

# 184

**Letting April 25, 2025**

## **Notice to Bidders, Specifications and Proposal**



**Contract No. 97861  
CLINTON County  
Section 21-00109-00-RS  
Route FAS 785 (Aviston Road)  
Project E019-669 ()  
District 8 Construction Funds**

Plans Included  
Herein

Prepared by

Checked by

F

(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. April 25, 2025 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. 97861  
CLINTON County  
Section 21-00109-00-RS  
Project E019-669 ()  
Route FAS 785 (Aviston Road)  
District 8 Construction Funds**

**Resurfacing on Aviston Road from Old US Highway 50 to IL 161.**

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 re-advertise the proposed improvement, and to waive technicalities.

By Order of the  
Illinois Department of Transportation

Gia Biagi,  
Acting Secretary

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FOR  
SUPPLEMENTAL SPECIFICATIONS  
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2025

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ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-22) (Revised 1-1-25)

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## 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.

<u>File Name</u>	<u>Pg.</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099		<input type="checkbox"/> Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
80274		<input type="checkbox"/> Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
80192	15	<input checked="" type="checkbox"/> Automated Flagger Assistance Device	Jan. 1, 2008	April 1, 2023
80173		<input type="checkbox"/> Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80426	16	<input checked="" type="checkbox"/> Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
80241		<input type="checkbox"/> Bridge Demolition Debris	July 1, 2009	
50531		<input type="checkbox"/> Building Removal	Sept. 1, 1990	Aug. 1, 2022
50261		<input type="checkbox"/> Building Removal with Asbestos Abatement	Sept. 1, 1990	Aug. 1, 2022
80460	18	<input checked="" type="checkbox"/> Cement, Finely Divided Minerals, Admixtures, Concrete, and Mortar	Jan. 1, 2025	
80384	29	<input checked="" type="checkbox"/> Compensable Delay Costs	June 2, 2017	April 1, 2019
80198		<input type="checkbox"/> Completion Date (via calendar days)	April 1, 2008	
80199		<input type="checkbox"/> Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80461		<input type="checkbox"/> Concrete Barrier	Jan. 1, 2025	
80453		<input type="checkbox"/> Concrete Sealer	Nov. 1, 2023	
80261		<input type="checkbox"/> Construction Air Quality – Diesel Retrofit	June 1, 2010	Jan. 1, 2025
* 80029	33	<input checked="" type="checkbox"/> Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2025
80229		<input type="checkbox"/> Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80452		<input type="checkbox"/> Full Lane Sealant Waterproofing System	Nov. 1, 2023	
80447		<input type="checkbox"/> Grading and Shaping Ditches	Jan 1, 2023	
80433		<input type="checkbox"/> Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
80456	36	<input checked="" type="checkbox"/> Hot-Mix Asphalt	Jan. 1, 2024	Jan. 1, 2025
80446		<input type="checkbox"/> Hot-Mix Asphalt – Longitudinal Joint Sealant	Nov. 1, 2022	Aug. 1, 2023
80438		<input type="checkbox"/> Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	April 2, 2024
80450		<input type="checkbox"/> Mechanically Stabilized Earth Retaining Walls	Aug. 1, 2023	
* 80464		<input type="checkbox"/> Pavement Marking Inspection	April 1, 2025	
80441	38	<input checked="" type="checkbox"/> Performance Graded Asphalt Binder	Jan 1, 2023	
80459		<input type="checkbox"/> Preformed Plastic Pavement Marking	June 2, 2024	
34261	43	<input checked="" type="checkbox"/> Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80455	44	<input checked="" type="checkbox"/> Removal and Disposal of Regulated Substances	Jan. 1, 2024	April 1, 2024
80445		<input type="checkbox"/> Seeding	Nov. 1, 2022	
80457	46	<input checked="" type="checkbox"/> Short Term and Temporary Pavement Markings	April 1, 2024	April 2, 2024
* 80462	50	<input checked="" type="checkbox"/> Sign Panels and Appurtenances	Jan. 1, 2025	April 1, 2025
80448	51	<input checked="" type="checkbox"/> Source of Supply and Quality Requirements	Jan. 2, 2023	
80340		<input type="checkbox"/> Speed Display Trailer	April 2, 2014	Jan. 1, 2022
80127		<input type="checkbox"/> Steel Cost Adjustment	April 2, 2004	Jan. 1, 2022
80397	52	<input checked="" type="checkbox"/> Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	53	<input checked="" type="checkbox"/> Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
* 80463	54	<input checked="" type="checkbox"/> Submission of Bidders List Information	Jan. 2, 2025	Mar. 2, 2025
80437	55	<input checked="" type="checkbox"/> Submission of Payroll Records	April 1, 2021	Nov. 2, 2023
80435		<input type="checkbox"/> Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
* 80465	57	<input checked="" type="checkbox"/> Surveying Services	April 1, 2025	
* 80466		<input type="checkbox"/> Temporary Rumble Strips	April 1, 2025	
20338	58	<input checked="" type="checkbox"/> Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
80429		<input type="checkbox"/> Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
80439	61	<input checked="" type="checkbox"/> Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
80458		<input type="checkbox"/> Waterproofing Membrane System	Aug. 1, 2024	
* 80302	62	<input checked="" type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	Jan. 2, 2025
80454		<input type="checkbox"/> Wood Sign Support	Nov. 1, 2023	
80427	63	<input checked="" type="checkbox"/> Work Zone Traffic Control Devices	Mar. 2, 2020	Jan. 1, 2025
80071	65	<input checked="" type="checkbox"/> Working Days	Jan. 1, 2002	

# **STATE OF ILLINOIS**

## **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 Section 21-00109-00-RS, resurfacing in Clinton County, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

**DESCRIPTION OF WORK:** The proposed work on Section 21-00109-00-RS (County Highway 8) consists guardrail removal and replacement at Structure Number 014-5101. H.M.A. surface removal in the Curb & Gutter Sections in Aviston and Albers, butt joints at the railroad omission for the CSX Railroad crossing in Aviston, and butt joints at the beginning & end of the project with various one lane pavement patching locations. Resurfacing the milled areas with 1½" H.M.A. surface course and resurfacing the rural area with one lift of ¾" of leveling binder and one lift of 1½" surface course. Incidental resurfacing at entrances and side roads and placing a 2' aggregate shoulder in the rural area. Replacement of sign panels and post will also be included in this project.

**LOCATION OF PROJECT:** This project is located along C.H. 8 (Aviston Road) from the Old U.S. 50 in Aviston to Illinois Route 161 in Albers .

**JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (JULIE):** This work shall be done according to Article 107.39 of the Standard Specifications except as herein modified.

Because a minimum of 48 hours advance notice is required for notification to utilities, the Contractor will be required to give the Resident Engineer 96 hours notice, in writing, for a specific area prior to beginning any excavation. Locations of proposed sign posts, guardrail, etc. shall be staked and then notice provided as above. 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 at his own cost and expense. Compliance with this special provision shall be considered included in the contract and no additional compensation will be allowed for any costs incurred.

**CALL J.U.L.I.E. BEFORE YOU DIG 1-800-892-0123!**



**TRAFFIC CONTROL AND PROTECTION, (Special):** Traffic control shall be according to the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained the Illinois Manual on Uniform Traffic Control Devices for Streets and Highway, these Special Provisions, and any special and any special details and Highway Standards contained herein and in the plans. Special attention is called to Articles 107.09, 107.14, and 701.08 of the Standard Specifications for Road and Bridge Construction and the following Highway Standards relating to traffic control.

000001	001006	442201	701006	701011
701201	701301	701306	701311	701336
701501	701901	780001		

In addition, the following Special Provision(s) will also govern traffic control for this project.

Automated Flagger Assistance Device	Vehicle & Equipment Warning Lights
Work Zone Traffic Control Surveillance	Flaggers in Work Zones

These standards should be used as needed per job requirement. Prior to construction, the Contractor shall furnish the name of the individual in his direct employ who is 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 prior to construction according to Article 108.01 of the Standard Specifications for Road and Bridge Construction. This shall not relieve the Contractor of the foregoing requirement for a responsible individual in his direct employ. The County will provide the Contractor the name of its representative who will be responsible for the administration of the Traffic Control Plan.

At locations where construction operations result in a differential in elevation exceeding 3 inches between the edge of the pavement and the earth shoulders, Type I or II barricades with steady burning lights shall be placed at 200 foot centers. No additional compensation will be allowed for complying with this provision.

**Sequence of Construction:**

In general, the staging of construction shall be as follows:

1. Removal of existing guardrail ends and erection of new Traffic Barrier Terminals at S.N. 014-5101.
2. Complete various pavement patching.
2. Complete all milling operations including HMA Surface Removal Butt Joints and HMA Surface Removal 1½" in C&G sections and Surface Removal 1" over S.N. 014-5101.
3. Resurface the rural section with HMA Binder Course IL-9.5FG N50.
4. Resurface the entire section with HMA Surface Course IL-9.5 Mix C N50.
5. Complete all Incidental HMA Surface.
6. Place Aggregate Wedge Shoulders.
7. Replace traffic sign panels and post.
7. Complete all road markings including Paint Pavement Marking lines 4" and Letters & Symbols.
8. Remove all Short term Pavement Markings.

All work associated with furnishing, erecting, maintaining, and removal of all traffic control signs and devices shall be paid for as TRAFFIC CONTROL & PROTECTION (SPECIAL), L SUM.

Additional signing at other locations, barricades and flaggers may be required as directed by the Engineer. All signs, flags, lights, and barricades required shall be furnished, erected, and maintained by the Contractor. The cost of maintaining traffic as specified herein and furnishing all signs, barricades and flagmen, as shown in the plans and as directed by the Engineer, shall be included in the cost of the pay item, TRAFFIC CONTROL AND PROTECTION (SPECIAL) Lump Sum. All construction signs that do not apply after end of day operations shall be taken down.

**HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2"**: This work shall consist of removing hot-mix asphalt surface by cold milling the existing hot-mix asphalt surface as detailed in the plans and according to Section 440 of the Standard Specifications except as herein modified:

The milling machine shall be capable of removing the existing hot-mix asphalt pavement to the typical sections shown on the plans or as directed by the Engineer. The operating speed of the milling machine shall not exceed that speed which is necessary to produce a uniform milled surface that is not torn, gouged, shoved or otherwise damaged by the milling operation and at a speed satisfactory to the Engineer. The speed of the milling machine shall not exceed 75 feet per minute unless approved by the Engineer. Areas milled at speeds in excess of 75 feet per minute unless approved by the Engineer will not be paid for. The milling machine shall be capable of removing a layer of bituminous material at least 6 feet wide and 3½ inch in depth in a single pass. The slope of the milled surface shall be as directed by the Engineer.

After the cold milling has been completed, the area shall be cleaned of all loose and unsound material. The method of cleaning off the roadway surface shall not result in millings being deposited into adjacent lawns. If the Contractor fails to keep these millings from being deposited into adjacent lawns, the Contractor will be required to remove these millings from these areas to the satisfaction of the Engineer and the property owner at no additional expense.

All cuttings resulting from this milling operation in the curb & gutter section in Aviston shall become the property of the Village of Aviston and shall be delivered to a stockpile area located at the City park on Schumacher Road. The City will have a front end loader to "push up" this material while it is being delivered.

All cuttings resulting from this milling operation in the curb & gutter section in Albers shall become the property of the Village of Albers and shall be delivered to a stockpile area located on City property. The City will have a front end loader to "push up" this material while it is being delivered.

This work will be paid for at the contract unit price per square yard measured in place regardless of actual depth for Hot-Mix Asphalt Surface Removal. This payment shall include the associated cost of cleaning the pavement as directed by the Engineer and variations in depth of cut due to rutting and pavement crown.

Additional Hot-Mix Asphalt Surface Removal may be required as directed by the Engineer.

All of this work will be paid for at the contract unit price per S.Y. of HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2", and no additional compensation will be allowed.

**BITUMINOUS MATERIALS (TACK COAT):** This work shall be done according to Article 406 of the Standard Specifications except as herein modified.

Only SS-1h Emulsified asphalt shall be used unless otherwise approved by the Engineer by a request from the Contractor in writing submitted prior to the day of placement. The SS-1h Emulsified Asphalt shall be diluted with potable water and thoroughly mixed at the plant where the emulsion is manufactured before the material is loaded for transport. The Bill of Lading and the weight ticket shall be given to the Engineer before any placement of material and end of day weight tickets shall be given to the Engineer prior to the distributor truck leaving the job site. All weight tickets shall be electronically stamped, (not hand written), if the weight is not witnessed by County personnel.

The removal and disposal of dust, dirt, and foreign material from the area to be tack coated shall be included in the cost of the contract and no extra compensation will be allowed for performing this work. The area to be tack coated shall be limited to 1/2 mile in front of the paving operation or as directed by the engineer and shall be limited to an area that can be covered with hot-mix asphalt the same day. No traffic, except trucks hauling material to the paver, will be allowed on the tack coated surface until it has cured to the satisfaction of the Engineer, and the Contractor shall furnish adequate traffic control flagmen to ensure compliance with this statement. No fine aggregate will be allowed to be placed on the tack coated surface. When the tack coat remains uncovered past this specified time limit due to no fault of the Contractor, the pavement, when deemed acceptable by the Engineer, may be covered with bituminous concrete without re-tack coating.

All of this work will be paid for at the contract unit price per POUND of BITUMINOUS MATERIALS (TACK COAT), and no additional compensation will be allowed.

**HOT-MIX ASPHALT MIXTURES:** Open stockpiling of hot-mix asphalt mixtures at transfer point, whether job site or plant site, will not be permitted. No hot-mix asphalt shall be placed when the air temperature is less than 55°F. The Hot-mix Asphalt Surface Course shall be placed to the typical sections shown on the plans or as directed by the Engineer.

The hot-mix asphalt mixtures shall meet the requirements as shown in the plans.

**SURFACE TESTS:** This work shall be done according to Article 406.11 of the Standard Specifications and as modified herein. The Contractor shall furnish and use a 16-foot straightedge immediately behind the finish roller on the surface course each day that surface course is placed. The cost of furnishing the straightedge, providing for its job site transportation and use by QUALIFIED QC/QA CONTRACTOR PERSONNEL and county personnel shall be considered as included in the unit price bid for HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50 and no additional compensation will be allowed. County personnel will only make spot checks with this straightedge.

**INCIDENTAL HOT-MIX ASPHALT SURFACING:** This work shall be done according to Article 408 of the Standard Specifications except as herein modified.

The entrances, sideroads, and mailbox turnouts shall be resurfaced as shown on the plans and as directed by the Engineer.

The minimum thickness of the Incidental Hot-mix Asphalt Surfacing on a hot-mix asphalt surface or oil & chip Side Road surface shall be one and one-half (1-1/2) inches. It is the intent of this special provision to get a minimum thickness of hot-mix asphalt that will hold up under turning movements from the anticipated traffic and still have adequate slope to drain the water away from the pavement. Feathered edges will be permitted to match the existing oil and chip or hot-mix asphalt surfaces.

Cleaning, grading and preparing the existing hot-mix asphalt and aggregate surfaces of the entrances, mailbox turnouts, and side roads will not be paid for separately but shall be considered included in the cost to this item.

All of this work will be paid for at the contract unit price per Ton for INCIDENTAL HOT-MIX ASPHALT SURFACING.

**SEEDING:** All disturbed areas will be seeded by others.

**SAFETY:** Clinton County will not be responsible for enforcement of O.S.H.A. regulations. Contractor will be completely responsible for enforcement of all State and Federal O.S.H.A. safety laws and regulations.

**AGGREGATE WEDGE SHOULDER, TYPE B:** The coarse aggregate used for aggregate wedge shoulders shall be either CA-6 or CA-10 CRUSHED STONE, CLASS D. If the aggregate material used for this project is not delivered straight from the quarry and is stockpiled prior to use, the trucks delivering the aggregate shall be weighed at a Department of Agriculture approved scale. If the scale used does not have an Automatic Ticket Printer, the daily tare weight for each truck shall be witnessed and recorded by a county inspector. The delivery tickets shall have cumulative totals on each ticket whether automatically printed or hand written. Quarry tickets for the material stockpiled in addition to delivery tickets shall be supplied to the inspector by the contractor.

This work will be paid for at the contract unit price per TON for AGGREGATE WEDGE SHOULDER, TYPE B, and no additional compensation will be allowed.

**STATUS OF  
UTILITIES TO BE ADJUSTED**

THE FOLLOWING UTILITY COMPANIES MAY HAVE FACILITIES WITHIN THIS PROJECT.

CLINTON COUNTY ELECTRIC CO-OP	AARON LANGHAUSER	618-526-7282
CHARTER/SPECTRUM	JORDAN STAAT	314-393-3321
VILLAGE OF ALBERS	ERIC ROLVES	618-248-5154
VILLAGE OF AVISTON	DAVE TRAME	618-779-0739
AMEREN IP – (SOUTH)	NATHAN HILL	618-301-5305
CLEARWAVE COMMUNICATIONS	MARCUS BURRELL	470-990-1754
TRI-TOWNSHIP WATER DISTRICT	BROWN & ROBERTS	618-252-8111
FRONTIER COMMUNICATIONS	KALIN HINSHAW	815-895-1515
WINDSTREAM KDL/MCLEOD USA	LOCATE DESK	800-289-1901
METRO COMM/CONXXUS	LAUREN SESKO	217-728-3621
ATT/DISTRIBUTION	<a href="mailto:G11629@ATT.COM">G11629@ATT.COM</a>	000-000-0000

NO UTILITIES TO BE ADJUSTED

The Contractor shall request all utility owners to field locate their facilities at least two (2) weeks prior to starting construction so the company will be aware of the impending work.

If any utility adjustment or removal has not been completed of known utilities shown on the plans or unknown utilities not shown on the plans when required by the Contractor's operations, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's operations were affected.

**HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50:** The mix used for this pay item shall be placed according to Section 406 of the Standard Specifications except a lift thickness of  $\frac{3}{4}$ " will be allowed. Density requirements shall be "to the satisfaction of the Engineer" as specified in Article 406.07.

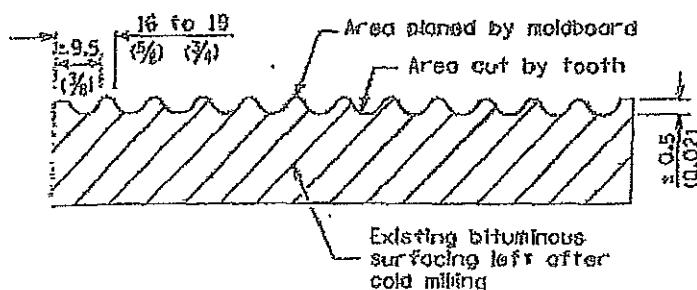
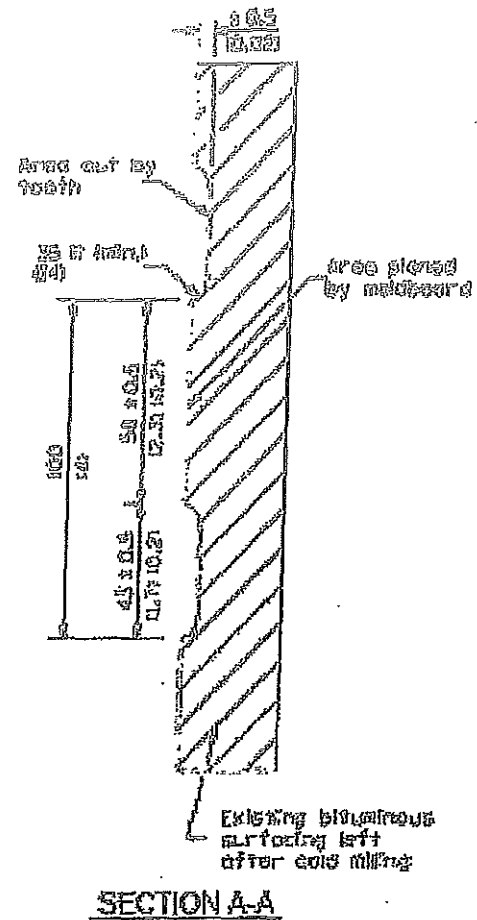
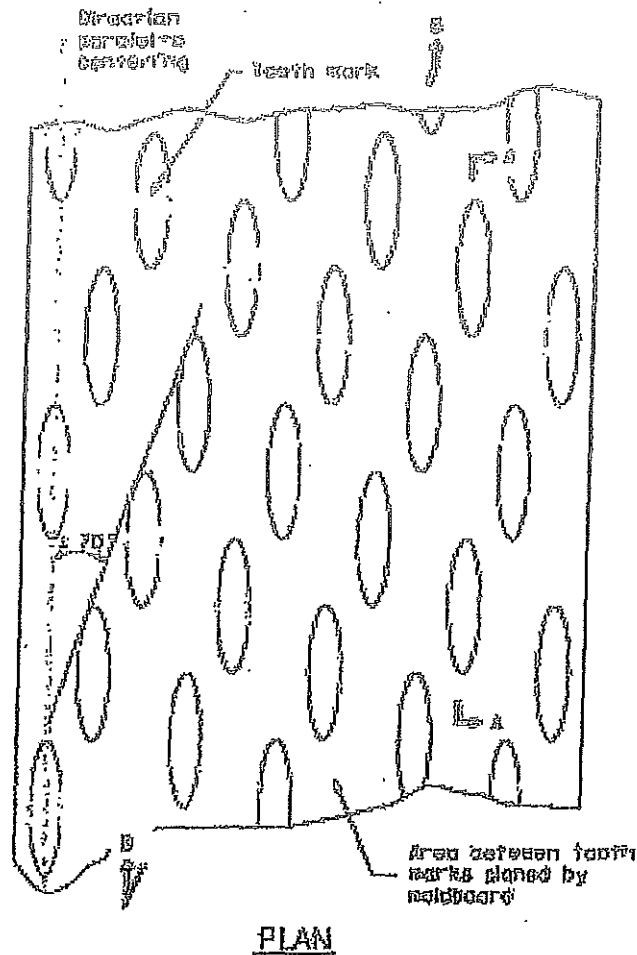
**METAL POST – TYPE A:** The sign post supplied for this project shall be 2"x2" metal post 12' long.

**HMA SC IL-9.5 C N50:** The thickness of the proposed HMA surface course across the existing bridge (S.N. 014-5104) from station 128+87 to station 129+88 shall be reduced to 1" as shown on the "Transition Taper Details & Bridge Deck" sheet on page 35. It is the intent to mill 1" of the existing HMA to reduce the risk of milling into the waterproofing membrane and replace with 1" HMA so the deadload weight is not increased.

# REQUIRED COLD MILLED SURFACE TEXTURE

Effective: November 1, 1987

Revised: January 1, 2007



PERPENDICULAR TO CENTERLINE

## **GENERAL NOTES**

1. Cold Milling shall consist of two processes:
  - Cutting with carbide teeth mounted on a rotating drum, and
  - Planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a portion of discontinuous longitudinal striations.
3. All dimensions are in millimeters (inches) unless otherwise shown.

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:

Clinton County

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The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

State of Illinois  
 DEPARTMENT OF TRANSPORTATION  
 Bureau of Local Roads & Streets  
 SPECIAL PROVISION  
 FOR  
 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	
<input type="checkbox"/>	Cores
<input checked="" type="checkbox"/>	Nuclear Density Gauge (Correlated when paving $\geq$ 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."

## 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 2.

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<sub>P</sub> = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).

BPI<sub>L</sub> = Bituminous Price Index, as published by the Department for the month prior to the letting 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<sub>V</sub> = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC<sub>V</sub> will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC<sub>V</sub> and undiluted emulsified asphalt will be considered to be 65% AC<sub>V</sub>.

Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards:  $Q, \text{ tons} = A \times D \times (G_{mb} \times 46.8) / 2000$ . For HMA mixtures measured in square meters:  $Q, \text{ metric tons} = A \times D \times (G_{mb} \times 1) / 1000$ . When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different  $G_{mb}$  and % AC<sub>V</sub>.

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

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

Where: A = Area of the HMA mixture, sq yd (sq m).

D = Depth of the HMA mixture, in. (mm).

$G_{mb}$  = Average bulk specific gravity of the mixture, from the approved mix design.

V = Volume of the bituminous material, gal (L).  
SG = Specific Gravity of bituminous material as shown on the bill of lading.

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

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

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

80173



## CEMENT, FINELY DIVIDED MINERALS, ADMIXTURES; CONCRETE, AND MORTAR (BDE)

Effective: January 1, 2025

Revise the first paragraph of Article 285.05 of the Standard Specifications to read:

**“285.05 Fabric Formed Concrete Revetment Mat.** The grout shall consist of a mixture of cement, fine aggregate, and water so proportioned and mixed as to provide a pumpable slurry. Fly ash or ground granulated blast furnace (GGBF) slag, and concrete admixtures may be used at the option of the Contractor. The grout shall have an air content of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The mix shall obtain a compressive strength of 2500 psi (17,000 kPa) at 28 days according to Article 1020.09.”

Revise Article 302.02 of the Standard Specifications to read:

**“302.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement .....	1001
(b) Water .....	1002
(c) Hydrated Lime .....	1012.01
(d) By-Product, Hydrated Lime .....	1012.02
(e) By-Product, Non-Hydrated Lime .....	1012.03
(f) Lime Slurry .....	1012.04
(g) Fly Ash .....	1010
(h) Soil for Soil Modification (Note 1) .....	1009.01
(i) Bituminous Materials (Note 2) .....	1032

Note 1. This soil requirement only applies when modifying with lime (slurry or dry).

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250.”

Revise Article 312.07(c) of the Standard Specifications to read:

“(c) Cement .....1001”

Add Article 312.07(i) of the Standard Specifications to read:

“(i) Ground Granulated Blast Furnace (GGBF) Slag .....1010”

Revise the first paragraph of Article 312.09 of the Standard Specifications to read:

**“312.09 Proportioning and Mix Design.** At least 60 days prior to start of placing CAM II, the Contractor shall submit samples of materials to be used in the work for proportioning and testing.

The mixture shall contain a minimum of 200 lb (120 kg) of cement per cubic yard (cubic meter). Cement may be replaced with fly ash or ground granulated blast furnace (GGBF) slag according to Article 1020.05(c)(1) or 1020.05(c)(2), respectively, however the minimum cement content in the mixture shall be 170 lbs/cu yd (101 kg/cu m). Blends of coarse and fine aggregates will be permitted, provided the volume of fine aggregate does not exceed the volume of coarse aggregate. The Engineer will determine the proportions of materials for the mixture according to the "Portland Cement Concrete Level III Technician Course" manual. However, the Contractor may substitute their own mix design. Article 1020.05(a) shall apply, and a Level III PCC Technician shall develop the mix design."

Revise Article 352.02 of the Standard Specifications to read:

**"352.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement (Note 1) .....	1001
(b) Soil for Soil-Cement Base Course .....	1009.03
(c) Water .....	1002
(d) Bituminous Materials (Note 2) .....	1032

Note 1. Bulk cement may be used for the traveling mixing plant method if the equipment for handling, weighing, and spreading the cement is approved by the Engineer.

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250."

Revise Article 404.02 of the Standard Specifications to read:

**"404.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement .....	1001
(b) Water .....	1002
(c) Fine Aggregate .....	1003.08
(d) Bituminous Material (Tack Coat) .....	1032.06
(e) Emulsified Asphalts (Note 1) (Note 2) .....	1032.06
(f) Fiber Modified Joint Sealer .....	1050.05
(g) Additives (Note 3)	

Note 1. When used for slurry seal, the emulsified asphalt shall be CQS-1h according to Article 1032.06(b).

Note 2. When used for micro-surfacing, the emulsified asphalt shall be CQS-1hP according to Article 1032.06(e).

Note 3. Additives may be added to the emulsion mix or any of the component materials to provide the control of the quick-traffic properties. They shall be included as part of the mix design and be compatible with the other components of the mix.

Revise the last sentence of the fourth paragraph of Article 404.08 of the Standard Specifications to read:

“When approved by the Engineer, the sealant may be dusted with fine sand, cement, or mineral filler to prevent tracking.”

Revise Note 2 of Article 516.02 of the Standard Specifications to read:

“Note 2. The sand-cement grout mix shall be according to Section 1020 and shall be a 1:1 blend of sand and cement comprised of a Type I, IL, or II cement at 185 lb/cu yd (110 kg/cu m). The maximum water cement ratio shall be sufficient to provide a flowable mixture with a typical slump of 10 in. (250 mm).”

Revise Note 2 of Article 543.02 of the Standard Specifications to read:

“Note 2. The grout mixture shall be 6.50 hundredweight/cu yd (385 kg/cu m) of cement plus fine aggregate and water. Fly ash or ground granulated blast furnace (GGBF) slag may replace a maximum of 5.25 hundredweight/cu yd (310 kg/cu m) of the cement. The water/cement ratio, according to Article 1020.06, shall not exceed 0.60. An air-entraining admixture shall be used to produce an air content, according to Article 1020.08, of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The Contractor shall have the option to use a water-reducing or high range water-reducing admixture.”

Revise Article 583.01 of the Standard Specifications to read:

“**583.01 Description.** This work shall consist of placing cement mortar along precast, prestressed concrete bridge deck beams as required for fairing out any unevenness between adjacent deck beams prior to placing of waterproofing membrane and surfacing.”

