 3.0 %
No. 30 (600 μm)	*
No. 200 (75 μm)	*
Asphalt Binder Content	± 0.3 %

\* In no case shall the target for the amount passing be greater than the JMF.

Any adjustments outside the above limitations will require a new mix design.

Mixture sampled to represent the test strip shall include additional material sufficient for the Department to conduct Hamburg Wheel testing according to Illinois Modified AASHTO T324 (approximately 60 lb (27 kg) total).

The Contractor shall immediately cease production upon notification by the Engineer of failing Hamburg Wheel test. All prior produced material may be paved out provided all other mixture criteria is being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

The Department may conduct additional Hamburg Wheel tests on production material as determined by the Engineer.”

Revise the title of Article 1030.06(b) of the Standard Specifications to read:

“(b) Low ESAL and All Other Mixtures.”

System for Hydrated Lime Addition. Revise the fourth sentence of the third paragraph of Article 1030.04(c) of the Standard Specifications to read:

“The method of application shall be according to Article 1102.01(a)(10).”

Replace the first three sentences of the second paragraph of Article 1102.01(a)(10) of the Standard Specifications to read:

“When hydrated lime is used as the anti-strip additive, a separate bin or tank and feeder system shall be provided to store and accurately proportion the lime onto the aggregate either as a slurry, as dry lime applied to damp aggregates, or as dry lime injected onto the hot aggregates prior to adding the liquid asphalt cement. If the hydrated lime is added either as a slurry or as dry lime on damp aggregates, the lime and aggregates shall be mixed by a power driven pugmill to provide a uniform coating of the lime prior to entering the dryer. If dry hydrated lime is added to the hot dry aggregates in a dryer-drum plant, the lime shall be added in such a manner that the lime will not become entrained into the air stream of the dryer-drum and that thorough dry mixing shall occur prior to the injection point of the liquid asphalt. When a batch plant is used, the hydrated lime shall be added to the mixture in the weigh hopper or as approved by the Engineer.”

Basis of Payment. Replace the seventh paragraph of Article 406.14 of the Standard Specifications with the following:

“For mixes designed and verified under the Hamburg Wheel criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

If an anti-stripping additive is required for any other HMA mix, the cost of the additive will be paid for according to Article 109.04. The cost incurred in introducing the additive into the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive.”

80323

**LRFD PIPE CULVERT BURIAL TABLES (BDE)**

Effective: November 1, 2013

Revised: April 1, 2014

Revise Article 542.02 of the Standard Specifications to read as follows:

"Item	Article/Section
(a) Corrugated Steel Pipe .....	1006.01
(b) Corrugated Steel Pipe Arch .....	1006.01
(c) Bituminous Coated Corrugated Steel Pipe .....	1006.01
(d) Bituminous Coated Corrugated Steel Pipe Arch .....	1006.01
(e) Zinc and Aramid Fiber Composite Coated Corrugated Steel Pipe .....	1006.01
(f) Aluminized Steel Type 2 Corrugated Pipe .....	1006.01
(g) Aluminized Steel Type 2 Corrugated Pipe Arch .....	1006.01
(h) Precoated Galvanized Corrugated Steel Pipe .....	1006.01
(i) Precoated Galvanized Corrugated Steel Pipe Arch .....	1006.01
(j) Corrugated Aluminum Alloy Pipe .....	1006.03
(k) Corrugated Aluminum Alloy Pipe Arch .....	1006.03
(l) Extra Strength Clay Pipe .....	1040.02
(m) Concrete Sewer, Storm Drain, and Culvert Pipe .....	1042
(n) Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe .....	1042
(o) Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe .....	1042
(p) Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe .....	1042
(q) Polyvinyl Chloride (PVC) Pipe .....	1040.03
(r) Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior .....	1040.03
(s) Corrugated Polypropylene (CPP) pipe with smooth Interior .....	1040.07
(t) Corrugated Polyethylene (PE) Pipe with a Smooth Interior .....	1040.04
(u) Polyethylene (PE) Pipe with a Smooth Interior .....	1040.04
(v) Rubber Gaskets and Preformed Flexible Joint Sealants for Concrete Pipe .....	1056
(w) Mastic Joint Sealer for Pipe .....	1055
(x) External Sealing Band .....	1057
(y) Fine Aggregate (Note 1) .....	1003.04
(z) Coarse Aggregate (Note 2) .....	1004.05
(aa) Packaged Rapid Hardening Mortar or Concrete .....	1018
(bb) Nonshrink Grout .....	1024.02
(cc) Reinforcement Bars and Welded Wire Fabric .....	1006.10
(dd) Handling Hole Plugs .....	1042.16

Note 1. The fine aggregate shall be moist.

Note 2. The coarse aggregate shall be wet."

Revise the table for permitted materials in Article 542.03 of the Standard Specifications as follows:

"Class	Materials
A	Rigid Pipes: Extra Strength Clay Pipe Concrete Sewer Storm Drain and Culvert Pipe, Class 3 Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe
C	Rigid Pipes: Extra Strength Clay Pipe Concrete Sewer Storm Drain and Culvert Pipe, Class 3 Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe Flexible Pipes: Aluminized Steel Type 2 Corrugated Pipe Aluminized Steel Type 2 Corrugated Pipe Arch Precoated Galvanized Corrugated Steel Pipe Precoated Galvanized Corrugated Steel Pipe Arch Corrugated Aluminum Alloy Pipe Corrugated Aluminum Alloy Pipe Arch Polyvinyl Chloride (PVC) Pipe Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polypropylene (CPP) Pipe with Smooth Interior
D	Rigid Pipes: Extra Strength Clay Pipe Concrete Sewer Storm Drain and Culvert Pipe, Class 3 Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe Flexible Pipes: Corrugated Steel Pipe Corrugated Steel Pipe Arch Bituminous Coated Corrugated Steel Pipe Bituminous Coated Corrugated Steel Pipe Arch Zinc and Aramid Fiber Composite Coated Corrugated Steel Pipe Aluminized Steel Type 2 Corrugated Pipe Aluminized Steel Type 2 Corrugated Pipe Arch Precoated Galvanized Corrugated Steel Pipe Precoated Galvanized Corrugated Steel Pipe Arch Corrugated Aluminum Alloy Pipe Corrugated Aluminum Alloy Pipe Arch Polyvinyl Chloride (PVC) Pipe Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior Corrugated Polyethylene (PE) Pipe with a Smooth Interior Polyethylene (PE) Pipe with a Smooth Interior" Corrugated Polypropylene (CPP) Pipe with Smooth Interior

Revise Articles 542.03(b) and (c) of the Standard Specifications to read:

- “(b) Extra strength clay pipe will only be permitted for pipe culverts Type 1, for 10 in., 12 in., 42 in. and 48 in. (250 mm, 300 mm, 1050 mm and 1200 mm), Types 2, up to and including 48 in. (1200 mm), Type 3, up to and including 18 in. (450 mm), Type 4 up to and including 10 in. (250 mm), for all pipe classes.
- (c) Concrete sewer, storm drain, and culvert pipe Class 3 will only be permitted for pipe culverts Type 1, up to and including 10 in (250 mm), Type 2, up to and including 30 in. (750 mm), Type 3, up to and including 15 in. (375 mm); Type 4, up to and including 10 in. (250 mm), for all pipe classes.”

Replace the pipe tables in Article 542.03 of the Standard Specifications with the following:

"Table IA: Classes of Reinforced Concrete Pipe for the Respective Diameters of Pipe and Fill Heights over the Top of the Pipe							
Nominal Diameter in.	Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	Type 7
	Fill Height: 3' and less 1' min cover	Fill Height: Greater than 3' not exceeding 10'	Fill Height: Greater than 10' not exceeding 15'	Fill Height: Greater than 15' not exceeding 20'	Fill Height: Greater than 20' not exceeding 25'	Fill Height: Greater than 25' not exceeding 30'	Fill Height: Greater than 30' not exceeding 35'
12	IV	II	III	IV	IV	V	V
15	IV	II	III	IV	IV	V	V
18	IV	II	III	IV	IV	V	V
21	III	II	III	IV	IV	V	V
24	III	II	III	IV	IV	V	V
30	IV	II	III	IV	IV	V	V
36	III	II	III	IV	IV	V	V
42	II	II	III	IV	IV	V	V
48	II	II	III	IV	IV	V	V
54	II	II	III	IV	IV	V	V
60	II	II	III	IV	IV	V	V
66	II	II	III	IV	IV	V	V
72	II	II	III	IV	V	V	V
78	II	II	III	IV	2020	2370	2730
84	II	II	III	IV	2020	2380	2740
90	II	III	III	1680	2030	2390	2750
96	II	III	III	1690	2040	2400	2750
102	II	III	IV	1700	2050	2410	2760
108	II	III	1360	1710	2060	2410	2770

Notes:

A number indicates the D-Load for the diameter and depth of fill and that a special design is required.  
Design assumptions; Water filled pipe, Type 2 bedding and Class C Walls

Table IA: Classes of Reinforced Concrete Pipe for the Respective Diameters of Pipe and Fill Heights over the Top of the Pipe (Metric)							
Nominal Diameter mm	Type 1	Type 2	Type 3	Type 4	Type 5	Type 6	Type 7
	Fill Height: 1 m and less 0.3 m min cover	Fill Height: Greater than 1 m not exceeding 3 m	Fill Height: Greater than 3 m not exceeding 4.5 m	Fill Height: Greater than 4.5 m not exceeding 6 m	Fill Height: Greater than 6 m not exceeding 7.5 m	Fill Height: Greater than 7.5 m not exceeding 9 m	Fill Height: Greater than 9 m not exceeding 10.5 m
300	IV	II	III	IV	IV	V	V
375	IV	II	III	IV	IV	V	V
450	IV	II	III	IV	IV	V	V
525	III	II	III	IV	IV	V	V
600	III	II	III	IV	IV	V	V
750	IV	II	III	IV	IV	V	V
900	III	II	III	IV	IV	V	V
1050	II	II	III	IV	IV	V	V
1200	II	II	III	IV	IV	V	V
1350	II	II	III	IV	IV	V	V
1500	II	II	III	IV	IV	V	V
1650	II	II	III	IV	IV	V	V
1800	II	II	III	IV	V	V	V
1950	II	II	III	IV	100	110	130
2100	II	II	III	IV	100	110	130
2250	II	III	III	80	100	110	130
2400	II	III	III	80	100	110	130
2550	II	III	IV	80	100	120	130
2700	II	III	70	80	100	120	130

Notes:

A number indicates the D-Load for the diameter and depth of fill and that a special design is required.  
Design assumptions; Water filled pipe, Type 2 bedding and Class C Walls

TABLE 1B: THICKNESS OF CORRUGATED STEEL PIPE FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE FOR 2 2/3"x1/2", 3"x1" AND 5"x1" CORRUGATIONS.															
Nominal Diameter in.	Type 1		Type 2		Type 3		Type 4		Type 5		Type 6		Type 7		
	Fill Height: 3' and less 1' min. cover		Fill Height: Greater than 3' not exceeding 10'		Fill Height: Greater than 10' not exceeding 15'		Fill Height: Greater than 15' not exceeding 20'		Fill Height: Greater than 20' not exceeding 25'		Fill Height: Greater than 25' not exceeding 30'		Fill Height: Greater than 30' not exceeding 35'		
	2 2/3" x 1/2"	5"x1"	2 2/3" x 1/2"	3"x1"	2 2/3" x 1/2"	3"x1"	2 2/3" x 1/2"	3"x1"	2 2/3" x 1/2"	3"x1"	2 2/3" x 1/2"	3"x1"	2 2/3" x 1/2"	3"x1"	5"x1"
12"	0.109		0.079		0.079		0.079		0.079		0.079		0.079		
15	0.109		0.079		0.079		0.079		0.079		0.079		0.109		
18	0.109		0.079		0.079		0.079		0.109		0.109		0.109		
21	0.109		0.079		0.079		0.079		0.109		0.109		0.109		
24	0.109		0.079		0.079		0.109		0.109		0.109		0.109		
30	0.109		0.079		0.109		0.109		0.109		0.109		0.109		
36	0.109E		0.079		0.109		0.109		0.109		0.109		0.138E		
42	0.109	0.109	0.079	0.079	0.109	0.079	0.109	0.079	0.109	0.109	0.109	0.109	0.138E	0.109	0.109
48	0.109	0.109	0.109	0.079	0.109	0.079	0.109	0.079	0.109	0.109	0.109	0.109	0.138E	0.109	0.109
54	0.109	0.109	0.109	0.079	0.109	0.079	0.109	0.079	0.109	0.109	0.109	0.109	0.138E	0.109	0.138
60	0.109	0.109	0.109	0.079	0.109	0.079	0.109	0.079	0.109	0.109	0.109	0.109	0.138E	0.109	0.138E
66	0.138	0.109	0.138	0.079	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138E	0.138	0.138E
72	0.138	0.109	0.138	0.079	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138E	0.138E	0.138E
78	0.168	0.109	0.168	0.079	0.168	0.109	0.168	0.109	0.168	0.109	0.168	0.109	0.168E	0.168E	0.168E
84	0.168	0.109	0.168	0.079	0.168	0.109	0.168	0.109	0.168	0.109	0.168	0.109	0.168E	0.168E	0.168E
90		0.138	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.168E	0.168E	0.168E
96		0.138	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.168E	0.168E	0.168E
102		0.138Z	0.138Z	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.168E	0.168E	0.168E
108		0.138Z	0.168Z	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.168E	0.168E	0.168E
114		0.138Z	0.168Z	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.168E	0.168E	0.168E
120		0.138Z	0.168Z	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.138	0.109	0.168E	0.168E	0.168E
126		0.168Z	0.168Z	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.168E	0.168E	0.168E
132		0.168Z	0.168Z	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.168E	0.168E	0.168E
138		0.168Z	0.168Z	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.138	0.168E	0.168E	0.168E
144		0.168Z	0.168Z	0.168	0.168	0.168	0.168	0.168	0.168	0.168	0.168	0.168	0.168E	0.168E	0.168E

Notes:  
 \* 1 1/2" x 1/4" corrugations shall be use for 6", 8", and 10" diameters.  
 E Elongation according to Article 542.04(e), the elongation requirement for Type 1 fill heights may be eliminated for fills above 1'-6"  
 Z 1'-6" Minimum fill  
 Longitudinal seams assumed.

