107

November 17, 2023 Letting

Notice to Bidders, Specifications and Proposal

Contract No. 97790
MADISON County
Section 10-04106-00-BR
Route FAS 772 (Lebanon Road)
District 8 Construction Funds

Prepared by

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Checked by

(Printed by authority of the State of Illinois)

Illinois Department of Transportation

NOTICE TO BIDDERS

1. **TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 12:00 p.m. November 17, 2023 prevailing time at which time the bids will be publicly opened from the iCX SecureVault.

2. **DESCRIPTION OF WORK**. The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

   Contract No. 97790
   MADISON County
   Section 10-04106-00-BR
   Route FAS 772 (Lebanon Road)
   District 8 Construction Funds

Reconstruction of Lebanon Road on new alignment to facilitate closure of two underpass structures. Work includes structure removal, construction of a 6-span steel plate girder bridge, construction of a 1-span PC slabl bridge, box culverts, pavement removal, building removal, processing lime modified soil, PPC Pavement, HMA Pavement, HMA shoulders, combination curb & gutter, and storm sewer. Located 0.19 miles east of Clay School Road to 0.16 miles of Locmann Road over the CSX Railroad.

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

Omer Osman,
Secretary

CONTRACT 97790

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2023

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 1-1-22) (Revised 1-1-23)

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

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

LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS

Table of Contents

FAS 772 (Lebanon Road)
Section 10-04106-00-BR
Collinsville Township, Illinois
Madison County

INDEX TO SPECIAL PROVISIONS

BDE SPECIAL PROVISIONS

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

	File Name	Pg.		Special Provision Title	Effective	Revised
	80099		☐	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274		☐	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
	80192	116	☒	Automated Flagger Assistance Device	Jan. 1, 2008	April 1, 2023
	80173	117	☒	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
	80426		☐	Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
	80436	119	☒	Blended Finely Divided Minerals	April 1, 2021	
	80241		☐	Bridge Demolition Debris	July 1, 2009	
	5053I		☐	Building Removal	Sept. 1, 1990	Aug. 1, 2022
	5026I	120	☒	Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
	80449	123	☒	Cement, Type IL	Aug. 1, 2023	
	80384	124	☒	Compensable Delay Costs	June 2, 2017	April 1, 2019
	80198		☐	Completion Date (via calendar days)	April 1, 2008	
	80199		☐	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
*	80453	128	☒	Concrete Sealer	Nov. 1, 2023	
	80261	129	☒	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80434		☐	Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
	80029	132	☒	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
	80229	142	☒	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
*	80452		☐	Full Lane Sealant Waterproofing System	Nov. 1, 2023	
	80447		☐	Grading and Shaping Ditches	Jan 1, 2023	
	80433		☐	Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
	80443		☐	High Tension Cable Median Barrier Removal	April 1, 2022	
	80446		☐	Hot-Mix Asphalt – Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
	80438	145	☒	Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
	80045		☐	Material Transfer Device	June 15, 1999	Jan. 1, 2022
	80450		☐	Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
	80441	146	☒	Performance Graded Asphalt Binder	Jan 1, 2023	
	80451	151	☒	Portland Cement Concrete	Aug. 1, 2023	
	3426I	152	☒	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80445	153	☒	Seeding	Nov. 1, 2022	
	80448	159	☒	Source of Supply and Quality Requirements	Jan. 2, 2023	
	80340		☐	Speed Display Trailer	April 2, 2014	Jan. 1, 2022
	80127	160	☒	Steel Cost Adjustment	April 2, 2014	Jan. 1, 2022
	80397	163	☒	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	164	☒	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80437	165	☒	Submission of Payroll Records	April 1, 2021	Nov. 1, 2022
	80435		☐	Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
	80410		☐	Traffic Spotters	Jan. 1, 2019	
	20338	167	☒	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80429		☐	Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	170	☒	Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
	80440		☐	Waterproofing Membrane System	Nov. 1, 2021	
	80302	171	☒	Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
*	80454	172	☒	Wood Sign Support	Nov. 1, 2023	
	80427	173	☒	Work Zone Traffic Control Devices	Mar. 2, 2020	
	80071		☐	Working Days	Jan. 1, 2002	

GUIDE BRIDGE SPECIAL PROVISION INDEX/CHECK SHEET

Effective as of the: August 4, 2023 Letting

Pg #	√	File Name	Title	Effective	Revised
	☐	GBSP 4	Polymer Modified Portland Cement Mortar	June 7, 1994	April 1, 2016
	☐	GBSP 13	High-Load Multi-Rotational Bearings	Oct 13, 1988	Sept 2, 2022
	☐	GBSP 14	Jack and Remove Existing Bearings	April 20, 1994	April 13, 2018
	☐	GBSP 16	Jacking Existing Superstructure	Jan 11, 1993	April 13, 2018
	☐	GBSP 18	Modular Expansion Joint	May 19, 1994	Dec 9, 2022
	☐	GBSP 21	Cleaning and Painting Contact Surface Areas of Existing Steel Structures	June 30, 2003	Oct 23, 2020
	☐	GBSP 25	Cleaning and Painting Existing Steel Structures	Oct 2, 2001	April 15, 2022
	☐	GBSP 26	Containment and Disposal of Lead Paint Cleaning Residues	Oct 2, 2001	Apr 22, 2016
	☐	GBSP 28	Deck Slab Repair	May 15, 1995	April 13, 2018
	☐	GBSP 29	Bridge Deck Microsilica Concrete Overlay	May 15, 1995	April 30, 2021
	☐	GBSP 30	Bridge Deck Latex Concrete Overlay	May 15, 1995	April 30, 2021
	☐	GBSP 31	Bridge Deck High-Reactivity Metakaolin (HRM) Conc Overlay	Jan 21, 2000	April 30, 2021
	☐	GBSP 33	Pedestrian Truss Superstructure	Jan 13, 1998	Dec 9, 2022
175	☒	GBSP 34	Concrete Wearing Surface	June 23, 1994	Oct 4, 2016
	☐	GBSP 45	Bridge Deck Thin Polymer Overlay	May 7, 1997	Feb 6, 2013
	☐	GBSP 53	Structural Repair of Concrete	Mar 15, 2006	Aug 9, 2019
	☐	GBSP 55	Erection of Curved Steel Structures	June 1, 2007	
	☐	GBSP 59	Diamond Grinding and Surface Testing Bridge Sections	Dec 6, 2004	April 15, 2022
	☐	GBSP 60	Containment and Disposal of Non-Lead Paint Cleaning Residues	Nov 25, 2004	Apr 22, 2016
177	☒	GBSP 61	Slipform Parapet	June 1, 2007	April 15, 2022
	☐	GBSP 67	Structural Assessment Reports for Contractor's Means and Methods	Mar 6, 2009	Oct 5, 2015
	☐	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	April 30, 2021
182	☒	GBSP 78	Bridge Deck Construction	Oct 22, 2013	Dec 21, 2016
	☐	GBSP 79	Bridge Deck Grooving (Longitudinal)	Dec 29, 2014	Mar 29, 2017
	☐	GBSP 81	Membrane Waterproofing for Buried Structures	Oct 4, 2016	March 1, 2019
	☐	GBSP 82	Metallizing of Structural Steel	Oct 4, 2016	Oct 20, 2017
	☐	*GBSP 83	Hot Dip Galvanizing for Structural Steel	Oct 4, 2016	March 24, 2023
	☐	GBSP 85	Micropiles	Apr 19, 1996	Oct 23, 2020
	☐	GBSP 86	Drilled Shafts	Oct 5, 2015	Oct 4, 2016
	☐	GBSP 87	Lightweight Cellular Concrete Fill	Nov 11, 2011	Apr 1, 2016
	☐	GBSP 88	Corrugated Structural Plate Structures	Apr 22, 2016	April 13, 2018
	☐	*GBSP 89	Preformed Pavement Joint Seal	Oct 4, 2016	March 24, 2023
	☐	*GBSP 90	Three Sided Precast Concrete Structure (Special)	Dec 21, 2016	March 24, 2023
	☐	*GBSP 91	Crosshole Sonic Logging Testing of Drilled Shafts	Apr 20, 2016	March 24, 2023
	☐	*GBSP 92	Thermal Integrity Profile Testing of Drilled Shafts	Apr 20, 2016	March 24, 2023
	☐	*GBSP 93	Preformed Bridge Joint Seal	Dec 21, 2016	March 24, 2023
	☐	GBSP 94	Warranty for Cleaning and Painting Steel Structures	Mar 3, 2000	Nov 24, 2004
184	☒	GBSP 96	Erection of Bridge Girders Over or Adjacent to Railroads	Aug 9, 2019	
	☐	GBSP 97	Folded/Formed PVC Pipeliner	April 15, 2022	
	☐	GBSP 98	Cured-in-Place Pipe Liner	April 15, 2022	
	☐	GBSP 99	Spray-Applied Pipe Liner	April 15, 2022	
	☐	GBSP 100	Bar Splicers	Sept 2, 2022	Dec 9, 2022
	☐	GBSP 101	Noise Abatement Wall, Ground Wall	Dec 9, 2022	
	☐	GBSP 102	Noise Abatement Wall, Structure Mounted	Dec 9, 2022	
	☐	GBSP 103	Noise Abatement Wall Anchor Rod Assembly	Dec 9, 2022	

An * indicates a new or revised special provision.

SPECIAL PROVISIONS

The following Special Provisions supplement the “Standard Specifications for Road and Bridge Construction, Adopted January 1, 2022”, 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 FAS 772 (Lebanon Road), Section 10-04106-00-BR in Collinsville Township, Madison 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

This project is located along Lebanon Road (FAS Route 772) beginning 0.19 miles (1,010 ft.) east of its intersection with Clay School Road and extending to approximately 0.16 miles (850 ft.) east of its intersection with Lockmann Road in Collinsville Township, Madison County, Illinois.

DESCRIPTION OF PROJECT

The work under this contract consists of the proposed reconstruction of Lebanon Road on new alignment to facilitate closure of two underpass structures which currently carry the CSX Railroad over existing Lebanon Road and Lockmann Road.

The typical section for Relocated Lebanon Road consists of a combination of rural and suburban roadway templates. The rural template includes 24 ft. wide pavement with 8 ft. wide shoulders and aggregate wedge shoulder. The suburban template includes 24 ft. wide pavement with 6 ft. wide shoulders and Type B-6.24 combination concrete curb and gutter providing a 40 ft. face-to-face of curb clear roadway width. Storm sewer will be utilized in the curb and gutter areas to handle drainage. The total length of improvements for Relocated Lebanon Road is 3,350 ft.

A portion of existing Lockmann Road will be relocated to tie into Relocated Lebanon Road. The typical section for Relocated Lockmann Road consists of 26 ft. wide pavement with Type B-6.24 combination concrete curb and gutter providing a 30 ft. face-to-face of curb clear roadway width. Storm sewer will be utilized to handle drainage. The total length of improvements for Relocated Lockmann Road is 1,739 ft.

A portion of existing Arnotti Lane will be relocated to tie into Relocated Lockmann Road. The typical section for Relocated Arnotti Lane consists of 18 ft. wide pavement with 2 ft. wide aggregate shoulders. The total length of improvements for Relocated Arnotti Lane is 380 ft.

A portion of existing Lebanon Road will be reconstructed and re-aligned to tie into Relocated Lebanon Road to serve as a service drive to adjacent property owners (herein referred to as Connector Road). The typical section for the Connector Road consists of 20 ft. wide pavement

with 2 ft. wide aggregate shoulders. The total length of improvements for the Connector Road is 833 ft.

Structure Removal.
See special provisions for Removal of Existing Structures No. 1 and Removal of Existing Structures No. 2 contained elsewhere in these provisions.

Structure and Culvert Construction.
The Contractor will be required to construct five (5) new structures in support of Relocated Lebanon Road, Relocated Lockmann Road, and the proposed Connector Road:

A new six (6) span structure (SN 060-3366) carrying Relocated Lebanon Road over the CSX Railroad and Tributary to Canteen Creek. This proposed structure has an 8 in. reinforced concrete deck supported by six (6) weathered steel plate girders. The spans measure 100 ft., 120 ft., 120 ft., 120 ft., 120 ft., and 100 ft. respectively. The out-to-out deck width is 42 ft. 10 in. and the clear roadway width is 40 ft. 0 in. The back-to-back of abutments length is 684 ft. 7 ¼ in. The reinforced concrete semi-integral spill-thru abutments and reinforced concrete piers with spread footings are supported on steel H-piles. Precast concrete approach slabs with 5 in. concrete wearing surface will be constructed on both approaches to this structure.

A new single span precast concrete slab bridge (SN 060-3375) carrying the Connector Road over Tributary to Canteen Creek. The proposed bridge deck will consist of eight (8) 24 in. X 36 in. precast concrete bridge slabs with Type SM steel bridge railing providing a 24 ft. clear deck width. The back-to-back of abutments length is 50 ft. 7 3/8 in. The reinforced concrete spill-thru abutments are supported on steel H-piles.

A new 18 ft. X 9 ft. single cell cast-in-place reinforced concrete box culvert with flared wingwalls (SN 060-3376) carrying Relocated Lebanon Road over tributary to Canteen Creek. The out-to-out of headwalls length is 97 ft. 4 in.

A new 8 ft. X 8 ft. single cell precast concrete box culvert with precast tapered end sections carrying Relocated Lebanon Road over tributary to Canteen Creek. The length of the box culvert is 87 ft without the end sections. This culvert is adjacent to SN 060-3376 to provide flow relief for the tributary to Canteen Creek.

A new 7 ft. X 7 ft. single cell precast concrete box culvert with precast flared end section and apron carrying Relocated Lockmann Road over tributary to Canteen Creek. The out-to-out of headwalls length is 64 ft.

Work Items.
Roadway work items include tree removal, earth excavation, pavement removal, hot-mix asphalt removal (special), temporary pavement removal, driveway pavement removal, hot-mix asphalt driveway pavement removal, gutter removal, pipe culvert removal, guardrail removal, building removals, processing lime modified soil, subbase granular material, aggregate base course, hot-mix asphalt stabilized subbase, hot-mix asphalt pavement full-depth, pavement connector (PCC) for bridge approach slab, PCC pavement jointed, temporary pavement, hot-mix asphalt shoulder, aggregate shoulder, aggregate wedge shoulder, combination concrete curb and gutter, concrete gutter, storm sewer, manholes, inlets, pipe culverts, pipe drains, end sections, PCC driveway

pavement, incidental hot-mix asphalt surfacing, aggregate surface course, aggregate for temporary access, steel plate beam guardrail and terminals, stone dumped riprap, temporary erosion control measures, seeding, signing, pavement marking, and all other necessary and collateral work to complete the project as shown on the plans and as specified elsewhere in these provisions.

Structure work items include removal of existing structures, structure excavation, removal and disposal of unsuitable materials, temporary soil retention system, furnishing and driving steel piling, reinforcement bars, reinforcement bars (epoxy coated), concrete structures, concrete box culverts, precast concrete box culverts, box culvert end sections, furnishing and erecting structural steel, concrete superstructure, precast concrete bridge slab, precast bridge approach slabs, concrete wearing surface, bridge deck grooving, drainage scuppers, floor drains, drainage system, Type SM steel bridge railing, slope wall, stone riprap, and all necessary and collateral work to complete the removal and construction of the structures as shown on the plans.

EXAMINATION OF SITE

Each bidder shall visit the site of the proposed work prior to submitting his/her bid and fully acquaint himself/herself with conditions, quantities, and measurements relating to the construction of this project.

The cost of labor and materials necessary to comply with this provision will not be paid for separately but shall be considered as included in the unit bid prices of the contract and no additional compensation will be allowed.

AVAILABLITY OF ELECTRONIC FILES

Electronic files of this project will be made available to the Contractor after contract award. Contractor shall coordinate obtaining electronic files through the project Resident Engineer. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the design engineer, Collinsville Township, Madison County, and the State of Illinois harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation. The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the sole responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

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

This work shall be done in accordance with Article 107.39 of the Standard Specifications except as herein modified.

In addition to calling J.U.L.I.E., the Contractor shall make direct contact with the City of Collinsville Public Works Department, (Attn. Dennis Kress – Public Works Director, telephone number 618-3464-5211 Ext. 2202) a minimum of 48 hours prior to the start of construction to allow the City to mark the location of their facilities and to ensure that the municipal utility facilities will not be adversely affected by the proposed construction.

If any of the location markers placed 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. Compliance with this special provision shall be considered incidental to the contract and no additional compensation will be allowed for any costs incurred.

UNDERGROUND FACILITIES AND UTILITIES

The location of underground facilities and utilities has been determined from surface observations and available surveys and records and must be considered approximate. There may be others, the existence of which is not presently shown or known. It is the Contractor's responsibility to determine the existence and location of all underground facilities, structures, and utilities and to protect them from damage during construction.

STATUS OF UTILITIES TO BE ADJUSTED

Name & Address of Utility	Type	Location	Estimated Date Relocation Complete
Ameren IP 6 Executive Drive Collinsville, IL 62234 Attn: Nathan Hill Phone: (618) 301-5327 nhill2@ameren.com	Electric	Project Limits	TBD
Ameren IP 6 Executive Drive Collinsville, IL 62234 Attn: Langston Rose Phone: (618) 521-4710 lrose@ameren.com	Gas	No facilities within project limits	N/A
AT&T Illinois 203 Goethe Street Collinsville, IL 62234 Attn: Kevin Urbanek	Telephone	Project Limits	TBD

Phone: (618) 346-6426 Attn: Vanessa Ross Phone: (217) 381-4284 VF2021@ATT.COM			
AT&T Illinois Attn: Bryan Nail Phone: (662) 385-5191 Bn5611@att.com Attn: Vanessa Ross Phone: (217) 381-4284 VF2021@ATT.COM Attn: Ben Fabina KCI Technologies, Inc. 10 N. Jefferson Street, Suite 308 Frederick, MD 21701 Phone: (301) 882-8721 Cell: (443) 538-4682 Benjamin.Fabina@kci.com Attn: Ken Caudill KCI Technologies, Inc. 10 N. Jefferson Street Suite 308 Frederick, MD 21701 Phone: (301) 882-8723 Cell: (240) 215-7041 Ken.Caudill@kci.com	Fiber Optic	Project Limits	Prior To Construction
Charter Communications Mapping & Design Dept 941 Charter Commons Town & Country, MO 63017 Attn: Chris Shelton Phone: (314) 386-1649 Chris.Shelton@charter.com	Cable TV	Project Limits	TBD
City of Collinsville 800 St. Louis Road Collinsville, IL 62234 Attn: Dennis Kress Phone: (618) 346-5211 dkress@collinsvilleil.org	Water	Project Limits	TBD

The above represents the best information of Collinsville Township and is only included for the convenience of the bidder. The applicable provisions of Articles 102.01, 105.07, 107.20, 107.37, 107.38, 107.39, 107.40, and 108.02 of the Standard Specifications for Road and Bridge Construction shall apply.

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

TEMPORARY CONSTRUCTION EASEMENTS

Temporary construction easements which provide for work that is to be done on private and commercial property are depicted on the plans and shall not be used for any purpose other than that which is necessary to adjust the property to that required by the contract plans.

The Contractor shall not use the temporary construction easement areas for storage of materials or equipment. The temporary construction easement areas shall be restored to their original condition, or as directed by the Engineer, when the easement is no longer needed.

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.

SHOP DRAWINGS

The Contractor shall submit shop drawings of the following items in accordance with Articles 105.04 and 1042.03(b) of the Standard Specifications.

1. Precast Reinforced Concrete Flared End Sections
2. Precast Concrete Inlets
3. Precast Concrete Manholes
4. Frames and Grates
5. Frames and Lids
6. Grates
7. Precast Concrete Box Culverts
8. Precast Concrete Box Culvert End Sections
9. Precast Concrete Bridge Slab
10. Precast Bridge Approach Slab
11. Structural Steel
12. Steel Railing, Type SM
13. Drainage System
14. Sign Panels

The Contractor shall submit shop drawings to the Madison County Highway Department for review and approval at the following address:

Mr. Adam Walden, P.E.
County Engineer
Madison County Highway Department
7037 Marine Road
Edwardsville, Illinois 62025

Business Phone: (618) 296-6263
Business Fax: (618) 692-7049
E-mail: ajwalden@co.madison.il.us

Concurrent with the required shop drawing submittals to the Madison County Highway Department, the Contractor shall also submit a copy of each submittal to the County's Resident Engineer for processing and approval. A maximum of two reviews by the Engineer will be provided for each shop drawing submittal. If any additional reviews are required, the Contractor shall pay the Engineer for all costs incurred at an hourly rate of $200. Payment for additional reviews shall be made directly to the County.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT

The Contractor and Owner will be required to complete the attached Notice of Intent (NOI) form and the Contractor's Certification Statement, in compliance with the NPDES Phase II guidelines. These forms will be completed by the Contractor, prior to the pre-construction meeting. Work may commence 30 calendar days after the NOI form is submitted to the Illinois Environmental Protection Agency for the purpose of obtaining a General Construction Permit.

The Storm Water Pollution Prevention Plan, the General Permit, and the Contractor's Certification Statement must be kept on site during working hours. Compliance with this special provision shall be considered as included in the contract unit prices for the various items of work involved.

RAILROAD RIGHT-OF-WAY PERMIT

Description. This Project includes work within a railroad easement. Contractor's scope shall include commitments made to the railroad by Local Agency (hereinafter referred to as the Agency), through other agreements. Details and references to railroad standards committed to by the Agency have been included with these documents and shall be the Contractor's responsibility to maintain. Commitments made to the railroad include agreements to fully cooperate with and abide by railroad requirements for safety, communication, and prevention of interference with operations. For the purpose of this contract, any reference to Engineer within the contract documents will mean the Agency's Engineer. The Contractor shall receive contract authorization and direction only from the Engineer. The Railroad's designated representative may provide insight to the Contractor directly, but all information and directives shall be subject to verification by the Agency's Engineer managing this contract.

The Contractor shall be knowledgeable and prepared to promptly comply with the following stipulations without additional compensation or claim for delays:

(A) Roles and Authorities

Madison County Highway Department will administer and manage the contract on behalf of Collinsville Township. The railroad will retain control of activities within the railroad easement. Additional definitions and roles have been provided within these documents.

(B) Contract Document Precedence

For railroad improvements or work impacting the railroad, railroad performance standards provided and referenced herein will take precedence over, but shall not replace, the IDOT Standard Specifications. The Engineer will determine limits of work impacting the railroad. Contractor shall be responsible for understanding and complying with railroad performance standards. This shall include railroad submittal standards and review durations. Protocols not addressed through provided or referenced railroad standards will be determined by the Engineer.

(C) Flowdown Requirements

The Contractor and subcontractors shall be subject to the requirements presented herein. Requirements shall be as included within these documents and shall apply to any and all subcontractors, unless otherwise determined by the Engineer.

(D) Insurance and/or Bonding Requirements

Prior to entering railroad easement, the Contractor shall submit evidence that the types and amounts of insurance, deemed proper by the railroad, have been obtained. In lieu of submitting the policies to CSXT as required by CSXT Insurance Requirements, Section II Additional Terms, Paragraph 1. the Contractor shall submit the required Railroad Insurance Policies to Madison County Highway Department. The original and three (3) certified copies of each required policy shall be submitted to the following address for approval:

Mr. Adam Walden, P.E.
County Engineer
Madison County Highway Department
7037 Marine Road
Edwardsville, IL 62025
Email: ajwalden@co.madison.il.us

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

(E) Safety Training

The Contractor shall be prepared to verify that safety training as required by CSX for this work, has been successfully completed, obtained, or performed for all people under their charge, prior to date of availability. All independent contractors and their employees working within 25 feet of the CSX track, or with the potential for fouling a track, are required by the Federal Rail Administration (49 CFR Part 214) to have the On-Track Worker Safety Training and it has to be

renewed annually. This training can be scheduled prior to scheduling the project or the day of beginning construction on the CSX easement.

- Training duration: four hours
- Photographic identification required
- Requires successfully completing a test questionnaire
- Safety certification remains in effect for that individual for one year fromthe date of the testing.

CSX-Accepted Sources for Safety Training

- Roadway Worker Training, LLC, authorized to train contractors and train trainers (866-479-8462. general@rrtrainers.com)
- STV/Ralph Whitehead Associates, authorized to train contractors and train trainers (Kortney Hartz, 704-940-6813, Kortney.Hartz@stvinc.com)

For additional information about the training go to www.csx.com.

The e-RAILSAFE program will not be accepted by CSX as verification of such safety training.

(F) Right of Entry and Communication of Notice

All reference to CSXT property hereinafter shall refer to the CSXT railroad easement as shown on the plans. Insofar as it has the right to do so, CSXT by way of the executed Construction Agreement hereby grants the Agency and its Contractor a nonexclusive Right of Entry and license to access and cross CSXT's easement, to the extent necessary for the construction of the Project (excluding ingress or egress over public grade crossings), along such routes and upon such terms as may be defined and imposed by CSXT and such permanent easements and temporary construction easements as may be designated on the Plans approved by CSXT. For any work within the railroad easement, the Contractor shall be responsible for providing all notices, and pre-commencement meetings, required by the railroad prior to, construction. The Contractor shall copy the Engineer on any communications with the railroad.

The CSXT Contact for all communications and notices on this project will be:

Karen Horiszny
Project Manager - Alfred Benesch & Company;
201 N. Illinois, 16th Floor, South Tower,
Indianapolis, IN 46204

Ph: 463-900-7874; mobile 317-670-0287
Email: khoriszny@benesch.com

(G) Pre-Construction Meeting

Prior to any construction activities on or about the railroad easement, the Contractor shall attend a preconstruction meeting with the railroad's designated representative and the Engineer to discuss potential on-track safety issues during project construction activities.

(H) Schedules

The Contractor shall be responsible for preparing schedules that meet the level of detail outlined in these documents. Within 30 days of the Pre-Construction Meeting, Contractor shall submit a detailed construction schedule clearly indicating the time periods for work on and around the railroad easement. As the project progresses, this schedule shall be updated and resubmitted as necessary to reflect changes in work sequence, duration, and method, etc.

(I) Adherence to Railroad Safety Policies

Safety practices while working on the railroad easement will be in accordance with the CSX safety requirements. The Contractor will become familiar with written safety requirements found on the CSX website at:

https://www.csx.com/index.cfm/customers/value-added-services/property-real-estate/permitting-utility-installations-and-rights-of-entry/utility-permits/safety-requirements/

The Contractor shall meet with representatives of the railroad as necessary to fully comply with the safety requirements. The railroad will have the authority to immediately and permanently remove any individual from the railroad easement that compromises safety. Under no circumstances shall any statements or omissions in these documents relieve the Contractor from fully complying with all applicable Federal Railroad Administration (FRA) or applicable OSHA safety requirements.

(J) Communication with Railroad Personnel

The Contractor shall be responsible for coordinating project communications with railroad personnel. The Contractor shall copy the Engineer on any communications with the railroad.

(K) Interference with Railroad Operations

The Contractor shall be responsible for sharing the Agency's commitment to prevent any interference with railroad operations and/or maintenance.

(L) Maintenance of Walkways and Hazard Prevention

Within the project limits of the railroad easement the Contractor shall be responsible for maintaining walkways where possible, as determined by the Engineer, and preventing potential hazards to railroad personnel.

(M) Availability of Railroad Easement for Work

Ability to access work locations on railroad easement may vary due to numerous conditions and is not guaranteed to match the Contractor's schedule. The Contractor shall be responsible for coordinating activities in railroad easement to minimize the effects of these constraints.

(N) Railroad Crossings

At-grade crossing of the railroad tracks is not anticipated in connection with the work proposed under this contract. Should the Contractor's means and method of construction call for a temporary crossing to be used for moving material or equipment across the railroad track at-grade, the Contractor shall fully comply with the CSX Special Provision V. "Haul Across Railroad" included herein.

(0) Railroad Easement Work Submittal Standards

For work within the CSXT easement or in a proximity determined to be a safety risk by the railroad, the Contractor shall be responsible for making material and procedural submittals in accordance with the CSXT Provisions for "Construction Submission Criteria" included herein.

(P) Cooperation and Delays

The Contractor shall be responsible for coordinating with the railroad to prevent unnecessary delays to any work associated with this contract.

(Q) Work within Railroad Easement for the Benefit of the Contractor

The Contractor shall obtain approvals and make arrangements with the railroad in order to perform any work beneficial to the Contractor that is not within the scope of this contract. No compensation will be provided to the Contractor for these arrangements and these arrangements will be subject to determination of no impact on this contract by the Engineer.

(R) Materials within Railroad Easement:

The Contractor must have prior approval from the railroad prior to placing any materials on the railroad easement. The Contractor shall handle all materials within the railroad easement in accordance with CSXT Special Provision VII. "Storage of Materials and Equipment" included herein. The Contractor shall coordinate with the railroad, through the Engineer, regarding any concealed material or condition; especially including those recognized as having potential for environmental concerns, discovered in or near railroad easement, prior to handling the material.

(S) Structure Identification

The Contractor shall be responsible to have painted on the structure the IDOT Structure Number assigned to the bridge. This number shall be affixed at a location on either side of the bridge in a manner such that it can be readily discerned and visible from track level. The font size of the IDOT numbers and letter should be at least four inches (4") tall and shall be black on a light-colored background or white on a dark-colored background. Sign plates for use in providing the Structure Number have been included in the Bill of Material for the structure.

(T) Damages and Restoration:

Within the railroad easement the Contractor shall be responsible for damages and site restoration according to these documents, to the satisfaction of the railroad.

(U) Recommended Sequence of Construction:

Sequence of Construction – Proposed Six-Span Structure - Structure No. 060-3366

1. Perform tree removal operations in accordance with Removal Plans.
2. Perform earth excavation and embankment construction in accordance with Grading Plan and Cross Sections.
3. Install temporary erosion control measures in accordance with Erosion and Sediment Control Plans.
4. Drive steel H-piling for proposed abutments and piers.
5. Install reinforcement bars and form abutments and piers.
6. Pour concrete foundations and substructure units.
7. Form and pour concrete slope wall and gutter at north abutment and place stone riprap at south abutment
8. Install bearings on abutment and pier seats.
9. Erect structural steel girders and diaphragms.
10. Install protective shield over CSX railroad tracks and existing Lebanon Road in Spans 2 and 3.
11. Install forms for bridge deck and parapets.
12. Install reinforcement bars and pour concrete bridge deck and parapets.
13. Install bridge deck drainage system.
14. Install bridge railing on top of parapets in Span 2 only.
15. Install precast concrete bridge approach slabs and concrete wearing surface on both approaches.
16. Install guardrail at bridge corners.
17. Install permanent seeding and mulch within construction limits.

Detailed information and references to the above have been provided within the CSXT Special Provisions, the CSXT Insurance Requirements and the CSXT Construction Submission Criteria included herein. Throughout these provisions, where reference is made to "Local Agency or its Contractor", the responsibility for performance shall lie with the party underlined in the pertinent reference.

Method of Measurement. This item of work will be measured for payment on an Each basis

for the pay item RAILROAD RIGHT-OF-WAY PERMIT and shall require compliance with these Special Provisions, the CSXT SPECIAL PROVISIONS, the CSXT INSURANCE REQUIREMENTS, and the CSXT CONSTRUCTION SUBMISSION CRITERIA included herein.

Basis of Payment. Excepting the Railroad Protective Liability Insurance coverage required under CSXT INSURANCE REQUIREMENTS, Item 4, payment for work to comply with the requirements of RAILROAD RIGHT-OF-WAY ENTRY PERMIT as defined herein shall be paid for at the contract Each price for RAILROAD RIGHT-OF-WAY ENTRY PERMIT and no additional compensation will be allowed.

Payment for the Railroad Protective Liability Insurance coverage required under CSXT INSURANCE REQUIREMENTS, Item 4 shall be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

CSXT SPECIAL PROVISIONS

I. AUTHORITY OF CSXT ENGINEER

The CSXT Representative shall have final authority in all matters affecting the safe maintenance of CSXT operations and CSXT property, and his or her approval shall be obtained by the Agency or its Contractor for methods of construction to avoid interference with CSXT operations and CSXT property and all other matters contemplated by the Construction Agreement and these Special Provisions.

