

# 225

**Letting June 16, 2023**

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



**Contract No. 61J35  
KANE County  
Section 16-00086-01-FP (Batavia)  
Route FAU 2511 (Prairie Street)  
Project LFSH-938 ()  
District 1 Construction Funds**

Prepared by

Checked by

F

(Printed by authority of the State of Illinois)



- 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. June 16, 2023 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. 61J35  
KANE County  
Section 16-00086-01-FP (Batavia)  
Project LFSH-938 ()  
Route FAU 2511 (Prairie Street)  
District 1 Construction Funds**

**HMA Pavement widening and resurfacing with sidewalks, ADA ramps, curb & gutter, storm sewer, pavement markings and signing at the intersection of Prairie Street and Wilson Street in Batavia.**

- 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

Omer Osman,  
Secretary

**CONTRACT 61J35**

**INDEX  
FOR  
SUPPLEMENTAL SPECIFICATIONS  
AND RECURRING SPECIAL PROVISIONS**

Adopted January 1, 2023

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 1-1-22) (Revised 1-1-23)

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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	239	<input checked="" type="checkbox"/> Aggregate Subgrade Improvement	April 1, 2012	April 1, 2022
* 80192		<input 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		<input type="checkbox"/> Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
80436	242	<input checked="" type="checkbox"/> Blended Finely Divided Minerals	April 1, 2021	
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
80384	243	<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	
80261	247	<input checked="" type="checkbox"/> Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80434		<input type="checkbox"/> Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
80029	250	<input checked="" type="checkbox"/> Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
80229		<input type="checkbox"/> Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
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
80443		<input type="checkbox"/> High Tension Cable Median Barrier Removal	April 1, 2022	
80446	260	<input checked="" type="checkbox"/> Hot-Mix Asphalt – Longitudinal Joint Sealant	Nov. 1, 2022	
80438		<input type="checkbox"/> Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
80045		<input type="checkbox"/> Material Transfer Device	June 15, 1999	Jan. 1, 2022
80441	261	<input checked="" type="checkbox"/> Performance Graded Asphalt Binder	Jan 1, 2023	
34261	266	<input checked="" type="checkbox"/> Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
80445		<input type="checkbox"/> Seeding	Nov. 1, 2022	
* 80448	267	<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, 2014	Jan. 1, 2022
80397	268	<input checked="" type="checkbox"/> Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	269	<input checked="" type="checkbox"/> Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
80437	270	<input checked="" type="checkbox"/> Submission of Payroll Records	April 1, 2021	Nov. 1, 2022
80435		<input type="checkbox"/> Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2023
80410		<input type="checkbox"/> Traffic Spotters	Jan. 1, 2019	
20338	272	<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	275	<input checked="" type="checkbox"/> Vehicle and Equipment Warning Lights	Nov. 1, 2021	Nov. 1, 2022
80440		<input type="checkbox"/> Waterproofing Membrane System	Nov. 1, 2021	
80302	276	<input checked="" type="checkbox"/> Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
80427	277	<input checked="" type="checkbox"/> Work Zone Traffic Control Devices	Mar. 2, 2020	
80071		<input 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 (hereinafter referred to as the Standard Specifications); the latest edition of the “Manual on Uniform Traffic Control Devices for Streets and Highways” (MUTCD); the “Manual of Test Procedures for Materials” in effect on the date of invitation for bids; the “Standard Specifications for Water and Sewer Main Construction in Illinois”, 7<sup>th</sup> Edition, 2014 (hereinafter referred to as the Water and Sewer Specifications); the Illinois Urban Manual, June, 2013 Edition; and the “Supplemental Specifications and Recurring Special Provisions”, adopted January 1, 2023, indicated on the Check Sheet included here in which apply to and govern the construction of the Prairie Street and Wilson Street Intersection Improvements and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

Section No. 16-00086-01-FP  
Project No. LFSH(938)  
Job No. C-91-180-20  
Contract No. 61J35

**LOCATION OF PROJECT**

This project is located in the City of Batavia, Kane County. The project limits are on Prairie Street from Webster Street to approximately 500 feet north of the intersection of Wilson Street and Prairie Street and on Wilson Street 1000 feet west and 1000 feet east of said intersection, including improvements to the BNSF Railway at-grade crossings and safety equipment on both Wilson Street and Prairie Street.

**DESCRIPTION OF PROJECT**

The “Prairie Street at Wilson Street Intersection Improvements” project consists of the pavement reconstruction of Prairie Street and widening and resurfacing of Wilson Street. Prairie Street will be reconstructed with 1.5” of HMA Surface Course pavement over 6.25” of HMA base course pavement supported on a 12” aggregate subgrade. Additional work will include the replacement of sidewalk along Prairie Street and intersecting side streets including ADA ramps, combination concrete curb and gutter, driveway reconstruction, mainline storm sewer installation, storm sewer and water main casing pipe under the BSNF Railway at-grade crossing(s), drainage structures and pipe lateral installations, water main and services, pavement marking and signing, erosion control, landscaping, and all incidental and collateral work necessary to complete the project as shown on the plans and as described herein

## **AVAILABLE REPORTS**

No project specific reports were prepared.

When applicable, the following checked reports and record information is available for Bidders' reference upon request:

- Record structural plans
- Preliminary Site Investigation (Local PSI) (Prepared by Huff & Huff July 7, 2022)
- Preliminary Environmental Site Assessment (Local PESA)
- Soils/Geotechnical Report
  - RGR Proposed Roadway Construction FAU 2511 Prairie Street (Prepared by Chicago Testing Laboratory November 3, 2017)
- Boring Logs
- Pavement Cores (Completed by City of Batavia 2022)
- Location Drainage Study (LDS)
- Hydraulic Report
- Noise Analysis
- Other: Storm Sewer Televising Video and Reports
- Other: LPC 663 Test Results/Additional Information (By Huff & Huff July 7, 2022)
- Other: Grade Crossing Construction and Maintenance Agreement MP 6.51 (March 29, 2023)
- Other: Grade Crossing Construction and Maintenance Agreement MP 6.51 (March 29, 2023)

Those seeking these reports should request access from:

Rahat Bari, P.E.  
City Engineer  
City of Batavia  
630-454-2760  
[rbari@cityofbatavia.net](mailto:rbari@cityofbatavia.net)

## **BURLINGTON NORTHERN SANTA FE RAILWAY AT-GRADE RAILROAD CROSSING AND SIGNALS COSTS**

The Burlington Northern Santa Fe (BNSF) Railway will provide construction services in support of this contract. These services include installation of the railroad crossing panels, gates, signals and other associated work. It shall be the Contractor's responsibility to arrange and coordinate all required work by BNSF. All necessary field work shall be scheduled with BNSF in advance of the time period required. All work to be performed by BNSF is subject to BNSF work schedules and availability.

### **COMPLETION DATE PLUS WORKING DAYS**

Effective: September 30, 1985

Revised: January 1, 2007

Revise Article 108.05 (b) of the Standard Specifications as follows:

"When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on **November 15, 2024** except as specified herein. This work shall include final surface courses, pavement marking, signing, traffic signals, street lighting, and restoration.

Interim Completion Dates will be required for this contract.

There will be an interim completion date for the Year 1 construction activities which will include installation of new water main on Prairie Street and Wilson Street. The work shall include installation of casing pipe under the BNSF Railway at-grade crossings, water main, water main services and appurtenances, complete and operational, pavement, curb and gutter, and sidewalk restoration, pavement markings and removal of all traffic control items with all lanes of traffic open ready for a winter shutdown no later than **November 17, 2023**.

The Contractor will be allowed to complete all seeding operations requiring planting between October 15 to December 1, placement of erosion control blanket for the same, right-of-way corner monumentation, and remaining clean-up work and punch list items within **10** working days after **November 15, 2024** which is the Year 2 and final completion date for opening the roadway to traffic. Under extenuating circumstances, the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for restoration, permanent striping, cleanup work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 of the Standard Specifications or the Special Provision for "Failure to Complete the Work on Time", if included in this contract, shall apply to the completion date, interim completion date and the number of working days.

**LIST OF WORK INCLUDED WITH PAY ITEMS**

The Contractor's attention is called to several specific work items that are included in the cost of other pay items as noted on the Contract Plans and Special Provisions and in addition to the lists in the Standard Specifications. Below is a listing of these items which has been provided for general information only. The list is not intended to be all-inclusive and, therefore, the Contractor is responsible to perform all work according to the Plans, Special Provisions, and the Standard Specifications.

<b>PAY ITEM NUMBER</b>	<b>ITEM OR SPECIAL PROVISION</b>	<b>INCLUDED WORK</b>
20200100	EARTH EXCAVATION	Removal and disposal of abandoned underground utilities, existing pipe culverts, storm sewer, drainage structures, concrete headwalls, fencing and other obstructions that interfere with the proposed improvements and which are shown not to be removed in the Plans.
56103000 56103300	DUCTILE IRON WATER MAIN 6" DUCTILE IRON WATER MAIN 12"	Sheeting and bracing, dewatering, polyethylene encasement tubing, testing and disinfecting
X4230710  X4230800	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH, SPECIAL PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH, SPECIAL	Aggregate base course
X4240430  X4240440  X4240460	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH, SPECIAL PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH, SPECIAL	Aggregate base course
56400820	FIRE HYDRANT WITH AUXILIARY VALVE, VALVE BOX	Hydrfinder, hydrant extensions, granular bedding/backfill, thrust blocking
56400500	FIRE HYDRANTS TO BE REMOVED	Mechanical joint caps, aggregate backfill, disposal
X2130010	EXPLORATION TRENCH, SPECIAL	Trench backfill
XX003536	CONNECTION TO EXISTING WATER MAIN (NON PRESSURE)	Copper whips, abandon services, mechanical joint caps



PAY ITEM NUMBER	ITEM OR SPECIAL PROVISION	INCLUDED WORK
35301400  35401100	PORTLAND CEMENT CONCRETE BASE COURSE (VARIABLE DEPTH) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING (VARIABLE DEPTH)	Tie bars
60603800  X6064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	Tie bars, reinforcement bars
Z0004510  Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3" HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	Aggregate base course, tack and prime coat
C2C01024	SHRUB, BUXUS MICROPHYLLA WINTERGREEN (WINTERGREEN LITTLELEAF BOXWOOD), 2' HEIGHT, CONTAINER	Weed control, pre-emergent herbicide, hardwood mulch and placement
X0540000	BRICK PAVERS	Sand cushion, pcc base course, filter fabric, drain holes, subbase granular material, jointing sand.
X0327618	LANDSCAPE, SPECIAL	Perennials, hardwood mulch and placement.

### **LUMP SUM ITEMS**

The Contractor shall be aware that this is project will take place over two (2) construction seasons. Contract work paid for as "Lump Sum" will only be paid for once for the entire contract, regardless if the work is required in both work seasons. It will be the Contractor's responsibility to take into account those materials or work activities that will be applicable across both construction seasons.

### **BOLLARDS**

Description. This work shall consist of furnishing and installing removable pipe bollards in accordance with the details and at the locations shown in the plans and as directed by the Engineer. This work shall include constructing the concrete footing in accordance with the details shown in the plans and as directed by the Engineer.

Materials. The system shall consist of a 6-inch diameter decorative removable stainless steel bollard as manufactured by SecureUSA, Inc. (Sentry R series, Model No. RB-3606-4). The sleeve shall be secured to an embedded steel socket with a keyed lock and cover plate per the manufacturer details. The concrete footing shall be reinforced per the manufacturer detail and

constructed on a 6-inch aggregate and in accordance with Section 734 of the Standard Specifications. The color shall be powder-coated bronze and approved by the City of Batavia prior to ordering the bollards.

Basis of Payment. This work shall be paid for at the contract unit price per each for BOLLARDS, which price shall include the removable pipe bollard with sleeve, earth excavation, concrete footing, aggregate subbase, and all other materials, equipment, and labor necessary to complete the work as specified.

## **BRACING AND SHORING**

Description. The Contractor, if necessary, shall furnish, install, and maintain all bracing and sheeting to safeguard adjacent utilities as well as the work done under this contract.

Construction Methods. A drawing showing the method and sizes of bracing and sheeting proposed to be used shall be submitted to and approved by the Engineer before the necessary materials or equipment are ordered by the Contractor.

If at any time the method being used by the Contractor for supporting any material, highway or utility structure adjacent to any excavation is not reasonably safe in the opinion of the Engineer, the Engineer may require the Contractor to provide additional bracing and support necessary to furnish the added degree of safety. The Contractor shall provide such additional bracing and support by any method approved by the Engineer as may be elected to use, but the taking of such added precautions shall in no way relieve the Contractor of the sole and final responsibility for the safety of lives, work and structures.

Basis of Payment. The cost of such required bracing and sheeting shall not be paid for separately but shall be INCLUDED in the items being installed.

## **BRICK PAVERS**

Description. This work shall consist of constructing brick pavers on a prepared subbase, concrete base, and sand setting bed as shown in the typical sections at the locations marked in the plans and as directed by the Engineer.

### **Construction Requirements.**

Equipment: Masonry saws shall be wet or dry saw capable of clean and accurate cuts. Vibratory and compactor device shall be either a plate compactor with a high frequency, low amplitude plate or a rubber-rolled mechanical vibrator.

Paving Patterns: See the plans for detailed brick layout as patterns vary. In general, the paving patterns shall be herringbone or running bond field with a soldier course border and as approved by the City.

Samples and Mock-up: Five individual samples of each brick color and/or textures showing normal and extreme variations in color texture. A 1 square yard full-scale mock-up using the actual job specific edge restraint (where not adjacent to concrete curb or concrete curb and gutter), materials, brick dimensions, colors, methods, and workmanship shall be provided the Contractor.

The actual vibrating equipment and vibrating rate to be used on the job shall be used on the mock-up. The accepted mock-up will be the standard by which all remaining work will be evaluated against for technical and aesthetic merit. The mock-up may be in a location of proposed installation where it may remain in place if approved by the Engineer.

Certifications: Submit certifications that all brick pavers will meet or exceed designated specifications.

Qualifications of Installer: Installer must have a minimum of five years experience installing clay pavers. The installer shall submit for approval, a list of projects similar in nature and size that establishes the ability to complete this project. A resume for the project superintended should also be submitted to establish the ability to complete the project. If for any reason the qualifications are not acceptable, the work shall not commence until an acceptable installer is found.

Delivery: The brick pavers shall be delivered to the site in steel banded, plastic banded, or plastic wrapped cubes capable of transfer by forklift or clamp lift. The pavers shall be unloaded at the job site in such a manner that no damage occurs to the product. Any sand to be used for the setting bed shall be covered with waterproof covering to prevent exposure to rainfall or removal by wind. The covering shall be secured in place.

Brick Pavers (Materials): The brick pavers shall be clay and manufactured by Whitacre Greer. The pavers may be chamfered and lugged or square edge without lugs. The finish may be smooth or textured.

The brick pavers for the sidewalks and detectable warnings shall be 4"x8"x2¼" per ASTM C 902 Class SX Application PS Type 1. The slip resistance shall be tested in accordance with ASTM C 1028-96 using the horizontal dynamometer pull-meter test. The minimum static coefficient of friction shall be 0.70 for wet and 0.80 for dry conditions.

The color of the brick pavers for sidewalk shall be North Shore Blend with Straight Edge Cobbled finish. The color of the brick pavers for detectable warnings shall be Ivory with Beveled Edge Cobbled finish and ADA truncated domes.

The sand used as the setting bed and joint filler shall be a washed, well-graded sand, silica sand, or slag sand. The fine aggregate shall be Class A quality and dry. The gradation for the bedding course shall be FA 1 or FA 2 while the gradation for the joints shall be FA9. The Contractor shall verify with Whitacre Greer the specific sand setting bed and joint filler to be used prior to installation.

The sand for the setting bed shall be placed and screeded, without compaction, to a uniform thickness. Prepared areas shall not be left overnight unless they are protected from disturbance and moisture. Stockpiled material shall be kept covered. Any saturated bedding aggregate shall be removed and replaced by the Contractor at no additional cost.

Dry polymerized sand shall be swept into the joints after the brick pavers have been set in place until the joints are flush with the top surface. The joint shall then be fogged lightly with water and worked with multiple passes of the vibrator/compactor. This process shall be repeated until the joints are full, with each subsequent pass of the vibrator/compactor made 90 degrees to the previous one.

Newly laid brick pavers shall be protected with plywood or carpeting as the work progresses. Whole brick pavers shall be laid first, starting from an exact edge, followed by cut brick pavers. If additional leveling is required, the brick paver surface must be protected to avoid chipping. Any brick pavers whose surface has been damaged due to inadequate or missing protection shall be replaced by the Contractor at no additional cost. After all of the brick pavers have been laid, they shall be set into the setting bed by a vibrator/compactor according to the recommendations and specifications of the manufacturer.

Edge restraints shall conform to the manufacturer's recommendations and be placed to a depth of at least the bottom of the setting bed.

Base (materials): The granular subbase material shall be CA 7 gradation and constructed in accordance with Section 311 of the Standard Specifications. Prior to placement of the subbase, the subgrade shall be prepared according to Section 301 of the Standard Specifications except that Articles 301.05 and 301.06 will not apply.

The concrete base course shall be constructed in accordance with Section 353 of the Standard Specifications. Weep holes consisting of CA7 gradation to drain shall be provided as shown in the plans.

Filter fabric: The filter fabric shall be installed on top of the concrete base course in accordance with Section 282 of the Standard Specifications. The fabric shall be laid flat without wrinkles or folds and shall be cut as required to fit around obstacles. Strips of fabric shall overlap a minimum of 6 inches at all seams. The fabric shall be wrapped up the side face of the concrete curb, plastic paver restraint, concrete trim, utility grates, boxes, poles, and sidewalks were encountered. The fabric shall also extend under the sand setting bed a minimum of 18 inches from all edges as described above. After installation of the sand setting bed, the fabric shall be trimmed to ½" below the finished grade.

Method of Measurement. This work will be measured for payment according to the following: Brick Pavers. This work will be measured for payment in place and the area computed in square feet.

Detectable Warning. This work will be measured for payment in place and the area computed in square feet.

Basis of Payment. This work will be paid for at the contract unit price per Square Foot for BRICK PAVERS which price shall include furnishing all equipment, material and labor necessary for earth excavation and to construct the sub-base, concrete base course, filter fabric, sand setting bed, brick pavers, and sand joints. All material necessary to properly install the brick pavers including the sand, filter fabric, drain holes.

## **CATCH BASINS, MANHOLES, AND INLETS**

Description. This work shall be performed in accordance with Section 602 of the Standard Specifications, with the following modifications:

The construction of Storm Sewer Inlets shall follow City of Batavia Standard No. 4.01.

The construction of Storm Sewer Manholes shall follow City of Batavia Standard No. 4.02.

The construction of Storm Sewer Catch Basins shall follow City of Batavia Standard No. 4.06 and shall include the installation of "The Snout" grit oil stop by Best Management Products, Inc. and the associated hardware, couplings, SDR 35 PVC pipes and any other items required by manufacturer's specifications for this product.

Basis of Payment. When new construction is specified, this work will be paid for at the contract unit price per each for CATCH BASINS, MANHOLES, or INLETS of the type or type and diameter specified, and with the type of frame and grate or frame and lid specified.

### **CHANGEABLE MESSAGE SIGN, SPECIAL**

Description. The project will require that electronic changeable message signs be placed on all approaches of Wilson Street and Prairie Street to warn the public of the pending road construction, lane shifts, and road closures. The message boards will be placed near Wilson Street and Prairie Street and will need to be set out for seven (7) days in advance of the anticipated first day of construction. The changeable message signs will remain in place after the first day of setup for the project duration to warn of the construction activities, traffic control changes, and road closures. The Contractor will coordinate with the Engineer on the exact placement of the message boards and the message that is to be displayed.

Method of Measurement. Message board(s) will be paid for per Calendar Month for each message sign utilized (four are anticipated for this project).

Basis of Payment. The message boards will be paid for as CHANGEABLE MESSAGE SIGN, SPECIAL per CALENDAR MONTH for each message sign utilized.

The signs shall be removed after the project completion. The Contractor will coordinate with the Engineer on the exact placement of the message boards and the message that is to be displayed. There will be no additional compensation for periodically changing the message.

### **CLEARING AND GRUBBING**

Description. This work shall consist of clearing and grubbing existing woody plant material, shrubs and saplings as indicated in the plans and/or as directed by the Engineer. Clearing shall be completed meeting the applicable portions of Section 201 of the Standard Specifications.

Construction Methods. The Contractor shall exercise extreme care when working near existing trees and shrubs to avoid damaging those not scheduled for removal, and shall replace any damaged plants at their own expense. All trees designated not to be removed shall be protected in accordance with Section 201 of the Standard Specifications.

Method of Measurement. Clearing and grubbing shall be measured in square yards for the area removed.

Basis of Payment. Clearing and grubbing shall be paid for at the contract unit price per Square Yard for CLEARING AND GRUBBING. The work items shall be full compensation for the removal and disposal of woody materials including all labor, equipment and materials required for performing the work items as herein specified.

## **COMBINATION CONCRETE CURB AND GUTTER (SPECIAL)**

Description. This work shall consist of the construction of combination concrete curb and gutter of the various types to the lines and grades established by the Engineer. This work shall be done in accordance with Section 606 of the Standard Specifications, Standard No. 606001, and the details in the plans, with the following modifications:

Two #5 rebar's shall be placed longitudinally in the center of the gutter as shown in the City of Batavia "B6.12 Barrier Curb & Gutter" detail (Standard No. 7.04). Type B-6.12 curb and gutter will be widened to a Type B-6.18 curb and gutter at curb line drainage structures as shown in the City of Batavia "B6.12 Barrier Curb & Gutter at Inlets" detail (Standard No. 7.03). The widening of the gutter at curb line drainage structures may extend beyond the drainage structure at intersections and where multiple structures are present in close proximity to one another. Cost of the #5 rebar and gutter widening as shown in the details, at locations shown on the plans, and as directed by the Engineer shall be included in the cost of the combination concrete curb and gutter, type as specified.

Depressed curb for driveway openings, sidewalk ramps accessible to the disabled, and any other designated areas shall be constructed at the locations shown on the plans or as designated by the Engineer. No additional compensation will be made for depressed curbs.

In locations where portland cement concrete sidewalk is directly adjacent to the combination concrete curb and gutter, the PCC sidewalk will be dowelled to the combination concrete curb and gutter with #6 rebar's at 24" centers. No expansion joint is required.

Tie Bars. When combination curb and gutter is poured adjacent to PCC base course and base course widening, the curb and gutter shall be tied to the concrete pavement with No. 6 Tie Bars spaced at 36" centers according to Standard 606001 and Standard 420001.

Method of Measurement. Combination concrete curb and gutter will be measured in place per foot.

Basis of Payment. This work will be paid for at the contract unit price per foot of COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 or COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL) which price shall include reinforcement bars as specified, tie bars (adjacent to PCC base course) including all labor, equipment and materials required for performing the work items as herein specified.

## **CONCRETE CURB, TYPE M (SPECIAL)**

Description. This work shall consist of the construction of combination concrete curb and gutter of the various types to the lines and grades established by the Engineer. This work shall be done in accordance with Section 606 of the Standard Specifications, Standard No. 606001 as modified in the details in the plans.

One #5 rebar shall be placed longitudinally in the center of the curb as shown on the detail in the plans and as directed by the Engineer. The cost of the rebar will be included in the cost of the concrete curb as specified.

Three-quarter (3/4) inch preformed joint filler shall be placed in locations where portland cement concrete sidewalk is directly adjacent to the concrete curb and gutter.

Method of Measurement. Concrete curb will be measured in place per foot.

Basis of Payment. This work will be paid for at the contract unit price per foot of CONCRETE CURB, TYPE M (SPECIAL) which price shall include preformed joint filler (adjacent to PCC sidewalk), rebar, aggregate base course, including all labor, equipment and materials required for performing the work items as herein specified.

## **CONNECTION TO EXISTING STORM SEWER**

Effective 2/15/2023; Revised 5/4/2023

Description. This item shall consist of the construction of proposed storm sewer connection to existing storm sewers or existing drainage structures at locations shown on the plans and as directed by the Engineer. The new opening in the existing drainage structure or storm sewer shall be made in a manner to minimize any structural damage to the drainage structure or storm sewer. Any damage to the existing drainage structure or storm sewer shall be repaired to the Engineer's satisfaction by the Contractor at no additional cost.

A proposed storm sewer connection to an existing storm sewer shall be sealed with a class SI concrete collar in accordance with Section 503 and Section 542.08 of the Standard Specifications and the applicable portions of the District One Detail BD-07 Detail "B" and to the satisfaction of the Engineer.

Concrete jointing collar shall be rectangular shaped and extend 1'-0" minimum from center along each pipe in which the existing and proposed pipe ends are to be joined and supported by #4 reinforcing bars. The collar shall extend a minimum of 0'-6" around the outer wall of the pipe in all directions.

After centering pipe ends—which may include cutting the existing or proposed pipe to create a flush connection—joints shall be wrapped with a 3" wide polyvinyl tape or rubber adapter.

Materials. The concrete shall be Portland Cement Concrete Class SI and shall conform to Section 1020 of the standard specifications. Reinforcement bars shall be #4 bars and placed no less than 0'-2" from the external edge of the collar.

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

Basis of Payment. This work will be paid for at the contract unit price per Each for CONNECTION TO EXISTING SEWER. The unit price shall include pipe cutting, concrete, reinforcing bars, excavation, polyvinyl tape and all equipment, materials and labor required to construct the concrete jointing collar.

Storm sewer connections to "new" drainage structures will not be measured separately for payment but shall be considered included in the cost of the new drainage structure.

## **CONNECTION TO EXISTING WATER MAIN (NON PRESSURE)**

Description. This work shall consist of the connection of new water main and fire hydrant leads to existing water main. It shall be performed in accordance with applicable portions of Section 41 of the Water and Sewer Specifications with the following clarifications.

Materials. Water main and fittings shall conform to the special provisions for Ductile Iron Water Main and Ductile Iron Fittings and Accessories. The work includes a material allowance of 15 linear feet of ductile iron pipe (of the necessary diameter) and 500 pounds of fittings. Trench backfill shall meet the requirements for CA-6 listed in Article 1004.01 of the Standard Specifications.

Connection Requirements. New water main shall be connected to existing water main after the new main has passed hydrostatic testing and disinfection. Connections shall be accomplished by the use of mechanical joint fittings and lengths of pipe to make the most direct vertical and horizontal adjustments necessary to complete the connection. This will include cut-ins to the existing main or connections to existing valves or fittings. This work will require water to be shut off which shall be coordinated with the City's maintenance personnel.

Basis of Payment. This work will be measured and paid for at the contract unit price per each for CONNECTION TO EXISTING WATER MAIN (NON PRESSURE) which price shall include all labor, equipment, removal of existing water main, ductile iron pipe water main (up to 15 linear feet), water main fittings (up to 500 pounds), polyethylene wrapping, disinfection, testing, backfill and thrust blocking required to make the connection. If the quantity allowance for ductile iron water main and/or water main fittings are exceeded, quantities in excess of the allowance will be paid for under the items for DUCTILE IRON WATER MAIN and DUCTILE IRON FITTINGS AND ACCESSORIES.

## **CONTRACTORS RIGHT-OF-ENTRY AGREEMENT**

Description. In accordance with Article 107.04, the Contractor shall be required to procure a Contractor's Right-of-Entry Agreement with the Burlington Northern Santa Fe (BNSF) Railway that will allow the Contractor to perform work as shown in the plans within the railroad property.

Basis of Payment. This item will be not be measured separately for payment but shall be included in the cost of the items of work within the railroad right of way.

## **DECORATIVE STONE**

Description. This work shall consist of furnishing, transporting, and placing decorative stone at the locations shown on the plans and as directed by the Engineer.

Materials. Materials shall be according to the following:

The decorative stone shall be placed at a uniform thickness of twelve (12) inches.

The decorative stone shall be provided by:

Supplier: Lafarge Fox River Decorative Stone



1300 S. Route Business 31  
South Elgin, IL 60177  
Size: 1 ½" to 2 ½"  
Color: Smelter Bay, Cherry Creek or American Heritage

Supplier: Illinois landscape supply  
60 Wolf Road  
Oswego, IL 60543  
815-267-3311  
Size: 1 ½" to 2 ½"  
Color: American Heritage, Flint or River Rock

Supplier: Area Landscape Supply, Inc.  
18851 S. Wolf Road  
Mokena, IL 60448  
708.479.8400  
Size: 1 ½" to 2 ½"  
Color: American Heritage, Flint or Meramec

Samples. The Contractor shall provide to the City sample sizes of 5 gallons for each of the colors within the represented size range.

Construction. The Contractor shall provide stone of the sizes indicated and place it to the limits indicated on the plans. The Contractor shall coordinate with the Engineer to achieve an aesthetically pleasing natural appearance to the finished grade.

Measurement. The stone shall be measured for payment in place in square feet.

Basis of Payment. This work shall be paid for at the contract unit price per square foot for DECORATIVE STONE which the price shall include furnishing, delivering, and placing the stone including all materials, labor, and equipment required to complete this work as specified herein.

## **DEWATERING**

Description. Dewatering as it pertains to this contract refers to the pumping or bypassing of water which accumulates in excavations during the process of work so that all work can be done in the dry. In addition, dewatering operations shall be conducted to prevent damage to adjacent properties, buildings, structures, utilities, and other existing features as a result of settlement or other groundwater-related effects. Dewatering shall be used in wet locations that may be encountered during construction.

General Requirements. At all times, the Contractor shall have on the work site sufficient pumping equipment for immediate use, including standby pumps for use in case other pumps become inoperable. The Contractor shall dispose of water so as to cause no injury to personnel or the public, damage to public or private property, nor menace to the public health.

The Contractor may discharge no water which exceeds regulatory requirements or the City's or County's discharge requirements. The Contractor may discharge into a downstream storm sewer manhole, provided an Engineer-approved silt filtration measure is applied beforehand (silt bag, floc hogger, channel with polymerizing agents, etc.) as defined by the Illinois Urban Manual:

- 1) Inspections shall be conducted to ensure proper operation and compliance with any permits or water quality standards.
- 2) Accumulated sediment shall be removed from the flow area and temporary diversions shall be repaired, as needed.
- 3) Outlet areas shall be checked and repairs shall be made in a timely manner, as needed.
- 4) Pump outlets shall be inspected for erosion and sumps shall be inspected for accumulated sediment.
- 5) Dewatering bags shall be removed and replaced when half-full of sediment or when the pump discharge has reduced to an impractical rate.
- 6) If the receiving area is showing any signs of cloudy water, erosion, or sediment accumulation, discharges shall be stopped immediately once safety and property damage concerns have been addressed.
- 7) Sediment shall be disposed of in accordance with all applicable laws and regulations.

No well points shall be placed to draw down the water table should situations be encountered where groundwater is present.

Basis of Payment. This work will not be measured separately for payment but shall be considered INCLUDED in the cost of work requiring underground installations. The work shall include all equipment, materials and labor required to meet the requirements of this special provision over the duration of the contract at all locations including pumps, silt bags, or other equipment necessary to maintain a dry working environment.

### **DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED**

Description. This work shall consist of adjusting domestic water service boxes to grade. The work will be done in accordance with the applicable portions of Section 565 of the Standard Specifications and the Standard Specifications for Water and Sewer Construction in Illinois.

Construction Requirements. The work shall be performed in a manner approved by the Engineer. The top of the box shall be set flush with the surrounding area. The hole formed by adjusting the domestic water service box shall be backfilled with fine aggregate. Surplus material shall be disposed of according to Article 202.03.

Any domestic water service box which is damaged by the Contractor shall be repaired or replaced to the satisfaction of the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per each for DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED.

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

Description. This item shall be completed in accordance with the applicable portions of Section 605. This work shall consist of removing the drainage structures in their entirety. Drainage structures include, but are not limited to, manholes, catch basins, inlets, and headwalls at the locations shown on the plans. Removal of the structure shall include the frames and lids or grates.

All holes remaining from the removal of the drainage structure shall be filled and compacted with coarse aggregate, gradation CA-6, to the bottom of the base course when under pavements and to within 4 inches of finished grade when in turf areas.

Method of Measurement. This work will be measured for payment as individual items and the unit of measurement will be each.

Basis of Payment. This work will be paid for at the contract unit price per each for DRAINAGE STRUCTURE TO BE REMOVED, regardless of type, depth, size and material, which price shall be full compensation for all removal and disposal of structure, frames and grates/lids, grating, toe blocks or footings, backfilling and compacting the holes including all labor, equipment and materials required for performing the work as herein specified.

### **DUCTILE IRON FITTINGS AND ACCESSORIES**

Description. This work under these items shall consist of furnishing and installing ductile iron fittings of the various sizes and types required at the locations shown on the Plans or designated by the Engineer. Ductile iron pipe fittings shall conform to C110/A21.10 or ANSI/AWWA C153/A21.53 Standards. Fittings shall be cement mortar lined and tar coated in accordance with AWWA Standard C-104. End connections shall be mechanical joint unless otherwise noted on the Plans. Thrust blocking of all fittings shall be in accordance with Article 41-2.08 of the Water and Sewer Specifications and the details in the Plans.

Wherever fittings must accommodate a vertical change in direction, and at other locations where conditions prevent the effective use of thrust blocking, the joints shall be restrained through the use of ductile iron retainer glands, or tied using stainless steel "all thread" rods. Rods shall be 3/4" in diameter. Not less than two rods shall be used on fittings 10 inches or less in diameter, and not less than four rods shall be used on fittings greater than 10 inches in diameter.

As included in this item, the Contractor shall furnish and install mechanical joint plugs or caps for those ends of fittings not immediately connected to water main piping. See the special provision WATER MAIN TO BE ABANDONED for additional details.

Method of Measurement. Water main fittings will be measured by weight in pounds of actual fittings installed including glands, gaskets and bolts. In lieu of weighing the fittings at the job site, the fittings may be delivered with a letter from the manufacturer certifying the "actual" weight of each type and size of fitting, subject to the review of the Engineer. In any case, the weight per fitting allowable for payment shall not exceed the following:

Bends	Tees & Crosses	Miscellaneous
90d Bend, 6" – 85 lbs.	Tee, 6" x 6" – 125 lbs.	Cut-In-Sleeve, 6" – 45 lbs.
90d Bend, 8" – 125 lbs.	Tee, 8" x 6" – 175 lbs.	Cut-In-Sleeve, 8" – 65 lbs.
90d Bend, 10" – 190 lbs.	Tee, 8" x 8" – 185 lbs.	Cut-In-Sleeve, 10" – 85 lbs.
90d Bend, 12" – 255 lbs.	Tee, 10" x 6" – 250 lbs.	Cut-In-Sleeve, 12" – 110 lbs.
45d Bend, 6" – 75 lbs.	Tee, 10 x 8" – 260 lbs.	Reducer, 8" x 6" – 95 lbs.
45d Bend, 8" – 110 lbs.	Tee, 10" x 10" – 310 lbs.	Reducer, 10" x 6" – 115 lbs.
45d Bend, 10" – 190 lbs.	Tee, 12" x 6" – 325 lbs.	Reducer, 12" x 4" – 130 lbs.
45d Bend, 12" – 220 lbs.	Tee, 12" x 8" – 340 lbs.	Reducer, 12" x 6" – 150 lbs.
22.5d Bend, 6" – 75 lbs.	Tee, 12" x 10" – 390 lbs.	Reducer, 12" x 8" – 165 lbs.
22.5d Bend, 8" – 110 lbs.	Tee, 12" x 12" – 410 lbs.	Reducer, 12" x 20" – 190 lbs.
22.5d Bend, 10" – 160 lbs.	Cross, 6" x 6" – 160 lbs.	Cap, 6" – 30 lbs.

Bends	Tees & Crosses	Miscellaneous
22.5d Bend, 12" – 220 lbs. 11.25d Bend, 6" – 75 lbs. 11.25d Bend, 8" – 110 lbs. 11.25d Bend, 10" – 160 lbs. 11.25d Bend, 12" – 220 lbs.	Cross, 8" x 8" – 235 lbs. Cross, 10" x 10" – 380 lbs. Cross, 12" x 12" – 495 lbs.	Cap, 8" – 45 lbs. Cap, 10" – 60 lbs. Cap, 12" – 80 lbs. Retainer glands, 4" – 8 lbs. Retainer glands, 6" – 12 lbs. Retainer glands, 8" – 15 lbs. Retainer glands, 12" – 32 lbs. Retainer glands, 20" – 73 lbs.

Basis of Payment. This work will be paid for at the contract unit price per Pound for DUCTILE IRON FITTINGS AND ACCESSORIES, which price shall include fitting, rods, retainer glands, and all labor, equipment, and material, including polyethylene wrapping, testing and disinfecting, to complete the work as specified herein.

### **DUCTILE IRON WATER MAIN**

Description. This work under this item consists of constructing water main of the required type and size, in open trench. This work shall be performed in accordance with Section 41 of the Water and Sewer Specifications with the following modifications:

Ductile iron pipe shall be Class 52 or 54 conforming to the requirements of ANSI/AWWA-C111/A21.11 and ANSI/AWWA-C151/A21.51. The pipe shall be cement mortar lined and tar coated in accordance with AWWA C104. Each length of pipe furnished shall be clearly marked to indicate pipe size, pipe class and material designation. Joints for water main installed in open trench shall be mechanical or push-on.

Water main piping installed in open trench shall be placed at the depth indicated on the plans, except where a deviation from the grade shown is ordered by Engineer to achieve the necessary clearance from underground utilities or other obstructions.

Considered included in the cost of water main construction are the following items:

- 1) Construction of water main in "short" tunnels not exceeding five feet (5') in length, past utilities, tree roots, or other obstructions.
- 2) Construction of all required thrust blocking, and other appurtenant Work called for by the Contract.
- 3) All testing, gas chlorination, sampling, and other Work considered incidental as described in the Water and Sewer Specifications. The opening or closing of existing water system valves by the Contractor to facilitate filling, flushing, testing, etc. shall be done only with the approval, and under the supervision of the Engineer or City representative.

All water main shall be thoroughly flushed and then subjected to a 2-hour pressure and leakage test at 150 PSI by the Contractor and shall be chlorinated in accordance with City Standards and the Water and Sewer Specifications. Make-up water shall be supplied from an open drum, and the volume of water used shall not exceed that allowed by the Water and Sewer Specifications.

The water main shall be installed on coarse aggregate bedding (CA-11) with a minimum thickness of 6 inches. The bedding material shall be placed and compacted to the spring line of the pipe.

Blocking of any kind for grade is not permitted.

The Contractor shall furnish and install polyethylene encasement tubing for all ductile iron pipe. Polyethylene encasement tubing shall be furnished and installed in accordance with ANSI A21.5 (AWWA C-105) and shall be Class "C" Polyethylene material and shall be installed either by "Method A" as listed in ANSI A21.5 specification. **PE Wrap shall be "blue" in color.**

Secure the tubing along the length of the water main at least every 3-ft along the entire length of pipe barrel including fittings. Note that when lifting polyethylene-encased pipe with a backhoe, use a fabric-type "sling" or padded cable to protect the polyethylene. Careful attention shall be taken when mounting tapping machines to protect the tubing for service connections. Follow the recommended guidelines for service taps in the ANSI standard.

Basis of Payment. This work will be paid for at the contract unit price per foot for DUCTILE IRON WATER MAIN, size as noted; measured in place which price shall include, water main pipe, excavation, polyethylene encasement tubing, testing and disinfecting and all labor, equipment, and material necessary to complete the work as specified herein.

## **ENVIRONMENTAL NOTICE FOR DRAINAGE STRUCTURES**

This work shall consist of providing an environmental notice that shall be placed on all proposed open lid drainage structures.

The text of the notice shall be "DUMP NO WASTE" and "DRAINS TO WATERWAYS" or similar wording meeting the approval of the Engineer. The notice shall be cast into the top of the lid, curb inlet, or grate (if the frame does not have a curb inlet).

If the Engineer determines that the proposed grate is not of sufficient size to allow the text of the notice to be cast or engraved into the grate, the Contractor shall furnish and install a separate grey iron or ductile iron casting plate with the notice cast or engraved into the plate. The Contractor shall embed the plate in the plastic concrete flush with the tip of curb at curb drainage structure locations as the curb is constructed.

The plate shall be as recommended by the casting manufacturer.

The cost of this work will not be paid for separately, but shall be included in the contract unit price for the various drainage structures being constructed.

## **EXPLORATION EXCAVATION (UTILITY)**

Description. This work shall be as required in Section 213 of the Standard Specifications and shall also consist of excavating a trench of sufficient width, (minimum 48"), length and depth (as field determined) to expose all existing utilities (water main, storm sewers, ducts, conduit, etc.), potential utility conflicts, other utility obstructions, underdrains and/or field tiles shown on the plans or as determined by the Engineer.

The depth and width of trench shall be of adequate width to allow investigation of the item in the trench. The maximum depth shall be based on the depth of the proposed utility depth or to the point of potential utility conflict.

Where directed by the engineer the contractor shall locate the existing sewer, water main or other utility using the hydro excavation method. The contractor shall use a 6" suction line for the removal of excavated material. The contractor shall be responsible for all water usage and disposing of the excavated material. All excavated material shall be disposed of offsite. Contractor shall be responsible for replacing excavated soil in the hole with sand, limestone screenings or other material as approved by the Engineer.

The exploration trench will also be completed at all locations where the proposed sewers, casing pipe, water mains, ducts, cables, underdrains or culvert pipes cross an existing utility or tile line where meeting clearance requirements are essential and adjustment to the existing utility may be necessary prior to starting construction operations to meet said clearance requirements. Other exploration trenches may be excavated at the locations noted on the plans or required by the Engineer.

The depth of the inspection trench shall be as necessary to uncover the existing utilities or other obstructions and of adequate width to allow investigation of the investigated item in the hole. In no case does the inspection trench need to be deeper than the proposed invert elevation of the proposed work item being installed plus the clearance requirement.

After a determination of the condition and/or location adequacy and at the direction of the Engineer, in areas of proposed structural embankment or pavement structures, the Contractor shall backfill the trench with coarse aggregate materials approved by the Engineer. Clean surplus aggregate base course materials excavated from the site may also be used with the approval of the Engineer. All areas outside the improvements can be backfilled with the originally excavated material. All excess excavated material created by this work shall be disposed of offsite by the Contractor unless otherwise approved by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per Foot for EXPLORATION EXCAVATION (UTILITY), regardless of depth for utility exploration or method of excavation utilized, and as specified in Section 213 for underdrain exploration, which will be payment in full for all required work as set forth above. Trench backfill will not be measured separately for payment but shall be INCLUDED in the cost of Exploration Trench, Special.

## **FILLING DRAINAGE STRUCTURES**

Description. This work shall consist of filling existing drainage structures at the locations shown on the plans or as directed by the Engineer.

General. This work shall be performed according to Section 605 of the Standard Specifications and the following:

The requirements of Article 605.04 shall also apply to all drainage structures to be filled under this special provision. The removal and disposal of any steel grates or other appurtenances shall also be included.

### Construction Methods.

Once the storm sewer has been filled, the drainage structure shall be abandoned as follows:

- Remove and dispose of the frame and lid including all adjusting rings.
- Remove the flat or corbel top and additional structure walls as necessary to a depth a minimum of one foot below the bottom of the aggregate base course or subgrade.
- Remove the concrete benches.
- Break the bottom of the drainage structure without damaging the side wall to allow water passage.
- The drainage structure shall be backfilled with IDOT gradation CA-7 to the top of the remaining structure and capped with compacted CA-6 to the bottom of the aggregate base course or subgrade.

Method of Measurement. This work will be measured for payment per each drainage structure to be abandoned.

Basis of Payment The work of abandoning existing drainage structure regardless of size or depth at the locations where the existing storm sewer is to be filled will be paid for at the contract unit price per each for FILLING DRAINAGE STRUCTURES which shall be full compensation for all labor, equipment and materials required for performing the work in herein specified.

## **FIRE HYDRANT WITH AUXILIARY VALVE, VALVE BOX**

Description. As a minimum, the design, materials and workmanship of all fire hydrants shall conform to the applicable portions of AWWA C502 as well as Section 45 of the Water and Sewer Specifications.

All fire hydrants shall be Mueller Centurion 200, Clow Medallion or Waterous Pacer with 4 ½ steamer outlet and 2-2 ½ hose connections. All hydrants must have a safety break flange no more than 2" above finished grade. The depth of bury on all hydrants shall be 5.5' minimum. The finished grade on all hydrants shall be a minimum of 18" from finished grade to the center of the pumper cap. All fire hydrants shall be equipped with an attached auxiliary valve and cast iron valve box.

The auxiliary valve shall be in accordance with the WATER VALVES special provision included herein. The water main from the hydrant to the water main tee shall be a six inch ductile iron water pipe conforming to AWWA Standards C151, C111, and C104. The valve boxes shall be the adjustable type, shall be set at finished grade, and shall have the valve box covers stamped "Water". See City Standard No. 6.03

All fire hydrants shall be factory painted matching the City standard for color, commonly known as "Parrot Green" and shall be equipped with a five (5) foot long "HydraFinder Standard" reflective red striped fire hydrant marker per City Standard No. 6.03.

Fire hydrants shall be installed as shown on the details included in the Plans. A minimum of 1 cubic yard of ½" washed stone shall be placed at and around the base of the hydrant to ensure proper drainage of the hydrant after use and shall extend 4" above top of hydrant flange. The hydrant shall be set on a concrete block to ensure firm bearing for the hydrant base. All joints shall be restrained using "Mega Lug" retainer glands. All nuts and bolts shall be stainless steel on hydrants and valves.

Any fire hydrant extensions necessary to avoid conflicts with other utilities or to reach the depth of the existing or proposed water main shall be included as part of this item. Fire hydrants shall be placed at the locations shown on the plans or as directed by the Engineer:

All fire hydrants must be installed in accordance with City Specifications and City Standard No. 6.03 and must be inspected by the City of Batavia Water Department prior to any backfilling.

Basis of Payment. This work will be paid for at the contract unit price per each for FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX. The cost of all tie rods shall be included in this item. If fire hydrant extensions are required, then they shall be included in the cost of this item.

### **FIRE HYDRANTS TO BE MOVED**

Description. This work shall consist of the removal of existing fire hydrants and auxiliary valve and extending the water main and reinstalling the fire hydrant and auxiliary valve at locations shown on the plans or as directed by the Engineer.

Construction Requirements. The hydrant and auxiliary valve will be removed and reinstalled in accordance with District One Detail BD36.

Trench backfill for this item will not be paid for separately but shall be INCLUDED in the cost of this item.

Basis of Payment. This work will be paid for at the contract unit price Each for FIRE HYDRANTS TO BE MOVED (SPECIAL), which price will be payment in full for removal and replacement of the auxiliary valve and fire hydrant, mechanical joint, retainer glands, thrust blocking, trench backfill, and all labor, equipment, and materials for a complete removal and reinstallation.

The ductile iron water main pipe required to extend the water main will be measured separately for payment as DUCTILE IRON WATER MAIN 6”.

### **FIRE HYDRANTS TO BE REMOVED**

Description. This work shall consist of removing a fire hydrant from the water main, along with the auxiliary valve and valve box, and connecting pieces. Work will also include the removal of any thrust blocking and backfilling the excavation. Hydrants removed under this item will not be reinstalled on this project. The Contractor shall deliver removed hydrants to the City of Batavia Public Works Department Yard located at 200 North Raddant Road. Prior to delivery, the Contractor and the Engineer shall determine which items are acceptable. Delivery shall be considered included in the cost of this item. All items deemed unacceptable shall be disposed of by the Contractor at the Contractor's own expense.

Where it is necessary to remove a fire hydrant from a main still in service, the procedure will be as follows:

1. Close the auxiliary valve.
2. Excavate around the hydrant and auxiliary valve to expose the piping to be removed. Contractor shall take adequate precautions to restrain all piping to prevent movement



and leakage. Remove the hydrant and any blocking.

3. Furnish and place the appropriate caps, plugs, or other fittings and accessories necessary to satisfactorily plug the hydrant lead or auxiliary valve. The Contractor shall be sufficiently equipped and prepared to deal with the various arrangements, types and sizes of hydrant leads which may be encountered.
4. After the work has been inspected and found satisfactory, place a poured concrete thrust block between the capped/plugged lead and undisturbed earth.
5. After the thrust block has attained its set, carefully backfill the excavated area. If under pavements, the backfill shall be aggregate backfill approved by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per each for FIRE HYDRANTS TO BE REMOVED, which price shall include excavation, fire hydrant and auxiliary valve removal and disposal, mechanical joint caps or plugs to plug the lead-in tee, aggregate backfill, and all labor, material and equipment necessary to perform the work as specified.

### **FERMILAB WATER FORCEMAIN COORDINATION**

Effective 2/15/2023; Revised 5/4/2023

Description: The Contractor shall be aware that Commonwealth Edison requires specific guidelines for construction operations when working inside the COMED Lease Boundary shown on the Plat of Highways and in the plans. The following guidelines are as follows.

Fermilab Engineer. Contractor is required to complete exploratory exploration for this utility. The contractor will coordinate this utility locate and exploratory excavation with Fermilab. Contact Josh Kenney at 708-243-1061 at least 72 hours in advance of the work.

Basis of Payment. Coordination work within the Fermilab will not be measured separately for payment. Utility exploration will be paid for as "EXPLORATION EXCAVATION (UTILITY)".

### **FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)**

Description. This work shall consist of the adjustment of inlets, catch basins, valve vaults, and drainage manholes located within the milling and resurfacing areas as directed by the Engineer in the field. This item of work shall consist of the adjustment of the existing drainage structures in the roadway, regardless of the type of structure, with a new frame and grate/lid of the type that matches the existing frame and grate/lid in accordance with the applicable portions of Section 602 of the Standard Specifications. The work shall include replacement of existing broken adjustment rings, removal and disposal of the existing frame and grate and new adjusting rings at locations as directed by the Engineer.

This item does not include sanitary manholes.

In addition to those structures shown on the plans, an additional nominal quantity has been added to the plan to be used at the discretion of the Engineer.

Basis of Payment. This work shall be paid for at the contract unit price per each for FRAMES AND LIDS TO BE ADJUSTED (SPECIAL), regardless of the type of frame and grate/lid, which price shall be payment in full for furnishing the new frame and grate, adjusting rings, and disposal of the existing frame and rings, mortar, and all materials, labor and equipment necessary to adjust the drainage structures complete in place.

## **FRAMES, GRATES, AND LIDS**

Description. The work under these items consists of furnishing and placing castings for new structures, or to replace castings on existing structures at the locations shown on the plans or designated by the Engineer. Work shall be performed in accordance with Sections 602 and 604 of the Standard Specifications, with the following modifications:

Closed lids shall have machined bearing surfaces, and "concealed" pick holes. The top surface of lids shall be embossed with the words "CITY OF BATAVIA", and "STORM", "WATER" or "SANITARY", as shown in the details in the plans appropriate for each type of structure.

Enviro-curb logos on curb boxes for Type 3 and Type 11 frame and grate shall have the words "DUMP NO WASTE" and "DRAINS TO RIVER" or "DRAINS TO WATERWAY" cast into the top of all curb boxes.

Method of Measurement. New frames, grates, and lids for proposed utility structures will not be measured separately but shall be included in the cost of the utility structure being installed. New frames, grates, and lids for existing utility structures will be measured in units of each for type of frame and grate or frame and lid specified.

Basis of Payment. When new construction is specified, this work will be paid for at the contract unit price per each for CATCH BASINS, MANHOLES, INLETS, SANITARY MANHOLES, or VALVE VAULTS of the type or type and diameter specified, and with the type of frame and grate or frame and lid specified. When frame and grate type is not specified in the pay item for the associated structure, the frame and grate for SANITARY STRUCTURES shall be according to City of Batavia Standard 5.02 and 5.04 and for VALVE VAULTS shall be according to City of Batavia Standard 6.01 and 6.04 and the frame and grate shall be included in the cost of the structure. When only the frames, grates, or lids are specified, this work will be paid for at the contract unit price per each for FRAMES, GRATES, FRAMES AND GRATES, FRAMES AND LIDS, and GRATES AND COVERS, of the type or types specified.