TABLE IB: THICKNESS OF CORRUGATED STEEL PIPE FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE FOR 68 mm x 13 mm, 75 mm x 25 mm AND 125 mm x 25 mm CORRUGATIONS (Metric)														
Nominal Diameter mm	Type 1 Fill Height:		Type 2 Fill Height:		Type 3 Fill Height:		Type 4 Fill Height:		Type 5 Fill Height:		Type 6 Fill Height:		Type 7 Fill Height:	
	1 m and less 0.3 m min. cover	Greater than 1 m not exceeding 3 m	Greater than 3 m not exceeding 4.5 m	Greater than 4.5 m not exceeding 6 m	Greater than 6 m not exceeding 7.5 m	Greater than 7.5 m not exceeding 9 m	Greater than 9 m not exceeding 10.5 m							
300*	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25	68 x 13   75 x 25   125 x 25
375	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
450	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
525	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
600	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
750	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
900	2.77E	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
1050	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
1200	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
1350	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
1500	2.77	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01	2.01
1650	3.51	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
1800	3.51	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
1950	4.27	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
2100	4.27	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
2250	3.51	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
2400	3.51	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
2550	3.51Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
2700	3.51Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
2850	3.51Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
3000	3.51Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
3150	4.27Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
3300	4.27Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
3450	4.27Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77
3600	4.27Z	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77	2.77

Notes:

\* 38 mm x 6.5 mm corrugations shall be use for 150 mm, 200 mm, and 250 mm diameters.

E Elongation according to Article 542.04(e), the elongation requirement for Type 1 fill heights may be eliminated for fills above 450 mm

Z 450 mm Minimum Fill

Longitudinal seams assumed.

TABLE IC: THICKNESS OF CORRUGATED ALUMINUM ALLOY PIPE FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE FOR 2 2/3"x1/2" AND 3"x1" CORRUGATIONS																								
Nominal Diameter In.	Type 1		Type 2		Type 3		Type 4		Type 5		Type 6		Type 7											
	Fill Height: 3' and less 1' min. cover	3"x1"	2 2/3"x1/2"	3"x1"	Fill Height: Greater than 3' not exceeding 10'	2 2/3"x1/2"	3"x1"	Fill Height: Greater than 10' not exceeding 15'	2 2/3"x1/2"	3"x1"	Fill Height: Greater than 15' not exceeding 20'	2 2/3"x1/2"	3"x1"	Fill Height: Greater than 20' not exceeding 25'	2 2/3"x1/2"	3"x1"	Fill Height: Greater than 25' not exceeding 30'	2 2/3"x1/2"	3"x1"	Fill Height: Greater than 30' not exceeding 35'	2 2/3"x1/2"	3"x1"		
12	0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06	
15	0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06	
18	0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06	
21	0.075E		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06	
24	0.075E		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06		0.06	
30	0.105E		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075	
36	0.105E		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075		0.075	
42	0.105E	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06
48	0.105E	0.105	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06
54	0.105E	0.105	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06	0.105	0.06
60	0.135E	0.105	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06	0.135	0.06
66	0.164E	0.105	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06
72	0.164E	0.135	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06	0.164	0.06
78		0.135	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105	0.075	0.105
84		0.135	0.135	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105
90		0.135		0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105
96		0.135		0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105	0.105
102		0.135Z		0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135
108		0.135Z		0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135
114		0.164Z		0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164
120		0.164Z		0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164	0.164

Notes:

E Elongation according to Article 542.04(e), the elongation requirement for Type 1 fill heights may be eliminated for fills above 1'-6"

TABLE IC: THICKNESS OF CORRUGATED ALUMINUM ALLOY PIPE FOR THE RESPECTIVE DIAMETER OF PIPE AND FILL HEIGHTS OVER THE TOP OF THE PIPE FOR 2 2/3"x1/2" AND 3"x1" CORRUGATIONS (Metric)														
Nominal Diameter in.	Type 1		Type 2		Type 3		Type 4		Type 5		Type 6		Type 7	
	Fill Height: 1 m and less 0.3 m min. cover	Fill Height: Greater than 1 m not exceeding 3 m	Fill Height: Greater than 3 m not exceeding 4.5 m	Fill Height: Greater than 4.5 m not exceeding 6 m	Fill Height: Greater than 6 m not exceeding 7.5 m	Fill Height: Greater than 7.5 m not exceeding 9 m	Fill Height: Greater than 9 m not exceeding 10.5 m	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm	75 x 25 mm	68 x 13 mm
300	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
375	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
450	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
525	1.91E	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
600	1.91E	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
750	2.67E	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91
900	2.67E	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91	1.91
1050	2.67E	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52	1.52
1200	2.67E	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67
1350	2.67E	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67
1500	3.43E	2.67	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43
1650	4.17E	2.67	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17
1800	4.17E	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17
1950	3.43	1.91	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67
2100	3.43	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67
2250	3.43	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67
2400	3.43	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67	2.67
2550	3.43Z	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43
2700	3.43Z	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43	3.43
2850	4.17Z	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17
3000	4.17Z	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17	4.17

Notes:

E Elongation according to Article 542.04(e), the elongation requirement for Type 1 fill heights may be eliminated for fills above 450 mm.



Table IIA: THICKNESS FOR CORRUGATED STEEL PIPE ARCHES AND CORRUGATED ALUMINUM ALLOY PIPE ARCHES FOR THE RESPECTIVE EQUIVALENT ROUND SIZE OF PIPE AND FILL HEIGHTS OVER THE TOP OF PIPE (Metric)																																						
Equivalent Round Size (mm)	Corrugated Steel & Aluminum Pipe Arch 68 x 13 mm			Corrugated Steel & Aluminum Pipe Arch 75 x 25 mm			Corrugated Steel Pipe Arch 125 x 25 mm			Min. Cover			Type 1 Fill Height: 1 m and less			Type 2 Fill Height: Greater than 1 m not exceeding 3 m			Type 3 Fill Height: Greater than 3 m not exceeding 4.5 m																			
	Span (mm)	Rise (mm)	Span (mm)	Rise (mm)	Span (mm)	Rise (mm)	Span (mm)	Rise (mm)	Span (mm)	Rise (mm)	Span (mm)	Rise (mm)	Steel & Aluminum	Steel			Aluminum			Steel			Aluminum															
														68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm	68 x 13 mm	75 x 25 mm	125 x 25 mm							
375	430	330												2.01	2.01	2.01	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	
450	530	380												2.77	2.77	2.77	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	
525	610	460												2.77	2.77	2.77	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	2.01	2.01	2.01	1.52	1.52	1.52	
600	710	510												2.77	2.77	2.77	1.91	1.91	1.91	2.01	2.01	2.01	1.91	1.91	1.91	2.01	2.01	2.01	1.91	1.91	1.91	2.01	2.01	2.01	1.91	1.91	1.91	
750	870	630												2.77	2.77	2.77	1.91	1.91	1.91	2.01	2.01	2.01	1.91	1.91	1.91	2.01	2.01	2.01	1.91	1.91	1.91	2.01	2.01	2.01	1.91	1.91	1.91	
900	1060	740												2.77	2.77	2.77	2.67	2.67	2.67	2.01	2.01	2.01	2.67	2.67	2.67	2.01	2.01	2.01	2.67	2.67	2.67	2.01	2.01	2.01	2.67	2.67	2.67	
1050	1240	840												2.77	2.77	2.77	2.67	2.67	2.67	2.77	2.77	2.77	2.67	2.67	2.67	2.77	2.77	2.77	2.67	2.67	2.67	2.77	2.77	2.77	2.67	2.67	2.67	
1200	1440	970	1340	1050	1340	1050	1340	1050	1340	1050	1340	1050	0.5 m	2.77	2.01	2.77	3.43	3.43	3.43	2.77	2.77	2.77	3.43	3.43	3.43	2.77	2.77	2.77	3.43	3.43	3.43	2.77	2.77	2.77	3.43	3.43	3.43	
1350	1620	1100	1520	1170	1520	1170	1520	1170	1520	1170	1520	1170	0.5 m	2.77	2.77	2.77	3.43	3.43	3.43	2.77	2.77	2.77	3.43	3.43	3.43	2.77	2.77	2.77	3.43	3.43	3.43	2.77	2.77	2.77	3.43	3.43	3.43	
1500	1800	1200	1670	1300	1670	1300	1670	1300	1670	1300	1670	1300	0.5 m	2.77	2.77	2.77	4.17	4.17	4.17	2.77	2.77	2.77	4.17	4.17	4.17	2.77	2.77	2.77	4.17	4.17	4.17	2.77	2.77	2.77	4.17	4.17	4.17	
1650	1950	1320	1850	1400	1850	1400	1850	1400	1850	1400	1850	1400	0.5 m	4.27	2.77	2.77	2.67	2.67	2.67	4.27	4.27	4.27	2.67	2.67	2.67	4.27	4.27	4.27	2.67	2.67	2.67	4.27	4.27	4.27	2.67	2.67	2.67	
1800	2100	1450	2050	1500	2050	1500	2050	1500	2050	1500	2050	1500	0.5 m	4.27	2.77	2.77	2.67	2.67	2.67	4.27	4.27	4.27	2.67	2.67	2.67	4.27	4.27	4.27	2.67	2.67	2.67	4.27	4.27	4.27	2.67	2.67	2.67	
1950			2200	1620	2200	1620	2200	1620	2200	1620	2200	1620	0.5 m		2.77	2.77	2.77	2.67	2.67	2.67				2.67	2.67	2.67				2.67	2.67	2.67				2.67	2.67	2.67
2100			2400	1720	2400	1720	2400	1720	2400	1720	2400	1720	0.5 m		2.77	2.77	2.77	2.67	2.67	2.67				2.67	2.67	2.67				2.67	2.67	2.67				2.67	2.67	2.67
2250			2600	1820	2600	1820	2600	1820	2600	1820	2600	1820	0.5 m		2.77	2.77	2.77	3.43	3.43	3.43				3.43	3.43	3.43				3.43	3.43	3.43				3.43	3.43	3.43
2400			2840	1920	2840	1920	2840	1920	2840	1920	2840	1920	0.5 m		2.77	2.77	2.77	4.17	4.17	4.17				4.17	4.17	4.17				4.17	4.17	4.17				4.17	4.17	4.17
2550			2970	2020	2970	2020	2970	2020	2970	2020	2970	2020	0.5 m		2.77	2.77	2.77	4.17	4.17	4.17				4.17	4.17	4.17				4.17	4.17	4.17				4.17	4.17	4.17
2700			3240	2120	3240	2120	3240	2120	3240	2120	3240	2120	0.5 m		3.51	3.51	3.51	3.51	3.51	3.51				3.51	3.51	3.51				3.51	3.51	3.51				3.51	3.51	3.51
2850			3470	2220	3470	2220	3470	2220	3470	2220	3470	2220	0.5 m		3.51	3.51	3.51	3.51	3.51	3.51				3.51	3.51	3.51				3.51	3.51	3.51				3.51	3.51	3.51
3000			3600	2320	3600	2320	3600	2320	3600	2320	3600	2320	0.5 m		4.27	4.27	4.27	4.27	4.27	4.27				4.27	4.27	4.27				4.27	4.27	4.27				4.27	4.27	4.27

Notes:

The Type 1 corrugated steel or aluminum pipe arches shall be placed on soil having a minimum bearing capacity of 290 kN per square meter.  
The Type 2 and 3 corrugated steel or aluminum pipe arches shall be placed on soil having a minimum bearing capacity of 192 kN per square meter.  
This minimum bearing capacity will be determined by the Engineer in the field.