II. INTERFERENCE WITH CSXT OPERATIONS

A. Agency or its Contractor shall arrange and conduct its work so that there will be no interference with CSXT operations, including train, signal, telephone and telegraphic services, or damage to CSXT's property, or to poles, wires, and other facilities of tenants on CSXT's Property or right-of-way. Agency or its Contractor shall store materials so as to prevent trespassers from causing damage to trains, or CSXT Property. Whenever Work is likely to affect the operations or safety of trains, the method of doing such Work shall first be submitted to the CSXT Representative for approval, but such approval shall not relieve Agency or its Contractor from liability in connection with such Work.

B. If conditions arising from or in connection with the Project require that immediate and unusual provisions be made to protect train operation or CSXT's property, Agency or its Contractor shall make such provision. If the CSXT Representative determines that such provision is insufficient, CSXT may, at the expense of Agency or its Contractor, require or provide such provision as may be deemed necessary, or cause the Work to cease immediately.

III. NOTICE OF STARTING WORK

Agency or its Contractor shall not commence any work on CSXT Property or rights of- way until it

has complied with the following conditions:

A. Notify CSXT in writing of the date that it intends to commence Work on the Project. Such notice must be received by CSXT at least ten business days in advance of the date Agency or its Contractor proposes to begin Work on CSXT property. The notice must refer to the Construction Agreement by date. If flagging service is required, such notice shall be submitted at least thirty (30) business days in advance of the date scheduled to commence the Work.

B. Obtain authorization from the CSXT Representative to begin Work on CSXT property, such authorization to include an outline of specific conditions with which it must comply.

C. Obtain from CSXT the names, addresses and telephone numbers of CSXT's personnel who must receive notice under provisions in the Construction Agreement. Where more than one individual is designated, the area of responsibility of each shall be specified.

IV. WORK FOR THE BENEFIT OF THE CONTRACTOR

A. No temporary or permanent changes to wire lines or other facilities (other than third party fiber optic cable transmission systems) on CSXT property that are considered necessary to the Work are anticipated or shown on the Plans. If any such changes are, or become, necessary in the opinion of CSXT or Agency, such changes will be covered by appropriate revisions to the Plans and by preparation of a force account estimate. Such force account estimate may be initiated by either CSXT or Agency, but must be approved by both CSXT and Agency. Agency or Contractor shall be responsible for arranging for the relocation of the third party fiber optic cable transmission systems, at no cost or expense to CSXT.

B. Should Agency or Contractor desire any changes in addition to the above, then it shall make separate arrangements with CSXT for such changes to be accomplished at the Agency or Contractor's expense.

V. HAUL ACROSS RAILROAD

A. If Agency or Contractor desires access across CSXT property or tracks at other than an existing and open public road crossing in or incident to construction of the Project, the=Agency or Contractor must first obtain the permission of CSXT and shall execute a license agreement or right of entry satisfactory to CSXT, wherein Agency or Contractor agrees to bear all costs and liabilities related to such access.

B. Agency and Contractor shall not cross CSXT's property and tracks with vehicles or equipment of any kind or character, except at such crossing or crossings as may be permitted pursuant to this section.

VI. COOPERATION AND DELAYS

A. Agency or Contractor shall arrange a schedule with CSXT for accomplishing stage construction involving work by CSXT. In arranging its schedule, Agency or Contractor shall

ascertain, from CSXT, the lead time required for assembling crews and materials and shall make due allowance therefore.

B. Agency or Contractor may not charge any costs or submit any claims against CSXT for hindrance or delay caused by railroad traffic; work done by CSXT or other delay incident to or necessary for safe maintenance of railroad traffic; or for any delays due to compliance with these Special Provisions.

C. Agency and Contractor shall cooperate with others participating in the construction of the Project to the end that all work may be carried on to the best advantage.

D. Agency and Contractor understand and agree that CSXT does not assume any responsibility for work performed by others in connection the Project. Agency and Contractor further understand and agree that they shall have no claim whatsoever against CSXT for any inconvenience, delay or additional cost incurred by Agency or Contractor on account of operations by others.

VII. STORAGE OF MATERIALS AND EQUIPMENT

Agency and Contractor shall not store their materials or equipment on CSXT's property or where they may potentially interfere with CSXT's operations unless Agency or Contractor has received CSXT Representative's prior written permission. Agency and Contractor understand and agree that CSXT will not be liable for any damage to such materials and equipment from any cause and that CSXT may move, or require Agency or Contractor to move, such material and equipment at Agency's or Contractor's sole expense. To minimize the possibility of damage to the railroad tracks resulting from the unauthorized use of equipment, all grading or other construction equipment that is left parked near the tracks unattended by watchmen shall be immobilized to the extent feasible so that it cannot be moved by unauthorized persons.

VIII. CONSTRUCTION PROCEDURES

A. General

1. Construction work on CSXT property shall be subject to CSXT's inspection and approval.

2. Construction work on CSXT property shall be in accord with CSXT's written outline of specific conditions and with these Special Provisions.

3. Contractor shall observe the terms and rules of the CSXT Safe Way manual, which Agency and Contractor shall be required to obtain from CSXT, and in accord with any other instructions furnished by CSXT or CSXT's Representative.

B. Blasting

1. Agency or Contractor shall obtain CSXT Representative's and Agency Representative's prior written approval for use of explosives on or adjacent to CSXT property. If permission for use of explosives is granted, Agency or Contractor must comply with the following:

a. Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of Agency or Contractor.

b. Electric detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.

c. No blasting shall be done without the presence of an authorized representative of CSXT. At least 30 days' advance notice to CSXT Representative is required to arrange for the presence of an authorized CSXT representative and any flagging that CSXT mayrequire.

d. Agency or Contractor must have at the Project site adequate equipment, labor, and materials, and allow sufficient time, to (i) clean up (at Agency's expense) debris resulting from the blasting without any delay to trains; and (ii) correct (at Agency's expense) any track misalignment or other damage to CSXT's property resulting from theblasting, as directed by CSXT Representative, without delay to trains. If Agency's or Contractor's actions result in delay of any trains, including Amtrak passenger trains, Agency shall bear the entire cost thereof.

e. Agency and Contractor shall not store explosives on CSXT property.

2. CSXT Representative will:

a. Determine the approximate location of trains and advise Agency or Contractor of the approximate amount of time available for the blasting operation and clean-up.

b. Have the authority to order discontinuance of blasting if, in his or her opinion, blasting is too hazardous or is not in accord with these Special Provisions.

IX. MAINTENANCE OF DITCHES ADJACENT TO CSXT TRACKS

Agency or Contractor shall maintain all ditches and drainage structures free of silt or other obstructions that may result from their operations. Agency or Contractor shall provide erosion control measures during construction and use methods that accord with applicable state standard specifications for road and bridge construction, including either (1) silt fence; (2) hay or straw barrier; (3) berm or temporary ditches; (4) sediment basin; (5) aggregate checks; and (6) channel lining. All such maintenance and repair of damages due to Agency's or Contractor's operations shall be performed at Agency's expense.

X. FLAGGING/INSPECTION SERVICE

A. CSXT has sole authority to determine the need for flagging required to protect its operations and property. In general, flagging protection will be required whenever Agency or Contractor or their equipment are, or are likely to be, working within fifty (50) feet of live track or other track clearances specified by CSXT, or over tracks.

B. Agency shall reimburse CSXT directly for all costs of flagging that is required on account of construction within CSXT property shown in the Plans, or that is covered by an approved plan revision, supplemental agreement or change order.

C. Agency or Contractor shall give a minimum of 30 days' advance notice to CSXT Representative for anticipated need for flagging service. No work shall be undertaken until the flag person(s) is/are at the job site. If it is necessary for CSXT to advertise a flagging job for bid, it may take up to 90-days to obtain this service, and CSXT shall not be liable for the cost of delays attributable to obtaining such service.

D. CSXT shall have the right to assign an individual to the site of the Project to perform inspection service whenever, in the opinion of CSXT Representative, such inspection may be necessary. Agency shall reimburse CSXT for the costs incurred by CSXT for such inspection service. Inspection service shall not relieve Agency or Contractor from liability for its Work.

E. CSXT shall render invoices for, and Agency shall pay for, the actual pay rate of the flag persons and inspectors used, plus standard additives, whether that amount is above or below the rate provided in the Estimate. If the rate of pay that is to be used for inspector or flagging service is changed before the work is started or during the progress of the work, whether by law or agreement between CSXT and its employees,or if the tax rates on labor are changed, bills will be rendered by CSXT and paid by Agency using the new rates. Agency and Contractor shall perform their operations that require flagging protection or inspection service in such a manner and sequence that the cost of such will be as economical as possible.

XI. UTILITY FACILITIES ON CSXT PROPERTY

Agency shall arrange, upon approval from CSXT, to have any utility facilities on or over CSXT Property changed as may be necessary to provide clearances for the proposed trackage.

XII. CLEAN-UP

Agency or Contractor, upon completion of the Project, shall remove from CSXT's Property any temporary grade crossings, any temporary erosion control measures used to control drainage, all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings belonging to Agency or Contractor. Agency or Contractor, upon completion of the Project, shall leave CSXT Property in neat condition, satisfactory to CSXT Representative.

XIII. FAILURE TO COMPLY

If Agency or Contractor violate or fail to comply with any of the requirements of these Special Provisions, (a) CSXT may require Agency and/or Contractor to vacate CSXT Property; and (b)

CSXT may withhold monies due Agency and/or Contractor; (c) CSXT may require Agency to withhold monies due Contractor; and (d) CSXT may cure such failure and the Agency shall reimburse CSXT for the cost of curing such failure.

CSXT INSURANCE REQUIREMENTS

I. INSURANCE POLICIES

Agency and Contractor, if and to the extent that either is performing work on or about CSXT's property, shall procure and maintain the following insurance policies:

1. Commercial General Liability (CGL) coverage at their sole cost and expense with limits of not less than $5,000,000 in combined single limits for bodily injury and/or property damage per occurrence, and such policies shall name CSXT as an additional insured.

2. Statutory Worker's Compensation and Employers Liability Insurance with limits of not less than $1,000,000, which insurance must contain a waiver of subrogation against CSXT and its affiliates [if permitted by state law].

3. Commercial Automobile Liability insurance with limits of not less than $1,000,000 combined single limit for bodily injury and/or property damage per occurrence, and such policies shall name CSXT as an additional insured.

4. Railroad Protective Liability (RPL) insurance with limits of not less than $5,000,000 combined single limit for bodily injury and/or property damage per occurrence and an aggregate annual limit of $10,000,000, which insurance shall satisfy the following additional requirements:

a. The Railroad Protective Liability Insurance Policy must be on the ISO/RIMA Form of Railroad Protective Insurance - Insurance Services Office (ISO) Form CG 00 35.

b. CSX Transportation must be the named insured on the Railroad Protective Liability Insurance Policy. The named insured's address should be listed as:

CSX Transportation, Inc.
500 Water Street, C-907
Jacksonville, FL 32202

c. The Name and Address of the Contractor and of the Project Sponsor/Involved Governmental Agency must be shown on the Declarations page.

d. A description of operations and location must appear on the Declarations page and must match the Project description.

e. Authorized endorsements must include Pollution Exclusion Amendment - CG 28 31, unless using form CG 00 35version 96 and later.

f. Authorized endorsements may include:

(i) Broad Form Nuclear Exclusion - IL 00 21
(ii) 30 Day Notice of Non-renewal or cancellation
(iii) Required State Cancellation Endorsement
(iv) Quick Reference or Index - CL/IL 240

g. Authorized endorsements may not include:

(i) A Pollution Exclusion Endorsement except CG 28 31
(ii) A Punitive or Exemplary Damages Exclusion
(iii) A "Common Policy Conditions" Endorsement
(iv) Any endorsement that is not named in Section 4 (e) or (f) above that CSXT deems unacceptable
(v) Policies that contain any type of deductible

5. All insurance companies must be A. M. Best rated A- and Class VII or better.

6. Such additional or different insurance as CSXT may require.

II. ADDITIONAL TERMS

1. Contractor must submit the complete Railroad Protective Liability policy, Certificates of Insurance and all notices and correspondence regarding the insurance policies in an electronic format to:

Mr. Adam Walden, P.E.
County Engineer
Madison County Highway
Department
7037 Marine Road
Edwardsville, IL 62025
Email: ajwalden@co.madison.il.us

insurancedocuments@csx.com
WBolen@Benesch.com
LShaw@Benesch.com

2. Neither Agency nor Contractor may begin work on or about CSXT property until written approval of the required insurance has been received from CSXT or CSXT's Insurance Compliance vendor, Ebix.

CXST CONSTRUCTION SUBMISSION CRITERIA

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INTRODUCTION

The intent of this document is to guide outside agencies and their Contractors when performing work on, over, or with potential to impact CSXT property or (ROW). Work plans shall be submitted for review to the designated CSXT Engineering Representative for all work which presents the potential to affect CSXT property or operations; this document shall serve as a guide in preparing these work plans. All work shall be performed in a manner that does not adversely impact CSXT operations or safety; as such, the requirements of this document shall be strictly adhered to, in addition to all other applicable standards associated with the construction. Applicable standards include, but are not limited to, CSXT Standards and Special Provisions, CSXT Insurance Requirements, CSXT Pipeline Occupancy Criteria, as well as the governing, county, state, and federal requirements. It shall be noted that this document and all other CSXT standards are subject to change without notice, and future revisions will be made available at the CSXT website: www.csx.com

I. DEFINITIONS

1. Agency - The project sponsor (i.e., State DOT, Agencies, Private Developer, etc.)
2. AREMA - American Railway Engineering and Maintenance-of-Way Association - the North American railroad industry standards group. The use of this term shall be in specific reference to the AREMA Manual for Railway Engineering.
3. Construction Submission - The Agency or its Contractor shall submit six (6) sets of plans, supporting calculations, and detailed means and methods procedures for the specific proposed activity. All plans, specifications, and supporting calculations shall be signed/sealed by a Professional Engineer as defined below.
4. Controlled Demolition - Removal of an existing structure or subcomponents in a manner that positively prevents any debris or material from falling, impacting, or otherwise affecting CSXT employees, equipment, or property. Provisions shall be made to ensure that there is no impairment of railroad operations or CSXT's ability to accessits property at all times.
5. Contractor - The Agency's representative retained to perform the project work.

6. Engineer - CSXT Engineering Representative or a GEC authorized to act on the behalf of CSXT.

7. Flagman - A qualified CSXT employee with the sole responsibility to direct or restrict movement of trains, at or through a specific location, to provide protection for workers.

8. GEC - General Engineering Consultant who has been authorized to act on the behalf of CSXT.

9. Horizontal Clearance - Distance measured perpendicularly from centerline of any track to the nearest obstruction at any elevation between TOR and the maximum vertical clearance of the track.

10. Professional Engineer - An engineer who is licensed in State or Commonwealth in which the project is to occur. All plans, specifications, and supporting calculations shall be prepared by the Licensed Professional Engineer and shall bear his/her seal and signature.

11. Potential to Foul - Work having the possibility of impacting CSXT property or operations; defined as one or more of the following:

    a. Any activity where access onto CSXT property is required.

    b. Any activity where work is being performed on CSXT ROW.

    c. Any excavation work adjacent to CSXT tracks or facilities, within the Theoretical Railroad Live Load Influence Zone, or where the active earth pressure zone extends within the CSXT property limits.

    d. The use of any equipment where, if tipped and laid flat in any direction (360 degrees) about its center pin, can encroach within twenty five feet (25'-0") of the nearest track centerline. This is based upon the proposed location of the equipment during use, and may be a function of the equipment boom length. Note that hoisting equipment with the potential to foul must satisfy the 150% factor of safety requirement for lifting capacities.

    e. Any work where the scatter of debris, or other materials has the potential to encroach within twenty five feet (25'-0") of the nearest track centerline.

    f. Any work where significant vibration forces may be induced upon the track structure or existing structures located under, over, or adjacent to the track structure.

    g. Any other work which poses the potential to disrupt rail operations, threaten the safety of railroad employees, or otherwise negatively impact railroad property, as determined by CSXT.

12. ROW - Right of Way; Refers to CSXT Right-of-Way as well as all CSXT property and facilities. This includes all aerial space within the property limits, and any underground facilities.

13. Submission Review Period - a minimum of thirty (30) days in advance of start of work. Up to thirty (30) days will be required for the initial review response. Up to an additional thirty (30) days may be required to review any/all subsequent submissions or resubmission.

14. Theoretical Railroad Live Load Influence Zone - A 1½ horizontal to 1 vertical theoretical

slope line starting 18 inches (1'- 6") below top of tie elevation and twelve feet(12'-0") from the centerline of the nearest track.

15. TOR - Top of Rail. This is the base point for clearance measurements. It refers to the crown (top) of the steel rail; the point where train wheels bear on the steel rails.
16. Track Structure - All load bearing elements which support the train. This includes, but is not limited to, the rail, ties, appurtenances, ballast, sub-ballast, embankment, retaining walls, and bridge structures.
17. Vertical Clearance - Distance measured from TOR to the lowest obstruction within six feet (6'-0") of the track centerline, in either direction.

II. GENERAL SUBMISSION REQUIREMENTS

A. A construction work plan is required to be submitted by the Agency or its Contractor, for review and acceptance, prior to accessing or performing any work with Potential to Foul.

B. The Agency or its Contractor shall submit six (6) sets of plans, specifications, supporting calculations, and detailed means and methods procedures for the specific proposed work activity.

C. Construction submissions shall include all information relevant to the work activity, and shall clearly and concisely explain the nature of the work, how it is being performed,and what measures are being taken to ensure that railroad property and operations are continuously maintained.

D. All construction plans shall include a map of the work site, depicting the CSXT tracks, the CSXT right of way, proposed means of access, proposed locations for equipment and material staging (dimensioned from nearest track centerline), as well as all other relevant project information. An elevation drawing may also be necessary in order to depict clearances or other components of the work.

E. Please note that CSXT will not provide pricing to individual contractors involved in bidding projects. Bidding contractors shall request information from the Agency and not CSXT.

F. The Contractor shall install a geotextile fabric ballast protection system to prevent construction or demolition debris and fines from fouling ballast. The geotextile ballast protection system shall be installed and maintained by the Contractor to the satisfaction of the Engineer.

G. The Engineer shall be kept aware of the construction schedule. The Contractor shall provide timely communication to the Engineer when scheduling the work such that the Engineer may be present during the work. The Contractor's schedule shall not dictate the work plan review schedule, and flagging shall not be scheduled prior to receipt of an accepted work plan.

H. At any time during construction activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances that may create a potential hazard to rail operations or CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

I. Blasting will not be permitted to demolish a structure over or within CSXT's right-of- way. When blasting off of CSXT property but with Potential to Foul, vibration monitoring, track settlement surveying, and/or other protective measures may be required as determined by the Engineer.

J. Blasting is not permitted adjacent to CSXT right-of-way without written approval from the Chief Engineer, CSXT.

K. Mechanical and chemical means of rock removal must be explored before blasting is considered. If written permission for the use of explosives is granted, the Agency or Contractor must submit a work plan satisfying the following requirements:

1. Blasting shall be done with light charges under the direct supervision of a responsible officer or employee of the Agency or Contractor.
2. Electronic detonating fuses shall not be used because of the possibility of premature explosions resulting from operation of two-way train radios.
3. No blasting shall be done without the presence of an authorized representative of CSXT. Advance notice to the Engineer is required to arrange for the presence of an authorized CSXT representative and any flagging that CSXT may require.
4. Agency or Contractor must have at the project site adequate equipment, labor, and materials, and allow sufficient time, to clean up debris resulting from the blasting and correct any misalignment of tracks or other damage to CSXT property resulting from the blasting. Any corrective measures required must be performed as directed by the Engineer at the Agency's or Contractor's expense without any delay to trains. If Agency's or Contractor's actions result in the delay of any trains including passengertrains, the Agency or Contractor shall bear the entire cost thereof.
5. The Agency or Contractor may not store explosives on CSXT property.
6. At any time during blasting activities, the Engineer may require revisions to the previously approved procedures to address weather, site conditions or other circumstances that may create a potential hazard to rail operations or CSXT facilities. Such revisions may require immediate interruption or termination of ongoing activities until such time the issue is resolved to the Engineer's satisfaction. CSXT and its GEC shall not be responsible for any additional costs or time claims associated with such revisions.

III. HOISTING OPERATIONS

A. All proposed hoisting operations with Potential to Foul shall be submitted in accordance with the following:

1. A plan view drawing shall depict the work site, the CSXT track(s), the proposed location(s) of the lifting equipment, as well as the proposed locations for picking, any intermediate staging, and setting the load(s). All locations shall be dimensioned from centerline of the nearest track. Crane locations shall also be dimensioned from a stationary point at the work site for field confirmation.
2. Computations showing the anticipated weight of all picks. Computations shall be made based upon the field-verified plans of the existing structure. Pick weights

shall account for the weight of concrete rubble or other materials attached to the component being removed; this includes the weight of subsequent rigging devices/components. Rigging components shall be sized for the subsequent pick weight.

3. All lifting equipment, rigging devices, and other load bearing elements shall have a rated (safe lifting) capacity that is greater than or equal to 150% of the load it is carrying, as a factor of safety. Supporting calculations shall be furnished to verify the minimum capacity requirement is maintained for the duration of the hoisting operation.
4. Dynamic hoisting operations are prohibited when carrying a load with the Potential to Foul. Cranes or other lifting equipment shall remain stationary during lifting. (i.e., no moving picks).
5. For lifting equipment, the manufacturer's capacity charts, including crane, counterweight, maximum boom angle, and boom nomenclature is to be submitted.
6. A schematic rigging diagram must be provided to clearly call out each rigging component from crane hook to the material being hoisted. Copies of catalog or information sheets shall be provided to verify rigging weights and capacities.
7. For built-up rigging devices, the Contractor shall submit the following:
    i. Details of the device, calling out material types, sizes, connections, and other properties.
    ii. Load test certification documents and/or design computations bearing the seal and signature of a Professional Engineer. Load test shall be performed in the configuration of its intended use as part of the subject demolition procedure.
    iii. Copies of the latest inspection reports of the rigging device. The device shall be inspected within one (1) calendar year of the proposed date for use.
8. A detail shall be provided showing the crane outrigger setup, including dimensions from adjacent slopes or facilities. The detail shall indicate requirements for bearing surface preparation, including material requirements and compaction efforts. As a minimum, outriggers and/or tracks shall bear on mats, positioned on level material with adequate bearing capacity.
9. A complete written narrative that describes the sequence of events, indicating the order of lifts and any repositioning or re-hitching of the crane(s).

IV. DEMOLITION PROCEDURE

A. The Agency or its Contractor shall submit a detailed procedure for a controlled demolition of any structure on, over, or adjacent to the ROW. The controlled demolition procedure must be approved by the Engineer prior to beginning work on the project.

B. Existing Condition of structure being demolished:

1. The Contractor shall submit as-built plans for the structure(s) being demolished.

2. If as-built plans are unavailable, the Contractor shall perform an investigation of the structure, including any foundations, substructures, etc. The field measurements are to be made under the supervision of the Professional Engineer submitting the demolition procedure. Findings shall be submitted as part of the demolition means and methods submittal for review by the Engineer.
3. Any proposed method for temporary stabilization of the structure during the demolition shall be based on the existing plans or investigative findings, and submitted as part of the demolition means and methods for review by the Engineer.

C. Demolition work plans shall include a schematic plan depicting the proposed locations of the following, at various stages of the demolition:

1. All cranes and equipment, calling out the operating radii.
2. All proposed access and staging locations with all dimensions referenced from thecenter line of the nearest track.
3. Proposed locations for stockpiling material or locations for truck loading.
4. The location, with relevant dimensions, of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions.
5. Note that no crane or equipment may be set on the CSXT rails or track structure and no material may be dropped on CSXT property.

D. Demolition submittal shall also include the following information:

1. All hoisting details, as dictated by Section III of this document.
2. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure. The proposed time frames for all critical subtasks (i.e., torch/saw cutting various portions of the superstructure or substructure, dismantling splices, installing temporary bracing, etc.) shall be furnished so that the potential impact(s) to CSXT operations may be assessed and eliminated or minimized.
3. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
4. Design and supporting calculations shall be prepared, signed, and sealed by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review. A guardrail will be required to be installed in a track in the proximity of temporary bents or shoring towers, when located within twelve feet (12'-0") from the centerline of the track. The guardrail will be installed by CSXT forces, at the expense of the Agency or its Contractor.

E. Girders or girder systems shall be stable at all times during demolition. Temporary bracing shall be provided at the piers, abutments, or other locations to resist overturning and/or buckling of the member(s). The Agency or its Contractor shall submit a design and details of the proposed temporary bracing system, for review by the Engineer. Lateral wind forces for the temporary conditions shall be considered in accordance with AREMA, Chapter 8, Section 28.6.2. The minimum lateral wind pressure shall be fifteen pounds per square foot (15 psf).

F. Existing, obsolete, bridge piers shall be removed to a minimum of three feet (3'-0") below

the finished grade, final ditch line invert, or as directed by the Engineer.

G. A minimum quantity of twenty five (25) tons of CSXT approved granite track ballast may be required to be furnished and stockpiled on site by the Contractor, or as directed by the Engineer.

H. The use of acetylene gas is prohibited for use on or over CSXT property Torch cutting shall be performed utilizing other materials such as propane.

I. CSXT's tracks, signals, structures, and other facilities shall be protected from damage during demolition of existing structure or replacement of deck slab.

J. Demolition Debris Shield

1. On-track or ground-level debris shields (such as crane mats) are prohibited for use by CXST.
2. Demolition Debris Shield shall be installed prior to the demolition of the bridge deck or other relevant portions of the structure. The demolition debris shield shall be erected from the underside of the bridge over the track area to catch all falling debris. The debris shield shall not be the primary means of debris containment.
    i. The demolition debris shield design and supporting calculations, all signed/sealed by a Professional Engineer, shall be submitted for review and acceptance.
    ii. The demolition debris shield shall have a minimum design load of 50 pounds per square foot (50 psf) plus the weight of the equipment, debris, personnel, and all other loads.
    iii. The Contractor shall verify the maximum particle size and quantity of the demolition debris generated during the procedure does not exceed the shield design loads. Shield design shall account for loads induced by particle impact; however the demolition procedure shall be such that impact forces are minimized. The debris shield shall not be the primary means of debris containment.
    iv. The Contractor shall include installation/removal means and methods for the demolition debris shield as part of the proposed Controlled Demolition procedure submission.
    v. The demolition debris shield shall provide twenty-three feet (23'-0") minimum vertical clearance, or maintain the existing vertical clearance if the existing clearance is less than twenty three feet (23'-0").
    vi. Horizontal clearance to the centerline of the track should not be reduced unless approved by the Engineer.
    vii. The Contractor shall clean the demolition debris shield daily or more frequently as dictated either by the approved design parameters or as directed by the Engineer.

K. Vertical Demolition Debris Shield

3. This type of shield may be required for substructure removals in close proximity to CSXT track and other facilities, as determined by the Engineer.
4. The Agency or its Contractor shall submit detailed plans with detailed calculations,

prepared, signed, and sealed by a Professional Engineer, of the protection shield.

V. ERECTION PROCEDURE

A. The Agency or its Contractor shall submit a detailed procedure for erection of a structure with Potential to Foul. The erection procedure must be approved by the Engineer prior to beginning work on the project.

B. Erection work plans shall include a schematic plan depicting the following, at all stages of the construction:

5. All proposed locations of all cranes and equipment, calling out the operating radii.
6. All proposed access and staging locations with all dimensions referenced from the center line of the nearest track.
7. All proposed locations for stockpiling material or locations for truck loading.
8. The location, with relevant dimensions, of all tracks, other railroad facilities; wires, poles, adjacent structures, or buried utilities that could be affected, showing that the proposed lifts are clear of these obstructions.

C. No crane or equipment may be set on the CSXT rails or track structure and no material may be dropped on CSXT property.

D. For erection of a structure over the tracks, the following information shall be submitted for review and acceptance by the Engineer, at least thirty (30) days prior to erection:

1. As-built beam seat elevations - field surveyed upon completion of pier/abutment construction.
2. Current Top of Rail (TOR) elevations - field measured at the time of as-built elevation collection.
3. Computations verifying the anticipated minimum vertical clearance in the final condition which accounts for all deflection and camber, based upon the current TOR and as-built beam seat elevations. The anticipated minimum vertical clearance shall be greater than or equal to that which is indicated by the approved plans. Vertical clearance (see definitions) is measured from TOR to the lowest point on the overhead structure at any point within six feet (6'-0") from centerline of the track. Calculations shall be signed and sealed by a Professional Engineer.

E. Girders or girder systems shall be stable at all times during erection. No crane may unhook prior to stabilizing the beam or girder.

1. Lateral wind forces for the temporary conditions shall be considered in accordance with AREMA, Chapter 8, Section 28.6.2. The minimum lateral wind pressure shall be fifteen pounds per square foot (15 psf).
2. Temporary bracing shall be provided at the piers, abutments, or other locations to resist overturning and/or buckling of the member(s). The Agency or its Contractor shall submit a design and details of the proposed temporary bracing system, for review by the Engineer.
3. Temporary bracing shall not be removed until sufficient lateral bracing or diaphragm members have been installed to establish a stable condition. Supporting calculations, furnished by the Professional Engineer, shall confirm the stable condition.

F. Erection procedure submissions shall also include the following information:

1. All hoisting details, as dictated by Section III of this document.
2. A time schedule for each of the various stages must be shown as well as a schedule for the entire lifting procedure. The proposed time frames for all critical subtasks (i.e., performing aerial splices, installing temporary bracing, installation of diaphragm members, etc.) shall be furnished so that the potential impact(s) to CSXT operations may be assessed and eliminated or minimized.
3. The names and experience of the key Contractor personnel involved in the operation shall be included in the Contractor's means and methods submission.
4. A guardrail will be required to be installed in a track in the proximity of temporary bents or shoring towers, when located within twelve feet (12'-0") from the centerline of the track. The guardrail will be installed by CSXT forces, at the expense of the Agency or its Contractor.
5. Design and supporting calculations prepared by the Professional Engineer for items including the temporary support of components or intermediate stages shall be submitted for review.

VI. TEMPORARY EXCAVATION AND SHORING

A. The Agency or its Contractor shall submit a detailed design and procedure for the installation of a sheeting/shoring system adjacent to the tracks. Shoring protection shall be provided when excavating with Potential to Foul, or as otherwise determined by CSXT. Shoring shall be provided in accordance with the AREMA, except as noted below.

B. Shoring may not be required if all of the following conditions are satisfied:

1. The excavation does not encroach within the Theoretical Live Load Influence Zone. Please refer to Figure 1.
2. The track structure is situated on level ground, or in a cut section, and on stable soil.
3. The excavation does not adversely impact the stability of a CSXT facility (i.e. signal bungalow, drainage facility, undergrade bridge, building, etc.), or the stability of any structure on, over, or adjacent to CSXT property with potential to foul.
4. Shoring is not required by any governing federal, state, or other construction code.

C. Shoring is required when excavating the toe of an embankment. Excavation of any embankment which supports an active CSXT track structure without shoring will not be permitted.

D. Trench boxes are not an acceptable means of shoring. Trench boxes are prohibited for use on CSXT property or within the Theoretical Railroad Live Load Influence Zone.

E. Shoring shall be a cofferdam-type, which completely encloses the excavation. However, where justified by site or work conditions, partial cofferdams with open sides away from the track may be permissible, as determined by the Engineer.

F. Cofferdams shall be constructed using interlocking steel sheet piles, or when approved by the Engineer, steel soldier piles with timber lagging. Wales and struts shall be included when dictated by the design.

G. The use of tiebacks can be permissible for temporary shoring systems when conditions warrant. Tiebacks shall have a minimum clear cover of 6'-0", measured from the bottom of the rail. Upon completion of the work, tiebacks shall be grouted, cut off, and remain in place.

H. All shoring systems on, or adjacent to CSXT right-of-way, shall be equipped with railings or other fall protection, compliant with the governing federal, state or requirements. Area around pits shall be graded to eliminate all potential tripping hazards.

I. Interlocking steel sheet piles shall be used for shoring systems qualifying one ormore of the following conditions:

1. Within 18'-0" of the nearest track centerline
2. Within the live load influence zone
3. Within slopes supporting the track structure
4. As otherwise deemed necessary by the Engineer.