## **GATE VALVE AND BOX TO BE REMOVED**

Description. This work shall consist of removal of the water main valve and the valve box the locations shown on the plans.

### Construction Methods.

Once the water main has been abandoned, the valve and valve vault shall be abandoned as follows:

- Remove the valve box.
- Remove the water valve and thrust blocking.
- Provide mechanical joint on the abandoned water main.

Method of Measurement. This work will be measured for payment per Each valve and valve box to be removed.

Basis of Payment The work to remove the existing water valves and valve boxes at the locations where the existing valve is to be removed will be paid for at the contract unit price per Each for GATE VALVE AND BOX TO BE REMOVED which shall be full compensation for all labor, equipment and materials required for performing the work in herein specified.

### **HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3”**

Description. This work shall consist of paving residential hot-mix asphalt driveways with 3” of HMA surface course as shown in the plans or as directed by the Engineer according to Sections 351 and 406 of the Standard Specifications, with the following modifications:

The construction of Hot-Mix Asphalt Driveway Pavement shall follow City of Batavia Standard No. 7.17.

For Hot-Mix Asphalt Driveway Pavement, 3”, the Aggregate Base Course, Type B will be 6” thick.

Method of Measurement. This work will be measured for payment as follows:

- (a) Contract Quantities. The requirements for the use of contract quantities shall conform to Articles 202.07(a) in the Standard Specifications.
- (b) Measured Quantities. Hot-mix asphalt surface course will be measured for payment in place and the area computed in square yards. The width shall be as shown on the plans or as directed by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 3” and the cost shall include the surface course, aggregate base course of the type and thickness specified, subgrade preparation, compaction, and all labor, equipment and material necessary for the completion of the work..

### **HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8”**

Description. This work shall consist of constructing commercial hot-mix asphalt entrance pavement on a prepared aggregate base course in accordance with the applicable portions of Section 351 and Section 406 of the Standard Specifications at the locations shown on the plans.

HMA Materials The materials for this project shall be:

<u>Mix</u>	<u>Design Thickness</u>
Hot Mix Asphalt Binder Course, IL-19.0, N50	6”
Hot Mix Asphalt Surface Course, Mix “D”, N50	2”

Aggregate Base Materials. Aggregate materials shall meet the requirements of Article 1004.04 of the IDOT Standard Specifications. The course aggregate used for this material shall be crushed

gravel, crushed stone or crushed concrete, shall have a gradation of CA-6 and shall have a quality of Class D or better.

<u>Material</u>	<u>Gradation</u>	<u>Thickness</u>
Aggregate Base Course, Type B	CA6	8"

Method of Measurement. This work will be measured for payment as follows:

- (a) Contract Quantities. The requirements for the use of contract quantities shall conform to Article 202.07(a) in the Standard Specifications.
- (b) Measured Quantities. Hot-mix asphalt Driveway will be measured for payment in place and the area computed in square yards. The width shall be as shown on the plans or as directed by the Engineer.

Basis of Payment. This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8", and the cost shall include the tack/prime coat and both the binder and surface courses, aggregate base course of the type and thickness specified, subgrade preparation, compaction, and all labor, equipment and material necessary for the completion of the work.

## **INVESTIGATION OF CONDITIONS**

Bidders are required to submit their proposals upon the express condition that they have noted the site of the proposed work and are fully acquainted with work to be performed under this contract. The contractors are expected to make their estimates of the facilities needed and the difficulties attending the execution of proposed contract, including local conditions, availability of labor, weather, and other contingencies. In no event will the City of Batavia assume any responsibility whatsoever for interpretation, deduction or conclusion drawn from the inspection of the site. Failure to acquaint themselves with all available information concerning these conditions will not relieve the successful bidder from responsibility for estimating difficulties and costs of successfully performing and completing the work.

## **LANDSCAPING, SPECIAL**

Description. This work shall consist of furnishing all materials, equipment and labor for establishing a planting bed and planting perennial plants at locations shown in the plans. This work shall be performed in accordance with the applicable Articles of Sections 210, 251, and 254 of the Standard Specifications, and as described herein:

A total of 4 planting beds with perennial plantings shall be established within the planting beds located on the south side of the auto repair business at 302 Wilson Street. The planting beds shall be established after construction of the proposed roadway, sidewalk and traffic signal improvements at this location.

The planter islands shall consist of the following items:

Location	*Topsoil 12" (Sq. Yd.)	Hardwood Mulch, 2" (Sq. Yd.)	Pennisetum Alopecuroides "Little Bunny" (Each /gal)	Hemerocallis "Stella De Oro" (Each /gal)	Perennial Spacing (Inches)
Area 1	6.5	6.5		26	18
Area 2	4.1	4.1	16		18
Area 3	6.4	6.4	25		18
Area 4	4.9	4.9		20	18

\* Paid for Separately

Care and maintenance of the perennial plantings shall be performed in accordance with Article 254.08 of the Standard Specifications.

Basis of Payment. All material, equipment and labor required to construct the four (4) planting beds and establish the plantings will be measured and paid for at the contract unit price Lump Sum for LANDSCAPING, SPECIAL.

The twelve (12) inch topsoil placed in the planting beds shall be measured separately for payment at the contract unit price per Square Yard as TOPSOIL FURNISH AND PLACE, 12".

### **MANHOLES, TYPE A, WITH TYPE 1 FRAME AND CLOSED LID**

Description. This work shall be in accordance with Section 602 of the Standard Specifications, the details in the drawings, the Manholes, Catch Basins, and Inlets special provision, and the following special provision.

General. This work shall consist of constructing a Type A manhole with a flat slab and Type 1 frame and closed lid.

The materials shall be in accordance with Article 602.02 of the Standard Specifications.

The work shall be performed according to Section 602 of the Standard Specifications, City of Batavia Standard No. 4.02, IDOT Standard Drawings 602401 Manhole Type A, 602402 Manhole Type A, 602701 Manhole Steps, and 604001 Frame and Lids Type 1.

Method of Measurement and Basis of Payment. This work will be measured and paid for at the contract unit price EACH for MANHOLES, TYPE A, TYPE 1 FRAME AND LID of the diameter specified.

### **PAVEMENT MARKING (SPECIAL)**

Effective 2/15/2023; Revised 2/17/2023

Description. This work consists of providing the City of Batavia pedestrian enhanced patterned crosswalks at the locations shown on the plans. This work shall consist of applying a Methyl Methacrylate based system to provide a decorative brick-look patterned crosswalk area markings applied to a finished film thickness of 95-105 mils. This multiple step process involves the application of a friction course (98:2) in the color specified (typically light or dark grey) followed by the application of a second course (1:1) sprayed thru a stencil to achieve the desired print (herringbone pattern for this project). Those installations utilizing more than 2 colors will require

subsequent steps to install. Edge lines to be installed in White MMA (Sprayable 1:1) at the width specified.

Materials and Color. The materials for this installation shall be furnished by RAE Products and Chemicals Corporation, 11638 South Mayfield Ave., Alsip, IL. 60803, (708)396-1984.

Methyl Methacrylate (MMA) Specifications: Dark Gray Specifications:

Roadzilla™ Dark Gray Methyl-Methacrylate (MMA) 98:2 Area Marking Two- Component Traffic Marking Paint  
COLOR: Match to Pantone 7547U (Dark Gray)  
VISCOSITY @ 77°F, Brookfield LV #4 Spindle 60 RPM: 90-100 KU's  
WEIGHT PER GALLON @ 77°F, Lb.: 13.0 +/- 0.2  
TOTAL SOLIDS, % By Weight: 99.0 Minimum  
PROPERTIES: (After combination at 98:2 Part "A" to Part "B" BPO Catalyst by weight and appropriately 18-lbs of stone aggregate)  
CATALYST, Part "B": Benzoyl Peroxide AGGREGATE MOHS HARDNESS: 7 Minimum  
GEL TIME, Minutes @ 77°F: 10 Maximum  
SKID RESISTANCE (ASTM E 303) 60 Minimum  
CURE TIME, Minutes @ 77°F: 30 Maximum DAYTIME LUMINANCE FACTOR (Y): 7-35  
CHEMICAL RESISTANCE: No effect after seven days immersion in antifreeze, motor oil, diesel fuel, gasoline, calcium chloride or transmission fluid  
APPLICATION: Batch mixed and applied with squeegee and back rolled for more aggressive aggregate texture. Spread at a rate of approx. 35 ft<sup>2</sup>/gallon at 45 mils.

Light Gray Specifications:

Roadzilla™ Light Gray Methyl-Methacrylate (MMA) 1:1 Area Marking Two-Component Traffic Marking Paint  
COLOR: Match to Pantone 7543U (Light Gray)  
VISCOSITY @ 77°F, Brookfield LV #4 Spindle 60 RPM: 85-105 KU's  
WEIGHT PER GALLON @ 77°F, Lb.: 13.2 +/- 0.2  
TOTAL SOLIDS, % By Weight: 99.0 Minimum  
PROPERTIES: (After combination at 1:1 Part "A" to Part "B" with 4 parts Benzoyl Peroxide added to Part "B")  
GEL TIME, Minutes @ 77°F: 10 Maximum CURE TIME, Minutes @ 77°F: 30 Maximum  
HARDNESS, Shore Durameter, Type D: 50 Minimum  
DRY FILM REFLECTANCE, % of Magnesium Oxide: 85 Minimum  
CHEMICAL RESISTANCE: No effect after seven days immersion in antifreeze, motor oil, diesel fuel, gasoline, calcium chloride or transmission fluid  
APPLICATION: Sprayed with 1:1 Plural-Component Sprayer in multiple passes at a rate of approx. 25 ft<sup>2</sup>/gallon at 60 mils.

Glass Beads: For best results, topcoat with at least 12 pounds per 100 square feet with Swarco's Megalux glass beads with the T-13 coating. Do not use other glass beads than the T-13 coated, or the cure and durability of the material could be affected.

Brick Red Specifications:

Roadzilla™ Brick Red Methyl-Methacrylate (MMA) 1:1 Area Marking Two- Component Traffic Marking Paint  
COLOR: Match to Pantone 7610 C (Brick Red)  
VISCOSITY @ 77°F, Brookfield LV #4 Spindle 60 RPM: 85-105 KU's  
WEIGHT PER GALLON @ 77°F, Lb.: 13.2 +/- 0.2

TOTAL SOLIDS, % By Weight: 99.0 Minimum  
PROPERTIES: (After combination at 1:1 Part "A" to Part "B" with 4 parts Benzoyl Peroxide added to Part "B")  
GEL TIME, Minutes @ 77°F: 10 Maximum CURE TIME, Minutes @ 77°F: 30 Maximum  
HARDNESS, Shore Durameter, Type D: 50 Minimum  
DRY FILM REFLECTANCE, % of Magnesium Oxide: 85 Minimum  
CHEMICAL RESISTANCE: No effect after seven days immersion in antifreeze, motor oil, diesel fuel, gasoline, calcium chloride or transmission fluid  
APPLICATION: Sprayed with 1:1 Plural-Component Sprayer in multiple passes at a rate of approx. 25 ft<sup>2</sup>/gallon at 60 mils.

Glass Beads: For best results, topcoat with at least 12 pounds per 100 square feet with Swarco's Megalux glass beads with the T-13 coating. Do not use other glass beads than the T-13 coated, or the cure and durability of the material could be affected.

The traffic control and protection necessary for placing the pedestrian enhancement crosswalks will be not be paid for separately but shall be considered included in the cost of Pavement Marking (Special).

This work to construct the pedestrian enhancement crosswalks shall be paid for at the contract unit price per Square Foot for PAVEMENT MARKING (SPECIAL) and shall include all labor, materials, equipment, as described and any ancillary work necessary to complete the as specified.

## **PORTLAND CEMENT CONCRETE BASE COURSE (VAR DEPTH)**

Description. This work will be performed at the locations shown on the plans in accordance with Section 353 and Section 606 of the Standard Specifications and as directed by the Engineer.

The bottom of the concrete base course shall match the bottom of the existing adjacent pavement. The top of the concrete base course should be finished to match the top of the existing adjacent pavement. The minimum thickness of the PCC Base Course Widening shall be 8 inches.

Portland Cement Concrete Base Course shall be tied to the adjacent concrete base course with No. 6 tie bars. Tie bars will not be measured for payment but shall be included in the cost of the pcc base course and base course widening.

Basis of Payment. This work will be paid for at the contract unit price per square yard for PORTLAND CEMENT CONCRETE BASE COURSE (VARIABLE DEPTH) and PORTLAND CEMENT CONCRETE BASE COURSE WIDENING (VARIABLE DEPTH), which shall include all labor, equipment, and materials to complete the work as described herein.

## **PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, SPECIAL**

Description. This work shall consist of constructing portland cement concrete (PCC) driveway pavement, of the thickness specified, on a prepared aggregate base as shown in the plans or as directed by the Engineer according to Sections 351 and 423 of the Standard Specifications, with the following modifications:

The construction of PCC driveway pavement shall follow City of Batavia Standard No. 7.17.

For PCC driveway pavement of any thickness, the Aggregate Base Course, Type B will be 4" thick.

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

Basis of Payment. This work will be paid for at the contract unit price per square yard for PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, of the thickness specified, SPECIAL, and the cost of the Aggregate Base Course, Type B is not paid for separately but is INCLUDED in the contract unit price for this work.

## **PORTLAND CEMENT CONCRETE SIDEWALK, SPECIAL**

Description. This work shall consist of constructing portland cement concrete (PCC) sidewalk, of the thickness specified, on a prepared aggregate base as shown in the plans or as directed by the Engineer according to Sections 351 and 424 of the Standard Specifications, with the following modifications:

The construction of PCC Sidewalk shall follow City of Batavia Standards No. 7.08, No. 7.09 and No. 7.10.

All constructed sidewalk shall comply with the slope and grade tolerances specified in the construction details shown in the plans and according to the latest edition of the Public Right-of-Way Accessibility Guidelines (PROWAG).

For PCC sidewalks through commercial driveways: PCC sidewalk thickness shall be 8" thick. Aggregate Base Course, Type B shall be 4" thick.

For PCC sidewalks through residential driveways: PCC sidewalk thickness shall be 6" thick. Aggregate Base Course, Type B shall be 4" thick.

For PCC sidewalks at ADA ramps: PCC sidewalk thickness shall be 6" thick. Aggregate Base Course, Type B shall be 2" thick.

For typical PCC sidewalks that do not fall into any of the above categories: PCC sidewalk thickness shall be 5" thick. Aggregate Base Course, Type B shall be 2" thick.

In locations where portland cement concrete sidewalk is directly adjacent to the combination concrete curb and gutter, the PCC sidewalk will be dowelled to the combination concrete curb and gutter with #6 rebar's at 24" centers. No expansion joint is required.



Method of Measurement. The work for PCC Sidewalk shall be measured for payment in place and the area computed in square feet.

Basis of Payment. This work will be paid for at the contract unit price per square foot for PORTLAND CEMENT CONCRETE SIDEWALK, of the thickness specified, SPECIAL, and the cost of the Aggregate Base Course, Type B is not paid for separately but is INCLUDED in the contract unit price for this work.

## **PRECONSTRUCTION VIDEO TAPING**

Description. This work consists of performing color video and audio recording of the project area and other areas which may be impacted by construction.

Preconstruction video recordings will include coverage of the project area and all other areas which may be impacted by construction. Video recordings will also include construction easements when applicable. Video recordings will provide a visual record of all physical features within those areas, including, but not limited to, roadways, pavements, curbs, gutters, driveways, driveway aprons, sidewalks, carriage walks, parkways, trees, landscaping, shrubbery, plantings, landscaping walls, retaining walls, fences, utility poles, light poles, utilities, manholes, b-boxes, cleanouts, valves, curb structures, pipelines, buildings, mailboxes, and any other features located within the project area.

Video recordings will begin with an audio narrative which provides the current date and time, the name of Owner and name of project, and a description of both the starting location and the location or locations to be recorded, including street name or names, street addresses, and any additional information which may be necessary to describe the location and subject of viewing.

Video recordings will maintain viewer orientation by means of an audio commentary in the audio track of each video recording which provides an explanation of what is being viewed; and by videotaping landmarks and readily identifiable objects (property addresses, street signs, etc.) at appropriate intervals.

Preconstruction video recordings will be recorded at a rate of travel not exceeding 48 feet per minute, and zooming and panning rates will be controlled to provide clarity of features during playback. The finished product will be provided with bright, clear pictures and accurate colors free from distortion, tearing, rolls, or other forms of picture imperfection. The audio will have proper volume and clarity. All recordings will be performed at times of satisfactory visibility, and when no more than ten percent of ground is obscured by snow, leaves, or other cover.

If any element within or portion of the project area is not adequately documented by the preconstruction video recording so as to definitively demonstrate its condition prior to the start of construction, the Contractor will assume responsibility for the repair, restoration or replacement of that element or portion of the project area. Such repair, restoration or replacement will be to equal or better condition than previously existed, and will further comply with all standards and provisions which govern the work in question.

Schedule. Preconstruction video recording will be performed according to the following schedule:

Preconstruction video recording will take place after a Notice to Proceed has been issued.

Preconstruction video recording will take place after the Joint Utility Locating Information for Excavators (JULIE) request for the project area has cleared.

Preconstruction video recording will take place before any equipment, materials, or other items are delivered to the site.

Preconstruction video recording will take place no more than seven (7) chargeable days prior to the start of construction.

After preconstruction video recording has taken place, the required pre-construction video recording deliverables will be submitted to the Engineer, and the Engineer will review and issue written approval of the video before any activity other than utility locating will be permitted to start. Such activity will include, but not be limited to, delivery of materials and equipment, installation of traffic control and erosion control, and completion of construction layout and tree protection. No days will be charged against the contract time while the video is under review by the Engineer, including the day the deliverables are submitted and the day a response is provided. If the video or any portions thereof are rejected, the contract time will commence to run until revisions are submitted.

The recording will be submitted to the Engineer for review prior to commencement of any construction and receive acceptance of recordings prior to commencement of construction. Any areas found not acceptable to the Owner will be re-filmed at no additional cost to the contract. The final recording shall be transferred onto DVD and both the DVD and video recording shall be presented in a manner acceptable to the Owner.

Deliverables. Video will be high-definition, with a minimum resolution of 1280 x 720 pixels per frame. Video will be filmed in a landscape aspect ratio. Video filmed in a portrait aspect ratio will be considered unacceptable and will be rejected.

Preconstruction video recordings will be provided as electronic files of .avi, .mp4, .m4v, .mkv, .wmv, or .mpg file format, or of such other file format as may be approved by Engineer. Preconstruction video recordings will be provided as independent digital container format files, which container files will include all video, audio, and other electronic information necessary to view the preconstruction video recording as intended.

Video DVD will be considered an unacceptable format for providing preconstruction video recordings and will be rejected.

Preconstruction video recording electronic files will be provided on a portable electronic media device or devices of one of the following types: USB flash drive, SD flash memory card, CF flash memory card, data DVD, external hard drive, or such other portable electronic media device as may be approved by Engineer. Preconstruction video recording electronic files may also be provided via online file sharing, cloud storage, File Transfer Protocol (FTP), or other online or network file transfer methods if approved by Engineer.

Preconstruction video recording electronic files will be accompanied by corresponding logs which document the dates, times, and locations covered by each preconstruction video recording electronic file.

The Contractor shall maintain copies of all items submitted to Engineer for Contractor's own use and record.

Method of Measurement. This work will be measured for payment on a lump sum basis. No measurement will be made of the individual components of this effort.

Basis of Payment. Preconstruction video recording will be paid for at the contract lump sum price for PRE-CONSTRUCTION VIDEO TAPING.

## **RAILROAD CONTACTS**

The contact for coordination with the Burlington Northern and Santa Fe Railway (BNSF) will be:

BNSF Manager Public Projects  
Jacob Rzewnicki  
4515 Kansas Avenue  
Kansas City, KS 66106  
(913) 551-4275

## **RAILROAD FLAGGER**

Description. It is the Contractor's sole responsibility to coordinate with the Burlington Northern and Santa Fe Railway (BNSF) whenever construction activity is within 25 feet of the centerline of track. The Contractor shall adhere to the BNSF railroad flagging requirements and retain flagmen employed and designated by the BNSF to monitor on-coming train traffic and advise contractor personnel when activity on or near the railroad right of way may proceed.

Arrangements. To make arrangements for flagmen, the Contractor shall contact the Burlington Northern and Santa Fe Railway (BNSF) Roadmaster at the following phone number:

(630) 692-6257

Basis of Payment. This item will be paid for according to Article 107.12 and will be reimbursed according to Article 109.05 of the Standard Specifications.

Reimbursement to the BNSF will be required covering the full eight-hour day during which any flagman is furnished, unless the flagman can be assigned to other Railroad work conducted by the BNSF during a portion of such day, in which event reimbursement will not be required for the portion of the day during which the flagman is engaged in other Railroad work by the BNSF. Reimbursement will also be required for any day not actually worked by the flagman following the flagman's assignment to work on the project for which Railroad is required to pay the flagman and which could not reasonably be avoided by the Railroad by assignment of such flagman to other work, even though Contractor may not be working during such time.

## **RELOCATE EXISTING LIGHT POLE WITH LUMINAIRE**

Description. The Contractor shall remove and relocate the existing light pole at Station 96+72, LT (as shown on the plans) onto a new light pole foundation at the location shown in the plans in accordance with Sections 821, 830 and 838 of the Standard Specifications with the following additions:

Any damage sustained to the lighting unit during removal, storing, or relocating shall be repaired, or replaced, to the satisfaction of the Engineer.

The relocated light poles shall be installed with new pole cable and pole base fusing. The pole wire shall be sized No. 10 AWG, rated 600V, RHW/USE-2, insulated cross linked polyethylene (XLP), copper and stranded in conformance with ASTM B8. The cables shall be identified with their complete circuit number at the handhole.

The Contractor shall verify the circuits, power source and all materials, including wire size and raceway prior to starting the work.

This pay item shall include all work and materials required to relocate the existing light pole. This includes replacing or repairing any damage to the pole, luminaire, mounting hardware, accessories, and wiring supplied from the luminaire to the pole base, wiring and raceway supplied and installed to the nearest pole or power source, and lamp; replacing all splices and fuses; and performing all operations required for completion of the work and restore the pole and luminaire to working condition.

Basis of Payment. This work will be paid for at the contract unit prices per each for RELOCATE EXISTING LIGHT POLE WITH LUMINAIRE.

The light pole foundation will be paid for at the contract unit price per each for LIGHT POLE FOUNDATION, 24" DIAMETER.

Removal of the existing light pole foundation will be paid at the contract unit price per each as REMOVAL OF POLE FOUNDATION.

## **REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC)**

Description. This work shall consist of the removal and disposal of regulated substances according to Section 669 of the Standard Specifications as revised below.

Contract Specific Sites. The excavated soil and groundwater within the areas listed below shall be managed as either "uncontaminated soil", hazardous waste, special waste or non-special waste. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

Soil Disposal Analysis. When the waste material requires sampling for landfill disposal acceptance, the Contractor shall secure a written list of the specific analytical parameters and analytical methods required by the landfill. The Contractor shall collect and analyze the required number of samples for the parameters required by the landfill using the appropriate analytical procedures. A copy of the required parameters and analytical methods (from landfill email or on landfill letterhead) shall be provided as Attachment 4A of the BDE 2733 (Regulated Substances Final Construction Report). The price shall include all sampling materials and effort necessary for collection and management of the samples, including transportation of samples from the job site to the laboratory. The Contractor shall be responsible for determining the specific disposal facilities to be utilized; and collect and analyze any samples required for disposal facility acceptance using a NELAP certified analytical laboratory registered with the State of Illinois.

PESA Site #3: 403 E Wilson St, Batavia, IL

- Prairie Street centerline to Station 96+85 for the full width of construction corridor from railroad right-of-way to 60 feet LT of the Wilson Street centerline. The Engineer has determined this soil cannot be managed according to Articles 669.05(a)(1) through (a)(4) and the materials do not contain special waste or hazardous waste, the soil shall be managed and disposed of at a landfill as a non-special waste according to Articles 669.05(a)(5). Contaminants of concern sampling parameter: Elevated PID levels of 75.9 ppm & petroleum odors (8 to 12 feet at 2022-SB-8). Disturbed soil must be managed and disposed of at a properly permitted landfill as non-special waste. The Contractor must provide a signed letter specifying the proposed disposal facility and documentation the landfill is permitted to accept the regulated soil. The Contractor is also responsible for providing the Waste Material Profile and Generator's Non-Special Waste Certification.

PESA Site #5: Burlington Northern Sante Fe (BNSF) Railway, Batavia, IL

- For full width of construction LT and RT of the Prairie Street and Wilson Street centerlines within the railroad right-of-way. The Engineer has determined this soil cannot be managed according to Articles 669.05(a)(1) through (a)(4) and the materials do not contain special waste or hazardous waste, the soil shall be managed and disposed of at a landfill as a non-special waste according to Articles 669.05(a)(5). Contaminants of concern sampling parameter: Railroad Area (0 to 12 feet within railroad right-of-way). Disturbed soil must be managed and disposed of at a properly permitted landfill as non-special waste. The Contractor must provide a signed letter specifying the proposed disposal facility and documentation the landfill is permitted to accept the regulated soil. The Contractor is also responsible for providing the Waste Material Profile and Generator's Non-Special Waste Certification.

PESA Site #6: 475 E Wilson St, Batavia, IL

- Railroad right-of-way to Station 99+50 for the full width of the construction corridor LT and RT of the Wilson Street centerline. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameter: arsenic (0 to 8 feet at 2022-SB-9). The excavated soil can be used on site or managed and disposed of offsite according to Article 202.03. The soil can be used on site, managed and disposed of at a clean construction demolition debris (CCDD) or uncontaminated soil fill operation (USFO) within an MSA County.
- Station 99+50 to Station 100+75 for the full width of the construction corridor LT and RT of the Wilson Street centerline. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(b)(1). Contaminants of concern sampling parameter: pH (0 to 4 feet at 2022-SB-10). The excavated soil can be used on site or managed and disposed of offsite according to Article 202.03. This soil cannot be disposed of at a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation (USFO) for the following reason: (1) the pH of the soil is less than 6.25 or greater than 9.0.

PESA Site #8: 336 E Wilson St, Batavia, IL

- Station 94+30 to Prairie Street centerline for the full width of the construction corridor from railroad right-of-way to 60 feet LT of the Wilson Street centerline. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(b)(1). Contaminants of concern sampling parameter: pH (8 to 12 feet at 2022-SB-3). The excavated soil can be used on site or managed and disposed of offsite according to Article 202.03. This soil cannot be disposed of at a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation (USFO) for the following reason: (1) the pH of the soil is less than 6.25 or greater than 9.0.

PESA Site #11: 19 S Prairie St, Batavia, IL

- Station 120+50 to Station 122+70 for the full width of the construction corridor LT of the Prairie Street centerline. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameter: Benzo(a)pyrene (0 to 8 feet at 2019-SB-3). The soil can be used on site, managed and disposed of at a clean construction demolition debris (CCDD) or uncontaminated soil fill operation (USFO) within an MSA County excluding Chicago or excluding the Chicago corporate limits.

Work Zones

Three distinct OSHA HAZWOPER work zones (exclusion, decontamination, and support) shall apply to projects adjacent to or within sites with documented leaking underground storage tank (LUST) incidents, or sites under management in accordance with the requirements of the Site Remediation Program (SRP), Resource Conservation and Recovery Act (RCRA), or Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or as deemed necessary. For this project, the work zones apply for the following ISGS PESA Sites:

**None**

Additional information on the above sites is available from the contact information listed under AVAILABLE REPORTS.

**REMOVE AND REINSTALL PARKING BLOCKS**

Description. This work shall consist of removing, salvaging, storing and resetting or relocating existing concrete parking blocks at the locations shown on the plans and as directed by the Engineer.

Parking blocks damaged during removal or installation shall be replaced by the Contractor at no additional cost to the project.

The Contractor shall take note prior to removal if the existing parking blocks are anchored and shall provide the same or similar method of anchoring when resetting.

Basis of Payment. This work, including removal, storage, and re-installing and anchoring the existing parking blocks will be paid for at the contract unit price each for REMOVE AND REINSTALL PARKING BLOCKS, which price shall include all labor, equipment and materials required to complete the work as specified.

## **REMOVE EXISTING WATER MAIN**

Description. This work consists of removing water main as shown on the plans or as directed by the Engineer. Work shall conform to the applicable portions of Section 551 and Section 605 of the Standard Specifications. The ends of any water main that is to be abandoned or remain in service shall be plugged by cutting and removing a section of the pipe and placing a restrained joint cap/plug fitting on the end of the fitting or cut pipe section and placing any necessary thrust restraint to keep the plug or end sections of existing piping from separating from the main under pressure. Brick and mortar will not be allowed. This work will not be paid for separately but shall be included in the cost of the item being constructed or removed.

Basis of Payment. This work will be not be measured separately for payment but shall be included in the contract unit price for CONNECTION TO EXISTING WATER MAIN (NON PRESSURE).

## **RESPONSIBILITY FOR VANDALISM**

The Contractor shall be responsible to avoid the defacement of any concrete pours before they have set up. Concrete pavement, sidewalk, driveway, or curbing that has been defaced, in the opinion of the Engineer, shall be removed and replaced by the Contractor at their own expense.

## **RIGHT OF WAY AND PROPERTY CORNERS**

Description. This work shall consist of furnishing and placing property corners at the locations shown on the plans.

Construction Requirements. The right of way and property markers will consist of a 3/4 inch diameter pipe, 36" in length, will be set at the location shown on the plans. The property pin will be placed under the direction of a Registered Land Surveyor of the State of Illinois. Monument records will not be required for property pins.

Basis of Payment. The work of furnishing and installing property markers will be paid for at the contract unit price per each for RIGHT OF WAY AND PROPERTY CORNERS, which price shall include furnishing and installing the pipe and labor, equipment and materials required to complete the work as specified herein.

Supervision by a registered Land Surveyor and all collateral work necessary to establish the right-of-way and property corners will not be paid for separately, but shall be considered INCLUDED in the unit price for setting the property pin as specified.

## **SAMPLING TAP**

Description. This work shall consist of the installation of water sampling station as shown on the plans or as directed by the Engineer. The water sampling station shall be provided by the City of Batavia and this work is associated with the installation only.

Construction Requirements. The water sampling station shall be a Kupferle #88-SS which will be provided by the City of Batavia. All other necessary components necessary for the installation and proper operation of the station shall be provided by the Contractor.

Trench backfill for this item will not be paid for separately but shall be INCLUDED in the cost of this item.

Basis of Payment. This work will be paid for at the contract unit price Each for SAMPLING TAP, which price will be payment in full for proper connections trench backfill, and all labor, equipment, and piping materials for a complete installation.

The curb box, curb stop, corp stop, and 0.75 inch copper water service piping necessary to connect to the water main will be measured separately for payment as WATER SERVICE CONNECTION (SHORT) OR WATER SERVICE CONNECTION (LONG).

### **SANITARY MANHOLES TO BE ADJUSTED**

Description. This work shall be performed in accordance with Section 602 of the Standard Specifications and the IDOT District 1 Specification for Adjustments and Reconstructions with the following modifications:

Sanitary manholes to be adjusted or reconstructed shall have their rim elevations raised or lowered to accommodate the change in elevation between the existing and proposed pavement. Existing and proposed rim elevations are depicted in the plans. Classification between adjusted manholes and reconstructed manholes shall follow Section 602.03 of the Standard Specifications.

Sanitary manholes to be adjusted or reconstructed shall meet the requirements of City of Batavia Standard No. 5.02 including the frame, lid and chimney seals. New frames and lids shall be installed at each sanitary manhole to be adjusted.

The sanitary manhole lid shall follow City of Batavia Standard No. 5.04.

The frames and lids shall be of the non-rocking and self-sealing type with rubber watertight gasket.

Basis of Payment. This work will be paid for at the contract unit price per each for SANITARY MANHOLES TO BE ADJUSTED and shall include the new frame, lid, and the chimney seal.

### **SANITARY SEWER SERVICE REMOVAL AND REPLACEMENT**

Description. This work shall consist of the partial removal and replacement of sanitary sewer services when damaged during the water main installation in accordance with the applicable portions of Section 551 of the Standard Specifications, the Standard Specifications for Water and Sewer Construction in Illinois, and the following provisions.

Materials. Replacement sanitary sewer pipe shall be polyvinyl chloride (PVC) conforming to ASTM 3034 type PSM for sizes 6"– 8". The pipe shall have a minimum standard dimension ratio (SDR) 26 and a minimum cell classification of 12454-B or 12364-C conforming to ASTM D 1784. All joints shall contain flexible elastomeric seals and conform to ASTM D 3212 and F 477.

Construction Requirements. This work shall consist of the removal and replacement of sanitary sewer main line pipe in locations where existing pipe has been damaged due to water main construction or construction of adjacent utilities. Removal materials shall be removed from the



site and properly disposed of by the Contractor. Replacement pipe shall be the same size as the existing service pipe. When the pipe removal is less than that two (2) feet from an existing joint, the pipe shall be removed to the nearest joint and the connection to the existing pipe made using normal connection procedures. If a tight connection cannot be obtained with normal connection procedures, non-shear no hub stainless-steel shielded couplings with stainless steel bands will be required.

Method of Measurement. This item will be measured in place per each sanitary sewer service removed and replaced.

Basis of Payment. This work shall be paid for the contract unit price per each for SANITARY SEWER SERVICE REMOVAL AND REPLACEMENT regardless of the pipe diameter. This price shall include the cost of all removal, new pipe, fittings and couplings, trench backfill, connections, materials, equipment, and labor (including any hand digging) required to make a complete and finished installation.

### **SANITARY SEWER TELEVISION INSPECTION, VIDEOTAPING AND RECORDING**

Description. This work consists of sanitary sewer television inspection, videotaping, and recording. Sub-surface videotaping will be required following completion of the water main construction.

Construction Requirements. The Contractor shall provide two copies of the videotapes (DVD format) and reports to the City of Batavia.

Method of Measurement. This work shall be measured per lineal foot of sewer that is televised.

Basis of Payment. This work shall be paid for at the contract unit price per foot of sewer for SANITARY SEWER TELEVISION INSPECTION, VIDEOTAPING AND RECORDING of existing sanitary sewer at locations as specified and at locations as directed by the Engineer. The Contract unit price shall be payment in full for all materials, labor, and equipment required for: traffic control; cleaning of existing sewers (jetting); internal videotaping of sanitary sewers, including reverse set-ups, retrieving stuck televising equipment, and repair/replacement of sewers damaged by the televising effort.

### **SAW CUTTING**

Description. This item refers to all locations where a saw cut is required for the removal of pavement, curb, gutter, medians, driveways, sidewalk, butt joints, patches or any other structures which are one piece with no construction joints. This saw cut shall be made at the limits of construction or other areas as required to perform the proposed improvements shown on the plans. The saw cut shall be accomplished with a "pavement saw". Wheel type trenchers will not be allowed for final saw cut at the limits of construction.

Basis of Payment: Saw cutting shall not be paid for separately, but shall be considered INCLUDED in the unit contract price of the related removal item.

## **STEEL CASING PIPE, BORED AND JACKED**

Description. This work consists furnishing and installing a steel casing pipe under the Burlington Northern and Santa Fe Railway (BNSF) at grade crossings to encase water main or storm sewer at the locations shown on the plans. The work shall be in accordance with the applicable portions of the BNSF Utility Accommodation Policy provided herein and as detailed on the plans and as directed by the Engineer.

### Materials.

Steel pipe shall be in conformance with ASTM A1097 and of leak proof construction, such as butt welded or interlocking joints which are capable of withstanding railroad loading. The pipe shall have a specified minimum yield strength, SMYS, of at least 35,000 psi.

All metallic casing pipes are to be designed for effective corrosion control, long service life and relatively free from routine servicing and maintenance. Corrosion control measures for metallic casing piping shall coated, such as Fusion Bonded Epoxy Coating (FBE) with an Abrasion Resistant Overcoating (ARO). The steel casing pipe shall be delivered to the jobsite with beveled ends to facilitate field welding.

Steel casing diameter shall have a minimum wall thickness as follows:

- 28" diameter of 0.375 inches (water main and storm sewer)

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

Basis of Payment. This work will be paid for at the contract unit price per Foot for STEEL CASING PIPE, BORED AND JACKED, 28".

## **STORM SEWER TO BE FILLED**

Description. This work shall consist of filling abandoned storm sewer pipes at locations shown on the Plans and as directed by the Engineer. All storm sewer pipes to be abandoned in place shall be completely filled with Controlled Low Strength Material (CLSM), per Section 593 of the Standard Specifications. The ends of the storm sewer pipe shall be sealed with cement bricks and mortar, a poured concrete plug, or other means approved by the Engineer.

Method of Measurement and Basis of Payment. This work will be measured and paid for at the contract unit price per foot for STORM SEWER TO BE FILLED. This price shall include all costs for providing and injecting CLSM, capping and other labor, equipment, and materials necessary to abandon and fill the pipe in accordance as specified herein.

## **STORM SEWERS, WATER MAIN QUALITY PIPE**

Description. This work consists of constructing storm sewer of the specified diameter adjacent to or crossing water main, at the locations shown on the plans. The material and installation requirements shall be according to the latest edition of the “Standard Specifications for Water and Sewer Main Construction in Illinois”, and the applicable portions of Section 550 of the Standard Specifications.

Materials. Pipe materials shall meet the requirements of Sections 40 and 41-2.01 of the Water and Sewer Specifications for polyvinyl chloride (PVC) pipe. Ductile iron pipe is not allowed.

If PVC pipe is used, it shall have a Standard Dimension Ratio (SDR) of 21 conforming to ASTM D2241 with gasket joints conforming to ASTM D3212. All supplied pipes and fittings must be from the same manufacturer. Connections to existing sewer lines shall be made using non-shear Fernco RC Series or Mission Flex-Seal adjustable repair couplings equipped with stainless steel bands.

Encasing (with seals) of standard type storm sewer, in accordance with the details for “Water and Sewer Separation Requirements (Vertical Separation)”, (DIV. V/STANDARD DRAWINGS) in the Water and Sewer Specifications, may be used for storm sewers crossing water mains with prior approval from the Engineer.

Basis of Payment. This work will be paid for in accordance with Article 550.10 of the Standard Specifications, except the pay item shall be STORM SEWERS, WATER MAIN QUALITY PIPE, of the type and diameter specified.

## **TEMPORARY ACCESS**

Description. The work shall consist of the construction and maintenance aggregate surface course for temporary access to all entrances, roadways and walkways according to Section 402 of the Standard Specifications and as directed by the Engineer.

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

- (a) Private Entrance. The minimum width shall be twelve (12) feet. The minimum compacted thickness shall be 6 inch. The maximum grade shall be ten percent, except as required to match the existing grade.
- (b) Commercial Entrance. The minimum width shall be 20 feet. The minimum compacted thickness shall be 10 in. The maximum grade shall be eight percent, except as required to match the existing grade.

Maintaining the temporary access shall include relocating and/or re-grading the aggregate surface course for any operation that may disturb or remove the temporary access. The same type and gradation of material used to construct the temporary access shall be used to maintain it. The Contractor shall maintain roadway access to the entrances. Maintaining roadway access will not be measured for payment.

When use of the temporary access is discontinued, the aggregate shall be removed and utilized in the permanent construction or disposed of according to Article 202.03.

Basis of Payment. Aggregate surface course for temporary access will be measured for payment as each for every entrance, roadway and walkway constructed for the purpose of temporary access. Each temporary access will be paid for only once per contract. Aggregate surface course for temporary access will be paid for at the contract unit price per Each for TEMPORARY ACCESS (PRIVATE ENTRANCE) and TEMPORARY ACCESS (COMMERCIAL ENTRANCE).

If a residential drive or commercial entrance is to be constructed under multiple stages, the aggregate needed to construct the second or subsequent stages will not be measured for payment but shall be included in the cost per each of the type specified.

Partial payment of the each amount bid for temporary access, of the type specified, will be paid according to the following schedule:

- (a) Upon construction of the temporary access, sixty (60) percent of the contract unit price per each, of the type constructed, will be paid.
- (b) Subject to the approval of the Engineer for the adequate maintenance and removal of the temporary access, the remaining forty percent of the pay item will be paid upon the permanent removal of the temporary access.

## **TEMPORARY PAVEMENT (VARIABLE DEPTH)**

Description. This work shall consist of constructing, maintaining, and removing a temporary asphalt wedge at location determined by the Engineer.

Materials. The material used for the temporary pavement shall be as identified on the plans and be prepared in accordance with Section 406 of the Standard Specifications.

Construction Requirements. Prior to shifting traffic into the lane configuration shown on the plans with a 2" or greater drop off, the temporary asphalt wedge shall be constructed on a prepared base in accordance with Section 406 of the Standard Specifications and as shown on the plans. The Contractor shall maintain the temporary asphalt wedge until directed to remove it by the Engineer. When directed by the Engineer, the temporary asphalt wedge shall be removed in accordance with Section 440 of the Standard Specifications.

Method of Measurement. This work will be measured for payment in units of tons in place. The width of measurement shall be as shown on the plans or as directed by the Engineer. Temporary ramps associated with the butt joints will not be measured separately for payment but shall be included in the cost of the construction of the butt joint.

Basis of Payment. This work will be paid for at the contract unit price per ton for TEMPORARY PAVEMENT (VARIABLE DEPTH).

## **TEMPORARY STORM SEWER 12”**

Description. This work will consist of the construction of temporary storm sewer to re-establish functionality of the storm sewer line in those locations where the existing storm sewer has to be removed due to the construction of the proposed water main in Season One or those locations where temporary storm sewer is required to maintain the temporary drainage system due to Season Two staged construction operations.

Materials. Materials shall meet the requirements of Articles 550.02 and 550.03 of the Standard Specifications.

Temporary storm sewer shall be constructed to provide a fully-functional storm sewer system. All work shall comply with the applicable portions of Section(s) 550, 551, and Section 605 of the Standard Specifications.

Maintain Drainage. When construction operations will not allow for the immediate installation of the temporary storm sewer, the contractor will be responsible to maintain flows by plugging the upstream storm sewer pipe and providing by-pass pumping to the nearest downstream drainage structure. Maintaining drainage flow will not be measured for payment but shall be included in the cost of the Temporary Storm Sewer.

Method of Measurement. Temporary Storm Sewer will be measured for payment in place per foot.

Basis of Payment. This work will be paid for at the contract unit price per foot for TEMPORARY STORM SEWER 12”, which shall include maintaining drainage flows and all materials, labor, equipment, and miscellaneous work necessary to complete the installation as specified.

Removal of the temporary storm sewer will be measured for payment as STORM SEWER REMOVAL.

Trench backfill will be measured for payment as TRENCH BACKFILL.

Connection of the temporary storm sewer to the existing storm sewer pipe will be measured for payment as CONNECTION TO EXISTING SEWER.

## **TRENCH BACKFILL**

Description. This work shall be according to the applicable portions of Section 208 of the Standard Specifications with the following modifications:

The Contractor shall use the materials and meet the construction requirements associated with the City of Batavia Standard No. 5.08.

Where denoted in the Stage 1 plans, compacted trench backfill shall also be placed from the bottom of the existing pavement to the existing pavement surface elevation.

Method of Measurement and Basis of Payment. This work shall be measured in accordance with the City of Batavia Standard No. 5.08. The work shall be paid for at the contract unit price per cubic yard for TRENCH BACKFILL.

## **TRIAxIAL GEOGRID REINFORCEMENT, TYPE I**

**Description.** This work consists of furnishing and installing an integrally formed, high-density polypropylene geotechnical grid reinforcement material with triangular apertures. The grid shall have an aperture, rib and junction cross section sufficient to permit significant mechanical interlock with the material being reinforced. There shall be a high continuity of tensile strength through all ribs and junctions of the grid material to reinforce the embankment or subgrade as shown on the plans and Table 1 below.

**Materials.** The geogrid shall conform to the property requirements listed below:

Table 1  
Geogrid Requirements

Property	Test Method	Ty I	Ty II
Aperture Shape	Visual	Triangular	Triangular
Aperture Size (in) <sup>a</sup>	ID Calipered	1.6	1.6
Rib Thickness (mil) <sup>b</sup>	ASTM D1777	50	60
Rib Shape	Visual	Rectangular	Rectangular
Min Radial Stiffness @ 0.5% strain (lb/ft) <sup>c</sup>	ASTM D6637	15,430	20,580
Junction Strength (efficiency) (%) <sup>d</sup>	GRI-GG2-87	93 min	93 min
Ultraviolet Stability (%)	ASTM D4355	100	100

- Nominal dimension measured perpendicular from center of the base of triangle.
- Nominal dimension, measure at mid-rib.
- Radial stiffness is determined from the tensile stiffness measured in any in- plane axis from testing in accordance with ASTM D6637.
- Load transfer capability determined in accordance with GRI-GG1-87 AND GRI-GG2-87 and expressed as a percentage of ultimate rib tensile strength. The supplier shall provide certification that this product meets the above requirements.

**Installation.** The geotechnical reinforcement shall be placed as described herein and at all locations where undercuts are required. Geogrid shall be placed prior to the placement of the Geotechnical Fabric for Ground Stabilization. Geogrid shall be delivered to the jobsite in such a manner as to facilitate handling and incorporation into the work without damage. Material shall be stored in such a manner as to prevent exposure to direct sunlight and damage by other construction activities.

Prior to the installation of the geogrid, the application surface shall be cleared of debris, sharp objects and trees. Tree stumps shall be cut to level of the ground surface. If the stumps cannot be cut to the ground level, they shall be completely removed. In the case of subgrades, all wheel tracks or ruts in excess of 75mm (3 inches) in depth shall be graded smooth or otherwise filled with soil to provide a reasonably smooth surface.

The geotechnical reinforcement shall be placed with the “roll length” parallel to the roadway. Fabric of insufficient width or length to fully cover the specified shall be lapped a minimum of 600mm (24 inches).

The granular blanket shall be constructed to the width and depth required on the plans. Unless otherwise specified, the material shall be back dumped on the geogrid in a sequence of operations

beginning at the outer edges of the treatment area with subsequent placement towards the middle.

Placement of material on the geogrid shall be accomplished by spreading dumped material off of previously placed material with a bulldozer blade or end loader, in such a manner as to prevent tearing or shoving of geogrid. Dumping of material directly on the geogrid will only be permitted to establish an initial working platform. No construction equipment shall be allowed on the geogrid prior to placement of the granular blanket. Unless otherwise specified in the plans or project special provisions, the granular material shall be placed to the full required thickness and compacted to the satisfaction of the Engineer.

Geogrid which is damaged during installation or subsequent placement of granular material, due to failure of the Contractor to comply with these provisions shall be required or replaced at his/her expense, including costs of removal and replacement of the granular materials.

Geogrid that is torn may be patched in-place by cutting and placing a piece of the same geogrid over the tear. The dimensions of the patch shall be at least 600mm (24 inches) larger than the largest dimension of the tear in each direction, and it shall be weighted or otherwise secured to prevent the granular material from causing lap separation.

Method of Measurement. Geotechnical reinforcement will be measured in Square Yards. The work will be paid for at the contract unit price per Square Yard for TRIAXIAL GEOGRID REINFORCEMENT, TYPE 1, which shall be full compensation for all labor, equipment and materials required for performing the work as herein specified.

Basis of Payment. This work will be measured in place and the area computed in Square Yards. The work will be paid for at the contract unit price per Square Yard for TRIAXIAL GEOGRID REINFORCEMENT, TYPE 1, which shall be full compensation for all labor, equipment and materials required for performing the work in herein specified.

## **VALVES VAULTS TO BE ABANDONED**

Description. This work shall consist of removal of the water main valve and abandoning the vault at the locations shown on the plans.

### Construction Methods.

Once the water main has been abandoned, the valve and valve vault shall be abandoned as follows:

- Remove the frame and lid including all adjusting rings.
- Remove the flat or corbel top and additional vault walls as necessary to a depth a minimum of one foot below the bottom of the aggregate base course or subgrade.
- Remove the water valve.
- Break the bottom of the valve vault without damaging the side wall to allow water passage.
- Provide mechanical joint on the abandoned water main.
- The vault shall be backfilled with IDOT gradation CA-7 to the top of the remaining vault and capped with compacted CA-6 to the bottom of the aggregate base course or subgrade.

Method of Measurement. This work will be measured for payment per each structure to be abandoned.

Basis of Payment The work of abandoning existing water valves and vaults regardless of size at the locations where the existing water main is to be removed will be paid for at the contract unit price per each for VALVE VAULTS TO BE ABANDONED which shall be full compensation for all labor, equipment and materials required for performing the work in herein specified.

## **VIDEO INSPECTION OF STORM SEWER**

Description. This work consists of storm sewer television inspection, videotaping, and recording of all new storm sewer mains and laterals within the project limits. Sub-surface videotaping will be required following completion of the water main construction.

Construction Requirements. The Contractor shall provide two copies of the videotapes (DVD format) and reports to the City of Batavia.

Method of Measurement. This work shall be measured per lineal foot of sewer that is televised.

Basis of Payment. This work shall be paid for at the contract unit price per Foot of sewer for VIDEO INSPECTION OF STORM SEWER of new storm sewer at locations as specified and at locations as directed by the Engineer. The Contract unit price shall be payment in full for all materials, labor, and equipment required for: traffic control; cleaning of existing sewers (jetting); internal videotaping of sanitary sewers, including reverse set-ups, retrieving stuck televising equipment, and repair/replacement of sewers damaged by the televising effort.

## **WASHOUT BASIN**

Description. The work includes providing a washout basin at locations identified on the plans that is used to contain concrete liquids when the chutes of concrete trucks are rinsed out after the delivery of concrete to the construction site. These washout facilities function to consolidate soils for disposal and prevent runoff liquids associated with concrete. Details of the construction of the non-portable facilities are included within the plans as “temporary concrete washout facilities.” Failure to comply with appropriate washout location requirements will result in a monetary deficiency deduction against the Contractor.

General Requirements. The Contractor must submit a plan of their proposed temporary concrete washout facility to the Engineer for approval at least 10 days prior to the first concrete pour.

Temporary concrete washout facilities are to be in place prior to any delivery of concrete to the construction site.

Temporary concrete washout facilities are to be located at least 50 feet from storm drain inlets, open drainage facilities, or water bodies.

A sign is to be installed adjacent to each temporary concrete washout facility to inform concrete equipment operations of the designated washout facility.



## Design

Two types of concrete washout facilities are available for use on this project:

1. Prefabricated portable facilities (as approved by the Engineer)
2. Non-portable facilities:
  - a. Above Grade: Constructed using barrier wall & polyethylene sheeting. Barrier walls are constructed to create a berm with a single sheet of 10-mil polyethylene sheeting which is free of holes, tears, or other defects which may compromise the impermeability of the material. Sandbags are used to hold the sheeting in place on top of the berm. Sheeting must extend over the entire basin and berm to prevent escape of discharge.
  - b. Below Grade: Constructed via excavation and the use of polyethylene sheeting and sandbags. A pit is first excavated in a designated location with a single sheet of 10-mil polyethylene sheeting which is free of holes, tears, or other defects which may compromise the impermeability of the material. Sandbags are then used to hold the sheeting in place.

Size of Washout. Number and size of washout facility is to be determined by the Contractor. It is his/her responsibility to provide enough storage for the excess concrete and water produced on the target. Non-portable facilities are to have a minimum length and width of 10'.