Revise Article 583.02(a) of the Standard Specifications to read:

“(a) Cement .....1001”

Revise the first paragraph of Article 583.03 of the Standard Specifications to read:

“**583.03 General.** This work shall only be performed when the air temperature is 45 °F (7 °C) and rising. The mixture for cement mortar shall consist of three parts sand to one part cement by volume. The amount of water shall be no more than that necessary to produce a workable, plastic mortar.”

Revise Note 2/ in Article 1003.01(b) of the Standard Specifications to read:

“2/ Applies only to sand. Sand exceeding the colorimetric test standard of 11 (Illinois Modified AASHTO T 21) will be checked for mortar making properties according to Illinois Modified ASTM C 87 and shall develop a compressive strength at the age of 14 days when using Type I, IL, or II cement of not less than 95 percent of the comparable standard.

Revise the second sentence of Article 1003.02(e)(1) of the Standard Specifications to read:

“The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ( $\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$ ) of 0.90 percent or greater.”

Revise the first sentence of the second paragraph of Article 1003.02(e)(3) of the Standard Specifications to read:

“The ASTM C 1293 test shall be performed with Type I, IL, or II portland cement having a total equivalent alkali content ( $\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$ ) of 0.80 percent or greater.”

Revise the second sentence of Article 1004.02(g)(1) of the Standard Specifications to read:

“The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ( $\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$ ) of 0.90 percent or greater.”

Revise Article 1017.01 of the Standard Specifications to read:

**“1017.01 Requirements.** The mortar shall be high-strength according to ASTM C 387 and shall have a minimum 80.0 percent relative dynamic modulus of elasticity when tested by the Department according to Illinois Modified AASHTO T 161 or AASHTO T 161 when tested by an independent lab. The high-strength mortar shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the high-strength mortar shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the high-strength mortar shall be according to the manufacturer’s specifications. The Department will maintain a qualified product list.”

Revise the fourth sentence of Article 1018.01 of the Standard Specifications to read:

“The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department.”

Revise Article 1019.02 of the Standard Specifications to read:

**“1019.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement .....	1001
(b) Water .....	1002

- (c) Fine Aggregate for Controlled Low-Strength Material (CLSM) ..... 1003.06
- (d) Fly Ash ..... 1010
- (e) Ground Granulated Blast Furnace (GGBF) Slag..... 1010
- (f) Admixtures (Note 1)

Note 1. The air-entraining admixture may be in powder or liquid form. Prior to approval, a CLSM air-entraining admixture will be evaluated by the Department. The admixture shall be able to meet the air content requirements of Mix 2. The Department will maintain a qualified product list.”

Revise Article 1019.05 of the Standard Specifications to read:

“**1019.05 Department Mix Design.** The Department mix design shall be Mix 1, 2, or 3 and shall be proportioned to yield approximately one cubic yard (cubic meter).

Mix 1	
Cement	50 lb (30 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2900 lb (1720 kg)
Water	50-65 gal (248-322 L)
Air Content	No air is entrained

Mix 2	
Cement	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (173-248 L)
Air Content	15-25 %

Mix 3	
Cement	40 lb (24 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (179-248 L)
Air Content	15-25 %”

Revise Article 1020.04, Table 1, Note (8) of the Standard Specifications to read:

“(8) In addition to the Type III portland cement, 100 lb/cu yd of ground granulated blast-furnace slag and 50 lb/cu yd of microsilica (silica fume) shall be used. For an air temperature greater than 85 °F, the Type III portland cement may be replaced with Type I, IL, or II portland cement.”

Revise Article 1020.04, Table 1 (Metric), Note (8) of the Standard Specifications to read:

“(8) In addition to the Type III portland cement, 60 kg/cu m of ground granulated blast-furnace slag and 30 kg/cu m of microsilica (silica fume) shall be used. For an air temperature greater than 30 °C, the Type III portland cement may be replaced with Type I, IL, or II portland cement.”

Revise the second paragraph of Article 1020.05(a) of the Standard Specifications to read:

“For a mix design using a portland-pozzolan cement, portland blast-furnace slag cement, portland-limestone cement, or replacing portland cement with finely divided minerals per Articles 1020.05(c) and 1020.05(d), the Contractor may submit a mix design with a minimum portland cement content less than 400 lbs/cu yd (237 kg/cu m), but not less than 375 lbs/cu yd (222 kg/cu m), if the mix design is shown to have a minimum relative dynamic modulus of elasticity of 80 percent determined according to AASHTO T 161. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete.”

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

“Corrosion inhibitors and concrete admixtures shall be according to the qualified product lists.”

Delete the fourth and fifth sentences of the second paragraph of Article 1020.05(b) of the Standard Specifications.

Revise the third sentence of the second paragraph of Article 1020.05(b)(5) of the Standard Specifications to read:

“The qualified product lists of concrete admixtures shall not apply.”

Revise second paragraph of Article 1020.05(b)(10) of the Standard Specifications to read:

“When calcium nitrite is used, it shall be added at the rate of 4 gal/cu yd (20 L/cu m) and shall be added to the mix immediately after all compatible admixtures have been introduced to the batch. Other corrosion inhibitors shall be added per the manufacturer’s specifications.”

Delete the third paragraph of Article 1020.05(b)(10) of the Standard Specifications.

Revise Article 1020.15(b)(1)c. of the Standard Specifications to read:

“c. The minimum portland cement content in the mixture shall be 375 lbs/cu yd (222 kg/cu m). When the total of organic processing additions, inorganic processing additions, and limestone addition exceed 5.0 percent in the cement, the minimum portland cement content in the mixture shall be 400 lbs/cu yd (237 kg/cu m). For a drilled shaft, foundation, footing, or substructure, the

minimum portland cement may be reduced to as low as 330 lbs/cu yd (196 kg/cu m) if the concrete has adequate freeze/thaw durability. The Contractor shall provide freeze/thaw test results according to AASHTO T 161, and the relative dynamic modulus of elasticity of the mix design shall be a minimum of 80 percent. Testing shall be performed by an independent laboratory accredited by AASHTO as a resource for Portland Cement Concrete. Freeze/thaw testing will not be required for concrete that will not be exposed to freezing and thawing conditions as determined by the Engineer.”

Revise Article 1021.01 of the Standard Specifications to read:

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

Concrete admixtures shall be on one of the Department's qualified product lists. Unless otherwise noted, admixtures shall have successfully completed and remain current with the AASHTO Product Eval and Audit Concrete Admixture (CADD) testing program. For admixture submittals to the Department; the product brand name, manufacturer name, admixture type or types, an electronic link to the product's technical data sheet, and the NTPEP testing number which contains an electronic link to all test data shall be provided. In addition, a letter shall be submitted certifying that no changes have been made in the formulation of the material since the most current round of tests conducted by AASHTO Product Eval and Audit. After 28 days of testing by AASHTO Product Eval and Audit, air-entraining admixtures may be provisionally approved and used on Departmental projects. For all other admixtures, unless otherwise noted, the time period after which provisionally approved status may be earned is 6 months.

The manufacturer shall include the following in the submittal to the AASHTO Product Eval and Audit CADD testing program: the manufacturing range for specific gravity, the midpoint and manufacturing range for residue by oven drying, and manufacturing range of pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

For air-entraining admixtures according to Article 1021.02, the specific gravity allowable manufacturing range established by the manufacturer shall be according to AASHTO M 194. For residue by oven drying and pH, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

For admixtures according to Articles 1021.03, 1021.04, 1021.05, 1021.06, 1021.07, and 1021.08, the pH allowable manufacturing range established by the manufacturer shall be according to ASTM E 70. For specific gravity and residue by oven drying, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

All admixtures, except chloride-based accelerators, shall contain a maximum of 0.3 percent chloride by weight (mass) as determined by an appropriate test method. To verify the test result, the Department will use Illinois Modified AASHTO T 260, Procedure A, Method 1.

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

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

Revise Article 1021.03 of the Standard Specifications to read:

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

- (a) Retarding admixtures shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).
- (b) Water-reducing admixtures shall be according to AASHTO M 194, Type A.
- (c) High range water-reducing admixtures shall be according to AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding).”

Revise Article 1021.05 of the Standard Specifications to read:

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

High range water-reducing admixtures shall be according to AASHTO M 194, Type F.

Viscosity modifying admixtures shall be according to AASHTO M 194, Type S (specific performance).”

Revise Article 1021.06 of the Standard Specifications to read:



**“1021.06 Rheology-Controlling Admixture.** Rheology-controlling admixtures shall be capable of producing a concrete mixture with a lower yield stress that will consolidate easier for slipform applications used by the Contractor. Rheology-controlling admixtures shall be according to AASHTO M 194, Type S (specific performance).”

Revise Article 1021.07 of the Standard Specifications to read:

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

(a) Calcium Nitrite. Corrosion inhibitors shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution and shall comply with either the requirements of AASHTO M 194, Type C (accelerating) or the requirements of ASTM C 1582. The corrosion inhibiting performance requirements of ASTM C 1582 shall not apply.

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

For submittals requiring testing according to ASTM M 194, Type C (accelerating), the admixture shall meet the requirements of the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01.

For submittals requiring testing according to ASTM C 1582, a report prepared by an independent laboratory accredited by AASHTO re:source for portland cement concrete shall be provided. The report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications. However, ASTM G 109 test information specified in ASTM C 1582 is not required to be from an independent accredited lab. All other information in ASTM C 1582 shall be from an independent accredited lab. Test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall instead be submitted directly to the Department.”

Add Article 1021.08 of the Standard Specifications as follows:

**“1021.08 Other Specific Performance Admixtures.** Other specific performance admixtures shall, at a minimum, be according to AASHTO M 194, Type S (specific performance). The Department also reserves the right to require other testing, as determined by the Engineer, to show evidence of specific performance characteristics.

Initial testing according to AASHTO M 194 may be conducted under the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01, or by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. In either case, test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall also be submitted directly to the Department. The independent accredited lab report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications.”

Revise Article 1024.01 of the Standard Specifications to read:

**“1024.01 Requirements for Grout.** The grout shall be proportioned by dry volume, thoroughly mixed, and shall have a minimum temperature of 50 °F (10 °C). Water shall not exceed the minimum needed for placement and finishing.

Materials for the grout shall be according to the following.

Item	Article/Section
(a) Cement .....	1001
(b) Water .....	1002
(c) Fine Aggregate .....	1003.02
(d) Fly Ash .....	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag.....	1010
(f) Concrete Admixtures .....	1021”

Revise Note 1 of Article 1024.02 of the Standard Specifications to read:

“Note 1. Nonshrink grout shall be according to Illinois Modified ASTM C 1107.

The nonshrink grout shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the grout shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the nonshrink grout shall be according to the manufacturer’s specifications. The Department will maintain a qualified product list.”

Revise Article 1029.02 of the Standard Specifications to read:

**“1029.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement.....	1001
(b) Fly Ash .....	1010
(c) Ground Granulated Blast Furnace (GGBF) Slag .....	1010
(d) Water.....	1002
(e) Fine Aggregate.....	1003
(f) Concrete Admixtures .....	1021
(g) Foaming Agent (Note 1)	

Note 1. The manufacturer shall submit infrared spectrophotometer trace and test results indicating the foaming agent meets the requirements of ASTM C 869 in order to be on the Department’s qualified product list. Submitted data/results shall not be more than five years old.”

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.”

Revise the first two sections of Check Sheet #11 of the Supplemental Specifications and Recurring Special Provisions to read:

“Description. This work shall consist of filling voids beneath rigid and composite pavements with cement grout.

Materials. Materials shall be according to the following Articles of Division 1000 - Materials of the Standard Specifications:

Item	Article/Section
(a) Cement .....	1001
(b) Water .....	1002
(c) Fly Ash .....	1010
(d) Ground Granulated Blast Furnace (GGBF) Slag.....	1010
(e) Admixtures .....	1021
(f) Packaged Rapid Hardening Mortar or Concrete .....	1018”

Revise the third paragraph of Materials Note 2 of Check Sheet #28 of the Supplemental Specifications and Recurring Special Provisions to read:

“The Department will maintain a qualified product list of synthetic fibers, which will include the minimum required dosage rate. For the minimum required fiber dosage rate based on the Illinois Modified ASTM C 1609 test, a report prepared by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete shall be provided. The report shall show results of tests conducted no more than five years prior to the time of submittal.”

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## **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."

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## DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)

Effective: September 1, 2000

Revised: January 2, 2025

1. OVERVIEW AND GENERAL 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 in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory. Award of the contract is conditioned on meeting the requirements of 49 CFR Part 26, and failure by the Contractor to carry out the requirements of Part 26 is a material breach of the contract and may result in the termination of the contract or such other remedies as the Department deems appropriate.
2. CONTRACTOR ASSURANCE. All assurances set forth in FHWA 1273 are hereby incorporated by reference and will be physically attached to the final contract and all subcontracts.
3. CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. The Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies and that, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform 6.00 % 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 in accordance with the requirements of 49 CFR 26.53 and SBE Memorandum No. 24-02.
4. IDENTIFICATION OF CERTIFIED DBE. Information about certified DBE Contractors can be found in the Illinois UCP Directory. Bidders can obtain additional information and assistance with identifying DBE-certified companies at the Department's website or by contacting the Department's Bureau of Small Business Enterprises at (217) 785-4611.
5. BIDDING PROCEDURES. Compliance with this Special Provision and SBE Policy Memorandum 24-02 is a material bidding requirement. The following shall be included with the bid.
  - (a) DBE Utilization Plan (form SBE 2026) documenting enough DBE participation has been obtained to meet the goal, or a good faith effort has been made to meet the goal even though the efforts did not succeed in obtaining enough DBE participation to meet the goal.



- (b) Applicable DBE Participation Statement (form SBE 2023, 2024, and/or 2025) for each DBE firm the bidder has committed to perform the work to achieve the contract goal.

The required forms and documentation shall 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 bid if it does not meet the bidding procedures set forth herein and the bid will be declared non-responsive. A bidder declared non-responsive for failure to meet the bidding procedures will not give rise to an administrative reconsideration. In the event the bid is declared non-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.

6. UTILIZATION PLAN EVALUATION. 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 the bidder has committed to DBE participation sufficient to meet the goal, or that the bidder has made good faith efforts to do so, in the event the bidder cannot meet the goal, in order for the Department to 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 Department determines, based upon the documentation submitted, that the bidder has made a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A and the requirements of SBE 2026.

If the Department determines that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan of that determination in accordance with SBE Policy Memorandum 24-02.

7. CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work the bidder commits to have performed by the specified DBEs 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 firms. 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 guidelines for counting goal credit are provided in 49 CFR Part 26.55. In evaluating Utilization Plans for award the Department will count goal credit as set forth in Part 26 and in accordance with SBE Policy Memorandum 24-02.
8. CONTRACT COMPLIANCE. The Contractor must utilize the specific DBEs listed to perform the work and supply the materials for which each DBE is listed in the Contractor's approved Utilization Plan, unless the Contractor obtains the Department's written consent to

terminate the DBE or any portion of its work. The DBE Utilization Plan approved by SBE is a condition-of-award, and any deviation to that Utilization Plan, the work set forth therein to be performed by DBE firms, or the DBE firms specified to perform that work, must be approved, in writing, by the Department in accordance with federal regulatory requirements. Deviation from the DBE Utilization Plan condition-of-award without such written approval is a violation of the contract and may result in termination of the contract or such other remedy the Department deems appropriate. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan.

- (a) **NOTICE OF DBE PERFORMANCE.** The Contractor shall provide the Engineer with at least three days advance notice of when all DBE firms are expected to perform the work committed under the Contractor's Utilization Plan.
- (b) **SUBCONTRACT.** If awarded the contract, the Contractor is required to enter into written subcontracts with all DBE firms indicated in the approved Utilization Plan and must provide copies of fully executed 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.
- (c) **PAYMENT TO DBE FIRMS.** 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 goal has been paid to the DBE. The Contractor shall document and report all payments for work performed by DBE certified firms in accordance with Article 109.11 of the Standard Specifications. All records of payment for work performed by DBE certified firms shall be made available to the Department upon request.
- (d) **FINAL PAYMENT.** After the performance of the final item of work or trucking, or delivery of material by a DBE and final payment 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 (form SBE 2115) to the Engineer. 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.
- (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.

## HOT-MIX ASPHALT (BDE)

Effective: January 1, 2024

Revised: January 1, 2025

Revise the first and second paragraphs of Articles 1030.06(c)(2) of the Standard Specifications to read:

“(2) Personnel. The Contractor shall provide a QC Manager who shall have overall responsibility and authority for quality control. This individual shall maintain active certification as a Hot-Mix Asphalt Level II technician.

In addition to the QC Manager, the Contractor shall provide sufficient personnel to perform the required visual inspections, sampling, testing, and documentation in a timely manner. Mix designs shall be developed by personnel with an active certification as a Hot-Mix Asphalt Level III technician. Technicians performing mix design testing and plant sampling/testing shall maintain active certification as a Hot-Mix Asphalt Level I technician. The Contractor may provide a technician trainee who has successfully completed the Department's "Hot-Mix Asphalt Trainee Course" to assist in the activities completed by a Hot-Mix Asphalt Level I technician for a period of one year after the course completion date. The Contractor may also provide a Gradation Technician who has successfully completed the Department's "Gradation Technician Course" to run gradation tests only under the supervision of a Hot-Mix Asphalt Level II Technician. The Contractor shall provide a Hot-Mix Asphalt Density Tester who has successfully completed the Department's "Nuclear Density Testing" course to run all nuclear density tests on the job site.”

Revise the second paragraph of Articles 1030.07(a)(11) and 1030.08(a)(9) of the Standard Specifications to read:

“When establishing the target density, the HMA maximum theoretical specific gravity ( $G_{mm}$ ) will be based on the running average of four available Department test results for that project. If less than four  $G_{mm}$  test results are available, an average of all available Department test results for that project will be used. The initial  $G_{mm}$  will be the last available Department test result from a QMP project. If there is no available Department test result from a QMP project, the Department mix design verification test result will be used as the initial  $G_{mm}$ .”

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

“(2) The Contractor shall complete split verification sample tests listed in the Limits of Precision table in Article 1030.09(h)(1).”

In the Supplemental Specifications, replace the revision for the end of the third paragraph of Article 1030.09(h)(2) with the following:

“When establishing the target density, the HMA maximum theoretical specific gravity ( $G_{mm}$ ) will be the Department mix design verification test result.”

Revise the tenth paragraph of Article 1030.10 of the Standard Specifications to read:

“Production is not required to stop after a test strip has been constructed.”

80456

## 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, $\Delta T_c$ , 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 $\mu$ m)	95 $\pm$ 5
No. 50 (300 $\mu$ m)	> 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, $\Delta T_c$ , 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, $\Delta G^* _{peak}$ , 40 hrs PAV (40 hrs continuous or 2 PAV at 20 hrs)	$\geq 54$ %	

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 % <sup>1/2/</sup>			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface <sup>3/</sup>
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 % <sup>1/ 2/</sup>			
Ndesign	Binder	Surface	Polymer Modified Binder or Surface <sup>3/</sup>
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  $\pm 0.40$  percent.”

## 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 ST - C907 Jacksonville, FL 32202	N/A	Q

Class 1 RR (Y or N):

DOT/AAR No.: 153006N

RR Division: LOUISVILLE

RR Mile Post: 303.69

RR Sub-Division: ILLINOIS

For Freight/Passenger Information Contact:

For Insurance Information Contact:

Phone:

Phone: 904-366-3051

Class 1 RR (Y or N):

DOT/AAR No.:

RR Division:

RR Mile Post:

RR Sub-Division:

For Freight/Passenger Information Contact:

For Insurance Information Contact:

Phone:

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.

34261

## REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024

Revised: April 1, 2024

Revise the first paragraph of Article 669.04 of the Standard Specifications to read:

**“669.04 Regulated Substances Monitoring.** Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities. The excavated soil and groundwater within the work areas shall be managed as either uncontaminated soil, hazardous waste, special waste, or non-special waste.

As part of the regulated substances monitoring, the monitoring personnel shall perform and document the applicable duties listed on form BDE 2732 “Regulated Substances Monitoring Daily Record (RSMDR).”

Revise the first two sentences of the nineteenth paragraph of Article 669.05 of the Standard Specifications to read:

“The Contractor shall coordinate waste disposal approvals with the disposal facility and provide the specific analytical testing requirements of that facility. The Contractor shall make all arrangements for collection, transportation, and analysis of landfill acceptance testing.”

Revise the last paragraph of Article 669.05 of the Standard Specifications to read:

“The Contractor shall select a permitted landfill facility or CCDD/USFO facility meeting the requirements of 35 Ill. Admin. Code Parts 810-814 or Part 1100, respectively. The Department will review and approve or reject the facility proposed by the Contractor based upon information provided in BDE 2730. The Contractor shall verify whether the selected facility is compliant with those applicable standards as mandated by their permit and whether the facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The use of a Contractor selected facility shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth.”

Revise the first paragraph of Article 669.07 of the Standard Specifications to read:

**“669.07 Temporary Staging.** Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option. All other soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) shall be managed and disposed of without temporary staging to the greatest extent practicable. If circumstances beyond the Contractor's control require temporary staging of these latter materials, the Contractor shall request approval from the Engineer in writing.

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or

odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option."

Add the following paragraph after the sixth paragraph of Article 669.11 of the Standard Specifications.

"The sampling and testing of effluent water derived from dewatering discharges for priority pollutants volatile organic compounds (VOCs), priority pollutants semi-volatile organic compounds (SVOCs), or priority pollutants metals, will be paid for at the contract unit price per each for VOCS GROUNDWATER ANALYSIS using EPA Method 8260B, SVOCS GROUNDWATER ANALYSIS using EPA Method 8270C, or RCRA METALS GROUNDWATER ANALYSIS using EPA Methods 6010B and 7471A. This price shall include transporting the sample from the job site to the laboratory."

Revise the first sentence of the eight paragraph of Article 669.11 of the Standard Specifications to read:

"Payment for temporary staging of soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) to be managed and disposed of, if required and approved by the Engineer, will be paid according to Article 109.04."

80455

## SHORT TERM AND TEMPORARY PAVEMENT MARKINGS (BDE)

Effective: April 1, 2024

Revised: April 2, 2024

Revise Article 701.02(d) of the Standard Specifications to read:

“(d) Pavement Marking Tapes (Note 3) ..... 1095.06”

Add the following Note to the end of Article 701.02 of the Standard Specifications:

“Note 3. White or yellow pavement marking tape that is to remain in place longer than 14 days shall be Type IV tape.”

Revise Article 703.02(c) of the Standard Specifications to read:

“(c) Pavement Marking Tapes (Note 1) ..... 1095.06”

Add the following Note to the end of Article 703.02 of the Standard Specifications:

“Note 1. White or yellow pavement marking tape that is to remain in place longer than 14 days shall be Type IV tape.”

Revise Article 1095.06 of the Standard Specifications to read:

**“1095.06 Pavement Marking Tapes.** Type I white or yellow marking tape shall consist of glass spheres embedded into a binder on a foil backing that is precoated with a pressure sensitive adhesive. The spheres shall be of uniform gradation and distributed evenly over the surface of the tape.

Type IV tape shall consist of white or yellow tape with wet reflective media incorporated to provide immediate and continuing retroreflection in wet and dry conditions. The wet retroreflective media shall be bonded to a durable polyurethane surface. The patterned surface shall have approximately  $40 \pm 10$  percent of the surface area raised and presenting a near vertical face to traffic from any direction. The channels between the raised areas shall be substantially free of exposed reflective elements or particles.

Blackout tape shall consist of a matte black, non-reflective, patterned surface that is precoated with a pressure sensitive adhesive.

- (a) Color. The white and yellow markings shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degrees circumferential/zero degree geometry, illuminant D65, and two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

Color	Daylight Reflectance %Y
White	65 min.
Yellow *	36 - 59

\*Shall match Aerospace Material Specification Standard 595 33538 (Orange Yellow) and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

- (b) Retroreflectivity. The white and yellow markings shall be retroreflective. Reflective values measured in accordance with the photometric testing procedure of ASTM D 4061 shall not be less than those listed in the table below. The coefficient of retroreflected luminance,  $R_L$ , shall be expressed as average millicandelas/footcandle/sq ft (millicandelas/lux/sq m), measured on a 3.0 x 0.5 ft (900 mm x 150 mm) panel at 86 degree entrance angle.

Coefficient of Retroreflected Luminance, $R_L$ , Dry					
Type I			Type IV		
Observation Angle	White	Yellow	Observation Angle	White	Yellow
0.2°	2700	2400	0.2°	1300	1200
0.5°	2250	2000	0.5°	1100	1000

Wet retroreflectance shall be measured for Type IV under wet conditions according to ASTM E 2177 and meet the following.

Wet Retroreflectance, Initial $R_L$	
Color	$R_L$ 1.05/88.76
White	300
Yellow	200

- (c) Skid Resistance. The surface of Type IV and blackout markings shall provide a minimum skid resistance of 45 BPN when tested according to ASTM E 303.
- (d) Application. The pavement marking tape shall have a precoated pressure sensitive adhesive and shall require no activation procedures. Test pieces of the tape shall be applied according to the manufacturer's instructions and tested according to ASTM D 1000, Method A, except that a stiff, short bristle roller brush and heavy hand pressure will be substituted for the weighted rubber roller in applying the test pieces to the metal test panel. Material tested as directed above shall show a minimum adhesion value of 750 g/in. (30 g/mm) width at the temperatures specified in ASTM D 1000. The adhesive shall be resistant to oils, acids, solvents, and water, and shall not leave objectionable stains or residue after removal. The material shall be flexible and conformable to the texture of the pavement.

(e) Durability. Type IV and blackout tape shall be capable of performing for the duration of a normal construction season and shall then be capable of being removed intact or in large sections at pavement temperatures above 40 °F (4 °C) either manually or with a roll-up device without the use of sandblasting, solvents, or grinding. The Contractor shall provide a manufacturer's certification that the material meets the requirements for being removed after the following minimum traffic exposure based on transverse test decks with rolling traffic.

- (1) Time in place - 400 days
- (2) ADT per lane - 9,000 (28 percent trucks)
- (3) Axle hits - 10,000,000 minimum

Samples of the material applied to standard specimen plates will be measured for thickness and tested for durability in accordance with ASTM D 4060, using a CS-17 wheel and 1000-gram load, and shall meet the following criteria showing no significant change in color after being tested for the number of cycles indicated.

Test	Type I	Type IV	Blackout
Minimum Initial Thickness, mils (mm)	20 (0.51)	65 (1.65) <sup>1/</sup> 20 (0.51) <sup>2/</sup>	65 (1.65) <sup>1/</sup> 20 (0.51) <sup>2/</sup>
Durability (cycles)	5,000	1,500	1,500

1/ Measured at the thickest point of the patterned surface.

2/ Measured at the thinnest point of the patterned surface.

The pavement marking tape, when applied according to the manufacturer's recommended procedures, shall be weather resistant and shall show no appreciable fading, lifting, or shrinkage during the useful life of the marking. The tape, as applied, shall be of good appearance, free of cracks, and edges shall be true, straight, and unbroken.

(f) Sampling and Inspection.

(1) Sample. Prior to approval and use of Type IV pavement marking tape, the manufacturer shall submit a notarized certification from an independent laboratory, together with the results of all tests, stating that the material meets the requirements as set forth herein. The independent laboratory test report shall state the lot tested, the manufacturer's name, and the date of manufacture.

After initial approval by the Department, samples and certification by the manufacturer shall be submitted for each subsequent batch of Type IV tape used. The manufacturer shall submit a certification stating that the material meets the requirements as set forth herein and is essentially identical to the material sent for qualification. The certification shall state the lot tested, the manufacturer's name, and the date of manufacture.

- (2) Inspection. The Contractor shall provide a manufacturer's certification to the Engineer stating the material meets all requirements of this specification. All material samples for acceptance tests shall be taken or witnessed by a representative of the Bureau of Materials and shall be submitted to the Engineer of Materials, 126 East Ash Street, Springfield, Illinois 62704-4766 at least 30 days in advance of the pavement marking operations."

80457



## **SIGN PANELS AND APPURTENANCES (BDE)**

Effective: January 1, 2025

Revised: April 1, 2025

Add Article 720.02(c) of the Standard Specifications to read:

“(c) Aluminum Epoxy Mastic .....1008.03”

Revise the second and third paragraphs of Article 720.02 of the Standard Specifications to read:

“The sign mounting support channel shall be manufactured from steel or aluminum and shall be according to Standard 720001.

Steel support channels shall be according to ASTM A 1011 (A 1011M), ASTM A 635 (A 635M), ASTM A 568 (A 568M), or ASTM A 684 (A 684M), and shall be galvanized. Galvanizing shall be according to ASTM A 653 (A 653M) when galvanized before fabrication, and AASHTO M 111 (M 111M) when galvanized after fabrication. Field or post fabricated drilled holes shall be spot painted with one coat of aluminum epoxy mastic paint prior to installation.”

Revise the fifth paragraph of Article 720.02 of the Standard Specifications to read:

“The stainless steel banding for mounting signs or sign support channels to light or signal standards shall be according to ASTM A 240 (A 240M) Type 302 stainless steel.”

80462

## **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

## **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 BIDDERS LIST INFORMATION (BDE)**

Effective: January 2, 2025

Revised: March 2, 2025

In accordance with 49 CFR 26.11(c) all DBE and non-DBEs who bid as prime contractors and subcontractors shall provide bidders list information, including all DBE and non-DBE firms from whom the bidder has received a quote or bid to work as a subcontractor, whether or not the bidder has relied upon that bid in placing its bid as the prime contractor.