J. Sheet piles qualifying for one or more of the requirements listed in Section VI.I (above) of this document shall not be removed. Sheet piles shall be left in place and cut off a minimum of 3'-0" below the finished grade, the ditch line invert, or as otherwise directed by the Engineer. The ground shall be backfilled and compacted immediately after sheet pile is cut off.

K. The following design considerations shall be considered when preparing the shoring design package:

   1. Shoring shall be designed to resist a vertical live load surcharge of 1,880 lbs. per square foot, in addition to active earth pressure. The surcharge shall be assumed to act on a continuous strip, eight feet six inches (8'-6") wide. Lateral pressures due to surcharge shall be computed using the strip load formula shown in AREMA Manual for Railway Engineering, Chapter 8, Part 20.
   2. Allowable stresses in materials shall be in accordance with AREMA Chapter 7, 8, and 15.3.
   3. A minimum horizontal clearance of ten feet (10'-0") from centerline of the track to face of nearest point of shoring shall be maintained, provided a twelve feet (12'-0") roadbed is maintained with a temporary walkway and handrail system.
   4. For temporary shoring systems with Potential to Foul, piles shall be plumb under full dead load. Maximum deflection at the top of wall, under full live load, shall be as follows:
      i. One-half (1/2) inch for walls within twelve feet (12'-0") of track centerline (Measured from centerline of the nearest track to the nearest point of the supporting structure).
      ii. One (1) inch for walls located greater than twelve feet (12'-0") from track centerline

L. Shoring work plans shall be submitted in accordance with Section II of this document, as well as the following additional requirements:

   1. The work plan shall include detailed drawings of the shoring systems calling out the sizes of all structural members, details of all connections. Both plan and elevation

drawings shall be provided, calling out dimensions from the face of shoring relative to the nearest track centerline. The elevation drawing shall also show the height of shoring, and track elevation in relation to bottom of excavation.

2. Full design calculations for the shoring system shall be furnished.
3. A procedure for cutting off the sheet pile, backfilling and restoring the embankment.

VII. TRACK MONITORING

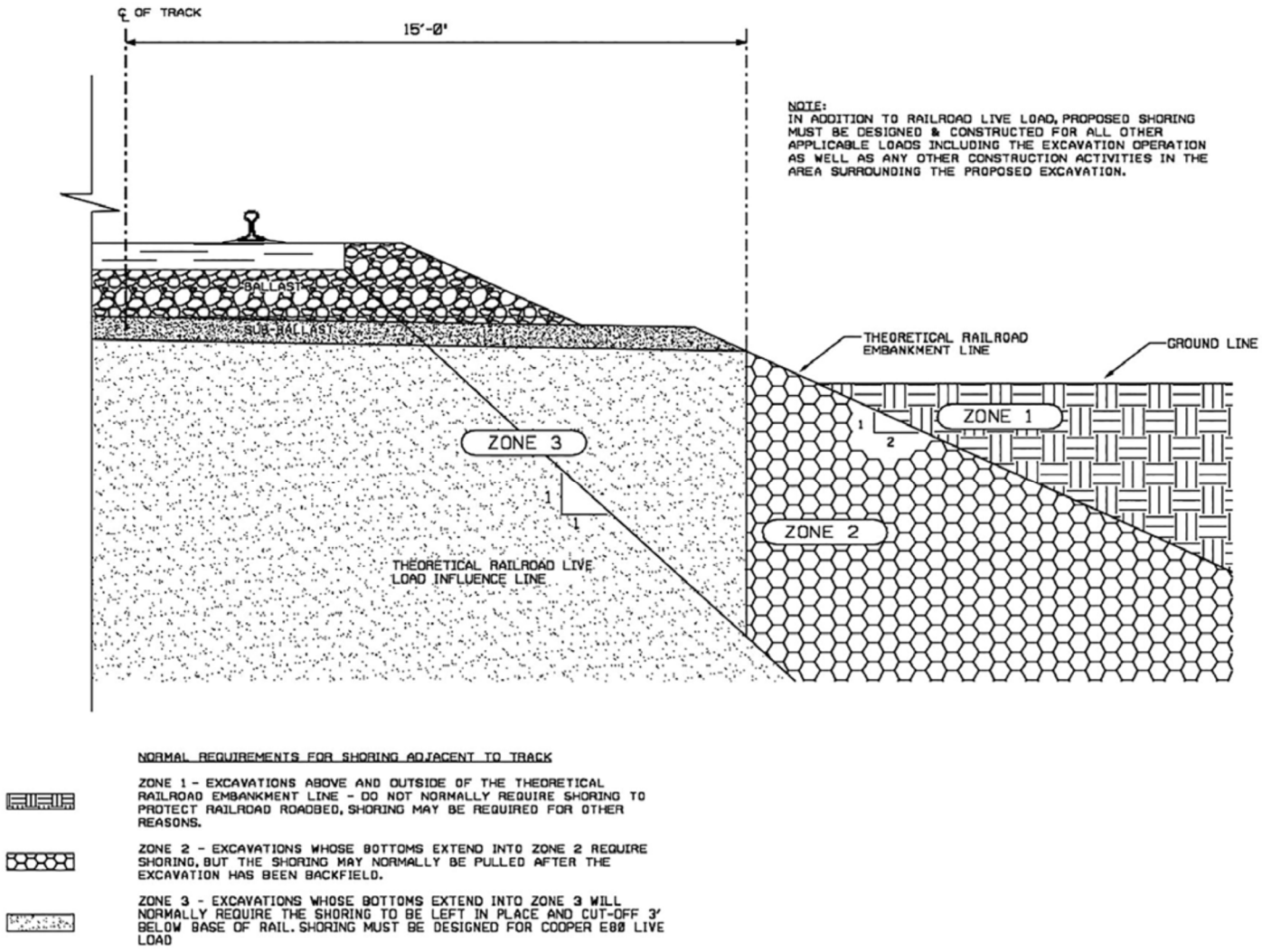
A. When work being performed has the potential to disrupt the track structure, a work plan must be submitted detailing a track monitoring program which will serve to monitor and detect both horizontal and vertical movement of the CSXT track and roadbed.

B. The program shall specify the survey locations, the distance between the location points, and frequency of monitoring before, during, and after construction. CSXT reserves to the right to modify the survey locations and monitoring frequency as necessary during the project.

C. The survey data shall be collected in accordance with the approved frequency and immediately furnished to the Engineer for analysis.

D. If any movement has occurred as determined by the Engineer, CSXT will be immediately notified. CSXT, at its sole discretion, shall have the right to immediately require all contractor operations to be ceased, have the excavated area immediately backfilled and/or determine what corrective action is required. Any corrective action required by CSXT or performed by CSXT including the monitoring of corrective action of the contractor will be at project expense.

Figure 1: Theoretical Live Load Influence Zone



CSXT SOIL AND WATER MANAGEMENT POLICY

Any CSX environmental costs associated with a public project shall be borne by the Agency.

Public projects that generate soils from CSX property must adhere to CSX's soil management policies. CSX requires soils generated from its property to either be properly disposed in a CSX approved disposal facility or reused on CSX property. The management of soils generated from CSX property should be planned for and properly permitted (if applicable) prior to initiating any work on CSX property.

- Soil Reuse: CSX Environmental Department must review and approve reuse of soil on CSX property.

- Soil Disposal: If the soil cannot be reused on CSX property, it must be properly disposed at a CSX approved disposal facility. CSX prohibits any contractor from taking soils for off property reuse. CSX Environmental Department will handle waste characterization and profiling into an approved disposal facility. CSX prohibits any environmental sampling on its property unless granted through a written Environmental Right of Entry or approved in writing by the CSX Environmental Department. For access or right-of-entry issues for outside parties (Right-of-Entry) on CSX property please see: https://www.csx.com/index.cfm/ customers/value-added-services/property-real-estate/. All analytical analyses must be completed at a CSX approved laboratory.

If Agency has arrangements with a disposal facility not approved by CSX, Agency can request CSX to evaluate the disposal facility. Request to evaluate alternate disposal facilities should take place prior to work being initiated on CSX property. Contact the CSX Manager Environmental Programs at (904) 366-4174 for assistance.

- If dewatering is planned for a public project, CSX Environmental Department must review and approve the dewatering plan prior to work being initiated on CSX property. CSX prohibits the discharge of water onto its property without prior approval. CSX prohibits environmental sampling of groundwater or surface water unless granted through a written Environmental Right of Entry or approved in writing by the CSX Environmental Department. Contact the Manager Environmental Programs at (904) 359-4833 for assistance.

All waste must be removed from the project site in a timely manner. It is the policy of CSX that all materials discarded by or on behalf of CSX will be managed in accordance with local, state and federal regulations as well as CSX's best management practices and sustainability goals. To ensure that these goals are achieved, CSX has mechanisms in place to monitor waste management activities, capture the information necessary to ensure 100% compliance with local, state and federal requirements 100% of the time, and track progress in the CSX sustainability program. These mechanisms also allow CSX to complete reporting requirements to federal and state regulatory agencies and document CSX's progress toward its sustainability goals.

Prior to disposal, recycling, or reuse, a CSX authorization number for transportation and disposal of all waste types (i.e. – hazardous, non-hazardous, special, etc.) must be obtained from the CSX Manager Environmental Programs and included on the disposal manifest or Bill of Lading (BOL). Promptly forward completed hazardous waste, non-hazardous waste, special waste manifests, BOLs, analytical, and profiles to the CSX Project Manager with copies to CSX's Manager Environmental Programs to wastedisposal@csx.com.

Containment system, clean up and disposal of all paint and other material removed from a bridge: The clean-up and disposal of material from the surface preparation for painting and the actual painting must comply with all appropriate regulations and CSX's policies and procedures. The materials removed during the surface preparation must not impact the surrounding area including ground, water, or air impacts. Materials must not be stored on CSX property.

A list of the CSX approved laboratories and disposal/recycling facilities can be obtained from the Manager Environmental Programs at wastedisposal@csx.com.

COMPLETION DATE

All work specified in this Contract shall be completed and all roads open to traffic on or before the Completion Date which is 12:00 PM, Friday, November 30, 2025. Should the Contractor not complete the work on or before the defined Completion Date, liquidated damages as specified in Article 108.09 of the Supplemental Specifications shall apply.

TREE REMOVAL

As part of the effort to conserve the Federally Endangered Indiana and Northern Long-Eared Bat, standing trees three (3) inches or greater in diameter at breast height shall not be cut and cleared from April 1 through September 30. It is anticipated that construction will not begin prior to April 1, and thus the owner intends to contract tree removal separately from this contract so that it can be completed prior to April 1, 2023. The Contractor shall assume trees will be cut and removed prior to notice to proceed.

The Contractor shall be responsible for final preparation of the ground in the tree removal locations shown in the plans and in accordance with applicable portions of Section 201, including, but not limited to: grubbing and removal and disposal of all stumps within the right-of-way and easements.

All labor, equipment, and materials required to complete this work will be included in the contract unit price per cubic yard for EARTH EXCAVATION.

FENCE REMOVAL

Description. This work shall consist of the complete removal and disposal of existing fence of different types including any gates, posts, supports, foundations, and associated hardware at locations shown in the plans, as directed by the Engineer, and in accordance with applicable portions of Section 201 of the Standard Specifications, and as herein specified.

Posts shall be pulled not broken off at the ground.

All post foundation holes shall be backfilled in a manner meeting the approval of the Engineer with the cost included in the unit price for FENCE REMOVAL.

All removed fencing material shall be legally disposed of off-site by the Contractor.

Method of Measurement. This work will be measured for payment in feet.

Basis of Payment: This work will be paid for at the contract unit price per foot for FENCE REMOVAL, which price shall be payment in full for all labor, equipment, and materials necessary to perform the work as herein specified.

EMBANKMENT

Material which is proposed for use by the Contractor to be used for embankment construction must be inspected and approved by the Engineer. In order to be approved for use as embankment material, it must meet all applicable requirements of Sections 202, 203, 204, 205, and 502 of the Standard Specifications and meet the following requirements:

1. It must fall in one of the following Highway Research Board Classifications: A-1, A-2, A-3, A-4, A-6, or A-7-6.

2. It shall have a Liquid Limit of 49 or less.

3. Any A-4, A-6 or A-7-6 material to be used as borrow for embankment construction 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-4 shall not contain more than 100% of optimum moisture content determined according to AASHTO T-99.

The outside 9 feet 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 plasticity index of 12 or greater as directed by the Engineer.

The lime modified soil layer shall be constructed with a minimum of 18 inches of “reactive” soil as defined by Article 1009.02 of the Standard Specifications.

DISPOSAL OF EXCESS EARTH EXCAVATION

The Contractor shall be required to remove and dispose of all excavated surplus, unstable, unsuitable, and organic materials in accordance with Article 202.03 of the Standard Specifications except as modified herein:

The Contractor will have the option to dispose of surplus excavated materials at approved locations on top of the closed landfill property owned by the City of Collinsville (Parcel IDs 13-1-21-36-01-101-006 and 13-2-21-36-01-101-007) pending waste site clearance and approval according to Article 107.22 of the Standard Specifications for Road and Bridge Construction. Should the Contractor elect to utilize this disposal site, the following additional requirements must be met:

1. The Contractor shall furnish and construct a new temporary aggregate entrance with lockable gate and temporary stream crossing to access the Landfill. The existing entrance and creek structure along existing Lebanon Road at

approximate Station 132+86 RT shall not be used for waste site purposes. The location of the new temporary entrance shall be approved by the Engineer and the City of Collinsville for access to/from the landfill site. At no time shall the temporary gate be left open or unlocked while the Contractor is not on site.

2. The temporary roadways necessary to provide connection from Lebanon Road to a point beyond the stream crossing in the existing landfill shall be furnished and constructed by the Contractor and consist of aggregate placed on the existing ground surface in sufficient depth to support earthwork hauling operations and compacted in a manner meeting the approval of the Engineer.
3. Earth excavation shall not be allowed on the landfill property, including during placement of the temporary aggregate roadways.
4. The location and grading parameters for disposal of excess earth excavation on the landfill site are shown on the figure below.
5. Suitable excavated materials meeting the approval of the Engineer shall be placed in fills or embankments in lifts and compacted according to Section 205 of the Standard Specifications. Unsuitable, or restricted-use materials shall not be allowed. The Engineer shall be the sole judge as to the determination of the material classification.
6. The Contractor shall be required to furnish, install and maintain temporary erosion control measures meeting the approval of the Engineer.
7. The Contractor shall avoid using the existing circulatory roadway for waste site purposes and shall be responsible for furnishing materials and maintaining or restoring the integrity of the existing circulatory roadway on the landfill property should damage occur due to earth disposal activities. All repair work will be reviewed and approved by the Engineer and City of Collinsville.
8. Fertilizer Nutrients shall be applied to all disturbed areas according to Article 250.04 of the Standard Specifications. Permanent Seeding shall consist of Class 7 Seeding Mixture and the following separately applied IL Basic Pollinator 2022 Seeding Mixture:

   This mix of 36 regionally appropriate native grass and wildflower species meets and exceeds the USDA FSA */* NRCS 327 /420 standard for the CRP program CP42 pollinator practice and is appropriate for mesic to dry-mesic sites.

Species	(#s/ac)
Leadplant	(0.015)
Common Milkweed	(0.031)
Butterfly Milkweed	(0.02)
Canada Milkvetch	(0.01)
Blue Wild Indigo	(0.01)
False Aster	(0.01)

Sideoats Grama .....(0.28)
Partridge Pea .....(0.26)
Mist Flower .....(0.003)
Lanceleaf Coreopsis .....(0.15)
White Prairie Clover .....(0.05)
Purple Prairie Clover .....(0.2)
Illinois Bundleflower .....(0.26)
Purple Coneflower .....(0.25)
False Sunflower .....(0.1)
Alum Root .....(0.002)
Marsh Blazingstar .....(0.01)
Wild Bergamot .....(0.04)
Stiff Goldenrod .....(0.02)
Foxglove BeaRoadtongue .....(0.015)
Prairie Cinquefoil .....(0.007)
Narrowleaf Mountain Mint .....(0.007)
Mountain Mint .....(0.001)
Grayheaded Coneflower .....(0.05)
Black-eyed Susan .....(0.063)
Brown-eyed Susan .....(0.05)
Little Bluestem .....(0.45)
Gray Goldenrod .....(0.005)
Sand Dropseed .....(0.01)
Smooth Blue Aster .....(0.002)
Calico Aster .....(0.003)
Ohio Spiderwort .....(0.001)
Crimson Clover .....(0.2)
Hoary Vervain .....(0.03)
Culver's Root .....(0.001)
Golden Alexander .....(0.07)

Mulch Method 2 meeting the requirements of Section 250 and 251 of the Standard Specifications shall be placed on all disturbed areas including but not limited to disposal areas and removed temporary roadways.

9. The Contractor shall be required to restore any existing features (i.e. fences) impacted by earth disposal activities.

All costs incurred by the Contractor in complying with this requirement shall be considered included in the contract unit prices bid for the various earth excavation work involved and no additional compensation will be allowed for optional disposal of excess earth excavation on the closed landfill property.

TRENCH BACKFILL

Description. Granular bedding and trench backfill required for storm sewer construction shall conform to Section 208 of the Standard Specifications except as herein modified.

Crushed stone conforming to the gradation for CA-6 as defined in Section 1004 of the Standard Specifications shall be used as the trench bedding and backfill material in all roadways and in all trenches where the inner edge of the trench is closer than 2 feet to the edge of pavement or combination concrete curb and gutter.

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

Method of Measurement. This work will be measured for payment in cubic yards.

Basis of Payment. This work will be paid for at the contract unit price per cubic yard for TRENCH BACKFILL, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

No compensation will be allowed for the portion of the trench backfilled with excavated material.

SEEDING CLASS 2

In addition to the requirements of Section 250, when Class 2 seeding is done between March 1st and June 1st, the seed mixture shall also include 48 pounds per acre (55kg/ha) of Spring Oats. When Class 2 seeding is done between August 1st and November 15th, the seed mixture shall also include 56 pounds per acre (63kg/ha) of Balboa Farm Rye or 60 pounds per acre (67kg/ha) of Winter Wheat.

TEMPORARY EROSION AND SEDIMENT CONTROL

This work shall consist of constructing, maintaining, removing, and disposing of temporary erosion control systems as shown on the plans, as directed by the Engineer, and in accordance with Section 280 of the Standard Specifications except as modified herein.

Maintenance of erosion control systems as described in Article 280.05 will not be paid for separately. Seeding and grading required to repair bare areas after an erosion control system is removed according to Article 280.06 will not be paid for separately. Both maintenance and seeding and grading shall be considered as included in the contract unit prices bid for the various temporary erosion and sediment control items involved.

AGGREGATE SURFACE COURSE, TYPE B

Description. This work consists of the construction of aggregate surface course at locations shown on the plans, as directed by the Engineer, and in accordance with Section 402 of the Standard Specifications except as herein specified.

Materials utilized for aggregate shoulders shall be crushed stone, as specified in Article 1004.01)a)(4).

Method of Measurement. This work will be measured for payment in tons in accordance with Article 402.12 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per ton for AGGREGATE SURFACE COURSE, TYPE B, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

AGGREGATE FOR TEMPORARY ACCESS

Description. This item of work is included in the contract for the purpose of providing surfacing for temporary access at entrances in accordance with Section 402 of the Standard Specifications. This item shall only be used on those occasions when the Contractor is directed by the Engineer.

The material for aggregate for temporary access shall conform to the requirements for CA-6. The aggregate for temporary access may be placed by tailgating and blading. Compaction shall be provided to the satisfaction of the Engineer. Included with this item of work shall be any interim maintenance that may be required and as directed by the Engineer.

Method of Measurement. This work will be measured for payment in tons.

Basis of Payment. This work shall be paid for at the contract unit price per ton for AGGREGATE FOR TEMPORARY ACCESS based upon weight tickets furnished by the Supplier, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

TEMPORARY PAVEMENT

Description. This work shall consist of constructing temporary pavement at locations shown on the plans or as directed by the Engineer.

The Contractor shall use either Portland cement concrete according to Sections 353 and 354 of the Standard Specifications or HMA according to Sections 355, 356, 406 of the Standard Specifications, and other applicable HMA special provisions as contained herein. The HMA mixtures to be used shall be specified in the plans. The thickness of the temporary pavement shall be as described in the plans. The Contractor shall have the option of constructing either material type if both Portland cement concrete and HMA are shown in the plans.

Articles 355.08 and 406.11 of the Standard Specifications shall not apply.

Removal of the temporary pavement shall be paid for separately as TEMPORARY PAVEMENT REMOVAL as specified elsewhere in these provisions.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for TEMPORARY PAVEMENT, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

TIE BARS AND DOWEL BARS

This work shall consist of furnishing and placing tie bar and dowel bars in concrete pavement and concrete curb and gutter, as shown on the plans, as directed by the Engineer, and in accordance with Sections 420 and 606 of the Standard Specifications, except as modified herein.

All tie bars and dowel bars used in Portland cement concrete pavement and concrete curb and gutter shall be epoxy coated.

This work will not be paid for separately, but shall be included in the contract unit price of the various concrete pavement and concrete curb and gutter items for which the tie bars and dowel bars are required.

PAVEMENT REMOVAL

Description. This work consists of the removal and satisfactory disposal of existing pavements as shown on the plans, as directed by the Engineer, in accordance with Section 440 of the Standard Specifications, and as herein described.

This pay item will be used to remove existing variable depth hot-mix asphalt surfacing on existing variable depth pavement of unknown thickness and composition along existing Lebanon Road and existing Lockmann Road. The Contractor will be required to remove the pavement full depth, and no additional payment will be made for varying composition or thickness.

The Contractor will be required to saw-cut the pavement at the removal limits and take all necessary precautions to maintain the integrity of any adjacent pavement to remain in place.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for PAVEMENT REMOVAL, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

TEMPORARY PAVEMENT REMOVAL

Description. This work consists of the removal and satisfactory disposal of temporary pavements as shown on the plans, as directed by the Engineer, in accordance with Section 440 of the Standard Specifications, and as herein described.

This pay item will be used to remove temporary pavement constructed during Stage 2, Stage 2B, and Pre-Stage 3 on Lebanon Road and Stage 1 and Stage 2B on the proposed Connector Road.

The Contractor will be required to saw-cut the pavement at the removal limits and take all necessary precautions to maintain the integrity of any adjacent pavement to remain in place.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for TEMPORARY PAVEMENT REMOVAL, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

HOT-MIX ASPHALT PAVEMENT REMOVAL (SPECIAL)

Description. This work consists of the removal and satisfactory disposal of miscellaneous bituminous surface and aggregate base along existing Arnotti Lane as shown on the plans, as directed by the Engineer, and in accordance with the applicable portions of Section 440 of the Standard Specifications.

Miscellaneous bituminous surfaces to be removed under this item consist of existing variable depth oil and chip surface on existing variable depth aggregate base material. The Contractor will be required to remove the oil and chip surface and aggregate base full depth, and no additional payment will be made for varying composition or thickness.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis for Payment. This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT REMOVAL (SPECIAL), which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

DRIVEWAY PAVEMENT REMOVAL

Description. This work consists of the removal and satisfactory disposal of existing driveway pavements as shown on the plans, as directed by the Engineer, and in accordance with Section 440 of the Standard Specifications.

The driveway pavement to be removed under this item consists of existing concrete pavement of unknown thickness and composition located along the existing May Entrance off of Relocated Lockmann Road. The Contractor will be required to remove the driveway pavement full depth, and no additional payment will be made for varying composition or thickness.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for DRIVEWAY PAVEMENT REMOVAL, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for DRIVEWAY PAVEMENT REMOVAL, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL

Description. This work consists of the removal and satisfactory disposal of existing hot-mix asphalt driveway pavements and/or aprons as shown on the plans, as directed by the Engineer, and in accordance with Section 440 of the Standard Specifications.

The hot-mix asphalt driveway pavement and/or apron to be removed under this item consists of existing hot-mix asphalt pavement of unknown thickness and composition located at the following locations:

- Station 151+16.37 RT on Existing Lebanon Road;
- Stations 53+51.82 LT, 53+63.64 LT, and 54+55.69 LT on Relocated Lebanon Road;
- Stations 112+80.52 LT and 115+18.15 LT on Existing Lockmann Road;
- Stations 232+18.83 LT/RT and 235+60.94 LT/RT on Relocated Lockmann Road;
- Stations 333+50.55 RT and 334+59.62 RT on Proposed Connector Road;
- Station 152+35.51 LT/RT on Existing Arnotti Lane; and
- Station 70+75.56 LT/RT on Existing May Entrance

The Contractor will be required to remove the driveway pavement and/or apron full depth, and no additional payment will be made for varying composition or thickness.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT DRIVEWAY PAVEMENT REMOVAL, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

GUTTER REMOVAL

Description. This work consists of the removal and satisfactory disposal of existing concrete gutter at locations shown on the Plans, as directed by the Engineer, and in accordance with Section 440 of the Standard Specifications.

Existing gutters to be removed under this item are located along existing Lebanon Road and generally consist of Concrete Gutter, Type B and associated variable width concrete gutter outlet.

Reconstruction of the existing inlet at Station 22+75.20, 14.66 ft. LT (Structure 57) along Relocated Lebanon Road will be paid for separately under INLETS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID and not included in the cost of this work item.

Method of Measurement. This work will be measured for payment in feet along the flow line.

Basis of Payment. This work will be paid for at the contract unit price per foot for GUTTER REMOVAL, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

PAVED DITCH REMOVAL

Description. This work consists of the removal and satisfactory disposal of existing concrete paved ditch at locations shown on the Plans, as directed by the Engineer, and in accordance with Section 440 of the Standard Specifications.

The existing paved ditch to be removed under this item is located along existing Lebanon Road and releases into Tributary to Canteen Creek

The Contractor will be required to saw-cut the paved ditch at the removal limits and take all necessary precautions to maintain the integrity of any adjacent paved ditch and pavement to remain in place.

Method of Measurement. This work will be measured for payment in feet along the flow line.

Basis of Payment. This work will be paid for at the contract unit price per foot for PAVED DITCH REMOVAL, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

AGGREGATE SHOULDERS, TYPE B 6”

Description. This work consists of the construction of 6 in. thick aggregate shoulders as shown on the plans, as directed by the Engineer, and in accordance with Section 481 of the Standard Specifications Materials utilized for aggregate shoulders shall be crushed stone.

Method of Measurement. This work will be measured for payment in square yards and in accordance with Article 481.09 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per square yard for AGGREGATE SHOULDERS, TYPE B 8”, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

AGGREGATE WEDGE SHOULDER, TYPE B

Description. This work consists of the construction of aggregate wedge shoulders at locations shown on the plans, as directed by the Engineer, and in accordance with Section 481 of the Standard Specifications except as herein specified. Materials utilized for aggregate shoulders shall be crushed stone.

Method of Measurement. This work will be measured for payment in tons in accordance with Article 481.09 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per ton for AGGREGATE WEDGE SHOULDER, TYPE B, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

PERIMETER EROSION CONTROL BARRIER, SPECIAL

Description. This work consists of the construction of rolled barrier slope checks for temporary erosion control at locations shown on the plans, as directed by the Engineer, and in accordance with Section 280 of the Standard Specifications and as herein specified.

The Contractor shall construct the rolled barrier slope checks in accordance with the Wattle Barrier Plan detail shown in the plans. The Wattle material shall be rolled excelsior meeting the requirements of Article 1081.15(f) of the Standard Specifications.

Method of Measurement. This work will be measured for payment in feet.

Basis of Payment. This work will be paid for at the contract unit price per foot for PERIMETER EROSION BARRIER, SPECIAL; which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

REMOVAL OF EXISTING STRUCTURES NO. 1

Description. This work consists of the removal and satisfactory disposal of the remnants of an existing reinforced concrete double box culvert and corrugated steel arch pipe installed at location shown on the plans, as directed by the Engineer, and in accordance with Section 501 of the Standard Specifications and as herein specified.

The original structure which carried existing Lebanon Road over Canteen Creek Tributary was an approximate 32 ft long double cell box culvert with approximate 12 ft. wide by 9 ft. high cells. In December 2015, the Madison County Highway Department removed the existing bridge deck and parapets, filled the westernmost cell with embankment, installed a new 9 ft. diameter equivalent round size corrugated steel arch pipe in the easternmost cell, and constructed a new driving surface. The structure components to be removed are located at approximate Station 145+30 along existing Lebanon Road.

The Contractor will be required to remove both the remnants of the existing reinforced concrete double box culvert including buried culvert walls, wingwalls, and floor and the corrugated steel arch pipe under this item.

The corrugated steel arch pipe shall become the property of the Contractor and any salvage value shall be reflected in the contract unit price for this item.

Removal of the driving surface pavement will be paid for separately as PAVEMENT REMOVAL.

Method of Measurement. This work will be measured for payment in units of each.

Basis of Payment. This work will be paid for at the contract unit price per each for REMOVAL OF EXISTING STRUCTURES, NO. 1, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

REMOVAL OF EXISTING STRUCTURES NO. 2

Description. This work consists of the removal and satisfactory disposal of an existing entrance culvert at location shown on the plans, as directed by the Engineer, and in accordance with Section 501 of the Standard Specifications and as herein specified.

The Contractor will be required to remove an existing entrance culvert which carries a private driveway over Tributary to Canteen Creek at approximate Station 112+81 LT along existing Lockmann Road. This culvert appears to be a steel garbage truck with concrete headwalls and approximate length of 22 ft. and a 6.5 ft. wide by 6.5 ft. high opening. The steel garbage truck and headwalls shall be removed in their entirety.

Removal of the existing concrete driving surface pavement over this structure be paid for separately as DRIVEWAY PAVEMENT REMOVAL.

Method of Measurement. This work will be measured for payment in units of each.

Basis of Payment. This work will be paid for at the contract unit price per each for REMOVAL OF EXISTING STRUCTURES, NO. 2, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

REMOVAL OF EXISTING STRUCTURES NO. 3

Description. This work consists of the removal and satisfactory disposal of an existing crossroad culvert at location shown on the plans, as directed by the Engineer, and in accordance with Section 501 of the Standard Specifications and as herein specified.

The Contractor will be required to remove an crossroad culvert which carries existing Lebanon Road over Tributary to Canteen Creek at approximate Station 125+65. This concrete culvert with concrete headwalls, an approximately length of 83 ft. and a 2.5 ft. wide by 1.5 ft. high opening. The culvert and headwalls shall be removed in their entirety.

Method of Measurement. This work will be measured for payment in units of linear feet.

Basis of Payment. This work will be paid for at the contract unit price per each for REMOVAL OF EXISTING STRUCTURES NO. 3, which price shall be payment in full for all labor and equipment required to complete the work as herein specified.

PRECAST CONCRETE BRIDGE SLAB

Description. This work shall consist of furnishing and placing precast concrete bridge slab beams according to Section 504 of the Standard Specifications, the details on the plans, and as herein described.

All requirements for “Deck Beam(s)” in Article 504.06 of the Standard Specifications shall apply, including all requirements for “Deck Beam(s)” in the referenced “Manual for Fabrication of Precast Prestressed Concrete Products”; except requirements for prestressing, void tubes, and drains shall not apply.

All documents required for submittal according to all applicable articles of Section 504 of the Standard Specifications and the “Manual for Fabrication for Precast Prestressed Concrete Products” shall be to the County.

Method of Measurement. This work will be measured for payment by square foot of the horizontal surface area of the individual slab beams. In determining the total number of square feet to be paid for, the overall horizontal surface area of all the slab beams specified will be used.

Basis of Payment. This work shall be paid for at the contract unit price per square foot for PRECAST CONCRETE BRIDGE SLAB; which price shall be payment in full for all labor, equipment and materials required to complete the work as herein specified.

PRECAST BRIDGE APPROACH SLAB

Description. This work consists of the construction of precast bridge approach slabs at locations shown on the plans, as directed by the Engineer, and in accordance with Section 504 of the Standard Specifications.

The precast bridge approach slabs to be constructed under this item vary in width and shall meet the requirements and details shown on the Structure Plans. Tie bolts, anchor dowels, bearing pads, non shrink grout, and other items required for the erection of the precast bridge approach slab units shall be furnished with each precast concrete member.