### Inspection/Maintenance/Removal:

Temporary concrete washout facilities are to be inspected by the Engineer during their weekly erosion and sediment control inspection per the requirements of the SWPPP. The inspector is to ensure there are no leaks, spills, and the capacity of the facility has not yet been compromised.

Any overflowing of the washout facility onto the ground must be cleaned up and removed within 24 hours of discovery.

If a rain or snow event is forecasted, a non-collapsing, non-water collecting cover shall be placed over the washout facility and secured to prevent accumulation and overflow of precipitation.

Contents of each facility are not to exceed 75% of design capacity. If contents reach 75% capacity, discontinue pouring concrete into the facility until it has been cleaned out.

Allow slurry to evaporate or remove the site in a safe manner (i.e. vacuum truck). All hardened material can then be removed or disposed of properly.

If a lined basin is used, immediately replace the liner if it becomes damaged.

Remove temporary concrete washout facilities when they are no longer required and restore the disturbed areas to their original condition.

Note locations of these facilities and any changes to these locations on the SWPPP.

Basis of Payment. This work shall be paid for at the contract unit price lump sum for WASHOUT BASIN, which price shall be payment in full for all material, labor, excavation, and disposal of all basins to be utilized for this contract.

## **WATER MAIN REMOVAL**

Description. This work shall consist of the removal of portions of the existing water main to make the proposed non-pressure connection. This work shall be performed at locations shown on the plans and/or subject to the review of the Engineer in accordance with Section 551 of the Standard Specifications, except as specified herein.

Work shall also include coordination with the City of Batavia for shutdown of existing valves.

Basis of Payment. This work will be not be measured separately for payment but shall be included in the contract unit price for CONNECTION TO EXISTING WATER MAIN (NON PRESSURE), which price shall include tap and copper whips, mechanical joint caps on the ends of the abandoned water main, abandon water services, and all material, labor, excavation, to complete the work as specified herein.

## **WATER SERVICE CONNECTION (SHORT & LONG)**

Description. The work under these items consists of installing a new water service, to replace the existing service, in conjunction with the water main replacement. The terms “short” and “long” indicate to which side of the street the service must be extended (with “short” services being on the same side of the street centerline as the new water main, and “long” services being on the opposite side of the street centerline from the new water main), and should not be used to differentiate between the variances in lengths of individual services.

Service taps on the new water main, and the alignment of new services shall be located as necessary to minimize the impact on tree root zones, and to avoid other utilities. Installation of new services shall not be initiated until after the new water main has been satisfactorily tested, chlorinated, and placed into service. Contractor shall notify building occupants at least 24 hours prior to the service interruption.

Services shall include a new water service line size of 1” diameter to residential properties and 2” diameter to commercial properties. If the existing water service line diameter is greater than 1” to residential properties and greater than 2” to commercial properties, then the Contractor shall match the existing water service size. In addition, a new corporation stop, curb stop, and buffalo box (b-box) shall be included in the service installation. Materials furnished for this work shall be as specified in the details in the plans. Water services greater than 3” in diameter can be constructed with ductile iron pipe and fittings which shall be in accordance with the special provisions, “Ductile Iron Water Main” and “Ductile Iron Water Main Fittings”. Otherwise, all water services between 1” and 3” in diameter shall be Type K copper and use the following fittings:

- 1, Curb Box: For water services between 1 and 2 inches in diameter, curb box shall be Mueller H-10300 or A.Y McDonald 5615. Depth at six feet.
2. Curb Stop: Compression Joint Connection: Ford B-44-XXX-Q-NL (“xxx” model based on service diameter) or A.Y. McDonald 74701-BQ (Q Series Brass).
3. Corporation Stop: Ford B-44-XXX-Q-NL (“xxx” model based on service diameter) or A.Y. McDonald 74701-BQ (Q Series Brass).
4. See City of Batavia Water Service Detail Standard No. 6.02 for additional requirements.

Minimum depth of cover for service piping shall be 5½' except as necessary to connect to existing service piping. To the extent conditions allow, maintain separation of new water service from existing building sewer in accordance with Article 41-2 of the Water and Sewer Specifications.

Pipe for long side services under pavements shall be completed by directional boring. Contractor shall exercise caution while advancing service pipe beneath pavement to avoid damaging the existing water service, the sewer lateral, or other utility lines. The Contractor will be required to televise all sanitary sewer mains and sanitary sewer laterals crossed by the water service and as directed by the Engineer to verify that no impacts have been made to the sanitary sewers.

Televising of sewers shall be completed by a qualified televising contractor. All records of televising shall be recorded and identified by house address. The televising of laterals will be completed from the sanitary main by use of a Lateral Evaluation Televising System (LETS). If this method of lateral inspection is not possible, the Contractor will be required to make arrangements with property owners to gain access to the property in order to complete the televising or install a clean out if necessary.

The Engineer shall be notified at least 24 hours in advance of sanitary sewer main and sanitary sewer lateral inspection and witness the televising to verify condition. If in the opinion of the Engineer and/or City the sanitary sewer main or laterals were damaged during the directional boring operation, the Contractor will be responsible for all repairs and costs resulting from the damage. The televised work will not be paid for separately but shall be included as part of this item.

New B-boxes shall be located behind the public sidewalk, if present. Where there is no sidewalk, B- boxes shall be set two feet (2') from the front lot ROW line, unless otherwise directed by the Engineer.

When new b-box falls within sidewalk, driveways, or pavements, a valve box top shall be installed over the top of the b-box. The valve top shall be 9" diameter at top with a 5 ¼" diameter lid marked with the word "WATER". The valve top shall be 10"-16" in length. This shall be included in the cost of the service connection.

Where existing sidewalk is in close proximity to the ROW line, the new service pipe shall extend at least two feet (2') beyond the sidewalk edge toward the building. Contractor shall furnish and install all materials and fitting(s) necessary to connect new service pipe to existing pipe. Contractor shall maintain a sufficient inventory of adaptors and couplings which may be needed to accommodate connection of new service pipe to a variety of existing pipe materials and diameters.

Existing service boxes which are removed as part of this work shall be delivered by Contractor to Owner's Public Works Department, located at 200 N. Raddant Road. Other piping and fittings which are removed as part of this work become the property of Contractor, and the salvage value of these items shall be reflected in the contract unit price for water service connection.

Where the water main to be abandoned is not under pavement, old services shall be turned off and disconnected at the tap point. Where the old taps are not accessible, Contractor shall carefully crimp or "pinch-off" the old service pipe so that any leakage is minimized until the old water main is retired from service.

New water services shall be connected to the existing water service at the ROW line.

Method of Measurement. Each water service will be measured for payment as a completed item, including all excavation, removal and disposal of waste excavated materials, removal of existing piping, fittings, curb stops and B-boxes, protection of adjacent utilities, trench de-watering, water main tap with new corporation stop and service saddle, installation of new water service pipe, televising (when required), new curb stop and b-box, all necessary fittings, adaptors, and couplings, terminating the old service, and trench backfilling with compaction of excavated materials, but not backfilling with select granular backfill materials. Removal and replacement of sidewalk, pavement, or curb & gutter, and furnishing and placing select granular backfill or temporary HMA surface where necessary for this work will be measured for payment separately under those items.

When ductile iron water main and fittings are used for new water service line installations greater than 3" in diameter, the items will be measured for payment according to the special provisions, "Ductile Iron Water Main" and "Ductile Iron Water Main Fittings".

Basis of Payment. This work will be paid for at the contract unit price per each for WATER SERVICE CONNECTION (SHORT) or WATER SERVICE CONNECTION (LONG). Ductile iron water main and fittings will be paid for according to the special provisions, "Ductile Iron Water Main" and "Ductile Iron Water Main Fittings".

Televising the sanitary sewer will be paid separately for SANITARY SEWER TELEVISION INSPECTION, VIDEOTAPING AND RECORDING.

## **WATER MAIN TO BE ABANDONED**

Description. Those section of water main to be abandoned shall be abandoned in place by providing a mechanical joint cap at all open ends of the abandoned water main. The water main does not need to be filled.

The existing water main shall be capped with mechanical joint caps while the water main is still in service until the last connection is made. Each location will require a mechanical joint cap with a 1" CC tap and copper whip for flushing/sampling during construction as instructed by the Engineer.

Abandon Water Service. When water main is taken out of service, all existing water service lines shall be abandoned in accordance with City of Batavia Standard No. 6.12.

Basis of Payment. This work will be not be measured separately for payment but shall be included in the contract unit price for CONNECTION TO EXISTING WATER MAIN (NON PRESSURE), which price shall include tap and copper whips, mechanical joint caps on the ends of the abandoned water main, abandon water services, and all material, labor, excavation, to complete the work as specified herein.

## **WATER VALVES**

Description. Water valves shall be of the gate valve type suitable for ordinary water-works service, intended to be installed in a normal position on buried pipelines for water distribution systems in accordance with Section 42 of the Water and Sewer Specifications.

As a minimum, all gate valves shall, in design, material and workmanship, conform to the latest standards of AWWA C500 and AWWA C509. All materials used in the manufacture of waterworks gate valves shall conform to the AWWA standards designed for each material listed.

### Materials.

1. **Manufacturer and Marking** - The gate valves shall be standard pattern and shall have the name or mark of the manufacturer, size and working pressure plainly cast in raised letters on the valve body.

The gate valves will be manufactured by Mueller, Waterous or Clow.

2. **Type and Mounting** - The valve bodies shall be cast iron, mounted with approved non-corrosive metals. All wearing surfaces shall be bronze or other approved non-corrosive material and there shall be no moving bearing or contact surfaces of iron in contact with iron. Contact surfaces shall be machined and finished in the best workmanlike manner, and all wearing surfaces shall be easily renewable. All trim bolts shall be 300 series stainless steel.

The resilient-seated disc wedge shall be of the resilient wedge fully-supported type. Solid guide lugs shall travel within channels in the body of the valve. The disc and guide lugs shall be fully (100%) encapsulated in SBR (styrene butadiene) rubber.

Disc wedges that are not 100% fully encapsulated shall not be acceptable. Guide caps of an acetal copolymer bearing material shall be provided to protect the rubber-encapsulated solid guide lugs from abrasion for long life and ease of operation.

All internal and external exposed ferrous surfaces of the valve shall be coated with a fusion-bonded, thermosetting powder epoxy coating conforming to AWWA C550 and certified to NSF 61. Coating shall be non-toxic and shall impart no taste to water. Coating thickness shall be nominal 10 mils.

The stem shall be of high tensile strength bronze or other approved non-corrosive metal, providing 70,000 PSI tensile strength with 15% elongation and a yield strength of 30,000 PSI. All nonferrous bushings shall be of substantial thickness, tightly fitted and pressed into machine seats. All valves shall open by turning to the left (counterclockwise), unless otherwise specified.

3. **End Connections** - End connections of gate valves shall consist of mechanical joints, restrained with Mega Lug Retainer Glands (included in the cost of this item).

All gate valves are to be installed in concrete valve vaults as detailed in the plans. The valves shall be wrapped with polyethylene film, as specified in the Special Provision for "Ductile Iron Water Main", included elsewhere herein. Valves shall be installed using stainless steel bolts.

Copper whips shall be included with water valves for water main testing (per the discretion of the Engineer) and shall be included in the cost of this item.

Basis of Payment. This work will be paid for at the contract unit price per each for WATER VALVES, size as noted.

## **WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE**

Description: This work shall consist of spreading a pre-emergent granular herbicide for new trees and shrub planting beds as shown on the plans or as directed by the Engineer. This item will be used in mulched plant beds and mulch rings.

Materials: The pre-emergent granular herbicide shall contain the chemicals Trifluralin 2% active ingredient and Isoxaben with 0.5% active ingredient. The herbicide label shall be submitted to the Engineer for approval at least seventy-two (72) hours prior to application.

Method: The pre-emergent granular herbicide shall be used in accordance with the manufacturer's directions on the package. The granules are to be applied prior to mulching.

Apply the granular herbicide using a drop or rotary-type designed to apply granular herbicide or insecticides. Calibrate application equipment to use according to manufacturer's directions. Check frequently to be sure equipment is working properly and distributing granules uniformly. Do not use spreaders that apply material in narrow concentrated bands. Avoid skips or overlaps as poor weed control or crop injury may occur. More uniform application may be achieved by spreading half of the required amount of product over the area and then applying the remaining half in swaths at right angles to the first. Apply the granular herbicide at the rate of 100 lbs/acre (112 kg/ha) or 2.3 lbs/1000 sq. ft. (11.2 kg/1000 sq. meters).

Basis of Payment: This work will not be measured separately for payment but shall be considered INCLUDED In the cost of the tree or shrub and areas with mulched planting beds.

## **TRAFFIC SIGNAL (DSE)**

### **CONDUIT SPLICE**

Description. This work shall consist of locating and intercepting the existing conduit at locations as shown on the plans or as directed by the Engineer. The contractor shall locate the conduit and make any preparations to the existing conduit in order to connect the proposed conduit.

Construction Requirements. This pay item shall include all necessary work to splice conduit as shown on the plans. This work shall conform to Section 810 of the Standard.

The existing conduits shall be exposed and cut at the location shown on the plans, or as directed by the Engineer. The end of existing steel conduits shall be threaded, and a threaded coupling used to join the existing conduit to the new conduit. The use of no-thread couplings is unacceptable.

Basis of Payment. This work shall be paid for at the contract unit price per each for CONDUIT SPLICE which shall include all connections, materials and labor, necessary to locate the existing conduit, prepare the existing conduit for connection to the new galvanized steel, and the threaded coupling. New conduit shall be paid for separately.

## **ELECTRIC UTILITY SERVICE CONNECTION (CITY OF BATAVIA)**

Description. This item shall consist of payment for work performed by City of Batavia Electric in providing or modifying electric service as indicated. THIS MAY INVOLVE WORK AT MORE THAN ONE ELECTRIC SERVICE. For summary of the Electrical Service Drop Locations see the schedule contained elsewhere herein.

### **CONSTRUCTION REQUIREMENTS**

General. It shall be the Contractor's responsibility to contact City of Batavia Electric and comply with the City of Batavia Electric's Rules and Policies. The Contractor shall coordinate his work fully with the City of Batavia both as to the work required and the timing of the installation. No additional compensation will be granted under this or any other item for extra work caused by failure to meet this requirement. Please contact City of Batavia Electric at 1-630-454-2350 to begin the service connection process. The Call Center Representatives will create a work order for the service connection. The representative will ask the requestor for information specific to the request. The representative will assign the request based upon the location of project.

The Contractor should make particular note of the need for the earliest attention to arrangements with City of Batavia Electric for service. In the event of delay by City of Batavia Electric, no extension of time will be considered applicable for the delay unless the Contractor can produce written evidence of a request for electric service within 30 days of execution.

Method of Payment. The Contractor will be reimbursed to the exact amount of money as billed by City of Batavia Electric for its services. Work provided by the Contractor for electric service will be paid separately as described under ELECTRIC SERVICE INSTALLATION. No extra compensation shall be paid to the Contractor for any incidental materials and labor required to fulfill the requirements as shown on the plans and specified herein.

For bidding purposes, this item shall be estimated as \$10,000

Basis Of Payment. This work will be paid for at the contract lump sum price for ELECTRIC UTILITY SERVICE CONNECTION which shall be reimbursement in full for electric utility service charges.

## **HANDHOLES**

### Description.

Add the following to Section 814 of the Standard Specifications:

All conduits shall enter the handhole at a depth of 30 inches (762 mm) except for the conduits for detector loops when the handhole is less than 5 feet (1.52 m) from the detector loop. All conduit ends should be sealed with a waterproof sealant to prevent the entrance of contaminants into the handhole.

Steel cable hooks shall be coated with hot-dipped galvanization in accordance with AASHTO Specification M111. Hooks shall be a minimum of 1/2 inch (13 mm) diameter with two 90 degree bends and extend into the handhole at least 6 inches (152 mm). Hooks shall be placed a minimum of 12 inches (305 mm) below the lid or lower if additional space is required.

Precast round handholes shall not be used unless called out on the plans.

The cover of the handhole frame shall be labeled "Traffic Signals" with legible raised letters. Handhole covers for Red Light Running Cameras shall be labeled "RLRC".

Revise the third paragraph of Article 814.03 of the Standard Specifications to read:

"Handholes shall be constructed as shown on the plans and shall be cast-in-place, or precast concrete units. Heavy duty handholes shall be either cast-in-place or precast concrete units."

Add the following to Article 814.03 of the Standard Specifications:

"(c) Precast Concrete. Precast concrete handholes shall be fabricated according to Article 1042.17. Where a handhole is contiguous to a sidewalk, preformed joint filler of 1/2 inch (13 mm) thickness shall be placed between the handhole and the sidewalk."

### Cast-In-Place Handholes.

All cast-in-place handholes shall be concrete, with inside dimensions of 21-1/2 inches (546 mm) minimum. Frames and lid openings shall match this dimension.

For grounding purposes the handhole frame shall have provisions for a 7/16 inch (11 mm) diameter stainless steel bolt cast into the frame. The covers shall have a stainless steel threaded stint extended from the eye hook assembly for the purpose of attaching the grounding conductor to the handhole cover.

The minimum wall thickness for heavy duty hand holes shall be 12 inches (305mm).



Precast Round Handholes.

All precast handholes shall be concrete, with inside dimensions of 30 inches (762mm) diameter. Frames and covers shall have a minimum opening of 26 inches (660mm) and no larger than the inside diameter of the handhole.

For grounding purposes the handhole frame shall have provisions for a 7/16 inch (11 mm) diameter stainless steel bolt cast into the frame. For the purpose of attaching the grounding conductor to the handhole cover, the covers shall either have a 7/16 inch (11 mm) diameter stainless steel bolt cast into the cover or a stainless steel threaded stint extended from an eye hook assembly. A hole may be drilled for the bolt if one cannot be cast into the frame or cover. The head of the bolt shall be flush or lower than the top surface of the cover.

The minimum wall thickness for precast heavy duty hand holes shall be 6 inches (152 mm).

Precast round handholes shall be only produced by an approved precast vendor.

Materials.

Add the following to Section 1042 of the Standard Specifications:

“1042.17 Precast Concrete Handholes. Precast concrete handholes shall be according to Articles 1042.03(a)(c)(d)(e).”

**ILLUMINATED SIGN, SPECIAL**

Effective 2/15/2023; Revised 5/4/2023

Description. This work shall consist of furnishing and installing an illuminated sign per Section 891 of the Standard Specifications.

Revise the second paragraph of Article 1084.01(a) to read:

The exterior surface of the housing shall be acid-etched and shop painted with one coat of zinc-chromate primer and two coats of exterior enamel. The housing shall be the same color (yellow or black) to match the existing or proposed signal heads. The painting shall be according to Section 851 of the Standard Specifications.

Add the following to Article 1084.01 (b) of the Standard Specifications:

The message shall be formed by rows of LEDs. The sign face shall be 24 inches (600 mm) by 24 inches (600 mm).

Revise the first paragraph of Article 1084.01 (b) to read:

The lens panel shall be 0.125 in. (3.1 mm) ±10 percent in thickness and shall be made of Plexiglas or other plastic material with equivalent or better weathering, structural, and optical properties. Signs should be in accordance with MUTCD standards and modified as noted in the plans.

Revise Article 1084.01(d) to read:

Mounting hardware shall be black polycarbonate or galvanized steel and similar to mounting Signal Head hardware and bracket specified herein and shall provide tool free access to the interior.

Basis of Payment. This work shall be paid for at the contract unit price per Each for ILLUMINATED SIGN, SPECIAL, which shall include all equipment, materials and labor to complete the work as specified.

### **LIGHT EMITTING DIODE (LED) PEDESTRIAN SIGNAL HEAD**

Add the following to the third paragraph of Article 881.03 of the Standard Specifications:

No mixing of different types of pedestrian traffic signals or displays will be permitted.

Add the following to Article 881.03 of the Standard Specifications:

(a) Pedestrian Countdown Signal Heads.

- (1) Pedestrian Countdown Signal Heads shall be 16 inch (406mm) x 18 inch (457mm), for single units with glossy yellow or black polycarbonate housings. All pedestrian head housings shall be the same color (yellow or black) at the intersection. For new signalized intersections and existing signalized intersections where all pedestrian heads are being replaced, the proposed head housings shall be black. Where only selected heads are being replaced, the proposed head housing color (yellow or black) shall match existing head housings. Connecting hardware and mounting brackets shall be polycarbonate (black). A corrosion resistant anti-seize lubricant shall be applied to all metallic mounting bracket joints, and shall be visible to the inspector at the signal turn-on.
- (2) Each pedestrian signal LED module shall be fully MUTCD compliant and shall consist of double overlay message combining full LED symbols of an Upraised Hand and a Walking Person. "Egg Crate" type sun shields are not permitted. Numerals shall measure 9 inches (229mm) in height and easily identified from a distance of 120 feet (36.6m).

#### Materials.

Add the following to Article 1078.02 of the Standard Specifications:

General.

1. The module shall operate in one mode: Clearance Cycle Countdown Mode Only. The countdown module shall display actual controller programmed clearance cycle and shall start counting when the flashing clearance signal turns on and shall countdown to "0" and turn off when the steady Upraised Hand (symbolizing Don't Walk) signal turns on. Module shall not have user accessible switches or controls for modification of cycle.
2. At power on, the module shall enter a single automatic learning cycle. During the automatic learning cycle, the countdown display shall remain dark.
3. The module shall re-program itself if it detects any increase or decrease of Pedestrian Timing. The counting unit will go blank once a change is detected and then take one complete pedestrian cycle (with no counter during this cycle) to adjust its buffer timer.
4. If the controller preempts during the Walking Person (symbolizing Walk), the countdown will follow the controller's directions and will adjust from Walking Person to flashing

Upraised Hand. The countdown signal display should be discontinued and go dark immediately upon activation of the preemption transition.

5. If the controller preempts during the flashing Upraised Hand, the countdown signal display should be discontinued and go dark immediately upon activation of the preemption transition.
6. The next cycle, following the preemption event, shall use the correct, initially programmed values; unless another preemption input occurs in the successive cycle.
7. If the controller output displays Upraised Hand steady condition and the unit has not arrived to zero or if both the Upraised Hand and Walking Person are dark for some reason, the unit suspends any timing and the digits will go dark.
8. The digits will go dark for one pedestrian cycle after loss of power of more than 1.5 seconds.
9. The countdown numerals shall be two (2) "7 segment" digits forming the time display utilizing two rows of LEDs.
10. The LED module shall meet the requirements of the Institute of Transportation Engineers (ITE) LED purchase specification, "Pedestrian Traffic Control Signal Indications - Part 2: LED Pedestrian Traffic Signal Modules," or applicable successor ITE specifications, except as modified herein.
11. The LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set on a non-dimming operation.
12. In the event of a power outage, light output from the LED modules shall cease instantaneously.
13. The LEDs utilized in the modules shall be AlInGaP technology for Portland Orange (Countdown Numerals and Upraised Hand) and GaN technology for Lunar White (Walking Person) indications.
14. The individual LEDs shall be wired such that a catastrophic loss or the failure of one or more LED will not result in the loss of the entire module.

Basis of Payment.

Add the following to the first paragraph of Article 881.04 of the Standard Specifications:

The price shall include furnishing the equipment described above, all mounting hardware and installing them in satisfactory operating condition.

Add the following to Article 881.04 of the Standard Specifications:

If the work consists of retrofitting an existing polycarbonate pedestrian signal head and pedestrian countdown signal head with light emitting diodes (LEDs), it will be paid for as a PEDESTRIAN SIGNAL HEAD, LED, RETROFIT, of the type specified, and of the particular kind of material, when specified. Price shall be payment in full for furnishing the equipment described above

including LED modules, all mounting hardware, and installing them in satisfactory operating condition.

**LUMINAIRE (SPECIAL)**

Description. This work shall consist of furnishing and installing a decorative luminaire with pole wiring on a pole as shown on the plans.

Materials. Materials shall be according to the following:

- a) Wire in Pole..... 1066.09
- b) Fuse holders and Fuses..... 1065.01
- c) Lamps ..... 1067.06
- d) Fasteners and Hardware..... 1088.03
- e) Luminaire - The fixture shall be manufactured by Sternberg Lighting of Roselle, Illinois. The fixture shall be the Series 1950 with Nightsky Type 3 optics and a hinged tempered flat glass lens. The fixture shall consist of a decorative cast aluminum fitter, cast ballast housing assembly, a spun aluminum full shade and lens.

The fixture shall be U.L. listed. The ballast shall be a High Pressure Sodium, high power factor, 250 watt with constant wattage auto-regulator, lead type (CWA) for operation on a nominal 240 volt system. A photocell shall be mounted in the fitter and pre-wired to the ballast.

The finish shall be bronze and approved by the City prior to the Contractor placing the order.

Revise Article 1067.06(a)(1) of the Standard Specifications to read:

“The lamps shall be of the clear type and shall have a color of 1900° to 2200° Kelvin.”

Construction Requirements. Work shall be per Article 821.03 and 821.04 of the Standard Specifications. Products shall be warranted for a minimum of five years against defects in workmanship or materials.

Basis of Payment. This work will be paid for at the contract unit price per each for LUMINAIRE, SPECIAL.

**SPARE RAILROAD, FULL-ACTUATED CONTROLLER, SPECIAL**

Description. This work shall consist of furnishing a controller, at each intersection, identical to the controller supplied and programmed with RAILROAD FULL-ACTUATED CONTROLLER AND CABIENT, SPECIAL. The controller shall meet all requirements specified herein for TRAFFIC SIGNAL CONTROL EQUIPMENT and for RAILROAD, FULL-ACTUATED CONTROLLER, including programming and testing, and shall be delivered to the City of Batavia.

No cabinet shall be provided as part of this item.

Basis of Payment. This work will be paid for at the contract unit price per EACH for SPARE RAILROAD, FULL-ACTUATED CONTROLLER, SPECIAL.

## **STEEL COMBINATION MAST ARM ASSEMBLY AND POLE (SPECIAL)**

Add the following to Article 1077.03 of the “Standard Specifications”:

Luminaire arms shall be steel, powder coated dark bronze, and of the length shown in the plans. The mounting height of the luminaire arm shall be thirty-five (35) feet. The cost of the luminaire arm shall be included in this pay item.

All (Special) steel combination mast arm assemblies and poles shall be manufactured and/or supplied by Sternberg Vintage Lighting to match the City of Batavia standards, according to the following:

- Curved, tapered luminaire arm (CAS) with mechanically attached scrollwork as shown in the plans.
- Finial post center cap (RDBP)

### **Basis of Payment.**

This work shall be paid for at the contract unit price EACH for STEEL COMBINATION MAST ARM ASSEMBLY AND POLE (SPECIAL) of the length(s) specified on the Plans. Price of this item shall include payment in full for furnishing and installing the equipment, including all necessary hardware for proper installation.

## **TRAFFIC SIGNAL PAINTING**

### **Description.**

This work shall include surface preparation, powder coated finish application and packaging of new galvanized steel traffic signal mast arm poles and posts assemblies. All work associated with applying the painted finish shall be performed at the vendor’s facility for the pole assembly or post or at a painting facility approved by the Engineer. Traffic signal mast arm shrouds and post bases shall also be painted the same color as the pole assemblies and posts.

### **Surface Preparation.**

All weld flux and other contaminants shall be mechanically removed. The traffic mast arms and post assemblies shall be degreased, cleaned, and air dried to assure all moisture is removed.

### **Painted Finish.**

All galvanized exterior surfaces shall be coated with a urethane or triglycidyl isocyanurate (TGIC) polyester powder to a dry film thickness of 2.0 mils. Prior to application, the surface shall be mechanically etched by brush blasting (Ref. SSPC-SP7) and the zinc coated substrate preheated to 450 °F for a minimum one (1) hour. The coating shall be electrostatically applied and cured by elevating the zinc-coated substrate temperature to a minimum of 400 °F.

The finish paint color shall be **Dark Bronze**. The Contractor shall confirm, in writing, the color selection with the City of Batavia and provide a copy of the approval to the Engineer and a copy of the approval shall be included in the material catalog submittal.

Painting of traffic signal heads, pedestrian signal heads and controller cabinets is not included in this pay item.

Any damage to the finish after leaving the vendor’s facility shall be repaired to the satisfaction of the Engineer using a method recommended by the vendor and approved by the Engineer. If while

at the vendor's facility the finish is damaged, the finish shall be re-applied at no cost to the contract.

Warranty.

The Contractor shall furnish in writing to the Engineer, the paint vendor's standard warranty and certification that the paint system has been properly applied.

Packaging.

Prior to shipping, the poles and posts shall be wrapped in ultraviolet-inhibiting plastic foam or rubberized foam.

Basis of Payment.

This work shall be paid for at the contract unit price each for PAINT NEW MAST ARM AND POLE, UNDER 40 FEET (12.19 METER), PAINT NEW MAST ARM AND POLE, 40 FEET (12.19 METER) AND OVER, PAINT NEW COMBINATION MAST ARM AND POLE, UNDER 40 FEET (12.19 METER), PAINT NEW COMBINATION MAST ARM AND POLE, 40 FEET (12.19 METER) AND OVER, or PAINT NEW TRAFFIC SIGNAL POST of the length specified, which shall be payment in full for painting and packaging the traffic signal mast arm poles and posts described above including all shrouds, bases and appurtenances.

PAINT NEW TRAFFIC SIGNAL POST shall include Pedestrian Signal Posts as well as Traffic Signal Posts, of the length specified.

## **DISTRICT ONE - TRAFFIC SIGNAL**

### **TRAFFIC SIGNAL GENERAL REQUIREMENTS**

Effective: May 22, 2002

Revised: March 25, 2016

800.01TS

These Traffic Signal Special Provisions and the "District One Standard Traffic Signal Design Details" supplement the requirements of the State of Illinois "Standard Specifications for Road and Bridge Construction." The intent of these Special Provisions is to prescribe the materials and construction methods commonly used for traffic signal installations.

- All material furnished shall be new unless otherwise noted herein.
- Traffic signal construction and maintenance work shall be performed by personnel holding current IMSA Traffic Signal Technician Level II certification. A copy of the certification shall be immediately available upon request of the Engineer.
- The work to be done under this contract consists of furnishing, installing and maintaining all traffic signal work and items as specified in the Plans and as specified herein in a manner acceptable and approved by the Engineer.

#### **Definitions of Terms.**

Add the following to Section 101 of the Standard Specifications:

101.56 Vendor. Company that sells a particular type of product directly to the contractor or the Equipment Supplier.

101.57 Equipment supplier. Company that supplies, represents and provides technical support for IDOT District One approved traffic signal controllers and other related equipment. The Equipment Supplier shall be located within IDOT District One and shall:

- Be full service with on-site facilities to assemble, test and trouble-shoot traffic signal controllers and cabinet assemblies.
- Maintain an inventory of IDOT District One approved controllers and cabinets.
- Be staffed with permanent sales and technical personnel able to provide traffic signal controller and cabinet expertise and support.
- Technical staff shall hold current IMSA Traffic Signal Technician Level III certification and shall attend traffic signal turn-ons and inspections with a minimum 14 calendar day notice.

#### **Submittals.**

Revise Article 801.05 of the Standard Specifications to read:

All material approval requests shall be submitted electronically through the District's SharePoint System unless directed otherwise by the Engineer. Electronic material submittals shall follow the District's Traffic Operations Construction Submittals guidelines. General requirements include:

1. All material approval requests shall be made prior to or no later than the date of the preconstruction meeting. A list of major traffic signal items can be found in Article 801.05. Material or equipment which is similar or identical shall be the product of the same manufacturer, unless necessary for system continuity. Traffic signal materials and equipment shall bear the U.L. label whenever such labeling is available.

2. Product data and shop drawings shall be assembled by pay item. Only the top sheet of each pay item submittal will be stamped by the Department with the review status, except shop drawings for mast arm pole assemblies and the like will be stamped with the review status on each sheet.
3. Original manufacturer published product data and shop drawing sheets with legible dimensions and details shall be submitted for review.
4. When hard copy submittals are necessary, four complete copies of the manufacturer's descriptive literatures and technical data for the traffic signal materials shall be submitted. For hard copy or electronic submittals, the descriptive literature and technical data shall be adequate for determining whether the materials meet the requirements of the plans and specifications. If the literature contains more than one item, the Contractor shall indicate which item or items will be furnished.
5. When hard copy submittals are necessary for structural elements, four complete copies of the shop drawings for the mast arm assemblies and poles, and the combination mast arm assemblies and poles showing, in detail, the fabrication thereof and the certified mill analyses of the materials used in the fabrication, anchor rods, and reinforcing materials shall be submitted.
6. Partial or incomplete submittals will be returned without review.
7. Certain non-standard mast arm poles and special structural elements will require additional review from IDOT's Central Office. Examples include ornamental/decorative, non-standard length mast arm pole assemblies and monotube structures. The Contractor shall account for the additional review time in his schedule.
8. The contract number or permit number, project location/limits and corresponding pay code number must be on each sheet of correspondence, catalog cuts and mast arm poles and assemblies drawings.
9. Where certifications and/or warranties are specified, the information submitted for approval shall include certifications and warranties. Certifications involving inspections, and/or tests of material shall be complete with all test data, dates, and times.
10. After the Engineer reviews the submittals for conformance with the design concept of the project, the Engineer will stamp the drawings indicating their status as 'Approved', 'Approved-As-Noted', 'Disapproved', or 'Incomplete'. Since the Engineer's review is for conformance with the design concept only, it is the Contractor's responsibility to coordinate the various items into a working system as specified. The Contractor shall not be relieved from responsibility for errors or omissions in the shop, working, layout drawings, or other documents by the Department's approval thereof. The Contractor must still be in full compliance with contract and specification requirements.
11. The Contractor shall secure approved materials in a timely manner to assure construction schedules are not delayed.
12. All submitted items reviewed and marked 'APPROVED AS NOTED', 'DISAPPROVED', or 'INCOMPLETE' are to be resubmitted in their entirety, unless otherwise indicated within the submittal comments, with a disposition of previous comments to verify contract compliance at no additional cost to the contract.
13. Exceptions to and deviations from the requirements of the Contract Documents will not be allowed. It is the Contractor's responsibility to note any deviations from Contract requirements at the time of submittal and to make any requests for deviations in writing to the Engineer. In general, substitutions will not be acceptable. Requests for substitutions must demonstrate that the proposed substitution is superior to the material or equipment required by the Contract Documents. No exceptions, deviations or substitutions will be permitted without the approval of the Engineer.
14. Contractor shall not order major equipment such as mast arm assemblies prior to Engineer approval of the Contractor marked proposed traffic signal equipment locations to assure



proper placement of contract required traffic signal displays, push buttons and other facilities. Field adjustments may require changes in proposed mast arm length and other coordination.

Marking Proposed Locations.

Revise "Marking Proposed Locations for Highway Lighting System" of Article 801.09 to read "Marking Proposed Locations for Highway Lighting System and Traffic Signals."

Add the following to Article 801.09 of the Standard Specifications:

It shall be the contractor's responsibility to verify all dimensions and conditions existing in the field prior to ordering materials and beginning construction. This shall include locating the mast arm foundations and verifying the mast arms lengths.

Inspection of Electrical Systems.

Add the following to Article 801.10 of the Standard Specifications:

- (c) All cabinets including temporary traffic signal cabinets shall be assembled by an approved equipment supplier in District One. The Department reserves the right to request any controller and cabinet to be tested at the equipment supplier's facility prior to field installation, at no extra cost to this contract.

Maintenance and Responsibility.

Revise Article 801.11 of the Standard Specifications to read:

- a. Existing traffic signal installations and/or any electrical facilities at all or various locations may be altered or reconstructed totally or partially as part of the work on this Contract. The Contractor is hereby advised that all traffic control equipment, presently installed at these locations, may be the property of the State of Illinois, Department of Transportation, Division of Highways, County, Private Developer, Municipality or Transit Agency in which they are located. Once the Contractor has begun any work on any portion of the project, all traffic signals within the limits of this contract or those which have the item "Maintenance of Existing Traffic Signal Installation," "Temporary Traffic Signal Installation(s)" and/or "Maintenance of Existing Flashing Beacon Installation," shall become the full responsibility of the Contractor. The Contractor shall supply the Engineer, Area Traffic Signal Maintenance and Operations Engineer, IDOT ComCenter and the Department's Electrical Maintenance Contractor with two 24-hour emergency contact names and telephone numbers.
- b. Automatic Traffic Enforcement equipment such as red lighting running and railroad crossing camera systems are owned and operated by others and the Contractor shall not be responsible for maintaining this equipment.
- c. Regional transit, County and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as PTZ cameras, switches, transit signal priority (TSP and BRT) servers and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.
- d. When the project has a pay item for "Maintenance of Existing Traffic Signal Installation," "Temporary Traffic Signal Installation(s)" and/or "Maintenance of

Existing Flashing Beacon Installation,” the Contractor must notify both the Area Traffic Signal Maintenance and Operations Engineer at (847) 705-4424 and the Department’s Electrical Maintenance Contractor, of their intent to begin any physical construction work on the Contract or any portion thereof. This notification must be made a minimum of seven (7) working days prior to the start of construction to allow sufficient time for inspection of the existing traffic signal installation(s) and transfer of maintenance to the Contractor. The Department will attempt to full-fill the Contractor’s inspection date request(s), however workload and other conditions may prevent the Department from accommodating specific dates or times. The Contractor shall not be entitled to any other compensation if the requested inspection date(s) cannot be scheduled by the Department. If work is started prior to an inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection. The Contractor will become responsible for repairing or replacing all equipment that is not operating properly or is damaged at no cost to the owner of the traffic signal. Final repairs or replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection otherwise the traffic signal installation will not be accepted.

- e. The Contractor is advised that the existing and/or temporary traffic signal installation must remain in operation during all construction stages, except for the most essential down time. Any shutdown of the traffic signal installation, which exceeds fifteen (15) minutes, must have prior approval of the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.
- f. The Contractor shall be fully responsible for the safe and efficient operation of the traffic signals and other equipment noted herein. Any inquiry, complaint or request by the Department, the Department’s Electrical Maintenance Contractor or the public, shall be investigated and repairs begun within one hour. Failure to provide this service will result in liquidated damages of \$1000 per day per occurrence. In addition, the Department reserves the right to assign any work not completed within this timeframe to the Electrical Maintenance Contractor. All costs associated to repair this uncompleted work shall be the responsibility of the Contractor. Failure to pay these costs to the Electrical Maintenance Contractor within one month after the incident will result in additional liquidated damages of \$1000 per month per occurrence. Unpaid bills will be deducted from the cost of the Contract. The Department may inspect any signaling device on the Department’s highway system at any time without notification.
- g. Any proposed activity in the vicinity of a highway-rail grade crossing must adhere to the guidelines set forth in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) regarding work in temporary traffic control zones in the vicinity of highway-rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.

- h. The Contractor shall be responsible to clear snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment.
- i. The Contractor shall maintain the traffic signal in normal operation during short or long term loss of utility or battery back-up power at critical locations designated by the Engineer. Critical locations may include traffic signals interconnected to railroad warning devices, expressway ramps, intersection with an SRA route, critical corridors or other locations identified by the Engineer. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries. Temporary power to critical locations shall not be for separately but shall be included in the contract.

Damage to Traffic Signal System.

Add the following to Article 801.12(b) of the Standard Specifications to read:

Any traffic signal control equipment damaged or not operating properly from any cause shall be replaced with new equipment meeting current District One traffic signal specifications and provided by the Contractor at no additional cost to the Contract and/or owner of the traffic signal system, all as approved by the Engineer. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection otherwise the traffic signal installation will not be accepted. Cable splices are only allowed at the bases pf post and mast arms.

Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause, shall be the responsibility of the municipality or the Automatic Traffic Enforcement company per Permit agreement.

Traffic Signal Inspection (TURN-ON).

Revise Article 801.15(b) of the Standard Specifications to read:

It is the intent to have all electric work completed and equipment field tested by the Equipment Supplier prior to the Department's "turn-on" field inspection. If in the event the Engineer determines work is not complete and the inspection will require more than two (2) hours to complete, the inspection shall be canceled and the Contractor will be required to reschedule at another date. The maintenance of the traffic signals will not be accepted until all punch list work is corrected and re-inspected.

When the road is open to traffic, except as otherwise provided in Section 850 of the Standard Specifications, the Contractor may request a turn-on and inspection of the completed traffic signal installation at each separate location. This request must be made to the Area Traffic Signal Maintenance and Operations Engineer at (847) 705-4424 a minimum of seven (7) working days prior to the time of the requested inspection. The Department will attempt to full-fill the Contractor's turn-on and inspection date request(s), however workload and other conditions may prevent the Department from accommodating specific dates or times. The Contractor shall not be

entitled to any other compensation if the requested turn-on and inspection date(s) cannot be scheduled by the Department. The Department will not grant a field inspection until written or electronic notification is provided from the Contractor that the equipment has been field tested and the intersection is operating according to Contract requirements. The Contractor must invite local fire department personnel to the turn-on when Emergency Vehicle Preemption (EVP) is included in the project. When the contract includes the item RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM, OPTIMIZE TRAFFIC SIGNAL SYSTEM, or TEMPORARY TRAFFIC SIGNAL TIMINGS, the Contractor must notify the SCAT Consultant of the turn-on/detour implementation schedule, as well as stage changes and phase changes during construction.

The Contractor must have all traffic signal work completed and the electrical service installation connected by the utility company prior to requesting an inspection and turn-on of the traffic signal installation. The Contractor shall be responsible to provide a police officer to assist with traffic control at the time of testing.

The Contractor shall provide a representative from the control equipment vendor's office who is knowledgeable of the cabinet design and controller functions to attend the traffic signal inspection for both permanent and temporary traffic signal turn-ons.

Upon demonstration that the signals are operating and all work is completed in accordance with the Contract and to the satisfaction of the Engineer, the Engineer will then allow the signals to be placed in continuous operation. The Agency that is responsible for the maintenance of each traffic signal installation will assume the maintenance upon successful completion of this inspection.

The District requires the following Final Project Documentation from the Contractor at traffic signal turn-ons in electronic format in addition to hard copies where noted. A CD/DVD shall be submitted with separate folders corresponding to each numbered title below. The CD/DVD shall be labelled with date, project location, company and contract or permit number. Record Drawings, Inventory and Material Approvals shall be submitted prior to traffic signal turn-on for review by the Department as described here-in.

Final Project Documentation:

1. Record Drawings. Signal plans of record with field revisions marked in red ink. One hard copy set of 11"x17" record drawings shall also be provided.
2. Inventory. Inventory of new and existing traffic signal equipment including cabinet types and devices within cabinets in an Excel spread sheet format. One hard copy shall also be provided.
3. Pictures. Digital pictures of a minimum 12M pixels of each intersection approach showing all traffic signal displays and equipment. Pictures shall include controller cabinet equipment in enough detail to clearly identify manufacture and model of major equipment.
4. Field Testing. Written notification from the Contractor and the equipment vendor of satisfactory field testing with corresponding material performance measurements, such as for detector loops and fiber optic systems (see Article 801.13). One hard copy of all contract required performance measurement testing shall also be provided.
5. Materials Approval. The material approval letter. A hard copy shall also be provided.
6. Manuals. Operation and service manuals of the signal controller and associated control equipment. One hard copy shall also be provided.

7. Cabinet Wiring Diagram and Cable Logs. Five (5) hard copies 11" x 17" of the cabinet wiring diagrams shall be provided along with electronic pdf and dgn files of the cabinet wiring diagram. Five hard copies of the cable logs and electronic excel files shall be provided with cable #, number of conductors and spares, connected device/signal head and intersection location.
8. Controller Programming Settings. The traffic signal controller's timings; backup timings; coordination splits, offsets, and cycles; TBC Time of Day, Week and Year Programs; Traffic Responsive Program, Detector Phase Assignment, Type and Detector Switching; and any other functions programmable from the keyboard. The controller manufacturer shall also supply a printed form, not to exceed 11" x 17" for recording that data noted above. The form shall include a location, date, manufacturer's name, controller model and software version. The form shall be approved by the Engineer and a minimum of three (3) copies must be furnished at each turn-on. The manufacturer must provide all programming information used within the controller at the time of turn-on.
9. Warrantees and Guarantees. All manufacturer and contractor warrantees and guarantees required by Article 801.14.
10. GPS coordinate of traffic signal equipment as describe in the Record Drawings section herein.

Acceptance of the traffic signal equipment by the Department shall be based upon inspection results at the traffic signal "turn on", completeness of the required documentation and successful operation during a minimum 72 hour "burn-in" period following activation of the traffic signal. If approved, traffic signal acceptance shall be verbal at the "turn on" inspection followed by written correspondence from the Engineer. The Contractor shall be responsible for all traffic signal equipment and associated maintenance thereof until Departmental acceptance is granted.

All equipment and/or parts to keep the traffic signal installation operating shall be furnished by the Contractor. No spare traffic signal equipment is available from the Department.

All punch list work shall be completed within two (2) weeks after the final inspection. The Contractor shall notify the Electrical Maintenance Contractor to inspect all punch list work. Failure to meet these time constraints shall result in liquidated damage charges of \$500 per month per incident.

All cost of work and materials required to comply with the above requirements shall be included in the pay item bid prices, under which the subject materials and signal equipment are paid, and no additional compensation will be allowed. Materials and signal equipment not complying with the above requirements shall be subject to removal and disposal at the Contractor's expense.

#### Record Drawings.

The requirements listed for Electrical Installation shall apply for Traffic Signal Installations in Article 801.16. Revise the 2<sup>nd</sup> paragraph of Article 801.16 of the Standard Specifications to read:

"When the work is complete, and seven days before the request for a final inspection, the reduced-size set of contract drawings, stamped "RECORD DRAWINGS", shall be submitted to the Engineer for review and approval and shall be stamped with the date and the signature of the Contractor's supervising Engineer or electrician. The record drawings shall be submitted in PDF format on CDROM as well as hardcopy for review and approval.

If the contract consists of multiple intersections, each intersection shall be saved as an individual PDF file with TS# and location name in its file name.

In addition to the record drawings, copies of the final catalog cuts which have been Approved or Approved as Noted shall be submitted in PDF format along with the record drawings. The PDF files shall clearly indicate the pay item either by filename or PDF Table of Contents referencing the respective pay item number for multi-item PDF files. Specific part or model numbers of items which have been selected shall be clearly visible.”

As part of the record drawings, the Contractor shall inventory all traffic signal equipment, new or existing, on the project and record information in an Excel spreadsheet. The inventory shall include equipment type, model numbers, software manufacturer and version and quantities.

Add the following to Article 801.16 of the Standard Specifications:

“In addition to the specified record drawings, the Contractor shall record GPS coordinates of the following traffic signal components being installed, modified or being affected in other ways by this contract:

- All Mast Arm Poles and Posts
- Traffic Signal Wood Poles
- Rail Road Bungalow
- UPS
- Handholes
- Conduit roadway crossings
- Controller Cabinets
- Communication Cabinets
- Electric Service Disconnect locations
- CCTV Camera installations
- Fiber Optic Splice Locations
- Conduit Crossings

Datum to be used shall be North American 1983.

Data shall be provided electronically and in print form. The electronic format shall be compatible with MS Excel. Latitude and Longitude shall be in decimal degrees with a minimum of 6 decimal places. Each coordinate shall have the following information:

- File shall be named: TSXXX-YY-MM-DD (i.e. TS22157\_15-01-01)
- Each intersection shall have its own file
- Row 1 should have the location name (i.e. IL 31 @ Klausen)
- Row 2 is blank
- Row 3 is the headers for the columns
- Row 4 starts the data
- Column A (Date) – should be in the following format: MM/DD/YYYY
- Column B (Item) – as shown in the table below
- Column C (Description) – as shown in the table below
- Column D and E (GPS Data) – should be in decimal form, per the IDOT special provisions

Examples:

Date	Item	Description	Latitude	Longitude
01/01/2015	MP (Mast Arm Pole)	NEQ, NB, Dual, Combination Pole	41.580493	-87.793378
01/01/2015	HH (Handhole)	Heavy Duty, Fiber, Intersection, Double	41.558532	-87.792571
01/01/2015	ES (Electrical Service)	Ground mount, Pole mount	41.765532	-87.543571
01/01/2015	CC (Controller Cabinet)		41.602248	-87.794053
01/01/2015	RSC (Rigid Steel Crossing)	IL 31 east side crossing south leg to center HH at Klausen	41.611111	-87.790222
01/01/2015	PTZ (PTZ)	NEQ extension pole	41.593434	-87.769876
01/01/2015	POST (Post)		41.651848	-87.762053
01/01/2015	MCC (Master Controller Cabinet)		41.584593	-87.793378
01/01/2015	COMC (Communication Cabinet)		41.584600	-87.793432
01/01/2015	BBS (Battery Backup System)		41.558532	-87.792571
01/01/2015	CNCR (Conduit Crossing)	4-inch IL 31 n/o of Klausen	41.588888	-87.794440

Prior to the collection of data, the contractor shall provide a sample data collection of at least six data points of known locations to be reviewed and verified by the Engineer to be accurate within 1 foot. Upon verification, data collection can begin. Data collection can be made as construction progresses, or can be collected after all items are installed. If the data is unacceptable the contractor shall make corrections to the data collection equipment and or process and submit the data for review and approval as specified.

Accuracy. Data collected is to be mapping grade. A handheld mapping grade GPS device shall be used for the data collection. The receiver shall support differential correction and data shall have a minimum 1 foot accuracy after post processing.

GPS receivers integrated into cellular communication devices, recreational and automotive GPS devices are not acceptable.

The GPS shall be the product of an established major GPS manufacturer having been in the business for a minimum of 6 years.”

Delete the last sentence of the 3<sup>rd</sup> paragraph of Article 801.16.

Locating Underground Facilities.

Revise Section 803 to the Standard Specifications to read:

IDOT traffic signal facilities are not part of any of the one-call locating service such as J.U.L.I.E or Digger. If this Contract requires the services of an Electrical Contractor, the Contractor shall be responsible at his/her own expense for locating existing IDOT electrical facilities prior to performing any work. If this Contract does not require the services of an Electrical Contractor, the Contractor may request one free locate for existing IDOT electrical facilities from the District One Electrical Maintenance Contractor prior to the start of any work. Additional requests may be

at the expense of the Contractor. The location of underground traffic facilities does not relieve the Contractor of their responsibility to repair any facilities damaged during construction at their expense.

The exact location of all utilities shall be field verified by the Contractor before the installation of any components of the traffic signal system. For locations of utilities, locally owned equipment, and leased enforcement camera system facilities, the local Counties or Municipalities may need to be contacted: in the City of Chicago contact Digger at (312) 744-7000 and for all other locations contact J.U.L.I.E. at 1-800-892-0123 or 811.

#### Restoration of Work Area.

Add the following article to Section 801 of the Standard Specifications:

801.17 Restoration of work area. Restoration of the traffic signal work area shall be included in the related pay items such as foundation, conduit, handhole, underground raceways, etc. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded. All brick pavers disturbed in the work area shall be restored to their original configuration as directed by the Engineer. All damaged brick pavers shall be replaced with a comparable material approved by the Engineer. Restoration of the work area shall be included in the contract without any extra compensation allowed to the Contractor.

#### Bagging Signal Heads.

Light tan colored traffic and pedestrian signal reusable covers shall be used to cover dark/un-energized signal sections and visors. Covers shall be made of outdoor fabric with urethane coating for repelling water, have elastic fully sewn around the cover ends for a tight fit over the visor, and have a minimum of two straps with buckles to secure the cover to the backplate. A center mesh strip allows viewing without removal for signal status testing purposes. Covers shall include a message indicating the signal is not in service.

### **COMBINATION LIGHTING CONTROLLER**

Effective: February 1, 2015

Revised: April 1, 2018

#### Description.

This item shall consist of furnishing and installing a combination lighting controller complete with the enclosure indicated on the drawings and wiring for the control of highway lighting as specified herein, shown on the Contract Drawings and as directed by the Engineer.