Table 11B: CLASSES OF REINFORCED CONCRETE ELLIPTICAL AND REINFORCED CONCRETE ARCH PIPE FOR THE RESPECTIVE EQUIVALENT ROUND SIZE OF PIPE AND FILL HEIGHTS OVER THE TOP OF PIPE											
Equivalent Round Size (in.)	Reinforced Concrete Elliptical pipe (in.)		Reinforced Concrete Arch pipe (in.)		Minimum Cover	Type 1		Type 2		Type 3	
	Span	Rise	Span	Rise		HE	Arch	HE	Arch	HE	Arch
15	23	14	18	11	RCCP HE & A	HE	Arch	HE	Arch	HE	Arch
18	23	14	22	13 1/2	1' - 0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
21	30	19	26	15 1/2	1' - 0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
24	30	19	28 1/2	18	1' - 0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
27	34	22	36 1/4	22 1/2	1' - 0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
30	38	24	36 1/4	22 1/2	1' - 0"	HE-III	A-III	HE-III	A-III	HE-IV	A-IV
36	45	29	43 3/4	26 5/8	1' - 0"	HE-II	A-II	HE-III	A-III	HE-IV	A-IV
42	53	34	51 1/8	31 5/16	1' - 0"	HE-I	A-I	HE-III	A-III	HE-IV	A-IV
48	60	38	58 1/2	36	1' - 0"	HE-I	A-I	HE-III	A-III	1460	1450
54	68	43	65	40	1' - 0"	HE-I	A-I	HE-III	A-III	1460	1460
60	76	48	73	45	1' - 0"	HE-I	A-I	HE-III	A-III	1460	1470
66	83	53	88	54	1' - 0"	HE-I	A-I	HE-III	A-III	1470	1480
72	91	58	88	54	1' - 0"	HE-I	A-I	HE-III	A-III	1470	1480

Notes:

A number indicates the D-Load for the diameter and depth of fill and that a special design is required.

Design assumptions; Water filled pipe, AASHTO Type 2 installation per AASHTO LRFD Table 12.10.2.1-1

Table IIB: CLASSES OF REINFORCED CONCRETE ELLIPTICAL AND REINFORCED CONCRETE ARCH PIPE FOR THE RESPECTIVE EQUIVALENT ROUND SIZE OF PIPE AND FILL HEIGHTS OVER THE TOP OF PIPE (Metric)												
Equivalent Round Size (mm)	Reinforced Concrete Elliptical pipe (mm)		Reinforced Concrete Arch pipe (mm)		Minimum Cover	Type 1		Type 2		Type 3		
	Span	Rise	Span	Rise		Fill Height: 1 m and less		Fill Height: Greater than 1 m not exceeding 3 m		Fill Height: Greater than 3 m not exceeding 4.5 m		
						HE	Arch	HE	Arch	HE	Arch	
375	584	356	457	279	RCCP	HE & A	HE	Arch	HE	Arch	HE	Arch
450	584	356	559	343	0.3 m		HE-III	A-III	HE-III	A-III	HE-IV	A-IV
525	762	483	660	394	0.3 m		HE-III	A-III	HE-III	A-III	HE-IV	A-IV
600	762	483	724	457	0.3 m		HE-III	A-III	HE-III	A-III	HE-IV	A-IV
686	864	559	921	572	0.3 m		HE-III	A-III	HE-III	A-III	HE-IV	A-IV
750	965	610	921	572	0.3 m		HE-III	A-III	HE-III	A-III	HE-IV	A-IV
900	1143	737	1111	676	0.3 m		HE-II	A-II	HE-III	A-III	HE-IV	A-IV
1050	1346	864	1299	795	0.3 m		HE-I	A-II	HE-III	A-III	HE-IV	A-IV
1200	1524	965	1486	914	0.3 m		HE-I	A-II	HE-III	A-III	70	70
1350	1727	1092	1651	1016	0.3 m		HE-I	A-II	HE-III	A-III	70	70
1500	1930	1219	1854	1143	0.3 m		HE-I	A-II	HE-III	A-III	70	70
1676	2108	1346	2235	1372	0.3 m		HE-I	A-II	HE-III	A-III	70	70
1800	2311	1473	2235	1372	0.3 m		HE-I	A-II	HE-III	A-III	70	70

Notes:

A number indicates the D-Load for the diameter and depth of fill and that a special design is required.  
Design assumptions; Water filled pipe, AASHTO Type 2 installation per AASHTO LRFD Table 12.10.2.1-1

TABLE IIIA: PLASTIC PIPE PERMITTED FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE																													
Nominal Diameter (in.)	Type 1 Fill Height: 3' and less, with 1' min.						Type 2 Fill Height: Greater than 3', not exceeding 10'						Type 3 Fill Height: Greater than 10', not exceeding 15'				Type 4 Fill Height: Greater than 15', not exceeding 20'												
	PVC		CPVC		PE		CPE		CPP		PVC		CPVC		PE		CPE		CPP		PVC		CPVC		PE		CPP		
10	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
12	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
15	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
18	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
21	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
24	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
30	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
36	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
42	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
48	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Notes:  
PVC Polyvinyl Chloride (PVC) pipe with a smooth interior  
CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior  
PE Polyethylene (PE) pipe with a smooth interior  
CPE Corrugated Polyethylene (PE) pipe with a smooth interior  
CPP Corrugated Polypropylene (CPP) pipe with a smooth interior  
X This material may be used for the given pipe diameter and fill height  
NA Not Available

TABLE IIIA: PLASTIC PIPE PERMITTED FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE (Metric)																			
Nominal Diameter (mm)	Type 1 Fill Height: 1 m and less, with 0.3 m min. cover				Type 2 Fill Height: Greater than 1 m, not exceeding 3 m				Type 3 Fill Height: Greater than 3 m, not exceeding 4.5 m				Type 4 Fill Height: Greater than 4.5 m, not exceeding 6 m						
	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPE	CPP	PVC	CPVC	PE	CPP
	250	X	X	X	X	NA	X	X	X	X	NA	X	X	X	X	NA	X	X	X
300	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
375	X	X	NA	X	X	X	X	NA	X	X	X	X	NA	NA	X	X	X	NA	X
450	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA
525	X	X	NA	NA	NA	X	X	NA	NA	NA	X	X	NA	NA	NA	X	X	NA	NA
600	X	X	X	X	X	X	X	X	X	X	X	X	NA	NA	NA	X	X	X	NA
750	X	X	X	X	X	X	X	X	X	X	X	X	X	NA	NA	X	X	X	NA
900	X	X	X	X	X	X	X	X	NA	X	X	X	X	NA	NA	X	X	X	NA
1000	X	NA	X	X	NA	X	NA	X	NA	NA	X	NA	X	NA	NA	X	NA	X	NA
1200	X	NA	X	X	X	X	NA	X	NA	NA	X	NA	X	NA	NA	X	NA	X	NA

Notes:

- PVC Polyvinyl Chloride (PVC) pipe with a smooth interior
- CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior
- PE Polyethylene (PE) pipe with a smooth interior
- CPE Corrugated Polyethylene (PE) pipe with a smooth interior
- CPP Corrugated Polypropylene (CPP) pipe with a smooth interior
- X This material may be used for the given pipe diameter and fill height
- NA Not Available

TABLE III.B: PLASTIC PIPE PERMITTED FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE									
Nominal Diameter (in.)	Type 5			Type 6			Type 7		
	Fill Height: Greater than 20', not exceeding 25'			Fill Height: Greater than 25', not exceeding 30'			Fill Height: Greater than 30', not exceeding 35'		
	PVC	CPVC		PVC	CPVC		PVC	CPVC	
10	X	X		X	X		X	X	
12	X	X		X	X		X	X	
15	X	X		X	X		X	X	
18	X	X		X	X		X	X	
21	X	X		X	X		X	X	
24	X	X		X	X		X	X	
30	X	X		X	X		X	X	
36	X	X		X	X		X	X	
42	X	NA		X	NA		X	NA	
48	X	NA		X	NA		X	NA	

Notes:

PVC Polyvinyl Chloride (PVC) pipe with a smooth interior

CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior

X This material may be used for the given pipe diameter and fill height

NA Not Available

TABLE IIIB: PLASTIC PIPE PERMITTED FOR A GIVEN PIPE DIAMETER AND FILL HEIGHT OVER THE TOP OF THE PIPE (metric)						
Nominal Diameter (mm)	Type 5 Fill Height: Greater than 6 m, not exceeding 7.5 m		Type 6 Fill Height: Greater than 7.5 m, not exceeding 9 m		Type 7 Fill Height: Greater than 9 m, not exceeding 10.5 m	
	PVC	CPVC	PVC	CPVC	PVC	CPVC
250	X	X	X	X	X	X
300	X	X	X	X	X	X
375	X	X	X	X	X	X
450	X	X	X	X	X	X
525	X	X	X	X	X	X
600	X	X	X	X	X	X
750	X	X	X	X	X	X
900	X	X	X	X	X	X
1000	X	NA	X	NA	X	NA
1200	X	NA	X	NA	X	NA

Notes:

PVC Polyvinyl Chloride (PVC) pipe with a smooth interior

CPVC Corrugated Polyvinyl Chloride (CPVC) pipe with a smooth interior

PE Polyethylene (PE) pipe with a smooth interior

X This material may be used for the given pipe diameter and fill height

NA Not Available"

Revise the first sentence of the first paragraph of Article 542.04(c) of the Standard Specifications to read:

“Compacted aggregate, at least 4 in. (100 mm) in depth below the pipe culvert, shall be placed the entire width of the trench and for the length of the pipe culvert, except compacted impervious material shall be used for the outer 3 ft (1 m) at each end of the pipe culvert.”

Revise the seventh paragraph of Article 542.04(d) of the Standard Specifications to read:

“PVC, PE and CPP pipes shall be joined according to the manufacturer’s specifications.”

Replace the third sentence of the first paragraph of Article 542.04(h) of the Standard Specifications with the following:

“The total cover required for various construction loadings shall be the responsibility of the Contractor.”

Delete “Table IV : Wheel Loads and Total Cover” in Article 542.04(h) of the Standard Specifications.

Revise the first and second paragraphs of Article 542.04(i) of the Standard Specifications to read:

“(i) Deflection Testing for Pipe Culverts. All PE, PVC and CPP pipe culverts shall be tested for deflection not less than 30 days after the pipe is installed and the backfill compacted. The testing shall be performed in the presence of the Engineer.

For PVC, PE, and CPP pipe culverts with diameters 24 in. (600 mm) or smaller, a mandrel drag shall be used for deflection testing. For PVC, PE, and CPP pipe culverts with diameters over 24 in. (600 mm), deflection measurements other than by a mandrel shall be used.”

Revise Articles 542.04(i)(1) and (2) of the Standard Specifications to read:

“(1) For all PVC pipe: as defined using ASTM D 3034 methodology.

(2) For all PE and CPP pipe: the average inside diameter based on the minimum and maximum tolerances specified in the corresponding ASTM or AASHTO material specifications.”

Revise the second sentence of the second paragraph of Article 542.07 of the Standard Specifications to read:

“When a prefabricated end section is used, it shall be of the same material as the pipe culvert, except for polyethylene (PE), polyvinylchloride (PVC), and polypropylene (PP) pipes which shall have metal end sections.”

Revise the first paragraph of Article 1040.03 of the Standard Specifications to read:

**“1040.03 Polyvinyl Chloride (PVC) Pipe.** Acceptance testing of PVC pipe and fittings shall be accomplished during the same construction season in which they are installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.”

Delete Articles 1040.03(e) and (f) of the Standard Specifications.

Revise Articles 1040.04(c) and (d) of the Standard Specifications to read:

“(c) PE Profile Wall Pipe for Insertion Lining. The pipe shall be according to ASTM F 894. When used for insertion lining of pipe culverts, the pipe liner shall have a minimum pipe stiffness of 46 psi (317 kPa) at five percent deflection for nominal inside diameters of 42 in. (1050 mm) or less. For nominal inside diameters of greater than 42 in. (1050 mm), the pipe liner shall have a minimum pipe stiffness of 32.5 psi (225 kPa) at five percent deflection. All sizes shall have wall construction that presents essentially smooth internal and external surfaces.

(d) PE Pipe with a Smooth Interior. The pipe shall be according to ASTM F 714 (DR 32.5) with a minimum cell classification of PE 335434 as defined in ASTM D 3350. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties and the resin used to manufacture the pipe meets or exceeds the minimum cell classification requirements.”

Add the following to Section 1040 of the Standard Specifications:

**“1040.08 Polypropylene (PP) Pipe.** Storage and handling shall be according to the manufacturer’s recommendations, except in no case shall the pipe be exposed to direct sunlight for more than six months. Acceptance testing of the pipe shall be accomplished during the same construction season in which it is installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.

(a) Corrugated PP Pipe with a Smooth Interior. The pipe shall be according to AAHSTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type S or D.

(b) Perforated Corrugated PP Pipe with A Smooth Interior. The pipe shall be according to AASHTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be

Type SP. In addition, the top centerline of the pipe shall be marked so that it is readily visible from the top of the trench before backfilling, and the upper ends of the slot perforations shall be a minimum of ten degrees below the horizontal."

80324

## LRFD STORM SEWER BURIAL TABLES (BDE)

Effective: November 1, 2013

Revise Article 550.02 of the Standard Specifications to read as follows:

"Item	Article Section
(a) Clay Sewer Pipe .....	1040.02
(b) Extra Strength Clay Pipe .....	1040.02
(c) Concrete Sewer, Storm Drain, and Culvert Pipe .....	1042
(d) Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe .....	1042
(e) Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe (Note 1) .....	1042
(f) Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe (Note 1) .....	1042
(g) Polyvinyl Chloride (PVC) Pipe .....	1040.03
(h) Corrugated Polyvinyl Chloride (PVC) Pipe with a Smooth Interior .....	1040.03
(i) Corrugated Polypropylene (CPP) Pipe with Smooth Interior .....	1040.07
(j) Rubber Gaskets and Preformed Flexible Joint Sealants for Concrete Pipe .....	1056
(k) Mastic Joint Sealer for Pipe .....	1055
(l) External Sealing Band .....	1057
(m) Fine Aggregate (Note 2) .....	1003.04
(n) Coarse Aggregate (Note 3) .....	1004.05
(o) Reinforcement Bars and Welded Wire Fabric .....	1006.10
(p) Handling Hole Plugs .....	1042.16
(q) Polyethylene (PE) Pipe with a Smooth Interior .....	1040.04
(r) Corrugated Polyethylene (PE) Pipe with a Smooth Interior .....	1040.04

Note 1. The class of elliptical and arch pipe used for various storm sewer sizes and heights of fill shall conform to the requirements for circular pipe.