The 5 inch concrete wearing surface to be placed on the precast bridge approach slabs will be paid for separately as CONCRETE WEARING SURFACE, 5”.

The parapet to be placed on the precast bridge approach slabs will be paid for separately as CONCRETE SUPERSTRUCTURE.

The approach footing concrete supporting the precast bridge approach slabs will be paid for separately as CONCRETE STRUCTURES.

The concrete wearing surface, parapet, and approach footing reinforcement will be paid for separately as REINFORCEMENT BARS, EPOXY COATED.

Method of Measurement. This work will be measured for payment by the square foot of horizontal surface area of the individual approach slabs. In determining the total number of square feet to be paid for, the overall horizontal surface area of all the approach slabs specified will be used.

Basis of Payment. This work will be paid for at the contract unit price per square foot for PRECAST BRIDGE APPROACH SLAB, which payment shall constitute full compensation for furnishing and installing the precast concrete approach slabs including tie bolts, anchor dowels, bearing pads, and non shrink grout, and for furnishing all labor, equipment, tools, and incidentals necessary to complete the work as specified.

PIPE CULVERTS, CLASS C, TYPE AND DIAMETER SPECIFIED

Description. This work shall consist of furnishing and installing pipe culverts of the required type and inside diameter at locations shown on the plans, as directed by the Engineer, in accordance with Section 542 of the Standard Specifications, and as herein described.

All pipe culverts shall be Precoated Galvanized Corrugated Steel Pipe according to the Article 1006.01 of the Standard Specifications. No other pipe culvert material will be allowed unless approved in advance by the Engineer.

Method of Measurement. This work will be measured for payment in place in feet and in accordance with Article 542.11 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per foot for PIPE CULVERTS, CLASS C, of the type and diameter specified, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

INLETS, TYPE A, TYPE 3 OR TYPE 3V FRAME AND GRATE

Description. This work consists of the construction of Type A Inlets with Type 3 Frame and Grate or Type 3V Frame and Grate at locations shown on the plans, as directed by the Engineer, and in accordance with Sections 602 and 604 of the Standard Specifications, except as herein specified.

Type A Inlets to be constructed for this project shall be constructed with Type 3 Frame and Grate or Type 3V Frame and Grate at locations shown on the plans, except that the throat shall be open with the curb box furnished free of any metal or material that might otherwise restrict the opening.

Method of Measurement. This work will be measured for payment, complete in place and accepted, in units of each.

Basis of Payment. This work will be paid for at the contract unit price per each for INLETS, TYPE A, TYPE 3 FRAME AND GRATE or INLETS, TYPE A, TYPE 3V FRAME AND GRATE, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

Furnishing the frames and grates with the open curb boxes will not be paid for separately, but considered as included in the contract unit price per each for INLETS, TYPE A, TYPE 3 FRAME AND GRATE or INLETS, TYPE A, TYPE 3V FRAME AND GRATE.

INLETS, TYPE B, TYPE 3 OR TYPE 3V FRAME AND GRATE

Description. This work consists of the construction of Type B Inlets with Type 3 Frame and Grate or Type 3V Frame and Grate at locations shown on the plans, as directed by the Engineer, and in accordance with Sections 602 and 604 of the Standard Specifications, except as herein specified.

Type B Inlets to be constructed for this project shall be constructed with Type 3 Frame and Grate or Type 3V Frame and Grate at locations shown on the plans, except that the throat shall be open with the curb box furnished free of any metal or material that might otherwise restrict the opening.

Method of Measurement. This work will be measured for payment, complete in place and accepted, in units of each.

Basis of Payment. This work will be paid for at the contract unit price per each for INLETS, TYPE B, TYPE 3 FRAME AND GRATE or INLETS, TYPE B, TYPE 3V FRAME AND GRATE, which price shall be payment in full for all labor, equipment and materials required to complete the work as herein specified.

Furnishing the frames and grates with the open curb boxes will not be paid for separately, but considered as included in the contract unit price per each for INLETS, TYPE B, TYPE 3 FRAME AND GRATE or INLETS, TYPE B, TYPE 3V FRAME AND GRATE.

INLETS, SPECIAL, NO. 1

Description. This work shall consist of constructing special inlets in accordance with Section 602 of the Standard Specifications, details shown in the plans, as directed by the Engineer, and as herein described.

The Contractor shall construct special inlets at locations shown in the plans. The inside diameter of this structure shall be 4 ft. X 4 ft. The inlet lid shall be according to the details shown on Miscellaneous Details sheet in the plans. All Inlets, Special No. 1 shall have cast iron manhole steps in accordance with Standard 602701 - Manhole Steps. The manhole steps shall be placed in accordance with Standard 602401 - Manhole, Type A.

The Contractor shall construct a special inlet along Proposed Lockmann Road at Sta. 236+00.00, 18.58 ft. LT (Structure 45). A 6 ft. portion of combination concrete curb and gutter and concrete throat area shall be constructed in front of the inlet location and an opening provided in the back of the inlet to accept incoming ditch flow from the north ditch in accordance with the details shown in the Plans. The cost of the combination concrete curb and gutter and concrete throat area and openings is included in the cost of constructing the inlet.

The Contractor shall also construct special inlets along Proposed Lockmann Road at Sta. 220+85.00, 51.45 ft. RT (Structure 30) and Sta. 221+50.00, 28.61 ft. RT (Structure 33). These inlets are not located adjacent to the proposed curb and gutter but instead are removed from the proposed roadways. Two or more openings are to be provided in the back of these inlets to accept incoming ditch flows as shown in the Plans. The cost of these openings is included in the cost of constructing the inlet.

Method of Measurement. This work will be measured for payment, complete in place and accepted, in units of each.

Basis of Payment. This work will be paid for at the contract unit price per each for INLETS, SPECIAL, NO. 1, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

INLETS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID

Description. This work shall consist of reconstructing the existing inlet located at Station 22+75.20, 14.66 ft. LT (Structure 57) along Relocated Lebanon Road with new Type 1 frame and closed lid, as shown on the plans, as directed by the Engineer, and in accordance with Section 602 of the Standard Specifications.

Method of Measurement. This work will be measured for payment, complete in place and accepted, in units of each.

Basis of Payment. This work will be paid for at the contract unit price per each for INLETS TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

TEMPORARY INLETS

Description. This work shall consist of furnishing, installing, and removing temporary inlets that are Type A inlets with Type 1 frame and open lids at locations shown in the plans, as directed by the Engineer, in accordance Highway Standard 602301 and 604001, and in accordance with applicable portions of Section 602, 604, and 605 of the Standard Specifications.

Method of Measurement. This work will be measured for payment, complete in place and accepted, in units of each.

Basis of Payment. This work will be paid for at the contract unit price per each for TEMPORARY INLETS, which price shall be payment in full for all labor, equipment and materials required to complete the work as herein specified.

INLETS AND MANHOLES

Storm sewer pipe connections at all inlets and manholes shall be sealed on both the outside and the inside of the structure with Class SI concrete. In addition, a Class SI concrete wash shall be poured in the bottom of the structure providing a channel with a half-circle cross-section of the same diameter as the outlet sewer pipe. This work shall be considered included in the cost of the inlet or manhole, and no additional payment will be made.

GUARDRAIL REMOVAL

Description. This work shall consist of the removal of existing guardrail at locations shown on the plans, as directed by the Engineer, in accordance with the applicable portions of Section 632 of the Standard Specifications, and as herein specified.

Guardrail to be removed under this item is existing guardrail installations including traffic barrier terminals. All guardrail and terminals removed shall become the property of the Contractor and any salvage value shall be reflected in the contract unit price for this item.

Method of Measurement. This work will be measured for payment in feet, measured from center to center of end posts.

Basis of Payment. This work will be paid for at the contract unit price per foot for GUARDRAIL REMOVAL, which price shall include all labor and equipment necessary to complete the work as herein specified.

TRAFFIC CONTROL PLAN

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

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. If the actual installation and maintenance are to be accomplished by a subcontractor, consent shall be requested of the Engineer at the time of the preconstruction meeting in accordance with Article 108.01 of the Standard Specifications for Road and Bridge Construction. This shall not relieve the Contractor of the foregoing requirements for a responsible individual in his employ. The Madison County Highway Department will provide the Contractor the name of its representative who will be responsible for the administration of the Traffic Control Plan.

Special attention is called to Article 107.09 and 107.14 of the Standard Specifications for Road and Bridge Construction and the following sections of the Standard Specifications, the Highway Standards, and other special provisions and details relating to traffic control for this project:

1) Recurring Special Provisions:
   FLAGGERS IN WORK ZONES (Check Sheet #LRS 4)

2) Highway Standards:
   701001 - Off-Road Operations, 2L, 2W, More Than 15' (4.5 m) Away
   701006 - Off-Road Operations, 2L, 2W, 15' (4.5 m) to 24" (600 mm) From Pavement Edge
   701011 - Off-Road Moving Operations, 2L, 2W, Day Only
   701301 - Lane Closure, 2L, 2W, Short Time Operations
   701311 - Lane Closure, 2L, 2W, Moving Operations – Day Only
   701901 - Traffic Control Devices
   BLR 21 - Typical Application of Traffic Control Devices for Construction of Rural Local Highways
   BLR 22 – Typical Application of Traffic Control Devices for Construction on Rural Local Highways (2-Lane 2 Way Rural Traffic)(Road Closed To Thru Traffic)

3) Special Provisions
   TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
   TRAFFIC CONTROL STAGING
   CHANGEABLE MESSAGE SIGN
   MAINTAINING ACCESS TO CLARK PROPERTY
   CONTRACTOR ACCESS
   CONSTRUCTION AND MAINTENANCE SIGN SUPPORTS
   AUTOMATED FLAGGER ASSISTANCE DEVICE (BDE)
   VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)
   WORK ZONE TRAFFIC CONTROL DEVICES (BDE)
   CONSTRUCTION AND MAINTENANCE SIGNS (BLR&S)

4) Plan Details
   Maintenance of Traffic Details

Traffic:

Two lanes of traffic will be maintained on either existing Lebanon Road or Relocated Lebanon Road at all times except when construction operations require the closure of one lane to facilitate reconstruction activities in accordance with the Sequence of Construction shown in the plans. Lane closures will be required along existing Lebanon Road during Stage 2B and along Relocated Lebanon Road during Pre-Stage 3 and Stage 3. Traffic control and protection along Lebanon Road will be paid for as TRAFFIC CONTROL AND PROTECTION, (SPECIAL) as specified elsewhere in these provisions.

Two lanes of traffic will be maintained on either existing Lockmann Road or Relocated Lockmann Road at all times except when construction operations require closure of the roadway to facilitate reconstruction activities in accordance with the Sequence of Construction shown in the plans. Temporary closures will be required along existing Lockmann Road during Stage 1. Traffic control and protection along Lockmann Road will be paid for as TRAFFIC CONTROL AND PROTECTION, (SPECIAL) as specified elsewhere in these provisions.

Two lanes of traffic will be maintained on existing Arnotti Lane or Relocated Arnotti Lane at all times except when construction operations require closure to facilitate reconstruction activities in accordance with the Sequence of Construction shown in the plans. Temporary closures will be required along existing Arnotti Lane during Stage 1. Traffic control and protection along Lockmann Road will be paid for as TRAFFIC CONTROL AND PROTECTION, (SPECIAL) as specified elsewhere in these provisions.

The Contractor will be required to maintain access to all adjacent properties during construction.

Miscellaneous:
The cost of furnishing, placing, maintaining, and removing the signs and other traffic control items shown on the Maintenance of Traffic Details in the plans, the applicable Highway Standards, and those not covered by a pay item in these Special Provisions shall be included in the cost of TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

All warning signs shall be 48” fluorescent orange.

Any or all changes to the above plan will require the written approval of the Engineer.

If at any time signs are in place but are not applicable, they shall be turned from the view of the motorist or covered as directed by the Engineer.

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

Description. This work shall consist of furnishing, installation, maintenance, relocation, and removal of all traffic control devices, advanced warning signs, and detour signing for the entirety of the contract as shown on the Maintenance of Traffic Details in the plans; Highway Standards 701001, 701006, 701011, 701301, 701311, BLR 21 and BLR 22; as directed by the Engineer, in accordance with Section 701 of the Standard Specifications, and as herein specified.

Items shall include signs, drums, barricades, and all other equipment, hardware, and labor necessary to maintain the lane shifts and/or closures. The Contractor will be required to install, remove, and relocate traffic control items numerous times.

Method of Measurement. This work will be measured for payment on a lump sum basis.

Basis of Payment. This work shall be paid for at the contract unit price per lump sum for TRAFFIC CONTROL AND PROTECTION, (SPECIAL), which price shall be payment in full for all labor, equipment, and materials necessary to perform the work as herein specified.

TRAFFIC CONTROL STAGING

A suggested Sequence of Construction along with supporting Maintenance of Traffic and Stage Construction Details are included in the plans. The Contractor may choose, but is not required, to follow this plan.

If the Contractor chooses not to use the plan provided therein he/she shall submit a staging plan for approval to Madison County Highway Department's Resident Engineer within 10 days of the award of the contract. The Contractor's submittal shall detail the location and sequence of work and include a traffic control plan for each stage.

The Contractor will be responsible for all equipment, materials, and labor necessary to facilitate the construction as shown on the plans. Such additional efforts include, but are not limited to, temporary access, additional flagman to provide protection for personnel and equipment adjacent to the open lane of traffic.

The Contractor shall submit a combined staging plan that coordinates with the staging plan to be used within 10 days of the award of the contract. Any additional equipment, materials, and labor required to fulfill this requirement will be included in the cost of TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

DRAINAGE SCUPPER, DS-11

Description. This work consists of furnishing, installation, maintenance, and removal of changeable message signs, in accordance with Section 701 of the Standard Specifications, and as herein specified.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Method of Measurement. This work will be measured for payment in calendar days.

Basis of Payment. This work will be paid for at the contract unit price per each for DRAINAGE SCUPPER, DS-11, which price shall be payment in full for all labor, equipment, and materials necessary to perform the work as herein specified.

CHANGEABLE MESSAGE SIGN

Description. This work consists of furnishing, installation, maintenance, and removal of changeable message signs, in accordance with Section 701 of the Standard Specifications, and as herein specified.

The Contractor will be required to install a total of two (2) changeable message signs along existing Lebanon Road on the approaches to the project for a minimum time frame of 72 hours in advance of and during girder placement operations for the proposed six-span structure when thru traffic is directly affected during Stage 1 and/or Stage 2. The locations and message for the changeable message signs will be as directed and approved by the Engineer.

The Contractor will be required to install three (3) Type II barricades, drums, or vertical barricades with monodirectional flashing lights in advance of each changeable message sign per the Changeable Message Sign Detail shown on the Miscellaneous Details sheet in the plans. These

traffic control devices will not be paid for separately but included in the cost of the changeable message sign.

Method of Measurement. This work will be measured for payment in calendar days.

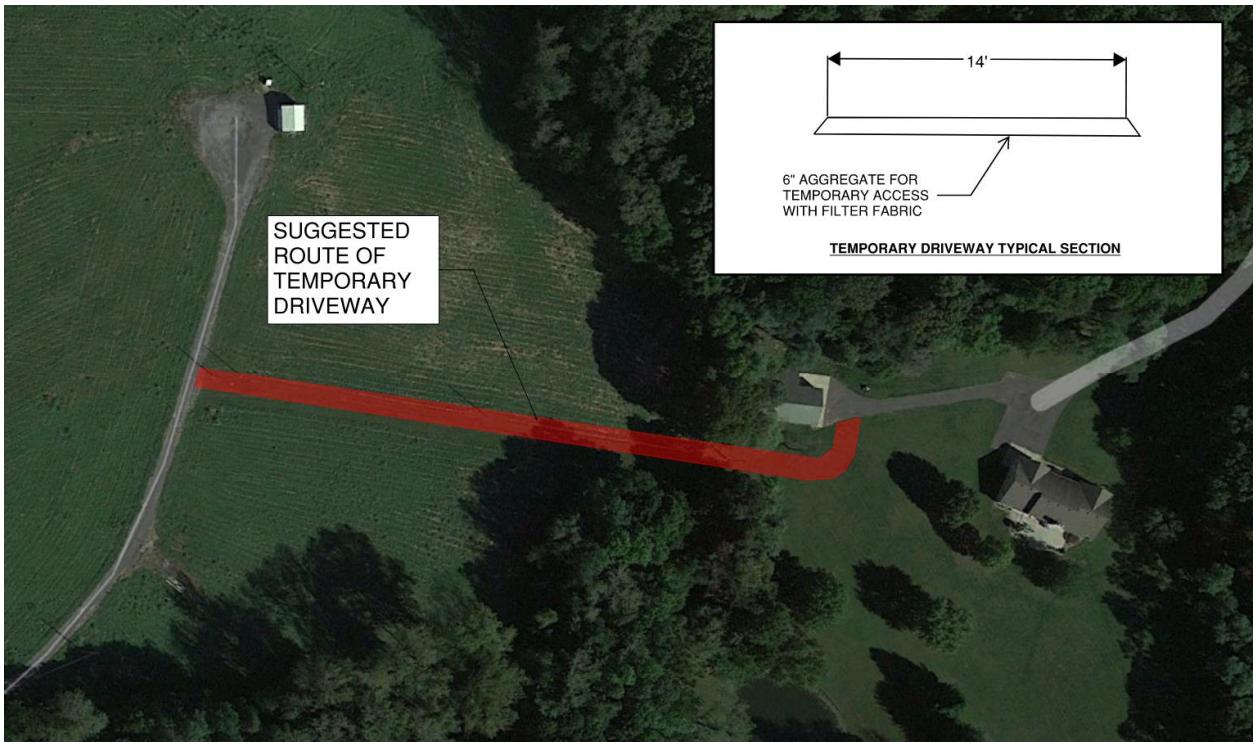
Basis of Payment. This work will be paid for at the contract unit price per calendar days for each sign as CHANGEABLE MESSAGE SIGN, which price shall be payment in full for all labor, equipment, and materials necessary to perform the work as herein specified.

MAINTAINING ACCESS TO CLARK PROPERTY

The private driveway located along existing Lebanon Road at approximate Station 147+71 RT currently provides access to the Daniel & Laurie Clark property (Parcel ID 13-1-21-36-01-101-013.001). Access to this property will be shifted to Station 45+41.26 RT along Relocated Lebanon Road in the after condition.

Stage 1 construction activities will require significant earth excavation across the existing Clark driveway near Station 47+56 along Relocated Lebanon Road preventing access to the Clark residence from the existing driveway. The Contractor shall be required to stage the earthwork activities in order to accommodate access to the residence at all times.

As an option to the Contractor, in order to accommodate access to the residence, the City of Collinsville has agreed to allow the construction of a temporary aggregate connector road through the adjacent closed landfill property owned by the City (Parcel IDs 13-1-21-36-01-101-006 and 13-2-21-36-01-101-007). The temporary aggregate connector road will be constructed to connect the existing circular landfill roadway to the Clark's existing driveway and residence. It shall consist of 14-foot wide aggregate on Filter Fabric as shown on the Plan Details. The Contractor shall also be required to install an automated gate system that limits landfill access to the Clarks and to the City. The location of the automated gate system shall be installed at the location of the current manual gate. The City shall have final approval of the type of automated gate system installed.



The City of Collinsville has agreed to allow this temporary access road condition to occur for a maximum duration of 60 calendar days. During this time frame, the Contractor shall perform earth excavation activities across the existing Clark driveway to the extent necessary to facilitate construction of the new driveway along the Relocated Lebanon Road alignment and Proposed Clark Entrance alignment such that access to the residence is re-established and the remainder of the Stage 1 construction activities can be completed.

The construction and composition of the Proposed Clark Entrance shall be permanent sub-base materials utilizing Aggregate Surface Course, Type B, 4” as shown in the Typical Sections. The Contractor will be required to maintain this new aggregate driveway until permanent pavement is constructed for Relocated Lebanon Road and the Proposed Clark Entrance. Once the new aggregate driveway is in place and usable, the temporary aggregate connector road shall be removed according to Article 402.10 and the earth surface shall be restored to the original condition. The Contractor shall then have the option to remove the automated gate system and restore the existing gate to a secure and lockable condition that meets the satisfaction of the Engineer and the City, or the automated gate system can remain in place.

Should the Contractor fail to re-establish access to the Clark residence within the 60 calendar day time frame, liquidated damages will be assessed per calendar day in accordance with Article 108.09 of the Standard Specifications, except the daily charge assessed for liquidated damages shall be $1,000 per calendar day.

The Contractor shall be required to submit a staging plan in writing to the Engineer for approval before work begins that may cause disruption of access to the Clark residence. Preparation of the staging plan shall not be paid for separately but shall be included in the price of the various traffic control items.

The work consisting of furnishing, installing, maintaining, and removing the aggregate surface for the temporary access road will be paid for at the contract unit price per ton for AGGREGATE FOR TEMPORARY ACCESS.

The work consisting of furnishing, installing, and removing filter fabric for the temporary access road will be paid for at the contract unit price per square yard for FILTER FABRIC.

The work consisting of furnishing, installing, maintaining and removal of the automated gate system will not be measured for payment, but will be considered as included in the cost of the contract and no additional payment will be made.

CONTRACTOR ACCESS

At the 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 altered, when approved by the Engineer, in the manner shown on Highway Standard 701901 for Road Closed to Through Traffic. "Road Closed" signs (R11-2), supplemented by "Except Authorized Vehicles" signs (R3-I101), shall be mounted on both the near right and the far left barricade(s). At the end of each work day, the barricades shall be returned to their in-line positions. This work will be included in the contract and no additional compensation will be allowed.

Any additional barricades, drums or cones which are required to control traffic during relocation of Type III barricades to allow for Contractor access shall not be paid for separately, but shall be paid for at the contract unit price per lump sum for TRAFFIC CONTROL AND PROTECTION, (SPECIAL), which price shall be payment in full for all labor, equipment, and materials necessary to perform the work as herein specified.

CONSTRUCTION AND MAINTENANCE SIGN SUPPORTS

This work shall be done according to Section 1106 of the Standard Specifications and Highway Standard 701901 except as herein modified.

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

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

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

BUILDING REMOVAL ASBESTOS SURVEY REPORTS

SCI Engineering, Inc. prepared Asbestos Survey Reports for Building Removal No. 1 and Building Removal No. 2 at 1115 Darbie Lane, Collinsville, Illinois 62234. The reports are attached herein for informational purposes.

PIPE CULVERTS, CLASS A, TYPE SPECIFIED, EQUIVALENT ROUND-SIZE

Description. This work shall consist of furnishing and installing pipe culverts of the required type and inside diameter at locations shown on the plans, as directed by the Engineer, in accordance with Section 542 of the Standard Specifications, and as herein described.

The pipe shall conform to ASTM Specification C 76, Class V, and all joints sealed with a gasket ASTM C 443 or approved equal.

Special attention is called to the Plan details and notes regarding use of this type of pipe culvert. This culvert type is to be inserted under the existing bridge opening, over bedding and using conventional methods required by Section 542. A gap between the culverts shall be maintained to afford placement of controlled low strength material.

Method of Measurement. This work will be measured for payment in place in feet and in accordance with Article 542.11 of the Standard Specifications.

Basis of Payment. This work will be paid for at the contract unit price per foot for PIPE CULVERTS, CLASS A, of the type and diameter specified, which price shall be payment in full for all labor, equipment, and materials required to complete the work as herein specified.

SCI ENGINEERING, INC.
CONSULTANTS IN DEVELOPMENT,
DESIGN AND CONSTRUCTION
GEOTECHNICAL
ENVIRONMENTAL
NATURAL RESOURCES
CULTURAL RESOURCES
CONSTRUCTION SERVICES

November 12, 2014

Mr. Brian Mueller
Lochmueller Group
3 Oak Drive
Maryville, Illinois 62062

RE: Asbestos Survey Activities
Lebanon Road over CSX Railroad
ACM Surveys
Madison County, Illinois
SCI No. 2009-3280.20

Dear Mr. Mueller:

SCI Engineering, Inc. (SCI) is pleased to submit the enclosed asbestos survey reports for various parcels located in Madison County, Illinois. SCI completed the asbestos survey activities on eight structures that were located within the Lebanon Road project area. Table 1 identifies each of the eight structures by address and includes a summary of the asbestos-containing materials (ACM) requiring abatement prior to demolition.

Table 1 – ACM Survey Summary

Enc.	Address	Abatement
1	1115 Darbie Lane (residence)	18 lf duct tape (basement)
2	1115 Darbie Lane (garage)	400 sq ft transite panels (garage)
3	6874 Lebanon Road (residence)	
4	6874 Lebanon Road (shop roofs)	
5	6874 Lebanon Road (pool shed roof)	
6	6964 Lebanon Road (residence)	26 sq ft sheet flooring (bedroom closet)
7	6964 Lebanon Road (gazebo)	
8	6964 Lebanon Road (shed)	

sq ft-square feet
lf-linear feet

SCI appreciates the opportunity to work with you on this project. If you have any questions or require further clarification, please contact me at (618) 206-3025.

Respectfully,

SCI ENGINEERING, INC.

Edwin P. Grimmer, P.E.
Senior Engineer, Associate

EPG/lf

Enclosures

N:\OFallon\emtapps\PROJECT FILES\!2009 PROJECTS\2009-3280 Lebanon Road\ES\20\ACM Surveys

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SCI ENGINEERING, INC.
CONSULTANTS IN DEVELOPMENT,
DESIGN AND CONSTRUCTION
GEOTECHNICAL
ENVIRONMENTAL
NATURAL RESOURCES
CULTURAL RESOURCES
CONSTRUCTION SERVICES

July 2, 2014

Mr. Jason Watters
Lockmueller Group
6200 Vogel Road
Evansville, Indiana 47715

RE: Asbestos Survey Activities
1115 Darbie Lane - Residence
Collinsville, Illinois
SCI No. 2009-3280.20

Dear Mr. Watters:

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 June 4, 2014, at the above-referenced site. The purpose of this survey was to identify asbestos-containing materials (ACMs) in accessible areas of the single-story residence 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 a 2,276-square-foot, single-story residence with basement, which was constructed in 1932. The exterior was brink and vinyl siding with aluminum and vinyl windows and a asphaltic shingle roof. The building utilized a forced air HVAC system. The attic was insulated with fiberglass insulation.

ASBESTOS SURVEY

Twenty-four samples were collected from the on-site structure. Of these 24 samples, 22 were analyzed using a positive stop procedure. The samples were analyzed by Polarized Light Microscopy (PLM). The analytical test results and chain-of-custody documentation are enclosed. Of these 22 samples analyzed, one was found to contain asbestos. The results of the analysis of all samples are contained in Table 1.

Table 1 - Analytical Test Results

Sample Number	Location	Material	Quantity	Result	Category*
1a	Roof, House and Attached Garage	Asphalt Shingle	4,316 sf	None Detected	--
1b				None Detected	
1c				None Detected	

Table 1 - Analytical Test Results (continued)

Sample Number	Location	Material	Quantity	Result	Category*
2a	Windows, Original Part of House and Front Door	Caulk	8 Windows and 1 Door	None Detected	--
2b				None Detected	
2c				None Detected	
3a	Attached Garage	Drywall System	1,680 sf	None Detected	--
3b				None Detected	
3c				None Detected	
4a	House Addition (Family Room, Kitchen and Bedroom)	Drywall System	--	None Detected	--
4b				None Detected	
4c				None Detected	
5a	Stairs from the Basement	Drywall System	--	None Detected	--
5b				None Detected	
5c				None Detected	
6a	Original Structure	Plaster System	--	None Detected	--
6b				None Detected	
6c				None Detected	
7a	Basement, on Duct	Duct Tape	18 lf	85-90% Chrysotile	Friable
9	Bathroom Upstairs	Sheet Flooring, 12" X 12" Pattern (on Wood)	30 sf	None Detected in Flooring, Backing or Mastic	--
10	Main Level, Bathroom, Hall, Laundry Room	Sheet Flooring, Tan 6" X 6" Squares (on Wood)	228 sf	None Detected in Flooring, Backing or Mastic	--
11	Dining Room Closet Under the Stairs	Sheet Flooring (on Wood)	12 sf	None Detected in Flooring, Backing or Mastic	--

sf – square feet
lf – linear feet

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 duct tape is a friable material but does not exceed the regulated quantity. However, it is the opinion of the IEPA that all friable ACM should 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

Jarred M. Schmidt
Staff Scientist

Glen A. Grissom
Senior Specialist

MPD/JMS/GAG/hmm

Enclosures

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PRECISION ANALYSIS, INC.

BULK SAMPLE ANALYSIS

Client: SCI Engineering, Inc. - St. Charles
Project No.: 2009-3280.20
Location: 1115 Darbie Lane

Date Received: 06-05-14
Date Reported: 06-09-14

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
254060	1a	None Detected	Glass Wool	Aggregate, Black tar binders
254061	1b	None Detected	Glass Wool	Aggregate, Black tar binders
254062	1c	None Detected	Glass Wool	Aggregate, Black tar binders
254063	2a	None Detected		Paint, Binders
254064	2b	None Detected		Paint, Binders
254065	2c	None Detected		Paint, Binders
254066	3a	None Detected	Cellulose	Paint, Binders, Mica
254067	3b	None Detected	Cellulose	Paint, Binders, Mica
254068	3c	None Detected	Cellulose	Paint, Binders, Mica
254069	4a	None Detected	Cellulose	Paint, Binders, Mica
254070	4b	None Detected	Cellulose	Paint, Binders, Mica

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

22 ORVIETO COURT FLORISSANT, MISSOURI 63031 TEL./FAX (314) 838-5052

PRECISION ANALYSIS, INC.
BULK SAMPLE ANALYSIS

Client: SCI Engineering, Inc. - St. Charles
Project No.: 2009-3280.20
Location: 1115 Darbie Lane

Date Received: 06-05-14
Date Reported: 06-09-14

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
254071	4c	None Detected	Cellulose	Paint, Binders, Mica
254072	5a	None Detected	Cellulose	Paint, Binders, Mica
254073	5b	None Detected	Cellulose	Paint, Binders, Mica
254074	5c	None Detected	Cellulose	Paint, Binders, Mica
254075	6a	None Detected		Aggregate, Paint, Binders
254076	6b	None Detected		Aggregate, Paint, Binders
254077	6c	None Detected		Aggregate, Paint, Binders
254078	7a	85-90% Chrysotile	Antigorite	Paint, Binders
254079	8a	25-30% Chrysotile	Antigorite	Aggregate, Binders
254080	9	None Detected		Vinyl, Binders
	Backing	None Detected	Cellulose, Glass Wool	Binders
		None detected in mastic		Binders

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

PRECISION ANALYSIS, INC.
BULK SAMPLE ANALYSIS

Client: SCI Engineering, Inc. - St. Charles
Project No.: 2009-3280.20
Location: 1115 Darbie Lane

Date Received: 06-05-14
Date Reported: 06-09-14

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
254081	10	None Detected		Vinyl, Binders
	Backing	None Detected	Cellulose, Glass Wool	Binders
		None detected in mastic		Binders
254082	11	None Detected		Vinyl, Binders
	Backing	None Detected	Cellulose, Synthetic Fibers	Binders
		None detected in mastic		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

PLM is not recommended for analysis of vinyl floor tile. Vinyl floor tile often contains milled asbestos with fiber lengths of 1 micrometer or less. Because these fibers are not detected by PLM, PLM analysis may yield a false negative result. We recommend qualitative analysis of vinyl floor tile by Transmission Electron Microscopy (TEM).

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.