#### Materials.

Photo control. The photocell shall be in accordance with Article 1068.01(e)(2) except that the size of the photocell shall allow mounting under the cabinet roof overhang.

Overcurrent Protection. Circuit breakers shall be 30A unless otherwise indicated. Circuit breakers shall be standard listed molded case, thermal-magnetic bolt-on type circuit breakers with trip free indicating handles. 120 V circuit breakers shall have a listed interrupting rating of not less than 10,000 rms symmetrical amperes at rated circuit voltage for which the breaker is applied.

Contactors. The contactor shall be a 30A, 2-Pole, 120VAC@60Hz electrically held contactor.



Hand-Off-Auto switch. 30mm. 3 position selector switch.

Enclosure. A molded fiberglass polyester NEMA 4X enclosure with matching cover shall utilized. A molded hinge with stainless steel pin shall be used with a stainless steel draw type "snap latch" door fastener. Threaded brass inserts shall be provided for the non-conductive inner mounting panel.

## **CONSTRUCTION REQUIREMENTS**

### **General.**

This item shall be constructed in full accord with Section 825 of the Standard Specifications and the details as indicated in the Contract Drawings.

### **Basis of Payment.**

This work shall be paid for at the contract unit price each for COMBINATION LIGHTING CONTROLLER which price shall be payment in full for furnishing, installing, shipping, handling, tools and appurtenances necessary for a complete and operational unit as indicated on the drawings and as approved by the Engineer.

## **CONCRETE FOUNDATIONS**

Effective: May 22, 2002

Revised: November 01, 2018

878.01TS

Add the following to Article 878.03 of the Standard Specifications:

All anchor bolts shall be according to Article 1006.09, with all anchor bolts hot dipped galvanized a minimum of 12 in. at the threaded end.

No foundation is to be poured until the Resident Engineer gives his/her approval as to the depth of the foundation.

Add the following to the first paragraph of Article 878.05 of the Standard Specifications:

The concrete apron in front of the cabinet and UPS shall be included in this pay item.

## **CONCRETE FOUNDATION, PEDESTRIAN POST**

Effective: April 1, 2019

Revised: November 1, 2020

878.03TS

This item shall follow Section 878. Traffic Signal Concrete Foundation of the Standard Specifications.

No foundation is to be poured until the Resident Engineer gives his/her approval as to the depth of the foundation.

Basis of Payment.

This work will be paid for at the contract unit price per foot of depth of CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER.

**DETECTOR LOOP**

Effective: May 22, 2002

Revised: July 1, 2018

886.01TS

Procedure.

A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall mark the proposed loop locations and contact the Area Traffic Signal Maintenance and Operations Engineer (847) 705-4424 to inspect and approve the layout. When preformed detector loops are installed, the Contractor shall have them inspected and approved prior to the pouring of the Portland cement concrete surface, using the same notification process as above.

Installation.

Revise Article 886.04 of the Standard Specifications to read:

Loop detectors shall be installed according to the requirements of the "District One Standard Traffic Signal Design Details." Saw-cuts (homeruns on preformed detector loops) from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw-cut (homerun on preformed detector loops) unless directed otherwise by the Engineer or as shown on the plan.

The detector loop cable insulation shall be labeled with the cable specifications.

Each loop detector lead-in wire shall be labeled in the handhole using a water proof tag, from an approved vendor, secured to each wire with nylon ties.

Resistance to ground shall be a minimum of 100 mega-ohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries. Quality readings shall be more than 5.

- (a) Type I. All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement, curb and handhole shall be cut with a 1/4 inch (6.3 mm) deep x 4 inches (100 mm) saw cut to mark location of each loop cable.
- (b) Loop sealant shall be two-component thixotropic chemically cured polyurethane from an approved vendor. The sealant shall be installed 1/8 inch (3 mm) below the pavement surface. If installed above the surface the excess shall be removed immediately.
- (c) Preformed. This work shall consist of furnishing and installing a rubberized or cross linked polyethylene heat resistant preformed traffic signal loop in accordance with the Standard Specifications, except for the following:
- (d) Preformed detector loops shall be installed in the sub-base under the Portland cement concrete pavement. Loop lead-ins shall be extended to a temporary protective enclosure near the proposed handhole location. The protective enclosure shall provide sufficient protection from other construction activities and may be buried for additional protection.

- (e) Handholes shall be placed next to the shoulder or back of curb when preformed detector loops enter the handhole. CNC, included in this pay item, shall be used to protect the preformed lead-ins from back of curb to the handhole.
- (f) Preformed detector loops shall be factory assembled with ends capped and sealed against moisture and other contaminants. The loop configurations and homerun lengths shall be assembled for the specific application. The loop and homerun shall be constructed using 5/8 inch (16 mm) outside diameter (minimum), 3/8 inch (9.5 mm) inside diameter (minimum) Class A oil resistant synthetic cord reinforced hydraulic hose with 250 psi (1,720 kPa) internal pressure rating or a similarly sized XLPE cable jacket. Hose for the loop and homerun assembly shall be one continuous piece. No joints or splices shall be allowed in the hose except where necessary to connect homeruns to the loops. This will provide maximum wire protection and loop system strength. Hose tee connections shall be heavy duty high temperature synthetic rubber. The tee shall be of proper size to attach directly to the hose, minimizing glue joints. The tee shall have the same flexible properties as the hose to insure that the whole assembly can conform to pavement movement and shifting without cracking or breaking. For XLPE jacketed preformed loops, all splice connections shall be soldered, sealed, and tested before being sealed in a high impact glass impregnated plastic splice enclosure. The wire used shall be #16 THWN stranded copper. The number of turns in the loop shall be application specific. Homerun wire pairs shall be twisted a minimum of eight turns per foot. No wire splices will be allowed in the preformed loop assembly. The loop and homeruns shall be filled and sealed with a flexible sealant to insure complete moisture blockage and further protect the wire. The preformed loops shall be constructed to allow a minimum of 6.5 feet of extra cable in the handhole.

Method of Measurement.

Add the following to Article 886.05 of the Standard Specifications:

Preformed detector loops will be measured along the detector loop embedded in the pavement, rather than the actual length of the wire. Detector loop measurements shall include the saw cut and the length of the detector loop wire to the edge of pavement. The detector loop wire, including all necessary connections for proper operations, from the edge of pavement to the handhole, shall be included in the price of the detector loop. CNC, trench and backfill, and drilling of pavement or handholes shall be included in detector loop quantities.

Basis of Payment.

This work shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I or PREFORMED DETECTOR LOOP as specified in the plans, which price shall be payment in full for furnishing and installing the detector loop and all related connections for proper operation.

**ELECTRIC CABLE**

Effective: May 22, 2002

Revised: July 1, 2015

873.01TS

Delete "or stranded, and No. 12 or" from the last sentence of Article 1076.04 (a) of the Standard Specifications.

Add the following to the Article 1076.04(d) of the Standard Specifications:

Service cable may be single or multiple conductor cable.

## **EMERGENCY VEHICLE PRIORITY SYSTEM**

Effective: May 22, 2002

Revised: July 1, 2015

887.01TS

Revise Section 887 of the Standard Specifications to read:

It shall be the Contractor's responsibility to contact the municipality or fire district to verify the brand of emergency vehicle pre-emption equipment to be installed prior to the contract bidding. The equipment must be completely compatible with all components of the equipment currently in use by the Agency.

All new installations shall be equipped with Confirmation Beacons as shown on the "District One Standard Traffic Signal Design Details." The Confirmation Beacon shall consist of a 6 watt Par 38 LED flood lamp with a 30 degree light spread, or a 7 watt Par 30 LED flood lamp with a 15 degree or greater spread, maximum 7 watt energy consumption at 120V, and a 2,000 hour warranty for each direction of pre-emption. The lamp shall have an adjustable mount with a weatherproof enclosure for cable splicing. All hardware shall be cast aluminum or stainless steel. Holes drilled into signal poles, mast arms, or posts shall require rubber grommets. In order to maintain uniformity between communities, the confirmation beacons shall indicate when the control equipment receives the pre-emption signal. The pre-emption movement shall be signalized by a flashing indication at the rate specified by Section 4L.01 of the "Manual on Uniform Traffic Control Devices," and other applicable sections of future editions. The stopped pre-empted movements shall be signalized by a continuous indication.

All light operated systems shall include security and transit preemption software and operate at a uniform rate of 14.035 Hz  $\pm$ 0.002, or as otherwise required by the Engineer, and provide compatible operation with other light systems currently being operated in the District.

This item shall include any required modifications to an existing traffic signal controller as a result of the addition of the EMERGENCY VEHICLE PRIORITY SYSTEM.

### **Basis of Payment.**

The work shall be paid for at the contract unit price each for furnishing and installing LIGHT DETECTOR and LIGHT DETECTOR AMPLIFIER. Furnishing and installing the confirmation beacon shall be included in the cost of the Light Detector. Any required modifications to the traffic signal controller shall be included in the cost of the LIGHT DETECTOR AMPLIFIER. The preemption detector amplifier shall be paid for on a basis of (1) one each per intersection controller and shall provide operation for all movements required in the pre-emption phase sequence.

## **EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C**

Effective: January 1, 2013

Revised: July 1, 2015

873.03TS

This work shall consist of furnishing and installing lead-in cable for light detectors installed at existing and/or proposed traffic signal installations as part of an emergency vehicle priority system. The work includes installation of the lead-in cables in existing and/or new conduit. The electric cable shall be shielded and have (3) stranded conductors, colored blue, orange, and yellow with a stranded tinned copper drain wire. The cable shall meet the requirements of the vendor of the Emergency Vehicle Priority System Equipment.

Basis of Payment.

This work will be paid for at the contract unit price per foot for EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C, which price shall be payment in full for furnishing, installing and making all electrical connections necessary for proper operations.

**FIBER OPTIC CABLE**

Effective: May 22, 2002

Revised: July 1, 2015

871.01TS

Add the following to Article 871.01 of the Standard Specifications:

The Fiber Optic cable shall be installed in conduit or as specified on the plans.

Add the following to Article 871.02 of the Standard Specifications:

The control cabinet distribution enclosure shall be 24 Port Fiber Wall Enclosure, unless otherwise indicated on plans. The fiber optic cable shall provide twelve fibers per tube for the amount of fibers called for in the Fiber Optic Cable pay item in the Contract. Fiber Optic cable may be gel filled or have an approved water blocking tape.

Add the following to Article 871.04 of the Standard Specifications:

A minimum of six multimode fibers from each cable shall be terminated with approved mechanical connectors at the distribution enclosure. Fibers not being used shall be labeled "spare." Fibers not attached to the distribution enclosure shall be capped.. A minimum of 13.0 feet (4m) of extra cable length shall be provided for controller cabinets. The controller cabinet extra cable length shall be stored as directed by the Engineer.

Add the following to Article 871.06 of the Standard Specifications:

The distribution enclosure and all connectors will be included in the cost of the fiber optic cable.

Testing shall be in accordance with Article 801.13(d). Electronic files of OTDR signature traces shall be provided in the Final project documentation with certification from the Contractor that attenuation of each fiber does not exceed 3.5 dB/km nominal at 850nm for multimode fiber and 0.4 bd/km nominal at 1300nm for single mode fiber.

**FIBER OPTIC TRACER CABLE**

Effective: May 22, 2002

Revised: July 1, 2015

817.02TS

The cable shall meet the requirements of Section 817 of the Standard Specifications, except for the following:

Add the following to Article 817.03 of the Standard Specifications:

In order to trace the fiber optic cable after installation, the tracer cable shall be installed in the same conduit as the fiber optic cable in locations shown on the plans. The tracer cable shall be continuous, extended into the controller cabinet and terminated on a barrier type terminal strip mounted on the side wall of the controller cabinet. The barrier type terminal strip and tracer cable shall be clearly marked and identified. All tracer cable splices shall be kept to a minimum and shall incorporate maximum lengths of cable supplied by the manufacturer. The tracer cable will be allowed to be spliced at handholes only. The tracer cable splice shall use a Western Union Splice soldered with resin core flux and shall be soldered using a soldering iron. Blow torches or other devices which oxidize copper cable shall not be allowed for soldering operations. All exposed surfaces of the solder shall be smooth. The splice shall be covered with a black shrink tube meeting UL 224 guidelines, Type V and rated 600V, minimum length 4 inches (100 mm) and with a minimum 1 inch (25 mm) coverage over the XLP insulation, underwater grade.

Add the following to Article 817.05 of the Standard Specifications:

Basis of Payment.

The tracer cable shall be paid for separately as ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C per foot (meter), which price shall include all associated labor and material for installation.

**GROUNDING OF TRAFFIC SIGNAL SYSTEMS**

Effective: May 22, 2002

Revised: July 1, 2015

806.01TS

Revise Section 806 of the Standard Specifications to read:

General.

All traffic signal systems, equipment and appurtenances shall be properly grounded in strict conformance with the NEC. This work shall be in accordance with IDOT's District One Traffic Signal Design Details.

The grounding electrode system shall include a ground rod installed with each traffic signal controller concrete foundation and all mast arm and post concrete foundations. An additional ground rod will be required at locations where measured resistance exceeds 25 ohms. Ground rods are included in the applicable concrete foundation or service installation pay item and will not be paid for separately.

Testing shall be according to Article 801.13 (a) (4) and (5).

- a) The grounded conductor (neutral conductor) shall be white color coded. This conductor shall be bonded to the equipment grounding conductor only at the Electric Service Installation. All power cables shall include one neutral conductor of the same size.
- b) The equipment grounding conductor shall be green color coded. The following is in addition to Article 801.04 of the Standard Specifications.
  - 1) Equipment grounding conductors shall be bonded to the grounded conductor (neutral conductor) only at the Electric Service Installation. The equipment grounding conductor is paid for separately and shall be continuous. The Earth shall not be used as the equipment grounding conductor.

- 2) Equipment grounding conductors shall be bonded, using a UL Listed grounding connector, to all traffic signal mast arm poles, traffic signal posts, pedestrian posts, pull boxes, handhole frames and covers, conduits, and other metallic enclosures throughout the traffic signal wiring system, except where noted herein. Bonding shall be made with a splice and pigtail connection, using a sized compression type copper sleeve, sealant tape, and heat-shrinkable cap. A UL listed electrical joint compound shall be applied to all conductors' terminations, connector threads and contact points. Conduit grounding bushings shall be installed at all conduit terminations including spare or empty conduits.
  - 3) All metallic and non-metallic raceways shall have a continuous equipment grounding conductor, except raceways containing only detector loop lead-in circuits, circuits under 50 volts and/or fiber optic cable will not be required to include an equipment grounding conductor.
  4. Individual conductor splices in handholes shall be soldered and sealed with heat shrink. When necessary to maintain effective equipment grounding, a full cable heat shrink shall be provided over individual conductor heat shrinks.
- c) The grounding electrode conductor shall be similar to the equipment grounding conductor in color coding (green) and size. The grounding electrode conductor is used to connect the ground rod to the equipment grounding conductor and is bonded to ground rods via exothermic welding, UL listed pressure connectors, and UL listed clamps.

## **LIGHT EMITTING DIODE (LED) SIGNAL HEAD AND OPTICALLY PROGRAMMED LED SIGNAL HEAD**

Effective: May 22, 2002

Revised: July 1, 2015

880.01TS

### **Materials.**

Add the following to Section 1078 of the Standard Specifications:

1. LED modules proposed for use and not previously approved by IDOT District One will require independent testing for compliance to current VTCSH-ITE standards for the product and be Intertek ETL Verified. This would include modules from new vendors and new models from IDOT District One approved vendors.
2. The proposed independent testing facility shall be approved by IDOT District One. Independent testing must include a minimum of two (2) randomly selected modules of each type of module (i.e. ball, arrow, pedestrian, etc.) used in the District and include as a minimum Luminous Intensity and Chromaticity tests. However, complete module performance verification testing may be required by the Engineer to assure the accuracy of the vendor's published data and previous test results. An IDOT representative will select sample modules from the local warehouse and mark the modules for testing. Independent test results shall meet current ITE standards and vendor's published data. Any module failures shall require retesting of the module type. All costs associated with the selection of sample modules, testing, reporting, and retesting, if applicable, shall be the responsibility of the LED module vendor and not be a cost to this contract.

3. All signal heads shall provide 12" (300 mm) displays with glossy yellow or black polycarbonate housings. All head housings shall be the same color (yellow or black) at the intersection. For new signalized intersections and existing signalized intersections where all signals heads are being replaced, the proposed head housings shall be black. Where only selected heads are being replaced, the proposed head housing color (yellow or black) shall match existing head housings. Connecting hardware and mounting brackets shall be polycarbonate (black). A corrosion resistant anti-seize lubricant shall be applied to all metallic mounting bracket joints, and shall be visible to the inspector at the signal turn-on. Post top mounting collars are required on all posts, and shall be constructed of the same material as the brackets.
4. The LED signal modules shall be replaced or repaired if an LED signal module fails to function as intended due to workmanship or material defects within the first 7 years from the date of traffic signal TURN-ON. LED signal modules which exhibit luminous intensities less than the minimum values specified in Table 1 of the ITE Vehicle Traffic Control Signal Heads: Light Emitting Diode (LED) Circular Signal Supplement (June 27, 2005) [VTSCH], or applicable successor ITE specifications, or show signs of entrance of moisture or contaminants within the first 7 years of the date of traffic signal TURN-ON shall be replaced or repaired. The vendor's written warranty for the LED signal modules shall be dated, signed by a vendor's representative and included in the product submittal to the State.

(a) Physical and Mechanical Requirements

1. Modules can be manufactured under this specification for the following faces:
  - a. 12 inch (300 mm) circular, multi-section
  - b. 12 inch (300 mm) arrow, multi-section
2. The maximum weight of a module shall be 4 lbs. (1.8 kg).
3. Each module shall be a sealed unit to include all parts necessary for operation (a printed circuit board, power supply, a lens and gasket, etc.), and shall be weather proof after installation and connection.
5. The lens of the module shall be tinted with a wavelength-matched color to reduce sun phantom effect and enhance on/off contrast. The tinting shall be uniform across the lens face. Polymeric lens shall provide a surface coating or chemical surface treatment applied to provide abrasion resistance. The lens of the module shall be integral to the unit, convex with a smooth outer surface and made of plastic. The lens shall have a textured surface to reduce glare.
6. The use of tinting or other materials to enhance ON/OFF contrasts shall not affect chromaticity and shall be uniform across the face of the lens.
7. Each module shall have a symbol of the type of module (i.e. circle, arrow, etc.) in the color of the module. The symbol shall be 1 inch (25.4 mm) in diameter. Additionally, the color shall be written out in 1/2 inch (12.7mm) letters next to the symbol.

(b) Photometric Requirements



4. The LEDs utilized in the modules shall be AlInGaP technology for red and InGaN for green and amber indications, and shall be the ultra bright type rated for 100,000 hours of continuous operation from -40 °C to +74 °C.

(c) Electrical

1. Maximum power consumption for LED modules is per Table 2.
2. Operating voltage of the modules shall be 120 VAC. All parameters shall be measured at this voltage.
3. The modules shall be operationally compatible with currently used controller assemblies (solid state load switches, flashers, and conflict monitors).
4. When a current of 20 mA AC (or less) is applied to the unit, the voltage read across the two leads shall be 15 VAC or less.
5. The LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set on a non-dimming operation.
6. LED arrows shall be wired such that a catastrophic loss or the failure of one or more LED will not result in the loss of the entire module.

(d) Retrofit Traffic Signal Module

1. The following specification requirements apply to the Retrofit module only. All general specifications apply unless specifically superseded in this section.
2. Retrofit modules can be manufactured under this specification for the following faces:
  - a. 12 inch (300 mm) circular, multi-section
  - b. 12 inch (300 mm) arrow, multi-section
3. Each Retrofit module shall be designed to be installed in the doorframe of a standard traffic signal housing. The Retrofit module shall be sealed in the doorframe with a one-piece EPDM (ethylene propylene rubber) gasket.
4. The maximum weight of a Retrofit module shall be 4 lbs. (1.8 kg).
5. Each Retrofit module shall be a sealed unit to include all parts necessary for operation (a printed circuit board, power supply, a lens and gasket, etc.), and shall be weather proof after installation and connection.
6. Electrical conductors for modules, including Retrofit modules, shall be 39.4 inches (1m) in length, with quick disconnect terminals attached.
7. The lens of the Retrofit module shall be integral to the unit, shall be convex with a smooth outer surface and made of plastic or of glass.

- (e) The following specification requirements apply to the 12 inch (300 mm) arrow module only. All general specifications apply unless specifically superseded in this section.

1. The arrow module shall meet specifications stated in Section 9.01 of the Equipment and Material Standards of the Institute of Transportation Engineers (November 1998) [ITE Standards], Chapter 2 (Vehicle Traffic Control Signal Heads) or applicable successor ITE specifications for arrow indications.
  2. The LEDs arrow indication shall be a solid display with a minimum of three (3) outlining rows of LEDs and at least one (1) fill row of LEDs.
- (f) The following specification requirement applies to the 12 inch (300 mm) programmed visibility (PV) module only. All general specifications apply unless specifically superseded in this section.
1. The LED module shall be a module designed and constructed to be installed in a programmed visibility (PV) signal housing without modification to the housing.

Basis of Payment.

Add the following to the first paragraph of Article 880.04 of the Standard Specifications:

The price shall include furnishing the equipment described above, all mounting hardware and installing them in satisfactory operating condition.

Revise the second paragraph of Article 880.04 of the Standard Specifications to read:

If the work consists of retrofitting an existing polycarbonate traffic signal head with light emitting diodes (LEDs), it will be paid for as a SIGNAL HEAD, LED, RETROFIT, of the type specified, and of the particular kind of material, when specified. Price shall be payment in full for removal of the existing module, furnishing the equipment described above including LED modules, all mounting hardware, and installing them in satisfactory operating condition. The type specified will indicate the number of signal faces, the number of signal sections in each signal face and the method of mounting.

**MAINTENANCE OF EXISTING TRAFFIC SIGNAL AND FLASHING BEACON  
INSTALLATION**

Effective: May 22, 2002

Revised: July 1, 2015

850.01TS

General.

1. Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the Contract or any portion thereof. If Contract work is started prior to a traffic signal inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection.
2. The Contractor shall have electricians with IMSA Level II certification on staff to provide signal maintenance. A copy of the certification shall be immediately available upon request of the Engineer.
3. This item shall include maintenance of all traffic signal equipment and other connected and related equipment such as flashing beacons, emergency vehicle pre-emption

equipment, master controllers, uninterruptable power supply (UPS and batteries), PTZ cameras, vehicle detection, handholes, lighted signs, telephone service installations, communication cables, conduits to adjacent intersections, and other traffic signal equipment.

4. Regional transit, County and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as PTZ cameras, switches, transit signal priority (TSP and BRT) servers, radios and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.
5. Maintenance shall not include Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, or peripheral equipment. This equipment is operated and maintained by the local municipality and should be de-activated while on contractor maintenance.
6. The energy charges for the operation of the traffic signal installation shall be paid for by the Contractor.

#### Maintenance.

1. The Contractor shall check all controllers every two (2) weeks, which will include visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to ensure that they are functioning properly. The Contractor shall check signal system communications and phone lines to assure proper operation. This item includes, as routine maintenance, all portions of emergency vehicle pre-emption equipment. The Contractor shall maintain in stock at all times a sufficient amount of materials and equipment to provide effective temporary and permanent repairs. Prior to the traffic signal maintenance transfer, the contractor shall supply a detailed maintenance schedule that includes dates, locations, names of electricians providing the required checks and inspections along with any other information requested by the Engineer.
2. The Contractor is advised that the existing and/or span wire traffic signal installation must remain in operation during all construction stages, except for the most essential down time. Any shutdown of the traffic signal installation, which exceeds fifteen (15) minutes, must have prior approval of the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.
3. The Contractor shall provide immediate corrective action when any part or parts of the system fail to function properly. Two far side heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. When repairs at a signalized intersection require that the controller be disconnected or otherwise removed from normal operation, and power is available, the Contractor shall place the traffic signal installation on flashing operation. The signals shall flash RED for all directions unless a different indication has been specified by the Engineer. The Contractor shall be required to place stop signs (R1-1-36) at each approach of the intersection as a temporary means of regulating traffic. When the signals operate in flash, the Contractor shall furnish and equip all their vehicles assigned to the maintenance of traffic signal installations with a sufficient number of stop signs as specified herein. The Contractor shall maintain a sufficient number of spare stop signs in stock at all times to replace stop signs which may be damaged or stolen.

4. The Contractor shall provide the Engineer with 2 (two) 24 hour telephone numbers for the maintenance of the traffic signal installation and for emergency calls by the Engineer.
5. Traffic signal equipment which is lost or not returned to the Department for any reason shall be replaced with new equipment meeting the requirements of the Standard Specifications and these special provisions.
6. The Contractor shall respond to all emergency calls from the Department or others within one (1) hour after notification and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the contract. The Contractor may institute action to recover damages from a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition or if the Engineer cannot contact the Contractor's designated personnel, the Engineer shall have the State's Electrical Maintenance Contractor perform the maintenance work. The Contractor shall be responsible for all of the State's Electrical Maintenance Contractor's costs and liquidated damages of \$1000 per day per occurrence. The State's Electrical Maintenance Contractor shall bill the Contractor for the total cost of the work. The Contractor shall pay this bill within thirty (30) days of the date of receipt of the invoice or the cost of such work will be deducted from the amount due the Contractor. The Contractor shall allow the Electrical Maintenance Contractor to make reviews of the Existing Traffic Signal Installation that has been transferred to the Contractor for Maintenance.
7. Any proposed activity in the vicinity of a highway-rail grade crossing must adhere to the guidelines set forth in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) regarding work in temporary traffic control zones in the vicinity of highway-rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.
8. Equipment included in this item that is damaged or not operating properly from any cause shall be replaced with new equipment meeting current District One traffic signal specifications and provided by the Contractor at no additional cost to the Contract and/or owner of the traffic signal system, all as approved by the Engineer. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection otherwise the traffic signal installation will not be accepted. Cable splices outside the controller cabinet shall not be allowed.
9. Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause, shall be the responsibility of the municipality or the Automatic Traffic Enforcement Company per Permit agreement.
10. The Contractor shall be responsible to clear snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment.

11. The Contractor shall maintain the traffic signal in normal operation during short or long term loss of utility or battery back-up power at critical locations designated by the Engineer. Critical locations may include traffic signals interconnected to railroad warning devices, expressway ramps, intersection with an SRA route, critical corridors or other locations identified by the Engineer. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries. Temporary power to critical locations shall not be paid for separately but shall be included in the contract.
12. Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

Basis of Payment.

This work will be paid for at the contract unit price per each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION. Each intersection will be paid for separately. Maintenance of a standalone and or not connected flashing beacon shall be paid for at the contract unit price for MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION. Each flashing beacon will be paid for separately.

**MAST ARM ASSEMBLY AND POLE**

Effective: May 22, 2002  
Revised: July 01, 2015  
877.01TS

Revise the second sentence of Article 1077.03 (a)(3) of the Standard Specifications to read:

Traffic signal mast arms shall be one piece construction, unless otherwise approved by the Engineer.

Add the following to Article 1077.03 (a)(3) of the Standard Specifications:

If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions.

**OPTIMIZE TRAFFIC SIGNAL SYSTEM**

Effective: May 22, 2002  
Revised: July 1, 2015  
800.02TS

Description.

This work shall consist of optimizing a closed loop traffic signal system.

OPTIMIZE TRAFFIC SIGNAL SYSTEM applies when a new or existing closed loop traffic signal system is to be optimized and a formal Signal Coordination and Timing (SCAT) Report is to be prepared. The purpose of this work is to improve system performance by optimizing traffic signal timings, developing a time of day program and a traffic responsive program.

After the signal improvements are completed, the signal system shall be optimized as specified by an approved Consultant who has previous experience in optimizing Closed Loop Traffic Signal Systems for District One of the Illinois Department of Transportation. The Contractor shall contact the Traffic Signal Engineer at (847) 705-4424 for a listing of approved Consultants. Traffic signal system optimization work, including fine-tuning adjustments of the optimized system, shall follow the requirements stated in the most recent IDOT District 1 SCAT Guidelines, except as noted herein.

A listing of existing signal equipment, interconnect information, phasing data, and timing patterns may be obtained from the Department, if available and as appropriate. The existing SCAT Report is available for review at the District One office and if the Consultant provides blank a CD, copies of computer simulation files for the existing optimized system and a timing database that includes intersection displays will be made for the Consultant. The Consultant shall confer with the Traffic Signal Engineer prior to optimizing the system to determine if any extraordinary conditions exist that would affect traffic flows in the vicinity of the system, in which case, the Consultant may be instructed to wait until the conditions return to normal or to follow specific instructions regarding the optimization.

(a) The following tasks are associated with OPTIMIZE TRAFFIC SIGNAL SYSTEM.

1. Appropriate signal timings and offsets shall be developed for each intersection and appropriate cycle lengths shall be developed for the closed loop signal system.
2. Traffic counts shall be taken at all intersections after the permanent traffic signals are approved for operation by the Area Traffic Signal Operations Engineer. Manual turning movement counts shall be conducted from 6:30 a.m. to 9:30 a.m., 11:00 a.m. to 1:00 p.m., and 3:30 p.m. to 6:30 p.m. on a typical weekday from midday Monday to midday Friday and on a Saturday or Sunday, as directed by the Engineer, to account for special traffic generators such as shopping centers, educational institutes and special event facilities. The turning movement counts shall identify cars, and single-unit and multi-unit heavy vehicles.
3. As necessary, the intersections shall be re-addressed and all system detectors reassigned in the master controller according to the current standard of District One.
4. A traffic responsive program shall be developed, which considers both volume and occupancy. A time-of-day program shall be developed for used as a back-up system.
5. Proposed signal timing plan for the new or modified intersection shall be forwarded to IDOT for review prior to implementation.
6. Consultant shall conduct on-site implementation of the timings and make fine-tuning adjustments to the timings in the field to alleviate observed adverse operating conditions and to enhance operations. The consultant shall respond to IDOT comments and public complaints for a minimum period of 90 days from date of timing plan implementation.
7. Speed and delay studies shall be conducted during each of the count periods along the system corridor in the field before and after implementation of the proposed timing plans for comparative evaluations. These studies should utilize specialized electronic timing and measuring devices.

(b) The following deliverables shall be provided for OPTIMIZE TRAFFIC SIGNAL SYSTEM.

<p>1. Consultant shall furnish to IDOT one (1) copy of a SCAT Report for the optimized system. The SCAT Report shall include the following elements:<b>Cover Page in color showing a System Map</b></p>
<p><b>Figures</b></p> <ol style="list-style-type: none"> <li>1. System overview map – showing system number, system schematic map with numbered system detectors, oversaturated movements, master location, system phone number, cycle lengths, and date of completion.</li> <li>2. General location map in color – showing signal system location in the metropolitan area.</li> <li>3. Detail system location map in color – showing cross street names and local controller addresses.</li> <li>4. Controller sequence – showing controller phase sequence diagrams.</li> </ol>
<p><b>Table of Contents</b></p>
<p><b>Tab 1: Final Report</b></p> <ol style="list-style-type: none"> <li>1. Project Overview</li> <li>2. System and Location Description (Project specific)</li> <li>3. Methodology</li> <li>4. Data Collection</li> <li>5. Data Analysis and Timing Plan Development</li> <li>6. Implementation <ol style="list-style-type: none"> <li>a. Traffic Responsive Programming (Table of TRP vs. TOD Operation) with am, md, and pm cycle lengths</li> </ol> </li> <li>7. Evaluation <ol style="list-style-type: none"> <li>a. Speed and Delay runs</li> </ol> </li> </ol>
<p><b>Tab 2. Turning Movement Counts</b></p> <ol style="list-style-type: none"> <li>1. Turning Movement Counts (Showing turning movement counts in the intersection diagram for each period, including truck percentage)</li> </ol>
<p><b>Tab 3. Synchro Analysis</b></p> <ol style="list-style-type: none"> <li>1. AM: Time-Space diagram in color, followed by intersection Synchro report (Timing report) summarizing the implemented timings.</li> <li>2. Midday: same as AM</li> <li>3. PM: same as AM</li> <li>4. Special weekend or off-peak traffic generators (shopping centers, educational facilities, arenas, etc.): same as AM</li> </ol>
<p><b>Tab 4: Speed, Delay Studies</b></p> <ol style="list-style-type: none"> <li>1. Summary of before and after runs results in two (2) tables showing travel time and delay time.</li> <li>2. Plot of the before and after runs diagram for each direction and time period.</li> </ol>
<p><b>Tab 5: Environmental Report</b></p> <ol style="list-style-type: none"> <li>1. Environmental impact report including gas consumption, NO2, HCCO, improvements.</li> </ol>
<p><b>Tab 6: Electronic Files</b></p> <ol style="list-style-type: none"> <li>1. Two (2) CDs for the optimized system. The CDs shall include the following elements: <ol style="list-style-type: none"> <li>a. Electronic copy of the SCAT Report in PDF format</li> <li>b. Copies of the Synchro files for the optimized system</li> <li>c. Traffic counts for the optimized system</li> <li>d. New or updated intersection graphic display files for each of the system intersections and the system graphic display file including system detector locations and addresses.</li> </ol> </li> </ol>

Basis of Payment.

The work shall be paid for at the contract unit each for OPTIMIZE TRAFFIC SIGNAL SYSTEM, which price shall be payment in full for performing all work described herein for the entire traffic signal system. Following the completion of traffic counts, 25 percent of the bid price will be paid. Following the completion of the Synchro analysis, 25 percent of the bid price will be paid. Following the setup and fine tuning of the timings, the speed-delay study, and the TRP programming, 25 percent of the bid price will be paid. The remaining 25 percent will be paid when the system is working to the satisfaction of the engineer and an approved report and CD have been submitted.

**PEDESTRIAN PUSH-BUTTON**

Effective: May 22, 2002

Revised: July 1, 2015

888.01TS

Description.

Revise Article 888.01 of the Standard Specifications to read:

This work shall consist of furnishing and installing a latching (single call) or non-latching (dual call) pedestrian push-button and a regulatory pedestrian instruction sign according to MUTCD, sign series R10-3e 9" x 15" sign with arrow(s) for a count-down pedestrian signal. The pedestrian station sign size without count-down pedestrian signals shall accommodate a MUTCD sign series R10-3b or R10-3d 9" x 12" sign with arrow(s).

Installation.

Add the following to Article 888.03 of the Standard Specifications:

A mounting bracket and/or extension shall be used to assure proper orientation when two pedestrian push buttons are required for one post. The price of the bracket and/or extension shall be included in the cost of the pedestrian push button. The contractor is not allowed to install a push-button assembly with the sign below the push-button in order to meet mounting requirements.

Materials.

Revise Article 1074.02(a) of the Standard Specifications to read:

The pedestrian push-button housing shall be constructed of aluminum alloy according to ASTM B 308 6061-T6 and powder coated yellow, unless otherwise noted on the plans. The housing shall be furnished with suitable mounting hardware.

Revise Article 1074.02(e) of the Standard Specifications to read:

Stations shall be designed to be mounted to a post, mast arm pole or wood pole. The station shall be aluminum and shall accept a 3 inch (75mm) round push-button assembly and a regulatory pedestrian instruction sign according to MUTCD, sign series R10-3e 9" x 15" sign with arrow(s) for a count-down pedestrian signal. The pedestrian station size without count-down pedestrian signals shall accommodate a MUTCD sign series R10-3b or R10-3d 9" x 12" sign with arrow(s).



Add the following to Article 1074.02 of the Standard Specifications:

- (f) Location. Pedestrian push-buttons and stations shall be mounted to a post, mast arm pole or wood pole as shown on the plans and shall be fully ADA accessible from a paved or concrete surface. See the District's Detail sheets for orientation and mounting details.

Basis of Payment.

Revise Article 888.04 of the Standard Specifications to read:

This work will be paid for at the contract unit price per each for PEDESTRIAN PUSH-BUTTON or PEDESTRIAN PUSH-BUTTON, NON-LATCHING.

**PEDESTRIAN SIGNAL POST**

Effective: January 1, 2020

Revised:  
875.02TS

Description.

This work shall consist of furnishing and installing a metal pedestrian signal post. All installations shall meet the requirements of the "District One Standard Traffic Signal Design Details".

Materials.

- a. General. The pedestrian signal post shall be designed to support the traffic signal loading shown on the plans. The design and fabrication shall be according to the Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, as published by AASHTO.
- b. Post. The post shall be made of steel or aluminum and have an outside diameter of 4 1/2 in. The post shall be threaded for assembly to the base. Aluminum posts shall be according to the specifications for Schedule 80 aluminum pipe. Steel posts shall be according to the specifications for Schedule 40 steel pipe.
- c. Base. The base of a steel post shall be cast iron. The base of an aluminum post shall be aluminum. The base shall be threaded for the attachment to the threaded post. The base shall be approximately 10 in. high and 6 3/4 in. square at the bottom. The bottom of the base shall be designed to accept four 5/8 in. diameter anchor rods evenly spaced in a 6 in. diameter circle. The base shall be true to pattern, with sharp clean cutting ornamentation, and equipped with access doors for cable handling. The door shall be fastened to the base with stainless steel screws. A grounding lug shall be provided inside the base.
- d. Anchor Rods. The anchor rods shall be 5/8 in. in diameter and 16 in. long and shall be according to Article 1006.09. The anchor rods shall be threaded approximately 6 in. at one end and have a bend at the other end. The first 12 in. at the threaded end shall be galvanized. One each galvanized nut and trapezoidal washer shall be furnished with each anchor rod. The washer shall be properly sized to fully engage and sit flush on all sides of the slot of the base plate.

The aluminum post and base shall be drilled at the third points around the diameter and 1/4 in. by 2 in. stainless steel bolts shall be inserted to prevent the post from turning and wobbling.

- e. Finish. The steel post, steel post cap and the cast iron base shall be hot-dipped galvanized according to AASHTO M 111. If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions. If the post and the base are threaded after the galvanization, the bare exposed metal shall be immediately cleaned to remove all cutting solvents and oils, and then spray painted with two coats of an approved galvanized paint.

The aluminum post shall have a natural finish, 100 grit or finer.

#### Installation.

The pedestrian signal post shall be erected plumb, securely bolted to a concrete foundation, and grounded to a ground rod according to the details shown on the plans. No more than 3/4 in. of the post threads shall protrude above the base.

A post cap shall be furnished and installed on the top of the post. The post cap shall match the material of the post. The Contractor shall apply an anti-seize paste compound on all nuts and bolts prior to assembly.

Prior to the assembly, the Contractor shall apply two additional coats of galvanized paint on the threads of the post and the base. The Contractor shall use a fabric post tightener to screw the post to the base.

#### Basis of Payment.

This work will be paid for at the contract unit price per each for PEDESTRIAN SIGNAL POST, of the length specified.

### **RAILROAD, FULL-ACTUATED CONTROLLER AND CABINET**

Effective: January 1, 2002

Revised: November 1, 2020

857.03TS

#### Description.

This work shall consist of furnishing and installing a traffic actuated solid state digital controller in the controller cabinet of the type specified, meeting the requirements of Section 857 of the Standard Specifications as modified herein and including conflict monitor or MMU, load switches and flasher relays, with interlock function to the railroad preemptor and all necessary connections for proper operation.

If the intersection is part of an existing system and/or when specified in the plans, this work shall consist of furnishing and installing a(n) "Econolite" brand traffic actuated solid state controller.

Controller and cabinet shall be assembled only by an approved IDOT District One traffic signal equipment supplier. The equipment shall be tested and approved in the equipment supplier's District One's facility prior to field installation.

Materials.

Add the following to Article 857.02 of the Standard Specifications:

For installation as a stand-alone traffic signal, connected to a closed loop system or integrated into an advance traffic management system (ATMS), controllers shall be Econolite Cobalt (Graphics Edition) or Eagle/Siemens M60 unless specified otherwise on the plans or elsewhere on these specifications. Only controllers supplied by one of the District One approved closed loop equipment supplier will be allowed. The controller shall be the most recent model and software version approved by IDOT for use with railroad intersections supplied by the equipment supplier at the time of the traffic signal TURN-ON unless specified otherwise on plans or this specification, and include a removable data key. Individual load switches shall be provided for each vehicle, pedestrian, and right turn over lap phase. The controller shall prevent phases from being omitted during program changes and after all preemption events and shall inhibit simultaneous display of circular yellow and yellow arrow indications.

For integration into an ATMS such as Centrac, Tactics, or TransSuite, the controller shall have the latest version of NTCIP software installed. For operation prior to integration into an ATMS, the controller shall maintain existing communications.

Controller shall comply with Article 1073.01 as amended herein.

Controller Cabinet and Peripheral Equipment shall comply with Article 1074.03 as amended in these Traffic Signal Special Provisions.

Add the following to Articles 1073.01 (c) (2) and 1074.03 (a) (5) (e) of the Standard Specifications:

Controllers and cabinets shall be new and NEMA TS2 Type 1 or NEMA TS2 Type 2 design.

Railroad interconnected controllers and cabinets shall be assembled only by an approved traffic signal equipment supplier. All railroad interconnected (including temporary railroad interconnect) controllers and cabinets shall be new, built, tested and approved by the controller equipment vendor, in the vendor's District One facility, prior to field installation. The vendor shall provide the technical equipment and assistance as required by the Engineer to fully test this equipment.

Add the following to Article 1074.03 of the Standard Specifications:

- (a) (6) Cabinets shall be designed for NEMA TS2 Type 1 or NEMA TS2 Type 2 operation. All cabinets shall be pre-wired for a minimum of eight (8) phases of vehicular, four (4) phases of pedestrian and four (4) phases of overlap operation.
- (b) (1) Revise "conflict monitor" to read "Malfunction Management Unit"
- (b) (5) Cabinets – Provide 1/8" (3.2 mm) thick unpainted aluminum alloy 5052-H32. The surface shall be smooth, free of marks and scratches. All external hardware shall be stainless steel.
- (b) (6) Controller Harness – Provide a TS2 Type 2 "A" wired harness in addition to the TS2 Type 1 harness.
- (b) (7) Surge Protection – Shall be a 120VAC Single phase Modular filter Plug-in type, supplied from an approved vendor.
- (b) (8) BIU – shall be secured by mechanical means.
- (b) (9) Transfer Relays – Solid state or mechanical flash relays are acceptable.
- (b) (10) Switch Guards – All switches shall be guarded.
- (b) (11) Heating – One (1) 200 watt, thermostatically-controlled, electric heater.

- (b) (12) Lighting – One (1) LED Panel shall be placed inside the cabinet top panel and one (1) LED Panel shall be placed on each side of the pull-out drawer/shelf assembly located beneath the controller support shelf. The LED Panels shall be controlled by a door switch. The LED Panels shall be provided from an approved vendor.
- (b) (13) The cabinet shall be equipped with a pull-out drawer/shelf assembly. A 1 ½ inch (38mm) deep drawer shall be provided in the cabinet, mounted directly beneath the controller support shelf. The drawer shall have a hinged top cover and shall be capable of accommodating one (1) complete set of cabinet prints and manuals. This drawer shall support 50 lbs. (23 kg) in weight when fully extended. The drawer shall open and close smoothly. Drawer dimensions shall make maximum use of available depth offered by the controller shelf and be a minimum of 18 inches (610mm) wide.
- (b) (14) Plan & Wiring Diagrams – 12” x 15” (3.05mm x 4.06mm) moisture sealed container attached to door.
- (b) (15) Detector Racks – Fully wired and labeled for four (4) channels of emergency vehicle pre-emption and sixteen channels (16) of vehicular operation.
- (b) (16) Field Wiring Labels – All field wiring shall be labeled.
- (b) (17) Field Wiring Termination – Approved channel lugs required.
- (b) (18) Power Panel – Provide a nonconductive shield.
- (b) (19) Circuit Breaker – The circuit breaker shall be sized for the proposed load but shall not be rated less than 30 amps.
- (b) (20) Police Door – Provide wiring and termination for plug in manual phase advance switch.
- (b) (21) Railroad Pre-Emption Test Switch – Shall be provided from an approved vendor

#### Installation.

Add the following to Article 857.03 of the Standard Specifications:

The Contractor shall arrange to install a standard voice-grade dial-up telephone line and all equipment to dial into the controller and have the controller dial out to the RAILROAD, FULL-ACTUATED CONTROLLER AND CABINET as called for on the traffic signal installation plans. If the traffic signal installation is part of a traffic signal system, a telephone line is usually not required, unless a telephone line is called for on the traffic signal plans. The Contractor shall follow the requirements for the telephone service installation as contained in the current District One Traffic Signal Special Provision for Master Controller.

#### Basis of Payment.

This work will be paid for at the contract unit price each for RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET; RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET; RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET; RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET; RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL; RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL; RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL) or RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET (SPECIAL).

## **RAILROAD INTERCONNECT CABLE**

Effective: May 22, 2002

Revised: July 1, 2015

873.04TS

The cable shall meet the requirements of Section 873 of the Standard Specifications, except for the following:

Add to Article 873.02 of the Standard Specifications:

- c) The railroad interconnect cable shall be three conductor stranded #14 copper cable in a clear polyester binder, shielded with #36 AWG tinned copper braid with 85% coverage, and insulated with .016" polyethylene (black, blue, red). The jacket shall be black 0.045 PVC or polyethylene.

Add the following to Article 873.06 of the Standard Specifications:

### **Basis of Payment.**

This work shall be paid for at the contract unit price per foot (meter) for ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C, which price shall be payment in full for furnishing, installing, and making all electrical connections in the traffic signal controller cabinet. Connections in the railroad controller cabinet shall be performed by railroad personnel.

## **SERVICE INSTALLATION (TRAFFIC SIGNALS)**

Effective: May 22, 2002

Revised: June 15, 2016

805.01TS

Revise Section 805 of the Standard Specifications to read:

### **Description.**

This work shall consist of all materials and labor required to install, modify, or extend the electric service installation. All installations shall meet the requirements of the "District One Standard Traffic Signal Design Details".

### **General.**

The electric service installation shall be the electric service disconnecting means and it shall be identified as suitable for use as service equipment.

The electric utility contact information is noted on the plans and represents the current information at the time of contract preparation. The Contractor must request in writing for service and/or service modification within 10 days of contract award and must follow-up with the electric utility to assure all necessary documents and payment are received by the utility. The Contractor shall forward copies of all correspondence between the contractor and utility company to the Engineer and Area Traffic Signal Maintenance and Operations Engineer. The service agreement and sketch shall be submitted for signature to the IDOT's Traffic Operations Programs Engineer.

Materials.

- a. General. The completed control panel shall be constructed in accordance with UL Std. 508A, Industrial Control Panel, and carry the UL label. Wire terminations shall be UL listed.
- b. Enclosures.
  1. Pole Mounted Cabinet. The cabinet shall be UL 50, NEMA Type 4X, unfinished single door design, fabricated from minimum 0.080-inch (2.03 mm) thick Type 5052 H-32 aluminum. Seams shall be continuous welded and ground smooth. Stainless steel screws and clamps shall secure the cover and assure a watertight seal. The cover shall be removable by pulling the continuous stainless steel hinge pin. The cabinet shall have an oil-resistant gasket and a lock kit shall be provided with an internal O-ring in the locking mechanism assuring a watertight and dust-tight seal. The cabinet shall be sized to adequately house all required components with extra space for arrangement and termination of wiring. A minimum size of 14-inches (350 mm) high, 9-inches (225 mm) wide and 8-inches (200 mm) in depth is required. The cabinet shall be channel mounted to a wooden utility pole using assemblies recommended by the vendor.
  2. Ground Mounted Cabinet. The cabinet shall be UL 50, NEMA Type 3R unfinished single door design with back panel. The cabinet shall be fabricated from Type 5052 H-32 aluminum with the frame and door 0.125-inch (3.175 mm) thick, the top 0.250-inch (6.350 mm) thick and the bottom 0.500-inch (12.70 mm) thick. Seams shall be continuous welded and ground smooth. The door and door opening shall be double flanged. The door shall be approximately 80% of the front surface, with a full length tamperproof stainless steel .075-inch (1.91 mm) thick hinge bolted to the cabinet with stainless steel carriage bolts and nylocks nuts. The locking mechanism shall be slam-latch type with a keyhole cover. The cabinet shall be sized to adequately house all required components with extra space for arrangement and termination of wiring. A minimum size of 40-inches (1000 mm) high, 16-inches (400 mm) wide and 15-inches (375 mm) in depth is required. The cabinet shall be mounted upon a square Type A concrete foundation as indicated on the plans. The foundation is paid for separately.
  3. All enclosures shall include a green external power indicator LED light with circuitry as shown in the Electrical Service-Panel Diagram detail sheet. For pole mounted service enclosures, the power indicator light shall be mounted as shown in the detail. For ground mounted enclosures, the power indicator light shall be mounted on the side of the enclosure most visible from the major roadway.
- c. Electric Utility Meter Housing and Riser. The electric meter housing and meter socket shall be supplied and installed by the contractor. The contractor is to coordinate the work to be performed and the materials required with the utility company to make the final connection at the power source. Electric utility required risers, weather/service head and any other materials necessary for connection shall also be included in the pay item. Materials shall be in accordance with the electric utility's requirements. For ground-mounted service, the electric utility meter housing shall be mounted to the

- enclosure. The meter shall be supplied by the utility company. Metered service shall not be used unless specified in the plans.
- d. Surge Protector. Overvoltage protection, with LED indicator, shall be provided for the 120 volt load circuit by the means MOV and thermal fusing technology. The response time shall be <5n seconds and operate within a range of -40C to +85C. The surge protector shall be UL 1449 Listed.
  - e. Circuit Breakers. Circuit breakers shall be standard UL listed molded case, thermal-magnetic bolt-on type circuit breakers with trip free indicating handles. 120 volt circuit breakers shall have an interrupting rating of not less than 65,000 rms symmetrical amperes. Unless otherwise indicated, the main disconnect circuit breaker for the traffic signal controller shall be rated 60 amperes, 120 V and the auxiliary circuit breakers shall be rated 10 amperes, 120 V.
  - f. Fuses, Fuseholders and Power Indicating Light. Fuses shall be small-dimensional cylindrical fuses of the dual element time-delay type. The fuses shall be rated for 600 V AC and shall have a UL listed interrupting rating of not less than 10,000 rms symmetrical amperes at rated voltage. The power indicating light shall be LED type with a green colored lens and shall be energized when electric utility power is present.
  - g. Ground and Neutral Bus Bars. A single copper ground and neutral bus bar, mounted on the equipment panel shall be provided. Ground and neutral conductors shall be separated on the bus bar. Compression lugs, plus 2 spare lugs, shall be sized to accommodate the cables with the heads of the connector screws painted green for ground connections and white for neutral connections.
  - h. Utility Services Connection. The Contractor shall notify the Utility Company marketing representative a minimum of 30 working days prior to the anticipated date of hook-up. This 30 day advance notification will begin only after the Utility Company marketing representative has received service charge payments from the Contractor. Prior to contacting the Utility Company marketing representative for service connection, the service installation controller cabinet and cable must be installed for inspection by the Utility Company.
  - i. Ground Rod. Ground rods shall be copper-clad steel, a minimum of 10 feet (3.0m) in length, and 3/4 inch (20mm) in diameter. Ground rod resistance measurements to ground shall be 25 ohms or less. If necessary additional rods shall be installed to meet resistance requirements at no additional cost to the contract.

#### Installation.

- a. General. The Contractor shall confirm the orientation of the traffic service installation and its door side with the engineer, prior to installation. All conduit entrances into the service installation shall be sealed with a pliable waterproof material.
- b. Pole Mounted. Brackets designed for pole mounting shall be used. All mounting hardware shall be stainless steel. Mounting height shall be as noted on the plans or as directed by the Engineer.
- c. Ground Mounted. The service installation shall be mounted plumb and level on the foundation and fastened to the anchor bolts with hot-dipped galvanized or stainless

steel nuts and washers. The space between the bottom of the enclosure and the top of the foundation shall be caulked at the base with silicone.