The bidders list information shall be submitted with the bid using the link provided within the “Integrated Contractor Exchange (iCX)” application of the Department’s “EBids System”.

80463

## **SUBMISSION OF PAYROLL RECORDS (BDE)**

Effective: April 1, 2021

Revised: November 2, 2023

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, social security number, last known address, telephone number, email address, classification(s) of work actually performed, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof), daily and weekly number of hours actually worked in total, deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit certified payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers, last known addresses, telephone numbers, and email addresses shall not be included on weekly submittals. Instead, the payrolls need only include an identification number for each employee (e.g., the last four digits of the employee’s social security number). 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 15<sup>th</sup> 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

## **SURVEYING SERVICES (BDE)**

Effective: April 1, 2025

Delete the fourth paragraph of Article 667.04 of the Standard Specifications.

Delete Section 668 of the Standard Specifications.

80465



## **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 \_\_\_\_\_. 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: January 2, 2025

The following applies to all Disadvantaged Business Enterprise (DBE) trucks on the project, whether they are utilized for DBE goal credit or not.

The Contractor shall notify the Engineer at least three days prior to DBE trucking activity.

The Contractor shall submit a weekly report of DBE trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) 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

## WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Revised: January 1, 2025

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 shall be MASH compliant.

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 shall be MASH compliant.

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 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant

with NCHRP 350, 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 sign supports, speed feedback displays, 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 compliant is available, an NCHRP 350 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

**WORKING DAYS (BDE)**

Effective: January 1, 2002

The Contractor shall complete the work within            working days.

80071



2508loma.dwg

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
PLANS FOR PROPOSED LOCAL AGENCY IMPROVEMENT  
CLINTON COUNTY F.A.S. 785  
SECTION 21-00109-00-RS  
JOB NO. C-98-029-25  
PROJECT NO. E019(669)  
COUNTY HIGHWAY 8 (AVISTON ROAD)

CONTRACT NO. 97861  
FEDERAL AID PROJECT

START PROJECT STA. 0+00  
RR OMISSION 12+68 TO 12+94

## PROJECT LOCATION MAP

SCALE: 1" = 1 MILE  
PROJECT NET LENGTH = 25,463 L.F.  
= 4.824 MILES  
GROSS LENGTH = 25,437 L.F.  
= 4.818 MILES  
A.D.T. = 2,650 (2020)  
DESIGN CLASS = MAJOR COLLECTOR

ILLINOIS  
DEPARTMENT OF TRANSPORTATION

APPROVED 1-30 2025

*Daniel L. Behrens*  
COUNTY ENGINEER

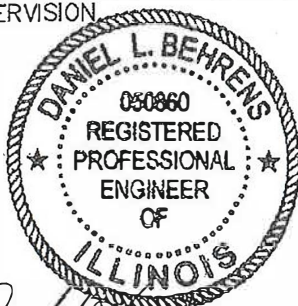
PASSED 2-19 2025

*[Signature]*  
DISTRICT 8 ENGINEER OF  
LOCAL ROADS AND STREETS

RELEASING FOR BID  
BASED ON LIMITED  
REVIEW 2-19 2025

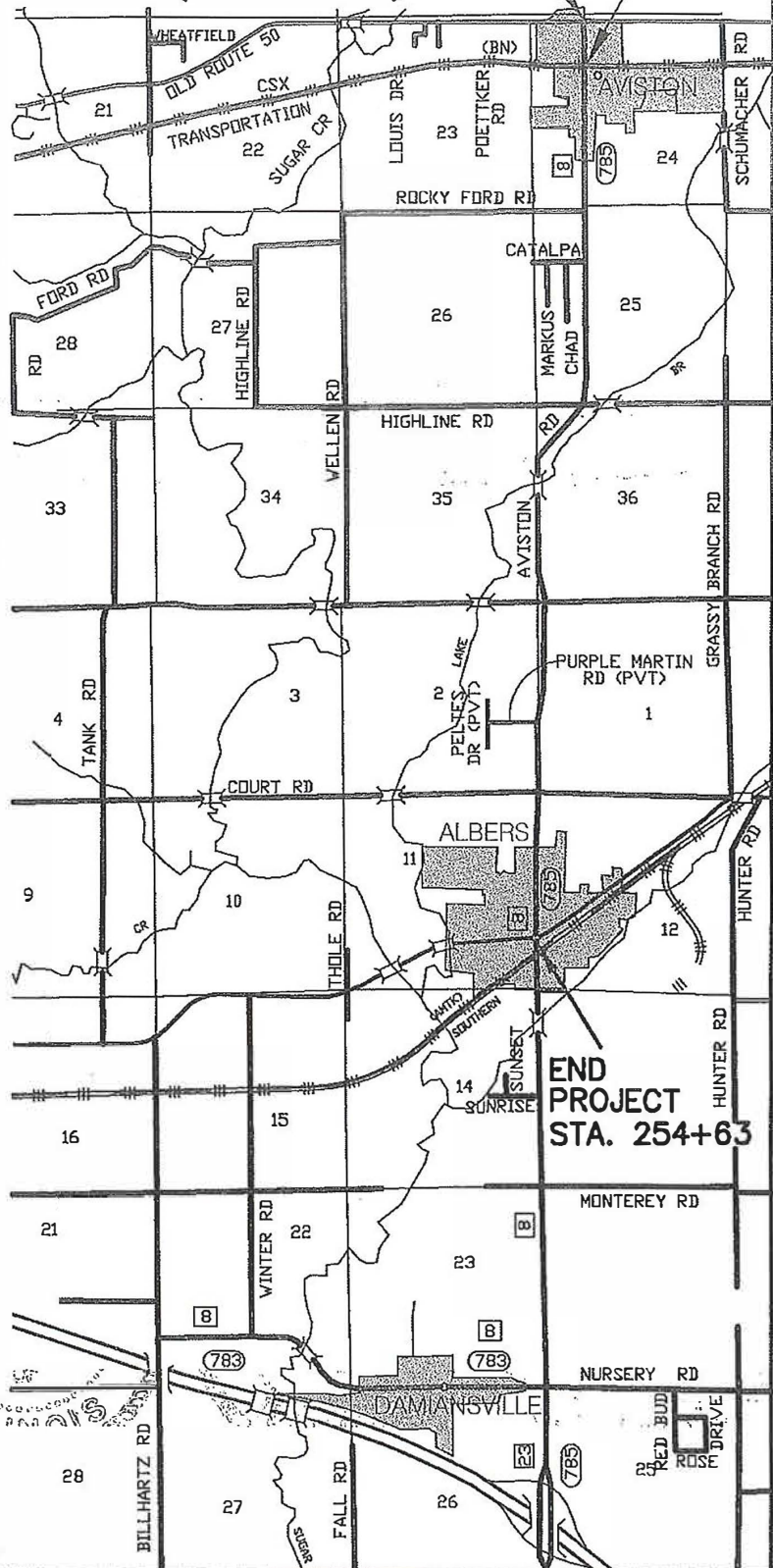
*Lara King*  
REGION 5 ENGINEER

THESE PLANS WERE PREPARED BY ME  
OR BY A FULL TIME MEMBER OF MY  
STAFF WORKING UNDER MY PERSONAL  
SUPERVISION



*Daniel L. Behrens* DATE 1-30-25  
COUNTY ENGINEER

ILLINOIS P.E. #62-050860 EXPIRES 11/30/25



## **INDEX OF SHEETS**

- 1. COVER SHEET
- 2. INDEX OF SHEETS
- 3. HIGHWAY STANDARDS, GENERAL NOTES, COMMITMENTS, UTILITIES
- 4. PROJECT PLAN DIAGRAM
- 5-6. SUMMARY OF QUANTITIES
- 7-16. TYPICAL SECTIONS

## **SCHEDULES**

- 17. PRIVATE & COMMERCIAL ENTRANCE
- 18. MAILBOX TURNOUT
- 18. SIDE ROAD
- 19. PAVEMENT PATCH, TYPE 4, 12", CLASS D
- 19. HMA SURFACE REMOVAL 1½"
- 19. HMA SURFACE REMOVAL 1"
- 20. HMA SURFACE REMOVAL BUTT JOINT
- 20. TEMPORARY RAMP
- 20. HMA SHOULDERS
- 21. BITUMINOUS MATERIALS, TACK COAT (Binder & Surface Course),
- 22. BITUMINOUS MATERIALS, TACK COAT (Incidental HMA)
- 22. HMA BINDER COURSE, IL-9.5FG, N50
- 22. HMA SURFACE COURSE, IL-9.5, MIX C, N50
- 23. AGGREGATE WEDGE SHOULDER, TYPE B
- 23. SHORT-TERM PAVEMENT MARKING
- 23. SHORT-TERM PAVEMENT MARKING REMOVAL
- 24. PAINT PAVEMENT MARKING LINE 4"
- 25. PAINT PAVEMENT MARKING LINE 6"
- 25. PAINT PAVEMENT MARKING LETTERS & SYMBOLS
- 25. PAINT PAVEMENT MARKING LINE 24"
- 26. TEMPORARY PAVEMENT MARKING LINE 4"
- 27. TEMPORARY PAVEMENT MARKING REMOVAL
- 27. GUARDRAIL
- 28-30. SIGN SCHEDULE

## **DETAILS**

- 31. C.H. 8 (AVISTON RD) AND OLD U.S. 50 INTERSECTION DETAIL
- 32. C.H. 8 (AVISTON RD) AND IL ROUTE 161 INTERSECTION DETAIL
- 33. TYPICAL INTERSECTION & P.E./MAILBOX TURNOUT COMBINATION
- 34. TYPICAL P.E. & MAILBOX TURNOUTS
- 35. HMA SURFACE REMOVAL 1½" OVER BRIDGE DECK (S.N. 014-5100)
- 36-60. IDOT HIGHWAY STANDARDS

**HIGHWAY STANDARDS:**

000001-08	001006	442201-03	701006-05	701011-04
701201-05	701301-04	701306-04	701311-03	701336-07
701501-06	701901-10	780001-05		

**GENERAL NOTES:**

1. THE FOLLOWING APPLICATION RATES WERE USED TO DETERMINE THE REQUIRED AMOUNT OF MATERIAL NEEDED.

BITUMINOUS MATERIALS (TACK COAT) ON MILLED HMA  
& AGED NON-MILLED HMA 0.05 LB/SQ FT

BITUMINOUS MATERIALS (TACK COAT) HMA LIFTS 0.025 LB/SQ FT

HOT MIX ASPHALT BINDER & SURFACE COURSE 112 LBS/SQ YD/IN

AGGREGATE MATERIALS 2.0 TON/CU. YD.

1. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.
2. THE PROPOSED PAVEMENT MAKINGS SHALL MATCH THE EXISTING PAVEMENT MARKINGS, AS DIRECTED BY THE ENGINEER.

HMA MIX CHART

MIXTURE USE	SURFACE	BINDER	INCIDENTAL	SHOULDERS	PATCHES
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ Ndes=50	4% @ Ndes=50	4.0% @ Ndes=50	4% @ Ndes=50	4% @ Ndes=50
MIX COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 9.5 FG	IL 9.5	IL 9.5	IL 19.0
FRICTION AGG	MIXTURE C	MIXTURE C	MIXTURE C	MIXTURE C	n/a
Material Transfer Device (required)	YES	NO	NO	NO	NO

**COMMITMENTS:** NONE AT THIS TIME.

**UTILITIES:**

THE FOLLOWING UTILITY COMPANIES MAY HAVE FACILITIES WITHIN THIS PROJECT.

CLINTON COUNTY ELECTRIC CO-OP	AARON LANGHAUSER	618-526-7282
CHARTER/SPECTRUM	JORDAN STAAT	314-393-3321
VILLAGE OF ALBERS	ERIC ROLVES	618-248-5154
VILLAGE OF AVISTON	DAVE TRAME	618-779-0739
AMEREN IP - (SOUTH)	NATHAN HILL	618-301-5305
CLEARWAVE COMMUNICATIONS	MARCUS BURRELL	470-990-1754
TRI-TOWNSHIP WATER DISTRICT	BROWN & ROBERTS	618-252-8111
FRONTIER COMMUNICATIONS	KALIN HINSHAW	815-895-1515
WINDSTREAM KDL/MCLEOD USA	LOCATE DESK	800-289-1901
METRO COMM/CONXXUS	LAUREN SESKO	217-728-3621
ATT/DISTRIBUTION	<a href="mailto:G11629@ATT.COM">G11629@ATT.COM</a>	000-000-0000

OLD U.S. 50

# PLAN DIAGRAM

C.H. 8 (AVISTON ROAD)  
SECTION 21-00109-00-RS  
CLINTON COUNTY

BEGIN PROJECT 0+00

RR OMISSION 12+68 TO 12+94

HMA SURF REM  $1\frac{1}{2}$ " &  
REPLACE WITH  $1\frac{1}{2}$ " S.C.

END C&amp;G 37+89

RESURFACE RURAL SECTION  
WITH  $\frac{3}{4}$ " L.B. &  $1\frac{1}{2}$ " S.C.  
WITH A 2' AGG WEDGE SHLDR  
3.60 MILES

26' WIDE PAVEMENT

99+57

26' WIDE PAVEMENT AND  
SEPERATELY PAVED  
6' SHOULDERS

28' WIDE  
PAVEMENT

126+50

127+48

132+64

S.N. 014-5101 128+87 TO 129+88

26' WIDE  
PAVEMENT

BEGIN C&amp;G 228+13

HMA SURF REM  $1\frac{1}{2}$ " &  
REPLACE WITH  $1\frac{1}{2}$ " S.C.

END PROJECT 254+63

IL ROUTE 161

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	49,794
40600405	MATERIAL TRANSFER DEVICE	TON	6,792
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	153
40600990	TEMPORARY RAMP	SQ YD	40
40602965	HOT-MIX ASPHALT BINDER COURSE, IL-9.5FG, N50	TON	2,249
40604050	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N50	TON	6,792
40800029	BITUMINOUS MATERIALS (TACK COAT)	POUND	900
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	260
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	626
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	26,725
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	797
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	336
48203100	HOT-MIX ASPHALT SHOULDERS	TON	461
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	230
67100100	MOBILIZATION	L SUM	1

\* SPECIALTY ITEM

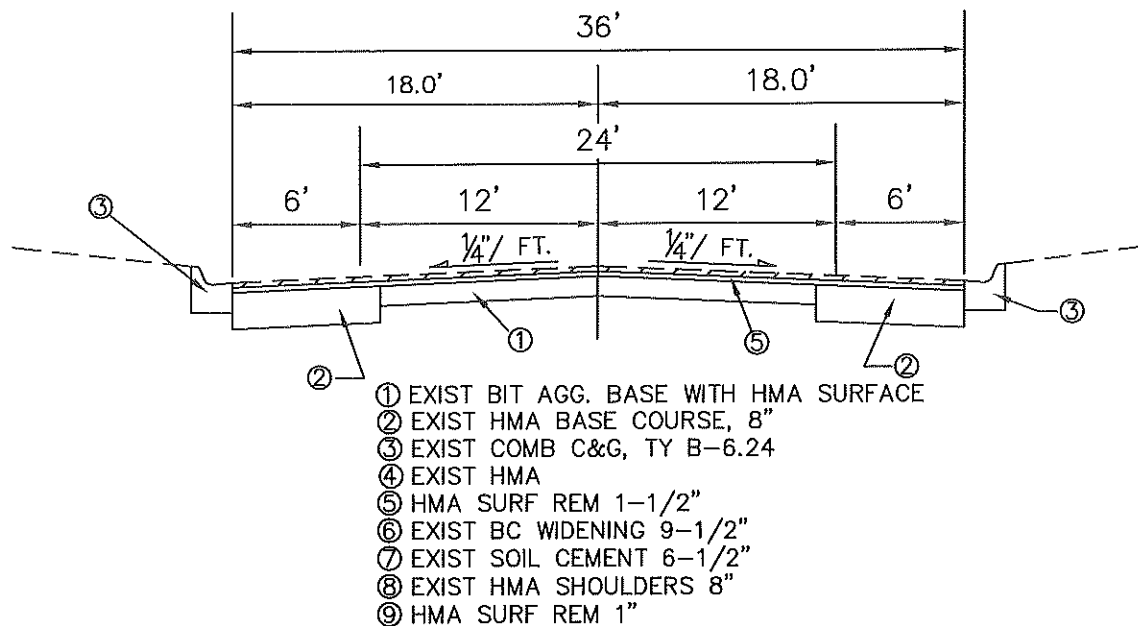
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	4,632
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	772
	70300221	TEMPORARY PAVEMENT MARKING-LINE 4"-PAINT	FOOT	27,257
*	720001000	SIGN PANEL, TYPE 1	SQ FT	511
	72400310	REMOVE SIGN PANEL, TYPE 1	SQ FT	511
*	72501000	TERMINAL MARKER-DIRECT APPLIED	EACH	4
*	72900100	METAL POST, TYPE A	FOOT	1020
*	78001100	PAINT PAVEMENT MARKING - LETTERS & SYMBOLS	SQ FT	122.4
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	64,921
*	780001130	PAINT PAVEMENT MARKING- LINE 6"	FOOT	180
*	78001180	PAINT PAVEMENT MARKING - LINE 24"	FOOT	100
	79300202	PAVEMENT MARKING REMOVAL-WATER BLASTING	SQ FT	9,079
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
#	Z0076600	TRAINEES	HOUR	1,000
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
#	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1,000

\* SPECIALTY ITEM

# 0042

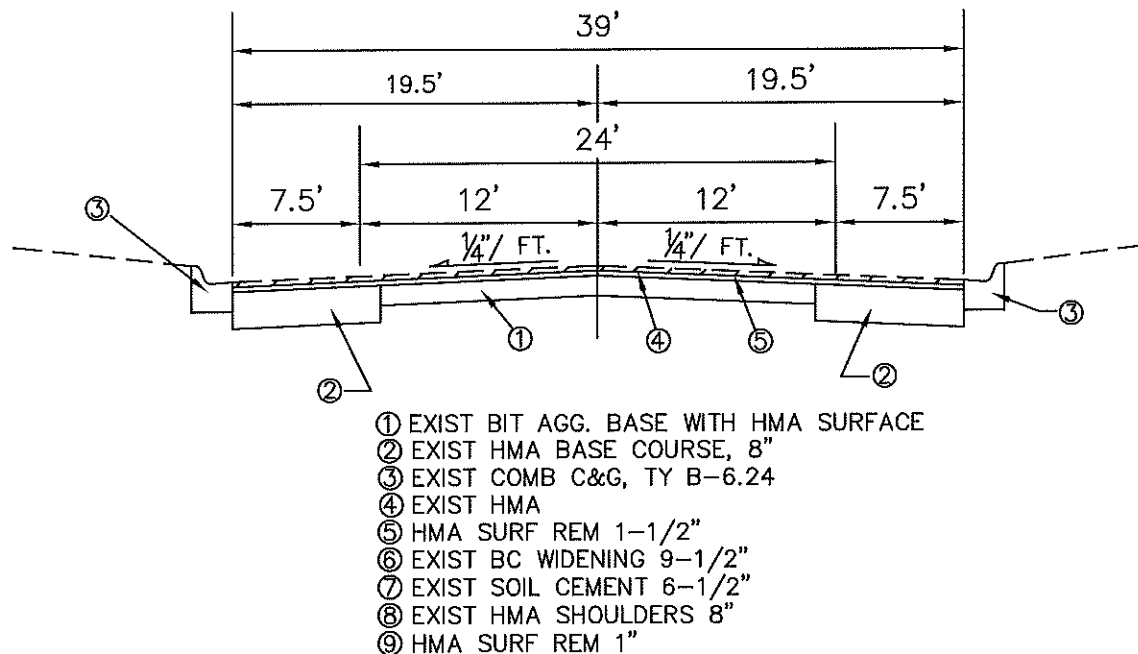
6

# EXISTING TYPICAL CROSS SECTIONS



**STA. 0+00 TO STA. 19+89  
 & STA. 22+89 TO STA. 37+89**

C.H. NO. 8 (AVISTON ROAD)  
 (RAILROAD OMISSION STA 12+68 TO STA 12+94)

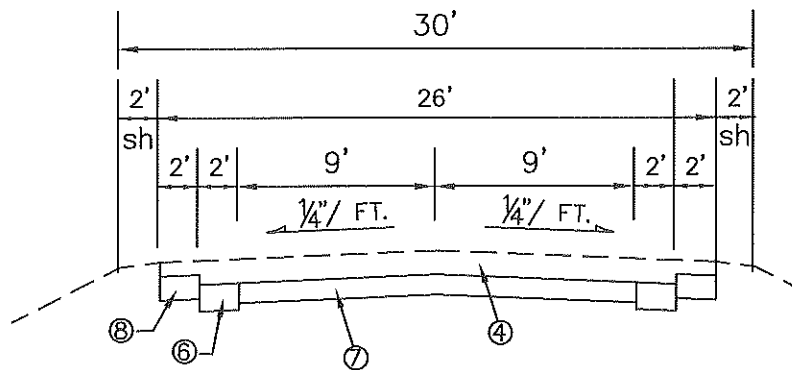


**STA. 19+89 TO STA. 22+89**

C.H. NO. 8 (AVISTON ROAD)



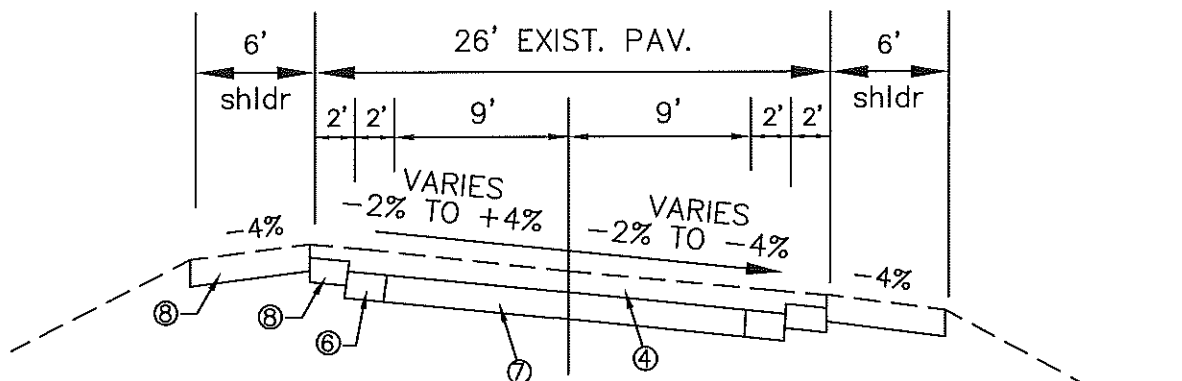
# EXISTING TYPICAL CROSS SECTIONS



- ① EXIST BIT AGG. BASE WITH HMA SURFACE
- ② EXIST HMA BASE COURSE, 8"
- ③ EXIST COMB C&G, TY B-6.24
- ④ EXIST HMA
- ⑤ HMA SURF REM 1-1/2"
- ⑥ EXIST BC WIDENING 9-1/2"
- ⑦ EXIST SOIL CEMENT 6-1/2"
- ⑧ EXIST HMA SHOULDERS 8"
- ⑨ HMA SURF REM 1"

**STA. 37+89 TO STA. 99+57  
& STA. 132+64 TO STA. 228+13**

C.H. NO. 8 (AVISTON ROAD)



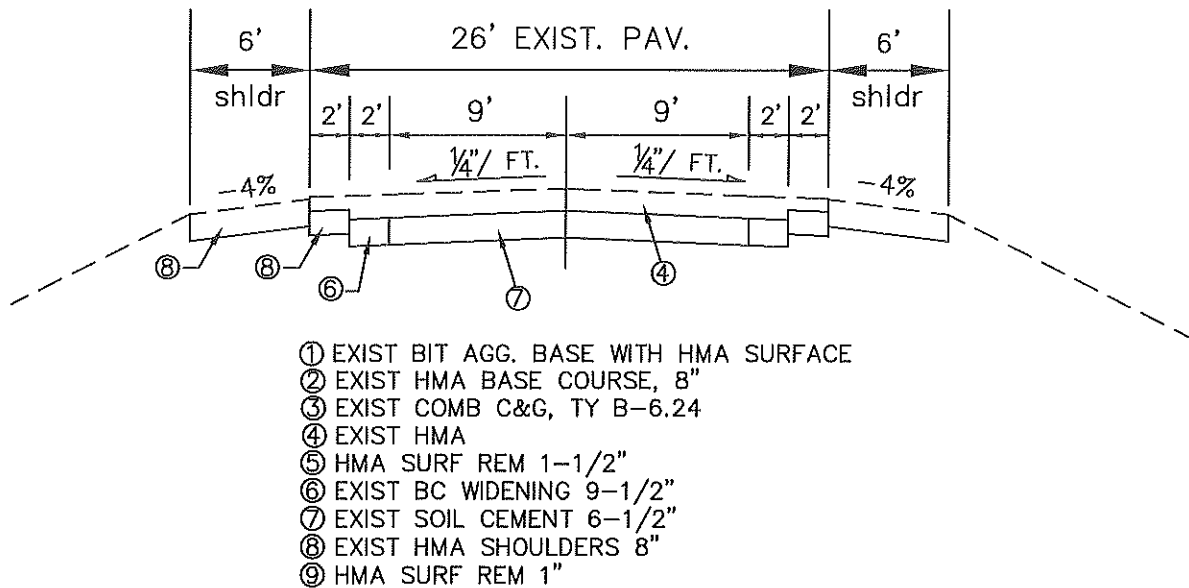
- ① EXIST BIT AGG. BASE WITH HMA SURFACE
- ② EXIST HMA BASE COURSE, 8"
- ③ EXIST COMB C&G, TY B-6.24
- ④ EXIST HMA
- ⑤ HMA SURF REM 1-1/2"
- ⑥ EXIST BC WIDENING 9-1/2"
- ⑦ EXIST SOIL CEMENT 6-1/2"
- ⑧ EXIST HMA SHOULDERS 8"
- ⑨ HMA SURF REM 1"

**STA. 99+57 TO STA. 111+29**

C.H. NO. 8 (AVISTON ROAD)

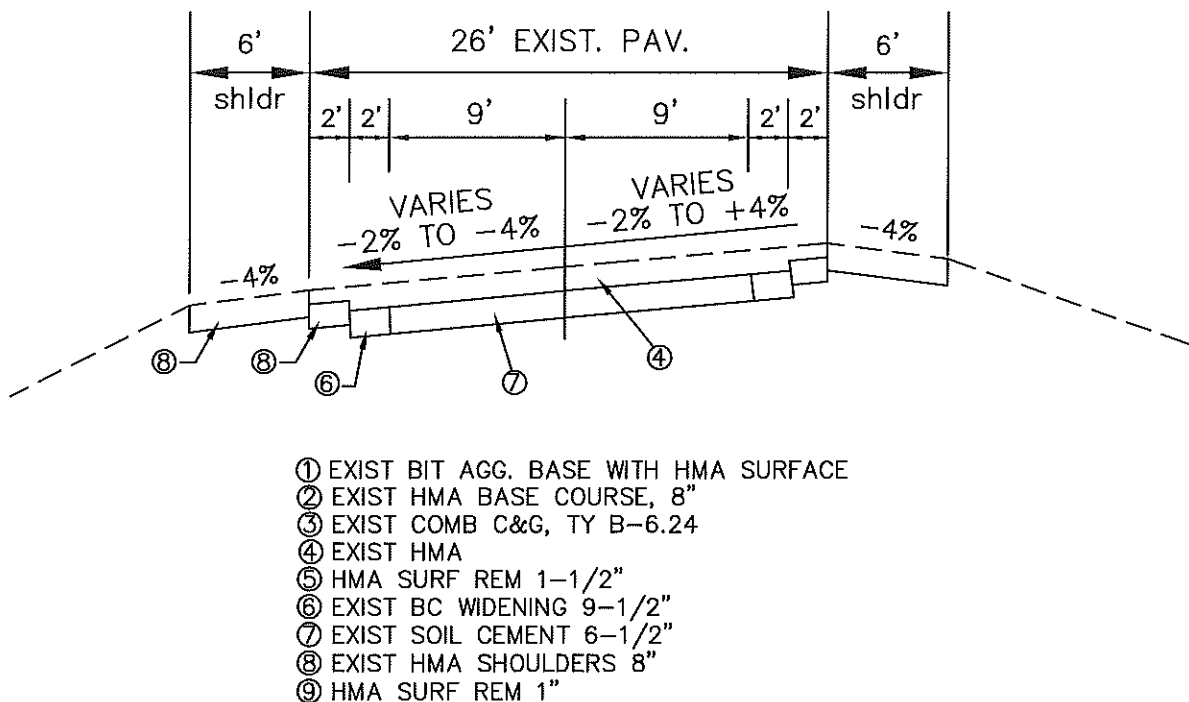


# EXISTING TYPICAL CROSS SECTIONS



## STA. 111+29 TO STA. 116+91

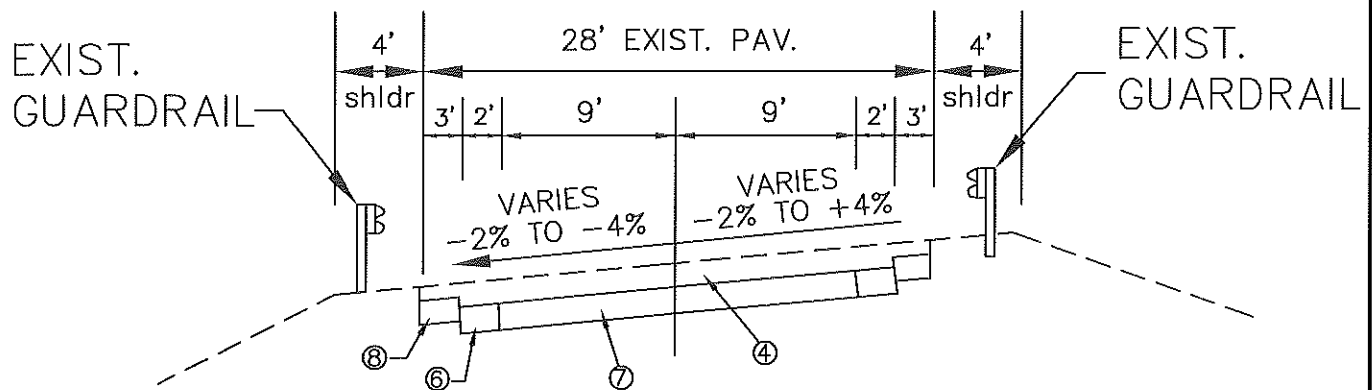
C.H. NO. 8 (AVISTON ROAD)