22 ORVIETO COURT FLORISSANT, MISSOURI 63031 TEL./FAX (314) 838-5052

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:**	☐ Fax ☒ Email ☐ Mail
Street:	130 Point West Boulevard	**To:** Jarred Schmidt	
City/State/Zip:	St. Charles, Missouri 63301	**Telephone #:**	**Fax #:** 636-949-8269
Project Name: Lebanon Road, CSX		**Email:** jschmidt@sciengineering.com	
Project Number: 2009-3280.20			

Turnaround Time (TAT) Options - Please Check One

☐ 3 Hour	☐ 6 Hour	☐ 24 Hour	☐ 48 Hour	☐ 72 Hour	☒ 96 Hour	☐ Other_____

PLM Bulk Analysis	*TEM Bulk Analysis*
☒ PLM-EPA 600	☐ TEM EPA NOB - EPA 600/R-93/116 Section 2.5.5.1
☐ PLM-EPA 600 NOB	☐ Chatfield Protocol (semi-quantitative)
☐ PLM-Point Count	

☒ Check Box for Stop Positive

Comments: 1115 Darbie Lane, Collinsville, IL, single family structure with addition on the south and east portion, attached garage and shed (cinderblock)

Samplers Name: Michael Dalman	**Samplers Signature:**	**Date Sampled:** 6/4/14

Building Use/Description/Features: 1.5 storey house, basement and slab			**Age:** 82	**Size:** 2726 sf
Windows: aluminum/vinyl	**Siding:** brick and vinyl	**Roof:** asphalt shingle	**Attic:** fiberglass	**HVAC:** forced air

Sample #	Material Location	Material Description	Approx. Quantity	Condition	Comments
1-A	roof, house and attached	asphalt shingle	4316 sf	good	house
1-B	garage				
1-C					
2-A	windows, original part of house	caulk	8 window	damaged	on brick
2-B	and front door		1 door		
2-C					
3-A	garage	drywall system	1680 sf	good	4 walls and ceiling
3-B					
3-C					

Relinquished:	**Date:** 6/5/14	RECEIVED JUN 05 2014	**Time:**
Received:	**Date:**	BY:	**Time:**

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Project Name/Number 2009-3280.20 Lebanon Road, CSX - 1115 Darbie Lane

Sample #	Material Location	Material Description	Approx. Quantity	Condition	Comments
4-A	house addition	drywall system		good	family room
4-B					kitchen
4-C					bedroom
5-A	stairs - up	drywall system		good	
5-B					
5-C					
6-A	original structure	plaster system		good	
6-B					
6-C					
7-A	basement, on duct and at	duct tape	18 lf	damaged	not able to see the duct run
7-B					leading to the upper level
7-C					
8-A	detached garage roof	corrigated transite panels	400 sf	slightly damaged	
8-B					
8-C					
9	bathroom upstairs, on wood	sheet flooring, 12 x 12 pattern	30 sf	good	
10	main level, bath, hall, laundry room	sheet flooring, tan 6 x 6	228 sf		
	on wood	squares			
11	dining room closet under the	sheet flooring	12 sf	good	
	stairs, on wood				

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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.ienconnect.com/enviro

Date: | Illinois E-Pay Authorization Code (IEPA Only):

TYPE OF NOTIFICATION: ☒ original ☐ demolition ☐ renovation ☐ cancellation ☐ revision ☐ ordered demolition ☐ annual

Check Type of Project Below: *(Check all that apply.)*

☐ Friable School Project ☐ Non-Friable School Floor Tile Project ☐ Commercial Public Building (Friable & Non-Friable)

Revised by: ☐ Contractor ☐ Owner ☐ Project Designer #of times revised: List Section #'s being revised:

1. FACILITY INFORMATION:

Facility name: 1115 Darbie Lane School Bldg ID:

Location of Asbestos Containing Material (ACM) in Structure:

Bldg Size: Sq.Ft.: 2,276 #Flrs: 1 Age: 82 Present Use: Occupied

Prior Use: Residence Future Use (demo)

Address: 1115 Darbie Lane City: Collinsville County: Madison Zip: 62234

Contact: Phone:

2. FACILITY OWNER OR SCHOOL DISTRICT: *(Tip: Complete for all projects Commercial/Public or Schools)*

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.

3. ASBESTOS CONTRACTOR NAME: **ID#:**

Address: City: State: Zip:

Contact: Phone:

4. DEMOLITION CONTRACTOR NAME:

Address: City: State: Zip:

Contact: Phone:

5. ABATEMENT INFORMATION: Is Asbestos Present? ☒ Yes ☐ 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:

6. Quantities:

	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	TOTAL ASBESTOS TO BE REMOVED
Pipes (Ln. Ft.):						18lf
Surface Area (Sq. Ft.):						
Volume (Cu. Ft.):						

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.

7. ABATEMENT START DATE: Finish Date: Work hours: AM ☐ PM ☐ AM ☐ PM ☐

AND/OR DEMOLITION START DATE: Finish Date: Work hours: AM ☐ PM ☐ AM ☐ PM ☐

Working Weekends? ☐ Yes ☒ No Working Evenings? ☐ Yes ☒ No

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.

8. PROJECT DESIGNER ID#: 100- Name:

Complete Project Designer Name and License ID# if this project was designed by a Designer.

9. INSPECTOR ID#: 100- 19211 Name: Michael Dalman

Tip: If procedure utilized is visual inspection, the inspector ID# must be provided.

10. PROCEDURE, INCLUDING ANALYTICAL METHOD, USED TO DETECT THE PRESENCE OF ASBESTOS

Inspection with analysis by Polarized Light Microscopy (PLM)

Name of Analytical Testing Laboratory:

11. ASBESTOS PROJECT MANAGER ID#: 100- Name:

12. AIR SAMPLING PROFESSIONAL ID#: 100- Name:

13. DISPOSAL SITE/LANDFILL NAME:

Address: Contact:

City: State: Zip: Phone:

14. WASTE TRANSPORTER/NAME:

Address: Contact:

City: State: Zip: Phone:

15. IS DEMOLITION ORDERED BY A GOVERNMENT AGENCY? ☐ Yes ☐ No

(If yes, a signed copy of Order must be attached.)

Government representative ordering the activity:

Title: Date of Order: Order Demolition Date:

16. FOR EMERGENCY RENOVATION:

Date and hour of emergency (mm/dd/yy): AM ☐ PM ☐

Describe sudden unplanned event. (example: boiler explosion) Explain how the event caused unsafe conditions or would cause equipment failure or an unreasonable financial burden.

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.

Stop work and contact a licensed inspector to evaluate.

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)).

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, & Cook County must be accompanied by the appropriate fee. There is no fee for notification to IDPH.

For Cook County Departmental Use Only.

Date Received CCDEC: Post Mark Date: Input Into Computer:

Inspection Fee Received: Inspection Priority: Top ☐ High ☐ Low ☐ Must be Inspected:

Date(s) of Inspections:

Inspection Report Attached: Yes ☐ No ☐ Violation Copies Attached: Yes ☐ No ☐

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

Submit this form to the appropriate agencies:

IL Department of Public Health
525 W. Jefferson St.
Springfield, IL 62761
(FAX: 217-785-5897)

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

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**

** except that asbestos abatement in residential buildings with fewer than two dwelling units are not subject to the notice and fee requirements.

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2

SCI ENGINEERING, INC.
CONSULTANTS IN DEVELOPMENT,
DESIGN AND CONSTRUCTION
GEOTECHNICAL
ENVIRONMENTAL
NATURAL RESOURCES
CULTURAL RESOURCES
CONSTRUCTION SERVICES

July 2, 2014

Mr. Jason Watters
Lockmueller Group
6200 Vogel Road
Evansville, Indiana 47715

RE: Asbestos Survey Activities
1115 Darbie Lane - Garage
Collinsville, Illinois
SCI No. 2009-3280.20

Dear Mr. Watters:

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 June 4, 2014, at the above-referenced site. The purpose of this survey was to identify asbestos-containing materials (ACMs) in accessible areas of the detached garage 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 a 400-square-foot garage which was constructed in 1932. The exterior was cement block. No windows or door were observed. The floor contained gravel and dirt.

ASBESTOS SURVEY

Three samples were collected from the on-site structure. Of these 3 samples, 1 was analyzed using a positive stop procedure. The samples were analyzed by Polarized Light Microscopy (PLM). The analytical test results and chain-of-custody documentation are enclosed. Of the one sample analyzed, one was found to contain asbestos. The results of the analysis of all samples are contained in Table 1.

Table 1 - Analytical Test Results

Sample Number	Location	Material	Quantity	Result	Category*
8a	Detached Garage Roof	Corrugated Transite Panels	400 sf	25-30% Chrysotile	NCII

sf – square feet

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 corrugated transite panel is a 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 corrugated transite panel 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

Jarred M. Schmidt
Staff Scientist

Glen A. Grissom
Senior Specialist

MPD/JMS/GAG/hmm

Enclosures

\\scieng\shared\OFallon\emtapps\PROJECT FILES\!2009 PROJECTS\2009-3280 Lebanon Road\ES\20\ACM Surveys\1115 Darbie Lane- Garage - ACM Survey.docx

PRECISION ANALYSIS, INC.

BULK SAMPLE ANALYSIS

Client: SCI Engineering, Inc. - St. Charles
Project No.: 2009-3280.20
Location: 1115 Darbie Lane

Date Received: 06-05-14
Date Reported: 06-09-14

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
254060	1a	None Detected	Glass Wool	Aggregate, Black tar binders
254061	1b	None Detected	Glass Wool	Aggregate, Black tar binders
254062	1c	None Detected	Glass Wool	Aggregate, Black tar binders
254063	2a	None Detected		Paint, Binders
254064	2b	None Detected		Paint, Binders
254065	2c	None Detected		Paint, Binders
254066	3a	None Detected	Cellulose	Paint, Binders, Mica
254067	3b	None Detected	Cellulose	Paint, Binders, Mica
254068	3c	None Detected	Cellulose	Paint, Binders, Mica
254069	4a	None Detected	Cellulose	Paint, Binders, Mica
254070	4b	None Detected	Cellulose	Paint, Binders, Mica

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

22 ORVIETO COURT FLORISSANT, MISSOURI 63031 TEL./FAX (314) 838-5052

PRECISION ANALYSIS, INC.
BULK SAMPLE ANALYSIS

Client: SCI Engineering, Inc. - St. Charles
Project No.: 2009-3280.20
Location: 1115 Darbie Lane

Date Received: 06-05-14
Date Reported: 06-09-14

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
254071	4c	None Detected	Cellulose	Paint, Binders, Mica
254072	5a	None Detected	Cellulose	Paint, Binders, Mica
254073	5b	None Detected	Cellulose	Paint, Binders, Mica
254074	5c	None Detected	Cellulose	Paint, Binders, Mica
254075	6a	None Detected		Aggregate, Paint, Binders
254076	6b	None Detected		Aggregate, Paint, Binders
254077	6c	None Detected		Aggregate, Paint, Binders
254078	7a	85-90% Chrysotile	Antigorite	Paint, Binders
254079	8a	25-30% Chrysotile	Antigorite	Aggregate, Binders
254080	9	None Detected		Vinyl, Binders
	Backing	None Detected	Cellulose, Glass Wool	Binders
		None detected in mastic		Binders

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

22 ORVIETO COURT FLORISSANT, MISSOURI 63031 TEL./FAX (314) 838-5052

PRECISION ANALYSIS, INC.
BULK SAMPLE ANALYSIS

Client: SCI Engineering, Inc. - St. Charles
Project No.: 2009-3280.20
Location: 1115 Darbie Lane

Date Received: 06-05-14
Date Reported: 06-09-14

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
254081	10	None Detected		Vinyl, Binders
	Backing	None Detected	Cellulose, Glass Wool	Binders
		None detected in mastic		Binders
254082	11	None Detected		Vinyl, Binders
	Backing	None Detected	Cellulose, Synthetic Fibers	Binders
		None detected in mastic		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

PLM is not recommended for analysis of vinyl floor tile. Vinyl floor tile often contains milled asbestos with fiber lengths of 1 micrometer or less. Because these fibers are not detected by PLM, PLM analysis may yield a false negative result. We recommend qualitative analysis of vinyl floor tile by Transmission Electron Microscopy (TEM).

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.

22 ORVIETO COURT FLORISSANT, MISSOURI 63031 TEL./FAX (314) 838-5052

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:**	☐ Fax ☒ Email ☐ Mail
Street:	130 Point West Boulevard	**To:** Jarred Schmidt	
City/State/Zip:	St. Charles, Missouri 63301	**Telephone #:**	**Fax #:** 636-949-8269
Project Name: Lebanon Road, CSX		**Email:** jschmidt@sciengineering.com	
Project Number: 2009-3280.20			

Turnaround Time (TAT) Options - Please Check One

☐ 3 Hour	☐ 6 Hour	☐ 24 Hour	☐ 48 Hour	☐ 72 Hour	☒ 96 Hour	☐ Other_____

PLM Bulk Analysis	*TEM Bulk Analysis*
☒ PLM-EPA 600	☐ TEM EPA NOB - EPA 600/R-93/116 Section 2.5.5.1
☐ PLM-EPA 600 NOB	☐ Chatfield Protocol (semi-quantitative)
☐ PLM-Point Count	

☒ Check Box for Stop Positive

Comments: 1115 Darbie Lane, Collinsville, IL, single family structure with addition on the south and east portion, attached garage and shed (cinderblock)

Samplers Name: Michael Dalman	**Samplers Signature:**	**Date Sampled:** 6/4/14

Building Use/Description/Features: 1.5 storey house, basement and slab			**Age:** 82	**Size:** 2726 sf
Windows: aluminum/vinyl	**Siding:** brick and vinyl	**Roof:** asphalt shingle	**Attic:** fiberglass	**HVAC:** forced air

Sample #	Material Location	Material Description	Approx. Quantity	Condition	Comments
1-A	roof, house and attached	asphalt shingle	4316 sf	good	house
1-B	garage				
1-C					
2-A	windows, original part of house	caulk	8 window	damaged	on brick
2-B	and front door		1 door		
2-C					
3-A	garage	drywall system	1680 sf	good	4 walls and ceiling
3-B					
3-C					

Relinquished:	**Date:** 6/5/14	RECEIVED JUN 05 2014 BY:	**Time:**
Received:	**Date:**		**Time:**

08

Project Name/Number 2009-3280.20 Lebanon Road, CSX - 1115 Darbie Lane

Sample #	Material Location	Material Description	Approx. Quantity	Condition	Comments
4-A	house addition	drywall system		good	family room
4-B					kitchen
4-C					bedroom
5-A	stairs - up	drywall system		good	
5-B					
5-C					
6-A	original structure	plaster system		good	
6-B					
6-C					
7-A	basement, on duct and at	duct tape	18 lf	damaged	not able to see the duct run
7-B					leading to the upper level
7-C					
8-A	detached garage roof	corrigated transite panels	400 sf	slightly damaged	
8-B					
8-C					
9	bathroom upstairs, on wood	sheet flooring, 12 x 12 pattern	30 sf	good	
10	main level, bath, hall, laundry room	sheet flooring, tan 6 x 6	228 sf		
	on wood	squares			
11	dining room closet under the	sheet flooring	12 sf	good	
	stairs, on wood				

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.ienconnect.com/enviro

Date: | Illinois E-Pay Authorization Code (IEPA Only):

TYPE OF NOTIFICATION: ☒ original ☐ demolition ☐ renovation ☐ cancellation ☐ revision ☐ ordered demolition ☐ annual

Check Type of Project Below: *(Check all that apply.)*

☐ Friable School Project ☐ Non-Friable School Floor Tile Project ☐ Commercial Public Building (Friable & Non-Friable)

Revised by: ☐ Contractor ☐ Owner ☐ Project Designer #of times revised: List Section #'s being revised:

1. FACILITY INFORMATION:

Facility name: 1115 Darbie Lane School Bldg ID:

Location of Asbestos Containing Material (ACM) in Structure:

Bldg Size: Sq.Ft.: 400 #Flrs: 1 Age: Present Use: Vacant

Prior Use: Garage Future Use (demo)

Address: 1115 Darbie Lane City: Collinsville County: Madison Zip: 62234

Contact: Phone:

2. FACILITY OWNER OR SCHOOL DISTRICT: *(Tip: Complete for all projects Commercial/Public or Schools)*

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.

3. ASBESTOS CONTRACTOR NAME: **ID#:**

Address: City: State: Zip:

Contact: Phone:

4. DEMOLITION CONTRACTOR NAME:

Address: City: State: Zip:

Contact: Phone:

5. ABATEMENT INFORMATION: Is Asbestos Present? ☒ Yes ☐ 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:

6. Quantities:

	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	TOTAL ASBESTOS TO BE REMOVED
Pipes (Ln. Ft.):						
Surface Area (Sq. Ft.):					400sf	400sf
Volume (Cu. Ft.):						

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.

7. ABATEMENT START DATE: Finish Date: Work hours: AM ☐ PM ☐ AM ☐ PM ☐

AND/OR DEMOLITION START DATE: Finish Date: Work hours: AM ☐ PM ☐ AM ☐ PM ☐

Working Weekends? ☐ Yes ☒ No Working Evenings? ☐ Yes ☒ No

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.

8. PROJECT DESIGNER ID#: 100- Name:

Complete Project Designer Name and License ID# if this project was designed by a Designer.

9. INSPECTOR ID#: 100- 19211 Name: Michael Dalman

Tip: If procedure utilized is visual inspection, the inspector ID# must be provided.

10. PROCEDURE, INCLUDING ANALYTICAL METHOD, USED TO DETECT THE PRESENCE OF ASBESTOS

Inspection with analysis by Polarized Light Microscopy (PLM)

Name of Analytical Testing Laboratory:

11. ASBESTOS PROJECT MANAGER ID#: 100- Name:

12. AIR SAMPLING PROFESSIONAL ID#: 100- Name:

13. DISPOSAL SITE/LANDFILL NAME:

Address: Contact:

City: State: Zip: Phone:

14. WASTE TRANSPORTER/NAME:

Address: Contact:

City: State: Zip: Phone:

15. IS DEMOLITION ORDERED BY A GOVERNMENT AGENCY? ☐ Yes ☐ No

(If yes, a signed copy of Order must be attached.)

Government representative ordering the activity:

Title: Date of Order: Order Demolition Date:

16. FOR EMERGENCY RENOVATION:

Date and hour of emergency (mm/dd/yy): AM ☐ PM ☐

Describe sudden unplanned event. (example: boiler explosion) Explain how the event caused unsafe conditions or would cause equipment failure or an unreasonable financial burden.

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.

Stop work and contact a licensed inspector to evaluate.

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)).

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, & Cook County must be accompanied by the appropriate fee. There is no fee for notification to IDPH.

For Cook County Departmental Use Only.

Date Received CCDEC: Post Mark Date: Input Into Computer:

Inspection Fee Received: Inspection Priority: Top ☐ High ☐ Low ☐ Must be Inspected:

Date(s) of Inspections:

Inspection Report Attached: Yes ☐ No ☐ Violation Copies Attached: Yes ☐ No ☐

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

Submit this form to the appropriate agencies:

IL Department of Public Health
525 W. Jefferson St.
Springfield, IL 62761
(FAX: 217-785-5897)

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

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**

** except that asbestos abatement in residential buildings with fewer than two dwelling units are not subject to the notice and fee requirements.

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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:

Collinsville Township, Illinois

Madison County, Illinois

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 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.

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets
SPECIAL PROVISION
FOR
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA
Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

"**1030.06 Quality Management Program.** The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following."

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

"(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations" at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time."

Revise Article 1030.09(h)(2) of the Standard Specifications to read:

"(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
☐	Cores
☑	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations". The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day's paving will be less than the prescribed density testing interval, the length of the day's paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the

density verification locations. The Engineer will test the cores collected by the Contractor for density according to Illinois Modified AASHTO T 166 or AASHTO T 275.

If nuclear density gauge testing is the density verification method, the Engineer will conduct nuclear density gauge tests. The Engineer will follow the density testing procedure detailed in the document "Illinois Modified ASTM D 2950, Standard Test Method for Density of Bituminous Concrete In-Place by Nuclear Method".

A density verification test will be the result of a single core or the average of the nuclear density tests at one location. The results of each density test must be within acceptable limits. The Engineer will promptly notify the Contractor of observed deficiencies."

Revise the seventh paragraph and all subsequent paragraphs in Section D. of the document "Hot-Mix Asphalt QC/QA Initial Daily Plant and Random Samples" to read:

"Mixtures shall be sampled from the truck at the plant by the Contractor following the same procedure used to collect QC mixture samples (Section A). This process will be witnessed by the Engineer who will take custody of the verification sample. Each sample bag with a verification mixture sample will be secured by the Engineer using a locking ID tag. Sample boxes containing the verification mixture sample will be sealed/taped by the Engineer using a security ID label."

Illinois Department of Transportation

Storm Water Pollution Prevention Plan

Route	Marked Route	Section Number
FAS 772	Lebanon Road	10-04106-00-BR
Project Number	**County**	**Contract Number**
	Madison	C-98-040-23

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.

Signature	Date
	9/19/22

Print Name	Title	Agency
Adam Walden, PE	County Engineer	Madison County, IL

Note: Guidance on preparing each section of BDE 2342 can be found in Chapter 41 of the IDOT Bureau of Design and Environment (BDE) Manual. Chapter 41 and this form also reference the IDOT Drainage Manual which should be readily available.

I. Site Description:

A. Provide a description of the project location; include latitude and longitude, section, town, and range:

This project is located along Lebanon Road (FAS Route 772) beginning 0.19 miles (1,010 ft.) east of its intersection with Clay School Road (38.6739 N lat. and 89.9464 W long.) and extending to approximately 0.16 miles (850 ft.) east of its intersection with Lockmann Road (38.6704 N lat. and 89.9361 W long.) in Collinsville Township, Madison County, Illinois. R7&8W, T3N, Sections 25, 26 & 36.

B. Provide a description of the construction activity which is the subject of this plan. Include the number of construction stages, drainage improvements, in-stream work, installation, maintenance, removal of erosion measures, and permanent stabilization:

Project Description

The work under this contract consists of the proposed reconstruction of Lebanon Road on new alignment to facilitate closure of two underpass structures which currently carry the CSX Railroad over existing Lebanon Road and Lockmann Road.

The typical section for Relocated Lebanon Road consists of 24 ft. wide PCC pavement with 8 ft. wide hot-mix asphalt shoulders and aggregate wedge shoulder, while some suburban segments have 6 ft. wide hot-mix asphalt shoulders and Type B-6.24 combination concrete curb and gutter with storm sewer.

A portion of existing Lockmann Road will be relocated to tie into Relocated Lebanon Road. The typical section for Relocated Lockmann Road consists of 26 ft. wide hot-mix asphalt pavement with Type B-6.24 combination concrete curb and gutter and storm sewer.

A portion of existing Arnotti Lane will be relocated to tie into Relocated Lockmann Road. The typical section for Relocated Arnotti Lane consists of 18 ft. wide hot-mix asphalt pavement with 2 ft. wide aggregate shoulders.

A portion of existing Lebanon Road, now Connector Road, will be reconstructed and re-aligned to tie into Relocated Lebanon Road to serve as a service drive with a typical section of 20 ft. wide hot-mix asphalt

pavement with 2 ft. wide aggregate shoulders.

The Contractor will be required to construct four (4) new structures in support of Relocated Lebanon Road, Relocated Lockmann Road, and the proposed Connector Road:

A new six (6) span structure (SN 060-3366) carrying Relocated Lebanon Road over the CSX Railroad and Tributary to Canteen Creek.

A new single span precast concrete slab bridge (SN 060-3375) carrying the Connector Road over Tributary to Canteen Creek.

A new 18 ft. X 9 ft. single cell cast-in-place reinforced concrete box culvert with flared wingwalls (SN 060-3376) carrying Relocated Lebanon Road over Tributary to Canteen Creek.

A new 7 ft. X 7 ft. single cell precast concrete box culvert with precast flared end section and apron carrying Relocated Lockmann Road over Tributary to Canteen Creek.

It is anticipated that this work will be performed over seven stages.

Work Items.
Roadway work items include tree removal, earth excavation, pavement removal, hot-mix asphalt removal (special), temporary pavement removal, driveway pavement removal, hot-mix asphalt driveway pavement removal, gutter removal, pipe culvert removal, guardrail removal, building removals, processing lime modified soil, subbase granular material, aggregate base course, hot-mix asphalt stabilized subbase, hot-mix asphalt pavement full-depth, pavement connector (PCC) for bridge approach slab, PCC pavement jointed, temporary pavement, hot-mix asphalt shoulder, aggregate shoulder, aggregate wedge shoulder, combination concrete curb and gutter, concrete gutter, storm sewer, manholes, inlets, pipe culverts, pipe drains, end sections, PCC driveway pavement, incidental hot-mix asphalt surfacing, aggregate surface course, aggregate for temporary access, steel plate beam guardrail and terminals, stone dumped riprap, temporary erosion control measures, seeding, signing, pavement marking, and all other necessary and collateral work to complete the project as shown on the plans and as specified elsewhere in these provisions.

Structure work items include removal of existing structures, structure excavation, removal and disposal of unsuitable materials, temporary soil retention system, furnishing and driving steel piling, reinforcement bars, reinforcement bars (epoxy coated), concrete structures, concrete box culverts, precast concrete box culverts, box culvert end sections, furnishing and erecting structural steel, concrete superstructure, precast concrete bridge slab, precast bridge approach slabs, concrete wearing surface, bridge deck grooving, drainage scuppers, floor drains, drainage system, Type SM steel bridge railing, slope wall, stone riprap, and all necessary and collateral work to complete the removal and construction of the structures as shown on the plans.

C. Provide the estimated duration of this project:

2 years

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

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

E. The following are weighted averages of the runoff coefficient for this project before and after construction activities are completed; see Section 4-102 of the IDOT Drainage Manual:

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

MUID Description

79B Menfro silt loam, 2 to 5% slopes. A well drained soil with a slow infiltration rate.
79D3 Mednfro silt loam, 10 to 18% slopes, severely eroded. A well drained soil with a moderate infiltration rate.
79F Menfro silt loam, 18 to 35% slopes. A well drained soil with a moderate infiltration rate.
477B Winfield silt loam, 2 to 5% slopes. A moderately well drained soil with a slow infiltration rate.
802B Orthents, loamy, undulating. A well drained soil with a slow infiltration rate.
3333A Wakeland silt loam 0 to 2% slopes, frequently flooded. A somewhat poorly drained soil with a slow to very slow infiltration rate.

G. If wetlands were delineated for this project, provide an extent of wetland acreage at the site; see Phase I report:

There are no wetlands within the limits of the project.

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

The potential for erosion exists throughout the project limits. Primary areas of concern are the side slope embankments and outfall areas. A majority of the native soils have been replaced with a granular material or are topped with erosion reducing measures. Issues associated with erosion based on slope length, slope steepness or soil characteristics are expected to be typical.

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.):

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:

Collinsville Township and Madison County

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

Collinsville Township and Madison County

M. The following is a list of receiving water(s) and the ultimate receiving water(s) for this site. In addition, include receiving waters that are listed as Biologically Significant Streams by the Illinois Department of Natural Resources (IDNR). The location of the receiving waters can be found on the erosion and sediment control plans:

A small portion of the runoff from the foreslope will go north into the pond on the Morrissey property. Majority of the runoff will be collected in the proposed storm sewer and roadside ditches and will be released into tributaries that flow into Canteen Creek.

N. Describe areas of the site that are to be protected or remain undisturbed. These areas may include steep slopes (i.e., 1:3 or steeper), highly erodible soils, streams, stream buffers, specimen trees, natural vegetation, nature preserves, etc. Include any commitments or requirements to protect adjacent wetlands.

For any storm water discharges from construction activities within 50-feet of Waters of the U.S. (except for activities for water-dependent structures authorized by a Section 404 permit, describe: a) How a 50-foot undisturbed natural buffer will be provided between the construction activity and the Waters of the U.S. or b) How additional erosion and sediment controls will be provided within that area.

Along Lockmann Road, the berm for the pond on the Marshall property is to remain. Grading may occur up to it, but it is not to be reduced. The ditch system in this area has been designed to minimize impacts to the berm

O. Per the Phase I document, the following sensitive environmental resources are associated with this project and may have the potential to be impacted by the proposed development. Further guidance on these resources is available in Section 41-4 of the BDE Manual.

☐ 303(d) Listed receiving waters for suspended solids, turbidity, or siltation.
The name(s) of the listed water body, and identification of all pollutants causing impairment:

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:

Provide a description of the location(s) of direct discharge from the project site to the 303(d) water body:

Provide a description of the location(s) of any dewatering discharges to the MS4 and/or water body:

☐ Applicable Federal, Tribal, State, or Local Programs

☐ Floodplain

☐ Historic Preservation

☐ Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity or siltation

TMDL (fill out this section if checked above)

The name(s) of the listed water body:

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:

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:

☐ Threatened and Endangered Species/Illinois Natural Areas (INAI)/Nature Preserves

☐ Other

☐ Wetland

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

☒ Antifreeze / Coolants

☒ Solid Waste Debris

- ☒ Concrete
- ☒ Concrete Curing Compounds
- ☒ Concrete Truck Waste
- ☒ Fertilizers / Pesticides
- ☒ Paints
- ☒ Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids)
- ☒ Soil Sediment
- ☒ Solvents
- ☐ Waste water from cleaning construction equipments
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ 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 Section 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:

- ☒ Erosion Control Blanket / Mulching
- ☐ Geotextiles
- ☒ Permanent Seeding
- ☐ Preservation of Mature Seeding
- ☐ Protection of Trees
- ☐ Sodding
- ☒ Temporary Erosion Control Seeding
- ☐ Temporary Turf (Seeding, Class 7)
- ☐ Temporary Mulching
- ☐ Vegetated Buffer Strips
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____

Describe how the stabilization practices listed above will be utilized during construction:

Temporary erosion control seeding will be applied to all bare areas every seven days to minimize the amount of exposed surface areas. Temporary seeding shall consist of areas as shown on the plans, areas disturbed during the removal of the soil and erosion control measures or as directed by the Engineer and in accordance with the IDOT Standard Specifications for Road and Bridge Construction 2016.

Erosion Control Blankets and Heavy Duty Erosion Control Blankets will be used within 24 hours after seeding operations that have been completed in ditches/swales and sloped areas that require protection from erosion. Erosion control blankets shall be installed over slopes steeper than 4:1, and heavy duty erosion control blankets

shall be installed over slopes steeper than 3:1, that have been brought to temporary or final grade. Erosion control blankets will be installed in accordance to IDOT Specification Article 251.04.

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

Permanent seeding and mulch will be applied to all disturbed areas after construction is completed to stabilize the final grading.

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.

- ☒ Aggregate Ditch
- ☐ Concrete Revetment Mats
- ☐ Dust Suppression
- ☐ Dewatering Filtering
- ☐ Gabions
- ☒ In-Stream or Wetland Work
- ☐ Level Spreaders
- ☐ Paved Ditch
- ☐ Permanent Check Dams
- ☒ Perimeter Erosion Barrier
- ☐ Permanent Sediment Basin
- ☐ Retaining Walls
- ☒ Riprap
- ☐ Rock Outlet Protection
- ☐ Sediment Trap
- ☒ Storm Drain Inlet Protection
- ☐ Stabilized Construction Exits
- ☐ Stabilized Trench Flow
- ☐ Slope Mattress
- ☒ Slope Walls
- ☒ Temporary Ditch Check
- ☐ Temporary Pipe Slope Drain
- ☒ Temporary Sediment Basin
- ☐ Temporary Stream Crossing
- ☐ Turf Reinforcement Mats
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____
- ☐ Other (Specify) _____

Describe how the structural practices listed above will be utilized during construction:

Perimeter Erosion Barrier will be used to demarcate the perimeter of the project location and for the prevention of silt/sediment from leaving the site. Perimeter erosion barrier will be modified as necessary to accommodate the phasing of construction and repaired/replaced as becomes necessary. Perimeter erosion barrier will remain in place until all remaining items of the project have been completed.

Temporary Ditch Checks and Aggregate Ditch Checks will be employed for the interception of water borne silt and runoff.

Storm Drain Inlet Protection will be utilized at all manholes, catch basins and inlets with open grates. Inlet protection will consist of silt filter fence within ditch/swales while grates within the roadway will consist of inlet filters. Inlet filters will be installed directly on the drainage structure or under the grate of the drainage structure resting on the lip of the frame. Inlet filers will be checked on a periodic bases and any sediment/debris will be removed to maintain inlet protection. Storm Drain Inlet Protection will be done in accordance with Article 280.04 of the Illinois Department of Transportation Specifications.

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

Riprap will be provided on the downstream end of many of the proposed pipe culverts, storm sewer outlets, and pipe drains, as well as around the southeast abutment of the six-span structure. Riprap is utilized to prevent scour erosion at the outlet, protect the outlet structure, and minimize the potential for downstream erosion by reducing the velocity and energy of concentrated flows. Riprap will be hand placed and broken concrete will not be considered for the projective course. Riprap will be left in place for permanent stabilization of the ditch

channels and streambanks.