Basis of Payment.

The service installation shall be paid for at the contract unit price each for SERVICE INSTALLATION of the type specified which shall be payment in full for furnishing and installing the service installation complete. The CONCRETE FOUNDATION, TYPE A, which includes the ground rod, shall be paid for separately. SERVICE INSTALLATION, POLE MOUNTED shall include the 3/4 inch (20mm) grounding conduit, ground rod, and pole mount assembly. Any charges by the utility companies shall be approved by the engineer and paid for as an addition to the contract according to Article 109.05 of the Standard Specifications.

**TRAFFIC SIGNAL BACKPLATE**

Effective: May 22, 2002

Revised: July 1, 2021

882.01TS

Delete 1<sup>st</sup> sentence of Article 1078.03 of the Standard Specifications and add "All backplates shall be louvered, formed ABS plastic or composite aluminum".

Delete first sentence of the second paragraph of Article 1078.03 of the Standard Specifications and add "The backplate shall be composed of one or two pieces.

Delete second sentence of the fourth paragraph of Article 1078.03 the Standard Specifications.

Add the following to the fourth paragraph of Article 1078.03 of the Standard Specifications:

When retro reflective sheeting is specified, it shall be Type ZZ sheeting according to Article 1091.03 and applied in preferred orientation for the maximum angularity according to the vendor's recommendations. The retroreflective sheeting shall be installed under a controlled environment at the vendor/equipment supplier before shipment to the contractor. The formed plastic backplate shall be prepared and cleaned, following recommendations of the retroreflective sheeting manufacturer.

**TRAFFIC SIGNAL POST**

Effective: May 22, 2002

Revised: July 14, 2021

875.01TS

Revise Article 1077.01 (c) of the Standard Specifications to read:

- (c) Anchor Rods. The anchor rods shall be a minimum of 5/8 in. in diameter and 16 in. long and shall be according to Article 1006.09. The anchor rods shall be threaded approximately 6 in. at one end and have a bend at the other end. The first 12 in. at the threaded end shall be galvanized. One each galvanized nut and trapezoidal washer shall be furnished with each anchor rod. The washer shall be properly sized to fully engage and sit flush on all sides of the slot of the base plate.



Revise the first sentence of Article 1077.01 (d) of the Standard Specifications to read:

All posts shall be steel and bases shall be cast iron. All posts and bases shall be hot dipped galvanized according to AASHTO M 111. If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with 851.01TS TRAFFIC SIGNAL PAINTING Special Provisions.

### **UNDERGROUND RACEWAYS**

Effective: May 22, 2002

Revised: July 1, 2015

810.02TS

Revise Article 810.04 of the Standard Specifications to read:

“Installation. All underground conduits shall have a minimum depth of 30-inches (700 mm) below the finished grade.”

Add the following to Article 810.04 of the Standard Specifications:

“All metal conduit installed underground shall be Rigid Steel Conduit unless otherwise indicated on the plans.”

Add the following to Article 810.04 of the Standard Specifications:

“All raceways which extend outside of a structure or duct bank but are not terminated in a cabinet, junction box, pull box, handhole, post, pole, or pedestal shall extend a minimum of 300 mm (12”) or the length shown on the plans beyond the structure or duct bank. The end of this extension shall be capped and sealed with a cap designed for the conduit to be capped.

The ends of rigid metal conduit to be capped shall be threaded, the threads protected with full galvanizing, and capped with a threaded galvanized steel cap.

The ends of rigid nonmetallic conduit and coilable nonmetallic conduit shall be capped with a rigid PVC cap of not less than 3 mm (0.125”) thick. The cap shall be sealed to the conduit using a room-temperature-vulcanizing (RTV) sealant compatible with the material of both the cap and the conduit. A washer or similar metal ring shall be glued to the inside center of the cap with epoxy, and the pull cord shall be tied to this ring.”

### **UNINTERRUPTABLE POWER SUPPLY, SPECIAL**

Effective: January 1, 2013

Revised: May 19, 2016

862.01TS

This work shall be in accordance with section 862 of the Standard Specification except as modified herein

Add the following to Article 862.01 of the Standard Specifications:

The UPS shall have the power capacity to provide normal operation of a signalized intersection that utilizes all LED type signal head optics, for a minimum of 6 (six) hours.

Add the following to Article 862.02 of the Standard Specifications:

Materials shall be according to Article 1074.04 as modified in UNINTERRUPTABLE POWER SUPPLY, SPECIAL.

Add the following to Article 862.03 of the Standard Specifications:

The UPS shall additionally include, but not be limited to, a battery cabinet, where applicable. For Super-P (Type IV) and Super-R (Type V) cabinets, the battery cabinet is integrated to the traffic signal cabinet, and shall be included in the cost for the traffic signal cabinet of the size and type indicated on the plans.

The UPS shall provide reliable emergency power to the traffic signals in the event of a power failure or interruption.

Revise Article 862.04 of the Standard Specifications to read:

Installation.

When a UPS is installed at an existing traffic signal cabinet, the UPS cabinet shall partially rest on the lip of the existing controller cabinet foundation and be secured to the existing controller cabinet by means of at least four (4) stainless steel bolts. The UPS cabinet shall be completely enclosed with the bottom and back constructed of the same material as the cabinet.

When a UPS is installed at a new signal cabinet and foundation, it shall be mounted as shown on the plans.

At locations where UPS is installed and an Emergency Vehicle Priority System is in use, any existing incandescent confirmation beacons shall be replaced with LED lamps in accordance with the District One Emergency Vehicle Priority System specification at no additional cost to the contract. A concrete apron shall be provided and be in accordance with Articles 424 and 202 of the Standard Specifications. The concrete apron shall also, follow the District 1 Standard Traffic Signal Design Detail, Type D for Ground Mounted Controller Cabinet and UPS Battery Cabinet.

This item shall include any required modifications to an existing traffic signal controller as a result of the addition of the UPS including the addition of alarms.

Materials.

Revise Article 1074.04(a)(1) of the Standard Specifications to read:

The UPS shall be line interactive or double conversion and provide voltage regulation and power conditioning when utilizing utility power. The UPS shall be sized appropriately for the intersection(s) normal traffic signal operating load. The UPS must be able to maintain the intersection's normal operating load plus 20 percent (20%) of the intersection's normal operating load. When installed at a railroad-interconnected intersection the UPS must maintain the railroad pre-emption load, plus 20 percent (20%) of the railroad preemption-operating load. The total connected traffic signal load shall not exceed the published ratings for the UPS.

The UPS shall provide a minimum of 6 (six) hours of normal operation run-time for signalized intersections with LED type signal head optics at 77 °F (25 °C) (minimum 1000 W active output capacity, with 86 percent minimum inverter efficiency).

Revise the first paragraph of Article 1074.04(a)(3) of the Standard Specifications to read:

The UPS shall have a minimum of four (4) sets of normally open (NO) and normally closed (NC) single-pole double-throw (SPDT) relay contact closures, available on a panel mounted terminal block or locking circular connectors, rated at a minimum 120 V/1 A, and labeled so as to identify each contact according to the plans.

Revise Article 1074.04(a)(10) of the Standard Specifications to read:

The UPS shall be compatible with the District's approved traffic controller assemblies utilizing NEMA TS 1 or NEMA TS 2 controllers and cabinet components for full time operation.

Revise Article 1074.04(a)(17) of the Standard Specifications to read:

When the intersection is in battery backup mode, the UPS shall bypass all internal cabinet lights, ventilation fans, cabinet heaters, service receptacles, luminaires, any lighted street name signs, any automated enforcement equipment and any other devices directed by the Engineer.

Revise Article 1074.04(b)(2)b of the Standard Specifications to read:

Batteries, inverter/charger and power transfer relay shall be housed in a separate NEMA Type 3R cabinet. The cabinet shall be Aluminum alloy, 5052-H32, 0.125-inch thick and have a natural mill finish.

Revise Article 1074.04(b)(2)c of the Standard Specifications to read:

No more than three batteries shall be mounted on individual shelves for a cabinet housing six batteries and no more than four batteries per shelf for a cabinet housing eight batteries.

Revise Article 1074.04(b)(2)e of the Standard Specifications to read:

The battery cabinet housing shall have the following nominal outside dimensions: a width of 25 in. (785 mm), a depth of 16 in. (440 mm), and a height of 41 to 48 in. (1.1 to 1.3 m). Clearance between shelves shall be a minimum of 10 in. (250 mm).

End of paragraph 1074.04(b)(2)e

The door shall be equipped with a two position doorstop, one a 90° and one at 120°.

Revise Article 1074.04(b)(2)g of the Standard Specifications to read:

The door shall open to the entire cabinet, have a neoprene gasket, an Aluminum continuous piano hinge with stainless steel pin, and a three point locking system. The cabinet shall be provided with a main door lock which shall operate with a traffic industry conventional No. 2 key. Provisions for padlocking the door shall be provided.

Add the following to Article 1074.04(b)(2) of the Standard Specifications:

- j. The battery cabinet shall have provisions for an external generator connection.

Add the following to Article 1074.04(c) of the Standard Specifications:

- (8) The UPS shall include a tip or kill switch installed in the battery cabinet, which shall completely disconnect power from the UPS when the switch is manually activated.
- (9) The UPS shall include standard RS-232 and internal Ethernet interface.
- (10) The UPS shall incorporate a flanged electric generator inlet for charging the batteries and operating the UPS. The generator connector shall be male type, twist-lock, rated as 15A, 125VAC with a NEMA L5-15P configuration and weatherproof lift cover plate. Access to the generator inlet shall be from a secured weatherproof lift cover plate or behind a locked battery cabinet police panel.
- (11) The bypass switch shall include an internal power transfer relay that allows removal of the battery back-up unit, while the traffic signal is connected to utility power, without impacting normal traffic signal operation.

Revise Article 1074.04(d)(3) of the Standard Specifications to read:

All batteries supplied in the UPS shall be either gel cell or AGM type, deep cycle, completely sealed, prismatic lead calcium based, silver alloy, valve regulated lead acid (VRLA) requiring no maintenance. All batteries in a UPS installation shall be the same type; mixing of gel cell and AGM types within a UPS installation is not permitted.

Revise Article 1074.04(d)(4) of the Standard Specifications to read:

Batteries shall be certified by the manufacturer to operate over a temperature range of -13 to 160 °F (-25 to + 71 °C) for gel cell batteries and -40 to 140 °F (-40 to + 60 °C) for AGM type batteries.

Add the following to Article 1074.04(d) of the Standard Specifications:

- (9) The UPS shall consist of an even number of batteries that are capable of maintaining normal operation of the signalized intersection for a minimum of 6 (six) hours. Calculations shall be provided showing the number of batteries of the type supplied that are needed to satisfy this requirement. A minimum of four batteries shall be provided.
- (10) Battery Heater mats shall be provided, when gel cell type batteries are supplied.

Add the following to the Article 1074.04 of the Standard Specifications:

- (e) Warranty. The warranty for an uninterruptable power supply (UPS) and batteries (full replacement) shall cover a minimum of 5 years from date the equipment is placed in operation.
- (f) Installation. Bypass switch shall completely disconnect the traffic signal cabinet from the utility provider.
- (g) The UPS shall be set-up to run the traffic signal continuously, without going to a red flashing condition, when switched to battery power unless otherwise directed by the Engineer. The Contractor shall confirm set-up with the Engineer. The continuous operation mode when

switched to battery may require modification to unit connections and these modifications are included in the unit price for this item.

Revise Article 862.05 of the Standard Specifications to read:

Basis of Payment.

This work will be paid for at the contract unit price per each for UNINTERRUPTABLE POWER SUPPLY, SPECIAL or UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL. Replacement of Emergency Vehicle Priority System confirmation beacons and any required modifications to the traffic signal controller shall be included in the cost of the UNINTERRUPTABLE POWER SUPPLY, SPECIAL or UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL item. The concrete apron and earth excavation required shall be included in the cost of the UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL item.

## **LIGHTING (DSE)**

### **TEMPORARY LIGHTING SYSTEM**

Description. This work shall consist of providing a temporary lighting system at the locations specified in the Plans. The Contractor shall provide all labor, material, and equipment to furnish, install, maintain, and remove the temporary lighting system. This work shall also include the relocation, if necessary, of temporary lighting facilities to accommodate the various stages of construction and the removal of all temporary lighting facilities at the completion of the project. All work shall be performed in accordance with the Plans, Standard Specifications, and directed as herein.

General Requirements. The Contractor shall submit for approval by the City and the Engineer, any modifications to the suggested temporary lighting plan showing the proposed locations of all temporary poles for each stage of construction associated with each phase of the project. Any modifications by the Contractor to the suggested temporary lighting plan shall meet the requirements of the Illinois Department of Transportation's Bureau of Design and Environment Manual, Chapter 56 and no temporary poles shall be installed until the Contractor's revised plan is approved by the Engineer.

The Contractor shall not purchase any temporary lighting items until the Contractor has submitted shop drawings and received approval from the Engineer to proceed. All temporary lighting items shall become property of the Contractor and shall be removed from the site at no additional cost. Any temporary lighting materials used by the Contractor which come from stock rather than being purchased new for this project shall require written approval by the Engineer.

The Contractor shall be responsible for maintaining the temporary lighting system throughout the project and no additional compensation will be allowed for this work, no matter how many times the temporary lighting items are relocated.

Dragging cable on the ground will not be permitted. Splices shall be rated for and designed to connect aluminum conductors to copper (or aluminum as applicable) conducted of the size range specified. The cable shall be installed in one continuous length with no splices were possible. No underground splicing of cable will be permitted. The cable shall be installed as indicated on the Plans and according to manufacturer's recommendations. The installation shall be inspected by the Engineer before any backfilling occurs.

If any revisions by the Contractor includes long underground power feeds, temporary direct burial cable 600V secondary UD aluminum conductors with XLP insulation shall be used. The aluminum conductors shall meet ASTM B-230, B-231, B-609, and B-901. The cable insulation shall meet ICEA S-105-692 for XLP insulated conductors and UL Standard 854 for Type USE-2. Cables may be triplexed by the manufacturer to promote ease of installation with approval of the Engineer. The splices shall meet the applicable portions of Article 1066.06 of the Standard Specifications. The cable shall be installed directly from the reels on which the cable was shipped. Installation, after inspection by the Engineer, shall be backfilled according to Section 819 of the Standard Specifications. Plowing will not be allowed.

Cable splicing, luminaire fusing, and lighting protection shall be submitted for approval. All work required to keep the temporary lighting system operation shall be at the Contractor's expense. No

lighting circuit or portion thereof shall be removed from nighttime operation without the approval of the Engineer.

An inspection and approval by the Engineer shall take place before the temporary lighting system or modified system is approved for operation. Any damage to the existing lighting units and their circuitry that is to remain as a result of the Contractor's negligence shall be repaired or replaced to the satisfaction of the Engineer at no additional cost. All burnouts shall be replaced on a next day basis and temporary wiring shall be installed as necessary to keep all lights functioning every night. The Contractor shall furnish to the Engineer the names and phone numbers of those responsible for call-out work on the lighting system on a 24/7 basis.

The Contractor shall not be responsible for any utility charges for establishing a point of service from the power company at the location shown on the Plans. The Contractor shall be responsible for all costs associated with the removal the temporary electric service when the project is complete. The Contractor shall pay the energy costs until such time as the project is complete and accepted by IDOT. Any energy charges which the Contractor would like to present to the City for reimbursement shall be properly metered, billed, and prorated by the Contractor at no additional cost to the project. The Contractor shall be reimbursed for repair of accidental damage according to Article 105.13 and 107.30 of the Standard Specifications.

Basis of Payment. This work shall be paid for at the contract lump sum price for TEMPORARY LIGHTING SYSTEM which price shall include all material, labor, and equipment to furnish, install, maintain, and remove the temporary lighting system.

## **DISTRICT ONE - LIGHTING**

### **ELECTRIC SERVICE INSTALLATION**

Effective: January 1, 2012

**Description.** This item shall consist of all material and labor required to extend, connect or modify the electric services, as indicated or specified, which is over and above the work performed by the utility. Unless otherwise indicated, the cost for the utility work, if any, will be reimbursed to the Contractor separately under ELECTRIC UTILITY SERVICE CONNECTION. This item may apply to the work at more than one service location and each will be paid separately.

**Materials.** Materials shall be in accordance with the Standard Specifications.

### **CONSTRUCTION REQUIREMENTS**

**General.** The Contractor shall ascertain the work being provided by the electric utility and shall provide all additional material and work not included by other contract pay items required to complete the electric service work in complete compliance with the requirements of the utility.

No additional compensation will be allowed for work required for the electric service, even though not explicitly shown on the Drawings or specified herein

**Method Of Measurement.** Electric Service Installation shall be counted, each.

**Basis Of Payment.** This work will be paid for at the contract unit price each for **ELECTRIC SERVICE INSTALLATION** which shall be payment in full for the work specified herein.

### **GENERAL ELECTRICAL REQUIREMENTS**

Effective: June 1, 2021

This special provision replaces Articles 801.01 – 801.07, 801.09 – 801-16 of the Standard Specifications.

**Definition.** Codes, standards, and industry specifications cited for electrical work shall be by definition the latest adopted version thereof, unless indicated otherwise.

Materials by definition shall include electrical equipment, fittings, devices, motors, appliances, fixtures, apparatus, all hardware and appurtenances, and the like, used as part of, or in connection with, electrical installation.

**Standards of Installation.** Materials shall be installed according to the manufacturer's recommendations, the NEC, OSHA, the NESC, and AASHTO's Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

All like materials shall be from the same manufacturer. Listed and labeled materials shall be used whenever possible. The listing shall be according to UL or an approved equivalent.

**Safety and Protection.** Safety and protection requirements shall be as follows.



**Safety.** Electrical systems shall not be left in an exposed or otherwise hazardous condition. All electrical boxes, cabinets, pole handholes, etc. which contain wiring, either energized or non-energized, shall be closed or shall have covers in place and be locked when possible, during nonworking hours.

**Protection.** Electrical raceway or duct openings shall be capped or otherwise sealed from the entrance of water and dirt. Wiring shall be protected from mechanical injury.

**Equipment Grounding Conductor.** All electrical systems, materials, and appurtenances shall be grounded. Good ground continuity throughout the electrical system shall be assured, even though every detail of the requirements is not specified or shown. Electrical circuits shall have a continuous insulated equipment grounding conductor. When metallic conduit is used, it shall be bonded to the equipment grounding conductor, but shall not be used as the equipment grounding conductor.

Detector loop lead-in circuits, circuits under 50 volts, and runs of fiber optic cable will not require an equipment grounding conductor.

Where connections are made to painted surfaces, the paint shall be scraped to fully expose metal at the connection point. After the connection is completed, the paint system shall be repaired to the satisfaction of the Engineer.

Bonding of all boxes and other metallic enclosures throughout the wiring system to the equipment grounding conductor shall be made using a splice and pigtail connection. Mechanical connectors shall have a serrated washer at the contact surface.

All connections to structural steel or fencing shall be made with exothermic welds. Care shall be taken not to weaken load carrying members. Where connections are made to epoxy coated reinforcing steel, the epoxy coating shall be sufficiently removed to facilitate a mechanical connection. The epoxy coating shall be repaired to the satisfaction of the Engineer. Where connections are made to insulated conductors, the connection shall be wrapped with at least four layers of electrical tape extended 6 in. (150 mm) onto the conductor insulation.

**Submittals.** At the preconstruction meeting, the Contractor shall submit a written listing of manufacturers for all major electrical and mechanical items. The list of manufacturers shall be binding, except by written request from the Contractor and approval by the Engineer. The request shall include acceptable reasons and documentation for the change.

Within 30 calendar days after contract execution, the Contractor shall submit, for approval, through the Traffic Operations Construction Submittals Application (TOCS) system the manufacturer's product data (for standard products and components) and detailed shop drawings (for fabricated items). Submittals for the materials for each individual pay item shall be complete in every respect. Submittals which include multiple pay items shall have all submittal material for each item or group of items covered by a particular specification, grouped together and the applicable pay item identified. Various submittals shall, when taken together, form a complete coordinated package. A partial submittal will be returned without review unless prior written permission is obtained from the Engineer.

Each PDF document must be a vector format PDF from the originating supplier or program and not scanned images.

The submittal must clearly identify the specific model number or catalog number of the item being proposed.

For further information and requirements regarding the TOCS system, the Contractor should reference the *TOCS Contractors User Guide*.

The submittal shall be properly identified by route, section, county, and contract number.

The Contractor shall have reviewed the submittal material and affixed his/her stamp of approval, with date and signature, for each individual item.

Illegible print, incompleteness, inaccuracy, or lack of coordination will be grounds for rejection.

**Items from multiple disciplines shall not be combined on a single submittal and transmittal. Items for lighting, signals, surveillance and CCTV must be in separate submittals since they may be reviewed by various personnel in various locations.**

The Department may provide a list of pay items broken out by discipline upon request for a particular contract.

The Engineer will review the submittals for conformance with the design concept of the project according to Article 105.04 and the following. The Engineer will stamp the drawings indicating their status as "Approved", "Approved as Noted", "Disapproved", or "Information Only". Since the Engineer's review is for conformance with the design concept only, it shall be the Contractor's responsibility to coordinate the various items into a working system as specified. The Contractor shall not be relieved from responsibility for errors or omissions in the shop, working, or layout drawings by the Engineer's approval thereof. The Contractor shall still be in full compliance with contract and specification requirements.

All submitted items reviewed and marked "Disapproved" or "Approved as Noted" shall be resubmitted by the Contractor in their entirety, unless otherwise indicated within the submittal comments.

Work shall not begin until the Engineer has approved the submittal. Material installed prior to approval by the Engineer, will be subject to removal and replacement at no additional cost to the Department.

**Certifications.** When certifications are specified and are available prior to material manufacture, the certification shall be included in the submittal information. When specified and only available after manufacture, the submittal shall include a statement of intent to furnish certification. All certificates shall be complete with all appropriate test dates and data.

**Authorized Project Delay.** See Article 801.08

#### **Maintenance transfer and Preconstruction Inspection:**

General. Before performing any excavation, removal, or installation work (electrical or otherwise) at the site, the Contractor shall request a maintenance transfer and preconstruction site inspection, to be held in the presence of the Engineer and a representative of the party or parties responsible for maintenance of any lighting and/or traffic control systems which may be affected by the work. The request for the maintenance transfer and preconstruction inspection shall be made no less than

fourteen (14) calendar days prior to the desired inspection date. The maintenance transfer and preconstruction inspection shall:

Establish the procedures for formal transfer of maintenance responsibility required for the construction period.

Establish the approximate location and operating condition of lighting and/or traffic control systems which may be affected by the work

Marking of Existing Cable Systems. The party responsible for maintenance of any existing lighting and/or traffic control systems at the project site will, at the Contractor's request, mark and/or stake, once per location, all underground cable routes owned or maintained by the State. A project may involve multiple "locations" where separated electrical systems are involved (i.e. different controllers). The markings shall be taken to have a horizontal tolerance of at least 1 foot (304.8 mm) to either side. The request for the cable locations and marking shall be made at the same time the request for the maintenance transfer and preconstruction inspection is made. The Contractor shall exercise extreme caution where existing buried cable runs are involved. The markings of existing systems are made strictly for assistance to the Contractor and this does not relieve the Contractor of responsibility for the repair or replacement of any cable run damaged in the course of his work, as specified elsewhere herein. Note that the contractor shall be entitled to only one request for location marking of existing systems and that multiple requests may only be honored at the contractor's expense. No locates will be made after maintenance is transferred, unless it is at the contractor's expense.

Condition of Existing Systems. The Contractor shall conduct an inventory of all existing electrical system equipment within the project limits, which may be affected by the work, making note of any parts which are found broken or missing, defective or malfunctioning. Megger and load readings shall be taken for all existing circuits which will remain in place or be modified. If a circuit is to be taken out in its entirety, then readings do not have to be taken. The inventory and test data shall be reviewed with and approved by the Engineer and a record of the inventory shall be submitted to the Engineer for the record. Without such a record, all systems transferred to the Contractor for maintenance during construction shall be returned at the end of construction in complete, fully operating condition."

### **Maintenance and Responsibility During Construction.**

Lighting Operation and Maintenance Responsibility. The scope of work shall include the assumption of responsibility for the continuing operation and maintenance of the existing, proposed, temporary, sign and navigation lighting, or other lighting systems and all appurtenances affected by the work as specified elsewhere herein. Maintenance of lighting systems is specified elsewhere and will be paid for separately

The proposed lighting system must be operational prior to opening the roadway to traffic unless temporary lighting exists which is designed and installed to properly illuminate the roadway.

Energy and Demand Charges. The payment of basic energy and demand charges by the electric utility for existing lighting which remains in service will continue as a responsibility of the Owner, unless otherwise indicated. Unless otherwise indicated or required by the Engineer duplicate lighting systems (such as temporary lighting and proposed new lighting) shall not be operated simultaneously at the Owner's expense and lighting systems shall not be kept in operation during long daytime periods at the Owner's expense. Upon written authorization from the Engineer to

place a proposed new lighting system in service, whether the system has passed final acceptance or not, (such as to allow temporary lighting to be removed), the Owner will accept responsibility for energy and demand charges for such lighting, effective the date of authorization. All other energy and demand payments to the utility shall be the responsibility of the Contractor until final acceptance.

**Damage to Electrical Systems.** Should damage occur to any existing electrical systems through the Contractor's operations, the Engineer will designate the repairs as emergency or non-emergency in nature.

Emergency repairs shall be made by the Contractor, or as determined by the Engineer, the Department, or its agent. Non-emergency repairs shall be performed by the Contractor within six working days following discovery or notification. All repairs shall be performed in an expeditious manner to assure all electrical systems are operational as soon as possible. The repairs shall be performed at no additional cost to the Department.

**Lighting.** An outage will be considered an emergency when three or more lights on a circuit or three successive lights are not operational. Knocked down materials, which result in a danger to the motoring public, will be considered an emergency repair.

Temporary aerial multi-conductor cable, with grounded messenger cable, will be permitted if it does not interfere with traffic or other operations, and if the Engineer determines it does not require unacceptable modification to existing installations.

**Marking Proposed Locations for Highway Lighting System.** The Contractor shall mark or stake the proposed locations of all poles, cabinets, junction boxes, pull boxes, handholes, cable routes, pavement crossings, and other items pertinent to the work. A proposed location inspection by the Engineer shall be requested prior to any excavation, construction, or installation work after all proposed installation locations are marked. Any work installed without location approval is subject to corrective action at no additional cost to the Department.

**Inspection of electrical work.** Inspection of electrical work shall be according to Article 105.12 and the following.

Before any splice, tap, or electrical connection is covered in handholes, junction boxes, light poles, or other enclosures, the Contractor shall notify and make available such wiring for the Engineer's inspection.

**Testing.** Before final inspection, the electrical work shall be tested. Tests may be made progressively as parts of the work are completed or may be made when the work is complete. Tests shall be made in the presence of the Engineer. Items which fail to test satisfactorily shall be repaired or replaced. Tests shall include checks of control operation, system voltages, cable insulation, and ground resistance and continuity.

The forms for recording test readings will be available from the Engineer in electronic format. The Contractor shall provide the Engineer with a written report of all test data including the following:

- Voltage Tests
- Amperage Tests
- Insulation Resistance Tests
- Continuity tests

- Detector Loop Tests

Lighting systems. The following tests shall be made.

- (1) Voltage Measurements. Voltages in the cabinet from phase to phase and phase to neutral, at no load and at full load, shall be measured and recorded. Voltage readings at the last termination of each circuit shall be measured and recorded.
- (2) Insulation Resistance. Insulation resistance to ground of each circuit at the cabinet shall be measured and recorded with all loads disconnected. Prior to performance of the insulation resistance test, the Contractor shall remove all fuses within all light pole bases on a circuit to segregate the luminaire loads.

On tests of new cable runs, the readings shall exceed 50 megohms for phase and neutral conductors with a connected load over 20A and shall exceed 100 megohms for conductors with a connected load of 20A or less.

On tests of cable runs which include cables which were existing in service prior to this contract, the resistance readings shall be the same or better than the readings recorded at the maintenance transfer at the beginning of the contract. Measurements shall be taken with a megohm meter approved by the Engineer.

- (3) Loads. The current of each circuit, phase main, and neutral shall be measured and recorded. The Engineer may direct reasonable circuit rearrangement. The current readings shall be within ten percent of the connected load based on material ratings.
- (4) Ground Continuity. Resistance of the system ground as taken from the farthest extension of each circuit run from the controller (i.e. check of equipment ground continuity for each circuit) shall be measured and recorded. Readings shall not exceed 2.0 ohms, regardless of the length of the circuit.
- (5) Resistance of Grounding Electrodes. Resistance to ground of all grounding electrodes shall be measured and recorded. Measurements shall be made with a ground tester during dry soil conditions as approved by the Engineer. Resistance to ground shall not exceed 10 ohms.

ITS. The following test shall be made in addition to the lighting system test above.

Detector Loops. Before and after permanently securing the loop in the pavement, the resistance, inductance, resistance to ground, and quality factor for each loop and lead-in circuit shall be tested. The loop and lead-in circuit shall have an inductance between 20 and 2500 microhenries. The resistance to ground shall be a minimum of 50 megohms under any conditions of weather or moisture. The quality factor (Q) shall be 5 or greater.

Fiber Optic Systems. Fiber optic testing shall be performed as required in the fiber optic cable special provision and the fiber optic splice special provision.

All test results shall be furnished to the Engineer seven working days before the date the inspection is scheduled.

**Contract Guarantee.** The Contractor shall provide a written guarantee for all electrical work provided under the contract for a period of six months after the date of acceptance with the following warranties and guarantees.

- (a) The manufacturer's standard written warranty for each piece of electrical material or apparatus furnished under the contract. The warranty for light emitting diode (LED) modules, including the maintained minimum luminance, shall cover a minimum of 120 months from the date of delivery.
- (b) The Contractor's written guarantee that, for a period of six months after the date of final acceptance of the work, all necessary repairs to or replacement of said warranted material or apparatus for reasons not proven to have been caused by negligence on the part of the user or acts of a third party shall be made by the Contractor at no additional cost to the Department.
- (c) The Contractor's written guarantee for satisfactory operation of all electrical systems furnished and constructed under the contract for a period of six months after final acceptance of the work.

The warranty for an uninterruptable power supply (UPS) shall cover a minimum of two years from date the equipment is placed in operation; however, the batteries of the UPS shall be warranted for full replacement for a minimum of five years.

**Record Drawings.** Alterations and additions to the electrical installation made during the execution of the work shall be made on the PDF copy of the as-Let documents using a PDF editor. Hand drawn notations or markups and scanned plans are not acceptable. These drawings shall be updated daily and shall be available for inspection by the Engineer during the work. The record drawings shall include the following:

- Cover Sheet
- The Electrical Maintenance Contract Management System (EMCMS) location designation, i.e. "L" number
- Summary of Quantities, electrical items only
- Legends, Schedules, and Notes
- Plan Sheets
- Pertinent Details
- Single Line Diagrams
- Other useful information useful to locate and maintain the systems.

Any modifications to the details shall be indicated. Final quantities used shall be indicated on the Summary of Quantities. Foundation depths used shall also be listed.

As part of the record drawings, the Contractor shall inventory all materials, new or existing, on the project and record information on inventory sheets provided by the Engineer.

The inventory shall include:

- Location of Equipment, including rack, chassis, slot as applicable.
- Designation of Equipment
- Equipment manufacturer
- Equipment model number

- Equipment Version Number
- Equipment Configuration
  - Addressing, IP or other
  - Settings, hardware or programmed
- Equipment Serial Number

The following electronic inventory forms are available from the Engineer:

- Lighting Controller Inventory
- Lighting Inventory
- Light Tower Inspection Checklist
- ITS Location Inventory

The information shall be entered in the forms; handwritten entries will not be acceptable; except for signatures. Electronic file shall also be included in the documentation.

When the work is complete, and seven days before the request for a final inspection, the set of contract drawings, stamped “**RECORD DRAWINGS**”, shall be submitted to the Engineer for review and approval and shall be stamped with the date and the signature of the Contractor’s supervising Engineer or Electrician. The record drawings shall be submitted in PDF format through TOCS, on CD-ROM as well as hardcopy’s for review and approval.

In addition to the record drawings, PDF copies of the final catalog cuts which have been Approved and Approved as Noted with applicable follow-up shall be submitted along with the record drawings. The PDF files shall clearly indicate either by filename or PDF table of contents the respective pay item number. Specific part or model numbers of items which have been selected shall be clearly visible. Hard copies of the catalog are not required with this submittal.

The Contractor shall provide three sets of electronically produced drawings in a moisture proof pouch to be kept on the inside door of the controller cabinet or other location approved by the Engineer. These drawings shall show the final as-built circuit orientation(s) of the project in the form of a single line diagram with all luminaires numbered and clearly identified for each circuit.

Final documentation shall be submitted as a complete submittal package, i.e. record drawings, test results, inventory, etc. shall be submitted at the same time. Partial piecemeal submittals will be rejected without review.

A total of three hardcopies and two CD-ROMs of the final documentation shall be submitted. The identical material shall also be submitted through the TOCS system utilizing the following final documentation pay item numbers:

Pay Code	Description	Discipline
FDLRD000	Record Drawings - Lighting	Lighting
FDSRD000	Record Drawings - Surveillance	Surveillance
FDTRD000	Record Drawings - Traffic Signal	Traffic Signal
FDIRD000	Record Drawings - ITS	ITS
FDLCC000	Catalog Cuts - Lighting	Lighting
FDSCC000	Catalog Cuts – Surveillance	Surveillance
FDTCC000	Catalog Cuts – Traffic Signal	Traffic Signal

FDIC000	Catalog Cuts - ITS	ITS
FDLWL000	Warranty - Lighting	Lighting
FDSWL000	Warranty - Surveillance	Surveillance
FDTWL000	Warranty - Traffic Signal	Traffic Signal
FDIWL000	Warranty - ITS	ITS
FDLTR000	Test Results - Lighting	Lighting
FDSTR000	Test Results - Surveillance	Surveillance
FDTTR000	Test Results - Traffic Signal	Traffic Signal
FDITR000	Test Results - ITS	ITS
FDLINV00	Inventory - Lighting	Lighting
FDSINV00	Inventory - Surveillance	Surveillance
FDTINV00	Inventory - Traffic Signal	Traffic Signal
FDIINV00	Inventory - ITS	ITS
FDLGPS00	GPS - Lighting	Lighting
FDSGPS00	GPS - Surveillance	Surveillance
FDTGPS00	GPS - Traffic Signal	Traffic Signal
FDIGPS00	GPS - ITS	ITS

Record Drawings shall include Marked up plans, controller info, Service Info, Equipment Settings, Manuals, Wiring Diagrams for each discipline.

Test results shall be all electrical test results, fiber optic OTDR, and Fiber Optic power meter as applicable for each discipline.

GPS Documentation. In addition to the specified record drawings, the Contactor shall record GPS coordinates of the following electrical components being installed, modified or being affected in other ways by this contract:

- All light poles and light towers.
- Handholes and vaults.
- Junction Boxes
- Conduit roadway crossings.
- Controllers.
- Control Buildings.
- Structures with electrical connections, i.e. DMS, lighted signs.
- Electric Service locations.
- CCTV Camera installations.
- Roadway Surveillance installations.
- Fiber Optic Splice Locations.
- Fiber Optic Cables. Coordinates shall be recorded along each fiber optic cable route every 200 feet.
- All fiber optic slack locations shall be identified with quantity of slack cable included. When sequential cable markings are available, those markings shall be documented as cable marking into enclosure and marking out of enclosure.

Datum to be used shall be North American 1983.



Data shall be provided electronically. The electronic format shall be compatible with MS Excel. Latitude and Longitude shall be in decimal degrees with a minimum of 6 decimal places. Each coordinate shall have the following information:

1. District
2. Description of item
3. Designation
4. Use
5. Approximate station
6. Contract Number
7. Date
8. Owner
9. Latitude
10. Longitude
11. Comments

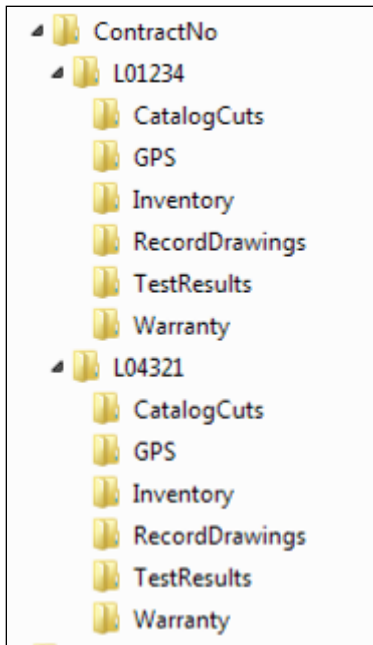
A spreadsheet template will be available from the Engineer for use by the Contractor.

Accuracy. Data collected is to be mapping grade. A handheld mapping grade GPS device shall be used for the data collection. The receiver shall support differential correction and data shall have minimum 5 meter accuracy after post processing.

GPS receivers integrated into cellular communication devices, recreational and automotive GPS devices are not acceptable.

The GPS shall be the product of an established major GPS manufacturer having been in the business for a minimum of 6 years.”

The documents on the CD shall be organized by the Electrical Maintenance Contract Management System (EMCMS) location designation. If multiple EMCMS locations are within the contract, separate folders shall be utilized for each location as follows:



Extraneous information not pertaining to the specific EMCMS location shall not be included in that particular folder and sub-folder.

The inspection will not be made until after the delivery of acceptable record drawings, specified certifications, and the required guarantees.

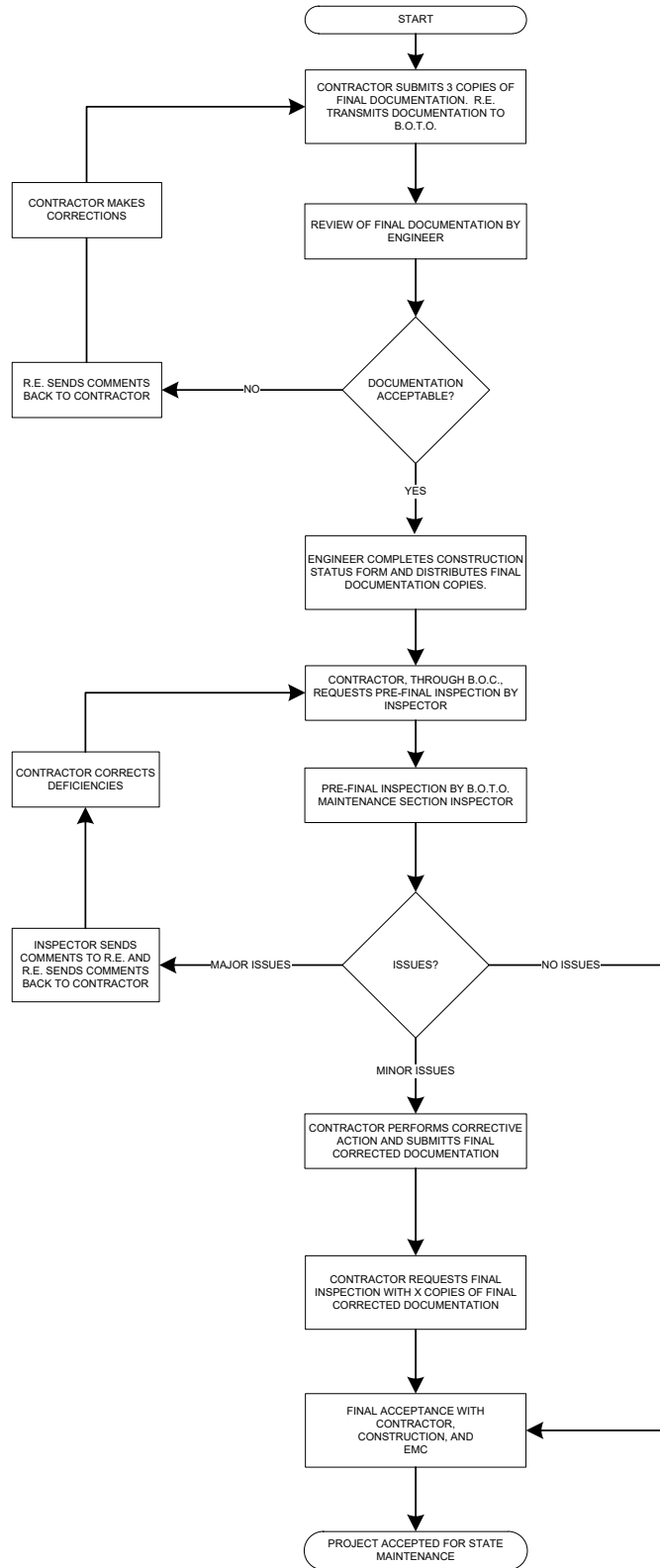
The Final Acceptance Documentation Checklist shall be completed and is contained elsewhere herein.

All CD's shall be labeled as illustrated in the CD Label Template contained herein.

**Acceptance.** Acceptance of electrical work will be given at the time when the Department assumes the responsibility to protect and maintain the work according to Article 107.30 or at the time of final inspection.

When the electrical work is complete, tested, and fully operational, the Contractor shall schedule an inspection for acceptance with the Engineer no less than seven working days prior to the desired inspection date. The Contractor shall furnish the necessary labor and equipment to make the inspection.

A written record of the test readings taken by the Contractor according to Article 801.13 shall be furnished to the Engineer seven working days before the date the inspection is scheduled. Inspection will not be made until after the delivery of acceptable record drawings, specified certifications, and the required guarantees.



**Final Acceptance Documentation Checklist**

<b>LOCATION</b>	
Route	Common Name
Limits	Section
Contract #	County
Controller Designation(s)	EMC Database Location Number(s)

<b>ITEM</b>	<b>Contractor (Verify)</b>	<b>Resident Engineer (Verify)</b>
<b>Record Drawings</b> -Three hardcopies (11" x 17") -Scanned to two CD-ROMs	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>
<b>Field Inspection Tests</b> -Voltage -Amperage -Cable Insulation Resistance -Continuity -Controller Ground Rod Resistance (Three Hardcopies & scanned to two CD's)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
<b>GPS Coordinates</b> -Excel file (Check Special Provisions, Excel file scanned to two CD's)	<input type="checkbox"/>	<input type="checkbox"/>
<b>Job Warranty Letter</b> (Three Hardcopies & scanned to two CD's)	<input type="checkbox"/>	<input type="checkbox"/>
<b>Catalog Cut Submittals</b> -Approved & Approved as Noted (Scanned to two CD's)	<input type="checkbox"/>	<input type="checkbox"/>
<b>Lighting Inventory Form</b> (Three Hardcopies & scanned to two CD's)	<input type="checkbox"/>	<input type="checkbox"/>
<b>Lighting Controller Inventory Form</b> (Three Hardcopies & scanned to two CD's)	<input type="checkbox"/>	<input type="checkbox"/>
<b>Light Tower Inspection Form</b> (If applicable, Three Hardcopies & scanned to two CD's)	<input type="checkbox"/>	<input type="checkbox"/>

Three Hardcopies & scanned to two CD's shall be submitted for all items above. The CD ROM shall be labeled as shown in the example contained herein.

**General Notes:**

Record Drawings – The record drawings should contain contract cover sheet, summary of quantities showing all lighting pay item sheets, proposed lighting plans and lighting detail sheets. Submit hardcopies shall be 11” x 17” size. Temporary lighting plans and removal lighting plans should not be part of the set.

Field Inspection Tests – Testing should be done for proposed cables. Testing shall be per standard specifications. Forms shall be neatly filled out.

GPS Coordinates – Check special provisions “General Electrical Requirements”. Submit electronic “EXCEL” file.

Job Warranty Letter – See standard specifications.

Cutsheet Submittal – See special provisions “General Electrical Requirements”. Scan Approved and Approved as Noted cutsheets.

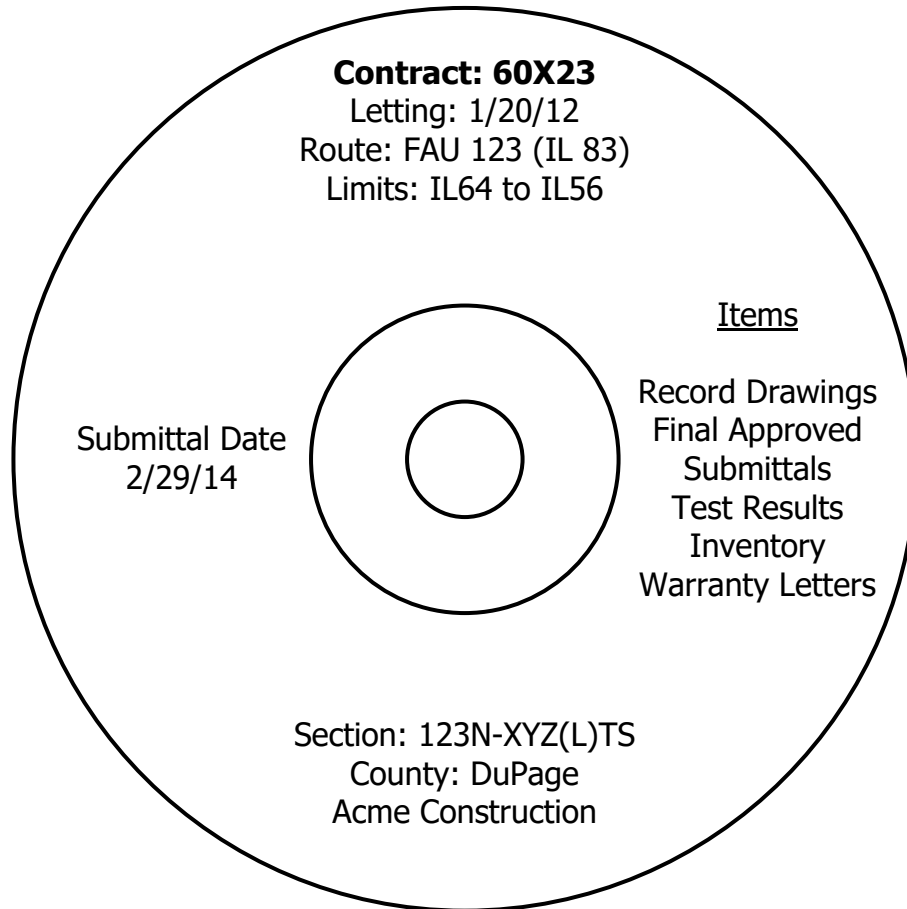
Lighting Inventory Form – Inventory form should include only proposed light poles, proposed light towers, proposed combination (traffic/light pole) lighting and proposed underpass luminaires.

Lighting Controller Inventory Form – Form should be filled out for only proposed lighting controllers.

Light Tower Safety Inspection Form – Form should be filled out for each proposed light tower.

CD LABEL FORMAT TEMPLATE.

**Label must be printed; hand written labels are unacceptable and will be rejected.**



## **MAINTENANCE OF LIGHTING SYSTEMS**

Effective: March 1, 2017

Replace Article 801.11 and 801.12 of the Standard Specifications with the following:

Effective the date the Contractor's activities (electrical or otherwise) at the job site begin, the Contractor shall be responsible for the proper operation and maintenance of all existing and proposed lighting systems which are part of, or which may be affected by the work until final acceptance or as otherwise determined by the Engineer.

Before performing any excavation, removal, or installation work (electrical or otherwise) at the site, the Contractor shall initiate a request for a maintenance transfer and preconstruction inspection, as specified elsewhere herein, to be held in the presence of the Engineer and a representative of the party or parties responsible for maintenance of any lighting systems which may be affected by the work. During the maintenance preconstruction inspection, the party responsible for existing maintenance shall perform testing of the existing system in accordance with Article 801.13a. The Contractor shall request a date for the preconstruction inspection no less than fourteen (14) days prior to the desired date of the inspection.

The Engineer will document all test results and note deficiencies. All substandard equipment will be repaired or replaced by the existing maintenance contractor, or the Engineer can direct the Contractor to make the necessary repairs under Section 109.04.

Existing lighting systems, when depicted on the plans, are intended only to indicate the general equipment installation of the systems involved and shall not be construed as an exact representation of the field conditions. It remains the Contractor's responsibility to visit the site to confirm and ascertain the exact condition of the electrical equipment and systems to be maintained. Contract documents shall indicate the circuit limits.

### **Maintenance of Existing Lighting Systems**

**Existing lighting systems.** Existing lighting systems shall be defined as any lighting system or part of a lighting system in service at the time of contract Letting. The contract drawings indicate the general extent of any existing lighting, but whether indicated or not, it remains the Contractor's responsibility to ascertain the extent of effort required for compliance with these specifications and failure to do so will not be justification for extra payment or reduced responsibilities.

#### **Extent of Maintenance.**

**Partial Maintenance.** Unless otherwise indicated, if the number of circuits affected by the contract is equal to or less than 40% of the total number of circuits in a given controller and the controller is not part of the contract work, the Contractor needs only to maintain the affected circuits within the project limits. The project limits are defined as those limits indicated in the contract plans. Equipment outside of the project limits, on the affected circuits shall be maintained and paid for under Article 109.04. The affected circuits shall be isolated by means of in line waterproof fuse holders as specified elsewhere and as approved by the Engineer. The unaffected circuits and the controller will remain under the maintenance of the State.

**Full Maintenance.** If the number of circuits affected by the contract is greater than 40% of the total number of circuits in a given controller, or if the controller is modified in any way under the contract work, the Contractor shall maintain the entire controller and all associated circuits within the project limits. Equipment outside of the project limits shall be maintained and paid for under Article 109.04.

If the existing equipment is damaged by normal vehicular traffic, not contractor operations, is beyond repair and cannot be re-set, the contractor shall replace the equipment in kind with payment made for such equipment under Article 109.04. If the equipment damaged by any construction operations, not normal vehicular traffic, is beyond repair and cannot be re-set, the contractor shall replace the equipment in kind and the cost of the equipment shall be included in the cost of this pay item and shall not be paid for separately.

#### Maintenance of Proposed Lighting Systems

**Proposed Lighting Systems.** Proposed lighting systems shall be defined as any lighting system or part of a lighting system, temporary or permanent, which is to be constructed under this contract regardless of the project limits indicated in the plans.

The Contractor shall be fully responsible for maintenance of all items installed under this contract. Maintenance shall include, but not be limited to, any equipment failures or malfunctions as well as equipment damage either by the motoring public, Contractor operations, vandalism, or other means. The potential cost of replacing or repairing any malfunctioning, damaged, or vandalized equipment shall be included in the bid price of this item and will not be paid for separately.

#### Lighting System Maintenance Operations

The Contractor's responsibility shall include all applicable responsibilities of the Electrical Maintenance Contract, State of Illinois, Department of Transportation, Division of Highways, District One. These responsibilities shall include the maintenance of lighting units (including sign lighting), cable runs and lighting controls. In the case of a pole knockdown or sign light damage, the Contractor shall promptly clear the lighting unit and circuit discontinuity and restore the system to service. The equipment shall then be re-set by the contractor within the time limits specified herein.

If the existing equipment is damaged by normal vehicular traffic, not contractor operations, is beyond repair and cannot be re-set, the contractor shall replace the equipment in kind with payment made for such equipment under Article 109.04. If the equipment damaged by any construction operations, not normal vehicular traffic, is beyond repair and cannot be re-set, the contractor shall replace the equipment in kind and the cost of the equipment shall be included in the cost of this pay item and shall not be paid for separately.

Responsibilities shall also include weekly night time patrol of the lighting system, with patrol reports filed immediately with the Engineer and with deficiencies corrected within 24 hours of the patrol. Patrol reports shall be presented on standard forms as designated by the Engineer. Uncorrected deficiencies may be designated by the Engineer as necessitating emergency repairs as described elsewhere herein.