## STA. 116+91 TO STA. 126+50 Lt & 127+48 Rt

C.H. NO. 8 (AVISTON ROAD)

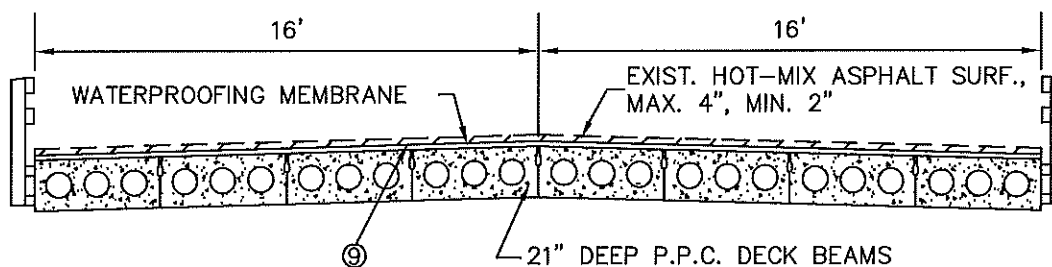
# EXISTING TYPICAL CROSS SECTIONS



- ① EXIST BIT AGG. BASE WITH HMA SURFACE
- ② EXIST HMA BASE COURSE, 8"
- ③ EXIST COMB C&G, TY B-6.24
- ④ EXIST HMA
- ⑤ HMA SURF REM 1-1/2"
- ⑥ EXIST BC WIDENING 9-1/2"
- ⑦ EXIST SOIL CEMENT 6-1/2"
- ⑧ EXIST HMA SHOULDERS 8"
- ⑨ HMA SURF REM 1"

**STA. 126+50 Lt & 127+48 Rt TO STA. 128+87**

C.H. NO. 8 (AVISTON ROAD) - S.N. 014-5104

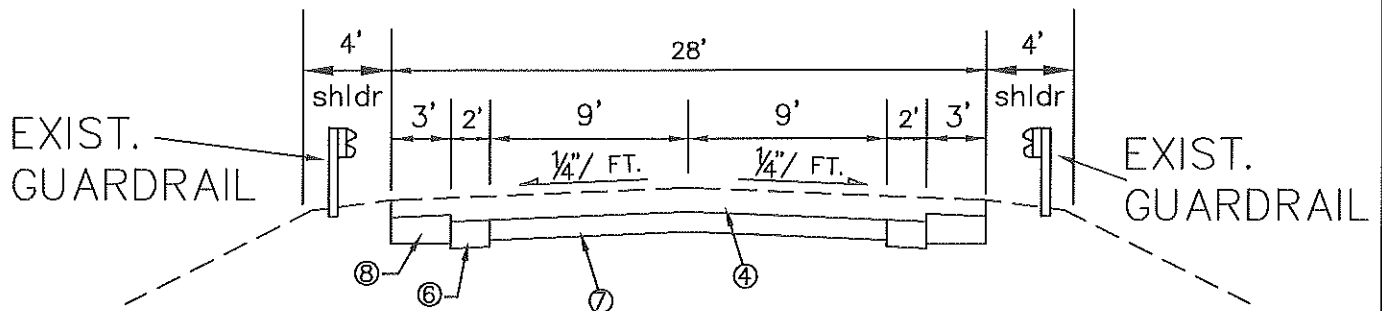


- ① EXIST BIT AGG. BASE WITH HMA SURFACE
- ② EXIST HMA BASE COURSE, 8"
- ③ EXIST COMB C&G, TY B-6.24
- ④ EXIST HMA
- ⑤ HMA SURF REM 1-1/2"
- ⑥ EXIST BC WIDENING 9-1/2"
- ⑦ EXIST SOIL CEMENT 6-1/2"
- ⑧ EXIST HMA SHOULDERS 8"
- ⑨ HMA SURF REM 1"

**STA. 128+87 TO STA. 129+88**

C.H. NO. 8 (AVISTON ROAD) - S.N. 014-5104

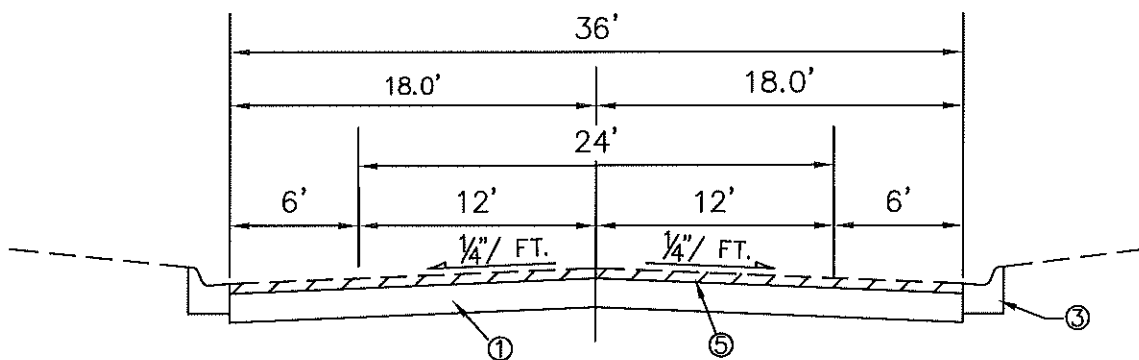
# EXISTING TYPICAL CROSS SECTIONS



- ① EXIST BIT AGG. BASE WITH HMA SURFACE
- ② EXIST HMA BASE COURSE, 8"
- ③ EXIST COMB C&G, TY B-6.24
- ④ EXIST HMA
- ⑤ HMA SURF REM 1-1/2"
- ⑥ EXIST BC WIDENING 9-1/2"
- ⑦ EXIST SOIL CEMENT 6-1/2"
- ⑧ EXIST HMA SHOULDERS 8"
- ⑨ HMA SURF REM 1"

**STA. 129+88 TO STA. 132+64**

C.H. NO. 8 (AVISTON ROAD)

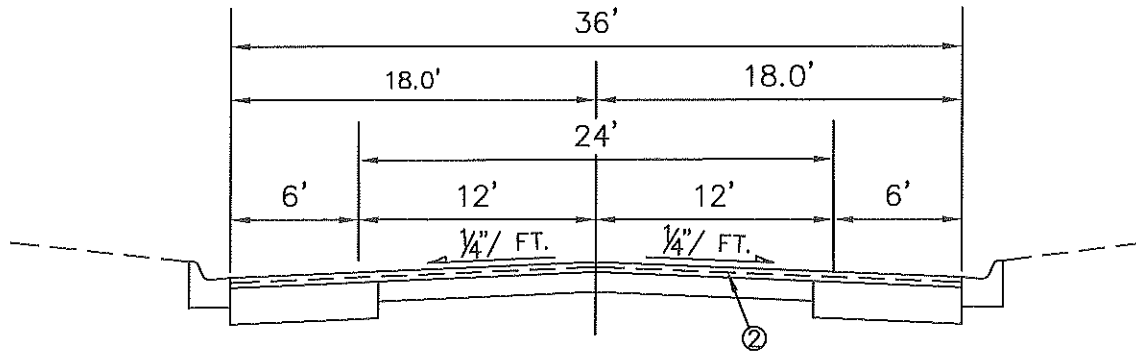


- ① EXIST BIT AGG. BASE WITH HMA SURFACE
- ② EXIST HMA BASE COURSE, 8"
- ③ EXIST COMB C&G, TY B-6.24
- ④ EXIST HMA
- ⑤ HMA SURF REM 1-1/2"
- ⑥ EXIST BC WIDENING 9-1/2"
- ⑦ EXIST SOIL CEMENT 6-1/2"
- ⑧ EXIST HMA SHOULDERS 8"
- ⑨ HMA SURF REM 1"

**STA. 228+13 TO STA. 254+63**

C.H. NO. 8 (AVISTON ROAD)

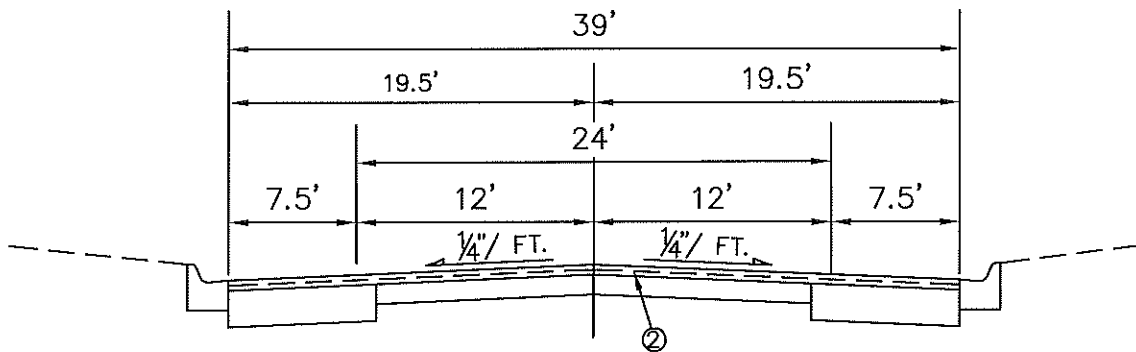
# PROPOSED TYPICAL CROSS SECTIONS



- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 0+00 TO STA. 19+89  
& STA. 22+89 TO STA. 37+89**

C.H. NO. 8 (AVISTON ROAD)  
(RAILROAD OMISSION STA 12+68 TO STA 12+94)

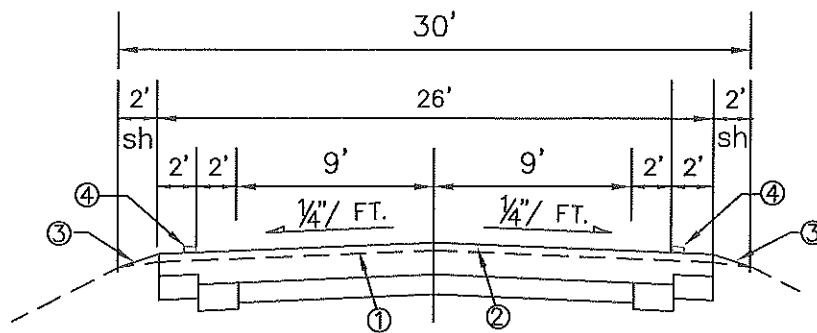


- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 19+89 TO STA. 22+89**

C.H. NO. 8 (AVISTON ROAD)

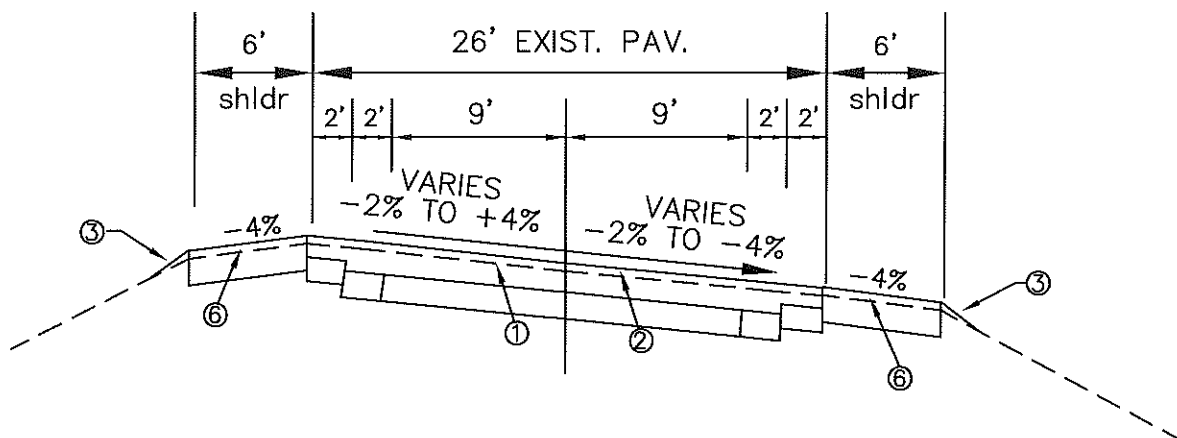
# PROPOSED TYPICAL CROSS SECTIONS



- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 37+89 TO STA. 99+57  
& STA. 132+64 TO STA. 228+13**

C.H. NO. 8 (AVISTON ROAD)

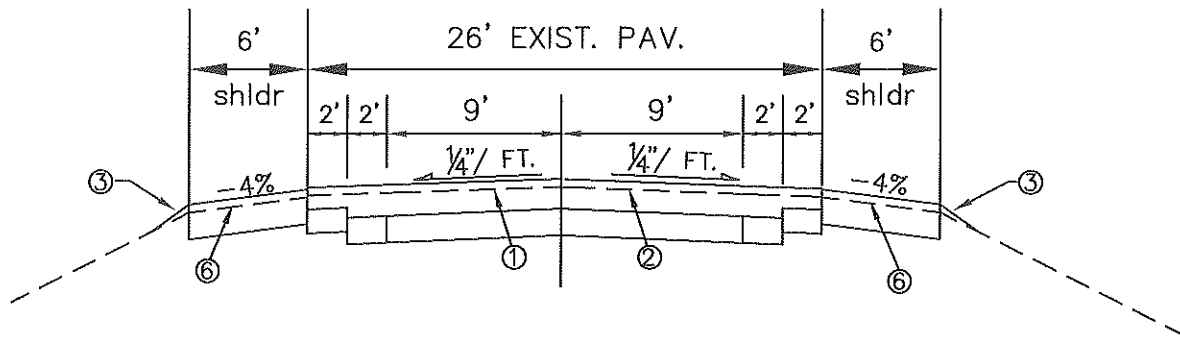


- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 99+57 TO STA. 111+29**

C.H. NO. 8 (AVISTON ROAD)

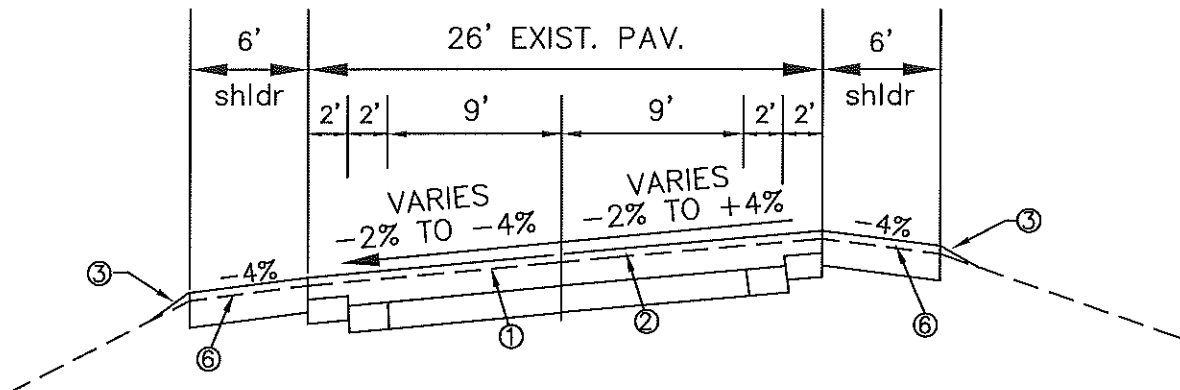
# PROPOSED TYPICAL CROSS SECTIONS



- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 111+29 TO STA. 116+91**

C.H. NO. 8 (AVISTON ROAD)

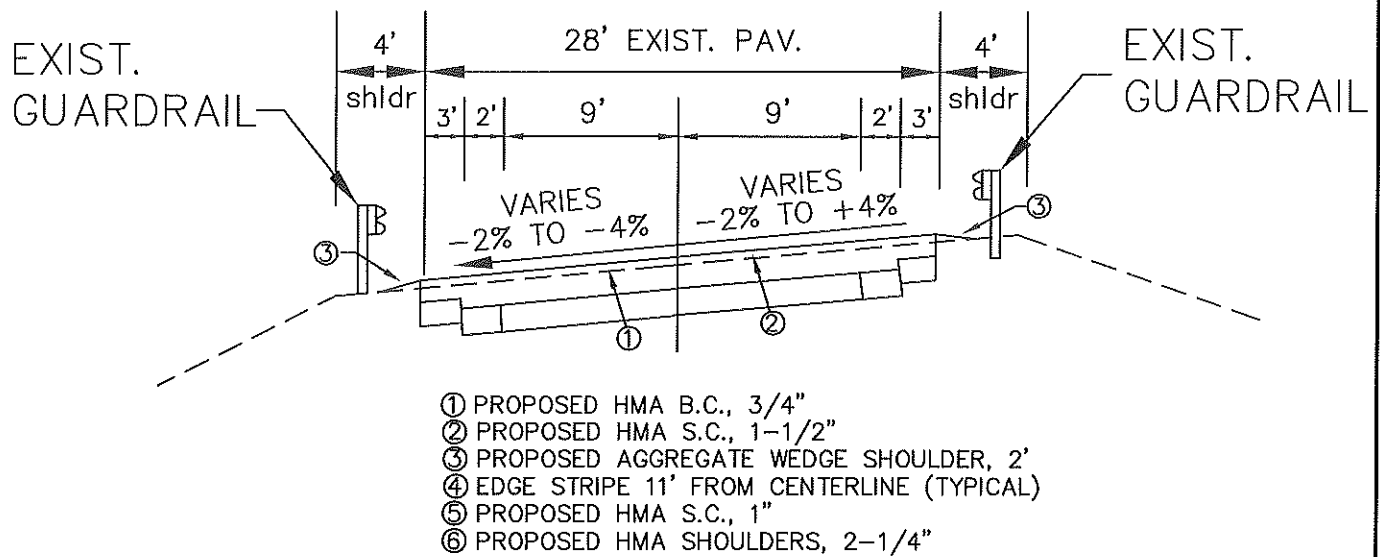


- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 116+91 TO STA. 126+50 Lt & 127+48 Rt**

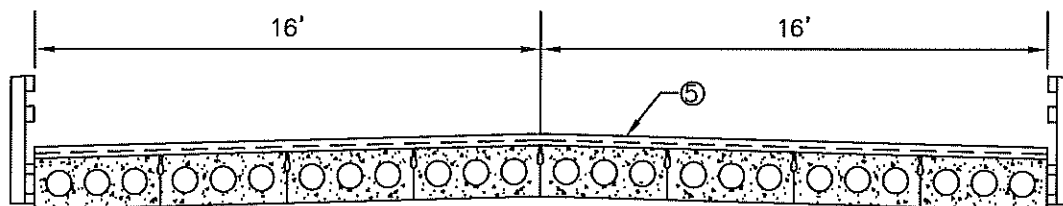
C.H. NO. 8 (AVISTON ROAD)

# PROPOSED TYPICAL CROSS SECTIONS



**STA. 126+50 Lt & 127+48 Rt TO STA. 128+87**

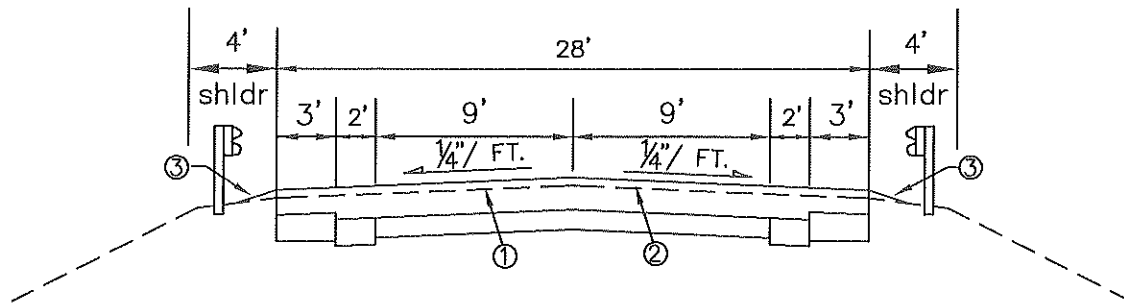
C.H. NO. 8 (AVISTON ROAD) - S.N. 014-5104



**STA. 128+87 TO STA. 129+88**

C.H. NO. 8 (AVISTON ROAD) - S.N. 014-5104

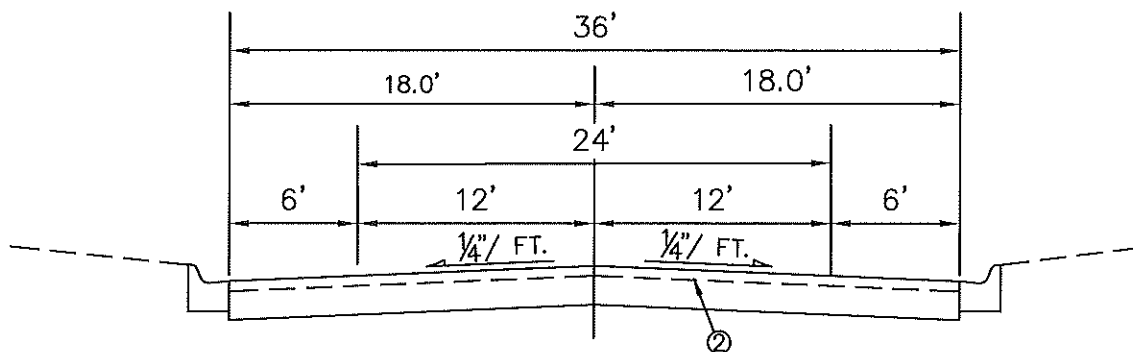
# PROPOSED TYPICAL CROSS SECTIONS



- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 129+88 TO STA. 132+64**

C.H. NO. 8 (AVISTON ROAD)



- ① PROPOSED HMA B.C., 3/4"
- ② PROPOSED HMA S.C., 1-1/2"
- ③ PROPOSED AGGREGATE WEDGE SHOULDER, 2'
- ④ EDGE STRIPE 11' FROM CENTERLINE (TYPICAL)
- ⑤ PROPOSED HMA S.C., 1"
- ⑥ PROPOSED HMA SHOULDERS, 2-1/4"

**STA. 228+13 TO STA. 254+63**

C.H. NO. 8 (AVISTON ROAD)



**PRIVATE & COMMERCIAL ENTRANCE - SCHEDULE**  
(INCIDENTAL HMA SURFACING)

STATION	REF. CL	WIDTH	LENGTH	TON	DESCRIPTION
38+34	LEFT	22	6	2.2	PVT. ENT TO CHARLIE HEGGER
42+77	LEFT	22	6	2.2	PVT. ENT. TO KURT RICHTER
52+21	LEFT	24	6	2.4	PVT. ENT TO ADAM KOCH NEW
53+44	LEFT	22	6	2.2	PVT. ENT. TO ADAM KOCH OLD
55+15	LEFT	30	6	3.0	PVT ENT TO KOCH BARN
62+89	RIGHT	25	6	2.1	PVT. ENT. TO MIKE KOCH
65+68	LEFT	20	6	2.0	PVT. ENT. TO FROHN FARM
69+77	RIGHT	30	6	3.0	PVT. ENT TO NEW BRICK RES.
70+54	RIGHT	20	6	2.0	PVT. ENT. TO NICK STRUBHART
72+65	RIGHT	20	6	2.0	PVT. ENT. TO PINHSTERHAUS RES.
74+08	RIGHT	20	6	2.0	PVT. ENT TO HOLLENKAMP RES.
76+79	RIGHT	24	6	2.4	PVT. ENT. TO DON RAKERS SHED
79+04	LEFT	45	6	4.5	PVT. ENT. TO DAN IMMING
90+08	RIGHT	30	6	3.0	PVT ENT. TO KLEIN RES.
90+32	RIGHT	30	6	3.0	PVT. ENT. TO HOLLENKAMP FARM
94+80	LEFT	30	6	3.0	PVT. ENT. TO TONY SUDHOLT
99+89	LEFT	25	6	2.5	PVT. ENT TO RON KAMPWERTH
131+30	LEFT	18	6	1.8	PVT. ENT TO SUDHOLT OLD FARM
135+89	LEFT	30	6	3.0	PVT. ENT. TO OTTS FARM LANE
137+26	RIGHT	40	6	4.0	COMM ENT. TO KREITNER CONST.
143+89	RIGHT	22	6	2.2	PVT. ENT. TO LETTEKEN RES.
155+21	LEFT	34	6	3.4	PVT. ENT TO OTTS BRICK RES.
166+14	RIGHT	18	6	1.8	PVT. ENT TO BERNIE OTTS FARM
168+42	RIGHT	16	6	1.6	PVT. ENT TO BERNIE OTTS FARM
174+70	LEFT	18	6	1.8	PVT. ENT TO 2 STORY BROWN BRICK
175+33	RIGHT	16	6	1.6	PVT. ENT TO CLINT DALL RES.
179+50	RIGHT	38	6	3.8	PVT. ENT TO ART HOUSMANN
192+95	LEFT	40	6	4.0	PVT. ENT TO OLD FARM LONG LANE
195+52	RIGHT	14	6	1.4	PVT. ENT TO SMALL WHITE HOUSE
196+88	RIGHT	20	6	2.0	PVT. ENT TO SMALL WHITE HOUSE
199+60	LEFT	18	6	1.8	PVT. ENT TO BROWN BRICK RES.
200+09	RIGHT	18	6	1.8	PVT. ENT TO TRAILER
201+11	RIGHT	16	6	1.6	PVT. ENT TO BRIAN WINKELER.
208+90	LEFT	30	6	3.0	PVT. ENT TO VINEYARD
226+49 TO 227+73	LEFT	124	15	18.0	PARKING AREA FOR CEMETERY
		<b>TOTAL</b>	<b>TON</b>	<b>102</b>	

**MAILBOX TURNOUT - SCHEDULE**  
(INCIDENTAL HMA SURFACING)

<b>STATION</b>	<b>REFERENCE C.L.</b>	<b>TON</b>	<b>DESCRIPTION</b>
38+34	LEFT	2.6	CHARLIE HEGGER
42+62	LEFT	2.6	KURT RICHTER
52+21	LEFT	2.6	ADAM KOCH
53+44	LEFT	2.6	AL BILLHARTZ
68+83	RIGHT	4.0	FROHN FARM
69+97	RIGHT	2.6	NEW BRICK RES.
70+69	RIGHT	2.6	STRUBHART
72+70	RIGHT	2.6	PINGSTERHAUS
74+23	RIGHT	2.6	HOLLENKAMP
78+76	LEFT	2.6	DAN IMMING
94+60	LEFT	2.6	TONY SUDHOLT
99+74	LEFT	2.6	RON KAMPWERTH
135+88	RIGHT	4.0	OTTS FARM
144+09	RIGHT	2.6	LITTEKEN
155+13	RIGHT	4.0	OTTS BRICK RES.
168+25	RIGHT	2.6	BERNIE OTTS FARM
175+10	RIGHT	2.6	CLINT DALL RES.
179+65	RIGHT	2.6	ART HOUSMANN
195+39	RIGHT	2.6	SMALL WHITE RES.
197+00	RIGHT	2.6	SMALL WHITE RES.
198+08	RIGHT	4.0	HOOTERVILLE
201+00	RIGHT	2.6	BRIAN WINKELER.
	<b>TOTAL TON</b>	<b>63</b>	

**SIDE ROAD - SCHEDULE**  
(INCIDENTAL HMA SURFACING)

<b>STATION</b>	<b>REF. CL</b>	<b>WIDTH</b>	<b>LENGTH</b>	<b>TON</b>	<b>DESCRIPTION</b>
52+21	RIGHT	20	22	8	ROCKY FORD ROAD
66+30	RIGHT	18	40	13	CATALPA STREET
105+89	LEFT	20	35	14	HIGHLINE ROAD
105+89	RIGHT	20	35	15	HIGHLINE ROAD
163+68	LEFT	20	16	8	WESCLIN ROAD
163+68	RIGHT	20	35	14	WESCLIN ROAD
198+33	RIGHT	10	30	7	PURPLE MARTIN DRIVE
214+75	LEFT	18	25	9	COURT ROAD
214+75	RIGHT	18	20	7	COURT ROAD
		<b>TOTAL</b>	<b>TON</b>	<b>95</b>	