Note 2. The fine aggregate shall be moist.

Note 3. The coarse aggregate shall be wet."

Revise the table for permitted materials in Article 550.03 of the Standard Specifications as follows:

"Class	Materials
A	Rigid Pipes: Clay Sewer Pipe Extra Strength Clay Pipe Concrete Sewer, Storm Drain, and Culvert Pipe Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe
B	Rigid Pipes: Clay Sewer Pipe Extra Strength Clay Pipe Concrete Sewer, Storm Drain, and Culvert Pipe Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Elliptical Culvert, Storm Drain, and Sewer Pipe Reinforced Concrete Arch Culvert, Storm Drain, and Sewer Pipe Flexible Pipes: Polyvinyl Chloride (PVC) Pipe Corrugated Polyvinyl Chloride Pipe (PVC) with a Smooth Interior Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polyethylene (PE) Pipe with a Smooth Interior Corrugated Polypropylene (CPP) Pipe with a Smooth Interior"

Replace the storm sewers tables in Article 550.03 of the Standard Specifications with the following:

STORM SEWERS																
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE																
Nominal Diameter in.	Type 1							Type 2								
	RCCP	GSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	GSP	ESCP	PVC	CPVC	PE	CPE	CPP
Fill Height: 3' and less With 1' minimum cover																
Fill Height: Greater than 3' not exceeding 10'																
10	NA	3	X	X	X	X	X	NA	1	*X	X	X	X	X	NA	NA
12	IV	NA	X	X	X	X	X	II	1	*X	X	X	X	X	X	X
15	IV	NA	NA	NA	NA	NA	NA	II	1	*X	X	X	NA	NA	X	X
18	IV	NA	NA	X	X	X	X	II	2	X	X	X	X	X	X	X
21	III	NA	NA	X	X	NA	NA	II	2	X	X	X	X	NA	NA	NA
24	III	NA	NA	X	X	X	X	II	2	X	X	X	X	X	X	X
27	III	NA	NA	NA	NA	NA	NA	II	3	X	NA	NA	NA	NA	NA	NA
30	IV	NA	NA	X	X	X	X	II	3	X	X	X	X	X	X	X
33	III	NA	NA	NA	NA	NA	NA	II	NA	X	NA	NA	NA	NA	NA	NA
36	III	NA	NA	NA	X	X	X	II	NA	X	X	X	X	X	X	X
42	II	NA	X	X	NA	X	X	II	NA	X	X	X	NA	X	NA	NA
48	II	NA	X	X	NA	X	X	II	NA	X	X	X	NA	X	NA	NA
54	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA	NA
60	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA	NA
66	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA	NA
72	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA	NA
78	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA	NA
84	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA	NA
90	II	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA	NA
96	II	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA	NA
102	II	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA	NA
108	II	NA	NA	NA	NA	NA	NA	III	NA	NA	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe  
 CSP Concrete Sewer, Storm drain, and Culvert Pipe  
 PVC Polyvinyl Chloride Pipe  
 CPVC Corrugated Polyvinyl Chloride Pipe  
 ESCP Extra Strength Clay Pipe  
 PE Polyethylene Pipe with a Smooth Interior  
 CPE Corrugated Polyethylene Pipe with a Smooth Interior  
 CPP Corrugated Polypropylene pipe with a Smooth Interior  
 X This material may be used for the given pipe diameter and fill height.  
 NA This material is Not Acceptable for the given pipe diameter and fill height.  
 \* May also use Standard Strength Clay Pipe

**STORM SEWERS (Metric)**  
**KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED**  
**FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE**

Nominal Diameter in.	Type 1											Type 2										
	Fill Height: 1 m' and less With 300 mm minimum cover											Fill Height: Greater than 1 m not exceeding 3 m										
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP						
250	NA	3	X	X	X	X	X	NA	1	*X	X	X	X	X	NA							
300	IV	NA	X	X	X	X	X	II	1	*X	X	X	X	X	X							
375	IV	NA	NA	X	NA	NA	X	II	1	*X	X	X	NA	X	X							
450	IV	NA	NA	X	X	X	X	II	2	X	X	X	X	X	X							
525	III	NA	NA	X	X	NA	NA	II	2	X	X	X	NA	NA	NA							
600	III	NA	NA	X	X	X	X	II	2	X	X	X	X	X	X							
675	III	NA	NA	NA	NA	NA	NA	II	3	X	NA	NA	NA	NA	NA							
750	IV	NA	NA	X	X	X	X	II	3	X	X	X	X	X	X							
825	III	NA	NA	NA	NA	NA	NA	II	NA	X	NA	NA	NA	NA	NA							
900	III	NA	NA	NA	X	X	X	II	NA	X	X	X	X	X	X							
1050	II	NA	X	X	X	X	X	II	NA	X	X	X	X	X	NA							
1200	II	NA	X	X	X	X	X	II	NA	X	X	X	X	X	NA							
1350	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
1500	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	X							
1650	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
1800	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
1950	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
2100	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
2250	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
2400	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
2550	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							
2700	II	NA	NA	NA	NA	NA	NA	II	NA	NA	NA	NA	NA	NA	NA							

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe  
CSP Concrete Sewer, Storm drain, and Culvert Pipe  
PVC Polyvinyl Chloride Pipe  
CPVC Corrugated Polyvinyl Chloride Pipe  
ESCP Extra Strength Clay Pipe  
PE Polyethylene Pipe with a Smooth Interior  
CPE Corrugated Polyethylene Pipe with a Smooth Interior  
CPP Corrugated Polypropylene pipe with a Smooth Interior  
X This material may be used for the given pipe diameter and fill height.  
NA This material is Not Acceptable for the given pipe diameter and fill height.  
\* May also use Standard Strength Clay Pipe

STORM SEWERS															
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE															
Nominal Diameter in.	Type 3							Type 4							
	Fill Height: Greater than 10' not exceeding 15'							Fill Height: Greater than 15' not exceeding 20'							
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPP
10	NA	2	X	X	X	X	X	NA	NA	3	X	X	X	X	NA
12	III	2	X	X	X	X	NA	X	IV	NA	NA	X	X	X	NA
15	III	3	X	X	X	NA	NA	X	IV	NA	NA	X	X	NA	X
18	III	NA	X	X	X	X	NA	X	IV	NA	NA	X	X	NA	NA
21	III	NA	NA	X	X	NA	NA	NA	IV	NA	NA	X	X	NA	NA
24	III	NA	NA	X	X	X	NA	NA	IV	NA	NA	X	X	NA	NA
27	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
30	III	NA	NA	X	X	X	NA	X	IV	NA	NA	X	X	NA	NA
33	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
36	III	NA	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	NA	NA
42	III	NA	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	NA	NA
48	III	NA	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	NA	NA
54	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
60	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
66	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
72	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
78	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
84	III	NA	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA
90	III	NA	NA	NA	NA	NA	NA	NA	1680	NA	NA	NA	NA	NA	NA
96	III	NA	NA	NA	NA	NA	NA	NA	1690	NA	NA	NA	NA	NA	NA
102	IV	NA	NA	NA	NA	NA	NA	NA	1700	NA	NA	NA	NA	NA	NA
108	1360	NA	NA	NA	NA	NA	NA	NA	1710	NA	NA	NA	NA	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe  
 CSP Concrete Sewer, Storm drain, and Culvert Pipe  
 PVC Polyvinyl Chloride Pipe  
 CPVC Corrugated Polyvinyl Chloride Pipe  
 ESCP Extra Strength Clay Pipe  
 PE Polyethylene Pipe with a Smooth Interior  
 CPE Corrugated Polyethylene Pipe with a Smooth Interior  
 CPP Corrugated Polypropylene pipe with a Smooth Interior  
 X This material may be used for the given pipe diameter and fill height.  
 NA This material is Not Acceptable for the given pipe diameter and fill height.  
 \* May also use Standard Strength Clay Pipe  
 Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 0.01 in crack.

**STORM SEWERS (metric)**  
**KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED**  
**FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE**

Nominal Diameter in.	Type 3										Type 4					
	Fill Height: Greater than 3 m not exceeding 4.5 m										Fill Height: Greater than 4.5 m not exceeding 6 m					
	RCCP	CSP	ESCP	PVC	CPVC	PE	CPE	CPP	RCCP	CSP	ESCP	PVC	CPVC	PE	CPP	
250	NA	2	X	X	X	X	NA	NA	3	X	X	X	X	NA	NA	
300	III	2	X	X	X	NA	X	IV	NA	NA	X	X	X	X	NA	
375	III	3	X	X	NA	NA	X	IV	NA	NA	X	X	NA	X	NA	
450	III	NA	X	X	X	NA	X	IV	NA	NA	X	X	X	X	NA	
525	III	NA	NA	X	NA	NA	NA	IV	NA	NA	X	X	NA	NA	NA	
600	III	NA	NA	X	X	NA	NA	IV	NA	NA	X	X	X	NA	NA	
675	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
750	III	NA	NA	X	X	X	X	IV	NA	NA	X	X	X	X	NA	
825	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
900	III	NA	NA	X	X	X	NA	IV	NA	NA	X	X	X	NA	NA	
1050	III	NA	NA	X	NA	X	NA	IV	NA	NA	X	NA	X	X	NA	
1200	III	NA	NA	X	NA	X	NA	IV	NA	NA	X	NA	X	X	NA	
1350	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
1500	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
1650	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
1800	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
1950	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
2100	III	NA	NA	NA	NA	NA	NA	IV	NA	NA	NA	NA	NA	NA	NA	
2250	III	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA	
2400	III	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA	
2550	IV	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA	
2700	70	NA	NA	NA	NA	NA	NA	80	NA	NA	NA	NA	NA	NA	NA	

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe  
CSP Concrete Sewer, Storm drain, and Culvert Pipe  
PVC Polyvinyl Chloride Pipe  
CPVC Corrugated Polyvinyl Chloride Pipe  
ESCP Extra Strength Clay Pipe  
PE Polyethylene Pipe with a Smooth Interior  
CPE Corrugated Polyethylene Pipe with a Smooth Interior  
CPP Corrugated Polypropylene pipe with a Smooth Interior  
X This material is Not Acceptable for the given pipe diameter and fill height.  
NA This material is Not Acceptable for the given pipe diameter and fill height.  
\* May also use Standard Strength Clay Pipe  
Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the metric D-load to produce a 25.4 micro-meter crack.

STORM SEWERS									
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE									
Nominal Diameter in.	Type 5			Type 6			Type 7		
	Fill Height: Greater than 20' not exceeding 25'			Fill Height: Greater than 25' not exceeding 30'			Fill Height: Greater than 30' not exceeding 35'		
	RCCP	PVC	CPVC	RCCP	PVC	CPVC	RCCP	CPVC	CPVC
10	NA	X	X	NA	X	X	NA	X	X
12	IV	X	X	V	X	X	V	V	X
15	IV	X	X	V	X	X	V	V	X
18	IV	X	X	V	X	X	V	V	X
21	IV	X	X	V	X	X	V	V	X
24	IV	X	X	V	X	X	V	V	X
27	IV	NA	NA	V	NA	NA	V	NA	NA
30	IV	X	X	V	X	X	V	X	X
33	IV	NA	NA	V	NA	NA	V	NA	NA
36	IV	X	X	V	X	X	V	X	X
42	IV	X	NA	V	X	NA	V	NA	NA
48	IV	X	NA	V	X	NA	V	NA	NA
54	IV	NA	NA	V	NA	NA	V	NA	NA
60	IV	NA	NA	V	NA	NA	V	NA	NA
66	IV	NA	NA	V	NA	NA	V	NA	NA
72	V	NA	NA	V	NA	NA	V	NA	NA
78	2020	NA	NA	2370	NA	NA	2730	NA	NA
84	2020	NA	NA	2380	NA	NA	2740	NA	NA
90	2030	NA	NA	2390	NA	NA	2750	NA	NA
96	2040	NA	NA	2400	NA	NA	2750	NA	NA
102	2050	NA	NA	2410	NA	NA	2760	NA	NA
108	2060	NA	NA	2410	NA	NA	2770	NA	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe  
PVC Polyvinyl Chloride Pipe  
CPVC Corrugated Polyvinyl Chloride Pipe  
ESCP Extra Strength Clay Pipe  
X This material may be used for the given pipe diameter and fill height.  
NA This material is Not Acceptable for the given pipe diameter and fill height.  
Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the D-load to produce a 0.01 in crack.