The following chart lists the maximum response, service restoration, and permanent repair time the Contractor will be allowed to perform corrective action on specific lighting system equipment.



INCIDENT OR PROBLEM	SERVICE RESPONSE TIME	SERVICE RESTORATION TIME	PERMANENT REPAIR TIME
Control cabinet out	1 hour	4 hours	7 Calendar days
Hanging mast arm	1 hour to clear	na	7 Calendar days
Radio problem	1 hour	4 hours	7 Calendar days
Motorist caused damage or leaning light pole 10 degrees or more	1 hour to clear	4 hours	7 Calendar days
Circuit out – Needs to reset breaker	1 hour	4 hours	na
Circuit out – Cable trouble	1 hour	24 hours	21 Calendar days
Outage of 3 or more successive lights	1 hour	4 hours	na
Outage of 75% of lights on one tower	1 hour	4 hours	na
Outage of light nearest RR crossing approach, Islands and gores	1 hour	4 hours	na
Outage (single or multiple) found on night outage survey or reported to EMC	na	na	7 Calendar days
Navigation light outage	na	na	24 hours

- **Service Response Time** -- amount of time from the initial notification to the Contractor until a patrolman physically arrives at the location.
- **Service Restoration Time** – amount of time from the initial notification to the Contractor until the time the system is fully operational again (In cases of motorist caused damage the undamaged portions of the system are operational.)
- **Permanent Repair Time** – amount of time from the initial notification to the Contractor until the time the system is fully operational again (In cases of motorist caused damage the undamaged portions of the system are operational.)

Failure to provide this service will result in liquidated damages of \$500 per day per occurrence. In addition, the Department reserves the right to assign any work not completed within this timeframe to the Electrical Maintenance Contractor. All costs associated to repair this uncompleted work shall be the responsibility of the Contractor. Failure to pay these costs to the Electrical Maintenance Contractor within one month after the incident will result in additional liquidated damages of \$500 per month per occurrence. Unpaid bills will be deducted from any monies owed to the Contractor. Repeated failures and/or a gross failure of maintenance shall result in the State's Electrical Maintenance Contractor being directed to correct all deficiencies and the resulting costs deducted from any monies owed the contractor.

Damage caused by the Contractor's operations shall be repaired at no additional cost to the Contract.

Operation of Lighting

The lighting shall be operational every night, dusk to dawn. Duplicate lighting systems (such as temporary lighting and proposed new lighting) shall not be operated simultaneously. Lighting systems shall not be kept in operation during long daytime periods.

Method of Measurement

The contractor shall demonstrate to the satisfaction of the Engineer that the lighting system is fully operational prior to submitting a pay request. Failure to do so will be grounds for denying the pay request. Months in which the lighting systems are not maintained and not operational will not be paid. Payment shall not be made retroactively for months in which lighting systems were not operational.

Basis of Payment

Maintenance of lighting systems shall be paid for at the contract unit price per calendar month for MAINTENANCE OF LIGHTING SYSTEM, which shall include all work as described herein.

## **DISTRICT ONE SPECIAL PROVISIONS**

### **ADJUSTMENTS AND RECONSTRUCTIONS (D1)**

Effective: March 15, 2011

Revise the first paragraph of Article 602.04 to read:

**“602.04 Concrete.** Cast-in-place concrete for structures shall be constructed of Class SI concrete according to the applicable portions of Section 503. Cast-in-place concrete for pavement patching around adjustments and reconstructions shall be constructed of Class PP-1 concrete, unless otherwise noted in the plans, according to the applicable portions of Section 1020.”

Revise the third, fourth and fifth sentences of the second paragraph of Article 602.11(c) to read:

“Castings shall be set to the finished pavement elevation so that no subsequent adjustment will be necessary, and the space around the casting shall be filled with Class PP-1 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b.”

Revise Article 603.05 to read:

**“603.05 Replacement of Existing Flexible Pavement.** After the castings have been adjusted, the surrounding space shall be filled with Class PP-1 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b.”

Revise Article 603.06 to read:

**“603.06 Replacement of Existing Rigid Pavement.** After the castings have been adjusted, the pavement and HMA that was removed, shall be replaced with Class PP-1 concrete, unless otherwise noted in the plans, not less than 9 in. (225 mm) thick. The pavement may be opened to traffic according to Article 701.17(e) (3) b.

The surface of the Class PP concrete shall be constructed flush with the adjacent surface.”

Revise the first sentence of Article 603.07 to read:

**“603.07 Protection Under Traffic.** After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.”

## **AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS (D1)**

Effective: April 1, 2001

Revised: January 2, 2007

Revise Article 402.10 of the Standard Specifications to read:

**“402.10 For Temporary Access.** The Contractor shall construct and maintain aggregate surface course for temporary access to private entrances, commercial entrances and roads according to Article 402.07 and as directed by the Engineer.

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

- (b) Private Entrance. The minimum width shall be 12 ft (3.6 m). The minimum compacted thickness shall be 6 in. (150 mm). The maximum grade shall be eight percent, except as required to match the existing grade.
- (c) Commercial Entrance. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The maximum grade shall be six percent, except as required to match the existing grade.
- (d) Road. The minimum width shall be 24 ft (7.2 m). The minimum compacted thickness shall be 9 in. (230 mm). The grade and elevation shall be the same as the removed pavement, except as required to meet the grade of any new pavement constructed.

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

When use of the temporary access is discontinued, the aggregate shall be removed and utilized in the permanent construction or disposed of according to Article 202.03.”

Add the following to Article 402.12 of the Standard Specifications:

“Aggregate surface course for temporary access will be measured for payment as each for every private entrance, commercial entrance or road constructed for the purpose of temporary access. If a residential drive, commercial entrance, or road is to be constructed under multiple stages, the aggregate needed to construct the second or subsequent stages will not be measured for payment but shall be included in the cost per each of the type specified.”

Revise the second paragraph of Article 402.13 of the Standard Specifications to read:

“Aggregate surface course for temporary access will be paid for at the contract unit price per EACH for TEMPORARY ACCESS (PRIVATE ENTRANCE), TEMPORARY ACCESS (COMMERCIAL ENTRANCE) or TEMPORARY ACCESS (ROAD).

Partial payment of the each amount bid for temporary access, of the type specified, will be paid according to the following schedule:

- (c) Upon construction of the temporary access, sixty percent of the contract unit price per each, of the type constructed, will be paid.

- (d) Subject to the approval of the Engineer for the adequate maintenance and removal of the temporary access, the remaining forty percent of the pay item will be paid upon the permanent removal of the temporary access.”

**COARSE AGGREGATE FOR BACKFILL, TRENCH BACKFILL AND BEDDING (D1)**

Effective: November 1, 2011

Revised: November 1, 2013

This work shall be according to Section 1004.05 of the Standard Specifications except for the following:

Reclaimed Asphalt Pavement (RAP) maybe blended with gravel, crushed gravel, crushed stone crushed concrete, crushed slag, chats, crushed sand stone or wet bottom boiler slag. The RAP used shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, “Reclaimed Asphalt Pavement (RAP) for Aggregate Applications”. The RAP shall be uniformly graded and shall pass the 1.0 in. (25 mm) screen. When RAP is blended with any of the coarse aggregate listed above, the blending shall be done mechanically with calibrated feeders. The feeders shall have an accuracy of  $\pm 2.0$  percent of the actual quantity of material delivered. The final blended product shall not contain more than 40 percent by weight RAP.

The coarse aggregate listed above shall meet CA 6 and CA 10 gradations prior to being blended with the processed and uniformly graded RAP. Gradation deleterious count shall not exceed 10% of total RAP and 5% of other by total weight.

**DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (D1)**

Effective: April 1, 2011

Revised: April 2, 2011

Add the following to Article 603.02 of the Standard Specifications:

- “(i) Temporary Hot-Mix Asphalt (HMA) Ramp (Note 1) ..... 1030  
 (j) Temporary Rubber Ramps (Note 2)

Note 1. The HMA shall have maximum aggregate size of 3/8 in. (95 mm).

Note 2. The rubber material shall be according to the following.

Property	Test Method	Requirement
Durometer Hardness, Shore A	ASTM D 2240	75 $\pm$ 15
Tensile Strength, psi (kPa)	ASTM D 412	300 (2000) min
Elongation, percent	ASTM D 412	90 min
Specific Gravity	ASTM D 792	1.0 - 1.3
Brittleness, °F (°C)	ASTM D 746	-40 (-40)”

Revise Article 603.07 of the Standard Specifications to read:

**“603.07 Protection Under Traffic.** After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.

When castings are under traffic before the final surfacing operation has been started, properly sized temporary ramps shall be placed around the drainage and/or utility castings according to the following methods.

- (a) Temporary Asphalt Ramps. Temporary hot-mix asphalt ramps shall be placed around the casting, flush with its surface and decreasing to a featheredge in a distance of 2 ft (600 mm) around the entire surface of the casting.
- (b) Temporary Rubber Ramps. Temporary rubber ramps shall only be used on roadways with permanent posted speeds of 40 mph or less and when the height of the casting to be protected meets the proper sizing requirements for the rubber ramps as shown below.

Dimension	Requirement
Inside Opening	Outside dimensions of casting + 1 in. (25 mm)
Thickness at inside edge	Height of casting ± 1/4 in. (6 mm)
Thickness at outside edge	1/4 in. (6 mm) max.
Width, measured from inside opening to outside edge	8 1/2 in. (215 mm) min

Placement shall be according to the manufacturer’s specifications.

Temporary ramps for castings shall remain in place until surfacing operations are undertaken within the immediate area of the structure. Prior to placing the surface course, the temporary ramp shall be removed. Excess material shall be disposed of according to Article 202.03.”

**EMBANKMENT II (D1)**

Effective: March 1, 2011

Revised: November 1, 2013

Description. This work shall be according to Section 205 of the Standard Specifications except for the following.

Material. Reclaimed asphalt shall not be used within the ground water table or as a fill if ground water is present. The RAP used shall be according to the current Bureau of Materials and Physical Research Policy Memorandum, “Reclaimed Asphalt Pavement (RAP) for Aggregate Applications”. Gradation deleterious count shall not exceed 10% of total RAP and 5% of other by total weight.

## **CONSTRUCTION REQUIREMENTS**

Samples. Embankment material shall be sampled and tested before use. The contractor shall identify embankment sources, and provide equipment as the Engineer requires, for the collection of samples from those sources. Samples will be furnished to the Geotechnical Engineer a minimum of three weeks prior to use in order that laboratory tests for compaction can be performed. Embankment material placement cannot begin until tests are completed.

Placing Material. In addition to Article 202.03, broken concrete, reclaimed asphalt with no expansive aggregate, or uncontaminated dirt and sand generated from construction or demolition activities shall be placed in 6 inches (150 mm) lifts and disked with the underlying lift until a uniform homogenous material is formed. This process also applies to the overlaying lifts. The disk must have a minimum blade diameter of 24 inches (600 mm).

When embankments are to be constructed on hillsides or existing slopes that are steeper than 3H:1V, steps shall be keyed into the existing slope by stepping and benching as shown in the plans or as directed by the Engineer.

Compaction. Soils classification for moisture content control will be determined by the Soils Inspector using visual field examination techniques and the IDH Textural Classification Chart.

When tested for density in place each lift shall have a maximum moisture content as follows.

- a) A maximum of 110 percent of the optimum moisture for all forms of clay soils.
- b) A maximum of 105 percent of the optimum moisture for all forms of clay loam soils.

Stability. The requirement for embankment stability in article 205.04 will be measured with a Dynamic Cone Penetrometer (DCP) according to the test method in the IDOT Geotechnical Manual. The penetration rate must be equal or less than 1.5 inches (38 mm) per blow.

Basis of Payment. This work will not be paid separately but will be considered as included in the various items of excavation.

## **FAILURE TO COMPLETE PLANT CARE AND ESTABLISHMENT WORK ON TIME**

Should the Contractor fail to complete the plant care and/or supplemental watering work within the scheduled time frame as specified in the Special Provision for "Tree Planting" and "Supplemental Watering", or within 24 hours notification from the Engineer, or within such extended times as may have been allowed by the Department, the Contractor shall be liable to the Department in the amount of \$50.00 per tree/per day and \$40.00 per shrub/per day, not as penalty but as liquidated damages, for each calendar day or a portion thereof of overrun in the contract time or such extended time as may have been allowed.

In fixing the damages as set out herein, the desire is to establish a mode of calculation for the work since the Department's actual loss, in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This said mode is an equitable rule for measurement of the Department's actual loss and fairly takes into account the loss of the tree(s) if the watering or plant care is delayed. The Department shall not be required to provide any actual loss in order to recover these liquidated damages provided herein,

as said damages are very difficult to ascertain. Furthermore, no provision of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty four hours later.

**FRICITION AGGREGATE (D1)**

Effective: January 1, 2011

Revised: December 1, 2021

Revise Article 1004.03(a) of the Standard Specifications to read:

**“1004.03 Coarse Aggregate for Hot-Mix Asphalt (HMA).** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate for HMA shall be according to the following table.

Use	Mixture	Aggregates Allowed
Class A	Seal or Cover	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag Crushed Concrete
HMA Low ESAL	Stabilized Subbase or Shoulders	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Gravel Crushed Gravel Carbonate Crushed Stone Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>1/</sup> Crushed Concrete
HMA High ESAL Low ESAL	Binder IL-19.0 or IL-19.0L  SMA Binder	<u>Allowed Alone or in Combination</u> <sup>5/ 6/</sup> : Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Concrete <sup>3/</sup>



Use	Mixture	Aggregates Allowed	
HMA High ESAL Low ESAL	C Surface and Binder IL-9.5 IL-9.5FG or IL-9.5L	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Crushed Gravel Carbonate Crushed Stone <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup> Crushed Concrete <sup>3/</sup>	
HMA High ESAL	D Surface and Binder IL-9.5 or IL-9.5FG	<u>Allowed Alone or in Combination</u> <sup>5/</sup> : Crushed Gravel Carbonate Crushed Stone (other than Limestone) <sup>2/</sup> Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag <sup>4/</sup>	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		25% Limestone	Dolomite
		50% Limestone	Any Mixture D aggregate other than Dolomite
75% Limestone	Crushed Slag (ACBF) or Crushed Sandstone		
HMA High ESAL	E Surface IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> <sup>5/6/</sup> : Crushed Gravel Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag  No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Dolomite <sup>2/</sup>	Any Mixture E aggregate

Use	Mixture	Aggregates Allowed	
		75% Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone
		75% Crushed Gravel <sup>2/</sup>	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF), or Crushed Steel Slag
HMA High ESAL	F Surface IL-9.5  SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination</u> <sup>5/ 6/</sup> :	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) Crushed Steel Slag No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel <sup>2/</sup> or Dolomite <sup>2/</sup>	Crushed Sandstone, Crushed Slag (ACBF), Crushed Steel Slag, or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone (limestone) and/or crushed gravel shall not be used in SMA Ndesign 80.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as binder.
- 5/ When combinations of aggregates are used, the blend percent measurements shall be by volume.”
- 6/ Combining different types of aggregate will not be permitted in SMA Ndesign 80.”

**HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)**

Effective: November 1, 2019

Revised: December 1, 2021

Revise Article 1004.03(c) to read:

“(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0; Stabilized Subbase IL-19.0	CA 11 <sup>1/</sup>
	SMA 12.5 <sup>2/</sup>	CA 13 <sup>4/</sup> , CA 14, or CA 16
	SMA 9.5 <sup>2/</sup>	CA 13 <sup>3/4/</sup> or CA 16 <sup>3/</sup>
	IL-9.5	CA 16, CM 13 <sup>4/</sup>
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 <sup>1/</sup>
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.

2/ The coarse aggregates used shall be capable of being combined with the fine aggregates and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended.

4/ CA 13 shall be 100 percent passing the 1/2 in. (12.5mm) sieve.”

Revise Article 1004.03(e) of the Supplemental Specifications to read:

“(e) Absorption. For SMA the coarse aggregate shall also have water absorption  $\leq 2.0$  percent.”

Revise the “High ESAL” portion of the table in Article 1030.01 to read:

“High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, Stabilized Subbase IL-19.0
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5”

Revise Note 2. and add Note 6 to Article 1030.02 of the Standard Specifications to read:

“Item	Article/Section
(g)Performance Graded Asphalt Binder (Note 6)	1032
(h)Fibers (Note 2)	

Note 2. A stabilizing additive such as cellulose or mineral fiber shall be added to the SMA mixture according to Illinois Modified AASHTO M 325. The stabilizing additive shall meet the Fiber Quality Requirements listed in Illinois Modified AASHTO M 325. Prior to approval and use of fibers, the Contractor shall submit a notarized certification by the producer of these materials stating they meet these requirements. Reclaimed Asphalt Shingles (RAS) may be used in Stone Matrix Asphalt (SMA) mixtures designed

with an SBA polymer modifier as a fiber additive if the mix design with RAS included meets AASHTO T305 requirements. The RAS shall be from a certified source that produces either Type I or Type 2. Material shall meet requirements noted herein and the actual dosage rate will be determined by the Engineer.

Note 6. The asphalt binder shall be an SBS PG 76-28 when the SMA is used on a full-depth asphalt pavement and SBS PG 76-22 when used as an overlay, except where modified herein. The asphalt binder shall be a SBS PG 76-22 for IL-4.75, except where modified herein..”

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

"MIXTURE COMPOSITION (% PASSING) <sup>1/</sup>												
Sieve Size	IL-19.0 mm		SMA 12.5		SMA 9.5		IL-9.5mm		IL-9.5FG		IL-4.75 mm	
	min	max	min	max	min	max	min	max	min	max	min	max
1 1/2 in (37.5 mm)												
1 in. (25 mm)		100										
3/4 in. (19 mm)	90	100		100								
1/2 in. (12.5 mm)	75	89	80	100		100		100		100		100
3/8 in. (9.5 mm)				65	90	100	90	100	90	100		100
#4 (4.75 mm)	40	60	20	30	36	50	34	69	60	75 <sup>6/</sup>	90	100
#8 (2.36 mm)	20	42	16	24 <sup>4/</sup>	16	32 <sup>4/</sup>	34 <sup>5/</sup>	52 <sup>2/</sup>	45	60 <sup>6/</sup>	70	90
#16 (1.18 mm)	15	30					10	32	25	40	50	65
#30 (600 μm)			12	16	12	18			15	30		
#50 (300 μm)	6	15					4	15	8	15	15	30
#100 (150 μm)	4	9					3	10	6	10	10	18
#200 (75 μm)	3.0	6.0	7.0	9.0 <sup>3/</sup>	7.5	9.5 <sup>3/</sup>	4.0	6.0	4.0	6.5	7.0	9.0 <sup>3/</sup>
#635 (20 μm)			≤ 3.0		≤ 3.0							
Ratio Dust/Asphalt Binder		1.0		1.5		1.5		1.0		1.0		1.0

1/ Based on percent of total aggregate weight.

2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with Ndesign = 90.

3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.

- 4/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above the percentage stated on the table.
- 5/ When establishing the Adjusted Job Mix Formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted below 34 percent.
- 6/ When the mixture is used as a binder, the maximum shall be increased by 0.5 percent passing.”

Revise Article 1030.05(b) of the Standard Specifications to read:

(b) Volumetric Requirements. The target value for the air voids of the HMA shall be 4.0 percent, for IL-4.75 and SMA mixtures it shall be 3.5 percent and for Stabilized Subbase it shall be 3.0 percent at the design number of gyrations. The voids in the mineral aggregate (VMA) and voids filled with asphalt binder (VFA) of the HMA design shall be based on the nominal maximum size of the aggregate in the mix and shall conform to the following requirements.

Mix Design	Voids in the Mineral Aggregate (VMA), % Minimum for Ndesign				
	30	50	70	80	90
IL-19.0		13.5	13.5		13.5
IL-9.5		15.0	15.0		
IL-9.5FG		15.0	15.0		
IL-4.75 <sup>1/</sup>		18.5			
SMA-12.5 <sup>1/2/5/</sup>				17.0 <sup>3/</sup> /16.0 <sup>4/</sup>	
SMA-9.5 <sup>1/2/5/</sup>				17.0 <sup>3/</sup> /16.0 <sup>4/</sup>	
IL-19.0L	13.5				
IL-9.5L	15.0				

- 1/ Maximum draindown shall be 0.3 percent according to Illinois Modified AASHTO T 305.
- 2/ The draindown shall be determined at the JMF asphalt binder content at the mixing temperature plus 30°F.
- 3/ Applies when specific gravity of coarse aggregate is  $\geq 2.760$ .
- 4/ Applies when specific gravity of coarse aggregate is  $< 2.760$ .
- 5/ For surface course, the coarse aggregate can be crushed steel slag, crystalline crushed stone or crushed sandstone. For binder course, coarse aggregate shall be crushed stone (dolomite), crushed gravel, crystalline crushed stone, or crushed sandstone”

Revise the last paragraph of Article 1102.01 (a) (5) of the Standard Specifications to read:

“IL-4.75 and Stone Matrix Asphalt (SMA) mixtures which contain aggregate having absorptions greater than or equal to 2.0 percent, or which contain steel slag sand, shall have minimum surge bin storage plus haul time of 1.5 hours.”

Add after third sentence of Article 1030.09(b) to read:

“If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure.”

Revise Table 1 and Note 4/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

	Breakdown/Intermediate Roller (one of the following)	Final Roller (one or more of the following)	Density Requirement
IL-9.5, IL-9.5FG, IL-19.0 <sup>1/</sup>	V <sub>D</sub> , P, T <sub>B</sub> , 3W, O <sub>T</sub> , O <sub>B</sub>	V <sub>S</sub> , T <sub>B</sub> , T <sub>F</sub> , O <sub>T</sub>	As specified in Section 1030
IL-4.75 and SMA <sup>3/ 4/</sup>	T <sub>B</sub> , 3W, O <sub>T</sub>	T <sub>F</sub> , 3W	As specified in Section 1030
Mixtures on Bridge Decks <sup>2/</sup>	T <sub>B</sub>	T <sub>F</sub>	As specified in Articles 582.05 and 582.06.

“4/ The Contractor shall provide a minimum of two steel-wheeled tandem rollers (T<sub>B</sub>), and/or three-wheel (3W) rollers for breakdown, except one of the (T<sub>B</sub>) or (3W) rollers shall be 84 inches (2.14 m) wide and a weight of 315 pound per linear inch (PLI) (5.63 kg/mm) and one of the (T<sub>B</sub>) or (3W) rollers can be substituted for an oscillatory roller (O<sub>T</sub>). T<sub>F</sub> rollers shall be a minimum of 280 lb/in. (50 N/mm). The 3W and T<sub>B</sub> rollers shall be operated at a uniform speed not to exceed 3 mph (5 km/h), with the drive roll for T<sub>B</sub> rollers nearest the paver and maintain an effective rolling distance of not more than 150 ft (45 m) behind the paver.”

Add the following after the fourth paragraph of Article 406.13 (b):

“The plan quantities of SMA mixtures shall be adjusted using the actual approved binder and surface Mix Design’s G<sub>mb</sub>.”

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

“A test strip of 300 ton (275 metric tons), except for SMA mixtures it will be 400 ton (363 metric ton), will be required for each mixture on each contract at the beginning of HMA production for each construction year according to the Manual of Test Procedures for Materials “Hot Mix Asphalt Test Strip Procedures”. At the request of the Producer, the Engineer may waive the test strip if previous construction during the current construction year has demonstrated the constructability of the mix using Department test results.”

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

“When a test strip is constructed, the Contractor shall collect and split the mixture according to the document “Hot-Mix Asphalt Test Strip Procedures”. The Engineer, or a

representative, shall deliver split sample to the District Laboratory for verification testing. The Contractor shall complete mixture tests stated in Article 1030.09(a). Mixture sampled shall include enough material for the Department to conduct mixture tests detailed in Article 1030.09(a) and in the document “Hot-Mix Asphalt Mixture Design Verification Procedure” Section 3.3. The mixture test results shall meet the requirements of Articles 1030.05(b) and 1030.05(d), except Hamburg wheel tests will only be conducted on High ESAL mixtures during production.”

**HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1)**

Effective: January 1, 2019

Revised: December 1, 2021

Add to Article 1030.05 (d)(3) of the Standard Specifications to read:

“ During mixture design, prepared samples shall be submitted to the District laboratory by the Contractor for verification testing. The required testing, and number and size of prepared samples submitted, shall be according to the following tables.

High ESAL – Required Samples for Verification Testing	
Mixture	Hamburg Wheel and I-FIT Testing <sup>1/ 2/</sup>
Binder	total of 3 - 160 mm tall bricks
Surface	total of 4 - 160 mm tall bricks

Low ESAL – Required Samples for Verification Testing	
Mixture	I-FIT Testing <sup>1/ 2/</sup>
Binder	1 - 160 mm tall brick
Surface	2 - 160 mm tall bricks

1/ The compacted gyratory bricks for Hamburg wheel and I-FIT testing shall be 7.5 ± 0.5 percent air voids.

2/ If the Contractor does not possess the equipment to prepare the 160 mm tall brick(s), twice as many 115 mm tall compacted gyratory bricks will be acceptable.

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

“When a test strip is not required, each HMA mixture shall still be sampled on the first day of production: I-FIT and Hamburg wheel testing for High ESAL; I-FIT testing for Low ESAL. Within two working days after sampling the mixture, the Contractor shall deliver gyratory cylinders to the District laboratory for Department verification testing. The High ESAL mixture test results shall meet the requirements of Articles 1030.05(d)(3) and 1030.05(d)(4). The Low ESAL mixture test results shall meet the requirements of Article 1030.05(d)(4). The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”

Add the following to the end of Article 1030.10 of the Standard Specifications to read:

“Mixture sampled during first day of production shall include approximately 60 lb (27 kg) of additional material for the Department to conduct Hamburg wheel testing and approximately 80 lb (36 kg) of additional material for the Department to conduct I-FIT testing. Within two working days after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the “High ESAL - Required Samples for Verification Testing” table in Article 1030.05(d)(3) above.”

### **MAINTENANCE OF ROADWAYS (D1)**

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

### **MULCH PLACEMENT**

This work shall be done in accordance with the applicable portion of Section 253.02 (c) and Section 1081.06 of the Standard Specifications for Road and Bridge Construction.

Description: This work shall consist of furnishing, transporting, and spreading an approved shredded hardwood bark mulch to the depth specified in areas as shown in the plans or as directed by the Engineer.

Material: Hardwood bark mulch shall be clean, finely shredded mixed-hardwood bark meeting the following requirements:

- Material shall be free of sticks, leaves, stones, dirt clods, and other debris.
- Individual wood chips shall not exceed 2 inches (50 mm) in the largest dimension.

A sample must be supplied to the Roadside Development Unit for approval prior to performing any work. Allow a minimum of seven (7) working days prior to installation for approval.

Method: The grade, depth, and condition of the area must be approved by the Engineer prior to placement.

The Contractor shall remove all weeds, litter and plant debris before mulching. The Contractor shall repair the grade by raking and adding topsoil as needed, before mulching.



Mulch shall be applied at a depth of 4-inches around all plants within the entire mulched bed area or around each individual tree to form a mulch ring. Trees with a diameter of 15 inches or less will have a minimum 6 - foot diameter mulch ring and trees with a diameter of 16 inches or greater will have a minimum 8 – foot diameter mulch ring. An excess of 4-inches of mulch is unacceptable and excess shall be removed. Mulch shall not be tapered so that no mulch shall be placed within 6-inches of the shrub base or trunk to allow the root flare to be exposed and shall be free of mulch contact.

The shredded mulch shall be placed according at the required depth as specified in the plans for planting trees, shrubs, vines and perennial plants. Care shall be taken not to bury leaves, stems, or vines under mulch material. Mulch shall not be in contact with the base of the trunk. Mulch volcanos are unacceptable.

All finished mulch areas shall be left smooth and level to maintain uniform surface and appearance.

After the mulch placement, any debris or piles of material shall be immediately removed from the right of way, including raking excess mulch out of turf areas.

Method of Measurement: Mulch placement will be measured in place to the depth specified in square yards (square meters). Areas not meeting the depth specified shall not be measured for payment.

Basis of Payment: This work will be paid for at the contract unit price per square yard (square meter) for MULCH PLACEMENT, of the thickness specified. Payment shall include all costs for materials, equipment and labor required to complete the work specified herein, including the cost of removing and disposing of any debris. Any mulch placement included as part of the work in other work items will not be measured separately for payment.

## **PLANTING WOODY PLANTS**

This work shall consist of planting woody plants as specified in Section 253 of the Standard Specifications with the following revisions:

### **Delete Article 253.03 Planting Time and substitute the following:**

Spring Planting. This work shall be performed between March 15th and May 31st except that evergreen planting shall be performed between March 15th and April 30th in the northern zone.

### **Add the following to Article 253.03 (a) (2) and (b):**

All plants shall be obtained from Illinois Nurserymen's Association or appropriate state chapter nurseries. All trees and shrubs shall be dug prior to leafing out (bud break) in the spring or when plants have gone dormant in the fall, except for the following species which are only to be dug prior to leafing out in the spring:

- Red Maple (*Acer rubra*)
- Alder (*alnus spp.*)
- Buckeye (*Aesculus spp.*)
- Birch (*Betulus spp.*)

- American Hornbeam (*Carpinus caroliniana*)
- Hickory (*Carya* spp.)
- Eastern Redbud (*Cercis* spp.)
- American Yellowwood (*Cladrastis kentuckea* spp.)
- Corylus (Filbert spp.)
- Hawthorn (*Crataegus* spp.)
- Walnut (*Juglans* spp.)
- Sweetgum (*Liquidambar* spp.)
- Tuliptree (*Liriodendron* spp.)
- Dawn Redwood (*Metasequoia* spp.)
- Black Tupelo (*Nyssa sylvatica*)
- American Hophornbeam (*Ostrya virginiana*)
- Planetree (*Platanus* spp.)
- Poplar (*Populus* spp.)
- Cherry (*Prunus* spp.)
- Oak (*Quercus* spp.)
- Willow (*Salix* spp.)
- Sassafras (*Sassafras albidum*)
- Baldcypress (*Taxodium distichum*)
- Broadleaf Evergreens (all)
- Vines (all)

Fall Planting. This work shall be performed between October 1 and November 30 except that evergreen planting shall be performed between August 15 and October 15.

Planting dates are dependent on species of plant material and weather. Planting might begin or end prior or after above dates as approved by the Engineer. Do not plant when soil is muddy or during frost.

**Add the following to Article 253.05 Transportation:**

Cover plants during transport to prevent desiccation. Plant material transported without cover shall be automatically rejected. During loading and unloading, plants shall be handled such that stems are not stressed, scraped, or broken and that root balls are kept intact.

**Delete the third sentence of Article 253.07 and substitute the following:**

Trees must be installed first to establish proper layout and to avoid damage to other plantings such as shrubs and perennials.

The Contractor shall be responsible for all tree, shrub, and vine layout. The layout must be performed by qualified personnel. The planting locations must be laid out as shown in the landscape plan. This will require the use of an engineer's scale to determine dimensions.

Tree and shrub locations within each planting area shall be marked with different color stakes/flags and labeled to denote the different tree and shrub species.

Shrub and vine beds will first be marked out with flags to delineate the perimeter of the planting bed. Once the planting bed has been approved by the Roadside Development Unit, the perimeter

shall be painted prior to the removal of the flags and turf. The removal of the existing turf will be by a method approved by the Engineer.

Prior to shrub, vine installation, all plants shall be placed above ground or planting locations clearly marked out.

All utilities shall have been marked prior to contacting the Roadside Development Unit. The Engineer will contact the Roadside Development Unit at (847) 705-4171 to approve the layout prior to installation. Allow a minimum of seven (7) working days prior to installation for approval.

**Delete the first paragraph to Article 253.08 Excavation of Plant Holes and substitute with the following:**

Protect structures, utilities, sidewalks, bicycle paths, knee walls, fences, pavements, utility boxes, other facilities, lawns and existing plants from damage caused by planting operations. Excavation of the planting hole may be performed by either hand, machine excavator, or auger.

The excavated material shall not be stockpiled on turf, in ditches, or used to create enormous water saucer berms around newly installed trees or shrubs. Remove all excess excavated subsoil from the site and dispose as specified in Article 202.03.

**Delete the second sentence of Article 253.08 Excavation of Plant Holes (a) and the third paragraph of Article 253.08(b) and substitute with the following:**

Excavation of planting hole width. Planting holes for trees, shrubs, and vines shall be three times the diameter of the root mass and with 45-degree sides sloping down to the base of the root mass to encourage rapid root growth. Roots can become deformed by the edge of the hole if the hole is too small and will hinder root growth.

Planting holes dug with an auger shall have the sides cut down with a shovel to eliminate the glazed, smooth sides and create sloping sides.

Excavation of planting hole depth. The root flare shall be visible at the top of the root mass. If the trunk flare is not visible, carefully remove soil from around the trunk until the root flare is visible without damaging the roots. Remove excess soil until the top of the root mass exposes the root collar.

The root flare shall always be slightly above the surface of the surrounding soil. The depth of the hole shall be equal to the depth of the root mass minus one (1) inch allowing the tree or shrub to sit one (1) inch higher than the surrounding soil surface for trees that have a 1-inch caliper or smaller. The depth of the hole shall be equal to the depth of the root mass minus two (2) inches allowing the tree or shrub to sit two (2) inches higher than the surrounding soil surface for trees that have a 2-inch caliper or larger.

For stability, the root mass shall sit on existing undisturbed soil. If the hole was inadvertently dug too deep, backfill and recompact the soil to the correct depth.

Excavation of planting hole on slopes. Excavate away the slope above the planting hole to create a flattened area uphill of the planting hole to prevent the uphill roots from being buried too deep. Place the excess soil on the downslope of the planting hole to extend the planting shelf to ensure roots on the downhill side of the tree remain buried. The planting hole shall be three times the

diameter of the root mass and saucer shaped. The hole may be a bit elongated to fit the contour of the slope as opposed to the typical round hole on flat ground.

Add backfill to create a small berm on the downhill portion of the planting shelf to trap water and encourage movement into the soil to increase water filtration around the tree. Smooth out the slope above the plant where you have cut into the soil so the old slope and the new slope transition together smoothly.

**Add the following to Article 253.08 Excavation of Plant Holes (b):**

When planting shrubs in shrub beds or vines in vine beds as shown on the plans or as directed by the Engineer, the Contractor will contact the Roadside Development Unit at (847) 705-4171 to approve the layout prior to removing the existing turf. The removal of the existing turf will be by a method approved by the Engineer. Areas damaged outside the delineated planting beds shall be restored at the Contractor's expense.

Spade a planting bed edge at approximately a 45-degree angle and to a depth of approximately 3-inches around the perimeter of the shrub bed prior to placement of the mulch. Remove any debris created in the spade edging process and dispose of as specified in Article 202.03.

**Delete Article 253.09 (b) Pruning and substitute with the following:**

Deciduous Shrubs. Shrubs shall be pruned to remove dead, conflicting, or broken branches and shall preserve the natural form of the shrub.

**Delete the third and fourth paragraphs of Article 253.10 Planting Procedures and Article 253.10 (a) and substitute the following:**

Approved watering equipment shall be at the immediate work site area and in operational condition PRIOR TO STARTING the planting operation and DURING all planting operations OR PLANTING WILL NOT BE ALLOWED.

All plants shall be placed in a plumb position and avoid the appearance of leaning. Confirm the tree is straight from two directions prior to backfilling.

Before the plant is placed in the hole, any paper or cardboard trunk wrap shall be removed. Check that the trunk is not damaged. Any soil covering the tree's root flare shall be removed to expose the crown prior to planting.

Check the depth of the root ball in the planting hole. With the root flare exposed, one-inch caliper trees shall be set one inch higher than the surrounding soil and two-inch and larger caliper trees shall be set two inches higher than the surrounding soil. The root flare shall always be slightly above the surface of the surrounding soil. For stability, the root ball shall sit on existing undisturbed soil. If the hole was inadvertently dug too deep, backfill and recompact the soil to the correct depth.

After the plant is placed in the hole, all cords and burlap shall be removed from the trunk. Remove the wire basket from the top three quarters (3/4) of the root ball. The remaining burlap shall be loosened and scored to provide the root system quick contact with the soil. All ropes or twine shall be removed from the root ball and tree trunk. All materials shall be disposed of properly.

The plant hole shall be backfilled with the same soil that was removed from the hole. Clay soil clumps shall be broken up as much as possible. Where rocks, gravel, heavy clay, or other debris are encountered, clean topsoil shall be used. Do not backfill excavation with subsoil.

The hole shall be 1/3 filled with soil and firmly packed to assure the plant remains in plumb, then saturated with water. After the water has soaked in, complete the remaining backfill in 8" lifts, tamping the topsoil to eliminate voids, and then the hole shall be saturated again. Maintain plumb during backfilling. Backfill to the edge of the root mass and do not place any soil on top of the root mass. Visible root flair shall be left exposed, uncovered by the addition of soil.

**Add the following to Article 253.10 (b):**

After removal of the container, inspect the root system for circling, matted or crowded roots at the container sides and bottom. Using a sharp knife or hand pruners, prune, cut, and loosen any parts of the root system requiring corrective action.

**Delete the first sentence of Article 253.10(e) and substitute with the following:**

Water Saucer. All plants placed individually and not specified to be bedded with other plants, shall have a water saucer constructed of soil by mounding up the soil 4-inches high x 8-inches wide outside the edge of the planting hole.

**Delete Article 253.11 and substitute the following:**

Individual trees, shrubs, shrub beds, and vines shall be mulched within 48 hours after being planted. No weed barrier fabric will be required for tree and shrub plantings.

The mulch shall consist of wood chips or shredded tree bark free not to exceed two (2) inches in its largest dimension, free of foreign matter, sticks, stones, and clods. Mulch shall be aged in stockpiles for a minimum of four (4) months where interior temperatures reach a minimum of 140-degrees. The mulch shall be free from inorganic materials, contaminants, fuels, invasive weed seeds, disease, harmful insects such as emerald ash borer or any other type of material detrimental to plant growth. A sample must be supplied to the Roadside Development Unit for approval prior to performing any work. Allow a minimum of seven (7) working days prior to installation for approval.

Mulch shall be applied at a depth of 4-inches around all plants within the entire mulched bed area or around each individual tree forming a minimum 5-foot diameter mulch ring around each tree. An excess of 4-inches of mulch is unacceptable, and excess shall be removed. Mulch shall not be tapered so that no mulch shall be placed within 6-inches of the shrub base or trunk to allow the root flare to be exposed and shall be free of mulch contact.

Care shall be taken not to bury leaves, stems, or vines under mulch material. All finished mulch areas shall be left smooth and level to maintain uniform surface and appearance. After the mulch placement, any debris or piles of material shall be immediately removed from the right of way, including raking excess mulch out of turf areas in accordance with Article 202.03.

Pre-emergent Herbicide shall be used in the around the plant beds and tree rings after the placement of mulch. See specification for Weed Control, Pre-emergent Herbicide.

**Delete Article 253.12 Wrapping and substitute the following:**

Within 48 hours after planting, screen mesh shall be wrapped around the trunk of all deciduous trees with a caliper of 1-inch or greater. Multi-stem or clump form trees, with individual stems having a caliper of 1-inch or greater, shall have each stem wrapped separately. The screen mesh shall be secured to itself with staples or single wire strands tied to the mesh. Trees shall be wrapped at time of planting, before the installation of mulch. The lower edge of the screen wire shall be in continuous contact with the ground and shall extend up to a minimum of 36-inches or to the lowest major branch, whichever is less. Replacement plantings shall not be wrapped.

**Delete Article 253.13 Bracing and substitute with the following:**

Unless otherwise specified by the Engineer, within 48 hours after planting all deciduous and evergreen trees, with the exception of multi-stem or clump form specimens, over 8-feet in height shall require three 6-foot long steel posts so placed that they are equidistant from each other and adjacent to the outside of the ball. The posts shall be driven vertically to a depth of 18-inches below the bottom of the hole. The anchor plate shall be aligned perpendicular to a line between the tree and the post. The tree shall be firmly attached to each post with a double guy of 14-gauge steel wire. The portion of the wire in contact with the tree shall be encased in a hose of a type and length approved by the Engineer.

During the life of the contract, within 72 hours the Contractor shall straighten any tree that deviates from a plumb position. The Contractor shall adjust backfill compaction and install or adjust bracing on the tree as necessary to maintain a plumb position. Replacement trees shall not be braced.

**Delete the second sentence of the first paragraph of Article 253.14 Period of Establishment and substitute the following:**

This period shall begin in April and end in November of the same year.

**Delete the first paragraph of Article 253.15 Plant Care and substitute the following:**

During the period of establishment, the Contractor shall properly care for all plants including weeding, watering, adjusting of braces, repair of water saucers, pruning, cultivating, tightening, and repairing supports, repair of wrapping, and furnishing and applying sprays as necessary to keep the plants free of insects and disease, or other work which is necessary to maintain the health and satisfactory appearance of the plantings. The Contractor shall provide plant care a minimum of every two weeks, or within 36 hours following notification by the Engineer. All requirements for plant care shall be considered as included in the cost of the contract.

**Delete the first paragraph of Article 253.15 Plant Care (a) and substitute with the following:**

During the period of establishment, watering (initial) shall be performed at least every 30 days following installation during the months of May through November and is included in the cost of the contract unit price per each for TREES, SHRUBS, or VINES, of the species, root type, and plant size specified. The Contractor shall apply per week a minimum of 15 gallons of water per tree, 10 gallons per large shrub, 5 gallons per small shrub, and 2 gallons per vine.

Additional watering will be done once a week (3 times a month) following installation during the months of May through November. Any required additional watering in between the regularly scheduled (initial) watering(s) will be paid for as Supplemental Watering.

Special consideration in determining water needs must be given during extreme weather conditions or if plants exhibit any signs of stress in between the regularly scheduled every thirty-day watering during the period of establishment. Water immediately if plants show signs of wilting or if top (1) inch to two (2) inches of soil is dry. Water to ensure that moisture penetrates throughout the root zone, including the surrounding soil, and only as frequently as necessary to maintain healthy growth. **Do not overwater.**

The Engineer may direct the Contractor to adjust the watering rate and frequency depending upon weather conditions. Should excess moisture prevail, the Engineer may delete any or all the additional watering cycles.

**Add the following to Article 253.15 Plant Care (c):**

The contractor shall correct any vine growing across the ground plane that should be growing up desired vertical element (noise wall, retaining wall, fence, knee wall, etc.). Work may include but is not limited to carefully weaving vines through fence and/or taping vines to vertical elements.

**Add the following to Article 253.15 Plant Care (d):**

The Contractor shall inspect all trees, shrubs, and vines for pests and diseases at least every two weeks during the months of initial planting through final acceptance. Contractor must identify and monitor pest and diseases and determine action required to maintain the good appearance, health, and top performance of all plant material. Contractor shall notify the Engineer with their inspection findings and recommendations within twenty-four (24) hours of findings. The recommendations for action by the Contractor must be reviewed and by the Engineer for approval/rejection. All approved corrective activities will be considered as included in the cost of the contract and shall be performed within thirty-six (36) hours following notification by the Engineer.

**Add the following to Article 253.16 Method of Measurement:**

Pre-emergent Herbicide will be measured for payment as specified in Weed Control, Pre-emergent Granular Herbicide.

Additional Watering will be measured for payment as specified in Supplemental Watering.

**Delete Article 253.17 Basis of Payment and substitute the following:**

This work will be paid for at the contract unit price per each for TREES, SHRUBS, or VINES, of the species, root type, and plant size specified, and per unit for SEEDLINGS. The unit price shall include the cost of all materials, equipment, labor, plant care, removal, disposal, and incidentals required to complete the work as specified herein and to the satisfaction of the Engineer. Payment will be made according to the following schedule:

- (a) Initial Payment. Upon completion of planting, mulching, wrapping, and bracing, 75 percent of the pay item(s) will be paid.
- (b) Final Payment. Upon inspection and acceptance of the plant material, or upon execution of a third-party bond, the remaining 25 percent of the pay item(s) will be paid."

- (c) The placement of Pre-emergent Herbicide shall be paid for at the contract unit price for WEED CONTROL, PRE-EMERGENT GRANULAR HERBICIDE.
- (d) Additional Watering will be paid for as specified in SUPPLEMENTAL WATERING.

### **PUBLIC CONVENIENCE AND SAFETY (D1)**

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

“If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply.”

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

“The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After”

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

“On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical.”

### **STATUS OF UTILITIES (D1)**

Effective: June 1, 2016

Revised: January 1, 2020

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department’s contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

### **UTILITIES TO BE ADJUSTED**

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances, resolution will be a function of the construction staging. The responsible agency must relocate, or complete new installations as noted below; this work has been deemed necessary to be complete for the Department’s contractor to then work in the stage under which the item has been listed.



**Pre-Stage ( Prior to Stage 1, Year 1)**

<b>STAGE / LOCATION</b>	<b>TYPE</b>	<b>DESCRIPTION</b>	<b>RESPONSIBLE AGENCY</b>	<b>DURATION OF TIME</b>
Wilson St Sta. 99+14 RT	Underground Gas Line	Conflict with water main	Nicor	<u>20 Days</u>
Wilson St Sta. 99+71 RT	Underground Gas Line	Conflict with water main		
Wilson St Sta. 100+34 LT	Underground Gas Line	Conflict with water main		
Wilson St Sta. 92+76 RT	Underground Gas Line	Conflict with water main		
Wilson St Sta. 95+11 RT	Underground communication	Conflict with water main	AT&T	<u>15 Days</u>
Wilson St Sta. 99+11 RT	Underground communication	Conflict with water main		
Wilson St Sta. 99+42 RT	Underground communication	Conflict with water main		
Wilson St Sta. 100+10 LT To Sta. 100+45 LT	Underground communication	Conflict with water main		

**Stage 1 - Year 1**

<b>STAGE / LOCATION</b>	<b>TYPE</b>	<b>DESCRIPTION</b>	<b>RESPONSIBLE AGENCY</b>	<b>DURATION OF TIME</b>
Prairie St Sta. 120+02 LT	Power Pole with Aerial Lines	Conflict with proposed curb and gutter	City of Batavia Electric (Pole and Aerial Lines)/Comcast and AT&T (Aerial Lines)	<u>15 Days</u>
Prairie St Sta. 121+38 LT	Power Pole with Aerial Lines	Conflict with proposed curb and gutter		
Prairie St Sta. 122+53 LT	Power Pole with Aerial Lines	Conflict with proposed curb and gutter		
Prairie St Sta. 120+02 RT To Sta. 124+29 LT	Underground Telephone	Conflict with proposed curb and gutter, underdrain, storm sewer and drainage structures	AT&T	<u>30 Days</u>

Prairie St Sta. 124+98 LT	Underground Telephone	Conflict with proposed double handhole		
Prairie St Sta. 125+05 LT	Underground Telephone	Conflict with traffic signal controller foundation		
Prairie St Sta. 125+25 LT	Underground Telephone	Conflict with traffic signal ground mounted service installation foundation		
Wilson St Sta. 94+85 LT	Telephone Vault	Conflict with proposed curb and gutter and ADA ramp		
Wilson St Sta. 96+03 LT	Underground Telephone	Conflict with proposed double handhole		
Wilson St Sta. 97+74 LT	Underground Telephone	Conflict with proposed railroad signal foundation		
Wilson St Sta. 97+81 LT	Underground Telephone	Conflict with proposed railroad signal foundation		
Wilson St Sta. 98+34 LT	Underground Telephone	Conflict with proposed railroad signal double handhole		
Prairie St Sta. 120+09 LT To Sta. 124+29 LT	Overhead /Underground Cable TV	Conflict with proposed curb and gutter, roadway base, underdrain, storm sewer and drainage structures	Comcast	<u>5 Days</u>
Prairie St Sta. 120+00 RT To Sta. 122+79 RT	Underground Gas Line	Conflict with curb and gutter and drainage structures	Nicor	
Prairie St Sta. 124+88 LT	Underground Gas Line	Conflict with proposed signal post foundation		<u>15 Days</u>
Prairie St Sta. 124+98 LT	Underground Gas Line	Conflict with proposed double handhole		

Prairie St Sta. 125+05 LT	Underground Gas Line	Conflict with traffic signal controller foundation		
Prairie St Sta. 125+25 LT	Underground Gas Line	Conflict with traffic signal ground mounted service installation foundation		
Wilson St Sta. 94+72 LT	Underground Gas Line	Conflict with traffic signal controller foundation		

**Stage 1, Year 2**

No Utility Adjustments Anticipated.

**Stage 2, Year 2**

No Utility Adjustments Anticipated.

**Pre-Stage: 35 Days Total Installation**

**Stage 1, Year 1: 65 Days Total Installation**

**Stage 1, Year 2: 0 Days Total Installation**

**Stage 2, Year 2: 0 Days Total Installation**

The following contact information is what was used during the preparation of the plans as provided by the Agency/Company responsible for resolution of the conflict.

<b>Agency/Company Responsible to Resolve Conflict</b>	<b>Name of contact</b>	<b>Phone</b>	<b>E-mail address</b>
AT&T	Bobby Akhter	630-390-0089	<a href="mailto:G11629@att.com">G11629@att.com</a>
Comcast	Martha Gieras	224-229-5862	martha.gieras@cable.comcast.com
MCI	Investigations Team	TBD	Investigations@verizon.com
Nicor	Utility Consultant GO3W	630-388-2362	TBD
AT&T	Richard Kopec	630-573-5726	<a href="mailto:rk1983@att.com">rk1983@att.com</a>
Fermilab	Josh Kenney	708-243-1061	
City of Batavia	Engineering	630-454-2750	

**UTILITIES TO BE WATCHED AND PROTECTED**

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the

Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner's part can be secured.

**Pre-Stage ( Prior to Stage 1, Year 1)**

<b>STAGE / LOCATION</b>	<b>TYPE</b>	<b>DESCRIPTION</b>	<b>OWNER</b>
Prairie St Sta. 123+93, 15' RT	Underground Water Force Main	Need to watch/protect when excavating/trenching over this water main.	FermiLab
Wilson St Sta. 96+16, 14' RT	Underground Water Force Main	Need to watch/protect when excavating/trenching over this water main.	