**TOTAL INCIDENTAL RESURFACING = 260 TON**

**CLASS D PATCHES, TYPE IV, 12 INCH**

STATION	NORTH BOUND LANE	SOUTH BOUND LANE	SQ. YD.
16+39 TO 16+76		37' X 6' WEST WHEEL LANE	25
225+83 TO 228+04	221' X 13' FULL LANE WIDTH	221' X 13' FULL LANE WIDTH	639
250+42 TO 250+52	10' X 20.85'	10' X 20.15'	46
77+97 to 78+07	10' x 13'	10' x 13'	29
146+92 to 147+02	10' x 13'	10' x 13'	29
163+38 to 163+48	10' x 13'	10' x 13'	29
<b>TOTAL SQ. YD.</b>			<b>797</b>

**HMA SURFACE REMOVAL, 1-1/2" - SCHEDULE**

LOCATION STATION TO STATION	QUANTITY SQ. YD.	DESCRIPTION
0+05 TO 12+63 (1,258' X 36')	5,032	C&G SECTION IN AVISTON NORTH OF THE CSX RAILROAD
12+99 TO 37+89 (2,490' X 36")	9,960	C&G SECTION IN AVISTON SOUTH OF THE CSX RAILROAD
37+89 TO 38+39 (50' X 26')	145	50' TRANSITION AT SOUTH END OF C&G SECTION IN AVISTON
225+36 TO 225+86 (50' X 26'6)	145	50' TRANSITION AT NORTH END OF CEMETERY IN ALBERS
225+86 TO 228+13 (227' X 26')	656	DRIVING LANES ALONG CEMETERY PROPERTY
226+49 TO 227+73 (124' X 15")	207	PARKING AREA ALONG CEMETERY IN ALBERS
228+13 TO 254+58 (2,645' X 36)	10,580	C&G SECTION ON ALBERS
<b>TOTAL</b>	<b>26,725</b>	

**HMA SURFACE REMOVAL, 1" - SCHEDULE**

LOCATION STATION TO STATION	QUANTITY SQ. YD.	DESCRIPTION
128+37 to 128+87 (50' X 28)	156	50' TRANSITION ON NORTH SIDE OF BRIDGE
128+87 TO 129+88 (101' X 28")	314	BRIDGE DECK
129+88 TO 130+38 (50' X 28')	156	50' TRANSITION ON SOUTH SIDE OF BRIDGE
<b>TOTAL</b>	<b>626</b>	

**HMA SURF REM BUTT JT - SCHEDULE**

<b>STATION</b>	<b>QUANTITY SQ. YD.</b>	<b>DESCRIPTION</b>
0+00 (5' X 136.5')	76	Beginning of project @ south edge of Old US 50 in Aviston
12+68 (5' x 36")	20	North side of CSX Railroad in Aviston
12+94 (5' X 36')	20	South side of CSX Railroad in Aviston
254+63 (5' x 66')	37	End of project at north side of IL Route 161 in Albers
<b>TOTAL</b>	<b>153</b>	

**TEMPORARY RAMP - SCHEDULE**

<b>STATION</b>	<b>QUANTITY SQ. YD.</b>	<b>DESCRIPTION</b>
12+68 (5' x 36')	20	North side of CSX Railroad in Aviston
12+94 (5' x 36')	20	South side of CSX Railroad in Aviston
<b>TOTAL</b>	<b>40</b>	

**HMA SHOULDERS, 2 1/4"**

<b>STATION</b>	<b>QUANTITY TON</b>	<b>DESCRIPTION</b>
99+57 TO 126+50 RT	226	6' SHOULDER
99+57 TO 127+48 LT	235	6' SHOULDER
<b>TOTAL</b>	<b>461</b>	

**BITUMINOUS MATERIALS (TACK COAT) - SCHEDULE**

<b>LOCATION STATION TO STATION</b>	<b>QUANTITY</b>	<b>DESCRIPTION</b> (Tack Coat for Binder Course & HMA shoulders)
38+39 TO 126+50 RT, 127+48 Lt. (26' Pavement)	11,453 lbs.	Tack coat on aged HMA
99+57 to 126+50 Rt., 127+48 Lt. (6' shldr/each side)	1,645 lbs.	Tack coat on aged HMA
126+50 Rt., 127+48 Lt. TO 128+37 (28' Pavement)	193 lbs	Tack coat on aged HMA
130+38 TO 132+64 (28' Pavement)	316 lbs	Tack coat on aged HMA
132+64 to 225+36 (26' Pavement)	12,054 lbs.	Tack coat on aged HMA
<b>TOTAL</b>	<b>25,661 lbs.</b>	

<b>LOCATION STATION TO STATION</b>	<b>QUANTITY</b>	<b>DESCRIPTION</b> (Tack Coat for Surface Course)
0+00 to 12+68 (36' Pavement)	2,362 lbs	Tack coat on milled HMA
12+94 to 37+89 (36' Pavement)	4,491 lbs.	Tack coat on milled HMA
37+89 to 126+50 RT., 127+48 Lt. (26' Pavement)	5,792 lbs.	Tack coat on new HMA.
126+50 Rt., 127+48 LT. to 132+64 (28' Pavement)	396 lbs	Tack coat on new HMA.
132+64 to 225+36 (26' Pavement)	6,027 lbs	Tack coat on new HMA.
225+36 to 228+13 (26' Pavement)	295 lbs	Tack coat on milled HMA
228+13 to 254+63 (36' Pavement)	4,770 lbs	Tack coat on milled HMA.
<b>TOTAL</b>	<b>24,133 lbs</b>	

**49,794 LBS.TOTAL BIT. MATLS (TACK COAT)**

**BITUMINOUS MATERIALS (TACK COAT) - SCHEDULE**

LOCATION STATION TO STATION	QUANTITY	DESCRIPTION
Various Locations (See Incidental HMA Surfacing Schedules)	900 lbs.	Tack coat on aged HMA for Incidentals
<b>TOTAL</b>	<b>900</b>	

**HMA BINDER COURSE, IL9.5FG, N50 - SCHEDULE**

LOCATION STATION TO STATION	QUANTITY	DESCRIPTION
38+39 to 126+50 Rt, 127+48 Lt	1,076 Ton	$\frac{3}{4}$ " B.C on rural section. (26' Pavement)
126+50 RT, 127+48 Lt to 128+37	18	$\frac{3}{4}$ " B.C on rural section. (28' Pavement north of bridge)
130+38 to 132+64	30	$\frac{3}{4}$ " B.C on rural section. (28' Pavement south of bridge)
132+64 to 225+36	1,125	$\frac{3}{4}$ " B.C. on rural section (26' pavement)
<b>TOTAL</b>	<b>2,249 Ton</b>	

**HMA SC, IL-9.5, C, N50 - SCHEDULE**

LOCATION STATION TO STATION	QUANTITY	DESCRIPTION
0+00 to 12+68	435 Ton	1½" S.C on 12' Driving Lane & 6' Parking Lane (36' Pavement)
12+94 to 37+89	838 Ton	1½" S.C on 12' Driving Lane & 6' Parking Lane (36' Pavement)
37+89 to 126+50 RT., 127+48 Lt.	2,162 Ton	1½" S.C (26' Pavement)
126+50 Rt., 127+48 Lt. to 132+64	148 Ton	1½" S.C (28' Pavement)
132+64 to 228+13	2,317 Ton	1½" S.C (26' Pavement)
228+13 to 254+63	892 Ton	1½" S.C on 12' Driving Lane & 6' Parking Lane (36' Pavement)
<b>TOTAL</b>	<b>6,792 Ton</b>	

**AGGREGATE WEDGE SHOULDER, TYPE B SCHEDULE**

<b>LOCATION STATION TO STATION</b>	<b>QUANTITY</b>	<b>DESCRIPTION</b>
37+89 Lt & Rt to 128+87 Lt & Rt	161 Ton	2' wedge in rural area
Bridge Omission 128+87 to 129+88		
129+88 Rt & Lt to 228+13 Lt & Rt	175 Ton	2' wedge in rural area
<b>TOTAL</b>	<b>336 Ton</b>	

**SHORT-TERM PAVEMENT MARKING SCHEDULE**

<b>LOCATION STATION TO STATION</b>	<b>QUANTITY</b>	<b>DESCRIPTION</b>
0+00 to 254+63 = 25,463'	2,316'	After milling & LB
0+00 to 254+63 = 25,463'	2,316'	On final surface
<b>TOTAL</b>	<b>4,632 FOOT</b>	

**SHORT-TERM PAVEMENT MARKING REMOVAL SCHEDULE**

<b>LOCATION STATION TO STATION</b>	<b>QUANTITY</b>	<b>DESCRIPTION</b>
0+00 to 254+63	772 SQ FT	Removal from final surface
<b>TOTAL</b>	<b>772 SQ FT</b>	

**PAINT PVT MK LINE 4" SCHEDULE**

<b>STATION</b>	<b>REF. CL</b>	<b>TYPE</b>	<b>4" PAINT FOOT "YELLOW"</b>	<b>4" PAINT FOOT "WHITE"</b>
37+90 to 228+54 Minus sideroads	Lt & RT	EDGE LINE		37,664
0+00 to 96+20	CENTER	SKIP CL	2,410	
106+68 to 123+55	CENTER	SKIP CL	420	
137+03 to 142+51	CENTER	SKIP CL	140	
149+70 to 179+95	CENTER	SKIP CL	760	
183+48 to 227+64	CENTER	SKIP CL	1,100	
227+64 TO 254+62	CENTER	DOUBLE NO PASSING	5,396	
SB 9+61 to 12+66	CENTER	NO PASSING	305	
SB 4514 to 52+56	CENTER	NO PASSING	742	
SB 62+31 to 68+38	CENTER	NO PASSING	607	
SB 84+77 to 106+68	CENTER	NO PASSING	2,191	
SB 114+21 to 137+03	CENTER	NO PASSING	2,282	
SB 142+51 to 150+92	CENTER	NO PASSING	841	
SB 166+07 to 174+12	CENTER	NO PASSING	805	
SB 179+95 to 186+77	CENTER	NO PASSING	682	
NB 12+99 to 16+71	CENTER	NO PASSING	372	
NB 56+20 to 62+31	CENTER	NO PASSING	611	
NB 71+75 to 80+30	CENTER	NO PASSING	855	
NB 96+20 to 113+53	CENTER	NO PASSING	1,733	
NB 123+55 to 149+70	CENTER	NO PASSING	2,615	
NB 153+60 to 161+54	CENTER	NO PASSING	794	
NB 176+71 to 183+48	CENTER	NO PASSING	677	
NB 188+80 to 197+99	CENTER	NO PASSING	919	
<b>TOTAL</b>			<b>27,257</b>	<b>37,664</b>
<b>SUMMARY OF 4" PAINT</b>			<b>64,921</b>	



**PAINT PVT MK LINE 6" SCHEDULE**

<b>STATION</b>	<b>TYPE</b>	<b>6" PAINT FOOT "YELLOW"</b>	<b>6" PAINT FOOT "WHITE"</b>
25+92	CROSSWALK		43
25+98	CROSSWALK		53
250+40	CROSSWALK		38
250+47	CROSSWALK		46
<b>TOTAL</b>		<b>0</b>	<b>180.0</b>
<b>SUMMARY OF 6" PAINT</b>		<b>180</b>	

**PAINT PAV. MK. LTRS & SYMB SCHEDULE**

<b>LOCATION/STATION</b>	<b>QUANTITY SQ. FT.</b>	<b>TYPE</b>
10+23 - S.B. LANE	61.2 SQ FT	2 - Railroad "R" 1 - Railroad "X"
15+33 - N.B. LANE	61.2 SQ FT	2 - Railroad "R" 1 - Railroad "X"
<b>TOTAL</b>	<b>122.4 SQ FT</b>	

**PAINT PAV. MK. LINE 24" SCHEDULE**

<b>LOCATION/STATION</b>	<b>QUANTITY FOOT</b>
0+13 - STOP BAR	32
9+98 - SB RR CROSSING	11
10+48 - S.B. RR CROSSING	11
12+47 - S.B. RR CROSSING STOP BAR	12
13+10 - N.B. RR CROSSING STOP BAR	12
15+08 - S.B. RR CROSSING	11
15+58 - N.B. RR CROSSING	11
<b>TOTAL</b>	<b>100 FOOT</b>

**TEMPORARY PAVEMENT MARKING – LINE 4"**

<b>STATION</b>	<b>REF. CL</b>	<b>TYPE</b>	<b>4" PAINT FOOT "YELLOW"</b>
0+00 to 96+20	CENTER	SKIP CL	2,410
106+68 to 123+55	CENTER	SKIP CL	420
137+03 to 142+51	CENTER	SKIP CL	140
149+70 to 179+95	CENTER	SKIP CL	760
183+48 to 227+64	CENTER	SKIP CL	1,100
227+64 TO 254+62	CENTER	DOUBLE NO PASSING	5,396
SB 9+61 to 12+66	CENTER	NO PASSING	305
SB 4514 to 52+56	CENTER	NO PASSING	742
SB 62+31 to 68+38	CENTER	NO PASSING	607
SB 84+77 to 106+68	CENTER	NO PASSING	2,191
SB 114+21 to 137+03	CENTER	NO PASSING	2,282
SB 142+51 to 150+92	CENTER	NO PASSING	841
SB 166+07 to 174+12	CENTER	NO PASSING	805
SB 179+95 to 186+77	CENTER	NO PASSING	682
NB 12+99 to 16+71	CENTER	NO PASSING	372
NB 56+20 to 62+31	CENTER	NO PASSING	611
NB 71+75 to 80+30	CENTER	NO PASSING	855
NB 96+20 to 113+53	CENTER	NO PASSING	1,733
NB 123+55 to 149+70	CENTER	NO PASSING	2,615
NB 153+60 to 161+54	CENTER	NO PASSING	794
NB 176+71 to 183+48	CENTER	NO PASSING	677
NB 188+80 to 197+99	CENTER	NO PASSING	919
<b>TOTAL</b>			<b>27,257</b>

**PAVEMENT MARKING REMOVAL WATER BLASTING**

STATION	REF. CL	TYPE	SQ. FT.
37+90 to 228+54 Minus sideroads	Lt & RT	EDGE LINE	
0+00 to 96+20	CENTER	SKIP CL	803
106+68 to 123+55	CENTER	SKIP CL	140
137+03 to 142+51	CENTER	SKIP CL	47
149+70 to 179+95	CENTER	SKIP CL	253
183+48 to 227+64	CENTER	SKIP CL	366
227+64 TO 254+62	CENTER	DOUBLE NO PASSING	1,797
SB 9+61 to 12+66	CENTER	NO PASSING	102
SB 45+14 to 52+56	CENTER	NO PASSING	247
SB 62+31 to 68+38	CENTER	NO PASSING	202
SB 84+77 to 106+68	CENTER	NO PASSING	730
SB 114+21 to 137+03	CENTER	NO PASSING	760
SB 142+51 to 150+92	CENTER	NO PASSING	280
SB 166+07 to 174+12	CENTER	NO PASSING	268
SB 179+95 to 186+77	CENTER	NO PASSING	227
NB 12+99 to 16+71	CENTER	NO PASSING	124
NB 56+20 to 62+31	CENTER	NO PASSING	204
NB 71+75 to 80+30	CENTER	NO PASSING	285
NB 96+20 to 113+53	CENTER	NO PASSING	577
NB 123+55 to 149+70	CENTER	NO PASSING	871
NB 153+60 to 161+54	CENTER	NO PASSING	265
NB 176+71 to 183+48	CENTER	NO PASSING	225
NB 188+80 to 197+99	CENTER	NO PASSING	306
<b>TOTAL</b>			<b>9,079</b>

**GUARDRAIL SCHEDULE**

LOCATION	TRAFFIC BARRIER TERM, TY 1, (SPL) TANGENT	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL REMOVAL
	EACH	EACH	FEET
126+50 to 127+13 RT			63
127+49 to 128+13 LT			64
129+96 to 130+35 RT			39
130+49 to 131+13 LT			64
126+54 to 127+13 RT	1		
127+54 to 128+13 LT	1		
129+96 to 130+55 RT	1		
130+49 to 131+08 LT	1		
127+13 RT		1	
128+13 LT		1	
130+55 RT		1	
131+08 LT		1	
<b>TOTALS</b>	<b>4</b>	<b>4</b>	<b>230</b>

**SIGN SCHEDULE**

STATION	SIDE	SIGN NAME	SIGN CODE	SIZE HOR (IN)	SIZE VER (IN)	SIGN PANEL TYPE 1 (SQ FT)	REMOVE SIGN PANEL TYPE 1 (SQ FT)	2X2 METAL POST TYPE A 12 FT
1+33	R	STOP	R1-1	30	30	6.25	6.25	12'
1+68	R	COUNTY ROUTE (8)	M1-6	24	24	4	4	12'
2+75	R	SPEED LIMIT 30	R2-1	24	30	5	5	12'
2+80	L	STOP	R1-1	30	30	6.25	6.25	12'
3+36	R	STOP	R1-1	30	30	6.25	6.25	12'
4+10	L	STOP AHEAD	W3-1	36	36	9	9	12'
5+91	L	STOP	R1-1	30	30	6.25	6.25	12'
6+23	R	STOP	R1-1	30	30	6.25	6.25	12'
7+62	R	SPEED LIMIT 30	R2-1	24	30	5	5	12'
8+90	L	STOP	R1-1	30	30	6.25	6.25	12'
9+24	R	STOP	R1-1	30	30	6.25	6.25	12'
10+48	R	RAILROAD CROSSING	W10-1	36	36	9	9	12'
12+04	L	STOP	R1-1	30	30	6.25	6.25	12'
12+35	R	STOP	R1-1	30	30	6.25	6.25	12'
13+33	L	STOP	R1-1	30	30	6.25	6.25	12'
13+62	R	STOP	R1-1	30	30	6.25	6.25	12'
15+30	L	RAILROAD CROSSING	W10-1	36	36	9	9	12'
16+84	R	STOP	R1-1	30	30	6.25	6.25	12'
19+53	L	STOP	R1-1	30	30	6.25	6.25	12'
20+00	R	STOP	R1-1	30	30	6.25	6.25	12'
20+86	R	SPEED LIMIT 30	R2-1	24	30	5	5	12'
22+67	R	2-PED. CROSSING	S1-1	30	30	6.25	6.25	12'
22+67	R	AHEAD	W16-9P	24	12	2	2	
22+77	L	STOP	R1-1	30	30	6.25	6.25	12'
23+13	R	STOP	R1-1	30	30	6.25	6.25	12'
24+77	L	SPEED LIMIT 30	R2-1	24	30	5	5	12'
25+82	R	2-PED. CROSSING	S1-1	30	30	6.25	6.25	12'
25+82	R	ARROW	W16-7P	24	12	2	2	
25+82	L	2-PED. CROSSING	S1-1	30	30	6.25	6.25	12'
25+82	L	ARROW	W16-7P	24	12	2	2	
25+96	L	STOP	R1-1	30	30	6.25	6.25	12'
26+36	R	STOP	R1-1	30	30	6.25	6.25	12'
26+84	R	SPEED LIMIT 30	R2-1	24	30	5	5	12'
29+08	L	2-PED. CROSSING	S1-1	30	30	6.25	6.25	12'
29+08	L	AHEAD	W16-9P	24	12	2	2	
29+45	L	STOP	R1-1	30	30	6.25	6.25	12'
31+80	L	SPEED LIMIT 30	R2-1	24	30	5	5	12'
32+85	R	SPEED LIMIT 30	R2-1	24	30	5	5	12'
37+54	L	SPEED LIMIT 30	R2-1	24	30	5	5	12'

**SIGN SCHEDULE**

STATION	SIDE	SIGN NAME	SIGN CODE	SIZE HOR (IN)	SIZE VER (IN)	SIGN PANEL TYPE 1 (SQ FT)	REMOVE SIGN PANEL TYPE 1 (SQ FT)	2X2 METAL POST TYPE A 12 FT
37+86	R	SPEED LIMIT 55	R2-1	24	30	5	5	12'
43+40	R	UNLAWFUL TO PASS STOPPED SCHOOL BUS FROM EITHER DIRECTION	S4-1105	30	30	6.25	6.25	12'
44+23	L	SPEED REDUCTION 30 MPH	W3-5	30	30	9	9	12'
45+34	L	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
52+38	R	STOP	R1-1	30	30	6.25	6.25	12'
61+46	R	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
62+79	L	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
66+49	R	STOP	R1-1	30	30	6.25	6.25	12'
80+20	R	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
84+91	L	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
95+20	R	CURVE	W1-2	30	30	6.25	6.25	12'
105+47	L	STOP	R1-1	30	30	6.25	6.25	12'
106+30	R	STOP	R1-1	30	30	6.25	6.25	12'
111+92	R	CURVE	W1-2	30	30	6.25	6.25	12'
113+56	R	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
114+18	L	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
115+87	L	CURVE	W1-2	30	30	6.25	6.25	12'
142+82	L	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
148+84	R	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
151+28	R	REVERSE CURVE (L)	W1-4	30	30	6.25	6.25	12'
161+29	R	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
163+45	L	STOP	R1-1	30	30	6.25	6.25	12'
163+83	R	STOP	R1-1	30	30	6.25	6.25	12'
166+22	L	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
173+18	L	REVERSE CURVE (L)	W4-1	30	30	6.25	6.25	12'
179+89	L	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
183+32	R	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'

**SIGN SCHEDULE**

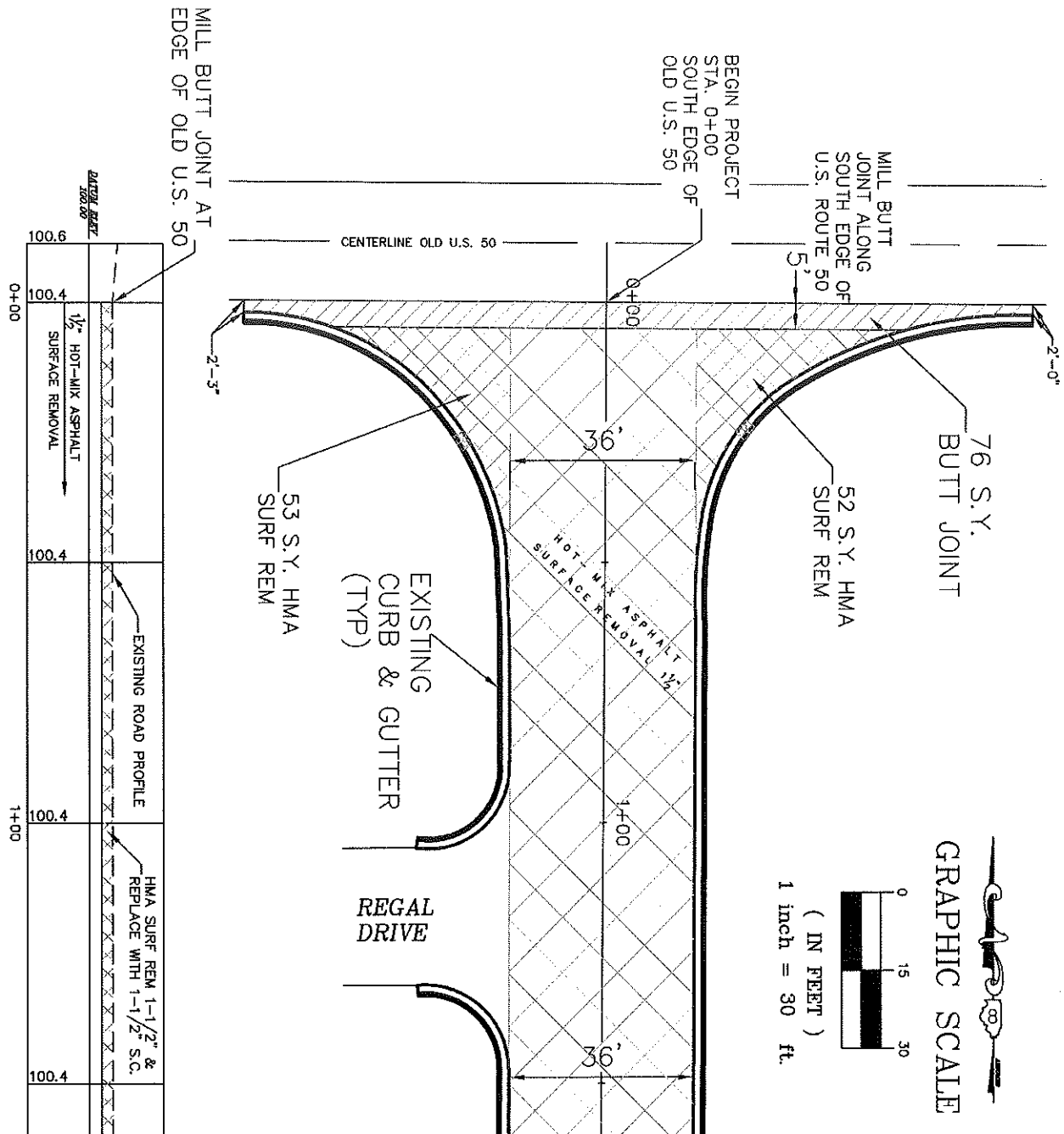
STATION	SIDE	SIGN NAME	SIGN CODE	SIZE HOR (IN)	SIZE VER (IN)	SIGN PANEL TYPE 1 (SQ FT)	REMOVE SIGN PANEL TYPE 1 (SQ FT)	2X2 METAL POST TYPE A 12 FT
197+67	R	NO PASSING ZONE	W14-3	40	30	4.2	4.2	12'
202+20	L	REVERSE CURVE (R)	W1-4	30	30	4.2	4.2	12'
214+52	L	STOP	R1-1	30	30	6.25	6.25	12'
214+85	R	STOP	R1-1	30	30	6.25	6.25	12'
223+88	R	SPEED REDUCTION 30 MPH	W3-5	36	36	9	9	12'
225+65	L	UNLAWFUL TO PASS STOPPED SCHOOL BUS FROM EITHER DIRECTION	S4-1105	30	30	6.25	6.25	12'
228+26	L	SPEED LIMIT 55	R2-1	24	30	5	5	12'
229+04	R	SPEED LIMIT 30	R2-1	24	30	5	5	12'
230+02	R	STOP	R1-1	30	30	6.25	6.25	12'
233+32	R	STOP	R1-1	30	30	6.25	6.25	12'
238+39	R	SPEED LIMIT 30	R2-1	24	30	5	5	12'
240+48	L	SPEED LIMIT 30	R2-1	24	30	5	5	12'
244+35	R	STOP	R1-1	30	30	6.25	6.25	12'
247+44	R	STOP	R1-1	30	30	6.25	6.25	12'
248+01	R	2-PED CROSSING	S1-1	30	30	6.25	6.25	12'
248+01	R	AHEAD	W16-9P	24	12	2	2	
250+19	R	2-PED CROSSING	S1-1	30	30	6.25	6.25	12'
250+19	R	ARROW	W16-7P	24	12	2	2	
250+19	L	2-PED CROSSING	S1-1	30	30	6.25	6.25	12'
250+19	L	ARROW	W16-7P	24	12	2	2	
250+44	L	STOP	R1-1	30	30	6.25	6.25	12'
250+83	R	STOP	R1-1	30	30	6.25	6.25	12'
252+14	L	COUNTY ROUTE (8)	M1-6	24	24	4	4	12'
252+14	L	SPEED LIMIT 30	R2-1	24	30	5	5	12'
252+35	R	STOP AHEAD	W3-1	36	36	9	9	12'
253+57	L	2-PED CROSSING	S1-1	30	30	6.25	6.25	12'
253+57	L	AHEAD	W16-9P	24	12	2	2	
		<b>TOTALS</b>				<b>511.00 SQ FT</b>	<b>511.00 SQ FT</b>	<b>1,020 FT</b>

- NOTE: ALL SIGNS TO BE PUNCHED FOR SINGLE POST INSTALLATION.