Aggregate Ditch will be utilized to protect a few ditches or swales from scour erosion. Aggregate ditches will be left in place for permanent stabilization.

Slope walls will be utilized at the six-span structure to minimize scour of the ground at the northwest abutment.

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 (i.e., Post-Construction) 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 based on the technical guidance in Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT BDE 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.

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:

Vegetated drainage ditches and swales, aggregate ditches and riprap at outfalls with higher velocitie

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 IEPA'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:

All management practices, controls, and other practices provided herein are in accordance with the IDOT Standard Specifications for Road and Bridge Construction, IDOT Supplemental Specifications and Recurring Provisions.

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 time-frame
   - Mass clearing and grubbing/roadside clearing dates
   - Deployment of Erosion Control Practices
   - Deployment of Sediment Control Practices (including stabilized cons

- 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 operation
- Time frame for other significant long-term operations or activities that may plan non-storm water discharges as dewatering, grinding, etc
- Permanent stabilization activities for each area of the project

2. During the pre-construction meeting, 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:
   - Temporary Ditch Checks - Identify what type and the source of Temporary Ditch Checks that will be installed as part of the project. The installation details will then be included with the SWPPP.
   - 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 (e.g., IDOT Erosion and Sediment Control Field Guide) to the Contractor for the practices associated with this project. Describe how all items will be checked for structural integrity, sediment accumulation and functionality. Any damage or undermining shall be repaired immediately. Provide specifics on how repairs will be made. 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.

IV. Inspections:

Qualified personnel shall inspect disturbed areas of the construction site including Borrow, Waste, and Use Areas, 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, 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.

Illinois Department of Transportation

Contractor Certification Statement

Prior to conducting any professional services at the site covered by this contract, the Contractor and every subcontractor must complete and return to the Resident Engineer the following certification. A separate certification must be submitted by each firm. Attach to this certification all items required by Section II.G of the Storm Water Pollution Prevention Plan (SWPPP) which will be handled by the Contractor/subcontractor completing this form.

Route	Marked Route	Section Number
FAS 772	Lebanon Road	10-014106-00-BR

Project Number	County	Contract Number
	Madison	

This certification statement is a part of SWPPP for the project described above, in accordance with the General NPDES Permit No. ILR10 issued by the Illinois Environmental Protection Agency.

I certify under penalty of law that I understand the terms of the Permit No. ILR 10 that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Additionally, I have read and understand all of the information and requirements stated in SWPPP for the above mentioned project; I have received copies of all appropriate maintenance procedures; and, I have provided all documentation required to be in compliance with the Permit ILR10 and SWPPP and will provide timely updates to these documents as necessary.

☐ Contractor
☐ Sub-Contractor

Signature	Date

Print Name	Title

Name of Firm	Phone

Street Address	City	State	Zip Code

Items which this Contractor/subcontractor will be responsible for as required in Section II.G. of SWPPP

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. LOUIS DISTRICT
1222 SPRUCE STREET
ST. LOUIS, MISSOURI 63103

October 18, 2021

Regulatory Branch
File Number: MVS-2021-544

Mr. Adam Walden
Madison County Highway Department
7037 Marine Road
Edwardsville, Illinois 62025

Dear Mr. Walden:

We have reviewed the application submitted on your behalf by the Lochmueller Group regarding the grade separation project of Lebanon Road (FAS 772) at the CSX Railroad near Collinsville, Illinois. The purpose of the project is to address the existing safety issues associated with the Lebanon Road and CSX Railroad intersection. The project will abandon the existing underpass as it is in poor condition and the underpass geometry poses safety issues on Lebanon Road. The project will construct a new six-span bridge overpass of the CSX railroad and realign both Lebanon Road and Lockmann Road. The proposed Lebanon Road and associated access alignments will result in impacts to streams at five separate locations (three locations on Reach 1, one location on Reach 2, and one location on Reach 3). The types of impacts include placement of rock armament, replacement of an existing structure, removal of an existing structure, installation of a grade control structure, and construction of new crossings (see Table 1 below). These activities will constitute permanent and temporary stream impacts to jurisdictional waters. The project lies in Sections 25 and 36, Township 3 North, and Range 8 West. Approximate geographic coordinates for the alignment are 38.6724°, -89.9408°.

Table 1. Permitted Impact Summary

Structure ID	Description	Stream ID	Impact Length (Linear Feet)
PR 1	New Box Culvert (6' W x 7' H x 64' L)	Reach 3	150 (100 Permanent + 50 Temp.)
PR 2 (EX 5)	Replace CMP with New Bridge	Reach 1	80 (Temporary)
PR 3	New Box Culvert (18' W x 9' H x 96' L)	Reach 2	176 (136 Permanent + 40 Temp.)
PR 4	New Bridge	Reach 1	126 (Permanent)
RR 1 (EX 2)	Rock Riffle + Removal of EX 2	Reach 1	30 (Permanent)

The Corps of Engineers has determined that these activities are authorized under Section 404 of the Clean Water Act by existing Department of the Army nationwide permits for *Linear Transportation Projects* and *Bank Stabilization*, as described in the January 6, 2017, Federal Register, Reissuance of Nationwide Permits; Notice (82 FR 1987), Appendix A (B) (14) and (13). These NWP verifications are valid until March 18, 2022, unless the District Engineer modifies, suspends, or revokes the nationwide permit authorization in accordance with 33 CFR 330.5(d). If you commence, or are under contract to commence, these activities before the Nationwide Permits expire, you will have 12 months from that date to complete the activity under the present terms and conditions of these NWPs. **Enclosed is a copy of the nationwide permits and conditions and management practices with which you must comply. The District Engineer has further conditioned the permits to include the following special conditions:**

1. The Federally Endangered Indiana Bat (*Myotis sodalis*) and the threatened Northern Long-eared Bat (*Myotis septentrionalis*) are found in forested areas and stream corridors throughout Pike County. To "not adversely affect" these listed species, you must not cut or clear trees three (3) inches or greater in diameter at breast height during the bats' active season, April 1 – September 30.

In accordance with General Condition number 30 of the Nationwide Permit, a compliance certification (Attachment A of this package) must be completed within 30 days of project completion or the permit issuance may be revoked and considered null and void.

The Illinois Environmental Protection Agency Division of Water Pollution Control (IEPA/WPC) has conditionally issued general Section 401 Water Quality Certification for this nationwide permit, subject to the special conditions and three general conditions (see enclosure). These conditions are part of the Corps permit. If you have any questions regarding the water quality certification conditions, you may contact Darin LeCrone, with IEPA, at 217-782-0610.

This determination is applicable only to the permit program administered by the Corps of Engineers. It does not eliminate the need to obtain other federal, state or local approvals before beginning work. This permit verification does not convey property rights, nor authorize any injury to property or invasion of other rights. You are reminded that the permit is based on submitted plans. Variations from these plans shall constitute a violation of Federal law and may result in the revocation of the permit. If this nationwide permit is modified, reissued, or revoked during this period, the provisions described at 33 CFR 330.6(b) will apply.

If you have any questions, please contact Mr. Kamren Metzger at (314) 331-8574. Please refer to file number **MVS-2021-544**. The St. Louis District Regulatory Branch is committed to providing quality and timely service to our customers. In an effort to improve customer service, please take a moment to go to our Customer Service Survey found on our web site at https://regulatory.ops.usace.army.mil/customer-service-survey/.

Sincerely,

Tyson Zobrist

Digitally signed by Tyson Zobrist
Date: 2021.10.18 14:23:16 -05'00'

Tyson Zobrist
Illinois Project Manager
Regulatory Branch

Enclosures

Copy Furnished (electronically):
Cross, Lochmueller Group
Milner, IDNR-OWR
LeCrone, IEPA

ATTACHMENT A

COMPLETED WORK CERTIFICATION

Date of Issuance: October 18, 2021

File Number: MVS-2021-544

Name of Permittee: Mr. Adam Walden
Madison County Highway Department
7037 Marine Road
Edwardsville, Illinois 62025

Name of Project: Lebanon Road (FAS 772) over CSX Railroad

Project Location: Sections 25 and 36, Township 3 North, Range 8 West

River Basin/County/State: Mississippi / Madison / Illinois

Project Manager: K. Metzger

Upon completion of this activity authorized by this permit and any mitigation required by the permit, sign this certification, and return it to the following address or via email to MVS-Regulatory@usace.army.mil:

U.S. Army Corps of Engineers
Attn: Regulatory Branch
1222 Spruce Street
St. Louis, Missouri 63103-2833

(Please note that your permitted activity is subject to a compliance inspection by a U.S. Army Corps of Engineers representative. If you fail to comply with this permit, you are subject to permit suspension, modification, or revocation.)

I hereby certify that the work authorized by the above referenced permit has been completed in accordance with the terms and conditions of the said permit, and required mitigation was completed in accordance with the permit conditions.

_____ _____

Signature of Permittee Date

STATE OF ILLINOIS
CLEAN WATER ACT SECTION 401 WATER QUALITY CERTIFICATION
2017 GENERAL AND SPECIFIC CONDITIONS
NWP 13 – BANK STABILIZATION

These conditions ensure that the activities carried out under Nationwide Permits (NWPs) do not violate the Water Quality Standards of the State of Illinois resulting in permanent damage to habitat, increased turbidity, reduced bank and channel stability, and/or impacts to the biological and chemical integrity of the waters. These conditions are in addition to, not a replacement for, those conditions included by the federal authorities. Proposed projects authorized by the NWPs listed above that cannot be conducted within the conditions listed below must apply for individual Clean Water Act Section 401 Water Quality Certification.

Applications for certification should be sent to the Illinois Environmental Protection Agency, Division of Water Pollution Control, 1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois, 62794-9276. An issued certification becomes part of the Clean Water Act Section 404 Permit. Therefore, it expires with the 404 Permit unless explicitly stated otherwise.

GENERAL CONDITIONS FOR ALL NWPs

1. An individual 401 water quality certification will be required for any activities permitted under these Nationwide Permits for discharges to waters designated by the State of Illinois as Outstanding Resource Waters under 35 Ill. Adm. Code 302.105(b).

2. Projects requiring authorization under Section 404 of the Clean Water Act must implement Best Management Practices (BMPs) to protect water quality, preserve natural hydrology and minimize the overall impacts to aquatic resources during and after construction. Projects that include a discharge of pollutants to waters that have impaired water quality according to the Illinois Environmental Protection Agency's Section 303(d) list or for which there is an approved Total Maximum Daily Load (TMDL) allocation for any parameter, additional planning will be necessary to ensure that no further degradation of water quality will occur. The TMDL program information and the Agency's 303(d) list of impaired waters are available at http://www.epa.illinois.gov/topics/water-quality/watershedmanagement/tmdls/index. For waters that include an approved TMDL the applicant shall incorporate into their plans and BMPs any measures that ensure consistency with the assumptions and requirements of the TMDL within any timeframes established in the TMDL. The applicant must carefully document the justifications for all plans and BMPs, and install, implement and maintain BMPs that are consistent with all relevant pollutant load allocations and conditions in the TMDL implementation plan. If a TMDL has not yet been approved to address water quality impairments that are documented in the Agency's 303(d) List, the applicant shall carefully document the plans and measures that will be implemented to ensure that the proposed activity will not cause additional loading of those pollutants which are the cause of water quality impairment. If the project involves an impaired water listed on the Agency's Section 303(d) list for suspended solids, turbidity, or siltation, measures designed for at least a 25-year, 24-hour rainfall event shall be incorporated.

3. Prior to proceeding with any work in accordance with any Nationwide Permit, potential impacts to threatened or endangered species shall be identified through use of the State's Ecological Compliance Assessment Tool (EcoCAT) at http://dnrecocat.state.il.us/ecopublic/. If potential impacts to State threatened or endangered species are identified, the Illinois Department of Natural Resources shall be consulted with.

SPECIFIC CONDITIONS FOR NWP 13 – Bank Stabilization

1. The bank stabilization activities shall not exceed 1000 linear feet.

2. Asphalt, bituminous material and concrete with protruding material such as reinforcing bars or mesh shall not be:
   A. used for backfill;
   B. placed on shorelines/streambanks; or
   C. placed in waters of the State.

3. Any spoil material excavated, dredged or otherwise produced must not be returned to the waterway but must be deposited in a self-contained area in compliance with all state statutes, as determined by the Illinois EPA.

4. Any backfilling must be done with clean material and placed in a manner to prevent violation of applicable water quality standards.

5. The applicant shall consider installing bioengineering practices in lieu of structural practices of bank stabilization to minimize impacts to the lake, pond, river or stream and enhance aquatic habitat. The applicant shall document the selection process for the bank stabilization technique(s) and the basis for the selection of the bank stabilization practices. Bioengineering techniques may include, but are not limited to:
   A. adequately sized riprap or A-Jack structures keyed into the toe of the slope with native plantings on the banks above;
   B. vegetated geogrids;
   C. coconut fiber (coir) logs;
   D. live, woody vegetative cuttings, fascines or stumps;
   E. brush layering; and
   F. soil lifts.

STATE OF ILLINOIS
CLEAN WATER ACT SECTION 401 WATER QUALITY CERTIFICATION
2017 GENERAL AND SPECIFIC CONDITIONS
NWP 14 – LINEAR TRANSPORTATION PROJECTS

These conditions ensure that the activities carried out under Nationwide Permits (NWPs) do not violate the Water Quality Standards of the State of Illinois resulting in permanent damage to habitat, increased turbidity, reduced bank and channel stability, and/or impacts to the biological and chemical integrity of the waters. These conditions are in addition to, not a replacement for, those conditions included by the federal authorities. Proposed projects authorized by the NWPs listed above that cannot be conducted within the conditions listed below must apply for individual Clean Water Act Section 401 Water Quality Certification.

Applications for certification should be sent to the Illinois Environmental Protection Agency, Division of Water Pollution Control, 1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois, 62794-9276. An issued certification becomes part of the Clean Water Act Section 404 Permit. Therefore, it expires with the 404 Permit unless explicitly stated otherwise.

GENERAL CONDITIONS FOR ALL NWPs

1. An individual 401 water quality certification will be required for any activities permitted under these Nationwide Permits for discharges to waters designated by the State of Illinois as Outstanding Resource Waters under 35 Ill. Adm. Code 302.105(b).

2. Projects requiring authorization under Section 404 of the Clean Water Act must implement Best Management Practices (BMPs) to protect water quality, preserve natural hydrology and minimize the overall impacts to aquatic resources during and after construction. Projects that include a discharge of pollutants to waters that have impaired water quality according to the Illinois Environmental Protection Agency's Section 303(d) list or for which there is an approved Total Maximum Daily Load (TMDL) allocation for any parameter, additional planning will be necessary to ensure that no further degradation of water quality will occur. The TMDL program information and the Agency's 303(d) list of impaired waters are available at http://www.epa.illinois.gov/topics/water-quality/watershedmanagement/tmdls/index. For waters that include an approved TMDL the applicant shall incorporate into their plans and BMPs any measures that ensure consistency with the assumptions and requirements of the TMDL within any timeframes established in the TMDL. The applicant must carefully document the justifications for all plans and BMPs, and install, implement and maintain BMPs that are consistent with all relevant pollutant load allocations and conditions in the TMDL implementation plan. If a TMDL has not yet been approved to address water quality impairments that are documented in the Agency's 303(d) List, the applicant shall carefully document the plans and measures that will be implemented to ensure that the proposed activity will not cause additional loading of those pollutants which are the cause of water quality impairment. If the project involves an impaired water listed on the Agency's Section 303(d) list for suspended solids, turbidity, or siltation, measures designed for at least a 25-year, 24-hour rainfall event shall be incorporated.

3. Prior to proceeding with any work in accordance with any Nationwide Permit, potential impacts to threatened or endangered species shall be identified through use of the State's Ecological Compliance Assessment Tool (EcoCAT) at http://dnrecocat.state.il.us/ecopublic/. If potential impacts to State threatened or endangered species are identified, the Illinois Department of Natural Resources shall be consulted with.

SPECIFIC CONDITIONS FOR NWP 14 – Linear Transportation Projects

1. The affected area of the stream channel shall not exceed 300 linear feet, as measured along the stream corridor.

2. Any spoil material excavated, dredged or otherwise produced must not be returned to the waterway but must be deposited in a self-contained area in compliance with all state statutes, as determined by the Illinois EPA.

3. Any backfilling must be done with clean material and placed in a manner to prevent violation of applicable water quality standards.

4. The applicant shall not cause:
   A. violation of applicable provisions of the Illinois Environmental Protection Act;
   B. water pollution defined and prohibited by the Illinois Environmental Protection Act;
   C. violation of applicable water quality standards of the Illinois Pollution Control Board, Title 35, Subtitle C: Water Pollution Rules and Regulation; or
   D. interference with water use practices near public recreation areas or water supply intakes.

5. All areas affected by construction shall be mulched and seeded as soon after construction as possible. The applicant shall undertake necessary measures and procedures to reduce erosion during construction. Interim measures to prevent erosion during construction shall be taken and may include the installation of sedimentation basins and temporary mulching. All construction within the waterway shall be conducted during zero or low flow conditions. The applicant shall be responsible for obtaining an NPDES Storm Water Permit prior to initiating construction if the construction activity associated with the project will result in the disturbance of 1 (one) or more acres, total land area. An NPDES Storm Water Permit may be obtained by submitting a properly completed Notice of Intent (NOI) form by certified mail to the Agency's Division of Water Pollution Control, Permit Section.

6. The applicant for Nationwide Permit 14 shall implement erosion control measures consistent with the "Illinois Urban Manual" (IEPA/USDA, NRCS; 2016).

7. Temporary work pads, cofferdams, access roads and other temporary fills shall be constructed of clean coarse aggregate or non-erodible non-earthen fill material that will not cause siltation. Sandbags, prefabricated rigid materials, sheet piling, inflatable bladders and fabric lined basins may be used for temporary facilities.

8. The applicant for Nationwide Permit 14 that uses temporary work pads, cofferdams, access roads and other temporary fills in order to perform work in creeks, streams, or rivers shall maintain flow in these waters by utilizing dam and pumping, fluming, culverts or other such techniques.

ILLINOIS
DEPARTMENT OF NATURAL RESOURCES

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

August 23, 2022

SUBJECT: Permit No. DS2022065
Lebanon Road (FAS 772), Sec. 10-04106-00-BR
Tributaries of Canteen Creek
Madison County

Attn: Adam Walden
Madison County Highway Department
7037 Marine Road
Edwardsville, Illinois 62025

Dear Mr. Walden:

Enclosed is Illinois Department of Natural Resources, Office of Water Resources Permit No. DS2022065 authorizing the subject project. This approval is based on the determination that the project complies with the rules for Construction in Floodways of Rivers, Lakes and Streams (17 IAC Ch. I, Sec. 3700).

No further authorization is required from IDNR/OWR to fill in the railroad crossing of the existing roadway (Lockmann Road). This railroad crossing of the existing Lockmann Road is referring to the eastern railroad opening discussed in the hydraulic report dated May 2022. Additional IDNR/OWR authorization must be requested and obtained before the railroad crossing of the existing Lebanon Road alignment (i.e., the western railroad opening discussed in the hydraulic report dated May 2022) is obstructed.

This permit does not supersede any other federal, state or local authorizations that may be required for the project.

If any changes of the permitted work are found necessary, revised plans should be submitted promptly to this office for review and approval. Also, this permit expires on the date indicated in Condition (13). If unable to complete the work by that date, the permittee may make a written request for a time extension.

Please feel free to contact Jesse Tinch of my staff at 217/782-4545 if you have any questions concerning this authorization.

Sincerely,

William B. Milner Jr, P.E., CFM
Section Chief, Downstate Regulatory Programs

WBM:JST

Enclosure

cc: USACE, St. Louis District (Regulatory Branch)
Lochmueller Group (Bryan Cross)
IDOT – Bureau of Bridges & Structures (Matt Humke) via email

PERMIT NO. DS2022065
DATE: August 23, 2022

State of Illinois
Department of Natural Resources, Office of Water Resources

Permission is hereby granted to:

MADISON COUNTY HIGHWAY DEPARTMENT
7037 MARINE ROAD
EDWARDSVILLE, ILLINOIS 62025

to alter the alignment of Lebanon Road which includes the construction of an overpass consisting of a six span bridge over an existing railroad and stream, fill and grading at the west end of the new alignment, and a stream crossing consisting of a single 9' x 18' box culvert and an 8' x 8' box culvert; and converting a portion of the existing Lebanon Road into an access road which includes reconstruction of a stream crossing as a single span bridge and fill and grading for a connection to the new Lebanon Road alignment; of which all are located in either Sections 25 or 36, Township 3 North, 8 West of the 3rd Principal Meridian in Madison County,

in accordance with an application dated October 18, 2021, and the plans and specifications entitled:

COLLINSVILLE TOWNSHIP LEBANON ROAD OVER CSX RAILROAD
GRADING PLAN, LEBANON ROAD (Sheet 175 of 431, Plot date 5/20/2022);
GRADING PLAN, LEBANON ROAD (Sheets 190-194 of 463, Plot date 11/18/2021);
GRADING PLAN, LOCKMANN ROAD (Sheet 198 of 463, Plot date 11/18/2021);
GRADING PLAN, CONNECTOR ROAD (Sheet 201 of 463, Plot date: 11/18/2021);
GRADING PLAN, CUL-DE-SAC – LEBANON ROAD (203 of 463, Plot date 11/18/2021);
PROFILE SHEET, CONNECTOR ROAD (Sheet 67 of 431, Plot date: 5/20/2022);
PRECAST CONCRETE SLAB BRIDGE STRCTURE NO. 060-3375 (Sheet 267 of 463, Plot date: 5/20/2022);
DRAINAGE PROFILE SHEET – LEBANON ROAD (Sheet 147 of 431, Plot date 5/20/2022);
BOX CULVERT STRUCTURE NO. 060-R001 (Sheet 275 of 463, Plot date 5/20/2022);
PROFILE SHEET – LEBANON ROAD (Sheet 59 and 60 of 431, Plot date 5/20/2022);
GENERAL PLAN AND ELEVATION STRUCTURE NO. 060-3366 (Sheet 226 of 463, Plot date 5/20/2022); and
MISCELLANEOUS DETAILS (Sheet 204 of 431, Plot date 5/20/2022).

Examined and Recommended:

William B. Milner Jr, Section Chief
Downstate Regulatory Programs

Approval Recommended:

Loren A. Wobig, Director
Office of Water Resources

Approved:

Colleen Callahan, Director
Department of Natural Resources

This PERMIT is subject to the terms and special conditions contained herein

PERMIT NO. DS2022065

THIS PERMIT IS SUBJECT TO THE FOLLOWING CONDITIONS:

1) This permit is granted in accordance with the Rivers, Lakes and Streams Act "615 ILCS 5."

2) This permit does not convey title to the permittee or recognize title of the permittee to any submerged or other lands, and furthermore, does not convey, lease or provide any right or rights of occupancy or use of the public or private property on which the activity or any part thereof will be located, or otherwise grant to the permittee any right or interest in or to the property, whether the property is owned or possessed by the State of Illinois or by any private or public party or parties.

3) This permit does not release the permittee from liability for damage to persons or property resulting from the work covered by this permit, and does not authorize any injury to private property or invasion of private rights.

4) This permit does not relieve the permittee of the responsibility to obtain other federal, state or local authorizations required for the construction of the permitted activity; and if the permittee is required by law to obtain approvals from any federal or other state agency to do the work, this permit is not effective until the federal and state approvals are obtained. If construction does not begin within two years of the date of this permit, the permittee must submit the project to EcoCAT (http://dnr.illinois.gov/EcoPublic/) for an updated consultation under the Illinois Endangered Species Protection Act and the Illinois Natural Areas Preservation Act.

5) The permittee shall, at the permittee's own expense, remove all temporary piling, cofferdams, false work, and material incidental to the construction of the project. If the permittee fails to remove such structures or materials, the Department may have removal made at the expense of the permittee.

6) In public waters, if future need for public navigation or other public interest by the state or federal government necessitates changes in any part of the structure or structures, such changes shall be made by and at the expense of the permittee or the permittee's successors as required by the Department or other properly constituted agency, within sixty (60) days from receipt of written notice of the necessity from the Department or other agency, unless a longer period of time is specifically authorized.

7) The execution and details of the work authorized shall be subject to the review and approval of the Department. Department personnel shall have the right of access to accomplish this purpose.

8) Starting work on the activity authorized will be considered full acceptance by the permittee of the terms and conditions of the permit.

9) The Department in issuing this permit has relied upon the statements and representations made by the permittee; if any substantive statement or representation made by the permittee is found to be false, this permit will be revoked; and when revoked, all rights of the permittee under the permit are voided.

10) In public waters, the permittee and the permittee's successors shall make no claim whatsoever to any interest in any accretions caused by the activity.

11) In issuing this permit, the Department does not ensure the adequacy of the design or structural strength of the structure or improvement.

12) Noncompliance with the conditions of this permit will be considered grounds for revocation.

13) If the construction activity permitted is not completed on or before December 31, 2025, this permit shall cease and be null and void.

Illinois Department of Natural Resources

JB Pritzker, Governor • Natalie Phelps Finnie, Director
One Natural Resources Way • Springfield, Illinois 62702-1271
www.dnr.illinois.gov

July 7, 2023

SUBJECT: Permit No. DS2023054
Floodplain Crossing Modification
Tributary to Canteen Creek
Madison County

Attn: Adam Walden
Madison County Highway Department
7037 Marine Road
Edwardsville, Illinois 62025

Attn: Brad Armstrong
CSX Transportation, Inc.
4802 Decoursey Pike
Taylor Mill, Kentucky 41015

Dear Adam Walden and Brad Armstrong:

Enclosed is Illinois Department of Natural Resources, Office of Water Resources Permit No. DS2023054 authorizing the subject project. This approval is based on the determination that the project complies with the rules for Construction in Floodways of Rivers, Lakes, and Streams (17 IAC Ch. I, Sec. 3700).

This permit does not supersede any other federal, state, or local authorizations that may be required for the project.

If any changes of the permitted work are found necessary, revised plans should be submitted promptly to this office for review and approval. Also, this permit expires on the date indicated in Condition (13). If unable to complete the work by that date, the permittee may make a written request for a time extension.

Please feel free to contact Jesse Tinch of my staff at 217/782-4545 if you have any questions concerning this authorization.

Sincerely,

William B. Milner Jr, P.E., CFM
Section Chief, Downstate Regulatory Programs

WBM: JT: EW
Enclosure
cc: USACE, St. Louis District (Regulatory Branch)
Lochmueller Group (Colin Schroeder)
Madison County Floodplain Administrator (Gabrielle Reed)

PERMIT NO. DS2023054
DATE: July 7, 2023

State of Illinois
Department of Natural Resources, Office of Water Resources

Permission is hereby granted to:

MADISON COUNTY HIGHWAY DEPARTMENT
7037 MARINE ROAD
EDWARDSVILLE, ILLINOIS 62025

&

CSX TRANSPORTATION, INC.
4802 DECOURSEY PIKE
TAYLOR MILL, KENTUCKY 41015

to modify an existing floodplain crossing by converting an existing underpass into an opening consisting of two culverts near the section line between Sections 25 and 36, Township 3 North, Range 8 West of the 3rd Principal Meridian in Madison County,

in accordance with an application dated April 26, 2023, and the plans and specifications entitled:

CUL-DE-SAC – LEBANON ROAD
(Sheet No. 55 of 435, Plot Date 6/15/2023); and
CULVERT PROFILE – EXISTING LEBANON ROAD
(Sheet No. 273 of 435, Plot Date 6/16/2023).

Examined and Recommended:

William B. Milner Jr, Section Chief
Downstate Regulatory Programs

Approval Recommended:

Loren A. Wobig, Director
Office of Water Resources

Approved:

Natalie Finnie, Acting Director
Department of Natural Resources

This PERMIT is subject to the terms and special conditions contained herein

THIS PERMIT IS SUBJECT TO THE FOLLOWING CONDITIONS:

1) This permit is granted in accordance with the Rivers, Lakes, and Streams Act "615 ILCS 5."

2) This permit does not convey title to the permittee or recognize title of the permittee to any submerged or other lands, and furthermore, does not convey, lease or provide any right or rights of occupancy or use of the public or private property on which the activity or any part thereof will be located, or otherwise grant to the permittee any right or interest in or to the property, whether the property is owned or possessed by the State of Illinois or by any private or public party or parties.

3) This permit does not release the permittee from liability for damage to persons or property resulting from the work covered by this permit; and does not authorize any injury to private property or invasion of private rights.

4) This permit does not relieve the permittee of the responsibility to obtain other federal, state, or local authorizations required for the construction of the permitted activity; and if the permittee is required by law to obtain approvals from any federal or other state agency to do the work, this permit is not effective until the federal and state approvals are obtained. If construction does not begin within two years of the date of this permit, the permittee must submit the project to EcoCAT (https://dnr2.illinois.gov/EcoPublic/) for an updated consultation under the Illinois Endangered Species Protection Act and the Illinois Natural Areas Preservation Act.

5) The permittee shall, at the permittee's own expense, remove all temporary piling, cofferdams, false work, and material incidental to the construction of the project. If the permittee fails to remove such structures or materials, the Department may have removal made at the expense of the permittee.

6) In public waters, if future need for public navigation or other public interest by the state or federal government necessitates changes in any part of the structure or structures, such changes shall be made by and at the expense of the permittee or the permittee's successors as required by the Department or other properly constituted agency, within sixty (60) days from receipt of written notice of the necessity from the Department or other agency, unless a longer period of time is specifically authorized.

7) The execution and details of the work authorized shall be subject to the review and approval of the Department. Department personnel shall have the right of access to accomplish this purpose.

8) Starting work on the activity authorized will be considered full acceptance by the permittee of the terms and conditions of the permit.

9) The Department in issuing this permit has relied upon the statements and representations made by the permittee; if any substantive statement or representation made by the permittee is found to be false, this permit will be revoked; and when revoked, all rights of the permittee under the permit are voided.

10) In public waters, the permittee and the permittee's successors shall make no claim whatsoever to any interest in any accretions caused by the activity.

11) In issuing this permit, the Department does not ensure the adequacy of the design or structural strength of the structure or improvement.

12) Noncompliance with the conditions of this permit will be considered grounds for revocation.

13) If the construction activity permitted is not completed on or before December 31, 2026, this permit shall cease and be null and void.

SUBMITTAL OF EEO/LABOR DOCUMENTATION

Effective: April 2016

This work shall be done in accordance with Check Sheets No. 1, 3 and 5 of the IDOT Supplemental Specifications and Recurring Special Provisions and the "Weekly DBE Trucking Reports (BDE)" Special Provision, except as here-in modified.

PAYROLL AND STATEMENT OF COMPLIANCE:

Certified payroll, (FORM SBE 48 OR AN APPROVED FACSIMILE) and the Statement of Compliance, (FORM SBE 348) shall be submitted by two methods:

1. By Mail (United States Postal Service): The ORIGINAL of the certified payroll and the Statement of Compliance for the Prime Contractor and each Subcontractor shall be submitted by mail to the Regional Engineer for District 8.

2. Electronically: Scan both the ORIGINAL of the certified payroll and the Statement of Compliance to the same PDF file and email to the District at the email address designated by the District EEO Officer.

SBE 48 and SBE 348 forms shall be submitted weekly and will be considered late if received after midnight seven (7) business days after the payroll ending date.

WEEKLY DBE TRUCKING REPORT:

The Weekly DBE Trucking Report, (FORM SBE 723) shall be submitted electronically. Scan the form to a PDF file and email to the District at the email address designated by the District EEO Officer.

SBE 723 forms shall be submitted weekly and will be considered late if received after midnight ten (10) business days following the reporting period.

MONTHLY LABOR SUMMARY & MONTHLY CONTRACT ACTIVITY REPORTS:

The Monthly Labor Summary Report (MLSR) shall be submitted by one of two methods:

1. For contractors having IDOT contracts valued in the aggregate at $250,000 or less, the report may be typed or clearly handwritten using Form D8 PI0148. Submit the ORIGINAL report by mail to the Regional Engineer for District Eight. Contractors also have the option of using the method #2 outlined below.