**Stage 1, Year 1**

<b>STAGE / LOCATION</b>	<b>TYPE</b>	<b>DESCRIPTION</b>	<b>OWNER</b>
Prairie St Sta. 124+35, 20' LT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Prairie St Sta. 124+35, 22' LT	Underground Cable	Need to watch/protect when trenching the new water main under these cables.	Comcast
Wilson St Sta. 92+76, 13' RT	Underground Gas Line	Need to watch/protect when trenching the new water main under this gas line.	Nicor
Wilson St Sta. 95+85, 21' LT To Sta. 96+68, 21' LT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Wilson St Sta. 99+15, 12' RT	Underground Gas Line	Need to watch/protect when trenching the new water main under this gas line.	Nicor
Wilson St Sta. 99+17, 12' RT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T

Wilson St Sta. 99+71, 12' RT	Underground Gas Line	Need to watch/protect when trenching the new water main under this gas line.	Nicor
Wilson St Sta. 100+13, 10' LT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Wilson St Sta. 100+31, 23' LT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Wilson St Sta. 100+31, 31' LT	Underground Gas Line	Need to watch/protect when trenching the new water main under this gas line.	Nicor
Wilson St Sta. 100+31, 36' LT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Wilson St Sta. 100+43, 66' LT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Prairie St Sta. 124+75, 5' RT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Prairie St Sta. 124+81, 5' RT	Underground Gas Line	Need to watch/protect when trenching the new water main under this gas line.	Nicor
Prairie St Sta. 124+93, 5' RT	Underground Telephone	Need to watch/protect when trenching the new water main under these cables.	AT&T
Prairie St Sta. 125+80, 7' RT	Underground Gas Line	Need to watch/protect when trenching the new water main under this gas line.	Nicor

**Stage 1 & Stage 2, Year 2**

<b>STAGE / LOCATION</b>	<b>TYPE</b>	<b>DESCRIPTION</b>	<b>OWNER</b>
Prairie St Sta. 123+93, 15' RT	Underground Water Force Main	Need to watch/protect when excavating/trenching over this water main.	FermiLab
Prairie St Sta. 120+00, RT To Sta. 122+80, RT	Underground Gas Line	Need to watch/protect when excavating/trenching over this gas main.	Nicor
Wilson St Sta. 96+16, 14' RT	Underground Water Force Main	Need to watch/protect when excavating/trenching over this water main.	FermiLab
Wilson St Sta. 96+70, 20' RT To Sta. 97+37, 20' RT	Underground Conduit For Electric Service Cables	Need to watch/protect when excavating/trenching over this conduit.	City of Batavia

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

<b>Agency/Company Responsible to Resolve Conflict</b>	<b>Name of contact</b>	<b>Phone</b>	<b>E-mail address</b>
AT&T	Bobby Akhter	630-390-0089	<a href="mailto:G11629@att.com">G11629@att.com</a>
Comcast	Martha Gieras	224-229-5862	martha.gieras@cable.comcast.com
MCI	Investigations Team	TBD	Investigations@verizon.com
Nicor	Utility Consultant GO3W	630-388-2362	TBD
Fermilab	Josh Kenney	708-243-1061	
City of Batavia	Engineering	630-454-2750	

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be considered in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided above for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation duration must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies when necessary. The Department's contractor is responsible for contacting J.U.L.I.E. prior to all excavation work.

## **SUPPLEMENTAL WATERING**

This work will include watering sod, trees, shrubs, vines, and perennials at the rates specified and as directed by the Engineer.

Schedule: Watering will only begin after the successful completion of all period of establishment requirements. Water trees, shrubs, and vines every 7 days throughout the growing season (April 1 to November 30). Water perennials, plugs, and sod a minimum of twice a week. The Engineer may direct the Contractor to adjust the watering rate and frequency depending upon weather conditions.

Watering must be completed in a timely manner. When the Engineer directs the Contractor to do supplemental watering, the Contractor must begin the watering operation within 24 hours of notice. **The Contractor shall give an approximate time window of when they will begin at the work location to the Engineer. The Engineer shall be present during the watering operation.** A minimum of 10 units of water per day must be applied until the work is complete.

Should the Contractor fail to complete the work on a timely basis or within such extended times as may have been allowed by the Department, the Contractor shall be liable to the Department liquidated damages as outlined in the **"Failure to Complete Plant Care and Establishment Work on Time" special provision.**

In fixing the damages as set out herein, the desire is to establish a mode of calculation for the work since the Department's actual loss, in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This said mode is an equitable rule for measurement of the Department's actual loss and fairly takes into account the loss of the trees if the watering is delayed. The Department shall not be required to provide any actual loss in order to recover these liquidated damages provided herein, as said damages are very difficult to ascertain. Furthermore, no provision of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

Source of Water: The Contractor shall notify the Engineer of the source of water used and provide written certification that the water does not contain chemicals harmful to plant growth.

Rate of Application: The normal rates of application for watering are as follows. The Engineer will adjust these rates as needed depending upon weather conditions.

- 35 gallons per tree
- 25 gallons per large shrub
- 15 gallons per small shrub
- 4 gallons per vine
- 3 gallons per perennial plant (Gallon)

- 2 gallons per perennial plant (Quart)
- 2 gallons per perennial plant (Plug)
- 27 gallons per square yard for Sodded Areas

Method of Application: A spray nozzle that does not damage small plants must be used when watering all vegetation. Water shall be applied at the base of the plant to keep as much water as possible off plant leaves. An open hose may be used to water trees, shrubs, and seedlings if mulch and soil are not displaced by watering. The water shall be applied to individual plants in such a manner that the plant hole shall be saturated without allowing the water to overflow beyond the earthen saucer. Watering of plants in beds shall be applied in such a manner that all plant holes are uniformly saturated without allowing the water flow beyond the periphery of the bed. Water shall slowly infiltrate into soil and completely soak the root zone. The Contractor must supply metering equipment as needed to assure the specified application rate of water.

Method of Measurement: Supplemental watering will be measured in units of 1000 gallons of water applied as directed.

Basis of Payment: This work will be paid for at the contract unit price per unit of SUPPLEMENTAL WATERING, measured as specified. Payment will include the cost of all water, equipment and labor needed to complete the work specified herein and to the satisfaction of the Engineer.

## **TEMPORARY INFORMATION SIGNING**

Effective: November 13, 1996

Revised: January 29, 2020

### Description.

This work shall consist of furnishing, installing, maintaining, relocating for various states of construction and eventually removing temporary informational signs. Included in this item may be ground mount signs, skid mount signs, truss mount signs, bridge mount signs, and overlay sign panels which cover portions of existing signs.

### Materials.

Materials shall be according to the following Articles of Section 1000 - Materials:

	<b><u>Item</u></b>	<b><u>Article/Section</u></b>
a.)	Sign Base (Note 1)	1090
b.)	Sign Face (Note 2)	1091
c.)	Sign Legends	1091
d.)	Sign Supports	1093
e.)	Overlay Panels (Note 3)	1090.02

Note 1. The Contractor may use 5/8 inch (16 mm) instead of 3/4 inch (19 mm) thick plywood.

Note 2. The sign face material shall be in accordance with the Department's Fabrication of Highway Signs Policy.

Note 3. The overlay panels shall be 0.08 inch (2 mm) thick.



## GENERAL CONSTRUCTION REQUIREMENTS

### Installation.

The sign sizes and legend sizes shall be verified by the Contractor prior to fabrication.

Signs which are placed along the roadway and/or within the construction zone shall be installed according to the requirements of Article 701.14 and Article 720.04. The signs shall be 7 ft (2.1 m) above the near edge of the pavement and shall be a minimum of 2 ft (600 mm) beyond the edge of the paved shoulder. A minimum of two (2) posts shall be used.

The attachment of temporary signs to existing bridges, sign structures or sign panels shall be approved by the Engineer. Any damage to the existing signs and/or structures due to the Contractor's operations shall be repaired or signs replaced, as determined by the Engineer, at the Contractor's expense.

### Method of Measurement.

This work shall be measured for payment in square feet (square meters) edge to edge (horizontally and vertically).

All hardware, posts or skids, supports, bases for ground mounted signs, connections, which are required for mounting these signs will be included as part of this pay item.

### Basis of Payment.

This work shall be paid for at the contract unit price per square foot (square meter) for TEMPORARY INFORMATION SIGNING.

## **TRAFFIC CONTROL PLAN (D1)**

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and State Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following State Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

### STANDARDS

701001-02	701006-05	701011-04	701301-04	701311-03
701501-06	701701-10	701801-06	701901-08	704001-08

**DETAILS:**

- a. TC-10 Traffic Control and Protection for Side Roads, Intersections, and Driveways
- b. TC-13 District One Typical Pavement Markings
- c. TC-14 Traffic Control and Protection at Turn Bays (To Remain Open to Traffic)
- d. TC-16 Short Term Pavement Marking Letters and Symbols
- e. TC-22 Arterial Road Information Sign
- f. TC-23 Typical Supplemental Signing and Pavement marking Treatment For Railroad Crossings
- g. TC-26 Driveway Entrance Signing
- h. TC-28 Railroad Crossing Repair Detour Signing

**SPECIAL PROVISIONS:**

- a. Maintenance of Roadways (D1)
- b. Public Convenience and Safety (D1)
- c. Traffic Control and Protection (Arterials) (D1)
- d. Temporary Information Signing (D1)
- e. Vehicle and Equipment Warning Lights (BDE)
- f. Work Zone Traffic Control Devices (BDE)
- g. Work Zone Traffic Control Surveillance (LRS3)
- h. Railroad Flaggers (DSE)
- i. Changeable Message Sign, Special (DSE)

**TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D1)**

Effective: February 1, 1996

Revised: March 1, 2011

Specific traffic control plan details and Special Provisions have been prepared for this contract. This work shall include all labor, materials, transportation, handling and incidental work necessary to furnish, install, maintain and remove all traffic control devices required as indicated in the plans and as approved by the Engineer.

When traffic is to be directed over a detour route, the Contractor shall furnish, erect, maintain and remove all applicable traffic control devices along the detour route according to the details shown in the plans.

**Method of Measurement:** All traffic control (except "Traffic Control and Protection (Expressways)" and temporary pavement markings) indicated on the traffic control plan details and specified in the Special Provisions will be measured for payment on a lump sum basis.

**Basis of Payment.** All traffic control and protection will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

Temporary pavement markings will be paid for separately unless shown on a Standard.

### **TREE ROOT PRUNING OR TREE TRIMMING**

The Contractor shall be responsible for taking measures to minimize damage to the tree limbs, tree trunks, and tree roots at each work site. All such measures shall be included in the contract price for other work except that payment will be made for TEMPORARY FENCE, TREE ROOT PRUNING, and TREE PRUNING.

All work, materials and equipment shall conform to Section 201 and 1081 of the Standard Specifications except as modified herein.

A. Earth Saw Cut of Tree Roots (Tree Root Pruning):

1. Whenever proposed excavation falls within a drip-line of a tree, the Contractor shall:
  - a. Root prune 6-inches behind and parallel to the proposed edge of trench a neat, clean vertical cut to a minimum depth directed by the Engineer through all affected tree roots.
  - b. Root prune to a maximum width of 4-inches using a “wheel”, or other similar saw machine. Trenching machines will not be permitted.
  - c. Exercise care not to cut any existing utilities.
  - d. If during construction it becomes necessary to expose tree roots which have not been pre-cut, the Engineer shall be notified and the Contractor shall provide a clean, vertical cut at the proper root location, nearer the tree trunk, as necessary, by means of hand-digging and trimming with chain saw or hand saw. Ripping, shredding, shearing, chopping or tearing will not be permitted.
  - e. Top Pruning: When thirty percent (30%) or more of the root zone is pruned, an equivalent amount of the top vegetative growth or the plant material shall be pruned off within one (1) week following root pruning.
2. Whenever excavation for removal of or construction of a structure is within the drip line/root zone of a tree, the Contractor shall:
  - a. Root prune 6-inches behind the curbing so as to neatly cut the tree roots.
  - b. Depth of cut shall be 12 inches for curb removal and replacement and 24 inches for structural work. Any roots encountered at a greater depth shall be neatly saw cut at no additional cost.
  - c. Locations where earth saw cutting of tree roots is required will be marked in the field by the Engineer.
3. All root pruning work is to be performed shall be approved by the Engineer.

Root pruning will be paid for at the contract unit price EACH for TREE ROOT PRUNING, which price shall be payment for all labor, materials and equipment.

B. Tree Limb Trimming:

1. The Contractor shall inspect the work site in advance and arrange with the Engineer to have any tree limbs pruned that might be damaged by equipment operations at least one week prior to the start of construction. Any tree limbs that are broken by construction equipment after the initial pruning must be pruned correctly within 72 hours.
2. Top Pruning: When thirty percent (30%) or more of the root zone of a tree is pruned, an equivalent amount of the top vegetative growth or the plant material shall be pruned off within one (1) week following root pruning.

Tree limb pruning will be paid for at the contract unit price per Each for TREE TRIMMING which price shall include labor, materials, and equipment.

C. Backfilling:

1. Prior to placing the topsoil and/or sod, in areas outside the protection zone, the existing ground shall be disked to a depth no greater than one (1"), unless otherwise directed by the Engineer. No grading will be allowed within the drip-line of any tree unless directed by the Engineer.

D. Damages:

1. The Contractor shall place extreme importance upon the protection and care of trees and shrubs which are to remain during all times of this improvement. It is of paramount importance that the trees and shrubs which are to remain are adequately protected by the Contractor and made safe from harm and potential damage from the operations and construction of this improvement. If the Contractor is found to be in violation of storage or operations within the "tree protection zone" or construction activities not approved by the Engineer, a penalty shall be levied against the Contractor with the monies being deducted from the contract. The amount of the penalty shall be two hundred fifty dollars (\$250.00) per occurrence per day.

## **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 1 .

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.

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:

City of Batavia

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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."



Route Prairie Street	Marked Route FAU 2511	Section Number 16-00086-01-FP
Project Number LFSH(938)	County Kane	Contract Number 61J35

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

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

Signature 	Date 1/10/23
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Print Name Rahat Bari, P.E.	Title City Engineer	Agency City of Batavia
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Note: Guidance on preparing each section of BDE 2342 can be found in Chapter 41 of the IDOT Bureau of Design and Environment (BDE) Manual. Chapter 41 and this form also reference the IDOT Drainage Manual which should be readily available.

**I. Site Description:**

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

This is located on Prairie Street and Wilson Street in the City of Batavia, Kane County Illinois (T39N, R8E, Sections 22 and 23). The limits of the project include Prairie Street, from Webster Street to approximately 300 feet north of Wilson Street and Wilson Street from Van Buren Street to approximately 500 feet east of Prairie Street for a total of 1,656.48 feet (0.314 mile). (41°51'0.27"N, 88°18'5.15"W)

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

This project involves widening and reconstructing of Prairie Street, and the resurfacing of Wilson Street including full intersection improvements with ADA and new traffic signals. The project will include new at railroad grade crossings, signals and gates to the BNSF railroad. The work will take part over two construction seasons. The first year will include construction of the proposed casing pipe under the BNSF railroad, 12-inch water main, services and appurtenances. The roadway work and intersection improvements will be completed in Year 2 which shall consist of pavement removal; roadway reconstruction & widening; sidewalks; storm sewer and drainage structures; maintenance of traffic and one -way detours; pavement markings; utility coordination, relocation and adjustments; erosion control; and all incidental and collateral work as necessary to complete the roadway improvement. There is no in-stream work involved. The erosion control plans show the temporary installation of the proposed inlet filters, erosion control blanket and temporary seeding, etc. The maintenance of these measures is in the plans and specifications. All temporary erosion control measures will be removed when permanent stabilization is installed. The permanent stabilization, which includes sodding, is shown on the erosion control plans.

C. Provide the estimated duration of this project:

The length of construction is assumed to be 2 construction seasons with a winter shutdown. Work months are expected to be June to mid-November Year 1 and May to mid-November in Year 2 for a total working period of 15 months.

D. The total area of the construction site is estimated to be 2.65 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 1.46 acres.

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

The pre-construction and post-construction weighted runoff coefficients are 0.74.

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

Dreseden Silt Loam 325B: 2-4% slope, 325C2: 4-6% slope, eroded

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

There are no wetlands or waters identified within the project corridor.

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

This project entails reconstruction of an existing roadway. There is minimal potential for erosion other than topsoil being washed into the roadway prior to final stabilization. Inlet protection and temp seeding are provided to prevent impacts to the storm sewer system.

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

Once the roadway is reconstructed, any grading or excavation of earth will occur between the back of curb and the sidewalks. The slopes are flat and there is no ditches, thus minimal potential for erosion. The plans include provisions for inlet protection, seeding, erosion control blanket and silt fence if the need arises.

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

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

City of Batavia owns and maintains the drainage system within the project limits.

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

City of Batavia

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

Receiving water: Ultimate receiving water: Fox River

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

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

The entire project corridor will be disturbed with construction activities. The entire site consists of roadway and parkway within a residential area. There are no wetlands or waters of the US within 50-feet of the project area.

Inlet filters will be used to protect inlets to the storm sewer systems.

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

There are no wetlands or waters of the US within 50-feet of the project area.

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

Provide a description of how erosion and sediment control practices will prevent a discharge of sediment resulting from a storm event equal to or greater than a twenty-five (25) year, twenty-four (24) hour rainfall event:

Any erosion from the parkway will be stopped by the back of curb (when in place) or silt fence. During the roadway reconstruction, any sediment laden run-off will be intercepted by inlet protection in the storm sewer inlets. Triangular silt dikes can be utilized on finished pavement if additional protection is required.

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

N/A; There are no locations of direct discharge to receiving waters.

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

There are no anticipated special dewatering areas other than what is typically completed for storm sewer installation and roadway subgrade installation.

Applicable Federal, Tribal, State, or Local Programs

Floodplain

There is a no floodplain area within the project site.

Historic Preservation

Receiving waters with Total Maximum Daily Load (TMDL) for sediment, total suspended solids, turbidity or siltation  
TMDL (fill out this section if checked above)

The name(s) of the listed water body:

Provide a description of the erosion and sediment control strategy that will be incorporated into the site design that is consistent with the assumptions and requirements of the TMDL:

If a specific numeric waste load allocation has been established that would apply to the project's discharges, provide a description of the necessary steps to meet that allocation:

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

Other

Wetland

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

- Antifreeze / Coolants
- Concrete
- Concrete Curing Compounds
- Concrete Truck Waste
- Fertilizers / Pesticides
- Paints
- Petroleum (gas, diesel, oil, kerosene, hydraulic oil / fluids)
- Soil Sediment

- Solid Waste Debris
- Solvents
- Waste water from cleaning construction equipments
- Other (Specify) \_\_\_\_\_
- Other (Specify) \_\_\_\_\_
- Other (Specify) \_\_\_\_\_
- Other (Specify) \_\_\_\_\_
- Other (Specify) \_\_\_\_\_

**II. Controls:**

This section of the plan addresses the controls that will be implemented for each of the major construction activities described in Section I.C above and for all use areas, borrow sites, and waste sites. For each measure discussed, the Contractor will be responsible for its implementation as indicated. The Contractor shall provide to the Resident Engineer a plan for the implementation of the measures indicated. The Contractor, and subcontractors, will notify the Resident Engineer of any proposed changes, maintenance, or modifications to keep construction activities compliant with the Permit ILR10. Each such Contractor has signed the required certification on forms which are attached to, and are a part of, this plan:

**A. Erosion and Sediment Controls:** At a minimum, controls must be coordinated, installed and maintained to:

1. Minimize the amount of soil exposed during construction activity;
2. Minimize the disturbance of steep slopes;
3. Maintain natural buffers around surface waters, direct storm water to vegetated areas to increase sediment removal and maximize storm water infiltration, unless infeasible;
4. Minimize soil compaction and, unless infeasible, preserve topsoil.

**B. Stabilization Practices:** Provided below is a description of interim and permanent stabilization practices, including site- specific scheduling of the implementation of the practices. Site plans will ensure that existing vegetation is preserved where attainable and disturbed portions of the site will be stabilized. Stabilization practices may include but are not limited to: temporary seeding, permanent seeding, mulching, geotextiles, sodding, vegetative buffer strips, protection of trees, preservation of mature vegetation, and other appropriate measures. Except as provided below in II.B.1 and II.B.2, stabilization measures shall be initiated **immediately** where construction activities have temporarily or permanently ceased, but in no case more than **one (1) day** after the construction activity in that portion of the site has temporarily or permanently ceases on all disturbed portions of the site where construction will not occur for a period of fourteen (14) or more calendar days.

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

The following stabilization practices will be used for this project:

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

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

Erosion Control Blanket: This item will be used on erodible areas of exposed soil.

Permanent Sodding: This item will be utilized at the end of construction to re-establish the grass in areas where it has been disturbed due to construction activities.

Temporary Erosion Control Seeding and Temporary Erosion Control Blanket: This item will be applied to all bare areas every seven days to minimize the amount of exposed surface area. Earth stockpiles shall be temporarily

seeded if they are to remain unused for more than 14 days. Within the construction limits, areas which may be susceptible to erosion as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion. Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are expected within seven days, regardless of when permanent stabilization is anticipated.

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

The erosion control practices listed above shall be removed upon final stabilization or incorporated into the final stabilization of the site.

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

- |  |   |
|--|---|
| <input type="checkbox"/> Aggregate Ditch                         | <input type="checkbox"/> Stabilized Construction Exits                      |
| <input type="checkbox"/> Concrete Revetment Mats                 | <input type="checkbox"/> Stabilized Trench Flow                             |
| <input checked="" type="checkbox"/> Dust Suppression             | <input type="checkbox"/> Slope Mattress                                     |
| <input checked="" type="checkbox"/> Dewatering Filtering         | <input type="checkbox"/> Slope Walls  |
| <input type="checkbox"/> Gabions                                 | <input type="checkbox"/> Temporary Ditch Check                              |
| <input type="checkbox"/> In-Stream or Wetland Work               | <input type="checkbox"/> Temporary Pipe Slope Drain                         |
| <input type="checkbox"/> Level Spreaders                         | <input type="checkbox"/> Temporary Sediment Basin                           |
| <input type="checkbox"/> Paved Ditch                             | <input type="checkbox"/> Temporary Stream Crossing                          |
| <input type="checkbox"/> Permanent Check Dams                    | <input type="checkbox"/> Turf Reinforcement Mats                            |
| <input checked="" type="checkbox"/> Perimeter Erosion Barrier    | <input checked="" type="checkbox"/> Other (Specify) <u>Concrete Washout</u> |
| <input type="checkbox"/> Permanent Sediment Basin                | <input type="checkbox"/> Other (Specify) _____                              |
| <input type="checkbox"/> Retaining Walls                         | <input type="checkbox"/> Other (Specify) _____                              |
| <input type="checkbox"/> Riprap                                  | <input type="checkbox"/> Other (Specify) _____                              |
| <input type="checkbox"/> Rock Outlet Protection                  | <input type="checkbox"/> Other (Specify) _____                              |
| <input type="checkbox"/> Sediment Trap                           | <input type="checkbox"/> Other (Specify) _____                              |
| <input checked="" type="checkbox"/> Storm Drain Inlet Protection | <input type="checkbox"/> Other (Specify) _____                              |

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

Refer to the Erosion Control Plan Sheets for the contract specific stabilization practices called out for temporary conditions.

**Dust Suppression:** This item will be used during construction activities to minimize the dust that becomes airborne and likely inhaled by residents and/or workers.

**Dewatering Filtering:** If dewatering is necessary, it will be filtered accordingly before discharged back onto site or to drainage system.

**Perimeter Erosion Barrier:** This item will be used to demarcate the perimeter of the project location and for the prevention of silt/sediment from leaving the site. Perimeter erosion barrier will be modified as necessary to accommodate the construction and repaired/replaced as necessary. Silt fence/perimeter erosion barrier should only be used in areas where the work area is higher than the perimeter. The use of silt fence at the top of slope/elevations higher than the work area should always be avoided. If necessary, temporary fence should be utilized in locations where the top of slope/elevation is higher than the work area in lieu of silt fence.

**Storm Drain Inlet Protection:** This item will be utilized at all manholes, catch basins, and inlets with open grates. Inlet filters will be installed directly on the drainage structure or under the grate of the drainage structure resting on the lip of the frame. Inlet filters will be checked on a regular basis and any sediment/debris will be removed to

maintain inlet protection. Storm Drain Inlet Protection will be done in accordance with Article 280.04 of the IDOT Specifications. Pipe protection will be implemented at outfalls.

All work associated with installation and maintenance of Concrete Washouts is incidental to the contract.

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

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

Temporary structural features including perimeter erosion barrier, temporary ditch checks, storm drain inlet protection, culvert inlet protection, and stabilized construction exits shall be removed upon completion of construction and final grade stabilization. Permanent structural features including stone riprap shall be maintained throughout construction and shall become permanent features of the proposed improvements.

**D. Treatment Chemicals**

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

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

**E. Permanent (i.e., Post-Construction) Storm Water Management Controls:** Provided below is a description of measures that will be installed during the construction process to control volume and pollutants in storm water discharges that will occur after construction operations have been completed. The installation of these devices may be subject to Section 404 of the Clean Water Act.

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

The practices selected for implementation were determined based on the technical guidance in Chapter 41 (Construction Site Storm Water Pollution Control) of the IDOT BDE Manual. If practices other than those discussed in Chapter 41 are selected for implementation or if practices are applied to situations different from those covered in Chapter 41, the technical basis for such decisions will be explained below.

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

Description of permanent storm water management controls:

Stormwater management facilities are provided throughout the proposed improvement as required by the Kane and DuPage County Ordinances, IDOT Standard Specification and the IEPA. One stormwater facility/BMP area is proposed. Please refer to the plans sets for detailed pond plan information.

"The Snout" debris separator will be installed in several catch basins per City of Batavia Details.

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

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

The management practices, controls, and other provisions contained in this plan are at least as protective as the

requirements contained in the Illinois Environmental Protection Agency's Illinois Urban Manual Standards and Specifications which was used as a guide in designing the erosion and sediment control features. Procedures and requirements specified in applicable soil erosion and sediment control plans or storm water management plans approved by local officials shall be described or incorporated by reference below. Requirements specified in soil erosion and sediment control plans, site permits, storm water management site plans, or site permits approved by a county, state, or local officials that are applicable to protecting surface water resources are, upon submittal of a Notice of Intent (NOI), incorporated and enforceable under this permit even if they are not specifically included in the plan.

The soil and erosion sediment control for this site must meet the requirements of the following agencies:

Cities of Batavia

Kane County

Kane-DuPage Soil and Water Conservation District

Illinois Department of Transportation

Illinois Environmental Protection Agency

U.S. Army Corps of Engineers

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

1. The Contractor shall provide a construction schedule containing an adequate level of detail to show major activities with implementation of pollution prevention BMPs, including the following items:
  - Approximate duration of the project, including each stage of the project
  - Rainy season, dry season, and winter shutdown dates
  - Temporary stabilization measures to be employed by contract phases
  - Mobilization time-frame
  - Mass clearing and grubbing/roadside clearing dates
  - Deployment of Erosion Control Practices
  - Deployment of Sediment Control Practices (including stabilized cons
  
  - Deployment of Construction Site Management Practices (including concrete washout facilities, chemical storage, refueling locations, etc.)
  - Paving, saw-cutting, and any other pavement related operations
  - Major planned stockpiling operation
  - Time frame for other significant long-term operations or activities that may plan non-storm water discharges as dewatering, grinding, etc
  - Permanent stabilization activities for each area of the project
2. During the pre-construction meeting, the Contractor and each subcontractor shall provide, as an attachment to their signed Contractor Certification Statement, a discussion of how they will comply with the requirements of the permit in regard to the following items and provide a graphical representation showing location and type of BMPs to be used when applicable:
  - Temporary Ditch Checks - Identify what type and the source of Temporary Ditch Checks that will be installed as part of the project. The installation details will then be included with the SWPPP.
  - Vehicle Entrances and Exits - Identify type and location of stabilized construction entrances and exits to be used and how they will be maintained.
  - Material Delivery, Storage and Use - Discuss where and how materials including chemicals, concrete curing compounds, petroleum products, etc. will be stored for this project.
  - Stockpile Management - Identify the location of both on-site and off-site stockpiles. Discuss what BMPs will be used to prevent pollution of storm water from stockpiles.
  - Waste Disposal - Discuss methods of waste disposal that will be used for this project.
  - Spill Prevention and Control - Discuss steps that will be taken in the event of a material spill (chemicals, concrete curing compounds, petroleum, etc.)
  - Concrete Residuals and Washout Wastes - Discuss the location and type of concrete washout facilities to be used on this project and how they will be signed and maintained.
  - Litter Management - Discuss how litter will be maintained for this project (education of employees, number of dumpsters, frequency of dumpster pick-up, etc.).
  - Vehicle and Equipment Fueling - Identify equipment fueling locations for this project and what BMPs will be used to ensure containment and spill prevention.
  - Vehicle and Equipment Cleaning and Maintenance - Identify where equipment cleaning and maintenance locations for this project and what BMPs will be used to ensure containment and spill prevention.
  - Dewatering Activities - Identify the controls which will be used during dewatering operations to ensure sediments will not



leave the construction site.

Polymer Flocculants and Treatment Chemicals - Identify the use and dosage of treatment chemicals and provide the Resident Engineer with Material Safety Data Sheets. Describe procedures on how the chemicals will be used and identify who will be responsible for the use and application of these chemicals. The selected individual must be trained on the established procedures.

Additional measures indicated in the plan.

### III. Maintenance:

When requested by the Contractor, the Resident Engineer will provide general maintenance guides (e.g., IDOT Erosion and Sediment Control Field Guide) to the Contractor for the practices associated with this project. Describe how all items will be checked for structural integrity, sediment accumulation and functionality. Any damage or undermining shall be repaired immediately. Provide specifics on how repairs will be made. The following additional procedures will be used to maintain, in good and effective operating conditions, the vegetation, erosion and sediment control measures and other protective measures identified in this plan. It will be the Contractor's responsibility to attain maintenance guidelines for any manufactured BMPs which are to be installed and maintained per manufacture's specifications.

The following is a description of procedures that will be used to maintain, in good and effective operating conditions, vegetation, soil erosion and sediment control measures, and other protective measures identified in this plan and standard specifications:

The Contractor will identify an Erosion Control Representative for the project. His duties will be to supervise the maintenance of the soil erosion and sediment control measures and implementation of this plan.

The following shall be the minimum maintenance required:

- A. Vegetative soil erosion measures – the vegetative growth of permanent seeding, vegetative filters, etc, shall be maintained periodically and supplied adequate watering and fertilizer. The vegetative cover shall be removed and reseeded as necessary.
- B. Sediment control, silt fence will be examined regularly and repaired as necessary. Sediment shall be removed when it reaches a height equal to 50% of the height of the barrier.
- D. Temporary seeding for erosion control will be reapplied when bare stops and washout occur.
- E. Stabilized construction entrances are not anticipated but regular pavement cleaning will be required to remove sediment build up on pavements and gutter.
- F. Inlet filters shall be cleaned on a regular basis.
- G. Temporary and permanent erosion control measures shall be inspected weekly or after any rainfall event in excess of 0.50”.

IDOT SESC Field Guide for Construction Inspection and BMP Maintenance Guide can be found at [www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control](http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control)

### IV. Inspections:

Qualified personnel shall inspect disturbed areas of the construction site including Borrow, Waste, and Use Areas, which have not yet been finally stabilized, structural control measures, and locations where vehicles and equipment enter and exit the site using IDOT Storm Water Pollution Prevention Plan Erosion Control Inspection Report, BC 2259. Such inspections shall be conducted at least once every seven (7) calendar days and within twenty-four (24) hours of the end of a storm or by the end of the following business or work day that is 0.5 inch or greater or equivalent snowfall.

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

If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer shall notify the appropriate IEPA Field Operations Section office by email at: [epa.swnoncomp@illinois.gov](mailto:epa.swnoncomp@illinois.gov), telephone or fax within twenty-four (24) hours of the incident. The Resident Engineer shall then complete and submit an “Incidence of Non-Compliance” (ION) report for the identified violation within five (5) days of the incident. The Resident Engineer shall use forms provided by IEPA and shall include specific information on the cause of noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of non-compliance shall be signed by a responsible authority in accordance with Part VI. G of the Permit ILR10.

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

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

**V. Failure to Comply:**

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



Contractor Certification Statement



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

Route Prairie Street	Marked Route FAU 2511	Section Number 16-00086-01-FP
Project Number LFSH(938)	County Kane	Contract Number 61J35

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

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

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

- Contractor
- Sub-Contractor

Signature		Date	
[Signature Box]		[Date Box]	
Print Name		Title	
[Print Name Box]		[Title Box]	
Name of Firm		Phone	
[Name of Firm Box]		[Phone Box]	
Street Address	City	State	Zip Code
[Street Address Box]	[City Box]	[State Box]	[Zip Code Box]

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



# Illinois Environmental Protection Agency

1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276 • (217) 782-3397

## Division of Water Pollution Control Notice of Intent (NOI) for General Permit to Discharge Storm Water Associated with Construction Site Activities

*This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at the above address.*

For Office Use Only

### OWNER INFORMATION

Permit No. ILR10 \_\_\_\_\_

Company/Owner Name: City of Batavia  
Mailing Address: 200 North Raddant Road Phone: 630-454-2760  
City: Batavia State: IL Zip: 60510 Fax: 630-454-2351  
Contact Person: Rahat Bari, PE E-mail: rbari@cityofbatavia.net  
Owner Type (select one) City

MS4 Community:  Yes  No

### CONTRACTOR INFORMATION

Contractor Name: TBD  
Mailing Address: \_\_\_\_\_ Phone: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Fax: \_\_\_\_\_

### CONSTRUCTION SITE INFORMATION

Select One:  New  Change of information for: ILR10 \_\_\_\_\_  
Project Name: Prairie Street and Wilson Street Intersection Improvements County: Kane  
Street Address: Prairie St/Wilson St Intersection City: Batavia IL Zip: 60510  
Latitude: 41 51 0.27 Longitude: 88 18 5.15 22,23 39N 8E  
(Deg) (Min) (Sec) (Deg) (Min) (Sec) Section Township Range  
Approximate Construction Start Date Jul 1, 2023 Approximate Construction End Date Nov 15, 2024

Total size of construction site in acres: 2.65  
If less than 1 acre, is the site part of a larger common plan of development?  
 Yes  No

Fee Schedule for Construction Sites:  
Less than 5 acres - \$250  
5 or more acres - \$750

### STORM WATER POLLUTION PREVENTION PLAN (SWPPP)

Has the SWPPP been submitted to the Agency?  Yes  No

(Submit SWPPP electronically to: [epa.constilr10swppp@illinois.gov](mailto:epa.constilr10swppp@illinois.gov))

Location of SWPPP for viewing: Address: On Site City: Batavia  
SWPPP contact information: Inspector qualifications:  
Contact Name: Tim Grimm P.E.  
Phone: 630-454-2766 Fax: \_\_\_\_\_ E-mail: tgrimm@cityofbatavia.net  
Project inspector, if different from above Inspector qualifications:  
Inspector's Name: TBD  
Phone: \_\_\_\_\_ Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42) and may also prevent this form from being processed and could result in your application being denied. This form has been approved by the Forms Management Center.

**TYPE OF CONSTRUCTION (select one)**

Construction Type Transportation

SIC Code: \_\_\_\_\_

Type a detailed description of the project:

The work consists of the reconstruction of Prairie Street and resurfacing of Wilson Street. Reconstructed pavement will consist of 7.75" of HMA supported on 12" aggregate subgrade. Additional work will include new 12" water main and services., storm sewer and drainage structures, intersection improvements with ADA and traffic signals, sidewalks, PCC and HMA driveways, curb and gutter, MOT with detours, milling and HMA resurfacing (Wilson Street), pavement marking and signing, restoration, and all incidental and collateral work necessary to complete the project as shown on the plans and described herein.

**HISTORIC PRESERVATION AND ENDANGERED SPECIES COMPLIANCE**

Has the project been submitted to the following state agencies to satisfy applicable requirements for compliance with Illinois law on:

- Historic Preservation Agency       Yes       No
- Endangered Species                       Yes       No

**RECEIVING WATER INFORMATION**

Does your storm water discharge directly to:     Waters of the State    or     Storm Sewer

Owner of storm sewer system: City of Batavia

Name of closest receiving water body to which you discharge: Fox River

Mail completed form to: Illinois Environmental Protection Agency  
Division of Water Pollution Control  
Attn: Permit Section  
Post Office Box 19276  
Springfield, Illinois 62794-9276  
or call (217) 782-0610  
FAX: (217) 782-9891

Or submit electronically to: [epa.constilr10swppp@illinois.gov](mailto:epa.constilr10swppp@illinois.gov)

I certify under penalty of law that this document and all attachments were prepared under my direction and supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage this system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment. In addition, I certify that the provisions of the permit, including the development and implementation of a storm water pollution prevention plan and a monitoring program plan, will be complied with.

*Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))*

  
\_\_\_\_\_  
Owner Signature:

Rahat Bari, PE  
\_\_\_\_\_  
Printed Name:

01/18/2023  
\_\_\_\_\_  
Date:

City Engineer  
\_\_\_\_\_  
Title:

## INSTRUCTIONS FOR COMPLETION OF CONSTRUCTION ACTIVITY NOTICE OF INTENT (NOI) FORM

Submit original, electronic or facsimile copies. Facsimile and/or electronic copies should be followed-up with submission of an original signature copy as soon as possible. Please write "copy" under the "For Office Use Only" box in the upper right hand corner of the first page.

***This fillable form may be completed online, a copy saved locally, printed and signed before it is submitted to the Permit Section at:***

Illinois Environmental Protection Agency  
Division of Water Pollution Control  
Permit Section  
Post Office Box 19276  
Springfield, Illinois 62794-9276  
or call (217) 782-0610

FAX: (217) 782-9891

Or submit electronically to: [epa.constilr10swppp@illinois.gov](mailto:epa.constilr10swppp@illinois.gov)

**Reports must be typed or printed legibly and signed.**

Any facility that is not presently covered by the General NPDES Permit for Storm Water Discharges From Construction Site Activities is considered a new facility.

If this is a change in your facility information, renewal, etc., please fill in your permit number on the appropriate line, changes of information or permit renewal notifications do not require a fee.

**NOTE: FACILITY LOCATION IS NOT NECESSARILY THE FACILITY MAILING ADDRESS, BUT SHOULD DESCRIBE WHERE THE FACILITY IS LOCATED.**

Use the formats given in the following examples for correct form completion.

	Example	Format
Section	12	1 or 2 numerical digits
Township	12N	1 or 2 numerical digits followed by "N" or "S"
Range	12W	1 or 2 numerical digits followed by "E" or "W"

For the Name of Closest Receiving Waters, do not use terms such as ditch or channel. For unnamed tributaries, use terms which include at least a named main tributary such as "Unnamed Tributary to Sugar Creek to Sangamon River."

Submission of initial fee and an electronic submission of Storm Water Pollution Prevention Plan (SWPPP) for Initial Permit prior to the Notice of Intent being considered complete for coverage by the ILR10 General Permits. Please make checks payable to: Illinois EPA at the above address.

Construction sites with less than 5 acres of land disturbance - fee is \$250.

Construction sites with 5 or more acres of land disturbance - fee is \$750.

SWPPP should be submitted electronically to: [epa.constilr10swppp@illinois.gov](mailto:epa.constilr10swppp@illinois.gov). When submitting electronically, use Project Name and City as indicated on NOI form.



A Subsidiary of GZA



To: David W. Block, P.E. – TranSystems Corporation  
 From: Jeremy J. Reynolds, P.G. – H&H/GZA  
 Date: July 6, 2022  
 Re: CCDD LPC-663 Prairie Street Reconstruction Project

GEOTECHNICAL

ENVIRONMENTAL

ECOLOGICAL

WATER

CONSTRUCTION  
MANAGEMENT

915 Harger Road  
 Suite 330  
 Oak Brook, IL 60523  
 T: 630.684.9100  
 F: 630.684.9120  
 www.huffnhuff.com  
 www.gza.com

Huff & Huff, Inc. / GZA, Inc. (H&H/GZA) provided services in support of a Form LPC-663 for the proposed Prairie Street Reconstruction Project in Batavia, Kane County, Illinois. This PSI assessment includes coverage of the Project Corridor not previously completed as part of the PSI dated November 19, 2019. These areas include the north leg of Prairie Street (north of Wilson Street) and Wilson Street from Van Buren Street to approximately 400 feet east of Prairie Street.

A *Preliminary Environmental Site Assessment (PESA)* for the Project Corridor was conducted by H&H in 2017 which identified seven (7) PIPs. A PESA Validation was also conducted by H&H in 2022 which did not identify additional sites. The PIPs were investigated during drilling activities on October 7<sup>th</sup>, 2019. Soil borings were advanced at twenty (20) locations to assess Project Corridor soils for construction worker safety and disposal considerations. Of the twenty locations sampled on October 7<sup>th</sup>, 2019, seven locations (2019-SB-1, 2019-SB-2, 2019-SB-3, 2019-SB-4 (1-3), 2019-SB-18, 2019-SB-19, and 2019-SB-20) correspond to the northern portion of the Prairie Street Reconstruction Project covered in this PSI assessment. Ten (10) additional soil borings were advanced on April 15<sup>th</sup>, 2022 to maximum depths of approximately 8 to 12 feet bgs, corresponding to the maximum anticipated depth of the planned and/or potential improvements.

Soils were screened in the field using a photoionization detector (PID). Soil samples were submitted for the analysis of one or more of the following contaminants of concern associated with the identified PIPs: volatile organic compounds (VOCs); benzene, ethylbenzene, toluene, and total xylene (BTEX); semi-volatile organic compounds (SVOCs); polynuclear aromatic compounds (PNAs); pesticides/herbicides; and total RCRA metals. Samples were also analyzed for soil pH using laboratory analysis to assess CCDD suitability of Project Corridor soils. Samples were also analyzed for soil pH using laboratory analysis to assess CCDD suitability of Project Corridor soils.

**Analytical Results**

Soil pH: Nineteen samples were submitted for soil pH analysis and are considered representative of the Project Corridor. Samples 2022-SB-3 (8-12) and 2022-SB-10 (0-4) had soil pH results of 9.15 and 9.39, respectively, which are outside of the acceptable range for CCDD/USFO disposal. The remaining samples [2019-SB-1 (5-7), 2019-SB-2 (1-3), 2019-SB-3 (7-8), 2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-4 (4-8), 2022-SB-5 (0-4), 2022-SB-6 (4-8), 2022-SB-7 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] had pH results ranging from 7.68 to 8.98, each within the acceptable range (6.25 to 9.00) for CCDD/USFO disposal. Therefore, soils from this Project Corridor are considered to achieve the CCDD soil pH criteria.



**VOCs & subset BTEX:** Four soil samples [2019-SB-1 (5-7), 2019-SB-3 (7-8), 2022-SB-3 (8-12), and 2022-SB-4 (4-8)] were analyzed for VOCs and seven soil samples [2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-7 (4-8), 2022-SB-8 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] were analyzed for BTEX, a subset of VOCs. Sample 2022-SB-7 (4-8) had detections of BTEX constituents below their respective MAC and Tier I values. The remaining samples had VOC concentrations below the detection limits, achieving the Tier 1 ROs and the MACs for CCDD disposal.

**SVOCs & subset PNAs:** Two soil samples [2019-SB-1 (5-7), 2019-SB-3 (7-8)] were analyzed for SVOCs and eight soil samples [2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-3 (8-12), 2022-SB-7 (4-8), 2022-SB-8 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] were analyzed for PNAs, a subset of SVOCs. Sample 2019-SB-1 (5-7) had detections of SVOC constituents below their respective MAC and Tier I values. Sample 2019-SB-3 (7-8) had a benzo(a)pyrene result (0.214 mg/kg) below the respective Tier I values but above the most stringent MAC value for disposal outside a populated area only (0-09 mg/kg). The remaining samples had PNA concentrations below the detection limits, achieving the Tier 1 ROs and the MACs for CCDD disposal.

**RCRA Metals:** Ten soil samples [2019-SB-1 (5-7), 2019-SB-3 (7-8), 2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-3 (8-12), 2022-SB-7 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] were analyzed for total RCRA metals. Additionally, sample 2022-SB-10 (0-4) was analyzed for total arsenic for delineation purposes. Each sample analyzed had one or more total metals detections, with the exception of 2022-SB-10 (0-4), including arsenic, barium, cadmium, chromium, lead, and silver. Sample 2022-SB-9 (0-4) had an arsenic result (12.3 mg/kg) below the respective Tier I values but above the most stringent MAC value for disposal outside an MSA county (11.3 mg/kg). However, this sample result achieves the MAC for disposal within an MSA count (13.0 mg/kg). The remaining samples had RCRA metals concentrations below their respective Tier 1 ROs and the MACs, achieving the Tier 1 ROs and the MACs for CCDD disposal.

**Pesticides/Herbicides:** Three soil samples [2019-SB-1 (5-7), 2019-SB-3 (7-8), and 2019-SB-20 (1-3)] were analyzed for pesticides and herbicides. Each sample analyzed had pesticide/herbicide concentrations below the detection limits, achieving the Tier 1 ROs and the MACs for CCDD disposal.

Seven (7) PIPs were identified near the Project Area. Appropriate laboratory analyses have been conducted on samples collected to assess achievement of the MACs for CCDD disposal.

Spoils generated from the Project Area are certified for disposal at a CCDD or USFO facility, within the following areas as presented in the table below.

Soil Boring ID	Soil Interval	Sample Classification	Parameter(s) Exceeding MAC(s)	Eligible for CCDD or USFO Disposal?	Soil Disposal Classification (Max Excavation Depth) <sup>1</sup>
2019-SB-1	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-2	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-3	0-8'	669.05 (a)(3)	Benzo(a)pyrene*	Yes: 0-8'	0-8': CCDD (MSA County and Chicago) or Site Reuse
2019-SB-4	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)





Soil Boring ID	Soil Interval	Sample Classification	Parameter(s) Exceeding MAC(s)	Eligible for CCDD or USFO Disposal?	Soil Disposal Classification (Max Excavation Depth) <sup>1</sup>
2019-SB-18	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-19	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-20	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2022-SB-1	0-4'	Unclassified	None	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-1	4-8'	Unclassified	None**	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-2	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-2	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-3	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-3	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
<b>2022-SB-3</b>	<b>8-12'</b>	<b>669.05 (b)(1)</b>	<b>pH</b>	<b>No: 8-12'</b>	<b>8-12': Landfill as NSW or Site Reuse</b>
2022-SB-4	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-4	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-5	0-4'	Unclassified	None	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-5	4-8'	Unclassified	None**	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-6	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-6	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-7	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-7	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-8	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-8	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
<b>2022-SB-8</b>	<b>8-12'</b>	<b>669.05 (a)(5)</b>	<b>Elevated PID (75.9 ppm) &amp; petroleum odors</b>	<b>No: 8-12'</b>	<b>8-12': Landfill as NSW</b>
<b>Railroad Area***</b>	<b>0-12'</b>	<b>669.05 (a)(5)</b>	<b>Railroad Area</b>	<b>No: 0-12'</b>	<b>Full Depth: Landfill as NSW</b>
2022-SB-9	0-4'	669.05(a)(2)	Arsenic	Yes: 0-4'	0-4': CCDD (Within MSA Counties, including Chicago)
2022-SB-9	4-8'	669.05(a)(2)	Arsenic**	Yes: 4-8'	4-8': CCDD (Within MSA Counties, including Chicago)
<b>2022-SB-10</b>	<b>0-4'</b>	<b>669.05 (b)(1)</b>	<b>pH</b>	<b>No: 0-4'</b>	<b>0-4': Landfill as NSW or Site Reuse</b>
2022-SB-10	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)

<sup>1</sup> Based on maximum excavation depth planned per Contract Plans. To avoid summarizing the full boring depth based on most-restrictive soil classification per sample depths analyzed, multiple options are summarized based on planned excavation depth throughout Project Corridor.

<sup>2</sup> "Unrestricted" refers to material that is approved for CCDD disposal at any facility location (e.g., Within Chicago Corporate Limits, Within a Populated Area in a MSA County, Within a Populated Area in Non-MSA County, and Outside a Populated Area).

\* Soil classification is based on result from discrete interval within the horizon listed.

\*\* Soil classification is based on result from another discrete interval within the soil boring.

\*\*\* Consistent with IDOT Risk-Managed Approach, soils within the RR ROW are considered to eh 669.05 (a)(5) soils.

**Bold/Shaded** Refers to areas which must be disposed of as **Non-Special Waste** if off-site disposal is required.



Based on the presence of a historical railroad corridor, petroleum odors/elevated PID observed for sample SB-8 (8-12), as well as pH results for samples 2022-SB-3 (8-12) and 2022-SB-10 (0-4), the following areas are within a **CCDD Exclusion Area**:

- SB-3: from approximately 8 feet below ground surface to maximum anticipated excavation depth
- SB-8: from approximately 8 feet below ground surface to maximum anticipated excavation depth
- Railroad Area: from ground surface to 4 feet below ground surface to maximum anticipated excavation depth
- SB-10: from ground surface to 4 feet below ground surface

According to Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction, Section 669.05 (Removal and Disposal of Regulated Substances – Contaminated Soil and/or Groundwater Management and Disposal), the following areas shall be managed as follows:

#### **669.05 Regulated Substances Management and Disposal**

- (a) Soil** *“Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in soil established pursuant to Subpart F of 35 Ill. Adm. Code 1100.605, the soil shall be managed as follows:”*

#### **Spoils generated from 2022-SB-9 (0-4) and 2022-SB-9 (4-8) are classified as 669.05(a)(2):**

- *“When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County identified in 35 Ill. Admin. Code 742 Appendix A. Table G, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of at a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation (USFO) within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.”*
- Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Soil can be used on site, disposed of at a clean construction demolition debris (CCDD) or uncontaminated soil fill operation (USFO) within an MSA County.”*

#### **Spoils generated from 2019-SB-3 (0-1), 2019-SB-3 (1-3), 2019-SB-3 (3-5), 2019-SB-3 (5-7), and 2019-SB-3 (7-8) are classified as 669.05(a)(3):**

- *“When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.”*
- Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Soil can be used on site, managed and disposed of at a clean construction demolition debris (CCDD) or uncontaminated soil fill operation (USFO) within an MSA County excluding Chicago or excluding the Chicago corporate limits.”*

#### **Spoils generated from the Railroad Area (0-12) and 2022-SB-8 (8-12) are classified as 669.05(a)(5):**



- *“When the Engineer determines soil cannot be managed according to Articles 669.05(a)(1) through (a)(4) above and the materials do not contain special waste or hazardous waste, as determined by the Engineer, the soil shall be managed and disposed of at a landfill as a non-special waste.”*
  - Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Disturbed soil must be managed and disposed of at a properly permitted landfill as non-special waste. The Contractor must provide a signed letter specifying the proposed disposal facility and documentation the landfill is permitted to accept the regulated soil. The Contractor is also responsible for providing the Waste Material Profile and Generator’s Non-Special Waste Certification.”*
- “Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO for any of the following reasons:”*
- (b) Soil Types:**

**Spoils generated from 2022-SB-3 (8-12) and 2022-SB-10 (0-4) are classified as 669.05(b)(1):**

- *“The pH of the soil is less than 6.25 or greater than 9.0.”*
- Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Soil can be used on site or managed and disposed of offsite according to Article 202.03. This soil cannot be disposed of at a CCDD or USFO facility.”*

Spoils generated from the remainder of the Project Corridor are certified for disposal at a CCDD facility or USFO facility, within the following areas:

- Within Chicago corporate limits
- A populated area in a Metropolitan Statistical Area (MSA) excluding Chicago
- A populated area in a non-MSA county
- A non-populated area

**Discussion of CW Caution Area(s)**

Based on analytical results as well as on-site observations and PID screening results, a Construction Worker Caution Area (CWCA) has not been identified for the Project Corridor.

Should conditions within the Project Corridor change, such as unusual staining, odors, or if loads become rejected, additional analytical assessment may be required for final disposition of spoils from this Project Corridor. Elevated PID readings may also result in rejected loads.

Jeremy J. Reynolds, P.G.

Associate Principal



# Illinois Environmental Protection Agency

1021 North Grand Avenue East • P.O. Box 19276 • Springfield • Illinois • 62794-9276 • (217) 782-3397

## Uncontaminated Soil Certification by Licensed Professional Engineer or Licensed Professional Geologist for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation LPC-663

Revised in accordance with 35 Ill. Adm. Code 1100, as amended by PCB R2012-009 (eff. Aug. 27, 2012)

This certification form is to be used by professional engineers and professional geologists to certify, pursuant to 35 Ill. Adm. Code 1100.205(a)(1)(B), that soil (i) is uncontaminated soil and (ii) is within a pH range of 6.26 to 9.0. If you have questions about this form, please telephone the Bureau of Land Permit Section at 217/524-3300.

This form may be completed online, saved locally, printed and signed, and submitted to prospective clean construction or demolition debris (CCDD) fill operations or uncontaminated soil fill operations.

### I. Source Location Information

(Describe the location of the source of the uncontaminated soil)

Project Name: Prairie Street Reconstruction Project Office Phone Number, if available: \_\_\_\_\_

Physical Site Location (address, including number and street):

Prairie Street (north of Wilson Street) and Wilson Street from Van Buren Street to approximately 400 feet east of Prairie Street.