STORM SEWERS (metric)									
KIND OF MATERIAL PERMITTED AND STRENGTH REQUIRED FOR A GIVEN PIPE DIAMETERS AND FILL HEIGHTS OVER THE TOP OF THE PIPE									
Nominal Diameter in.	Type 5			Type 6			Type 7		
	Fill Height: Greater than 20' not exceeding 25'			Fill Height: Greater than 25' not exceeding 30'			Fill Height: Greater than 30' not exceeding 35'		
	RCCP	PVC	CPVC	RCCP	PVC	CPVC	RCCP	RCCP	CPVC
250	NA	X	X	NA	X	X	NA	NA	X
300	IV	X	X	V	X	X	V	V	X
375	IV	X	X	V	X	X	V	V	X
450	IV	X	X	V	X	X	V	V	X
525	IV	X	X	V	X	X	V	V	X
600	IV	X	X	V	X	X	V	V	X
675	IV	NA	NA	V	NA	NA	V	V	NA
750	IV	X	X	V	X	X	V	V	X
825	IV	NA	NA	V	NA	NA	V	V	NA
900	IV	X	X	V	X	X	V	V	X
1050	IV	X	X	V	X	NA	V	V	NA
1200	IV	X	X	V	X	NA	V	V	NA
1350	IV	NA	NA	V	NA	NA	V	V	NA
1500	IV	NA	NA	V	NA	NA	V	V	NA
1650	IV	NA	NA	V	NA	NA	V	V	NA
1800	V	NA	NA	V	NA	NA	V	V	NA
1950	100	NA	NA	110	NA	NA	130	130	NA
2100	100	NA	NA	110	NA	NA	130	130	NA
2250	100	NA	NA	110	NA	NA	130	130	NA
2400	100	NA	NA	120	NA	NA	130	130	NA
2550	100	NA	NA	120	NA	NA	130	130	NA
2700	100	NA	NA	120	NA	NA	130	130	NA

RCCP Reinforced Concrete Culvert, Storm Drain, and Sewer Pipe

PVC Polyvinyl Chloride Pipe

CPVC Corrugated Polyvinyl Chloride Pipe

ESCP Extra Strength Clay Pipe

X This material may be used for the given pipe diameter and fill height.

NA This material is Not Acceptable for the given pipe diameter and fill height.

Note RCCP with a number instead of a Roman numeral shall be furnished according to AASHTO M170 Section 6. This number represents the metric D-load to produce a 25.4 micro-meter crack.

Revise the sixth paragraph of Article 550.06 of the Standard Specifications to read:

“PVC, PE and CPP pipes shall be joined according to the manufacturer’s specifications.”

Revise the first and second paragraphs of Article 550.08 of the Standard Specifications to read:

**550.08 Deflection Testing for Storm Sewers.** All PVC, PE, and CPP storm sewers shall be tested for deflection not less than 30 days after the pipe is installed and the backfill compacted. The testing shall be performed in the presence of the Engineer.

For PVC, PE, and CPP storm sewers with diameters 24 in. (600 mm) or smaller, a mandrel drag shall be used for deflection testing. For PVC, PE, and CPP storm sewers with diameters over 24 in. (600 mm), deflection measurements other than by a mandrel shall be used.”

Revise the fifth paragraph of Article 550.08 to read as follows.

“The outside diameter of the mandrel shall be 95 percent of the base inside diameter. For all PVC pipe the base inside diameter shall be defined using ASTM D 3034 methodology. For all PE and CPP pipe, the base inside diameter shall be defined as the average inside diameter based on the minimum and maximum tolerances specified in the corresponding ASTM or AASHTO material specifications.”

Revise the first paragraph of Article 1040.03 of the Standard Specifications to read:

**1040.03 Polyvinyl Chloride (PVC) Pipe.** Acceptance testing of PVC pipe and fittings shall be accomplished during the same construction season in which they are installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.”

Delete Articles 1040.03(e) and (f) of the Standard Specifications.

Revise Articles 1040.04(c) and (d) of the Standard Specifications to read:

“(c) PE Profile Wall Pipe for Insertion Lining. The pipe shall be according to ASTM F 894. When used for insertion lining of pipe culverts, the pipe liner shall have a minimum pipe stiffness of 46 psi (317 kPa) at five percent deflection for nominal inside diameters of 42 in. (1050 mm) or less. For nominal inside diameters of greater than 42 in. (1050 mm), the pipe liner shall have a minimum pipe stiffness of 32.5 psi (225 kPa) at five percent deflection. All sizes shall have wall construction that presents essentially smooth internal and external surfaces.

(d) PE Pipe with a Smooth Interior. The pipe shall be according to ASTM F 714 (DR 32.5) with a minimum cell classification of PE 335434 as defined in ASTM D 3350. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written

certification that the material meets those properties and the resin used to manufacture the pipe meets or exceeds the minimum cell classification requirements.”

Add the following to Section 1040 of the Standard Specifications:

**“1040.08 Polypropylene (PP) Pipe.** Storage and handling shall be according to the manufacturer’s recommendations, except in no case shall the pipe be exposed to direct sunlight for more than six months. Acceptance testing of the pipe shall be accomplished during the same construction season in which it is installed. The section properties shall be according to the manufacturer pre-submitted geometric properties on file with the Department. The manufacturer shall submit written certification that the material meets those properties. The pipe shall meet the following additional requirements.

- (a) Corrugated PP Pipe with a Smooth Interior. The pipe shall be according to AAHSTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type S or D.
- (b) Perforated Corrugated PP Pipe with A Smooth Interior. The pipe shall be according to AASHTO M 330 (nominal size – 12 to 60 in. (300 to 1500 mm)). The pipe shall be Type SP. In addition, the top centerline of the pipe shall be marked so that it is readily visible from the top of the trench before backfilling, and the upper ends of the slot perforations shall be a minimum of ten degrees below the horizontal.”

80325

## **MATERIAL TRANSFER DEVICE (BDE)**

Effective Date: June 15, 1999

Revised Date: January 1, 2009

Description. This work shall consist of placing HMA binder and surface course mixtures placed with a paver on I-64 according to Section 406 of the "Standard Specifications for Road and Bridge Construction" except that 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.

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## CONSTRUCTION REQUIREMENTS

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General. The material transfer device shall be used for the placement of all HMA binder and surface course mixtures placed with a paver on I-64. 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 all HMA binder and surface course 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.

80045

**PAVED SHOULDER REMOVAL (BDE)**

Effective: April 1, 2014

Revise the first paragraph of Article 440.07(b) of the Standard Specifications to read:

“(b) Measured Quantities. Pavement removal, driveway pavement removal, and paved shoulder removal will be measured for payment in place and the area computed in square yards (square meters).”

Revise Article 440.07(c) of the Standard Specifications to read:

“(c) Adjustment of Quantities. The quantity of pavement removal and paved shoulder removal will be adjusted if their respective thickness varies more than 15 percent from that shown on the plans. The quantity will be either increased or decreased according to the following table.

% change of thickness	% change of quantity
0 to less than 15	0
15 to less than 20	10
20 to less than 30	15
30 to less than 50	20

If the thickness of the existing pavement varies by 50 percent or more from that shown on the plans, the character of the work will be considered significantly changed and an adjustment to the contract will be made according to Article 104.02.

When an adjustment is made for variations in pavement or shoulder thickness a resulting adjustment will also be made in the earthwork quantities when applicable.

No adjustment will be made for variations in the amount of reinforcement.”

80337

## **PAYROLLS AND PAYROLL RECORDS (BDE)**

Effective: January 1, 2014

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 the worker's name, the worker's address, the worker's telephone number when available, the worker's social security number, the worker's classification or classifications, the worker's gross and net wages paid in each pay period, the worker's number of hours worked each day, the worker's starting and ending times of work each day. However, any Contractor or subcontractor who remits contributions to a fringe benefit fund that is not jointly maintained and jointly governed by one or more employers and one or more labor organization must additionally submit the worker's hourly wage rate, the worker's hourly overtime wage rate, the worker's hourly fringe benefit rates, the name and address of each fringe benefit fund, the plan sponsor of each fringe benefit, if applicable, and the plan administrator of each fringe benefit, if applicable.

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). In addition, starting and ending times of work each day may be omitted from the payroll records submitted to the Engineer. 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 five years from the later of the date of final payment under the contract or completion of the contract, records of the wages paid to his/her workers. The payroll

records shall include the worker's name, the worker's address, the worker's telephone number when available, the worker's social security number, the worker's classification or classifications, the worker's gross and net wages paid in each pay period, the worker's number of hours worked each day, the worker's starting and ending times of work each day. However, any contractor or subcontractor who remits contributions to a fringe benefit fund that is not jointly maintained and jointly governed by one or more employers and one or more labor organization must additionally submit the worker's hourly wage rate, the worker's hourly overtime wage rate, the worker's hourly fringe benefit rates, the name and address of each fringe benefit fund, the plan sponsor of each fringe benefit, if applicable, and the plan administrator of each fringe benefit, if applicable. Upon seven business days' notice, these records shall be available at a location within the State, during reasonable hours, for inspection by the Department or the Department of Labor; and Federal, State, or local law enforcement agencies and prosecutors.

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). In addition, starting and ending times of work each day may be omitted from the payroll records submitted to the Engineer. 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, or an officer, employee, or officer thereof, which avers that: (i) he or she has examined the records and 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 A 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."

80331

**PORTLAND CEMENT CONCRETE – CURING OF ABUTMENTS AND PIERS (BDE)**

Effective: January 1, 2014

Revise Note 7/ of the Index Table of Curing and Protection of Concrete Construction of Article 1020.13 of the Standard Specifications to read:

“7/ Asphalt emulsion for waterproofing may be used in lieu of other curing methods when specified and permitted according to Article 503.18. The top surfaces of abutments and piers shall be cured according to Article 1020.13(a)(3) or (5).”

80332

## **PORTLAND CEMENT CONCRETE EQUIPMENT (BDE)**

Effective: November 1, 2013

Add the following to the first paragraph of Article 1103.03(a)(5) of the Standard Specifications to read:

“As an alternative to a locking key, the start and finish time for mixing may be automatically printed on the batch ticket. The start and finish time shall be reported to the nearest second.”

80326

## **PROGRESS PAYMENTS (BDE)**

Effective: November 2, 2013

Revise Article 109.07(a) of the Standard Specifications to read:

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

Progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics’ Lien Act, 770 ILCS 60/23(c).

If a Contractor or subcontractor has defaulted on a loan issued under the Department's Disadvantaged Business Revolving Loan Program (20 ILCS 2705/2705-610), progress payments may be reduced pursuant to the terms of that loan agreement. In such cases, the amount of the estimate related to the work performed by the Contractor or subcontractor, in default of the loan agreement, will be offset, in whole or in part, and vouchered by the Department to the Working Capital Revolving Fund or designated escrow account. Payment for the work shall be considered as issued and received by the Contractor or subcontractor on the date of the offset voucher. Further, the amount of the offset voucher shall be a credit against the Department’s obligation to pay the Contractor, the Contractor’s obligation to pay the subcontractor, and the Contractor’s or subcontractor’s total loan indebtedness to the Department. The offset shall continue until such time as the entire loan indebtedness is satisfied. The Department will notify the Contractor and Fund Control Agent in a timely manner of such offset. The Contractor or subcontractor shall not be entitled to additional payment in consideration of the offset.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved.”

80328

## QUALITY CONTROL/QUALITY ASSURANCE OF CONCRETE MIXTURES (BDE)

Effective: January 1, 2012

Revised: January 1, 2014

Revise Note 7/ of Schedule B of Recurring Special Provision Check Sheet #31 of the Standard Specifications to read:

7/ The test of record for strength shall be the day indicated in Article 1020.04. For cement aggregate mixture II, a strength requirement is not specified and testing is not required. Additional strength testing to determine early falsework and form removal, early pavement or bridge opening to traffic, or to monitor strengths is at the discretion of the Contractor. Strength shall be defined as the average of two 6 x 12 in. (150 x 300 mm) cylinder breaks, three 4 x 8 in. (100 x 200 mm) cylinder breaks, or two beam breaks for field tests. Per Illinois Modified AASHTO T 23, cylinders shall be 6 x 12 in. (150 x 300 mm) when the nominal maximum size of the coarse aggregate exceeds 1 in. (25 mm).

80281

## REINFORCEMENT BARS (BDE)

Effective: November 1, 2013

Revise the first and second paragraphs of Article 508.05 of the Standard Specifications to read:

**508.05 Placing and Securing.** All reinforcement bars shall be placed and tied securely at the locations and in the configuration shown on the plans prior to the placement of concrete. Manual welding of reinforcement may only be permitted on precast concrete products as indicated in the current Bureau of Materials and Physical Research Policy Memorandum "Quality Control / Quality Assurance Program for Precast Concrete Products", and for precast prestressed concrete products as indicated in the Department's current "Manual for Fabrication of Precast Prestressed Concrete Products". Reinforcement bars shall not be placed by sticking or floating into place or immediately after placement of the concrete.

Bars shall be tied at all intersections, except where the center to center dimension is less than 1 ft (300 mm) in each direction, in which case alternate intersections shall be tied. Molded plastic clips may be used in lieu of wire to secure bar intersections, but shall not be permitted in horizontal bar mats subject to construction foot traffic or to secure longitudinal bar laps. Plastic clips shall adequately secure the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. Plastic clips may be recycled plastic, and shall meet the approval of the Engineer. The number of ties as specified shall be doubled for lap splices at the stage construction line of concrete bridge decks when traffic is allowed on the first completed stage during the pouring of the second stage."