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# INTERSECTION DETAIL

C.H. 8 (AVISTON ROAD) AND OLD U.S. 50  
SECTION 21-00109-00-RS



2408US50.DWG

# INTERSECTION DETAIL

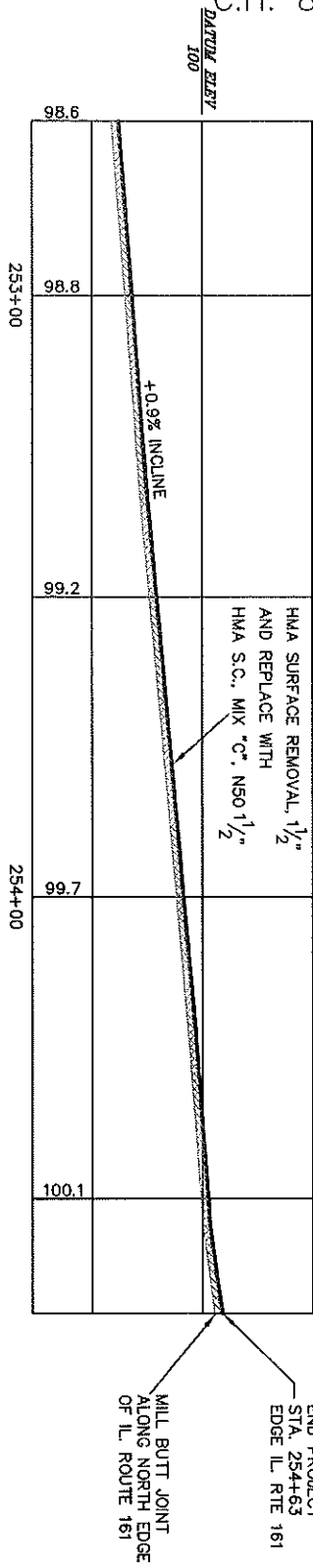
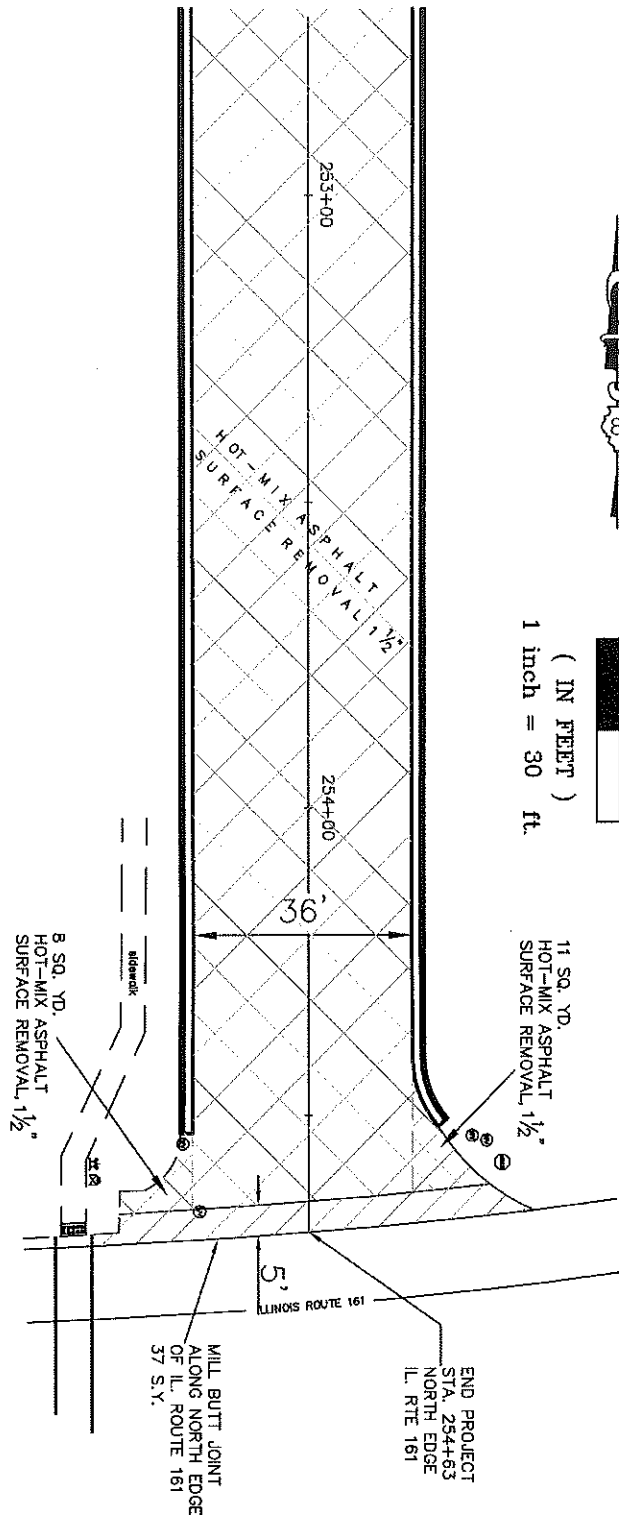
CONTRACT 97861

C.H. 8 (AVISTON RD) AND IL ROUTE 161  
SECTION 21-00109-00-BR

GRAPHIC SCALE

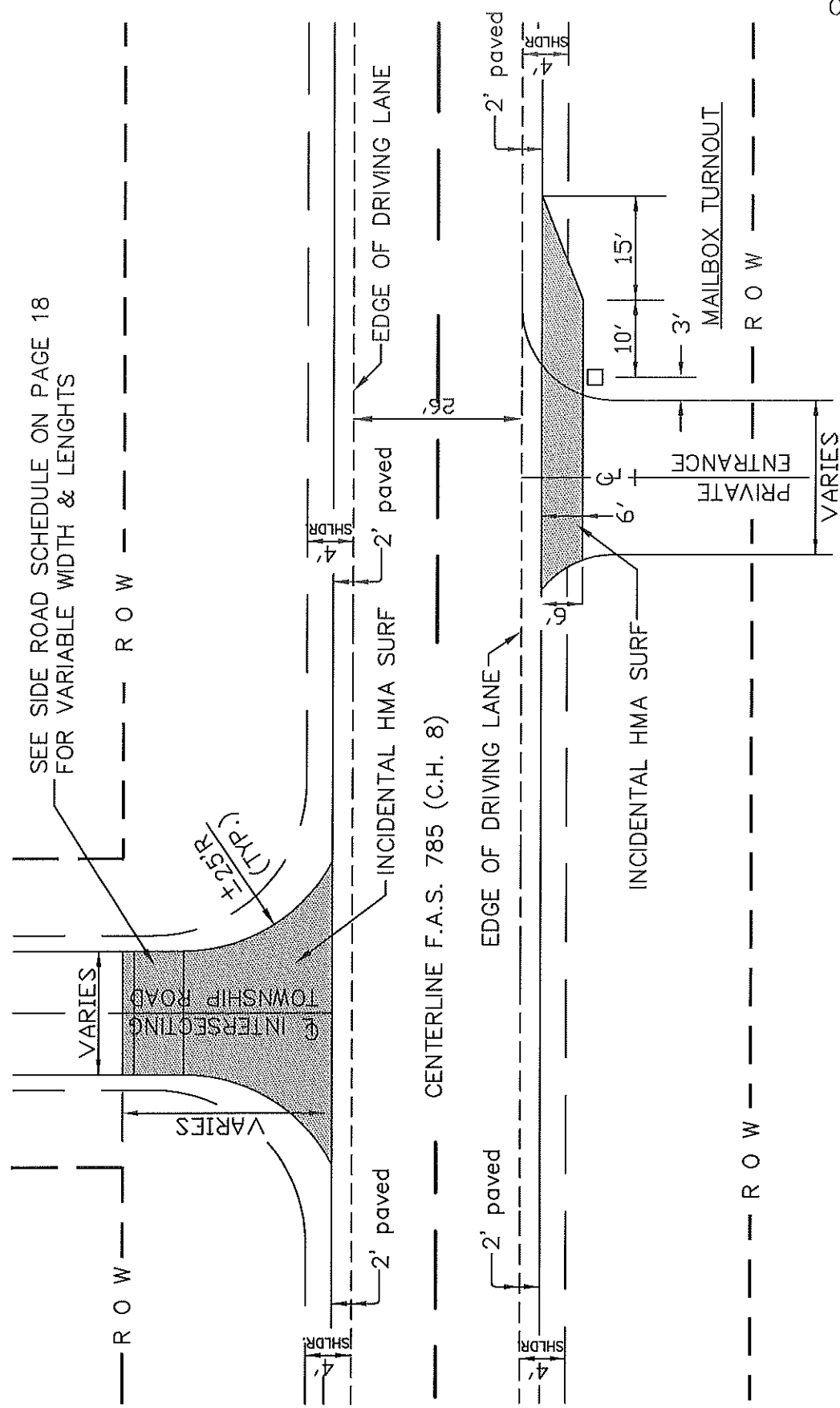


( IN FEET )  
1 inch = 30 ft.



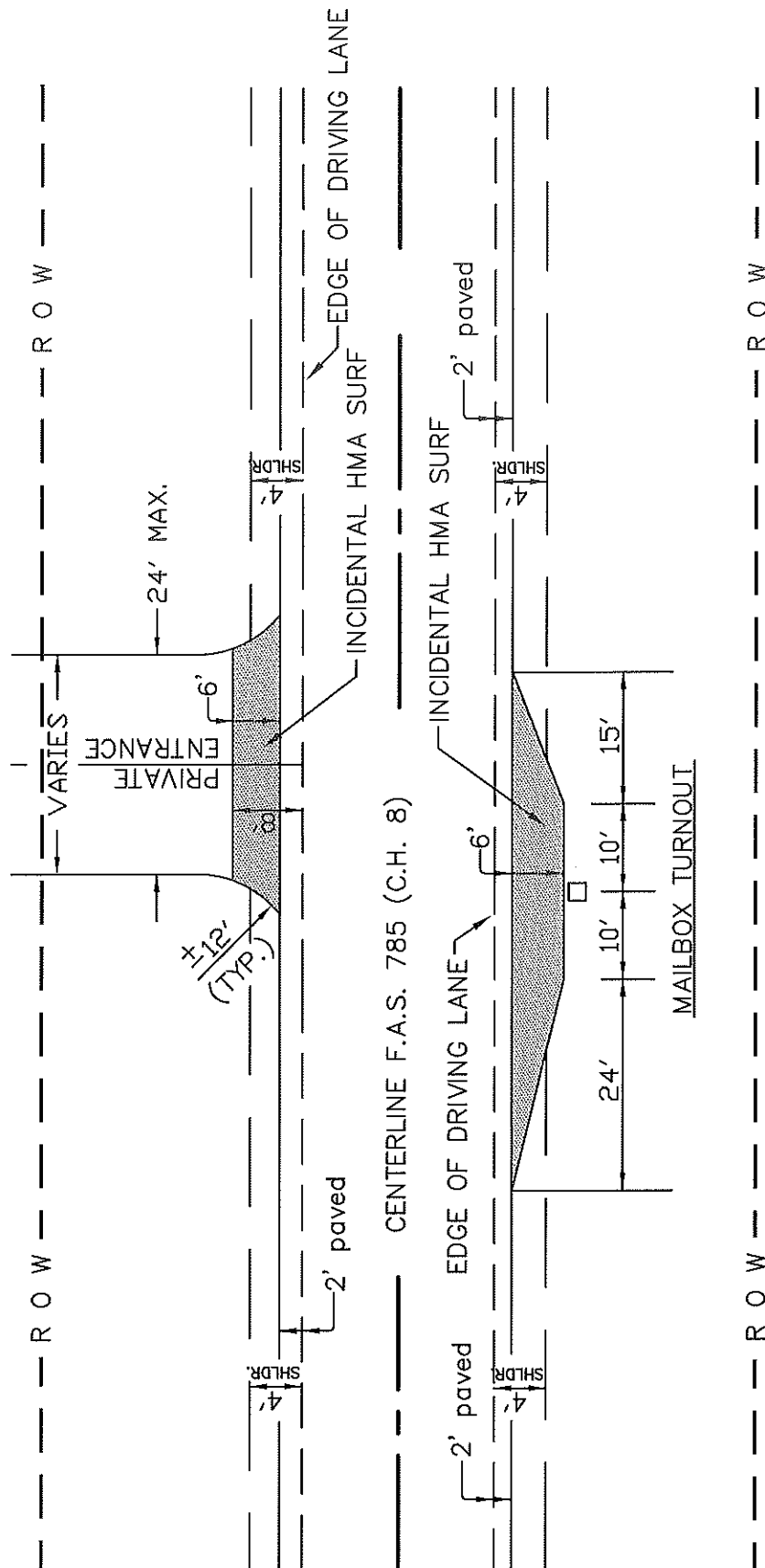
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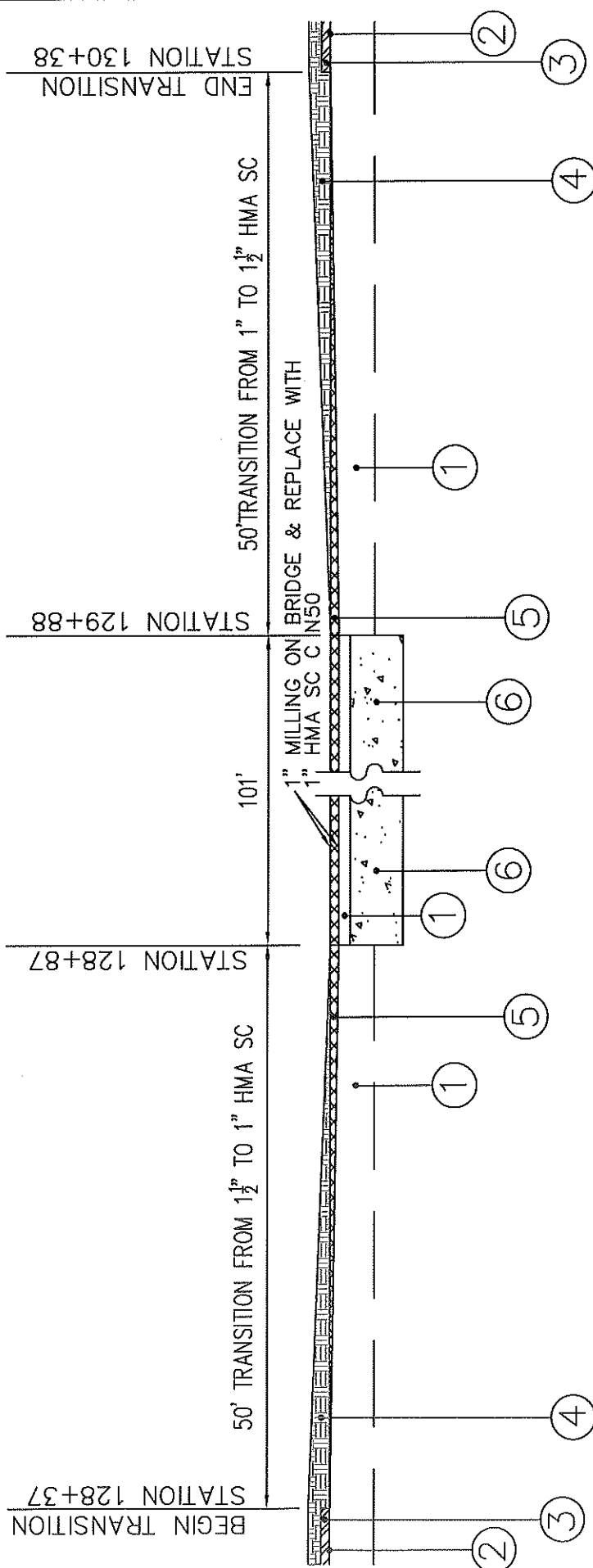
TYPICAL DETAIL INTERSECTIONS & P.E./MAILBOX TURNOUT COMBINATION

INCIDENTAL HMA SURFACE - SEE SPECIAL PROVISIONS PAGE 5



# TYPICAL DETAIL PRIVATE ENTRANCE & MAILBOX TURNOUTS

INCIDENTAL HMA SURFACE - SEE SPECIAL PROVISIONS PAGE 5
































































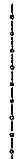








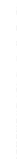






























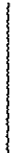



















- ① EXISTING BITUMINOUS CONCRETE
- ② PROPOSED BITUMINOUS MATERIALS (TACK COAT)
- ③ PROPOSED H.M.A. LEVELING BINDER (MACHINE METHOD)
- ④ PROPOSED H.M.A. SURFACE COURSE, MIX "C", N50 (1-1/2")
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, (1")
- ⑥ PRECAST PRESTRESSED CONCRETE BRIDGE DECK

# TRANSITION TAPER DETAILS & BRIDGE DECK

STATION 128+37 TO STATION 130+38



ADJUSTMENT ITEMS		ALIGNMENT ITEMS		DRAINAGE ITEMS	
EX	PR	EX	PR	EX	PR
Structure To Be Adjusted		Baseline		Channel or Stream Line	
Structure To Be Cleaned		Centerline		Culvert Line	
Main Structure To Be Filled		Centerline Break Circle		Grading & Shaping Ditches	
Structure To Be Filled		Baseline Symbol		Drainage Boundary Line	
Structure To Be Filled Special		Centerline Symbol		Paved Ditch	
Structure To Be Removed		PI Indicator		Aggregate Ditch	
Structure To Be Reconstructed		Point Indicator		Pipe Underdrain	
Structure To Be Reconstructed Special		Horizontal Curve Data (Half Size)		Storm Sewer	
Frame and Grate To Be Adjusted		EX CURVE P.L. STA= Δ= R= T= L= C=	PR CURVE P.L. STA= Δ= R= T= L= C=	Flowline	
Frame and Lid To Be Adjusted		Dashed Property Line		Ditch Check	
Domestic Service Box To Be Adjusted		Solid Property/Lot Line		Headwall	
Valve Vault To Be Adjusted		Section/Grant Line		Inlet	
Special Adjustment		Quarter Section Line		Manhole	
Item To Be Abandoned		Quarter/Quarter Section Line		Summit	
Item To Be Moved		County/Township Line		Roadway Ditch Flow	
Item To Be Relocated		State Line		Swale	
Pavement Removal and Replacement		Chiseled Square Found		Catch Basin	
		Iron Pipe Found		Culvert End Section	
		Iron Pipe Set		Water Surface Indicator	
		Survey Marker		Riprap	
		Property Line Symbol			
		Same Ownership Symbol (Half Size)			
		Northwest Quarter Corner (Half Size)			
		Section Corner (Half Size)			
		Southeast Quarter Corner (Half Size)			

EROSION & SEDIMENT CONTROL ITEMS		NON-HIGHWAY IMPROVEMENT ITEMS		EXISTING LANDSCAPING ITEMS (contd.)	
EX	PR	EX	PR	EX	PR
Cleaning & Grading Limits		Nodur Allin Levee		Seeding Class 5	
Dike		Field Line		Seeding Class 7	
Erosion Control Fence		Fence		Seedlings Type 1	
Perimeter Erosion Barrier		Base of Levee		Seedlings Type 2	
Temporary Fence		Mailbox		Sodding	
Ditch Check Temporary		Multiple Mailboxes		Mowstake w/Sign	
Ditch Check Permanent		Pay Telephone		Tree Trunk Protection	
Inlet & Pipe Protection		Advertising Sign		Evergreen Tree	
Sediment Basin		*ITS Camera		Shade Tree	
Erosion Control Blanket		Wind Turbine			
Fabric Formed Concrete Revetment Mat		Cellular Tower			
Turf Reinforcement Mat		*Intelligent Transportation Systems			
Mulch Temporary		LANDSCAPING ITEMS	EX		
Mulch Method 1		Contour Mounding Line			
Mulch Method 2 Stabilized		Fence		Duct	
Mulch Method 3 Hydraulic		Fence Post		Conduit	
		Shrubs		Electrical Aerial Cable	
		Mowline		Electrical Buried Cable	
		Perennial Plants		Controller	
		Seeding Class 2		Underpass Luminaire	
		Seeding Class 2A		Power Pole	
		Seeding Class 4			
		Seeding Class 4 & 5 Combined			
CONTOUR ITEMS		CONTOUR ITEMS		STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS	
Approx. Index Line		Approx. Index Line		STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS (Sheet 3 of 9)	
Approx. Intermediate Line		Approx. Intermediate Line			
Index Contour		Index Contour			
Intermediate Contour		Intermediate Contour			
ILLINOIS DEPARTMENT OF TRANSPORTATION		ILLINOIS DEPARTMENT OF TRANSPORTATION		STANDARD 000001-08	
APPROVED BY: [Signature] 2021		APPROVED BY: [Signature] 2021			
EXPIRATION OF POLICY AND PROCEDURES 2021		EXPIRATION OF POLICY AND PROCEDURES 2021			
APPROVED BY: [Signature] 2021		APPROVED BY: [Signature] 2021			
ISSUED 1-1-97		ISSUED 1-1-97			

<u>LIGHTING</u> (contd.)		<u>PAVEMENT MARKINGS</u>		<u>STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS</u>	
<u>EX</u>	<u>PR</u>			<u>EX</u>	<u>PR</u>
Pull Point		Handicap Symbol			
Handhole		RR Crossing			
Heavy Duty Handhole		Raised Marker Amber 1 Way			
Junction Box		Raised Marker Amber 2 Way			
Light Unit Comb.		Raised Marker Crystal 1 Way			
Electrical Ground		Two Way Turn Left			
Traffic Flow Arrow		Shoulder Diag. Pattern			
High Mast Pole (Half Size)		Skip-Dash White			
Light Unit-1		Skip-Dash Yellow			
<u>PAVEMENT (MISC.)</u>		Stop Line			
Keyed Long Joint		Solid Line			
Keyed Long Joint w/Tie Bars		Double Centerline			
Sawed Long Joint w/Tie Bars		Dotted Lines			
Bluminous Shoulder					
Bluminous Taper					
Stabilized Driveway					
Widening					
		STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS			
		STANDARD 000001-08			

PAVEMENT MARKINGS (contd.)		RAILROAD ITEMS		RIGHT OF WAY ITEMS	
		EX	PR	EX	PR
CL 2Ln 2Way RRPM 12.2 m (40') o.c.					
CL 2Ln 2Way RRPM 80' (24.4 m) o.c.					
CL Multilane Div. RRPM 40' (12.2 m) o.c.					
CL Multilane Div. RRPM 80' (24.4 m) o.c.					
CL Multilane Div. Dbl. RRPM 80' (24.4 m) o.c.					
CL Multilane Undiv.					



**PAVEMENT MARKINGS**  
(contd.)

Urban U-Turn

Urban Combined U-Turn

Rural Combination Left

Rural Combination Right

Rural Left Turn Arrow

Rural Right Turn Arrow

Rural Left Turn Only

Rural Right Turn Only

Rural Thru Only

Rural Thru Arrow

Rural Lt & Rt Turn Arrow

Bike Lane Symbol

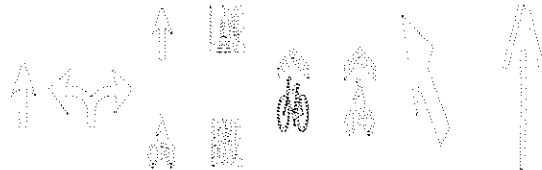
Bike Lane Text

Bike Path Shared

Bike Shared Roadway

Lane Drop Symbol

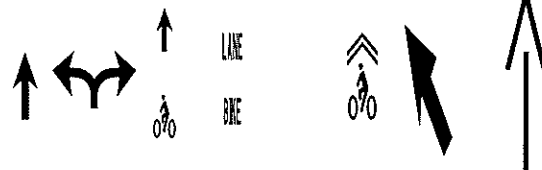
**EX**



**PR**



ONLY ONLY ONLY



**STANDARD SYMBOLS,  
ABBREVIATIONS,  
AND PATTERNS**

(Sheet 6 of 9)

STANDARD 000001-08

Illinois Department of Transportation APPROVED: <i>[Signature]</i> 2021 ENGINEER OF POLICY AND PROCEDURES APPROVED: <i>[Signature]</i> 2021 ENGINEER OF RECORDS & INSURANCE		ISSUED 1-1-97 Wrong Way Arrow
---	--	----------------------------------

<u>RIGHT OF WAY ITEMS</u> <u>(contd.)</u>	<u>EX</u>	<u>PR</u>
Access Control Line	— — — — —	— — — — —
Access Control Line & ROW with Fence	— — — — —	— — — — —
Excess ROW Line	— — — — —	— — — — —
<b>ROADWAY PLAN ITEMS</b>		
Cable Barrier	— — — — —	— — — — —
Concrete Barrier	— — — — —	— — — — —
Edge of Pavement	— — — — —	— — — — —
Bit Shoulders, Medians and C&S Line	— — — — —	— — — — —
Aggregate Shoulder	— — — — —	— — — — —
Sidewalks, Driveways	— — — — —	— — — — —
Guardrail	— — — — —	— — — — —
Guardrail Post	— — — — —	— — — — —
Traffic Sign	— — — — —	— — — — —
Corrugated Median	— — — — —	— — — — —
Impact Attenuator	— — — — —	— — — — —
North Arrow with District Office (Half Size)	— — — — —	— — — — —
Match Line	— — — — —	— — — — —
Slope Limit Line	— — — — —	— — — — —
Typical Cross-Section Line	— — — — —	— — — — —

<u>ROADWAY PROFILES</u>	<u>EX</u>	<u>PR</u>
P.I. Indicator	△	△
Point Indicator	○	○
Earthworks Balance Point		
Bogin Point		
Vert. Curve Data	VP1 = ELEV = L = E =	VP1 = ELEV = L = E =
Ditch Profile Left Side	---	---
Ditch Profile Right Side	---	---
Roadway Profile Line	---	---
Storm Sewer Profile Left Side	---	---
Storm Sewer Profile Right Side	---	---
<b>SIGNING ITEMS</b>		
Cone, Drum or Barricade	○	○
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign	○	○
Panel I		
Panel II		
Direction of Traffic		
Sign Flag (Half Size)		

<u>SIGNING ITEMS</u> <u>(contd.)</u>	<u>EX</u>	<u>PR</u>
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Deceler Ahead W20-2(O) (Half Size)		
Left Lane Closed Ahead W20-5L(O) (Half Size)		
Right Lane Closed Ahead W20-5R(O) (Half Size)		
Road Closed Ahead W20-3(O) (Half Size)		
Road Construction Ahead W20-1(O) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

**STANDARD SYMBOLS,  
ABBREVIATIONS,  
AND PATTERNS**

STANDARD 000001-08



TRAFFIC SIGNAL ITEMS (contd.)		UNDERGROUND UTILITY ITEMS			UTILITY ITEMS (contd.)	
EX	PR	EX	PR	ABANDONED	EX	PR
Detector Roadway					Traffic Signal	
Aluminum Mast Arm					Traffic Signal Control Box	
Steel Mast Arm					Water Meter	
Veh. Detector Magnetic					Water Meter Valve Box	
Conduit Splice					Profile Line	
Controller					Aerial Power Line	
Gulch Junction						
Wood Pole						
Temp. Signal Head						
Handhole						
Double Handhole						
Heavy Duty Handhole						
Junction Box						
Prod. Pushbutton Detector						
Prod. Signal Head						
Power Pole Service						
Priority Veh. Detector						
Signal Head						
Signal Head w/Backplate						
Signal Post						
Closed Circuit TV						
Video Detector System						
		UTILITIES ITEMS			VEGETATION ITEMS	
		EX	PR	ABANDONED	EX	PR
		Deciduous Tree			Deciduous Tree	
		Bush or Shrub			Bush or Shrub	
		Evergreen Tree			Evergreen Tree	
		Slump			Slump	
		Orchard/Nursery Line			Orchard/Nursery Line	
		Vegetation Line			Vegetation Line	
		Woods & Bush Line			Woods & Bush Line	
		WATER FEATURE ITEMS			WATER FEATURE ITEMS	
		EX	PR	ABANDONED	EX	PR
		Stream or Drainage Ditch			Stream or Drainage Ditch	
		Waters Edge			Waters Edge	
		Water Surface Indicator			Water Surface Indicator	
		Water Point			Water Point	
		Disappearing Ditch			Disappearing Ditch	
		Marsh			Marsh	
		Marsh/Swamp Boundary			Marsh/Swamp Boundary	

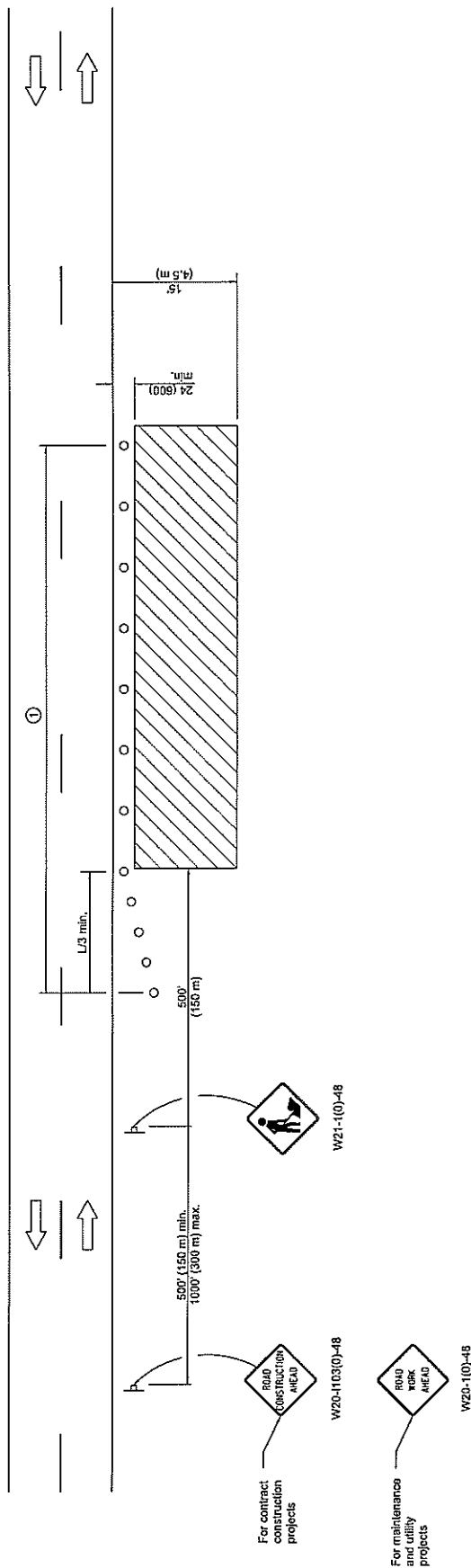
STANDARD SYMBOLS,  
ABBREVIATIONS,  
AND PATTERNS

(Sheet 9 of 9)

STANDARD 000001-08

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## GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24' (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS
English	(Metric)
40 mph (70 km/h)	$L = \frac{WS^2}{60}$
45 mph (80 km/h) or greater:	$L = \frac{WS^2}{150}$
	$L = \frac{W(S)}{L} = \frac{0.65(W)(S)}{L}$

W = Width of offset in feet (meters),  
S = Normal posted speed mph (km/h).