2. 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". This file shall be submitted by e-mail using specific file formatting criteria provided by the District EEO Officer. Contractors must submit a sample text file to District 8 for review at least fourteen (14) days prior to the start of construction.

The Monthly Contract Activity Report (MCAR) may be typed or clearly handwritten using Form D8 PI0149.

The Monthly Labor Summary Report and the Monthly Contract Activity Report shall be submitted concurrently. If the method of transmittal is method #1 above then both the MLSR and the MCAR shall be mailed together in the same envelope. If the method of transmittal is method #2 above then the MCAR shall be scanned to a .pdf file and attached to the email containing the MLSR .txt file.

The MLSR and MCAR must be submitted for each consecutive month, for the duration of the project, and will be considered late if received after midnight ten (10) calendar days following the reporting period.

REQUEST FOR APPROVAL OF SUBCONTRACTOR:

The ORIGINAL and one copy of the Request for Approval of Subcontractor (FORM BC 260A) shall be submitted to the District at the IDOT Preconstruction Conference.

SUBSTANCE ABUSE PREVENTION PROGRAM CERTIFICATION:

The ORIGINAL and one copy of the Substance Abuse Prevention Program Certification (FORM BC 261) shall be submitted to the District at the IDOT Preconstruction Conference.

The Contractor is required to follow submittal procedures as provided by the EEO Officer at the preconstruction conference and to follow all revisions to those procedures as issued thereafter.

If a report is rejected, it is the contractor's responsibility to make required adjustments and/or corrections and resubmit the report. Reports not submitted and accepted within the established timeframes will be considered late.

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

This Special Provision must be included in each subcontract agreement.

ALL HARD COPY FORMS TO BE SUBMITTED TO:

Region 5 Engineer
Illinois Department of Transportation
ATTN: EEO/LABOR OFFICE
1102 Eastport Plaza Drive
Collinsville, IL 62234-6198

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

IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION
Effective: August 1, 2012 Revised: February 2, 2017

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

IDOT funds, and various Illinois community colleges operate, pre-apprenticeship training programs throughout the State to provide training and skill-improvement opportunities to promote the increased employment of minority groups, disadvantaged persons and women in all aspects of the highway construction industry. The intent of this IDOT Pre-Apprenticeship Training Program Graduate (TPG) special provision (Special Provision) is to place these certified program graduates on the project site for this Contract in order to provide the graduates with meaningful on-the-job training. Pursuant to this Special Provision, the Contractor must make every reasonable effort to recruit and employ certified TPG trainees to the extent such individuals are available within a practicable distance of the project site.

Specifically, participation of the Contractor or its subcontractor in the Program entitles the participant to reimbursement for graduates' hourly wages at $15.00 per hour per utilized TPG trainee, subject to the terms of this Special Provision. Reimbursement payment will be made even though the Contractor or subcontractor may also receive additional training program funds from other non-IDOT sources for other non-TPG trainees on the Contract, provided such other source does not specifically prohibit the Contractor or subcontractor from receiving reimbursement from another entity through another program, such as IDOT through the TPG program. With regard to any IDOT funded construction training program other than TPG, however, additional reimbursement for other IDOT programs will not be made beyond the TPG Program described in this Special Provision when the TPG Program is utilized.

No payment will be made to the Contractor if the Contractor or subcontractor fails to provide the required on-site training to TPG trainees, as solely determined by IDOT. A TPG trainee must begin training on the project as soon as the start of work that utilizes the relevant trade skill and the TPG trainee must remain on the project site through completion of the Contract, so long as training opportunities continue to exist in the relevant work classification. Should a TPG trainee's employment end in advance of the completion of the Contract, the Contractor must promptly notify the IDOT District EEO Officer for the Contract that the TPG's involvement in the Contract has ended. The Contractor must supply a written report for the reason the TPG trainee involvement terminated, the hours completed by the TPG trainee on 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 separated TPG trainee.

Finally, the Contractor must maintain all records it creates as a result of participation in the Program on the Contract, and furnish periodic written reports to the IDOT District EEO Officer that document its contractual performance under and compliance with this Special Provision. Finally, through participation in the Program and reimbursement of wages, the Contractor is not relieved of, and IDOT has not waived, the requirements of any federal or state labor or employment law applicable to TPG workers, including compliance with the Illinois Prevailing Wage Act.

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 each utilized certified TPG Program trainee (TRAINEES TRAINING PROGRAM GRADUATE). The estimated total number of hours, unit price, and total price must be included in the schedule of prices for the Contract submitted by Contractor prior to beginning work. The initial number of TPG trainees for which the incentive is available for this contract is **5**.

The Department has contracted with several educational institutions to provide screening, tutoring and pre-training to individuals interested in working as a TPG trainee in various areas of common construction trade work. Only individuals who have successfully completed a Pre-Apprenticeship Training Program at these IDOT approved institutions are eligible to be TPG trainees. To obtain a list of institutions that can connect the Contractor with eligible TPG trainees, the Contractor may contact: HCCTP TPG Program Coordinator, Office of Business and Workforce Diversity (IDOT OBWD), Room 319, Illinois Department of Transportation, 2300 S. Dirksen Parkway, Springfield, Illinois 62764. Prior to commencing construction with the utilization of a TPG trainee, the Contractor must submit documentation to the IDOT District EEO Officer for the Contract that provides the names and contact information of the TPG trainee(s) to be trained in each selected work classification, proof that that the TPG trainee(s) has successfully completed a Pre-Apprenticeship Training Program, proof that the TPG is in an Apprenticeship Training Program approved by the U.S. Department of Labor Bureau of Apprenticeship Training, and the start date for training in each of the applicable work classifications.

To receive payment, the Contractor must provide training opportunities aimed at developing a full journeyworker in the type of trade or job classification involved. During the course of performance of the Contract, the Contractor may seek approval from the IDOT District EEO Officer to employ additional eligible TPG trainees. In the event the Contractor subcontracts a portion of the contracted work, it must determine how many, if any, of the TPGs will be trained by the subcontractor. Though a subcontractor may conduct training, the Contractor retains the responsibility for meeting all requirements imposed by this Special Provision. The Contractor must also include this Special Provision in any subcontract where payment for contracted work performed by a TPG trainee will be passed on to a subcontractor.

Training through the Program is intended to move TPGs toward journeyman status, which is the primary objective of this Special Provision. Accordingly, the Contractor must make every effort to enroll TPG trainees by recruitment through the Program participant educational institutions to the extent eligible TPGs are available within a reasonable geographic area of the project. The Contractor is responsible for demonstrating, through documentation, the recruitment efforts it has undertaken prior to the determination by IDOT whether the Contractor is in compliance with this Special Provision, and therefore, entitled to the Training Program Graduate reimbursement of $15.00 per hour.

Notwithstanding the on-the-job training requirement of this TPG Special Provision, some minimal off-site training is permissible as long as the offsite training is an integral part of the work of the contract, and does not compromise or conflict with the required on-site training that is central to the purpose of the Program. No individual may be employed as a TPG trainee in any work classification in which he/she has previously successfully completed a training program leading to journeyman status in any trade, or in which he/she has worked at a journeyman level or higher.

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008
Revised: April 1, 2023

Description. This work shall consist of furnishing and operating automated flagger assistance devices (AFADs) as part of the work zone traffic control and protection for two-lane highways where two-way traffic is maintained over one lane of pavement in segments where no sideroads or entrances require deployment of additional flaggers. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be the STOP/SLOW or Red/Yellow Lens type mounted on a trailer or moveable cart meeting the requirements of the MUTCD and NCHRP 350 or MASH 2016, Category 4.

General. AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The AFAD shall be setup within five degrees of vertical.

Flagger symbol signs as shown on the plans shall be replaced with “BE PREPARED TO STOP” signs when the AFAD is in operation.

Personal communication devices shall not be used to operate the AFAD.

Flagging Requirements. Flaggers and flagging requirements shall be according to Article 701.13 of the Standard Specifications and the following.

Each AFAD shall be operated by a flagger trained to operate the specific AFAD to be deployed. A minimum of two flaggers shall be on site at all times during operation. Each flagger shall be positioned outside the lane of traffic and near each AFAD’s location.

Flagging equipment required for traditional flagging shall be available near each AFAD location in the event of AFAD equipment malfunction/failure.

For nighttime flagging, the AFAD and flagger shall be illuminated according to Article 701.13 of the Standard Specifications.

When not in use, AFADs will be considered non-operating equipment and shall be stored according to Article 701.11 of the Standard Specifications.

Basis of Payment. This work will not be paid for separately but shall be considered as included in the cost of the various traffic control items included in the contract.

80192

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)

Effective: November 2, 2006
Revised: August 1, 2017

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 bidder shall indicate with their bid whether or not this special provision will be part of the contract.

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 that are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, joint filling/sealing, or extra work paid for at a lump sum price or by force account.

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

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

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

For HMA mixtures measured in square yards: Q, tons = A x D x (G_{mb} x 46.8) / 2000. For HMA mixtures measured in square meters: Q, metric tons = A x D x (G_{mb} x 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_V.

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

Where: A = Area of the HMA mixture, sq yd (sq m).
D = Depth of the HMA mixture, in. (mm).
G_{mb} = Average bulk specific gravity of the mixture, from the approved mix design.

V = Volume of the bituminous material, gal (L).
SG = Specific Gravity of bituminous material as shown on the bill of lading.

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

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

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

80173

BLENDED FINELY DIVIDED MINERALS (BDE)

Effective: April 1, 2021

Revise the second paragraph of Article 1010.01 of the Standard Specifications to read:

"Different sources or types of finely divided minerals shall not be mixed or used alternately in the same item of construction, except as a blended finely divided mineral product according to Article 1010.06."

Add the following article to Section 1010 of the Standard Specifications:

"**1010.06 Blended Finely Divided Minerals.** Blended finely divided minerals shall be the product resulting from the blending or intergrinding of two or three finely divided minerals. Blended finely divided minerals shall be according to ASTM C 1697, except as follows.

(a) Blending shall be accomplished by mechanically or pneumatically intermixing the constituent finely divided minerals into a uniform mixture that is then discharged into a silo for storage or tanker for transportation.

(b) The blended finely divided mineral product will be classified according to its predominant constituent or the manufacturer's designation and shall meet the chemical requirements of its classification. The other finely divided mineral constituent(s) will not be required to conform to their individual standards."

80436

BUILDING REMOVAL WITH ASBESTOS ABATEMENT (BDE)

Effective: September 1, 1990
Revised: August 1, 2022

Description. This work shall consist of the removal and disposal of building(s), including all foundations, retaining walls, and piers, down to a plane 1 ft (300 mm) below the ultimate bottom of building elevation or proposed bottom of construction elevation. The building(s) are identified as follows:

Bldg. No.	Parcel No.	Location	Description
1	7	1115 Darbie Lane	See project special provisions
2	7	1115 Darbie Lane	See project special provisions

CONSTRUCTION REQUIREMENTS

General. The IEPA's "State of Illinois Demolition/Renovation/Asbestos Project Notification Form" shall be submitted and a copy sent to the Engineer. It shall be updated if there is a change in the start and/or finish date or if the quantity of asbestos changes by more than 20 percent.

Asbestos abatement work shall be performed by an IDPH licensed Contractor prequalified with the Illinois Capital Development Board who has an on-site supervisor licensed by IDPH and employs workers licensed by IDPH. This work shall be completed according to the requirements of the U.S. Environmental Protection Agency (USEPA), IEPA, OSHA, and local regulatory agencies.

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 the service outlets.

Posting. Upon execution of the contract and prior to the removal of any buildings, the Contractor shall paint or stencil, in contrasting colors of an oil base paint, on all sides of each building or structure, the following posting:

NO TRESPASSING
VIOLATORS WILL BE PROSECUTED

The postings shall be positioned prominently on the structure(s) so they can be easily read and at a sufficient height to prevent defacing.

Asbestos Abatement. Friable asbestos containing building materials (ACBMs) and Category II non-friable ACBMs shall be removed from the building(s) prior to demolition. Category II non-friable ACBMs include asbestos containing transite boards, siding, and other cementitious materials (cement pipe or highly weathered roofing shingles/materials) which have a likelihood of becoming friable during typical demolition activities (by crumbling, pulverizing, or otherwise reducing to powder) making them regulated asbestos containing materials (RACM). Removed ACBM shall be kept separate from non-ACBM demolition debris for purposes of transport and disposal.

Category I non-friable ACBM may be kept in place for demolition or removal of the building unless it has become friable as determined by the ACBM inspector. If the Contractor demolishes the building(s) with the non-friable asbestos in place, the following shall apply.

(a) The Contractor shall continuously wet the non-friable ACBM and other building debris with water during demolition and loading for disposal.

(b) The Contractor shall dispose of all demolition debris as ACBM.

The Contractor shall perform air monitoring during asbestos abatement activities. Air sampling shall be conducted by a qualified air sampling professional. Air sampling shall be conducted according to NIOSH Method 7400. Air monitoring equipment shall be calibrated and maintained in proper operating condition. The Contractor shall submit a copy of the air sampling professional's certificate to the Engineer. The results of the tests, and daily calibration and maintenance records shall be kept on site and be available to the Engineer upon request.

Personal monitoring shall be conducted per applicable OSHA regulations. Excursion limits shall be monitored daily, and corrective actions taken immediately to bring excursions within OSHA permissible exposure limits.

When asbestos is removed prior to demolition, clearance testing per IDPH shall be conducted upon the removal of ACBM.

Submittals. The following submittals shall be made to the Engineer prior to the start of the asbestos abatement:

(a) Manufacturer's certification stating that vacuums, ventilation equipment, and other equipment required to contain airborne fibers conform to ANSI 29.2.

(b) A listing of the brand name, manufacturer, and specification of all sealants or surfactants to be used.

(c) Proof that arrangements for transport and disposal of ACBMs have been obtained (i.e., a letter of authorization to utilize designated landfill).

(d) A detailed work plan of the Contractor's anticipated procedures including the location and layout of decontamination units, the sequencing of work, the respiratory protection plan, a

site safety plan, a disposal plan, and a detailed description of the methods to be used to control pollution.

(e) Proof of the Contractor's prequalification with Capital Development Board and employee certifications with IDPH.

Submittals that shall be made upon completion of abatement work:

(f) Copies of waste chain-of-custodies, trip tickets, shipping manifests, or disposal receipts for asbestos waste materials removed from the work area.

(g) Copies of each day's work site entry logbook with information on worker and visitor access.

(h) Logs documenting filter changes on respirators, HEPA vacuums, negative pressure ventilation units, and other engineering controls.

(i) Test results of any bulk material analysis and air sampling data collected during the abatement including results of any on-site testing by any federal, state, or local agency.

Any holes, such as basements, shall be backfilled according to Article 502.10.

Basis of Payment. This work will be paid for at the contract lump sum unit price for BUILDING REMOVAL NO. 1 and BUILDING REMOVAL NO. 2.

Removal and disposal of friable ACBM will be paid for at the contract lump sum unit price for REMOVAL AND DISPOSAL OF FRIABLE ASBESTOS, BUILDING NO. 1 .

Removal and disposal of non-friable ACBM will be paid for at the contract lump sum unit price for REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 2 .

5026I

CEMENT, TYPE IL (BDE)

Effective: August 1, 2023

Add the following to Article 302.02 of the Standard Specifications:

"(k) Type IL Portland-Limestone Cement .....1001"

Revise Note 2 of Article 352.02 of the Standard Specifications to read:

"Note 2. Either Type I or Type IA portland cement or Type IL portland-limestone cement shall be used."

Revise Note 1 of Article 404.02 of the Standard Specifications to read:

"Note 1. The cement shall be Type I portland cement or Type IL portland-limestone cement."

Revise Article 1019.02(a) of the Standard Specifications to read:

"(a) Cement, Type I or IL .....1001"

80449

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017
Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

"(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

Revise Article 107.40(c) of the Standard Specifications to read:

"(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

(1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

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

(2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

(3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13."

Revise Article 108.04(b) of the Standard Specifications to read:

"(b) No working day will be charged under the following conditions.

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

Revise Article 109.09(f) of the Standard Specifications to read:

"(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead

other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited."

Add the following to Section 109 of the Standard Specifications.

"**109.13 Payment for Contract Delay.** Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to $5,000,000	One Project Superintendent
Over $ 5,000,000 - up to $25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over $25,000,000 - up to $50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over $50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384

CONCRETE SEALER (BDE)

Effective: November 1, 2023

Replace Section 1026 of the Standard Specifications with the following:

"**SECTION 1026. CONCRETE SEALER**

1026.01 General. Sealer types shall be according to the listing in AASHTO M 224. All concrete sealer types shall meet the sealer requirements of AASHTO M 224 when tested in accordance with AASHTO T 384. The sealer shall be listed on the Department's qualified product list.

The sealer shall have a clear or amber color when dry.

The Department will perform the sealer characterization properties of ATR-FTIR spectra, total solids, and specific gravity in accordance with AASHTO M 224."

80453

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010
Revised: November 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 [1/]	600-749	2002
	750 and up	2006
June 1, 2011 [2/]	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 [2/]	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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)

Effective: September 1, 2000
Revised: March 2, 2019

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 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, which may include, but is not limited to:
>
> (a) Withholding progress payments;
>
> (b) Assessing sanctions;
>
> (c) Liquidated damages; and/or
>
> (d) Disqualifying the Contractor from future bidding as non-responsible.

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 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, 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 enough DBE participation has been obtained to meet the goal or,

(b) The bidder documents 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:
http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index.

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

The bidder shall submit a DBE Utilization Plan (form SBE 2026), and a DBE Participation Statement (form SBE 2025) for each DBE company proposed for the performance of work to achieve the contract goal, with the bid. If the Utilization Plan indicates the contract goal will not be met, documentation of good faith efforts shall also be submitted. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor is selected over a DBE for work on the contract. The required forms and documentation must be submitted as a single .pdf file using the "Integrated Contractor Exchange (iCX)" application within the Department's "EBids System".

The Department will not accept a Utilization Plan if it does not meet the bidding procedures set forth herein and the bid will be declared not responsive. In the event the bid is declared not responsive, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty and may deny authorization to bid the project if re-advertised for bids.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan is approved. All information submitted by the bidder must be complete, accurate and adequately document enough DBE participation has been obtained or document the 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 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. This means 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 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 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. In accordance with the above Bidding Procedures, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

(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 the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided it is otherwise eligible for award. If the Department determines 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 will also include a statement of reasons for the adverse determination. If the Utilization Plan is not approved because it is deficient as a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no more than a five calendar day period to cure the deficiency.

(c) The bidder may request administrative reconsideration of an adverse determination by emailing the Department at "DOT.DBE.UP@illinois.gov" within the five calendar days after the receipt of the notification of the determination. The determination shall become final if a request is not made on or before the fifth calendar day. A request may provide additional written documentation 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 reviewed by the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person 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 reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

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

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

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

(c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the 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 DBE regular dealer or DBE 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 DBE Participation Commitment 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 emailed to the Department at DOT.DBE.UP@illinois.gov.

(b) 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 or AER 260A, must be signed and submitted. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, a new Request for Approval of Subcontractor will not be required. However, the Contractor must document efforts to assure the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.

(c) SUBCONTRACT. The Contractor must provide copies of DBE subcontracts to the Department upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.

(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) 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) The DBE is aware 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) 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 listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in this Special Provision. The Contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the Contractor obtains the Department's written consent as provided in subsection (a) of this part. Unless Department consent is provided for termination of a DBE subcontractor, the Contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the DBE in the Utilization Plan.

As stated above, 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 Contractor;

(3) The listed DBE subcontractor fails or refuses to meet the 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 1200 or applicable state law.

(6) The Contractor has determined the listed DBE subcontractor is not a responsible contractor;

(7) The listed DBE subcontractor voluntarily withdraws from the projects and provides written notice to the Contractor 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 subcontractor 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 Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the Contractor can self-perform the work for which the DBE contractor was engaged or so that the 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. The good faith efforts shall be documented by the Contractor. If the Department requests documentation under this provision, the Contractor shall submit the documentation within seven days, which may be extended for an additional seven days if necessary at the request of the Contractor. The Department will provide a written determination to the Contractor stating whether or not good faith efforts have been demonstrated.

(f) FINAL PAYMENT. 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 30 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 Resident 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 the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (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. The result of the reconsideration process is not administratively appealable to the U.S. Department of Transportation.

80029

FUEL COST ADJUSTMENT (BDE)

Effective: April 1, 2009
Revised: August 1, 2017

Description. Fuel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in fuel prices when optioned by the Contractor. The bidder shall indicate with their bid whether or not this special provision will be part of the contract. Failure to indicate "Yes" for any category of work will make that category of work exempt from fuel cost adjustment.

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

(a) Categories of Work.

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

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

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

(4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 including any

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

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

(b) Fuel Usage Factors.

English Units

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

Metric Units

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

(c) Quantity Conversion Factors.

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

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

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

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

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

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

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

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

80229

ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)

Effective: June 2, 2021
Revised: September 2, 2021

Illinois Works Jobs Program Act (30 ILCS 559/20-1 et seq.). For contracts having an awarded contract value of $500,000 or more, the Contractor shall comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules. The goal of the Illinois Apprenticeship Works Initiative is that apprentices will perform either 10% of the total labor hours actually worked in each prevailing wage classification or 10% of the estimated labor hours in each prevailing wage classification, whichever is less. The Contractor may seek from the Department of Commerce and Economic Opportunity (DCEO) a waiver or reduction of this goal in certain circumstances pursuant to 30 ILCS 559/20-20(b). The Contractor shall ensure compliance during the term of the contract and will be required to report on and certify its compliance. An apprentice use plan, apprentice hours, and a compliance certification shall be submitted to the Engineer on forms provided by the Department and/or DCEO.

80438

PERFORMANCE GRADED ASPHALT BINDER (BDE)

Effective: January 1, 2023

Revise Article 1032.05 of the Standard Specifications to read:

"**1032.05 Performance Graded Asphalt Binder.** These materials will be accepted according to the Bureau of Materials Policy Memorandum, "Performance Graded Asphalt Binder Qualification Procedure." The Department will maintain a qualified producer list. These materials shall be free from water and shall not foam when heated to any temperature below the actual flash point. Air blown asphalt, recycle engine oil bottoms (ReOB), and polyphosphoric acid (PPA) modification shall not be used.

When requested, producers shall provide the Engineer with viscosity/temperature relationships for the performance graded asphalt binders delivered and incorporated in the work.

(a) Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 "Standard Specification for Performance Graded Asphalt Binder" for the grade shown on the plans and the following.

Test	Parameter
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5 °C min.

(b) Modified Performance Graded (PG) Asphalt Binder. The asphalt binder shall meet the requirements of AASHTO M 320, Table 1 "Standard Specification for Performance Graded Asphalt Binder" for the grade shown on the plans.

Asphalt binder modification shall be performed at the source, as defined in the Bureau of Materials Policy Memorandum, "Performance Graded Asphalt Binder Qualification Procedure."

Modified asphalt binder shall be safe to handle at asphalt binder production and storage temperatures or HMA construction temperatures. Safety Data Sheets (SDS) shall be provided for all asphalt modifiers.

(1) Polymer Modification (SB/SBS or SBR). Elastomers shall be added to the base asphalt binder to achieve the specified performance grade and shall be either a styrene-butadiene diblock, triblock copolymer without oil extension, or a styrene-butadiene rubber. The polymer modified asphalt binder shall be smooth, homogeneous, and be according to the requirements shown in Table 1 or 2 for the grade shown on the plans.

Table 1 - Requirements for Styrene-Butadiene Copolymer (SB/SBS) Modified Asphalt Binders		
Test	Asphalt Grade SB/SBS PG 64-28 SB/SBS PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SB/SBS PG 76-22 SB/SBS PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

Table 2 - Requirements for Styrene-Butadiene Rubber (SBR) Modified Asphalt Binders		
Test	Asphalt Grade SBR PG 64-28 SBR PG 70-22	Asphalt Grade SB/SBS PG 64-34 SB/SBS PG 70-28 SBR PG 76-22 SBR PG 76-28
Separation of Polymer ITP, "Separation of Polymer from Asphalt Binder" Difference in °F (°C) of the softening point between top and bottom portions	4 (2) max.	4 (2) max.
Toughness ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	110 (12.5) min.	110 (12.5) min.
Tenacity ASTM D 5801, 77 °F (25 °C), 20 in./min. (500 mm/min.), in.-lbs (N-m)	75 (8.5) min.	75 (8.5) min.
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	40 min.	50 min.

(2) Ground Tire Rubber (GTR) Modification. GTR modification is the addition of recycled ground tire rubber to liquid asphalt binder to achieve the specified performance grade. GTR shall be produced from processing automobile and/or truck tires by the ambient

grinding method or micronizing through a cryogenic process. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall not contain free metal particles, moisture that would cause foaming of the asphalt, or other foreign materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois Modified AASHTO T 27 "Standard Method of Test for Sieve Analysis of Fine and Coarse Aggregates" or AASHTO PP 74 "Standard Practice for Determination of Size and Shape of Glass Beads Used in Traffic Markings by Means of Computerized Optical Method", a 50 g sample of the GTR shall conform to the following gradation requirements.

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 µm)	95 ± 5
No. 50 (300 µm)	> 20

GTR modified asphalt binder shall be tested for rotational viscosity according to AASHTO T 316 using spindle S27. GTR modified asphalt binder shall be tested for original dynamic shear and RTFO dynamic shear according to AASHTO T 315 using a gap of 2 mm.

The GTR modified asphalt binder shall meet the requirements of Table 3.

Table 3 - Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
Test	Asphalt Grade GTR PG 64-28 GTR PG 70-22	Asphalt Grade GTR PG 76-22 GTR PG 76-28 GTR PG 70-28
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

(3) Softener Modification (SM). Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, glycol amines, and fatty acid derivatives, to the base asphalt binder to achieve the specified performance grade. Softeners shall be dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Softeners shall not be added to modified PG asphalt binder as defined in Articles 1032.05(b)(1) or 1032.05(b)(2).

An Attenuated Total Reflectance-Fourier Transform Infrared spectrum (ATR-FTIR) shall be collected for both the softening compound as well as the softener modified

asphalt binder at the dose intended for qualification. The ATR-FTIR spectra shall be collected on unaged softener modified binder, 20-hour Pressurized Aging Vessel (PAV) aged softener modified binder, and 40-hour PAV aged softener modified binder. The ATR-FTIR shall be collected in accordance with Illinois Test Procedure 601. The electronic files spectral files (in one of the following extensions or equivalent: *.SPA, *.SPG, *.IRD, *.IFG, *.CSV, *.SP, *.IRS, *.GAML, *.[0-9], *.IGM, *.ABS, *.DRT, *.SBM, *.RAS) shall be submitted to the Central Bureau of Materials.

Softener modified asphalt binders shall meet the requirements in Table 4.

Table 4 - Requirements for Softener Modified Asphalt Binders	
Test	Asphalt Grade SM PG 46-28 SM PG 46-34 SM PG 52-28 SM PG 52-34 SM PG 58-22 SM PG 58-28 SM PG 64-22
Small Strain Parameter (AASHTO PP 113) BBR, ΔTc, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	-5°C min.
Large Strain Parameter (Illinois Modified AASHTO T 391) DSR/LAS Fatigue Property, Δ|G*|peak τ, 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	≥ 54 %

The following grades may be specified as tack coats.

Asphalt Grade	Use
PG 58-22, PG 58-28, PG 64-22	Tack Coat”

Revise Article 1031.06(c)(1) and 1031.06(c)(2) of the Standard Specifications to read:

“(1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin ABR shall not exceed the amounts listed in the following table.

HMA Mixtures - RAP/RAS Maximum ABR % 1/ 2/			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface 3/
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

1/ For Low ESAL HMA shoulder and stabilized subbase, the RAP/RAS ABR shall not exceed 50 percent of the mixture.

2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for ground tire rubber (GTR) modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes.

(2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

HMA Mixtures - FRAP/RAS Maximum ABR % 1/ 2/			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface 3/
30	55	45	15
50	45	40	15
70	45	35	15
90	45	35	15
SMA	- -	- -	25
IL-4.75	- -	- -	35

1/ For Low ESAL HMA shoulder and stabilized subbase, the FRAP/RAS ABR shall not exceed 50 percent of the mixture.

2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

3/ The maximum ABR percentages for GTR modified mixes shall be equivalent to the percentages specified for SBS/SBR polymer modified mixes."

Add the following to the end of Note 2 of Article 1030.03 of the Standard Specifications.

"A dedicated storage tank for the ground tire rubber (GTR) modified asphalt binder shall be provided. This tank shall be capable of providing continuous mechanical mixing throughout and/or recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ±0.40 percent."

80441

PORTLAND CEMENT CONCRETE (BDE)

Effective: August 1, 2023

Revise the second paragraph of Article 1103.03(a)(4) the Standard Specifications to read:

> "The dispenser system shall provide a visual indication that the liquid admixture is actually entering the batch, such as via a transparent or translucent section of tubing or by independent check with an integrated secondary metering device. If approved by the Engineer, an alternate indicator may be used for admixtures dosed at rates of 25 oz/cwt (1630 mL/100 kg) or greater, such as accelerating admixtures, corrosion inhibitors, and viscosity modifying admixtures."

80451

RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)

Effective: December 1, 1986
Revised: January 1, 2022

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications. A separate policy is required for each railroad unless otherwise noted.

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
CSX Transportation, Inc. 500 Water Street, C907 Jacksonville, Florida 32202	0 Trains	13 Trains/60 MPH

Class 1 RR (Y or N): Y
DOT/AAR No.: 973 711F — RR Mile Post: QS-224.34
RR Division: — RR Sub-Division:

For Freight/Passenger Information Contact: — Phone:
For Insurance Information Contact: Amanda DeCesare — Phone: (513) 853-1221

Class 1 RR (Y or N):
DOT/AAR No.: — RR Mile Post:
RR Division: — RR Sub-Division:

For Freight/Passenger Information Contact: — Phone:
For Insurance Information Contact: — Phone:

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

3426I

SEEDING (BDE)

Effective: November 1, 2022

Revise Article 250.07 of the Standard Specifications to read:

"**250.07 Seeding Mixtures.** The classes of seeding mixtures and combinations of mixtures will be designated in the plans.

When an area is to be seeded with two or more seeding classes, those mixtures shall be applied separately on the designated area within a seven day period. Seeding shall occur prior to placement of mulch cover. A Class 7 mixture can be applied at any time prior to applying any seeding class or added to them and applied at the same time.