Revise the fifth paragraph of Article 508.05 of the Standard Specifications to read:

"Supports for reinforcement in bridge decks shall be metal. For all other concrete construction the supports shall be metal or plastic. Metal bar supports shall be made of cold-drawn wire, or other approved material and shall be either epoxy coated, galvanized or plastic tipped. When the reinforcement bars are epoxy coated, the metal supports shall be epoxy coated. Plastic supports may be recycled plastic. Supports shall be provided in sufficient number and spaced to provide the required clearances. Supports shall adequately support the reinforcement bars, and shall permit the concrete to flow through and fully encase the reinforcement. The legs of supports shall be spaced to allow an opening that is a minimum 1.33 times the nominal maximum aggregate size used in the concrete. Nominal maximum aggregate size is defined as the largest sieve which retains any of the aggregate sample particles. All supports shall meet the approval of the Engineer."

Revise the first sentence of the eighth paragraph of Article 508.05 of the Standard Specifications to read:

"Epoxy coated reinforcement bars shall be tied with plastic coated wire, epoxy coated wire, or molded plastic clips where allowed."

Add the following sentence to the end of the first paragraph of Article 508.06(c) of the Standard Specifications:

“In addition, the total slip of the bars within the splice sleeve of the connector after loading in tension to 30 ksi (207 MPa) and relaxing to 3 ksi (20.7 MPa) shall not exceed 0.01 in. (254 microns).”

Revise Article 1042.03(d) of the Standard Specifications to read:

“(d) Reinforcement and Accessories: The concrete cover over all reinforcement shall be within  $\pm 1/4$  in. ( $\pm 6$  mm) of the specified cover.

Welded wire fabric shall be accurately bent and tied in place.

Miscellaneous accessories to be cast into the concrete or for forming holes and recesses shall be carefully located and rigidly held in place by bolts, clamps, or other effective means. If paper tubes are used for vertical dowel holes, or other vertical holes which require grouting, they shall be removed before transportation to the construction site.”

80327

## REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2012

Revised: November 2, 2012

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.

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.

- (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 but the pH of the soil is less than 6.25 or greater than 9.0, 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.
- (c) 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:

**"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 investigation (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 investigation (PESA) site number) for special or hazardous waste disposal, and
- (f) Landfill tickets (identified by the preliminary environmental site investigation (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."

80283

## 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).”

80319

## STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)

Effective: April 2, 2004

Revised: April 1, 2009

Description. Steel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in steel 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 steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel cost adjustment.

Types of Steel Products. An adjustment will be made for fluctuations in the cost of steel used in the manufacture of the following items:

Metal Piling (excluding temporary sheet piling)  
Structural Steel  
Reinforcing Steel

Other steel materials such as dowel bars, tie bars, mesh reinforcement, guardrail, steel traffic signal and light poles, towers and mast arms, metal railings (excluding wire fence), and frames and grates will be subject to a steel cost adjustment when the pay items they are used in has a contract value of \$10,000 or greater.

Documentation. Sufficient documentation shall be furnished to the Engineer to verify the following:

- (a) The dates and quantity of steel, in lb (kg), shipped from the mill to the fabricator.
- (b) The quantity of steel, in lb (kg), incorporated into the various items of work covered by this special provision. The Department reserves the right to verify submitted quantities.

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

$$SCA = Q \times D$$

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

$$D = MPI_M - MPI_L$$

Where:  $MPI_M$  = The Materials Cost Index for steel as published by the Engineering News-Record for the month the steel is shipped from the mill. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

$MPI_L$  = The Materials Cost Index for steel as published by the Engineering News-Record for the month prior to the letting. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

The unit weights (masses) of steel that will be used to calculate the steel cost adjustment for the various items are shown in the attached table.

No steel cost adjustment will be made for any products manufactured from steel having a mill shipping date prior to the letting date.

If the Contractor fails to provide the required documentation, the method of adjustment will be calculated as described above; however, the  $MPI_M$  will be based on the date the steel arrives at the job site. In this case, an adjustment will only be made when there is a decrease in steel costs.

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

$$\text{Percent Difference} = \{(MPI_L - MPI_M) \div MPI_L\} \times 100$$

Steel cost adjustments will be calculated by the Engineer and will be paid or deducted when all other contract requirements for the items of work are satisfied. Adjustments will only be made for fluctuations in the cost of the steel as described herein. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

**Attachment**

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

Return With Bid

**ILLINOIS DEPARTMENT  
OF TRANSPORTATION**

**OPTION FOR  
STEEL 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 steel cost adjustments for all items of steel. Failure to indicate "Yes" for any item of work will make that item of steel exempt from steel 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 items of work?

- |                                                            |     |                          |
|------------------------------------------------------------|-----|--------------------------|
| Metal Piling                                               | Yes | <input type="checkbox"/> |
| Structural Steel                                           | Yes | <input type="checkbox"/> |
| Reinforcing Steel                                          | Yes | <input type="checkbox"/> |
| Dowel Bars, Tie Bars and Mesh Reinforcement                | Yes | <input type="checkbox"/> |
| Guardrail                                                  | Yes | <input type="checkbox"/> |
| Steel Traffic Signal and Light Poles, Towers and Mast Arms | Yes | <input type="checkbox"/> |
| Metal Railings (excluding wire fence)                      | Yes | <input type="checkbox"/> |
| Frames and Grates                                          | Yes | <input type="checkbox"/> |

**Signature:** \_\_\_\_\_ **Date:** \_\_\_\_\_

80127

## **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, algaecides, and fungicides, the Contractor shall complete and return to the Engineer, Operations form “OPER 2720”.”

80301

## **TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY (BDE)**

Effective: January 1, 2014

Add the following to the Article 701.18 of the Standard Specifications:

- “(l) Standard 701428. When the shoulder width will not allow placement of the shoulder truck and provide 9 ft (3.0 m) of unobstructed lane width in the lane being closed, the shoulder truck shall not be used.”

Revise Article 701.19(a) of the Standard Specifications to read:

- “(a) Not Measured. Traffic control and protection required under Standards 701001, 701006, 701011, 701101, 701106, 701301, 701311, 701400, 701426, 701427, and 701428 will not be measured for payment.”

80333

**TRAINING SPECIAL PROVISIONS (BDE)** 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 *10* . 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.

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.

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 will 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.

20338

## **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.

### Materials.

Add the following to Article 1030.02 of the Standard Specifications.

"(h) Warm Mix Asphalt (WMA) Technologies (Note 3)"

Add the following note to Article 1030.02 of the Standard Specifications.

"Note 3. Warm mix additives or foaming processes shall be selected from the current Bureau of Materials and Physical Research Approved List, "Warm-Mix Asphalt Technologies"."

### Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

**"1102.01 Hot-Mix Asphalt Plant.** The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, "Approval of Hot-Mix Asphalt Plants and Equipment". Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing

by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements.”

Add the following to Article 1102.01(a) of the Standard Specifications.

“(13) Equipment for Warm Mix Technologies.

- a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of  $\pm 2$  percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.
- b. Additives. Additives shall be introduced into the plant according to the supplier’s recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes.”

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

“(e) Warm Mix Technologies.

- (1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.
- (2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification.

Production.

Revise the second paragraph of Article 1030.06(a) of the Standard Specifications to read:

“At the start of mix production for HMA, WMA, and HMA using WMA technologies, QC/QA mixture start-up will be required for the following situations; at the beginning of production of a new mixture design, at the beginning of each production season, and at every plant utilized to produce mixtures, regardless of the mix.”

Quality Control/Quality Assurance Testing.

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

Parameter	Frequency of Tests		Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture	All Other Mixtures	
Aggregate Gradation  % passing sieves: 1/2 in. (12.5 mm), No. 4 (4.75 mm), No. 8 (2.36 mm), No. 30 (600 μm) No. 200 (75 μm)  Note 1.	1 washed ignition oven test on the mix per half day of production  Note 4.	1 washed ignition oven test on the mix per day of production  Note 4.	Illinois Procedure
Asphalt Binder Content by Ignition Oven  Note 2.	1 per half day of production	1 per day	Illinois-Modified AASHTO T 308
VMA  Note 3.	Day's production ≥ 1200 tons:  1 per half day of production  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)	N/A	Illinois-Modified AASHTO R 35
Air Voids  Bulk Specific Gravity of Gyratory Sample  Note 5.	Day's production ≥ 1200 tons:  1 per half day of production  Day's production < 1200 tons:  1 per half day of production for first 2 days and 1 per day thereafter (first sample of the day)	1 per day	Illinois-Modified AASHTO T 312
Maximum Specific Gravity of Mixture	Day's production ≥ 1200 tons:  1 per half day of production  Day's production < 1200 tons:  1 per half day of production for first 2 days and 1 per	1 per day	Illinois-Modified AASHTO T 209

Parameter	Frequency of Tests	Frequency of Tests	Test Method See Manual of Test Procedures for Materials
	High ESAL Mixture Low ESAL Mixture day thereafter (first sample of the day)	All Other Mixtures	

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

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

Note 3. The  $G_{sb}$  used in the voids in the mineral aggregate (VMA) calculation shall be the same average  $G_{sb}$  value listed in the mix design.

Note 4. The Engineer reserves the right to require additional hot bin gradations for batch

Note 5. The WMA compaction temperature for mixture volumetric testing shall be  $270 \pm 5$  °F ( $132 \pm 3$  °C) for quality control testing. The WMA compaction temperature for quality assurance testing will be  $270 \pm 5$  °F ( $132 \pm 3$  °C) if the mixture is not allowed to cool to room temperature. If the mixture is allowed to cool to room temperature it shall be reheated to standard HMA compaction temperatures.”

#### Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

“The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C). WMA shall be delivered at a minimum temperature of 215 °F (102 °C).”

#### Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

80288

## **WEEKLY DBE TRUCKING REPORTS (BDE)**

Effective: June 2, 2012

The Contractor shall provide a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used on the jobsite; or used for the delivery and/or removal of equipment/material to and from the jobsite. The jobsite shall also include offsite locations, such as plant sites or storage sites, when those locations are used solely for this contract.

The report shall be submitted on the form provided by the Department within ten business days following the reporting period. The reporting period shall be Monday through Sunday for each week reportable trucking activities occur. The report shall be submitted to the Engineer and a copy shall be provided to the district EEO Officer.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

80302

**WORKING DAYS (BDE)**

Effective: January 1, 2002

The Contractor shall complete the work within 280 working days.

80071

## SILICONE BRIDGE JOINT SEALER

Effective: August 1, 1995

Revised: October 15, 2011

Description. This work shall consist of furnishing all labor, equipment and materials necessary to install the silicone joint sealer as shown on the plans and as specified herein.

When specified, a polymer concrete nosing compatible with the silicone sealant as required by the sealant manufacturer shall be installed. The minimum dimensions for a polymer concrete nosing cross section are 1 1/2 in. (40 mm) deep by 3 1/2 in. (90 mm) wide. The polymer concrete shall be furnished and installed according to the Special Provision for "Polymer Concrete".

### Materials:

- (a) Silicone Joint Sealer. The silicone joint sealer shall cure in less than one week, and shall accommodate typical bridge movements and traffic within 8 hours. The sealant shall be self-leveling, cold applied, and two component. The sealant, upon curing, shall demonstrate resilience, flexibility and resistance to moisture and puncture. The sealant shall also demonstrate excellent adhesion to portland cement concrete, polymer concrete and steel over a range of temperatures from -30 to 130°F (-34 to 54°C) while maintaining a watertight seal. The sealant shall not contain any solvents or diluents that cause shrinkage or expansion during curing. In addition, acid cure sealants will not be permitted. The date of manufacture shall be provided with each lot. Materials twelve months old or older from the date of manufacture will not be accepted. The manufacturer shall certify that the sealant meets or exceeds the following test requirements before installation begins. The Department reserves the right to test representative samples from material proposed for use.

### Physical Properties:

#### Each component as supplied:

Specific Gravity (ASTM D 1475)	1.2-1.4
Extrusion Rate (ASTM C 1183)	200 - 600 grams per minute
Durometer Hardness, "00" (ASTM C 661) (32°F and 77 ± 3°F (0° and 25°C ± 1°C))	40-80
Accelerated Weathering (ASTM C 793)	No chalking, cracking or bond loss after 5,000 hours.

#### After Mixing:

Tack Free Time (ASTM C 679)	60 minutes max.
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#### Upon Complete Cure: (ASTM D 5329)

Joint Elongation (Tensile Adhesion)	600% min
Joint Modulus	3-15 psi (21-103 kPa) @ 100% elongation

<sup>1</sup>Modified; Sample cured 7 days at 77 ± 2°F (25±1°C) 50 ± 5% relative humidity

(b) Backer Rod. The backer rod shall conform to ASTM D 5249, Type 3.

### CONSTRUCTION REQUIREMENTS

General. The Contractor shall furnish the Engineer with the manufacturer's product information and installation procedures at least two weeks prior to installation.

When placing the silicone against concrete, the concrete surface shall be dry. For newly placed concrete, the concrete shall be fully cured and allowed to dry out a minimum of seven additional days prior to placement of the silicone. Cold, wet, inclement weather will require an extended drying time.

(a) Surface Preparation:

(1) Sandblasting. Both faces of the joint shall be sandblasted. A separate pass for each face for the full length of the joint and to the design depth of the center of the backer rod will be required. The nozzle shall be held at an angle of 30-90 degrees to the joint face, at a distance of 1 – 2 in. (25-50 mm).

For portland cement concrete and polymer concrete surfaces, sandblasting will be considered acceptable when both joint faces have a roughened surface with clean, exposed aggregate. The surface shall be free of foreign matter or plastic residue.

For steel surfaces, sandblasting will be considered acceptable when the steel surfaces have been cleaned to an SSPC-SP10 degree of cleanliness.