All dimensions are in inches (millimeters) unless otherwise shown.

## TYPICAL APPLICATIONS

- When the work operation exceeds one hour, cones, drums or barricades shall be placed at 500' (150 m) centers for L<sub>2</sub> distance, and at 50' (15 m) centers through the remainder of the work area.

Utility operations  
Culvert extensions  
Side slope changes  
Guardrail installation and maintenance  
Delinicator installation  
Landscaping operations  
Shoulder repair  
Sign installation and maintenance

## SYMBOLS

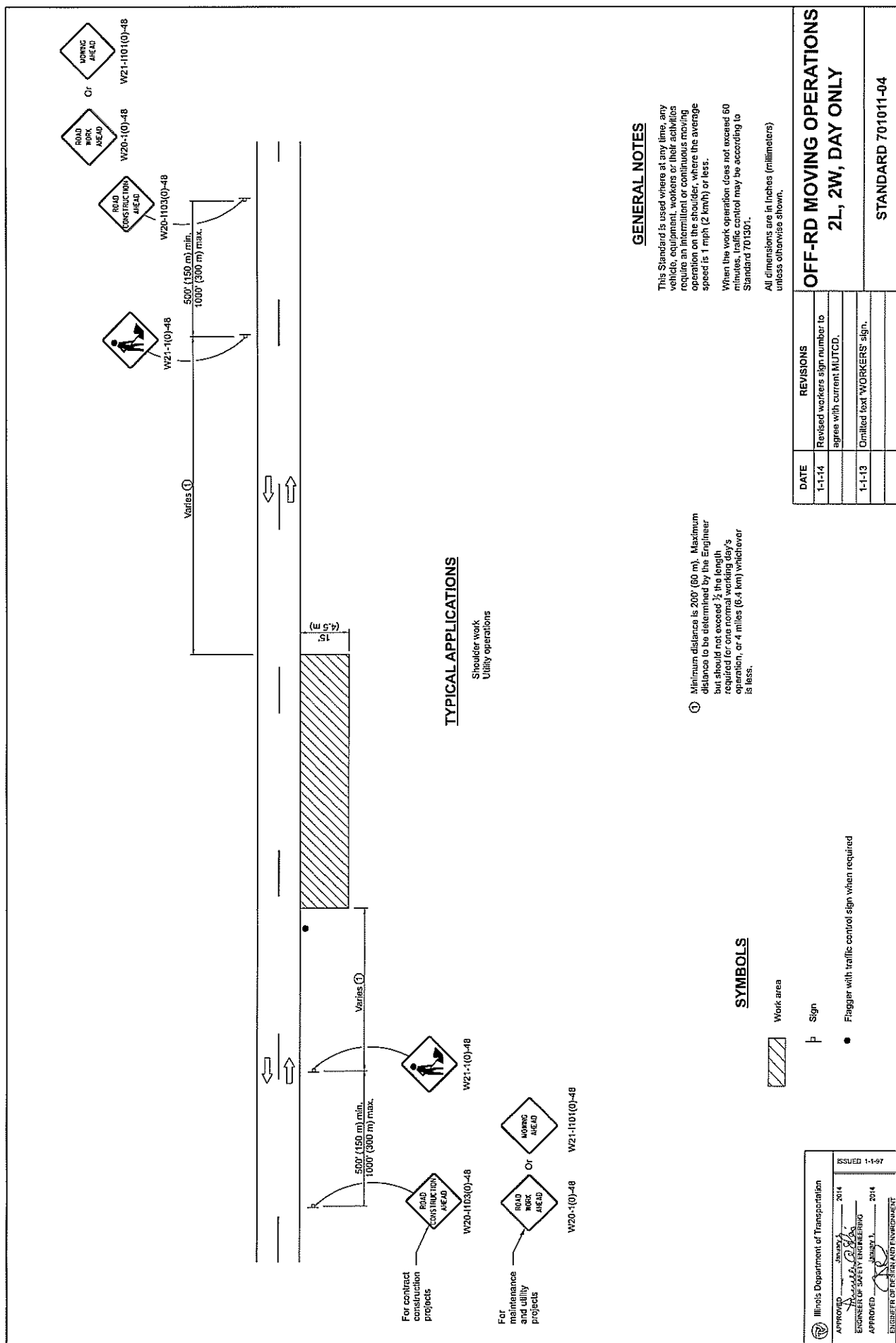
Work area  
Sign  
Cones, drums or barricade

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text "WORKERS" sign.

**OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE**

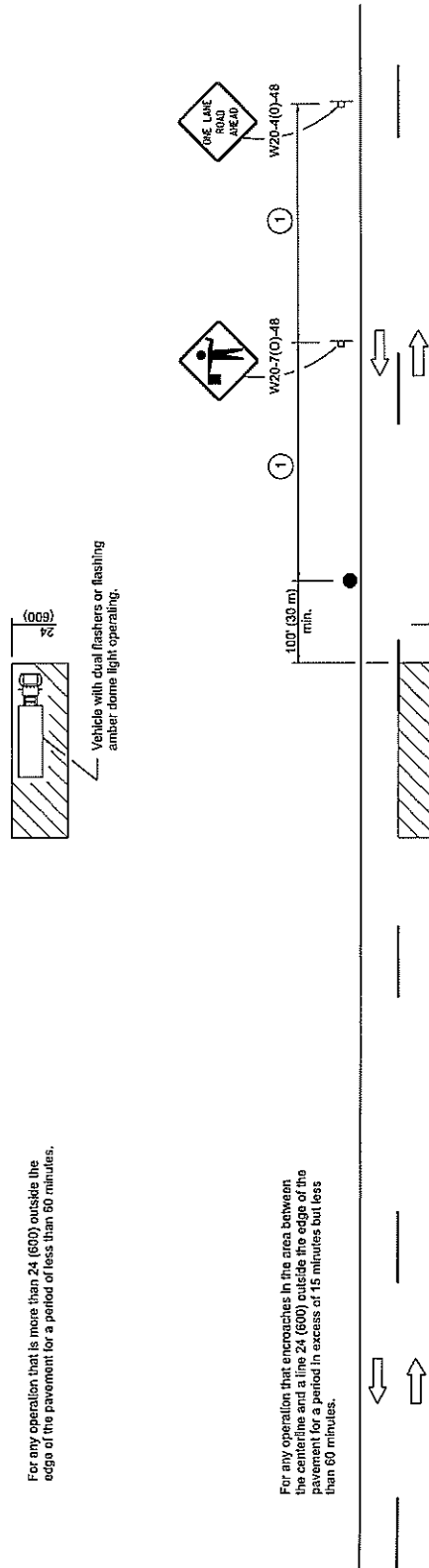
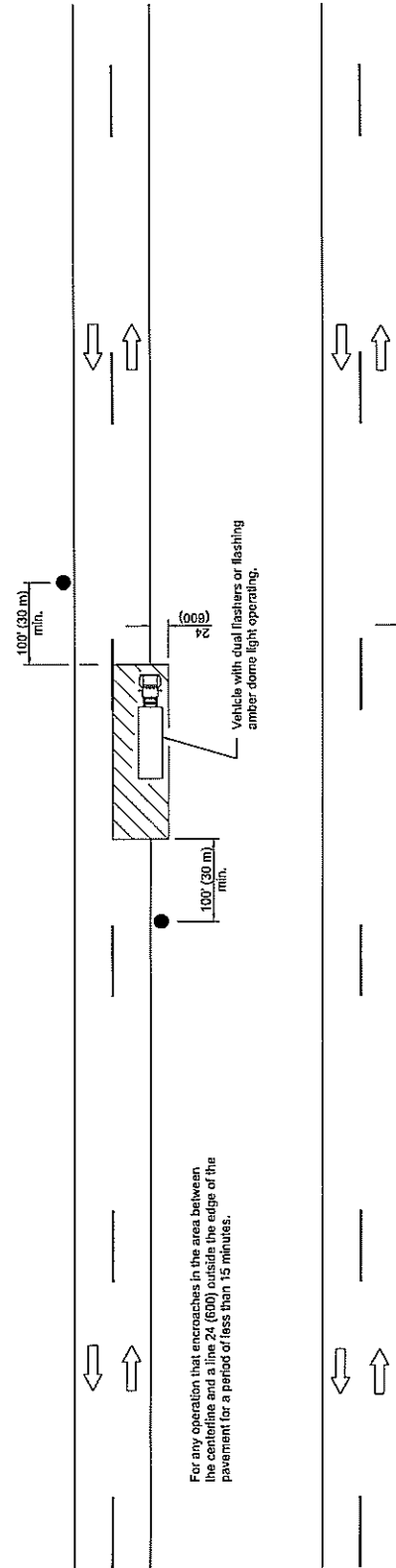
STANDARD 701006-05

Illinois Department of Transportation APPROVED: <i>[Signature]</i> 2014 ENGINEER OF SAFETY ENGINEERING APPROVED: <i>[Signature]</i> 2014 ENGINEER OF DESIGN ENGINEERING		ISSUED 1-1-97
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SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
≤45	200' (60 m)

① = Refer to SIGN SPACING table for distances.

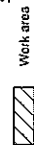
All dimensions are in inches (millimeters) unless otherwise shown.

**LANE CLOSURE, 2L, 2W,  
SHORT TIME OPERATIONS**

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).

STANDARD 701301-04

## SYMBOLS



**Sign on portable or permanent support**


### Flagger with traffic control sign

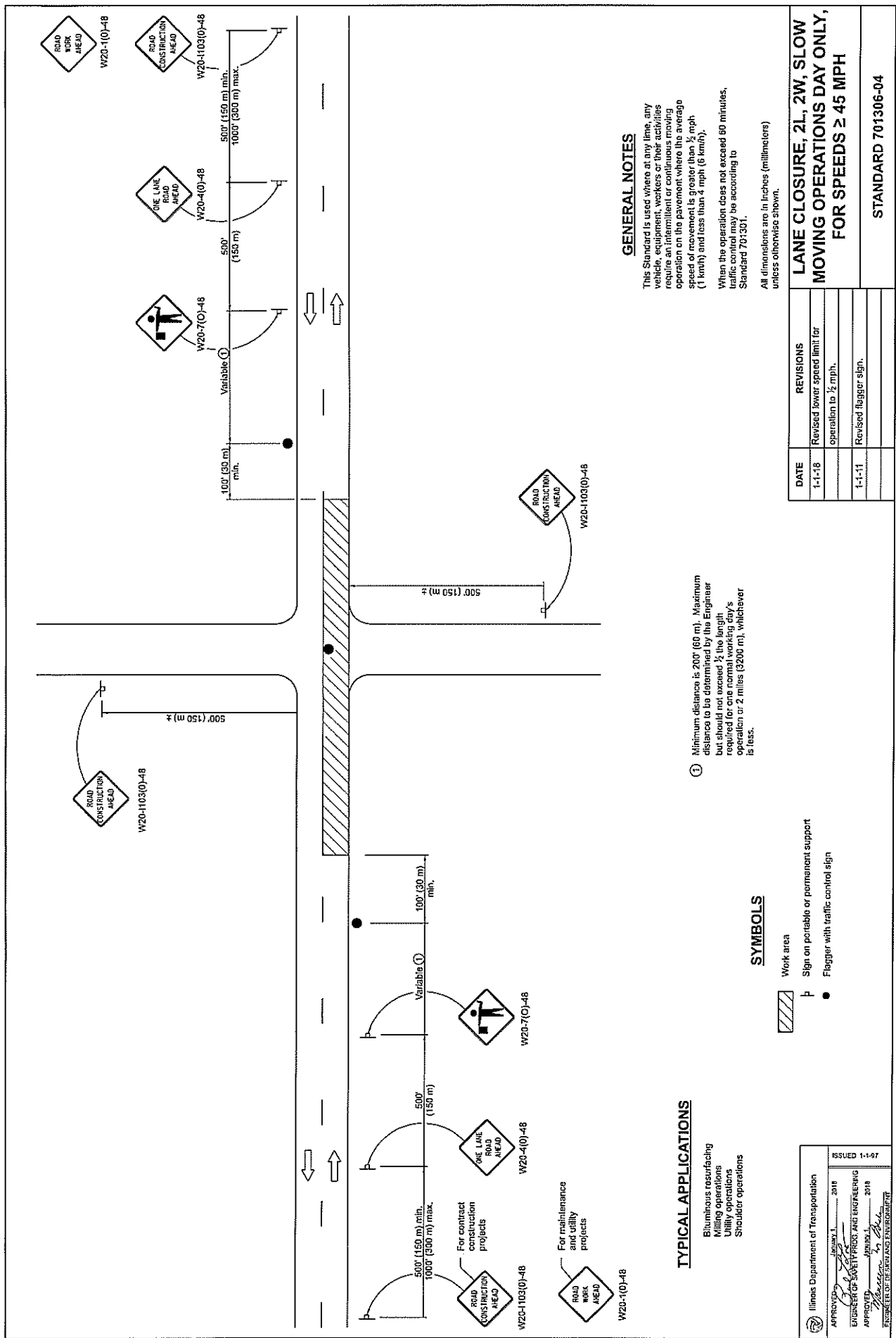
## TYPICAL APPLICATIONS

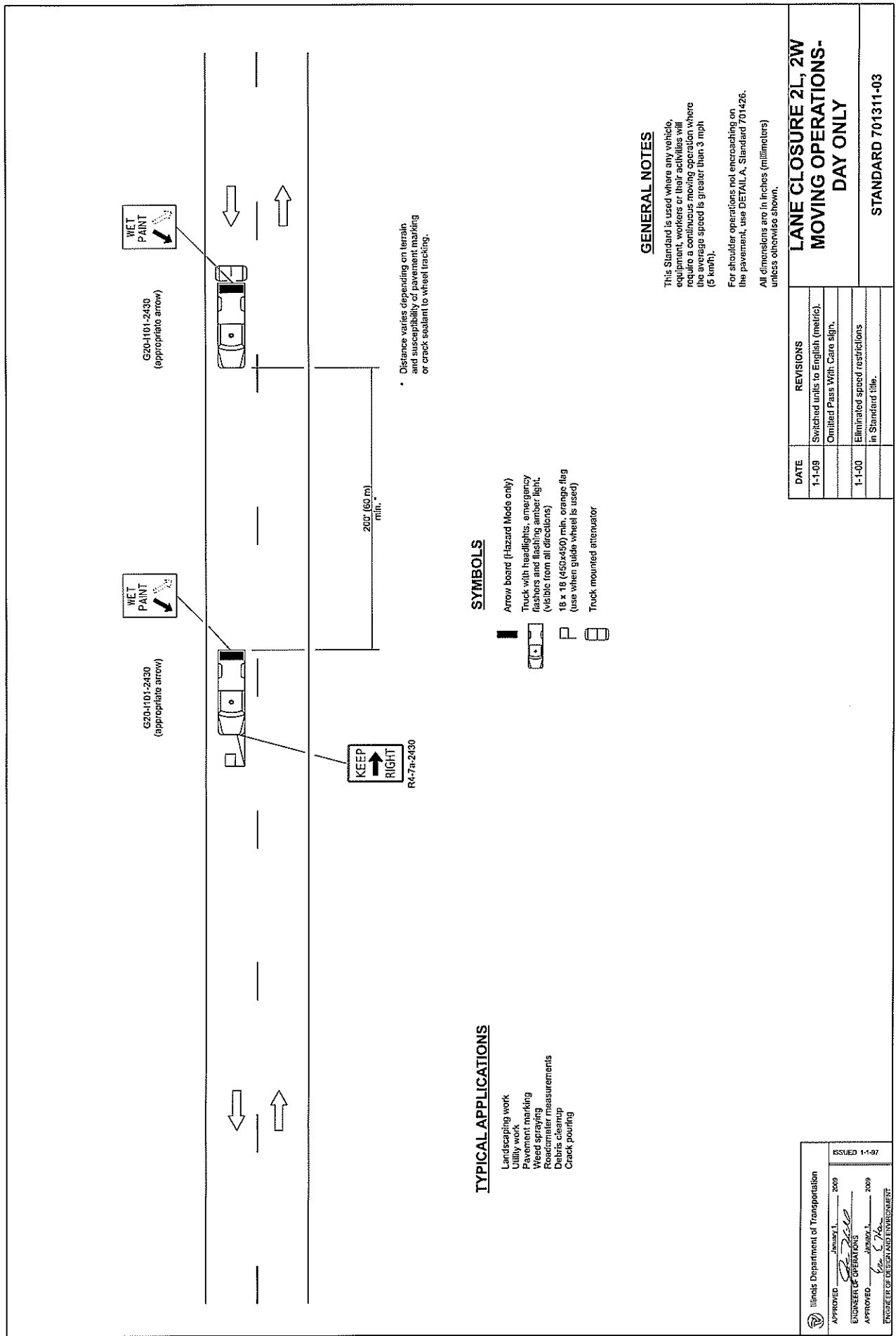
### Marking patches

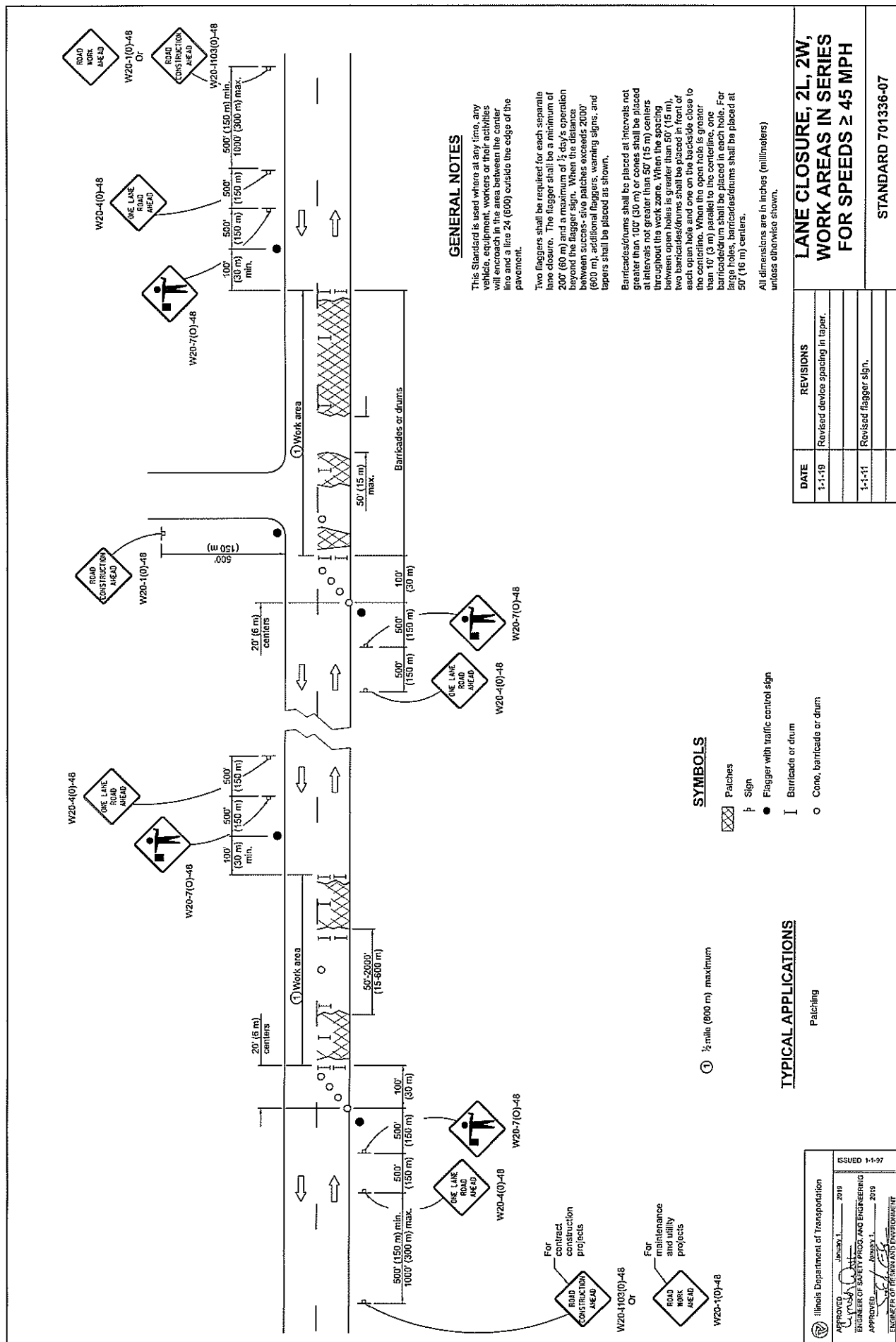
Field survey  
String line  
Light traps

## Cleaning up debris


 Illinois Department of Transportation  
 ISSUED 1-1-97  
 APPROVED James P. [Signature] 2011  
 ENGINEER OF SAFETY ENGINEERING  
 APPROVED [Signature] 2011  
 ENGINEER OF DESIGN AND ENVIRONMENT









### CONES

**DAYTIME USE**

**DAY OR NIGHTTIME USE**

### TUBULAR MARKER

### VERTICAL PANEL POST MOUNTED

### DRUM

### TYPE I BARRICADE

### TYPE II BARRICADE

### TYPE III BARRICADE

### DIRECTION INDICATOR BARRICADE

### VERTICAL BARRICADE

### DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

### GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

\* Warning lights (if required)

### TRAFFIC CONTROL DEVICES

DATE	REVISIONS
1-1-25	Updated Temporary Rumble Strip Detail (sh. 3).
1-1-24	Revised Type III Barricade notes (sh. 3) & moved warning light on post mounted signs to top center.

STANDARD 701901-10

(Sheet 1 of 3)

APPROVED

ILLINOIS Department of Transportation

APPROVED

APPROVED

APPROVED

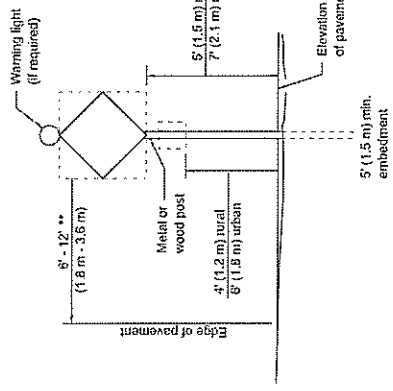
ISSUED 1-1-12

ENGINEER OF SURVEYING

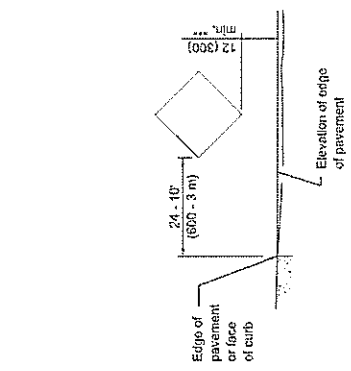
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ENGINEER OF SURVEYING

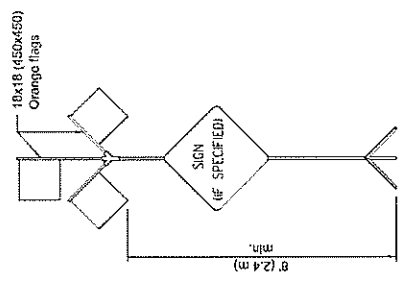
ENGINEER OF SURVEYING



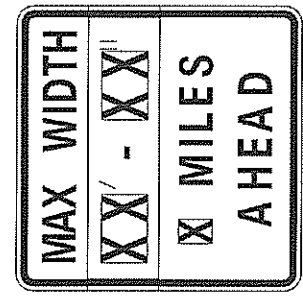
**POST MOUNTED SIGNS**  
 \*\* When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



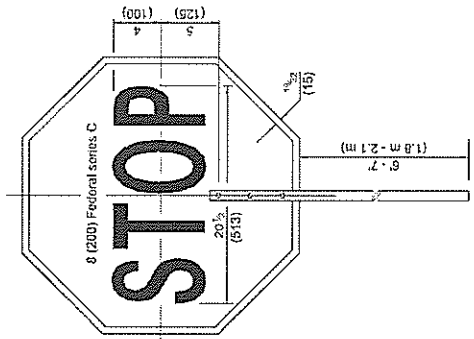
**SIGNS ON TEMPORARY SUPPORTS**  
 \*\*\* When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



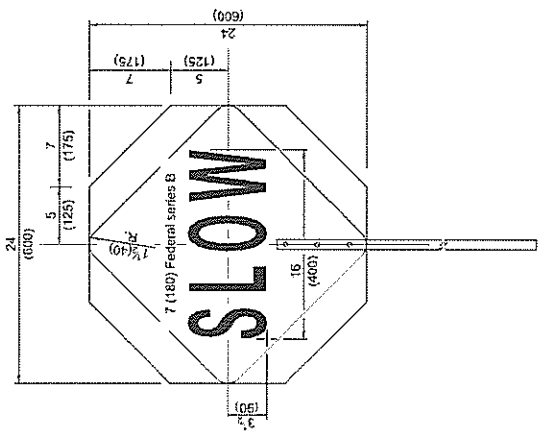
**HIGH LEVEL WARNING DEVICE**



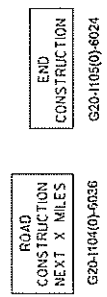
**WIDTH RESTRICTION SIGN**  
 W12-1103-4848  
 XX-XX\* width and X miles are variable.



FRONT SIDE

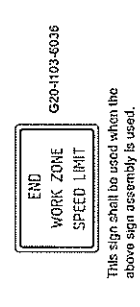
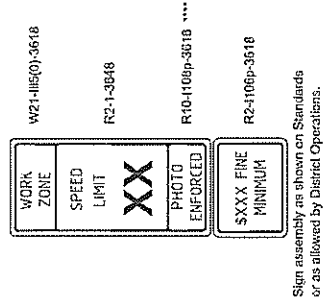


REVERSE SIDE



**ROAD CONSTRUCTION NEXT X MILES**  
 G20-1104(0)-6036  
 This signing is required for all projects 2 miles (3200 m) or more in length.  
**ROAD CONSTRUCTION NEXT X MILES** sign shall be placed 500' (150 m) in advance of project limits.  
**END CONSTRUCTION** sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).  
 Dual sign displays shall be utilized on multi-lane highways.

**WORK LIMIT SIGNING**



**HIGHWAY CONSTRUCTION SPEED ZONE SIGNS**  
 \*\*\*\* R10-1106p shall only be used along roadways under the jurisdiction of the State.