TABLE 1 - SEEDING MIXTURES			
Class - Type		Seeds	lb/acre (kg/hectare)
1	Lawn Mixture 1/	Kentucky Bluegrass	100 (110)
		Perennial Ryegrass	60 (70)
		Festuca rubra ssp. r*ubra* (Creeping Red Fescue)	40 (50)
1A	Salt Tolerant Lawn Mixture 1/	Kentucky Bluegrass	60 (70)
		Perennial Ryegrass	20 (20)
		Festuca rubra ssp. *rubra* (Creeping Red Fescue)	20 (20)
		Festuca brevipilla (Hard Fescue)	20 (20)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	60 (70)
1B	Low Maintenance Lawn Mixture 1/	Turf-Type Fine Fescue 3/	150 (170)
		Perennial Ryegrass	20 (20)
		Red Top	10 (10)
		Festuca rubra ssp. *rubra* (Creeping Red Fescue)	20 (20)
2	Roadside Mixture 1/	*Lolium arundinaceum* (Tall Fescue)	100 (110)
		Perennial Ryegrass	50 (55)
		Festuca rubra ssp. r*ubra* (Creeping Red Fescue)	40 (50)
		Red Top	10 (10)
2A	Salt Tolerant Roadside Mixture 1/	*Lolium arundinaceum* (Tall Fescue)	60 (70)
		Perennial Ryegrass	20 (20)
		Festuca rubra ssp. *rubra* (Creeping Red Fescue)	30 (20)
		Festuca brevipila (Hard Fescue)	30 (20)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	60 (70)
3	Northern Illinois Slope Mixture 1/	*Elymus canadensis* (Canada Wild Rye) 5/	5 (5)
		Perennial Ryegrass	20 (20)
		Alsike Clover 4/	5 (5)
		Desmanthus illinoensis (Illinois Bundleflower) 4/ 5/	2 (2)
		Schizachyrium scoparium (Little Bluestem) 5/	12 (12)
		Bouteloua curtipendula (Side-Oats Grama) 5/	10 (10)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	30 (35)
		Oats, Spring	50 (55)
		Slender Wheat Grass 5/	15 (15)
		Buffalo Grass 5/ 7/	5 (5)
3A	Southern Illinois Slope Mixture 1/	Perennial Ryegrass	20 (20)
		Elymus canadensis (Canada Wild Rye) 5/	20 (20)
		Panicum virgatum (Switchgrass) 5/	10 (10)
		Schizachyrium scoparium (Little Blue Stem) 5/	12 (12)
		Bouteloua curtipendula (Side-Oats Grama) 5/	10 (10)
		Dalea candida (White Prairie Clover) 4/ 5/	5 (5)
		Rudbeckia hirta (Black-Eyed Susan) 5/	5 (5)
		Oats, Spring	50 (55)

Class – Type		Seeds	lb/acre (kg/hectare)
4	Native Grass 2/ 6/	*Andropogon gerardi* (Big Blue Stem) 5/	4 (4)
		Schizachyrium scoparium (Little Blue Stem) 5/	5 (5)
		Bouteloua curtipendula (Side-Oats Grama) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	1 (1)
		Panicum virgatum (Switch Grass) 5/	1 (1)
		Sorghastrum nutans (Indian Grass) 5/	2 (2)
		Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Perennial Ryegrass	15 (15)
4A	Low Profile Native Grass 2/ 6/	*Schizachyrium scoparium* (Little Blue Stem) 5/	5 (5)
		Bouteloua curtipendula (Side-Oats Grama) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	1 (1)
		Sporobolus heterolepis (Prairie Dropseed) 5/	0.5 (0.5)
		Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Perennial Ryegrass	15 (15)
4B	Wetland Grass and Sedge Mixture 2/ 6/	Annual Ryegrass	25 (25)
		Oats, Spring	25 (25)
		Wetland Grasses (species below) 5/	6 (6)

Species:	% By Weight
Calamagrostis canadensis (Blue Joint Grass)	12
Carex lacustris (Lake-Bank Sedge)	6
Carex slipata (Awl-Fruited Sedge)	6
Carex stricta (Tussock Sedge)	6
Carex vulpinoidea (Fox Sedge)	6
Eleocharis acicularis (Needle Spike Rush)	3
Eleocharis obtusa (Blunt Spike Rush)	3
Glyceria striata (Fowl Manna Grass)	14
Juncus effusus (Common Rush)	6
Juncus tenuis (Slender Rush)	6
Juncus torreyi (Torrey's Rush)	6
Leersia oryzoides (Rice Cut Grass)	10
Scirpus acutus (Hard-Stemmed Bulrush)	3
Scirpus atrovirens (Dark Green Rush)	3
Bolboschoenus fluviatilis (River Bulrush)	3
Schoenoplectus tabernaemontani (Softstem Bulrush)	3
Spartina pectinata (Cord Grass)	4

Class – Type		Seeds	lb/acre (kg/hectare)
5	Forb with Annuals Mixture 2/ 5/ 6/	Annuals Mixture (Below) Forb Mixture (Below)	1 (1) 10 (10)

Annuals Mixture - Mixture not exceeding 25 % by weight of any one species, of the following:

Coreopsis lanceolata (Sand Coreopsis)
Leucanthemum maximum (Shasta Daisy)
Gaillardia pulchella (Blanket Flower)
Ratibida columnifera (Prairie Coneflower)
Rudbeckia hirta (Black-Eyed Susan)

Forb Mixture - Mixture not exceeding 5 % by weight PLS of any one species, of the following:

Amorpha canescens (Lead Plant) 4/
Anemone cylindrica (Thimble Weed)
Asclepias tuberosa (Butterfly Weed)
Aster azureus (Sky Blue Aster)
Symphyotrichum leave (Smooth Aster)
Aster novae-angliae (New England Aster)
Baptisia leucantha (White Wild Indigo) 4/
Coreopsis palmata (Prairie Coreopsis)
Echinacea pallida (Pale Purple Coneflower)
Eryngium yuccifolium (Rattlesnake Master)
Helianthus mollis (Downy Sunflower)
Heliopsis helianthoides (Ox-Eye)
Liatris aspera (Rough Blazing Star)
Liatris pycnostachya (Prairie Blazing Star)
Monarda fistulosa (Prairie Bergamot)
Parthenium integrifolium (Wild Quinine)
Dalea candida (White Prairie Clover) 4/
Dalea purpurea (Purple Prairie Clover) 4/
Physostegia virginiana (False Dragonhead)
Potentilla arguta (Prairie Cinquefoil)
Ratibida pinnata (Yellow Coneflower)
Rudbeckia subtomentosa (Fragrant Coneflower)
Silphium laciniatum (Compass Plant)
Silphium terebinthinaceum (Prairie Dock)
Oligoneuron rigidum (Rigid Goldenrod)
Tradescantia ohiensis (Spiderwort)
Veronicastrum virginicum (Culver's Root)

Class – Type		Seeds	lb/acre (kg/hectare)
5A	Large Flower Native Forb Mixture 2/ 5/ 6/	Forb Mixture (see below)	5 (5)
		Species:	% By Weight
		Aster novae-angliae (New England Aster)	5
		Echinacea pallida (Pale Purple Coneflower)	10
		Helianthus mollis (Downy Sunflower)	10
		Heliopsis helianthoides (Ox-Eye)	10
		Liatris pycnostachya (Prairie Blazing Star)	10
		Ratibida pinnata (Yellow Coneflower)	5
		Rudbeckia hirta (Black-Eyed Susan)	10
		Silphium laciniatum (Compass Plant)	10
		Silphium terebinthinaceum (Prairie Dock)	20
		Oligoneuron rigidum (Rigid Goldenrod)	10
5B	Wetland Forb 2/ 5/ 6/	Forb Mixture (see below)	2 (2)
		Species:	% By Weight
		Acorus calamus (Sweet Flag)	3
		Angelica atropurpurea (Angelica)	6
		Asclepias incarnata (Swamp Milkweed)	2
		Aster puniceus (Purple Stemmed Aster)	10
		Bidens cernua (Beggarticks)	7
		Eutrochium maculatum (Spotted Joe Pye Weed)	7
		Eupatorium perfoliatum (Boneset)	7
		Helenium autumnale (Autumn Sneeze Weed)	2
		Iris virginica shrevei (Blue Flag Iris)	2
		Lobelia cardinalis (Cardinal Flower)	5
		Lobelia siphilitica (Great Blue Lobelia)	5
		Lythrum alatum (Winged Loosestrife)	2
		Physostegia virginiana (False Dragonhead)	5
		Persicaria pensylvanica (Pennsylvania Smartweed)	10
		Persicaria lapathifolia (Curlytop Knotweed)	10
		Pychanthemum virginianum (Mountain Mint)	5
		Rudbeckia laciniata (Cut-leaf Coneflower)	5
		Oligoneuron riddellii (Riddell Goldenrod)	2
		Sparganium eurycarpum (Giant Burreed)	5
6	Conservation Mixture 2/ 6/	*Schizachyrium scoparium* (Little Blue Stem) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	2 (2)
		Buffalo Grass 5/ 7/	5 (5)
		Vernal Alfalfa 4/	15 (15)
		Oats, Spring	48 (55)
6A	Salt Tolerant Conservation Mixture 2/ 6/	*Schizachyrium scoparium* (Little Blue Stem) 5/	5 (5)
		Elymus canadensis (Canada Wild Rye) 5/	2 (2)
		Buffalo Grass 5/ 7/	5 (5)
		Vernal Alfalfa 4/	15 (15)
		Oats, Spring	48 (55)
		Puccinellia distans (Fults Saltgrass or Salty Alkaligrass)	20 (20)
7	Temporary Turf Cover Mixture	Perennial Ryegrass	50 (55)
		Oats, Spring	64 (70)

Notes:

1/ Seeding shall be performed when the ambient temperature has been between 45 ºF (7 ºC) and 80 ºF (27 ºC) for a minimum of seven (7) consecutive days and is forecasted to be the same for the next five (5) days according to the National Weather Service.
2/ Seeding shall be performed in late fall through spring beginning when the ambient temperature has been below 45 ºF (7 ºC) for a minimum of seven (7) consecutive days and ending when the ambient temperature exceeds 80 ºF (27 ºC) according to the National Weather Service.
3/ Specific variety as shown in the plans or approved by the Engineer.
4/ Inoculation required.
5/ Pure Live Seed (PLS) shall be used.
6/ Fertilizer shall not be used.
7/ Seed shall be primed with KNO_3 to break dormancy and dyed to indicate such.

Seeding will be inspected after a period of establishment. The period of establishment shall be six (6) months minimum, but not to exceed nine (9) months. After the period of establishment, areas not exhibiting 75 percent uniform growth shall be interseeded or reseeded, as determined by the Engineer, at no additional cost to the Department."

80445

SOURCE OF SUPPLY AND QUALITY REQUIREMENTS (BDE)

Effective: January 2, 2023

Add the following to Article 106.01 of the Standard Specifications:

"The final manufacturing process for construction materials and the immediately preceding manufacturing stage for construction materials shall occur within the United States. Construction materials shall include an article, material, or supply that is or consists primarily of the following.

(a) Non-ferrous metals;

(b) Plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables);

(c) Glass (including optic glass);

(d) Lumber;

(e) Drywall.

Items consisting of two or more of the listed construction materials that have been combined through a manufacturing process, and items including at least one of the listed materials combined with a material that is not listed through a manufacturing process shall be exempt."

80448

STEEL COST ADJUSTMENT (BDE)

Effective: April 2, 2004
Revised: January 1, 2022

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 with their bid whether or not this special provision will be part of the contract. 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, welded 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 have a contract value of $10,000 or greater.

The adjustments shall apply to the above items when they are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply when the item is added as extra work and paid for at a lump sum price or by force account.

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 for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price,. 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
Welded 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)

80127

SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)

Effective: April 2, 2018

Add the following to Section 109 of the Standard Specifications.

"**109.14 Subcontractor and Disadvantaged Business Enterprise Payment Reporting.** The Contractor shall report all payments made to the following parties:

(a) first tier subcontractors;

(b) lower tier subcontractors affecting disadvantaged business enterprise (DBE) goal credit;

(c) material suppliers or trucking firms that are part of the Contractor's submitted DBE utilization plan.

The report shall be made through the Department's on-line subcontractor payment reporting system within 21 days of making the payment."

80397

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017
Revised: April 1, 2019

Replace the second paragraph of Article 109.12 of the Standard Specifications with the following:

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

Value of Subcontract Reported on Form BC 260A	Mobilization Percentage
Less than $10,000	25%
$10,000 to less than $20,000	20%
$20,000 to less than $40,000	18%
$40,000 to less than $60,000	16%
$60,000 to less than $80,000	14%
$80,000 to less than $100,000	12%
$100,000 to less than $250,000	10%
$250,000 to less than $500,000	9%
$500,000 to $750,000	8%
Over $750,000	7%"

80391

SUBMISSION OF PAYROLL RECORDS (BDE)

Effective: April 1, 2021
Revised: November 1, 2022

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, and 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 certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. 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. The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

STATE CONTRACTS. Revise Item 3 of Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

"3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Illinois Prevailing Wage Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Prevailing-Wage-Portal.aspx. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. 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. The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

80437

TRAINING SPECIAL PROVISIONS (BDE)

Effective: October 15, 1975
Revised: September 2, 2021

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 **5**. In the event the Contractor subcontracts a portion of the contract work, it 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 ensure 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 it employs 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 it 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 or she has successfully completed a training course leading to journeyman status or in which he or she 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 Employment Training Administration 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 shall provide for the maintenance of records and furnish periodic reports documenting its performance under this Training Special Provision.

For contracts with an awarded contract value of $500,000 or more, the Contractor is required to comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules to the extent permitted by Section 20-20(g). For federally funded projects, the number of trainees to be trained under this contract, as stated in the Training Special Provisions, will be the established goal for the Illinois Works Apprenticeship Initiative 30 ILCS 559/20-20(g). The Contractor shall make a good faith effort to meet this goal. For federally funded projects, the Illinois Works Apprenticeship Initiative will be implemented using the FHWA approved OJT procedures. The Contractor must comply with the recordkeeping and reporting obligations of the Illinois Works Apprenticeship Initiative for the life of the project, including the certification as to whether the trainee/apprentice labor hour goals were met.

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

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021
Revised: November 1, 2022

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

"The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. In accordance with 625 ILCS 5/12-215, the lights may only be in operation while the vehicle or equipment is engaged in construction operations."

80439

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012
Revised: November 1, 2021

The Contractor shall submit 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 for DBE goal credit.

The report shall be submitted to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Sunday through Saturday for each week reportable trucking activities occur.

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

WOOD SIGN SUPPORT (BDE)

Effective: November 1, 2023

Add the following to Article 730.02 of the Standard Specifications:

"(c) Preservative Treatment .....1007.12"

Revise the first paragraph of Article 730.03 of the Standard Specifications to read:

"**730.03 General.** Wood sign supports shall be treated. When the 4 x 6 in. (100 x 150 mm) posts are used, they shall be modified to satisfy the breakaway requirements by drilling 1 1/2 in. (38 mm) diameter holes centered at 4 and 18 in. (100 and 450 mm) above the groundline and perpendicular to the centerline of the roadway."

80454

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports .....1106.02"

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

"For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer's specifications."

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

"**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer's self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device."

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

"**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019."

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

"(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis."

80427

CONCRETE WEARING SURFACE
Effective: June 23, 1994
Revised: October 4, 2016

Description. This work consists of placing a concrete wearing surface, to the specified thickness, on precast concrete members such as deck beams and deck panels. Included in this work is cleaning and preparing the precast concrete surface prior to placement of the concrete wearing surface. This work shall be according to the applicable articles of Section 503 and the following.

Materials. The concrete wearing surface shall be class BS concrete, except as follows, when Steel Bridge Rail is used in conjunction with concrete wearing surface, the 14 day mix design shall be replaced by a 28 day mix design with a compressive strength of 5000 psi (34,500 kPa) and a design flexural strength of 800 psi (5,500 kPa).

Equipment: The equipment used shall be subject to the approval of the Engineer and shall meet the following requirements:

(a) Surface Preparation Equipment. Surface preparation equipment shall be according to the applicable portions of Section 1100 and the following:

(1) Hand-Held Blast Cleaning Equipment. Blast cleaning using hand-held equipment may be performed by high-pressure waterblasting or abrasive blasting. Hand-held blast cleaning equipment shall have oil traps.

Hand-held high-pressure waterblasting equipment shall have a minimum water pressure of 7000 psi (48 MPa).

(2) Vacuum Cleanup Equipment. The equipment shall be equipped with fugitive dust control devices capable of removing wet debris and water all in the same pass. Vacuum equipment shall also be capable of washing the deck with pressurized water prior to the vacuum operation to dislodge all debris and slurry from the deck surface.

(b) Concrete Equipment: Equipment for proportioning and mixing the concrete shall be according to Article 1020.03.

(c) Finishing Equipment. Finishing equipment shall be according to Article 503.03.

(d) Mechanical Fogging Equipment. Mechanical fogging equipment shall be according to 503.03.

CONSTRUCTION REQUIREMENTS

Surface Preparation. Prior to placement of the concrete wearing surface, the top surface of the precast concrete members shall be clean and free of all foreign material.

All debris of every type, including dirty water, resulting from the cleaning operation shall be reasonably confined during the performance of the cleaning work and shall be immediately and thoroughly removed from the cleaned surfaces and all other areas where debris may have accumulated.

Prior to placement of the concrete wearing surface, the Engineer will inspect the cleaned surface, all areas still contaminated shall be cleaned again at the Contractor's expense.

Wearing Surface Placement. The concrete wearing surface placement shall be according to Article 503.16 of the Standard Specifications. Areas to receive the overlay shall be either thoroughly or continuously wetted with water at least one hour before placement of the concrete wearing surface is started. When the surface is pre-wetted any accumulations of water shall be dispersed or removed prior to placement of the concrete wearing surface.

Plans for anchoring support rails and the mixture-placing procedure shall be submitted to the Engineer for approval.

Curing and Protection. The concrete shall be continuously wet cured for at least 14 days according to Article 1020.13(a)(5). However, if the minimum specified compressive strength or flexural strength is obtained prior to 14 days, the cure time may be reduced, but at no time shall the wet cure be less than 7 days. The concrete shall be protected from low air temperatures according to Article1020.13(d)(1) or (2), except the protection method shall remain in place for the entire curing period.

Opening to Traffic. The concrete wearing surface without Steel Bridge Rail attached may be opened to traffic when test specimens have obtained a minimum compressive strength of 4000 psi (27,500 kPa) or a minimum flexural strength of 675 psi (4650 kPa), but not prior to the completion of the wet cure. When Steel Bridge Rail is utilized, the concrete wearing surface may be opened when test specimens have obtained a minimum compressive strength of 5000 psi (34,500 kPa) or a minimum flexural strength of 800 psi (5500 kPa),but not prior to the completion of the wet cure.

Method of Measurement. Concrete wearing surface will be measured for payment in place and the area computed in square yards (square meters).

Basis of Payment. This work including cleaning and surface preparation will be paid for at the contract unit price per square yard (square meter) for CONCRETE WEARING SURFACE, of the thickness specified.

SLIPFORM PARAPET
Effective: June 1, 2007
Revised: March 1, 2019

The following shall be added to the end of Article 503.16(b) of the Standard Specifications.

(3) Slipforming parapets. Unless otherwise prohibited herein or on the plans, at the option of the Contractor, concrete parapets on bridge decks may be constructed by slipforming in lieu of the conventional forming methods. Slipforming will not be permitted for curved parapets on a radius of 1500ft (457 m) or less.

The slipform machine shall be self-propelled and have automatic horizontal and vertical grade control. For 34 inch (864 mm) and 39 inch (991 mm) tall parapets the machine shall be equipped with a minimum of four (4) vibrators. For 42 inch (1.067 m) and 44 inch (1.118 m) tall parapets the machine shall be equipped with a minimum of five (5) vibrators. The equipment shall be approved by the Engineer before use.

If the Contractor wishes to use the slipform parapet option for 44 inch (1.067 m) tall parapets he/she shall construct a test section in a temporary location to demonstrate his/her ability to construct the parapets without defect. The test section shall be constructed under similar anticipated weather conditions, using the same means and methods, equipment, operator, concrete plant, concrete mix design, and slump as proposed for the permanent slipform parapets.

The test section shall be at least 50 feet (15 meters) in length and shall be of the same cross section shown on the plans. The contractor shall place all of the reinforcement embedded in the parapet shown on the plans. Upon completion of the test section, the Contractor shall saw cut the test section into 2 foot (600 mm) segments and separate the segments for inspection by the Engineer.

The test section shall demonstrate to the satisfaction of the Engineer that the Contractor can slipform the parapets on this project without defects. The acceptance of the test section does not constitute acceptance of the slipform parapets in place.

The concrete mix design may combine two or more coarse aggregate sizes, consisting of CA-7, CA-11, CA-13, CA-14, and CA-16, provided a CA-7 or CA-11 is included in the blend in a proportion approved by the Engineer.

The slipform machine speed shall not exceed 3 ft (0.9 m) per minute. Any section of parapet placed with the slipform machine moving in excess of the maximum allowed speed will be rejected. Any time the speed of the machine drops below 0.5 ft (150 mm) per minute will be considered a stoppage of the slipforming operation, portions of parapet placed with three or more intermittent stoppages within any 15 ft (4.6 m) length will be rejected. The contractor shall schedule concrete delivery to maintain a uniform delivery rate of concrete into the slipform machine. If delivery of concrete from the truck into the slipforming machine

is interrupted by more than 15 minutes, the portion of the wall within the limits of the slipform machine will be rejected. Any portion of the parapet where the slipforming operation is interrupted or stopped within the 15 minute window may be subject to coring to verify acceptance.

If the Contractor elects to slipform, the parapet cross-sectional area and reinforcement bar clearances shall be revised according to the details for the Concrete Parapet Slipforming Option. In addition, if embedded conduit(s) are detailed, then the contractor shall utilize the alternate reinforcement as detailed.

The use of cast-in-place anchorage devices for attaching appurtenances and/or railings to the parapets will not be allowed in conjunction with slipforming of parapets. Alternate means for making these attachments shall be as detailed on the plans or as approved by the Engineer.

All reinforcement bar intersections within the parapet cross section shall be 100 percent tied utilizing saddle ties, wrap and saddle ties or figure eight ties to maintain rigidity during concrete placement. At pre-planned sawcut joints in the parapet, Glass Fiber Reinforced Polymer (GFRP) reinforcement shall be used to maintain the rigidity of the reinforcement cage across the proposed joints as detailed for the Concrete Parapet Slipforming Option.

Glass Fiber Reinforced Polymer (GFRP) reinforcement shall be subject to approval by the Engineer. Other non-ferrous reinforcement may be proposed for use but shall be subject to approval by the Engineer. GFRP reinforcement shall be tied the same as stated in the previous paragraph.

The Contractor may propose supplemental reinforcement for stiffening to prevent movement of the reinforcement cage and/or for conduit support subject to approval by the Engineer.

Clearances for these bars shall be the same as shown for the required bars and these bars shall be epoxy coated. If the additional reinforcement is used, it shall be at no additional cost to the Department.

For projects with plan details specifying parapet joints spaced greater than 20 ft (6 m) apart, additional sawcut joints, spaced between 10 ft (3 m) and 20 ft (6 m), shall be placed as directed by the Engineer. The horizontal reinforcement extending through the proposed joints shall be precut to provide a minimum of 4 in. (100 mm) gap, centered over the joint, between rebar ends. The ends of the reinforcement shall be repaired according to Article 508.04.

After the slipform machine has been set to proper grade and prior to concrete placement, the clearance between the slipform machine inside faces and reinforcement bars shall be checked during a dry run by the Contractor in the presence of the Engineer. The dry run shall not begin until the entire reinforcing cage has been tied and the Engineer has verified and approved the placement and tying of the reinforcing bars. Any reinforcement bars

found to be out of place by more than ½ in. (13 mm), or any dimensions between bars differing from the plans by more than ½ in. (13 mm) shall be re-tied to the plan dimensions.

During the dry run and in the presence of the Engineer, the Contractor shall check the clearance of the reinforcement bars from the inside faces of the slipform mold. In all locations, the Contractor shall ensure the reinforcement bars have the minimum cover distance shown on the plans. This dry run check shall be made for the full distance that is anticipated to be placed in the subsequent pour. Reinforcement bars found to have less than the minimum clearance shall be adjusted and the dry run will be performed again, at least in any locations that have been readjusted.

For parapets adjacent to the watertable, the contractor shall, for the duration of the construction and curing of the parapet, provide and maintain an inspection platform along the back face of the parapet. The inspection platform shall be rigidly attached to the bridge superstructure and be of such design to allow ready movement of inspection personnel along the entire length of the bridge.

The aluminum cracker plates as detailed in the plans shall be securely tied in place and shall be coated or otherwise treated to minimize their potential reaction with wet concrete. In lieu of chamfer strips at horizontal and vertical edges, radii may be used. Prior to slipforming, the Contractor shall verify proper operation of the vibrators using a mechanical measuring device subject to approval by the Engineer.

The top portion of the joint shall be sawcut as shown in the details for the Concrete Parapet Slipforming Option. Sawing of the joints shall commence as soon as the concrete has hardened sufficiently to permit sawing without excessive raveling. All joints shall be sawed to the full thickness before uncontrolled shrinkage cracking takes place but no later than 8 hours after concrete placement. The sawcut shall be approximately 3/8 in. (10 mm) wide and shall be performed with a power circular concrete saw. The joints shall be sealed with an approved polyurethane sealant, conforming to ASTM C 920, Type S, Grade NS, Class 25, Use T, to a minimum depth of 1/2 in. (12 mm), with surface preparation and installation according to the manufacturer's written instructions. Cork, hemp or other compressible material may be used as a backer. The sawcut will not require chamfered edges.

Ends of the parapet shall be formed and the forms securely braced. When slipforming of parapets with cross sectional discontinuities such as light standards, junction boxes or other embedded appurtenances except for name plates, is allowed, the parapet shall be formed for a minimum distance of 4 ft (1.2 m) on each side of the discontinuity.

For acceptance and rejection purposes a parapet section shall be defined as the length of parapet between adjacent vertical parapet joints.

The maximum variance of actual to proposed longitudinal alignment shall not exceed ±3/4 in. (20 mm) with no more than 1/4 inch in 10 ft (6 mm in 3 m). Notwithstanding this tolerance, abrupt variance in actual alignment of 1/2 inch in 10 ft (13 mm in 3 m) will be cause for rejection of the parapet section.

In addition, all surfaces shall be checked with a 10 ft (3 m) straight edge furnished and used by the Contractor as the concrete is extruded from the slipform mold. Continued variations in the barrier surface exceeding 1/4 inch in 10 ft (6 mm in 3 m) will not be permitted and remedial action shall immediately be taken to correct the problem.

The use of equipment or methods which result in dimensions outside the tolerance limits shall be discontinued. Parapet sections having dimensions outside the tolerance limits will be rejected.

Any visible indication that less than specified cover of concrete over the reinforcing bars has been obtained, or of any cracking, tearing or honeycombing of the plastic concrete, or any location showing diagonal or horizontal cracking will be cause for rejection of the parapet section in which they are found.

The vertical surfaces at the base of the barrier within 3 in. (75 mm) of the deck surface shall be trowelled true after passage of the slipform machine. Hand finishing of minor sporadic surface defects may be allowed at the discretion of the Engineer. All surfaces of the parapet except the top shall receive a final vertical broom finish. Any deformations or bulges remaining after the initial set shall be removed by grinding after the concrete has hardened.

Slipformed parapets shall be wet cured according to either Article 1020.13(a)(3) or Article 1020.13(a)(5). For either method, the concrete surface shall be covered within 30 minutes after it has been finished. The cotton mat or burlap covering shall be held in place with brackets or another method approved by the Engineer. The Contractor shall have the option, during the period from April 16 through October 31, to delay the start of wet curing by applying a linseed oil emulsion curing compound. Exercising this option waives the requirement for protective coat according to Article 503.19. The linseed oil emulsion shall be according to Article 1022.01 and shall be applied according to Articles 1020.13 Notes-General 8/ and 1020.13(a)(4). The delay for wet curing shall not exceed 3 hours after application of the linseed oil emulsion.

A maximum of three random 4 in. (100 mm) diameter cores per 100 ft (30 m) of parapet shall be taken as directed by the Engineer, but no less than three random cores shall be taken for each parapet pour. At least 2 cores shall be located to intercept the top horizontal bar. Unless otherwise directed by the Engineer, coring shall be accomplished within 48 hours following each parapet pour. Separate parapets poured on the same date shall be considered separate pours. Random cores will not be measured for payment.

The Engineer will mark additional locations for cores where, in the sole opinion of the Engineer, the quality of the slipformed parapet is suspect.

The Engineer or his representative will be responsible for evaluation the cores. Any cores showing voids of any size adjacent to the reinforcement bars, or showing voids not adjacent to reinforcement bars of 1/4 square inch (160 square millimeters) in area or more, or

showing signs of segregation, or showing signs of cracking shall be considered failures and the parapet section from which it was taken will be rejected. Parapets with less than 1 1/2 inches of concrete cover over the reinforcement shall be rejected.

Rejected parapet sections shall be removed and replaced for the full depth cross-section of the parapet except that concrete covers between 1 inch and 1½ inches may be open to remedial action subject to the approval of the Engineer. Such action could entail up to and including removal and replacement.

The minimum length of parapet removed and replaced shall be 3 ft (1 m). Additional cores may be required to determine the longitudinal extent of removal and replacement if it can not be determined and agreed upon by other means (i.e. visual, sounding, non-destructive testing, etc.).

Any parapet section with more than one half of its length rejected or with remaining segments less than 10 ft (3 m) in length shall be removed and replaced in its entirety.

If reinforcement bars are damaged during the removal and replacement, additional removal and replacement shall be done, as necessary, to ensure minimum splice length of replacement bars. Any damage to epoxy coating of bars shall be repaired according to Article 508.04.

All core holes will be filled with a non-shrink grout meeting the requirements of Section 1024.

Basis of Payment. When the contractor, at his/her option, constructs the parapet using slipforming methods, no adjustment in the quantities for Concrete Superstructures and Reinforcement Bars, Epoxy Coated to accommodate this option will be allowed. Compensation under the contract bid items for Concrete Superstructures and Reinforcement Bars, Epoxy Coated shall cover the cost of all work required for the construction of the parapet and any test section(s) required, and for any additional costs of work or materials associated with slipforming methods.

BRIDGE DECK CONSTRUCTION
Effective: October 22, 2013
Revised: December 21, 2016

When Diamond Grinding of Bridge Sections is specified, hand finishing of the deck surface shall be limited to areas not finished by the finishing machine and to address surface corrections according to Article 503.16(a)(2). Hand finishing shall be limited as previously stated solely for the purpose of facilitating a more timely application of the curing protection. In addition the requirements of 503.16(a)(3)a. and 503.16(a)(4) will be waived.

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 manufacturer's 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 shall bear on the web within 6 inches (150 mm) of the bottom flange of the beam or girder."

Revise Article 503.06(b)(2) to read as follows.

"(2) Beam Ties. The top flange of exterior steel beams or girders supporting the cantilever forming brackets shall be tied to the bottom flange of the next interior beam. The top flange of exterior concrete beams supporting the cantilever forming brackets shall be tied to the top flange of the next interior beam. The ties shall be spaced at 4 ft (1.2 m) centers. Permanent cross frames on steel girders may be considered a tie. Ties shall be a minimum of 1/2 inch (13 mm) diameter threaded rod with an adjusting mechanism for drawing the tie taut. The ties shall utilize hanger brackets or clips which hook onto the flange of steel beams. No welding will be permitted to the structural steel or stud shear connectors, or to reinforcement bars of concrete beams, for the installation of the tie bar system. After installation of the ties and blocking, the tie shall be drawn taut until the tie does not vary from a straight line from beam to beam. The tie system shall be approved by the Engineer."

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 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 placed at each bracket 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).

ERECTION OF BRIDGE GIRDERS OVER OR ADJACENT TO RAILROADS
Effective: August 9, 2019

Description: In addition to the requirements of Article 504.06(d) and 505.08(e), the following shall apply.

The Contractor or sub-Contractor performing the erection of steel or concrete beams or girders over, or adjacent to (within 25 ft. of), active railroad tracks shall submit an erection plan to the Engineer for approval prior to starting the work.

Erection Plan: The Erection Contractor shall retain the services of an Illinois Licensed Structural Engineer for the completion of a project-specific erection plan. The structural engineer, herein referred to as the Erection Engineer, shall sign and seal the erection plan, drawings, and calculations for the proposed erection of the structural beams or girders.

The erection plan shall be complete in detail for all phases, stages, and conditions anticipated during erection. The erection plan shall include structural calculations and supporting documentation necessary to completely describe and document the means, methods, temporary support positions, and loads necessary to safely erect the structural members in conformance with the contract documents and as outlined herein. The erection plans shall address and account for all items pertinent to the erection including such items as sequencing, falsework, temporary shoring and/or bracing, girder stability, crane positioning and movement, means of access, pick points, girder shape, permissible deformations and roll, interim/final plumbness, cross frame/diaphragm placement and connections, bolting and anchor bolt installation sequences and procedures, and blocking and anchoring of bearings. The Erection Contractor shall be responsible for the stability of the partially erected structure during all phases of erection.

The erection plans and procedures shall be submitted to the Engineer for review and acceptance prior to starting the work. Review, acceptance and/or comments by the Department shall not be construed to guarantee the safety or final acceptability of the work or compliance with all applicable specifications, codes, or contract requirements, and shall neither relieve the Contractor of the responsibility and liability to comply with these requirements, nor create liability for the Department. Significant changes to the erection plan in the field must be approved by the Erection Engineer and accepted by the Engineer for the Department.

Basis of Payment: This work shall not be paid for separately but shall be included in the applicable pay items according to Article 504.08 or 505.13 of the Standard Specifications.

REVISIONS TO THE ILLINOIS PREVAILING WAGE RATES

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.