After sandblasting is completed, the joint shall be cleaned of debris using compressed air with a minimum pressure of 90 psi (620 kPa). The air compressor shall be equipped with traps to prevent the inclusion of water and/or oil in the air line.

(2) Priming. Priming shall be according to the manufacturer's instructions. This operation will immediately follow sandblasting and cleaning, and will only be permitted to proceed when the air and substrate temperatures are at least 41°F (5°C) and rising. Sandblasting, priming and sealing shall be performed on the same day. Surfaces to be primed shall be primed using a brush applied primer. For steel surfaces, when specified per the manufacturer's instructions, the primer shall be allowed to cure before proceeding. The minimum cure time shall be extended according to the manufacturer's recommendations when the substrate temperature is below 60°F (15°C).

The primer shall be supplied in original containers and shall have a "use-by" date clearly marked on them. Only primer, freshly poured from the original container into clean pails will be permitted. The primer shall be used immediately. All primer left in the pail after priming shall be disposed of and shall not be reused.

(b) Joint Installation:

- (1) Backer Rod Placement. The backer rod shall be installed to a uniform depth as specified on the plans and as recommended by the manufacturer. All splices in the backer rod shall be taped to prevent material loss during sealing. The backer rod shall be installed to within 1/8 in. (3 mm) tolerance prior to sealing.
- (2) Sealant Placement. The sealant shall be 1/2 in. (13 mm) thick within  $\pm 1/8$  in. (3 mm) tolerance as measured in the center of the joint at the thinnest point. The sealant thickness shall be measured during installation every  $\pm 2$  ft. ( $\pm 600$  mm). Adjustments to correct sealant thickness to within tolerance shall be made immediately before the sealant begins to set up. Sealant placement will only be permitted when the air and substrate temperatures are above 41 °F (5 °C) and 5 °F (2.8 °C) above the dew point. The joint shall be kept clean and dry during sealing. If the joint becomes wet and/or dirty during sealing, the operation shall stop until the joint has been restored to a clean and dry state.

Sealing shall be performed using a pneumatic gun approved by the sealant manufacturer. Prior to sealing, the gun shall be inspected to insure that it is in proper working order and that it is being operated at the recommended air pressure.

The gun shall demonstrate proper mixing action before sealant is placed in the joint. All unmixed sealant found in the joint shall be removed and replaced.

After the Engineer has determined that the pneumatic gun is functioning properly, the joint shall be sealed to the thickness and depth as shown on the plans. The sealant shall achieve initial set before opening the joint to traffic.

End of seal treatment at vertical faces of curbs, sidewalks or parapets shall be as recommended by the manufacturer and as shown on the plans.

Sealant placed incorrectly shall be removed and replaced by the Contractor.

- (3) Field Testing. A minimum of one joint per bridge per joint configuration will be tested by the Engineer by performing a "Pull Test". The sealant shall cure for a minimum of 24 hours before testing. The locations for the tests will be determined by the Engineer. The tests will be performed per the manufacturer's instructions. As part of the test, the depth and thickness of the sealant will be verified. All joint system installations failing to meet the specifications shall be removed and replaced, by the Contractor, to the satisfaction of the Engineer. In addition, the Pull Test is a

destructive test; the Contractor shall repair the joint after completion of the test per the manufacturer's instructions.

Method of Measurement. The installed joint sealer will be measured in feet (meters) along the centerline of the joint.

Basis of Payment. The silicone joint sealer measured as specified will be paid for at the contract unit price per foot (meter) for SILICONE JOINT SEALER, of the size specified. When a polymer concrete nosing is specified it shall not be included in this item but will be paid for according to the Special Provision for "Polymer Concrete".

## **PIPE UNDERDRAINS FOR STRUCTURES**

Effective: May 17, 2000

Revised: January 22, 2010

Description. This work shall consist of furnishing and installing a pipe underdrain system as shown on the plans, as specified herein, and as directed by the Engineer.

Materials. Materials shall meet the requirements as set forth below:

The perforated pipe underdrain shall be according to Article 601.02 of the Standard Specifications. Outlet pipes or pipes connecting to a separate storm sewer system shall not be perforated.

The drainage aggregate shall be a combination of one or more of the following gradations, FA1, FA2, CA5, CA7, CA8, CA11, or CA13 thru 16, according to Sections 1003 and 1004 of the Standard Specifications.

The fabric surrounding the drainage aggregate shall be Geotechnical Fabric for French Drains according to Article 1080.05 of the Standard Specifications.

Construction Requirements. All work shall be according to the applicable requirements of Section 601 of the Standard Specifications except as modified below.

The pipe underdrains shall consist of a perforated pipe drain situated at the bottom of an area of drainage aggregate wrapped completely in geotechnical fabric and shall be installed to the lines and gradients as shown on the plans.

Method of Measurement. Pipe Underdrains for Structures shall be measured for payment in feet (meters), in place. Measurement shall be along the centerline of the pipe underdrains. All connectors, outlet pipes, elbows, and all other miscellaneous items shall be included in the measurement. Concrete headwalls shall be included in the cost of Pipe Underdrains for Structures, but shall not be included in the measurement for payment.

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for PIPE UNDERDRAINS FOR STRUCTURES of the diameter specified. Furnishing and installation of the drainage aggregate, geotechnical fabric, forming holes in structural elements and any excavation required, will not be paid for separately, but shall be included in the cost of the pipe underdrains for structures.

**GRANULAR BACKFILL FOR STRUCTURES**

Effective: April 19, 2012

Revised: October 30, 2012

Revise Section 586 of the Standard Specifications to read:

**SECTION 586. GRANULAR BACKFILL FOR STRUCTURES**

**586.01 Description.** This work shall consist of furnishing, transporting and placing granular backfill for abutment structures.

**586.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Fine Aggregate.....	1003.04
(b) Coarse Aggregates .....	1004.05

**CONSTRUCTION REQUIREMENTS**

**586.03 General.** This work shall be done according to Article 502.10 except as modified below. The backfill volume shall be backfilled, with granular material as specified in Article 586.02, to the required elevation as shown in the contract plans. The backfill volume shall be placed in convenient lifts for the full width to be backfilled. Unless otherwise specified in the contract plans, mechanical compaction will not be required. A deposit of gravel or crushed stone placed behind drain holes shall not be required. All drains not covered by geocomposite wall drains or other devices to prevent loss of backfill material shall be covered by sufficient filter fabric material meeting the requirements of Section 1080 and Section 282 with either 6 or 8 oz/sq yd (200 or 270 g/sq m) material allowed, with free edges overlapping the drain hole by at least 12 in. (300 mm) in all directions.

The granular backfill shall be brought to the finished grade as shown in the contract plans. When concrete is to be cast on top of the granular backfill, the Contractor, subject to approval of the Engineer, may prepare the top surface of the fill to receive the concrete as he/she deems necessary for satisfactory placement at no additional cost to the Department.

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

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

(b) Measured Quantities. This work will be measured for payment in place and the volume computed in cubic yards (cubic meters). The volume will be determined by the method of average end areas behind the abutment.

**586.05 Basis of Payment.** This work will be paid for at the contract unit price per cubic yard (cubic meter) for GRANULAR BACKFILL FOR STRUCTURES.

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## **BRIDGE DECK CONSTRUCTION**

Effective: October 22, 2013

Revised: January 3, 2014

### **Revise the Second Paragraph of Article 503.06(b) to read as follows.**

"When the Contractor uses cantilever forming brackets on exterior beams or girders, additional requirements shall be as follows."

### **Revise Article 503.06(b)(1) to read as follows.**

- "(1) Bracket Placement. The spacing of brackets shall be per the manufacture published design specifications for the size of the overhang and the construction loads anticipated. The resulting force of the leg brace of the cantilever bracket should bear on the web. In addition, for beams or girders where the rail supporting the finishing machine is supported outside the exterior girder by a distance of more than half the girder depth, the bracket should bear on the web within 6 inches (150 mm) from the top of the bottom flange of the girder."

### **Revise Article 503.06(b)(2) to read as follows.**

- "(2) Beam Ties. The top flange of the beams or girders supporting the cantilever forming brackets shall be tied to the bottom flange of the next interior beam. The ties shall be spaced at 4 ft (1.2 m) centers maximum. Ties shall be a minimum of 1/4 inch (6 mm) diameter threaded rod with a mechanism for drawing the tie taut. The ties shall utilize hanger brackets or clips which hook onto the flange without the assistance of welding or drilling to any part of the beam."

### **Revise Article 503.06(b)(3) to read as follows.**

- "(3) Beam Blocks. Suitable beam blocks of 4 in x 4 in (100 x 100 mm) timbers or metal structural shapes of equivalent strength or better, acceptable to the Engineer, shall be wedged between the webs of the two beams tied together, within 6 inches (150 mm) of the bottom flange at each location where they are tied. When it is required but not feasible to have the resulting force from the leg brace of the cantilever brackets transmitted to the web within 6 inches (150 mm) of the bottom flange, then additional blocking shall be utilized spaced at each bracket but not less than 30 inches (750 mm) apart to transmit the resulting force to within 6 inches (150 mm) of the bottom flange of the next interior beam or girder."

### **Delete the last paragraph of Article 503.06(b).**

**Revise the third paragraph of Article 503.16 to read as follows.**

“Fogging equipment shall be in operation unless the evaporation rate is less than 0.1 lb/sq ft/hour (0.5kg/sq m/hour) and the Engineer gives permission to stop. The evaporation rate shall be determined according to the following formula.

$$E = (T_c^{2.5} - rT_a^{2.5})(1 + 0.4V) \times 10^{-6} \text{ (English)}$$

$$E = 5[(T_c + 18)^{2.5} - r(T_a + 18)^{2.5}](V + 4) \times 10^{-6} \text{ (Metric)}$$

Where:

$E$  = Evaporation Rate, lb/ft<sup>2</sup>/h (kg/sq m/h)

$T_c$  = Concrete Temperature, °F (°C)

$T_a$  = Air Temperature, °F (°C)

$r$  = Relative Humidity in percent/100

$V$  = Wind Velocity, mph (km/h)

The Contractor shall provide temperature, relative humidity, and wind speed measuring equipment. Fogging equipment shall be adequate to reach or cover the entire pour from behind the finishing machine or vibrating screed to the point of curing covering application, and shall be operated in a manner which shall not accumulate water on the deck until the curing covering has been placed.”

**Revise the first sentence of the third paragraph of Article 503.16(a)(1) to read as follows.**

“At the Contractors option, a vibrating screed may be used in lieu of the finishing machine for superstructures with a pour width less than 24 ft.(7.3 m)”

**Delete the fifth paragraph of 503.16(a)(1).**

**Replace the second sentence of the first paragraph of Article 1020.13(a)(5) with the follows.**

“Cotton mats in poor condition will not be allowed. The cotton mats shall be placed in a manner which will not create indentations greater than 1/4 inch (6 mm) in the concrete surface. Minor marring of the surface is tolerable and is secondary to the importance of timely curing.”

**Revise the Article 1020.14(b) to read as follows.**

“(b) Concrete in Structures. Concrete may be placed when the air temperature is above 40 °F (4 °C) and rising, and concrete placement shall stop when the falling temperature reaches 45 °F (7 °C) or below, unless otherwise approved by the Engineer.

(1) Superstructure Concrete. For concrete in superstructures the Contractor shall schedule placing and finishing of the concrete during hours in which the ambient air temperature is forecast to be lower than 85 °F (30 °C). The temperature of the concrete immediately before placement shall be a minimum of 50 °F (10 °C) and a maximum of 85 °F (30 °C).

(2) Non-Superstructure Concrete. The temperature of the concrete immediately before placement shall be a minimum of 50 °F (10 °C) and a maximum of 90 °F (32 °C). If concrete is pumped, the temperature of the concrete at point of placement shall be a minimum of 50 °F (10 °C) and a maximum of 90 °F (32 °C).

When insulated forms are used according to Article 1020.13(d)(1), the maximum temperature of the concrete mixture immediately before placement shall be 80 °F (25 °C).

When concrete is placed in contact with previously placed concrete, the temperature of the freshly mixed concrete may be increased to 80 °F (25 °C) by the Contractor to offset anticipated heat loss.”

**Revise Article 1103.13(a) to read as follows.**

“(a) Bridge Deck. The finishing machine shall be equipped with: (1) a mechanical strike off device; (2) either a rotating cylinder(s) or a longitudinal oscillating screed which transversely finishes the surface of the concrete. The Contractor may attach other equipment to the finishing machine to enhance the final finish when approved by the Engineer. The finishing machine shall produce a floor surface of uniform texture, free from porous areas, and with the required surface smoothness.

The finishing machine shall be operated on rails or other supports that will not deflect under the applied loads. The maximum length of rails support on top of existing beams and within the pour shall be 10 ft (3 m). The supports shall be adjustable for elevation and shall be completely in place for the full length of the area to be finished. The supports shall be approved by the Engineer before placing of the concrete is started.”

**Revise Article 1103.17(k) to read as follows.**

“(k) Fogging Equipment. Fogging equipment shall be hand held fogging equipment for humidity control. The equipment shall be capable of atomizing water to produce a fog blanket by the use of pressure 2500 psi minimum (17.24 MPa) and an industrial fire hose fogging nozzle or equivalent. Fogging equipment attached to the finishing machine will not be permitted.”