Illinois Department of Transportation  
 APPROVED: \_\_\_\_\_  
 EXCELLENCE IN SAFETY AND ENGINEERING  
 ISSUED 1-1-12

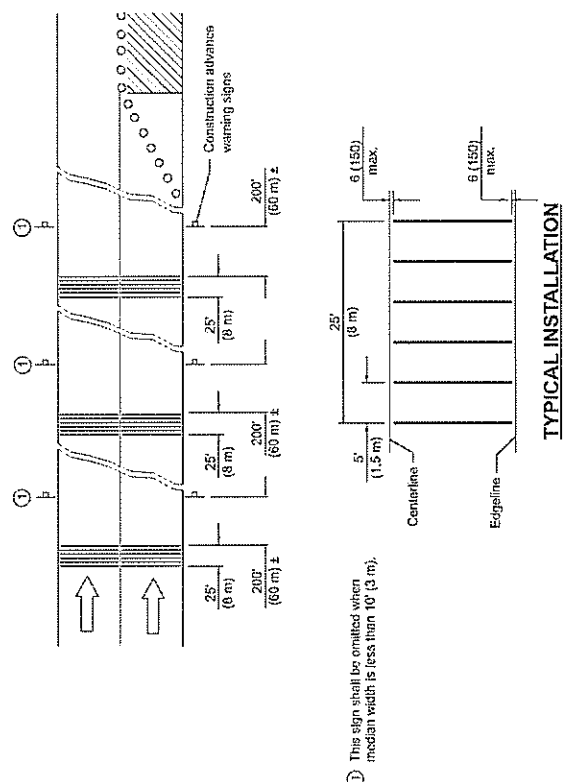
**FLAGGER TRAFFIC CONTROL SIGN**

**TRAFFIC CONTROL DEVICES**

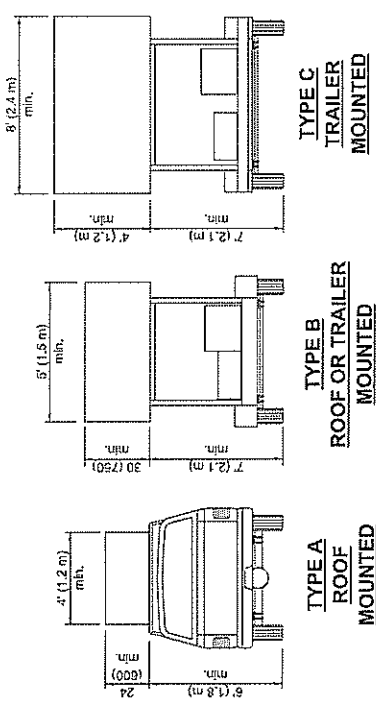
STANDARD 701901-10

(Sheet 2 of 3)

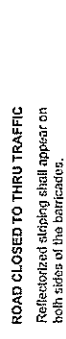
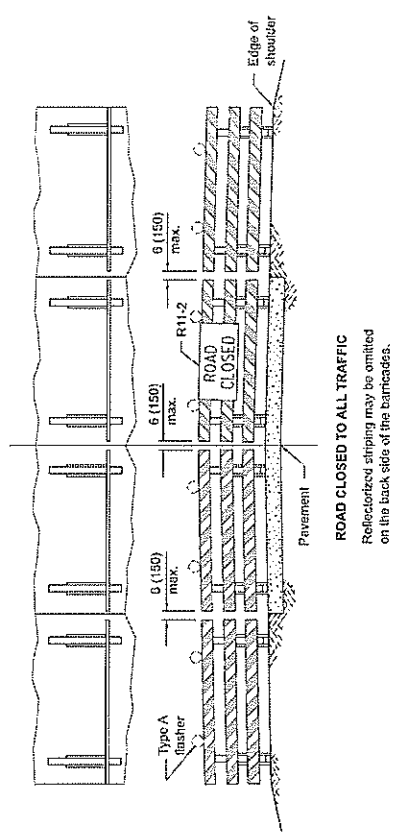




**TEMPORARY RUMBLE STRIPS**



**ARROW BOARDS**



**TYPICAL APPLICATIONS OF  
TYPE III BARRICADES CLOSING A ROAD**

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

Illinois Department of Transportation

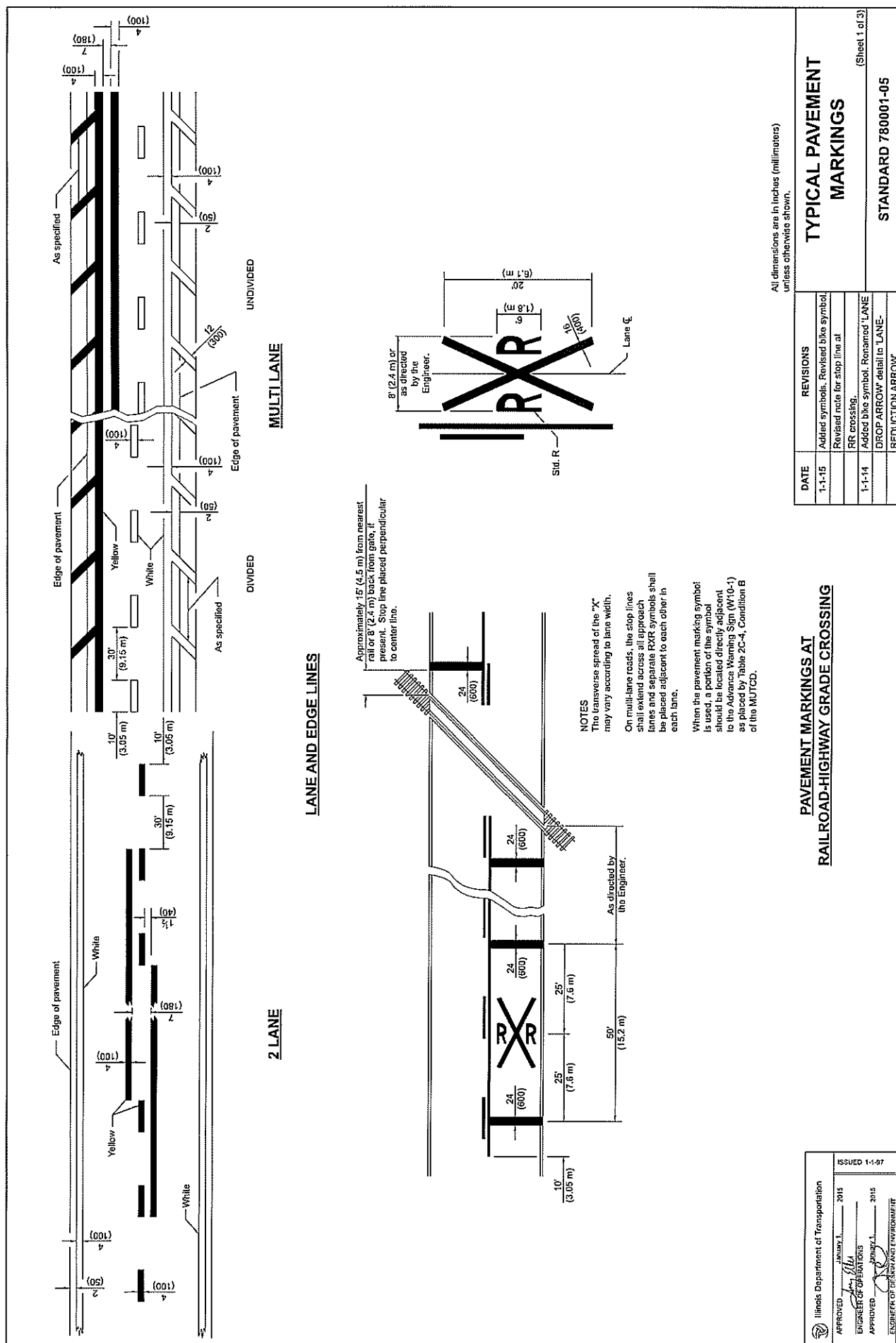
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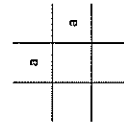
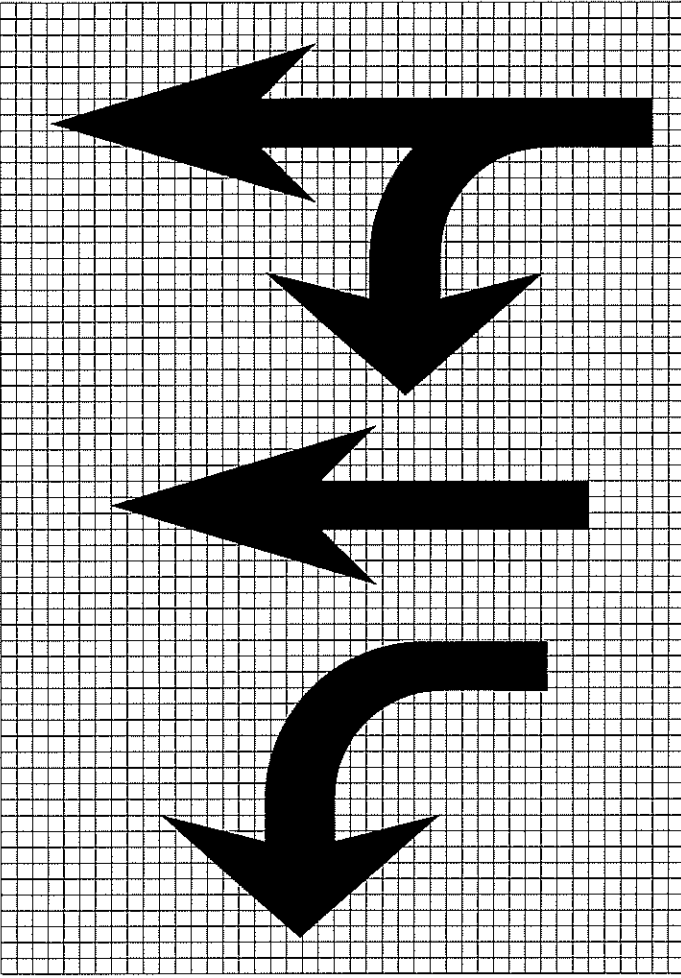
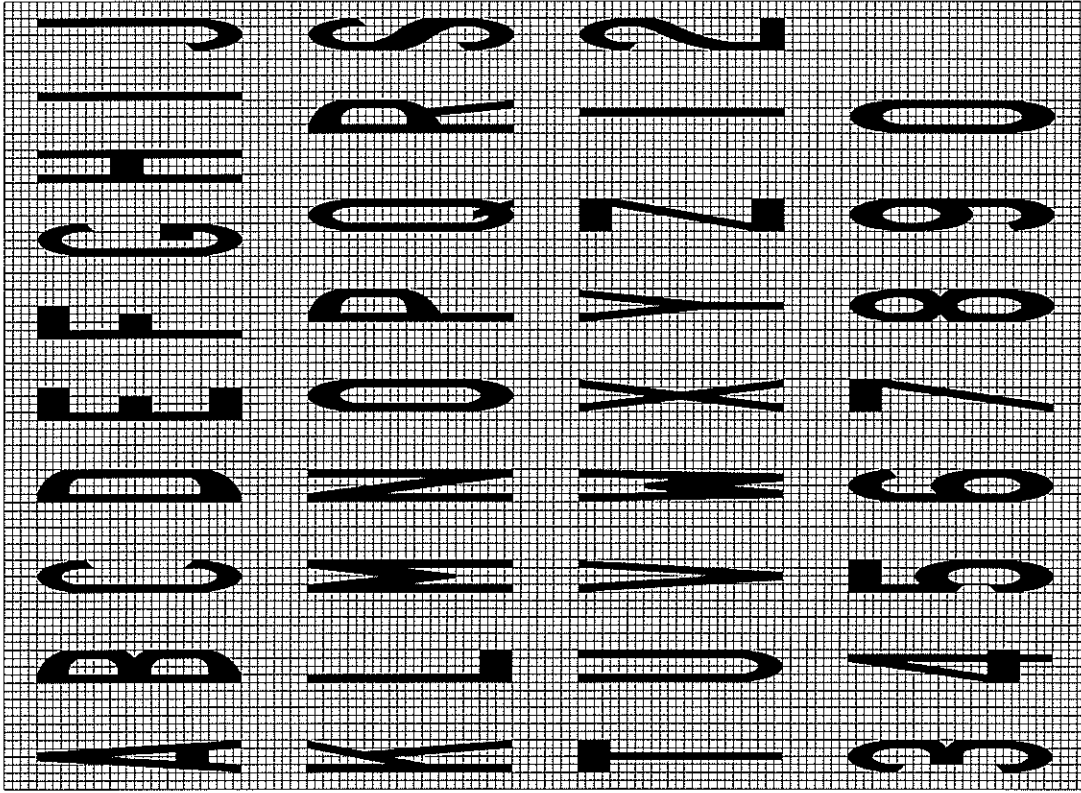
ENGINEER OF SAFETY: \_\_\_\_\_

APPROVED: \_\_\_\_\_ DATE: \_\_\_\_\_

ENGINEER OF DESIGN: \_\_\_\_\_

ISSUED: 1-1-13





Legend Height	Arrow Size	a
6" (1.8 m)	Small	2.9 (74)
8" (2.4 m)	Large	3.8 (96)

The space between adjacent letters or numerals should be approximately 3 (75) for 6" (1.8 m) legend and 4 (100) for 8" (2.4 m) legend.

**LETTER AND ARROW GRID SCALE**

**TYPICAL PAVEMENT MARKINGS**

(Sheet 2 of 3)

**STANDARD 780001-05**

**Illinois Department of Transportation**

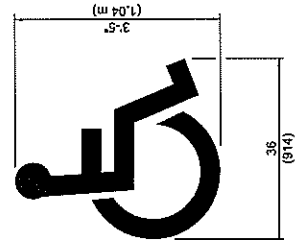
APPROVED *[Signature]* 2015

ENGINEER OF OPERATIONS

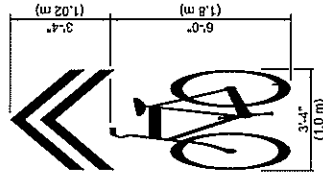
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ENGINEER OF CONSTRUCTION

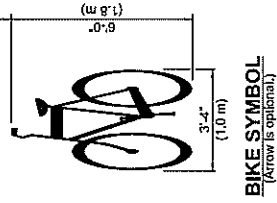
ISSUED 1-1-97



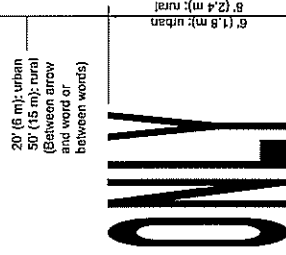
**INTERNATIONAL  
SYMBOL OF  
ACCESSIBILITY**



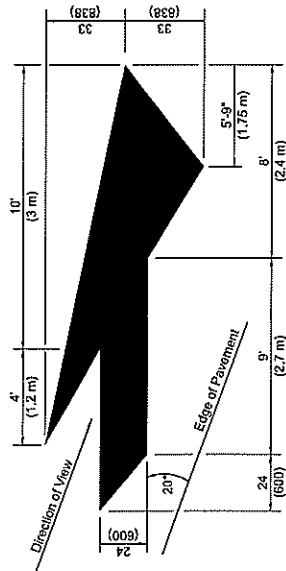
**SHARED LANE  
SYMBOL**



**BIKE SYMBOL**  
(Arrow is optional.)

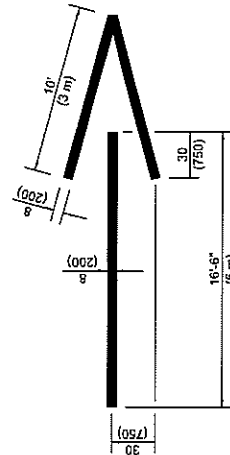


**WORD AND ARROW LAYOUT**



**LANE-REDUCTION ARROW**

Right lane-reduction arrow shown.  
Use mirror image for left lane.



**WRONG WAY ARROW**

Illinois Department of Transportation		ISSUED 1-1-97	
APPROVED	2015	APPROVED	2015
ENGINEER OF OPERATIONS		ENGINEER OF OPERATIONS	
2015		2015	
2015		2015	
2015		2015	

**TYPICAL PAVEMENT  
MARKINGS**

(Sheet 3 of 3)

STANDARD 780001-05

**REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Non-segregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- XI. Certification Regarding Use of Contract Funds for Lobbying
- XII. Use of United States-Flag Vessels:

**ATTACHMENTS**

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

**I. GENERAL**

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work

performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

**II. NONDISCRIMINATION** (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

**1. Equal Employment Opportunity:** Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (see 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

**2. EEO Officer:** The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

**3. Dissemination of Policy:** All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

**4. Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

**5. Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

#### **6. Training and Promotion:**

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

**7. Unions:** If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide

sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

#### **8. Reasonable Accommodation for Applicants /**

**Employees with Disabilities:** The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

#### **9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:**

The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

#### **10. Assurances Required:**

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. 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 DOT-assisted contracts. 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:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

**11. Records and Reports:** The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

### III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than \$10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

### IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway

Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA- 1273 format and FHWA program requirements.

#### 1. Minimum wages (29 CFR 5.5)

a. *Wage rates and fringe benefits.* All laborers and mechanics employed or working upon the site of the work (or otherwise working in construction or development of the project under a development statute), will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act ([29 CFR part 3](#))), the full amount of basic hourly wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics. As provided in paragraphs (d) and (e) of 29 CFR 5.5, the appropriate wage determinations are effective by operation of law even if they have not been attached to the contract. Contributions made or costs reasonably anticipated for bona fide fringe benefits under the Davis-Bacon Act ([40 U.S.C. 3141\(2\)\(B\)](#)) on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.e. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics must be paid the appropriate wage rate and fringe benefits on the wage determination for the classification(s) of work actually performed, without regard to skill, except as provided in paragraph 4. of this section. Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided*, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classifications and wage rates conformed under paragraph 1.c. of this section) and the Davis-Bacon poster (WH-1321) must be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. *Frequently recurring classifications.* (1) In addition to wage and fringe benefit rates that have been determined to be prevailing under the procedures set forth in [29 CFR part 1](#), a wage determination may contain, pursuant to § 1.3(f), wage and fringe benefit rates for classifications of laborers and mechanics for which conformance requests are regularly submitted pursuant to paragraph 1.c. of this section, provided that:

(i) The work performed by the classification is not performed by a classification in the wage determination for which a prevailing wage rate has been determined;



(ii) The classification is used in the area by the construction industry; and

(iii) The wage rate for the classification bears a reasonable relationship to the prevailing wage rates contained in the wage determination.

(2) The Administrator will establish wage rates for such classifications in accordance with paragraph 1.c.(1)(iii) of this section. Work performed in such a classification must be paid at no less than the wage and fringe benefit rate listed on the wage determination for such classification.

c. *Conformance.* (1) The contracting officer must require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract be classified in conformance with the wage determination. Conformance of an additional classification and wage rate and fringe benefits is appropriate only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is used in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) The conformance process may not be used to split, subdivide, or otherwise avoid application of classifications listed in the wage determination.

(3) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken will be sent by the contracting officer by email to [DBAconformance@dol.gov](mailto:DBAconformance@dol.gov). The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer will, by email to [DBAconformance@dol.gov](mailto:DBAconformance@dol.gov), refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(5) The contracting officer must promptly notify the contractor of the action taken by the Wage and Hour Division

under paragraphs 1.c.(3) and (4) of this section. The contractor must furnish a written copy of such determination to each affected worker or it must be posted as a part of the wage determination. The wage rate (including fringe benefits where appropriate) determined pursuant to paragraph 1.c.(3) or (4) of this section must be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

d. *Fringe benefits not expressed as an hourly rate.*

Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor may either pay the benefit as stated in the wage determination or may pay another bona fide fringe benefit or an hourly cash equivalent thereof.

e. *Unfunded plans.* If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, *Provided*, That the Secretary of Labor has found, upon the written request of the contractor, in accordance with the criteria set forth in § 5.28, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

f. *Interest.* In the event of a failure to pay all or part of the wages required by the contract, the contractor will be required to pay interest on any underpayment of wages.

## 2. Withholding (29 CFR 5.5)

a. *Withholding requirements.* The contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for the full amount of wages and monetary relief, including interest, required by the clauses set forth in this section for violations of this contract, or to satisfy any such liabilities required by any other Federal contract, or federally assisted contract subject to Davis-Bacon labor standards, that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to Davis-Bacon labor standards requirements and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld. In the event of a contractor's failure to pay any laborer or mechanic, including any apprentice or helper working on the site of the work all or part of the wages required by the contract, or upon the contractor's failure to submit the required records as discussed in paragraph 3.d. of this section, the contracting agency may on its own initiative and after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with paragraph

2.a. of this section or Section V, paragraph 3.a., or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its repurchase costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901–3907](#).

### 3. Records and certified payrolls (29 CFR 5.5)

*a. Basic record requirements (1) Length of record retention.* All regular payrolls and other basic records must be maintained by the contractor and any subcontractor during the course of the work and preserved for all laborers and mechanics working at the site of the work (or otherwise working in construction or development of the project under a development statute) for a period of at least 3 years after all the work on the prime contract is completed.

*(2) Information required.* Such records must contain the name; Social Security number; last known address, telephone number, and email address of each such worker; each worker's correct classification(s) of work actually performed; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act); daily and weekly number of hours actually worked in total and on each covered contract; deductions made; and actual wages paid.

*(3) Additional records relating to fringe benefits.* Whenever the Secretary of Labor has found under paragraph 1.e. of this section that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in [40 U.S.C. 3141\(2\)\(B\)](#) of the Davis-Bacon Act, the contractor must maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits.

*(4) Additional records relating to apprenticeship.* Contractors with apprentices working under approved programs must maintain written evidence of the registration of apprenticeship programs, the registration of the apprentices, and the ratios and wage rates prescribed in the applicable programs.

*b. Certified payroll requirements (1) Frequency and method of submission.* The contractor or subcontractor must submit weekly, for each week in which any DBA- or Related Acts-covered work is performed, certified payrolls to the contracting

agency. The prime contractor is responsible for the submission of all certified payrolls by all subcontractors. A contracting agency or prime contractor may permit or require contractors to submit certified payrolls through an electronic system, as long as the electronic system requires a legally valid electronic signature; the system allows the contractor, the contracting agency, and the Department of Labor to access the certified payrolls upon request for at least 3 years after the work on the prime contract has been completed; and the contracting agency or prime contractor permits other methods of submission in situations where the contractor is unable or limited in its ability to use or access the electronic system.

*(2) Information required.* The certified payrolls submitted must set out accurately and completely all of the information required to be maintained under paragraph 3.a.(2) of this section, except that full Social Security numbers and last known addresses, telephone numbers, and email addresses must not be included on weekly transmittals. Instead, the certified payrolls need only include an individually identifying number for each worker (e.g., the last four digits of the worker's Social Security number). The required weekly certified payroll information may be submitted using Optional Form WH-347 or in any other format desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division website at <https://www.dol.gov/sites/dolgov/files/WHDL/legacy/files/wh347.pdf> or its successor website. It is not a violation of this section for a prime contractor to require a subcontractor to provide full Social Security numbers and last known addresses, telephone numbers, and email addresses to the prime contractor for its own records, without weekly submission by the subcontractor to the contracting agency.

*(3) Statement of Compliance.* Each certified payroll submitted must be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor, or the contractor's or subcontractor's agent who pays or supervises the payment of the persons working on the contract, and must certify the following:

(i) That the certified payroll for the payroll period contains the information required to be provided under paragraph 3.b. of this section, the appropriate information and basic records are being maintained under paragraph 3.a. of this section, and such information and records are correct and complete;

(ii) That each laborer or mechanic (including each helper and apprentice) working on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in [29 CFR part 3](#); and

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification(s) of work actually performed, as specified in the applicable wage determination incorporated into the contract.

*(4) Use of Optional Form WH-347.* The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 will satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(3) of this section.

(5) *Signature.* The signature by the contractor, subcontractor, or the contractor's or subcontractor's agent must be an original handwritten signature or a legally valid electronic signature.

(6) *Falsification.* The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under [18 U.S.C. 1001](#) and [31 U.S.C. 3729](#).

(7) *Length of certified payroll retention.* The contractor or subcontractor must preserve all certified payrolls during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

c. *Contracts, subcontracts, and related documents.* The contractor or subcontractor must maintain this contract or subcontract and related documents including, without limitation, bids, proposals, amendments, modifications, and extensions. The contractor or subcontractor must preserve these contracts, subcontracts, and related documents during the course of the work and for a period of 3 years after all the work on the prime contract is completed.

d. *Required disclosures and access (1) Required record disclosures and access to workers.* The contractor or subcontractor must make the records required under paragraphs 3.a. through 3.c. of this section, and any other documents that the contracting agency, the State DOT, the FHWA, or the Department of Labor deems necessary to determine compliance with the labor standards provisions of any of the applicable statutes referenced by § 5.1, available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and must permit such representatives to interview workers during working hours on the job.

(2) *Sanctions for non-compliance with records and worker access requirements.* If the contractor or subcontractor fails to submit the required records or to make them available, or refuses to permit worker interviews during working hours on the job, the Federal agency may, after written notice to the contractor, sponsor, applicant, owner, or other entity, as the case may be, that maintains such records or that employs such workers, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available, or to permit worker interviews during working hours on the job, may be grounds for debarment action pursuant to § 5.12. In addition, any contractor or other person that fails to submit the required records or make those records available to WHD within the time WHD requests that the records be produced will be precluded from introducing as evidence in an administrative proceeding under [29 CFR part 6](#) any of the required records that were not provided or made available to WHD. WHD will take into consideration a reasonable request from the contractor or person for an extension of the time for submission of records. WHD will determine the reasonableness of the request and may consider, among other things, the location of the records and the volume of production.

(3) *Required information disclosures.* Contractors and subcontractors must maintain the full Social Security number and last known address, telephone number, and email address

of each covered worker, and must provide them upon request to the contracting agency, the State DOT, the FHWA, the contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or other compliance action.

#### **4. Apprentices and equal employment opportunity (29 CFR 5.5)**

a. *Apprentices (1) Rate of pay.* Apprentices will be permitted to work at less than the predetermined rate for the work they perform when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship (OA), or with a State Apprenticeship Agency recognized by the OA. A person who is not individually registered in the program, but who has been certified by the OA or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice, will be permitted to work at less than the predetermined rate for the work they perform in the first 90 days of probationary employment as an apprentice in such a program. In the event the OA or a State Apprenticeship Agency recognized by the OA withdraws approval of an apprenticeship program, the contractor will no longer be permitted to use apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(2) *Fringe benefits.* Apprentices must be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringe benefits must be paid in accordance with that determination.

(3) *Apprenticeship ratio.* The allowable ratio of apprentices to journeymen on the job site in any craft classification must not be greater than the ratio permitted to the contractor as to the entire work force under the registered program or the ratio applicable to the locality of the project pursuant to paragraph 4.a.(4) of this section. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated in paragraph 4.a.(1) of this section, must be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under this section must be paid not less than the applicable wage rate on the wage determination for the work actually performed.

(4) *Reciprocity of ratios and wage rates.* Where a contractor is performing construction on a project in a locality other than the locality in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyworker's hourly rate) applicable within the locality in which the construction is being performed must be observed. If there is no applicable ratio or wage rate for the locality of the project, the ratio and wage rate specified in the contractor's registered program must be observed.

b. *Equal employment opportunity.* The use of apprentices and journeymen under this part must be in conformity with

the equal employment opportunity requirements of Executive Order 11246, as amended, and [29 CFR part 30](#).

c. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeyworkers shall not be greater than permitted by the terms of the particular program.

**5. Compliance with Copeland Act requirements.** The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

**6. Subcontracts.** The contractor or subcontractor must insert FHWA-1273 in any subcontracts, along with the applicable wage determination(s) and such other clauses or contract modifications as the contracting agency may by appropriate instructions require, and a clause requiring the subcontractors to include these clauses and wage determination(s) in any lower tier subcontracts. The prime contractor is responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in this section. In the event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and may be subject to debarment, as appropriate. 29 CFR 5.5.

**7. Contract termination: debarment.** A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

**8. Compliance with Davis-Bacon and Related Act requirements.** All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

**9. Disputes concerning labor standards.** As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

**10. Certification of eligibility.** a. By entering into this contract, the contractor certifies that neither it nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of [40 U.S.C. 3144\(b\)](#) or § 5.12(a).

c. The penalty for making false statements is prescribed in the U.S. Code, Title 18 Crimes and Criminal Procedure, [18 U.S.C. 1001](#).

**11. Anti-retaliation.** It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#);

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#); or

d. Informing any other person about their rights under the DBA, Related Acts, this part, or [29 CFR part 1](#) or [3](#).

## **V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT**

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchpersons and guards.

**1. Overtime requirements.** No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

**2. Violation; liability for unpaid wages; liquidated damages.** In the event of any violation of the clause set forth in paragraph 1. of this section the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages and interest from the date of the underpayment. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or



mechanic, including watchpersons and guards, employed in violation of the clause set forth in paragraph 1. of this section, in the sum currently provided in 29 CFR 5.5(b)(2)\* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1. of this section.

\* \$31 as of January 15, 2023 (See 88 FR 88 FR 2210) as may be adjusted annually by the Department of Labor, pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990.

### 3. Withholding for unpaid wages and liquidated damages

a. *Withholding process.* The FHWA or the contracting agency may, upon its own action, or must, upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to satisfy the liabilities of the prime contractor or any subcontractor for any unpaid wages; monetary relief, including interest; and liquidated damages required by the clauses set forth in this section on this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act that is held by the same prime contractor (as defined in § 5.2). The necessary funds may be withheld from the contractor under this contract, any other Federal contract with the same prime contractor, or any other federally assisted contract that is subject to the Contract Work Hours and Safety Standards Act and is held by the same prime contractor, regardless of whether the other contract was awarded or assisted by the same agency, and such funds may be used to satisfy the contractor liability for which the funds were withheld.

b. *Priority to withheld funds.* The Department has priority to funds withheld or to be withheld in accordance with Section IV paragraph 2.a. or paragraph 3.a. of this section, or both, over claims to those funds by:

- (1) A contractor's surety(ies), including without limitation performance bond sureties and payment bond sureties;
- (2) A contracting agency for its procurement costs;
- (3) A trustee(s) (either a court-appointed trustee or a U.S. trustee, or both) in bankruptcy of a contractor, or a contractor's bankruptcy estate;
- (4) A contractor's assignee(s);
- (5) A contractor's successor(s); or
- (6) A claim asserted under the Prompt Payment Act, [31 U.S.C. 3901](#)–3907.

**4. Subcontracts.** The contractor or subcontractor must insert in any subcontracts the clauses set forth in paragraphs 1. through 5. of this section and a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor is responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1. through 5. In the

event of any violations of these clauses, the prime contractor and any subcontractor(s) responsible will be liable for any unpaid wages and monetary relief, including interest from the date of the underpayment or loss, due to any workers of lower-tier subcontractors, and associated liquidated damages and may be subject to debarment, as appropriate.

**5. Anti-retaliation.** It is unlawful for any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, or to cause any person to discharge, demote, intimidate, threaten, restrain, coerce, blacklist, harass, or in any other manner discriminate against, any worker or job applicant for:

a. Notifying any contractor of any conduct which the worker reasonably believes constitutes a violation of the Contract Work Hours and Safety Standards Act (CWHSSA) or its implementing regulations in this part;

b. Filing any complaint, initiating or causing to be initiated any proceeding, or otherwise asserting or seeking to assert on behalf of themselves or others any right or protection under CWHSSA or this part;

c. Cooperating in any investigation or other compliance action, or testifying in any proceeding under CWHSSA or this part; or

d. Informing any other person about their rights under CWHSSA or this part.

## VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;

- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on long-standing interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

## **VII. SAFETY: ACCIDENT PREVENTION**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and

health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

## **VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

**IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)**

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.327.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.327.

**X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

**1. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

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## **2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:**

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

\* \* \* \* \*

## **3. Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contractor). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily



excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

\* \* \* \* \*

#### **4. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:**

a. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(1) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(2) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(3) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

b. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

\* \* \* \* \*

#### **XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING**

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or

cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

#### **XII. USE OF UNITED STATES-FLAG VESSELS:**

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.

2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS  
PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY  
SYSTEM OR APPALACHIAN LOCAL ACCESS**

**ROAD CONTRACTS** (23 CFR 633, Subpart B, Appendix B)  
This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.