## ILLINOIS DEPARTMENT OF LABOR

### PREVAILING WAGES FOR ST. CLAIR COUNTY EFFECTIVE MAY 2014

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.

# Saint Clair County Prevailing Wage for May 2014

(See explanation of column headings at bottom of wages)

Trade Name	RG	TYP	C	Base	FRMAN	M-F>8	OSA	OSH	H/W	Pensn	Vac	Trng
=====	==	===	=	=====	=====	=====	===	===	=====	=====	=====	=====
ASBESTOS ABT-GEN		BLD		29.800	30.300	1.5	1.5	2.0	6.650	11.15	0.000	0.800
ASBESTOS ABT-MEC		BLD		30.360	31.360	1.5	1.5	2.0	7.450	3.000	0.000	0.000
BOILERMAKER		BLD		32.060	34.560	1.5	1.5	2.0	7.070	21.27	1.000	0.350
BRICK MASON		BLD		29.640	33.540	1.5	1.5	2.0	8.000	10.09	2.000	0.400
CARPENTER		ALL		34.970	36.470	1.5	1.5	2.0	6.800	7.250	0.000	0.400
CEMENT MASON		ALL		31.500	32.500	1.5	1.5	2.0	9.500	12.25	0.000	0.200
CERAMIC TILE FNSHER		BLD		25.890	0.000	1.5	1.5	2.0	6.400	5.450	0.000	0.580
ELECTRIC PWR EQMT OP		ALL		38.150	0.000	1.5	1.5	2.0	6.950	10.68	0.000	0.380
ELECTRIC PWR GRNDMAN		ALL		28.490	0.000	1.5	1.5	2.0	5.190	7.970	0.000	0.280
ELECTRIC PWR LINEMAN		ALL		43.860	0.000	1.5	1.5	2.0	7.990	12.29	0.000	0.440
ELECTRIC PWR TRK DRV		ALL		31.140	0.000	1.5	1.5	2.0	5.670	8.720	0.000	0.310
ELECTRICIAN		ALL		37.350	39.590	1.5	1.5	2.0	7.990	9.720	0.000	0.650
ELECTRONIC SYS TECH		BLD		31.280	33.280	1.5	1.5	2.0	3.650	8.190	0.000	0.400
ELEVATOR CONSTRUCTOR		BLD		44.370	49.920	2.0	2.0	2.0	12.73	13.46	3.550	0.600
FLOOR LAYER		BLD		29.580	30.330	1.5	1.5	2.0	6.800	7.250	0.000	0.400
GLAZIER		BLD		32.780	0.000	2.0	2.0	2.0	9.020	10.80	2.630	0.310
HT/FROST INSULATOR		BLD		37.660	38.660	1.5	1.5	2.0	8.350	11.26	0.000	0.500
IRON WORKER		ALL		31.500	33.500	1.5	1.5	2.0	8.110	13.85	0.000	0.420
LABORER	N	ALL		29.300	29.800	1.5	1.5	2.0	6.650	11.15	0.000	0.800
LABORER	S	ALL		27.920	28.420	1.5	1.5	2.0	5.850	13.33	0.000	0.800
MACHINIST		BLD		43.920	46.420	1.5	1.5	2.0	6.760	8.950	1.850	0.000
MARBLE FINISHERS		BLD		25.890	0.000	1.5	1.5	2.0	6.400	5.450	0.000	0.580
MARBLE MASON		BLD		29.640	33.540	1.5	1.5	2.0	8.000	10.09	2.000	0.400
MILLWRIGHT		ALL		34.970	36.470	1.5	1.5	2.0	6.800	7.250	0.000	0.400
OPERATING ENGINEER		BLD	1	34.700	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	2	33.570	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	3	29.090	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	4	29.150	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	5	28.820	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	6	36.250	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	7	36.550	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	8	36.830	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		BLD	9	35.700	37.700	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	1	33.200	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	2	32.070	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	3	27.590	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	4	27.650	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	5	27.320	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	6	34.750	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	7	35.050	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	8	35.330	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
OPERATING ENGINEER		HWY	9	34.200	36.200	1.5	1.5	2.0	10.00	17.20	0.000	1.000
PAINTER		BLD		29.250	30.750	1.5	2.0	2.0	5.250	9.170	0.000	0.650
PAINTER		HWY		30.450	31.950	1.5	1.5	2.0	5.250	9.170	0.000	0.650
PAINTER OVER 30FT		BLD		30.250	31.750	1.5	2.0	2.0	5.250	9.170	0.000	0.650
PAINTER PWR EQMT		BLD		30.250	31.750	1.5	2.0	2.0	5.250	9.170	0.000	0.650
PAINTER PWR EQMT		HWY		31.450	32.950	1.5	1.5	2.0	5.250	9.170	0.000	0.650
PILEDRIVER		ALL		34.970	36.470	1.5	1.5	2.0	6.800	7.250	0.000	0.400
PIPEFITTER	NW	BLD		37.250	39.250	1.5	1.5	2.0	6.740	8.000	0.000	0.750
PIPEFITTER	SE	BLD		36.500	39.000	1.5	1.5	2.0	8.150	5.600	0.000	0.580
PLASTERER		BLD		30.250	31.250	1.5	1.5	2.0	9.500	9.150	0.000	0.050
PLUMBER	NW	BLD		37.050	39.550	1.5	1.5	2.0	6.500	6.850	0.000	0.500
PLUMBER	SE	BLD		36.500	39.000	1.5	1.5	2.0	8.150	5.600	0.000	0.580
ROOFER		BLD		30.100	32.100	1.5	1.5	2.0	8.800	7.100	0.000	0.240
SHEETMETAL WORKER		ALL		32.250	33.750	1.5	1.5	2.0	8.330	7.320	1.940	0.360
SPRINKLER FITTER		BLD		40.030	43.030	2.0	2.0	2.0	8.370	11.18	0.000	1.250

SURVEY WORKER	N	ALL	29.300	29.800	1.5	1.5	2.0	6.050	10.60	0.000	0.800
SURVEY WORKER	S	ALL	27.620	28.120	1.5	1.5	2.0	5.750	12.58	0.000	0.800
TERRAZZO FINISHER		BLD	31.240	0.000	1.5	1.5	2.0	6.400	3.800	0.000	0.270
TERRAZZO MASON		BLD	32.530	32.830	1.5	1.5	2.0	6.400	5.550	0.000	0.290
TRUCK DRIVER		ALL 1	31.340	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		ALL 2	31.780	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		ALL 3	32.020	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		ALL 4	32.280	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		ALL 5	33.130	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		O&C 1	25.070	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		O&C 2	25.420	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		O&C 3	25.620	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		O&C 4	25.820	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250
TRUCK DRIVER		O&C 5	26.500	0.000	1.5	1.5	2.0	10.30	5.010	0.000	0.250

**Legend:** RG (Region)

TYP (Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers)

C (Class)

Base (Base Wage Rate)

FRMAN (Foreman Rate)

M-F>8 (OT required for any hour greater than 8 worked each day, Mon through Fri.)

OSA (Overtime (OT) 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

### ST. CLAIR COUNTY

LABORERS (NORTH) - The area bounded by Route 159 to a point south of Fairview Heights and west-southwest to Route 3 at Monroe County line.

PLUMBERS & PIPEFITTERS (SOUTHEAST) - That part of the county bordered by Rt. 50 on the North and West including Belleville.

PLUMBERS (NORTHWEST) - Towns of Aloraton, Brooklyn, Cahokia, Caseyville, Centreville, Dupo, East Carondelet, E. St. Louis, Fairview Heights, French Village, National City, O'Fallon, Sauget, and Washington Park.

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and

Veterans Day in some classifications/counties. 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. If in doubt, please check with IDOL.

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

#### EXPLANATION OF CLASSES

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

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

#### CERAMIC TILE FINISHER AND MARBLE FINISHER

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

#### ELECTRONIC SYSTEMS TECHNICIAN

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

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

#### OPERATING ENGINEER - BUILDING

GROUP I. Cranes, Dragline, Shovels, Skimmer Scoops, Clamshells or Derrick Boats, Pile Drivers, Crane-Type Backhoes, Asphalt Plant Operators, Concrete Plant Operators, Dredges, Asphalt Spreading Machines, All Locomotives, Cable Ways or Tower Machines, Hoists, Hydraulic Backhoes, Ditching Machines or Backfiller, Cherrypickers, Overhead Cranes, Roller - Steam or Gas, Concrete Pavers, Excavators, Concrete Breakers, Concrete Pumps, Bulk Cement Plants, Cement Pumps, Derrick-Type Drills, Boat Operators, Motor Graders or Pushcats, Scoops or Tournapulls, Bulldozers, Endloaders or Fork Lifts, Power Blade or

Elevating Graders, Winch Cats, Boom or Winch Trucks or Boom Tractors, Pipe Wrapping or Painting Machines, Asphalt Plant Engineer, Journeyman Lubricating Engineer, Drills (other than Derrick Type), Mud Jacks, or Well Drilling Machines, Boring Machines or Track Jacks, Mixers, Conveyors (Two), Air Compressors (Two), Water Pumps regardless of size (Two), Welding Machines (Two), Siphons or Jets (Two), Winch Heads or Apparatuses (Two), Light Plants (Two), All Tractors regardless of size (straight tractor only), Fireman on Stationary Boilers, Automatic Elevators, Form Grading Machines, Finishing Machines, Power Sub-Grader or Ribbon Machines, Longitudinal Floats, Distributor Operators on Trucks, Winch Heads or Apparatuses (One), Mobil Track air and heaters (two to five), Heavy Equipment Greaser, Relief Operator, Assistant Master Mechanic and Heavy Duty Mechanic, self-propelled concrete saws of all types and sizes with their attachments, gob-hoppers, excavators all sizes, the repair and greasing of all diesel hammers, the operation and set-up of bidwells, water blasters of all sizes and their clutches, hydraulic jacks where used for hoisting, operation of log skidders, iceolators used on and off of pipeline, condor cranes, bow boats, survey boats, bobcats and all their attachments, skid steer loaders and all their attachments, creter cranes, batch plants, operator (all sizes), self propelled roto mills, operation of conveyor systems of any size and any configuration, operation, repair and service of all vibratory hammers, all power pacs and their controls regardless of location, curtains or brush burning machines, stump cutter machines, Nail launchers when mounted on a machine or self-propelled, operation of con-cover machines, and all Operators except those listed below).

GROUP II. Assistant Operators.

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

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

GROUP V. Oiler.

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

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

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

GROUP IX. Master Mechanic

OPERATING ENGINEERS - Highway

GROUP I. Cranes, Dragline, Shovels, Skimmer Scoops, Clamshells or Derrick Boats, Pile Drivers, Crane-Type Backhoes, Asphalt Plant Operators, Concrete Plant Operators, Dredges, Asphalt Spreading Machines, All Locomotives, Cable Ways or Tower Machines, Hoists, Hydraulic Backhoes, Ditching Machines or Backfiller, Cherrypickers, Overhead Cranes, Roller - Steam or Gas, Concrete Pavers, Excavators, Concrete Breakers, Concrete Pumps, Bulk Cement Plants, Cement Pumps, Derrick-Type Drills, Boat Operators, Motor Graders or Pushcats, Scoops

or Tournapulls, Bulldozers, Endloaders or Fork Lifts, Power Blade or Elevating Graders, Winch Cats, Boom or Winch Trucks or Boom Tractors, Pipe Wrapping or Painting Machines, Asphalt Plant Engineer, Journeyman Lubricating Engineer, Drills (other than Derrick Type), Mud Jacks, Well Drilling Machines, Boring Machines, Track Jacks, Mixers, Conveyors (Two), Air Compressors (Two), Water Pumps regardless of size (Two), Welding Machines (Two), Siphons or Jets (Two), Winch Heads or Apparatuses (Two), Light Plants (Two), All Tractors regardless of size (straight tractor only), Fireman on Stationary Boilers, Automatic Elevators, Form Grading Machines, Finishing Machines, Power Sub-Grader or Ribbon Machines, Longitudinal Floats, Distributor Operators on Trucks, Winch Heads or Apparatuses (One), Mobil Track air and heaters (two to five), Heavy Equipment Greaser, Relief Operator, Assistant Master Mechanic and Heavy Duty Mechanic, self-propelled concrete saws of all types and sizes with their attachments, gob-hoppers, excavators all sizes, the repair and greasing of all diesel hammers, the operation and set-up of bidwells, water blasters of all sizes and their clutches, hydraulic jacks where used for hoisting, operation of log skidders, iceolators used on and off of pipeline, condor cranes, bow boats, survey boats, bobcats and all their attachments, skid steer loaders and all their attachments, creter cranes, batch plants, operator (all sizes), self propelled roto mills, operation of conveyor systems of any size and any configuration, operation, repair and service of all vibratory hammers, all power pacs and their controls regardless of location, curtains or brush burning machines, stump cutter machines, Nail launchers when mounted on a machine or self-propelled, operation of con-cover machines, and all Operators (except those listed below).

GROUP II. Assistant Operators.

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

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

GROUP V. Oiler.

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

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

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

GROUP IX. Mechanic

SURVEY WORKER - Operated survey equipment including data collectors, G.P.S. and robotic instruments, as well as conventional levels and transits.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials,

tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

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

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

Class 4. Low Boy and Oil Distributors.

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

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

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

#### TERRAZZO FINISHER

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

#### Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being

contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

#### LANDSCAPING

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