City: Batavia State: IL Zip Code: 60510

County: Kane Township: \_\_\_\_\_

Lat/Long of approximate center of site in decimal degrees (DD.ddddd) to five decimal places (e.g., 40.67890, -90.12345):

Latitude: 41.85004 Longitude: -88.30143

(Decimal Degrees) (-Decimal Degrees)

Identify how the lat/long data were determined:

GPS  Map Interpolation  Photo Interpolation  Survey  Other

ISGS Public Land Survey System. Lat/lon above refer to the approximate center of the Project Area

IEPA Site Number(s), if assigned: BOL: \_\_\_\_\_ BOW: \_\_\_\_\_ BOA: \_\_\_\_\_

Approximate Start Date (mm/dd/yyyy): \_\_\_\_\_ Approximate End Date (mm/dd/yyyy): \_\_\_\_\_

Estimated Volume of debris (cu. Yd.): \_\_\_\_\_

### II. Owner/Operator Information for Source Site

Site Owner

Name: \_\_\_\_\_ City of Batavia

Street Address: \_\_\_\_\_ 200 N Raddant Road

PO Box: \_\_\_\_\_

City: Batavia State: IL

Zip Code: 60510 Phone: 630-454-2300

Contact: \_\_\_\_\_ Gary Holm

Email, if available: \_\_\_\_\_ gholm@cityofbatavia.net

Site Operator

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

PO Box: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

Contact: \_\_\_\_\_

Email, if available: \_\_\_\_\_

This Agency is authorized to require this information under Section 4 and Title X of the Environmental Protection Act (415 ILCS 5/4, 5/39). Failure to disclose this information may result in: a civil penalty of not to exceed \$50,000 for the violation and an additional civil penalty of not to exceed \$10,000 for each day during which the violation continues (415 ILCS 5/42). This form has been approved by the Forms Management Center.

Uncontaminated Soil Certification**III. Basis for Certification and Attachments**

For each item listed below, reference the attachments to this form that provide the required information.

- a. A Description of the soil sample points and how they were determined to be sufficient in number and appropriately located 35 Ill. Adm. Code 1100.610(a)]:

A database review was completed in the 2017 PESA and 2022 PESA Validation for the Project Corridor, which consists of residential and commercial properties. Seven (7) potentially impacted properties (PIPs) were identified in connection with the Project Corridor through the database review and site visit. Refer to the attachments for additional information.

- b. Analytical soil testing results to show that soil chemical constituents comply with the maximum allowable concentrations established pursuant to 35 Ill. Adm. Code Part 1100, Subpart F and that the soil pH is within the range of 6.25 to 9.0, including the documentation of chain of custody control, a copy of the lab analysis; the accreditation status of the laboratory performing the analysis; and certification by an authorized agent of the laboratory that the analysis has been performed in accordance with the Agency's rules for the accreditation of environmental and the scope of the accreditation [35 Ill. Adm. Code 1100.201 (g), 1100.205(a), 1100.610]:

Seventeen (17) soil borings were advanced in the Project Area on October 7, 2019 and April 15, 2022. Samples were analyzed for one or more of: VOCs, BTEX, SVOCs, PNAs, RCRA Metals, Pest/Herb, and pH. With the exception of 2022-SB-3 (8-12), 2022-SB-8 (8-12), and 2022-SB-10 (0-4), results achieve the CCDD requirements. Refer to the attachments for additional info.

**IV. Certification Statement, Signature and Seal of Licensed Professional Engineer or Licensed Professional Geologist**

I, Jeremy J. Reynolds, P.G. (name of licensed professional engineer or geologist) certify under penalty of law that the information submitted, including but not limited to, all attachments and other information, is to the best of my knowledge and belief, true, accurate and complete. In accordance with the Environmental Protection Act [415 ILCS 5/22.51 or 22.51a] and 35 Ill. Adm. Code 1100.205(a), I certify that the soil from this site is uncontaminated soil. I also certify that the soil pH is within the range of 6.25 to 9.0. In addition, I certify that the soil has not been removed from the site as part of a cleanup or removal of contaminants. All necessary documentation is attached.

***Any person who knowingly makes a false, fictitious, or fraudulent material statement, orally or in writing, to the Illinois EPA commits a Class 4 felony. A second or subsequent offense after conviction is a Class 3 felony. (415 ILCS 5/44(h))***

Company Name: Huff & Huff, Inc., a Subsidiary of GZA, Inc.


Street Address: 915 Harger Rd Suite 330

City: Oak Brook State: IL Zip Code: 60523

Phone: (630) 684-9100

Jeremy J. Reynolds, P.G.

Printed Name:

  
Licensed Professional Engineer or  
Licensed Professional Geologist Signature:

Jul 6, 2022

Date:



P.E or L.P.G. Seal:



**Uncontaminated Soil Certification**

**by Licensed Professional Engineer or Licensed Professional Geologist for Use of Uncontaminated Soil as Fill in a CCDD or Uncontaminated Soil Fill Operation.**

**LPC-663**

**Owner: City of Batavia**

**Project Name: Prairie Street Reconstruction Project**

**III. Basis for Certification and Attachments**

Explain the basis upon which you are certifying that the soil from this site is uncontaminated soil.

This form pertains to soils excavated from the proposed Prairie Street Reconstruction Project in Batavia, Kane County, Illinois. The improvements are proposed primarily along the north leg of Prairie Street (north of Wilson Street) and Wilson Street from Van Buren Street to approximately 400 feet east of Prairie Street in Batavia, Kane County, Illinois (Project Corridor). The planned improvements include roadway improvements.

At this time, the maximum depth of excavation for the proposed improvements is anticipated to be approximately 12 ft bgs. Maps depicting the Project Corridor location, identified sites, sample locations, and soil classifications are included in **Attachment A**.

A PESA conducted in 2017 and PESA Validation conducted in 2022 provide discussion of records review and historical research. The 2022 PESA Validation is included in **Attachment B**. The analyses conducted and results are summarized at the end of this narrative. The laboratory analytical reports are included in **Attachment C**. Boring logs are included in **Attachment D**.

**Historic Aerials**

Per the 2017 PESA, aerial photographs of the Project Corridor vicinity were provided by Environmental Risk Information Services (ERIS). The earliest photograph available is dated 1939. Photographs from 1946, 1963, 1972, 1978, 1988, 1994, 1999, 2005, 2006, 2007, 2009, 2010, 2011, 2012, 2014, and 2015 were also reviewed. A general discussion of the aerials is provided below; for a detailed, site-specific discussion of the land use regarding identified PIPs, refer to Section 5.

**1939** Pine Street, Prairie Street, Wilson Street, and State Street are present. Residences are located along Pine Street, Prairie Street, Wilson Street, and State Street, but the surrounding area to the east is mostly undeveloped farmland while the surrounding area to the west is occupied by commercial and residential properties and is heavily wooded. Also present, adjacent to and east of present-day Laurel Street, is what appears to be a small fruit orchard. A railroad corridor (present-day Burlington Northern) with a general northeast-southeast alignment intersects the Project Corridor at Prairie and Wilson Street. Lastly, the Fox River is depicted approximately 0.25 miles west of the Project Corridor.

**1946** The subsequent 1946 aerial photograph is like the 1939 aerial photograph. There is further residential development along Pine Street, Prairie Street, Wilson Street, and State Street. Also depicted, approximately 600 feet southeast of the southern end of the Project Corridor, is a small body of water. There are no other significant changes to the immediate Project Corridor or the surrounding area.



**1963** Further residential development as well as new residential development is apparent along Pine Street, Prairie Street, Wilson Street, State Street, and in the surrounding area. Commercial properties are present at the northern end of the Project Corridor near the Wilson Street and Prairie Street intersection. Depicted at the northwest corner of Prairie Street and Webster Street (present-day Fox River Car Wash) is what appears to be a staging area for railroad cars and cargo. The fruit orchards present east of the Project Corridor in 1939 and 1946 are no longer present in 1963. Lastly, a large building (present -day J.B. Nelson School) is depicted approximately 600 feet east of the Project Corridor where a fruit orchard previously occupied.

**1972** The subsequent 1972 aerial photograph is like the 1963 aerial photograph. There has been further residential development along Prairie Street and associated side streets. A large commercial work yard (present-day R&S Liquors) is depicted at the northeast corner of the Wilson Street and Prairie Street intersection. There are no other significant changes to the immediate Project Corridor or the surrounding area.

**1978** The 1978 aerial photograph is like the 1972 aerial photograph, and there are no other significant changes to the immediate Project Corridor or the surrounding area.

**1988** The 1988 aerial photograph is like the 1978 aerial photograph but is of low quality. The only noteworthy change is the replacement of residential properties with two commercial strip malls located along Wilson Street and just west of Prairie Street. There are no other significant changes to the immediate Project Corridor or to the surrounding area.

**1994** The 1994 aerial photograph is like the 1988 aerial photograph. The only noteworthy change is the presence of a commercial building (present-day Fox River Car Wash) at the northwest corner of Prairie Street and Webster Street. What previously occupied this parcel of land was a possible staging area for railroad cars and cargo. There are no other significant changes to the immediate Project Corridor or in the surrounding area.

**1999** The 1999 aerial photograph is like the 1994 aerial photograph, and there are no other significant changes to the immediate Project Corridor or the surrounding area.

**2005** The 2005 aerial photograph is like the 1999 aerial photograph. The only noteworthy change is the replacement of the possible commercial work yard located at the northeast corner of Wilson Street and Prairie Street with a commercial building (present-day R&S Liquors). There are no other significant changes to the immediate Project Corridor or to the surrounding area.

**2006-2015** The 2006 aerial photograph is like the 2005 aerial photograph, and there are no other significant changes to the immediate Project Corridor or the surrounding area in the subsequent years.

**Records Search**

Per the 2017 PESA and 2022 PESA Validation, the following site descriptions and table summarize the identified PIPs that are adjacent to the Project Corridor.

Site Name	Figure 1 Site ID	Address	Reason(s)
Park & Son's Auto Repair	3	403 E Wilson Street	Proximity and potential hazardous material use/storage associated with car servicing
R&S Liquors	4	415 E Wilson Street	Proximity and previous land-use



Site Name	Figure 1 Site ID	Address	Reason(s)
Burlington Northern	5	Railroad with Crossings at Prairie Street and Wilson Street	Proximity, reported spill, and potential historic use of herbicide and pesticide
Batavia Marathon	8	336 E Wilson Street	Proximity and associated with Underground Storage Tanks (USTs)
Wilson Cleaners	10	332 E Wilson Street	Proximity, associated with hazardous materials, and enrolled in the Site Remediation Program (SRP)
Fox River Car Wash	11	19 S Prairie Street	Proximity and previous land-use
Commercial Properties	12	330-338 Webster Street	Proximity and possible association with USTs

403 E Wilson Street (Site ID 3)

This site was identified during site reconnaissance at 403 E Wilson Street in Batavia, IL. The site is located adjacent to and north of the Project Corridor. It was not listed in any database, but it is an active automobile servicing shop that potentially stores/uses hazardous chemicals that could affect the Project Corridor. According to the historical aerial photographs, the site was occupied by a large commercial building from 1939 to possibly as late as 1962. The present-day site configuration was established in 1963.

Based on the available information, site reconnaissance, and its proximity to the Project Corridor, **this site is considered a PIP.**

415 E Wilson Street (Site ID 4)

This site was identified during site reconnaissance at 415 E Wilson Street, adjacent to and north of the Project Corridor. It was not listed in any database and presently is a liquor store. However, according to the historical aerial photographs, the site was occupied by a large commercial building from 1939 to possibly as late as 1962. From 1963 to possibly as late as 2004, the site is occupied by what appears to be a commercial work yard. In 2005, the present-day site configuration was established. It is possible that throughout the site’s long history as a commercial property there has been onsite use/storage of hazardous chemicals that could affect the Project Corridor.

Based on the available information and its proximity to the Project Corridor, **this site is considered a PIP.**

Burlington Northern Railroad (Site ID 5)

The site is located near the northern terminus of the Project where it intersects Wilson Street and Prairie Street. The site was listed in the SPILLS2 database, which refers to an incident reported on August 1, 1985. A train was stalled on the railroad and wind blew wool onto the street (FOIA document included in Appendix D). This does not pose a threat to the Project Corridor. However, railroad lines are historically known for spills and transporting a wide array of materials. This includes many hazardous materials that could potentially affect the Project Corridor. During site reconnaissance, there were no apparent waste materials or environmental concerns observed. According to the historic aerial photographs, the railroad line has been in existence since at least 1939.





Based on the available information and its proximity to the Project Corridor, **this site is considered a PIP.**

336 E Wilson Street (Site ID 8)

The site is located at 336 E Wilson Street in Batavia, IL, adjacent to and south of the Project Corridor. It was listed in the UST database, which associates the site with numerous tanks that are summarized in the following table.

Tank Number	Material	Quantity (gallons)	Installation Date	OSFM Notification Date	Removal Date
1	Diesel Fuel	2,000	N/A	April 10, 1986	February 5, 1987
2	Gasoline	6,000	N/A	April 10, 1986	February 5, 1987
3	Diesel Fuel	2,000	N/A	April 10, 1986	February 5, 1987
4	Kerosene	1,000	N/A	April 10, 1986	February 5, 1987
5	N/A	99	N/A	April 10, 1986	February 5, 1987

N/A = Not Available

No further information was found through the database report, or an independent search of the Illinois EPA databases. According to the historical aerial photographs, the site was occupied by a residential home from 1933 to possibly as late as 1962. Between 1963 to possibly as late as 1987, a single commercial building was evident at the site. Presently, the site is occupied by a parking lot for a commercial strip mall.

Based on the available information and its proximity to the Project Corridor, **this site is considered a PIP.**

332 E Wilson Street (Site ID 10)

The site is located at 332 E Wilson Street in a strip mall adjacent to and west of the Project Corridor. The site is listed in the RCRA, INST CONTROL, and SRP databases. The RCRA listing refers to the site as a small quantity generator (SQG) of hazardous waste (halogenated solvents). There is no documentation of any RCRA violations. The SRP and INST CONTROL databases refer to the site’s enrollment into the Site Remediation Program (SRP) on November 4, 1996. The site received a comprehensive NFR letter dated September 19, 1997 with an Industrial/Commercial Land-use Restriction. The site also received a focused NFR letter dated April 15, 2008 with an On-site Groundwater Use Restriction. According to the historical aerial photographs, the site has been present since as early as 1988 and previous land-use varied from residential to commercial.

Based on the available information and its proximity to the Project Corridor, **this site is considered a PIP.**

19 S Prairie Street (Site ID 11)

This site was identified during site reconnaissance at 19 S Prairie Street, adjacent to and west of the Project Corridor. It was not listed in any database and presently is a car wash. However, according to the historical aerial photographs, the site was occupied by what appears to be a staging area for railroad cars and cargo from possibly as early as 1947 to possibly as late as 1987. In 1988, the present-day site configuration was established. Railroad lines are historically known for spills



and transporting a wide array of materials. This includes many hazardous materials that could potentially affect the Project Corridor.

Based on the available information and its proximity to the Project Corridor, **this site is considered a PIP.**

**330-338 Webster Street (Site ID 12)**

This site was identified during site reconnaissance at 330-338 Webster Street, adjacent to and west of the Project Corridor. It was not listed in any database, and presently is a vacant building and cross-fit gym. However, a UST fill pipe (depicted in the photo log) was observed during site reconnaissance on the west side of the building. No further information was found through the database report, or an independent search of the Illinois EPA databases. According to the historical aerial photographs, the site was undeveloped between 1939 to possibly as late as 1962. In 1963, the present-day site configuration was established.

Based on the available information, site reconnaissance, and its proximity to the Project Corridor, **this site is considered a PIP.**

**Analytical Summary**

In order to assess CCDD suitability soil samples were collected for contaminant of concern as well as for pH. Soil borings were advanced to max depths of twelve feet bgs. Soils were screened continuously using a PID meter and representative soil samples were collected. The PID readings are summarized in the following table.

**PID Screening Summary**

Soil Boring	Depth, ft	PID Reading, ppm	Soil Boring	Depth, ft	PID Reading, ppm
2019-SB-1	0-1'	0.0	2019-SB-20	0-1'	0.0
	1-3'	0.0		<b>1-3'</b>	<b>0.0</b>
	3-5'	NR		3-5'	NR
	<b>5-7'</b>	<b>0.0</b>		5-7'	0.0
	7-8'	0.0		7-8'	NR
2019-SB-2	0-1'	0.0	2022-SB-1	<b>0-4'</b>	<b>0.0</b>
	<b>1-3'</b>	<b>0.0</b>		4-8'	0.0
	3-5'	0.0	2022-SB-2	0-4'	0.0
	5-7'	0.0		<b>7-8'</b>	<b>0.9</b>
2019-SB-3	7-8'	0.0	2022-SB-3	0-4'	0.0
	0-1'	0.0		<b>4-8'</b>	<b>0.0</b>
	1-3'	0.0		<b>8-12'</b>	<b>0.0</b>
	3-5'	0.0	2022-SB-4	0-4'	0.0
	5-7'	0.0		<b>4-8'</b>	<b>0.0</b>
2019-SB-4	<b>7-8'</b>	<b>0.9</b>	2022-SB-5	<b>0-4'</b>	<b>0.0</b>
	0-1'	0.0		4-8'	0.0
	2019-SB-4	<b>1-3'</b>	<b>0.0</b>	2022-SB-6	0-4'
3-5'		0.0	<b>4-8'</b>		<b>0.0</b>



Soil Boring	Depth, ft	PID Reading, ppm	Soil Boring	Depth, ft	PID Reading, ppm
	5-7'	0.0		0-4'	0.0
	7-8'	0.0	2022-SB-7	<b>4-8'</b>	<b>0.0</b>
	0-1'	0.0		0-4'	0.0
	1-3'	0.0	2022-SB-8	<b>4-8'</b>	<b>0.0</b>
2019-SB-18	<b>3-5'</b>	<b>0.0</b>		<b>8-12'</b>	<b>75.9</b>
	5-7'	0.0		<b>0-4'</b>	<b>0.0</b>
	7-8'	0.0	2022-SB-9	4-8'	0.0
	0-1'	0.0		<b>0-4'</b>	<b>0.0</b>
	1-3'	0.0	2022-SB-10	<b>4-8'</b>	<b>0.0</b>
2019-SB-19	3-5'	0.0			
	<b>5-7'</b>	<b>0.0</b>			
	7-8'	0.0			

**Bold** Indicates Sample Submitted for Analysis

VOCs and subset BTEX

Four soil samples [2019-SB-1 (5-7), 2019-SB-3 (7-8), 2022-SB-3 (8-12), and 2022-SB-4 (4-8)] were analyzed for VOCs and seven soil samples [2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-7 (4-8), 2022-SB-8 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] were analyzed for BTEX, a subset of VOCs. Table 3-2 presents the soil VOC results compared to the selected Tier 1 ROs. Table 3-3 presents the soil VOC results compared to the MACs for assessment of disposal options.

Sample 2022-SB-7 (4-8) had detections of BTEX constituents below their respective MAC and Tier I values. The remaining samples had VOC concentrations below the detection limits, achieving the Tier 1 ROs and the MACs for CCDD disposal.

SVOCs and subset PNAs

Two soil samples [2019-SB-1 (5-7) and 2019-SB-3 (7-8)] were analyzed for SVOCs and eight soil samples [2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-3 (8-12), 2022-SB-7 (4-8), 2022-SB-8 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] were analyzed for PNAs, a subset of SVOCs. Table 3-4 presents the soil SVOC results compared to the selected Tier 1 ROs. Table 3-5 presents the soil SVOC results compared to the MACs for assessment of disposal options.

Sample 2019-SB-1 (5-7) had detections of SVOC constituents below their respective MAC and Tier I values. Sample 2019-SB-3 (7-8) had a benzo(a)pyrene result (0.214 mg/kg) below the respective Tier I values but above the most stringent MAC value for disposal outside a populated area only (0-09 mg/kg). The remaining samples had PNA concentrations below the detection limits, achieving the Tier 1 ROs and the MACs for CCDD disposal.

Total RCRA Metals

Ten soil samples [2019-SB-1 (5-7), 2019-SB-3 (7-8), 2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-3 (8-12), 2022-SB-7 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] were analyzed for total RCRA metals. Additionally, sample 2022-SB-10 (0-4) was analyzed for total arsenic for delineation purposes. Table 3-6 presents the soil sample total RCRA metal



analytical results compared to each of the Tier 1 ROs. Table 3-7 presents the soil sample total RCRA metal analytical results compared to the MACs.

Each sample analyzed had one or more total metals detections, with the exception of 2022-SB-10 (0-4), including arsenic, barium, cadmium, chromium, lead, and silver. Sample 2022-SB-9 (0-4) had an arsenic result (12.3 mg/kg) below the respective Tier I values but above the most stringent MAC value for disposal outside an MSA county (11.3 mg/kg). However, this sample result achieves the MAC for disposal within an MSA count (13.0 mg/kg). The remaining samples had RCRA metals concentrations below their respective Tier 1 ROs and the MACs, achieving the Tier 1 ROs and the MACs for CCDD disposal.

**HERBICIDES/PESTICIDES**

Three soil samples [2019-SB-1 (5-7), 2019-SB-3 (7-8), and 2019-SB-20 (1-3)] were analyzed for pesticides and herbicides. Table 3-8 presents the soil sample pesticide/herbicide analytical results compared to each of the Tier 1 ROs. Table 3-9 presents the soil sample pesticide/herbicide analytical results compared to the MACs.

Each sample analyzed had pesticide/herbicide concentrations below the detection limits, achieving the Tier 1 ROs and the MACs for CCDD disposal.

**Soil pH**

Nineteen samples were submitted for soil pH analysis and are considered representative of the Project Corridor. Samples 2022-SB-3 (8-12) and 2022-SB-10 (0-4) had soil pH results of 9.15 and 9.39, respectively, which are outside of the acceptable range for CCDD/USFO disposal. The remaining samples [2019-SB-1 (5-7), 2019-SB-2 (1-3), 2019-SB-3 (7-8), 2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-4 (4-8), 2022-SB-5 (0-4), 2022-SB-6 (4-8), 2022-SB-7 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] had pH results ranging from 7.68 to 8.98, each within the acceptable range (6.25 to 9.00) for CCDD/USFO disposal. Therefore, soils from this Project Corridor are considered to achieve the CCDD soil pH criteria.

**CCDD Assessment**

Seven (7) PIPs were identified near the Project Corridor. Appropriate laboratory analyses have been conducted on samples collected to assess achievement of the MACs for CCDD disposal.

Spoils generated from the Project Corridor are certified for disposal at a CCDD or USFO facility, within the following areas as presented in the table below.

Soil Boring ID	Soil Interval	Sample Classification	Parameter(s) Exceeding MAC(s)	Eligible for CCDD or USFO Disposal?	Soil Disposal Classification (Max Excavation Depth) <sup>1</sup>
2019-SB-1	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-2	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-3	0-8'	669.05 (a)(3)	Benzo(a)pyrene*	Yes: 0-8'	0-8': CCDD ( <i>MSA County and Chicago</i> ) or <i>Site Reuse</i>
2019-SB-4	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-18	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2019-SB-19	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)



Soil Boring ID	Soil Interval	Sample Classification	Parameter(s) Exceeding MAC(s)	Eligible for CCDD or USFO Disposal?	Soil Disposal Classification (Max Excavation Depth) <sup>1</sup>
2019-SB-20	0-8'	Unclassified	None*	Yes: 0-8'	0-8': CCDD (Unrestricted)
2022-SB-1	0-4'	Unclassified	None	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-1	4-8'	Unclassified	None**	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-2	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-2	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-3	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-3	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
<b>2022-SB-3</b>	<b>8-12'</b>	<b>669.05 (b)(1)</b>	<b>pH</b>	<b>No: 8-12'</b>	<b>8-12': Landfill as NSW or Site Reuse</b>
2022-SB-4	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-4	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-5	0-4'	Unclassified	None	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-5	4-8'	Unclassified	None**	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-6	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-6	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-7	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-7	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
2022-SB-8	0-4'	Unclassified	None**	Yes: 0-4'	0-4': CCDD (Unrestricted)
2022-SB-8	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)
<b>2022-SB-8</b>	<b>8-12'</b>	<b>669.05 (a)(5)</b>	<b>Elevated PID (75.9 ppm) &amp; petroleum odors</b>	<b>No: 8-12'</b>	<b>8-12': Landfill as NSW</b>
<b>Railroad Area***</b>	<b>0-12'</b>	<b>669.05 (a)(5)</b>	<b>Railroad Area</b>	<b>No: 0-12'</b>	<b>Full Depth: Landfill as NSW</b>
2022-SB-9	0-4'	669.05(a)(2)	Arsenic	Yes: 0-4'	0-4': CCDD (Within MSA Counties, including Chicago)
2022-SB-9	4-8'	669.05(a)(2)	Arsenic**	Yes: 4-8'	4-8': CCDD (Within MSA Counties, including Chicago)
<b>2022-SB-10</b>	<b>0-4'</b>	<b>669.05 (b)(1)</b>	<b>pH</b>	<b>No: 0-4'</b>	<b>0-4': Landfill as NSW or Site Reuse</b>
2022-SB-10	4-8'	Unclassified	None	Yes: 4-8'	4-8': CCDD (Unrestricted)

<sup>1</sup> Based on maximum excavation depth planned per Contract Plans. To avoid summarizing the full boring depth based on most-restrictive soil classification per sample depths analyzed, multiple options are summarized based on planned excavation depth throughout Project Corridor.

<sup>2</sup> "Unrestricted" refers to material that is approved for CCDD disposal at any facility location (e.g., Within Chicago Corporate Limits, Within a Populated Area in a MSA County, Within a Populated Area in Non-MSA County, and Outside a Populated Area).

\* Soil classification is based on result from discrete interval within the horizon listed.

\*\* Soil classification is based on result from another discrete interval within the soil boring.

\*\*\* Consistent with IDOT Risk-Managed Approach, soils within the RR ROW are considered to eh 669.05 (a)(5) soils.

**Bold/Shaded** Refers to areas which must be disposed of as **Non-Special Waste** if off-site disposal is required.



Based on analytical results for various samples, the following areas are within a **CCDD Exclusion Area**:

- SB-3: from approximately 8 feet below ground surface to maximum anticipated excavation depth
- SB-8: from approximately 8 feet below ground surface to maximum anticipated excavation depth
- Railroad Area: from ground surface to 4 feet below ground surface to maximum anticipated excavation depth
- SB-10: from ground surface to 4 feet below ground surface

According to Illinois Department of Transportation (IDOT) Standard Specifications for Road and Bridge Construction, Section 669.05 (Removal and Disposal of Regulated Substances – Contaminated Soil and/or Groundwater Management and Disposal), the following areas shall be managed as follows:

#### **669.05 Regulated Substances Management and Disposal**

**(a) Soil** *“Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in soil established pursuant to Subpart F of 35 Ill. Adm. Code 1100.605, the soil shall be managed as follows:”*

**Spoils generated from 2022-SB-9 (0-4) and 2022-SB-9 (4-8) are classified as 669.05(a)(2):**

- *“When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County identified in 35 Ill. Admin. Code 742 Appendix A. Table G, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of at a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation (USFO) within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.”*
- Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Soil can be used on site, disposed of at a clean construction demolition debris (CCDD) or uncontaminated soil fill operation (USFO) within an MSA County.”*

**Spoils generated from 2019-SB-3 (0-1), 2019-SB-3 (1-3), 2019-SB-3 (3-5), 2019-SB-3 (5-7), and 2019-SB-3 (7-8) are classified as 669.05(a)(3):**

- *“When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.”*
- Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Soil can be used on site, managed and disposed of at a clean construction demolition debris (CCDD) or uncontaminated soil fill operation (USFO) within an MSA County excluding Chicago or excluding the Chicago corporate limits.”*



**Spoils generated from the Railroad Area (0-12) and 2022-SB-8 (8-12) are classified as 669.05(a)(5):**

- *“When the Engineer determines soil cannot be managed according to Articles 669.05(a)(1) through (a)(4) above and the materials do not contain special waste or hazardous waste, as determined by the Engineer, the soil shall be managed and disposed of at a landfill as a non-special waste.”*
- Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Disturbed soil must be managed and disposed of at a properly permitted landfill as non-special waste. The Contractor must provide a signed letter specifying the proposed disposal facility and documentation the landfill is permitted to accept the regulated soil. The Contractor is also responsible for providing the Waste Material Profile and Generator’s Non-Special Waste Certification.”*

**(b) Soil Types:** *“Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO for any of the following reasons:”*

**Spoils generated from 2022-SB-3 (8-12) and 2022-SB-10 (0-4) are classified as 669.05(b)(1):**

- *“The pH of the soil is less than 6.25 or greater than 9.0.”*
- Soils Management Summary (per Article 669.05 of the IDOT Construction Manual): *“Soil can be used on site or managed and disposed of offsite according to Article 202.03. This soil cannot be disposed of at a CCDD or USFO facility.”*

Spoils generated from the remainder of the Project Corridor are certified for disposal at a CCDD facility or USFO facility, within the following areas:

- Within Chicago corporate limits
- A populated area in a Metropolitan Statistical Area (MSA) excluding Chicago
- A populated area in a non-MSA county
- A non-populated area

**Discussion of CW Caution Area(s)**

Based on analytical results as well as on-site observations and PID screening results, a Construction Worker Caution Area (CWCA) has not been identified for the Project Corridor.

Should conditions within the Project Corridor change, such as unusual staining, odors, or if loads become rejected, additional analytical assessment may be required for final disposition of spoils from this Project Corridor. Elevated PID readings may also result in rejected loads.



### 3.7 SOIL PH RESULTS

Table 3-10 presents the soil pH results. Soil samples were preserved and transferred to First Environmental Laboratories, Inc., under Chain-of-Custody for analysis. The laboratory analytical reports are provided in Appendix C. CCDD regulations require soil pH between 6.25 and 9.00 to be acceptable for disposal at a CCDD or soil-only facility. Nineteen samples were submitted for soil pH analysis and are considered representative of the Project Corridor. Samples 2022-SB-3 (8-12) and 2022-SB-10 (0-4) had soil pH results of 9.15 and 9.39, respectively, which are outside of the acceptable range for CCDD/USFO disposal. The remaining samples [2019-SB-1 (5-7), 2019-SB-2 (1-3), 2019-SB-3 (7-8), 2019-SB-4 (1-3), 2022-SB-1 (0-4), 2022-SB-2 (4-8), 2022-SB-4 (4-8), 2022-SB-5 (0-4), 2022-SB-6 (4-8), 2022-SB-7 (4-8), 2022-SB-8 (8-12), and 2022-SB-9 (0-4)] had pH results ranging from 7.68 to 8.98, each within the acceptable range (6.25 to 9.00) for CCDD/USFO disposal. Therefore, soils from this Project Corridor are considered to achieve the CCDD soil pH criteria.

**Table 3-10 Soil pH Results Compared to the Soil pH Requirement for CCDD Disposal**

Soil Boring ID	Depth (ft)	Soil pH Result	Soil Boring ID	Depth (ft)	Soil pH Result
2019-SB-1	5-7'	7.96	2022-SB-4	4-8'	7.68
2019-SB-2	1-3'	8.05	2022-SB-5	0-4'	8.98
2019-SB-3	7-8'	8.11	2022-SB-6	4-8'	8.7
2019-SB-4	1-3'	8.66	2022-SB-7	4-8'	8.86
2019-SB-18	0-4'	8.25	2022-SB-8	8-12'	8.38
2019-SB-19	4-8'	8.38	2022-SB-9	0-4'	7.88
2019-SB-20	4-8'	8.34	2022-SB-10	<b>0-4'</b>	<b>9.39</b>
2022-SB-1	0-4'	8.42		4-8'	8.49
2022-SB-2	4-8'	8.3			
	4-8'	8.41			
2022-SB-3	<b>8-12'</b>	<b>9.15</b>			

**Bold** Indicates pH result outside the CCDD acceptable range of 6.25 to 9.00

## 4.0 CONCLUSIONS AND SOIL MANAGEMENT RECOMMENDATIONS

### 4.1 CONCLUSIONS

H&H prepared a PESA in 2017 that identified seven (7) PIPs. A PESA Validation was also conducted by H&H in 2022 which did not identify additional sites. H&H completed a 2019 PSI, as well as this PSI, to evaluate the potential for natural and man-made hazards that may be encountered within the Project Corridor during construction activities.

Seventeen (17) soil borings were advanced to maximum depths of approximately 12 feet bgs, corresponding to the maximum anticipated depth of the planned and/or potential. The current guidance for determining the ability to dispose of materials as clean construction or demolition debris (CCDD) is through comparison of soil sample analytical results to the Maximum Allowable Concentrations (MACs) of chemical constituents in uncontaminated soil used as fill material. There is also a soil pH requirement (between 6.25 and 9.0).

Parameters of concern were selected based on this information and include one or more of the following: volatile organic compounds (VOCs); benzene, ethylbenzene, toluene, and total xylene (BTEX); semi-volatile organic compounds (SVOCs);



**ILLINOIS ENVIRONMENTAL PROTECTION AGENCY**

1021 North Grand Avenue, East; Post Office Box 19276; Springfield, IL 62794-9276  
Division of Public Water Supplies Telephone 217/782-1724

**PUBLIC WATER SUPPLY CONSTRUCTION PERMIT**

SUBJECT: BATAVIA (IL0894130)

Permit Issued to:

City of Batavia  
200 N Raddant Road  
Batavia, Illinois 60510-1930

PERMIT NUMBER: 0389-FY2023

DATE ISSUED: January 6, 2023  
PERMIT TYPE: Water Main Extension

The issuance of this permit is based on plans and specifications prepared by the engineers/architects indicated and are identified as follows. This permit is issued for the construction and/or installation of the public water supply improvements described in this document, in accordance with the provisions of the Environmental Protection Act, Title IV, Sections 14 through 17, and Title X, Sections 39 and 40, and is subject to the conditions printed on the last page of this permit and the ADDITIONAL CONDITIONS listed below.

FIRM: Transystems Corporation  
NUMBER OF PLAN SHEETS: 100  
TITLE OF PLANS: "Prairie Street and Wilson Street Intersection Improvements"  
APPLICATION RECEIVED DATE: October 11, 2022

**PROPOSED IMPROVEMENTS:**

\*\*\* The installation of approximately 1334 feet of 12-inch and 69 feet of 6-inch diameter water main located at the intersection of Wilson and Prairie Streets. \*\*\*

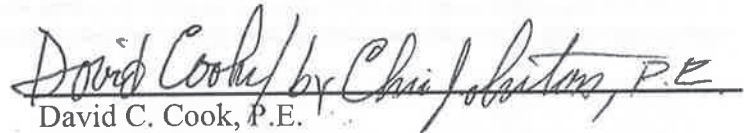
**ADDITIONAL CONDITIONS:**

1. When the owner or operator of a community water supply replaces a water main, the community water supply shall identify all lead service lines connected to the water main and shall comply with the requirements of Section 17.12 of the Act, 415 ILCS 5/17.12 for lead service line replacement. Galvanized service line must also be replaced if the galvanized service line is or was connected downstream to the lead piping. A statement must be submitted with the Application for Operating Permit indicating either that no full or partial lead service lines were identified or that Section 17.12 of the Act was complied with for this project.
2. When replacing water mains with lead service lines or partial lead service lines attached to them, the owner or operator of the community water supply shall provide the owner or operator of each potentially affected building that is serviced by the affected lead service lines or partial lead service lines, as well as the occupants of those buildings, with an individual written notice. The lead informational notice shall be provided at least 14 days prior to permitted water main work. The notification provided by the community water supply must satisfy the requirements of Section 17.12(jj) of the Act, 415 ILCS 5/17.12(jj). A copy of the notice used must be submitted to the Agency with the Application for Operating Permit.

3. All water mains shall be satisfactorily disinfected prior to use pursuant to Ill. Adm. Code, Title 35, Subtitle F, Section 602.310. Two consecutive sets of samples collected at least 24 hours apart must show the absence of coliform bacteria. The samples must be collected from every 1,200 feet of new water main along each branch and from the end of the line. An operating permit must be obtained before the project is placed in service.
4. This permit approval is for the Application, Schedules, and 100 plan sheets received on October 11, 2022.

DCC:TTL

cc: Transystems Corporation  
Elgin Regional Office  
IDPH/DEH – Plumbing and Water Quality Program

  
David C. Cook, P.E.  
Manager, Permit Section  
Division of Public Water Supplies

## Lead Informational Notice

### IMPORTANT INFORMATION ABOUT YOUR DRINKING WATER

Dear Water Customer:

Today's Date: \_\_\_\_\_

This notice contains important information about your water service and may affect your rights. We encourage you to have this notice translated in full into a language you understand and before you make any decisions that may be required under this notice.

Diese Mitteilung beinhaltet wichtige Informationen über Ihre Wasserversorgung und könnte Ihre Rechte beeinflussen. Wir bitten Sie, dass Sie diese Mitteilung vollständig in eine Sprache übersetzen lassen, die Sie verstehen, bevor Sie eventuelle Entscheidungen treffen, welche im Zusammenhang mit dieser Benachrichtigung erforderlich sind.

Ang abisong ito ay naglalaman ng mahalagang impormasyon tungkol sa iyong serbisyo sa tubig at maaaring makaapekto sa iyong mga karapatan. Hinihikayat namin kayo na isalin nang buo ang abisong ito sa wikang naiintindihan ninyo at bago kayo gumawa ng anumang mga desisyon na maaaring kailanganin sa abisong ito.

આ સૂચનામાં તમારી પાણીની સેવા વિશે મહત્વપૂર્ણ માહિતી શામેલ છે અને તમારા અધિકારોને અસર કરી શકે છે. અમે તમને પ્રોત્સાહિત કરીએ છીએ કે તમે આ સૂચના હેઠળ જરૂરી હોય તેવા કોઈપણ નિર્ણયો લો તે પહેલાં તમે આ સૂચનાને તમે સમજો છો તે ભાષામાં સંપૂર્ણ ભાષાંતર કરો.

Niniejsze zawiadomienie zawiera ważne informacje na temat Państwa przyłącza wodociągowego i może mieć wpływ na Państwa prawa. Przed podjęciem jakichkolwiek decyzji, które mogą być wymagane na mocy niniejszego zawiadomienia, zachęcamy Państwa do przetłumaczenia całości niniejszego zawiadomienia na język, który będzie dla Państwa zrozumiały.

يحتوي هذا الإشعار على معلومات مهمة حول خدمة المياه لديك، وقد يؤثر على حقوقك. قبل اتخاذ أي قرارات قد تكون مطلوبة بموجب هذا الإشعار فإننا نشجعك على ترجمته بالكامل إلى لغة تفهمها.

اس نوٹس میں آپ کی پانی کی سروسز سے متعلق اہم ترین معلومات موجود ہیں اور یہ آپ کے حقوق کو متاثر کر سکتا ہے۔ ہم آپ کو ترغیب دیں گے کہ آپ اس نوٹس کا مکمل طور پر اس زبان میں ترجمہ کروائیں جو آپ سمجھتے ہوں اور ممکن ہے کہ آپ کے کوئی فیصلہ لینے سے قبل اس نوٹس کے تحت یہ درکار بھی ہو۔

Este aviso contiene información importante sobre su servicio de agua y puede afectar sus derechos. Lo animamos a que traduzca este aviso a un idioma que comprenda antes de tomar cualquier decisión que pueda ser necesaria en virtud del mismo.

이 통지서에는 귀하의 권리에 영향을 미칠 수 있는 수도 서비스에 관한 중요한 정보가 제시되어 있습니다. 이 통지서에서 요구하는 결정을 내리기 전에 이 통지서를 귀하가 이해할 수 있는 언어로 번역하시기 바랍니다.

本通知包含有关您的供水服务的重要信息，可能会影响到您的权利。在您做出本通知所要求的任何决定之前，我们鼓励您将本通知完整地翻译成您可理解的语言。

February 13th, 2023

Jesse Vuorenmaa, P.E.  
TranSystems  
1475 E Woodfield Rd, Suite 600,

KDSWCD Project Number: 23e006  
Date of Revised Plans: N/A  
KDSWCD Approval Date: 2/13/2023

Dear Mr. Vuorenmaa,

KDSWCD received your revised soil erosion and sedimentation control plan submittal for the Prairie and Wilson Street Intersection project in Batavia, IL **KDSWCD approval is contingent upon:**

1. The means, methods, and locations for any dewatering work should be coordinated with KDSWCD.
2. KDSWCD shall be provided an invitation to the pre-construction meeting prior to earth disturbance.

This letter and a copy of the updated plans located at the construction office on site will serve to certify the erosion and sediment control plans meet technical standards. As a reminder, KDSWCD will visit the site several times during the course of construction to assess compliance with the specifications. Please notify us, in writing, one week prior to the commencement of construction. We will be glad to address specific issues that may arise during the course of construction.

Sincerely,

Patrick J.  
McPartlan

Digitally signed by Patrick  
J. McPartlan  
Date: 2023.02.13  
08:01:25 -06'00'

Patrick J. McPartlan, CPESC  
Resource Conservationist

ECC:

Andrea Podraza, Rahat Bari, Daniel O'Neill, Faris Kahvedzic, Timothy Grimes | The City of Batavia  
Becky Monreal | KDSWCD

**EXHIBIT C**

**CONTRACTOR REQUIREMENTS**

**1) General**

- A. The Contractor must cooperate with BNSF RAILWAY COMPANY, hereinafter referred to as "Railway" where work is over or under on or adjacent to Railway property and/or right-of-way, hereafter referred to as "Railway Property", during the reconstruction of the Prairie and Wilson Street intersections in Batavia, IL.
  
- B. The Contractor must execute and deliver to the Railway duplicate copies of the Exhibit "C-1" Agreement, in the form attached hereto, obligating the Contractor to provide and maintain in full force and effect the insurance called for under Section 3 of said Exhibit "C-1". Questions regarding procurement of the Railroad Protective Liability Insurance should be directed to Rosa Martinez at Marsh, USA, 214-303-8519.
  
- C. The Contractor must plan, schedule and conduct all work activities so as not to interfere with the movement of any trains on Railway Property.
  
- D. The Contractor's right to enter Railway's Property is subject to the absolute right of Railway to cause the Contractor's work on Railway's Property to cease if, in the opinion of Railway, Contractor's activities create a hazard to Railway's Property, employees, and/or operations. Railway will have the right to stop construction work on the Project if any of the following events take place: (i) Contractor (or any of its subcontractors) performs the Project work in a manner contrary to the plans and specifications approved by Railway; (ii) Contractor (or any of its subcontractors), in Railway's opinion, prosecutes the Project work in a manner which is hazardous to Railway property, facilities or the safe and expeditious movement of railroad traffic; (iii) the insurance described in the attached Exhibit C-1 is canceled during the course of the Project; or (iv) Contractor fails to pay Railway for the Temporary Construction License or the Easement. The work stoppage will continue until all necessary actions are taken by Contractor or its subcontractor to rectify the situation to the satisfaction of Railway's Division Engineer or until additional insurance has been delivered to and accepted by Railway. In the event of a breach of (i) this Agreement, (ii) the Temporary Construction License, or (iii) the Easement, Railway may immediately terminate the Temporary Construction License or the Easement. Any such work stoppage under this provision will not give rise to any liability on the part of Railway. Railway's right to stop the work is in addition to any other rights Railway may have including, but not limited to, actions or suits for damages or lost profits. In the event that Railway desires to stop construction work on the Project, Railway agrees to immediately notify the following individual in writing:

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

- E. The Contractor is responsible for determining and complying with all Federal, State and Local Governmental laws and regulations, including, but not limited to environmental laws and regulations (including but not limited to the Resource Conservation and Recovery Act, as amended; the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, CERCLA), and health and safety laws and regulations. The Contractor hereby indemnifies, defends and holds harmless Railway for, from and against all fines or penalties imposed or assessed by Federal, State and Local Governmental Agencies against the Railway which arise out of Contractor's work under this Agreement.
- F. The Contractor must notify the City of Batavia at (\_\_\_\_\_)\_\_\_\_\_ and Railway's Manager Public Projects, telephone number (913) 551-4275, at least thirty (30) calendar days before commencing any work on Railway Property. Contractor's notification to Railway must refer to Railway's file BF-20170672.
- G. For any bridge demolition and/or falsework above any tracks or any excavations located with any part of the excavations located within, whichever is greater, twenty-five (25) feet of the nearest track or intersecting a slope from the plane of the top of rail on a 2 horizontal to 1 vertical slope beginning at eleven (11) feet from centerline of the nearest track, both measured perpendicular to center line of track, the Contractor must furnish the Railway five sets of working drawings showing details of construction affecting Railway Property and tracks. The working drawing must include the proposed method of installation and removal of falsework, shoring or cribbing, not included in the contract plans and two sets of structural calculations of any falsework, shoring or cribbing. For all excavation and shoring submittal plans, the current "BNSF-UPRR Guidelines for Temporary Shoring" must be used for determining the design loading conditions to be used in shoring design, and all calculations and submittals must be in accordance with the current "BNSF-UPRR Guidelines for Temporary Shoring". All submittal drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. All calculations must take into consideration railway surcharge loading and must be designed to meet American Railway Engineering and Maintenance-of-Way Association (previously known as American Railway Engineering Association) Coopers E-80 live loading standard. All drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. The Contractor must not begin work until notified by the Railway that plans have been approved. The Contractor will be required to use lifting devices such as, cranes and/or winches to place or to remove any falsework over Railway's tracks. In no case will the Contractor be relieved of responsibility for results obtained by the implementation of said approved plans.
- H. Subject to the movement of Railway's trains, Railway will cooperate with the Contractor such that the work may be handled and performed in an efficient manner. The Contractor will have no claim whatsoever for any type of damages or for extra or additional compensation in the event his work is delayed by the Railway.

## **2) Contractor Safety Orientation**

- A. **No employee of the Contractor, its subcontractors, agents or invitees may enter Railway Property without first having completed Railway's Engineering Contractor Safety Orientation, found on the web site [www.BNSFContractor.com](http://www.BNSFContractor.com). The Contractor must ensure that each of its employees, subcontractors, agents or invitees completes Railway's Engineering Contractor Safety Orientation through internet sessions before any work is performed on the Project. Additionally, the Contractor must ensure that each and every one**

**of its employees, subcontractors, agents or invitees possesses a card certifying completion of the Railway Contractor Safety Orientation before entering Railway Property. The Contractor is responsible for the cost of the Railway Contractor Safety Orientation. The Contractor must renew the Railway Contractor Safety Orientation annually. Further clarification can be found on the web site or from the Railway's Representative.**

### **3) Railway Requirements**

- A.** The Contractor must take protective measures as are necessary to keep railway facilities, including track ballast, free of sand, debris, and other foreign objects and materials resulting from his operations. Any damage to railway facilities resulting from Contractor's operations will be repaired or replaced by Railway and the cost of such repairs or replacement must be paid for by the Agency.
- B.** The Contractor must notify the Railway's Division Engineer Michael Gibson at (817) 352-1945 and provide blasting plans to the Railway for review seven (7) calendar days prior to conducting any blasting operations adjacent to or on Railway's Property.
- C.** The Contractor must abide by the following temporary clearances during construction:
- 15'-0"      Horizontally from centerline of nearest track
  - 21'-6"      Vertically above top of rail
  - 27'-0"      Vertically above top of rail for electric wires carrying less than 750 volts
  - 28'-0"      Vertically above top of rail for electric wires carrying 750 volts to 15,000 volts
  - 30'-0"      Vertically above top of rail for electric wires carrying 15,000 volts to 20,000 volts
  - 34'-0"      Vertically above top of rail for electric wires carrying more than 20,000 volts
- D.** Upon completion of construction, the following clearances shall be maintained:
- 25'            Horizontally from centerline of nearest track
  - 23' 6"        Vertically above top of rail
- E.** Any infringement within State statutory clearances due to the Contractor's operations must be submitted to the Railway and to the City of Batavia and must not be undertaken until approved in writing by the Railway, and until the City of Batavia has obtained any necessary authorization from the State Regulatory Authority for the infringement. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railway approval, and/or the State Regulatory Authority's approval.
- F.** In the case of impaired vertical clearance above top of rail, Railway will have the option of installing tell-tales or other protective devices Railway deems necessary for protection of Railway operations. The cost of tell-tales or protective devices will be borne by the Agency.
- G.** The details of construction affecting the Railway's Property and tracks not included in the contract plans must be submitted to the Railway by City of Batavia for approval before work is undertaken and this work must not be undertaken until approved by the Railway.

- H. At other than public road crossings, the Contractor must not move any equipment or materials across Railway's tracks until permission has been obtained from the Railway. The Contractor must obtain a "Temporary Construction Crossing Agreement" from the Railway prior to moving his equipment or materials across the Railways tracks. The temporary crossing must be gated and locked at all times when not required for use by the Contractor. The temporary crossing for use of the Contractor will be constructed and, at the completion of the project, removed at the expense of the Contractor.
- I. Discharge, release or spill on the Railway Property of any hazardous substances, oil, petroleum, constituents, pollutants, contaminants, or any hazardous waste is prohibited and Contractor must immediately notify the **Railway's Resource Operations Center at 1 (800) 832-5452**, of any discharge, release or spills in excess of a reportable quantity. Contractor must not allow Railway Property to become a treatment, storage or transfer facility as those terms are defined in the Resource Conservation and Recovery Act or any state analogue.
- J. The Contractor upon completion of the work covered by this contract, must promptly remove from the Railway's Property all of Contractor's tools, equipment, implements and other materials, whether brought upon said property by said Contractor or any Subcontractor, employee or agent of Contractor or of any Subcontractor, and must cause Railway's Property to be left in a condition acceptable to the Railway's representative.

#### **4) Contractor Roadway Worker on Track Safety Program and Safety Action Plan**

- A. Each Contractor that will perform work within 25 feet of the centerline of a track must develop and implement a Roadway Worker Protection/On Track Safety Program and work with Railway Project Representative to develop an on track safety strategy as described in the guidelines listed in the on track safety portion of the Safety Orientation. This Program must provide Roadway Worker protection/on track training for all employees of the Contractor, its subcontractors, agents or invitees. This training is reinforced at the job site through job safety briefings. Additionally, each Contractor must develop and implement the Safety Action Plan, as provided for on the web site [www.BNSFContractor.com](http://www.BNSFContractor.com), which will be made available to Railway prior to commencement of any work on Railway Property. During the performance of work, the Contractor must audit its work activities. The Contractor must designate an on-site Project Supervisor who will serve as the contact person for the Railway and who will maintain a copy of the Safety Action Plan, safety audits, and Material Safety Datasheets (MSDS), at the job site.
- B. Contractor shall have a background investigation performed on all of its employees, subcontractors and agents who will be performing any services for Railroad under this Agreement which are determined by Railroad in its sole discretion **a)** to be on Railroad's property, or **b)** that require access to Railroad Critical Infrastructure, Railroad Critical Information Systems, Railroad's Employees, Hazardous Materials on Railroad's property or is being transported by or otherwise in the custody of Railroad, or Freight in Transit involving Railroad.
  - i) The required background screening shall at a minimum meet the rail industry background screening criteria defined by the e-RAILSAFE Program as outlined at [www.eVerifile.com](http://www.eVerifile.com), in addition to any other applicable regulatory requirements.



- ii) Contractor shall obtain written consent from all its employees, subcontractors or agents screened in compliance with the e-RAILSAFE Program to participate in the Program on their behalf and to release completed background information to Railroad's designee. Contractor shall be subject to periodic audit to ensure compliance.
- iii) Contractor subject to the e-RAILSAFE Program hereunder shall not permit any of its employees, subcontractors or agents to perform services hereunder who are not first approved under e-RAILSAFE Program standards. Railroad shall have the right to deny entry onto its premises or access as described in this section above to any of Contractor's employees, subcontractors or agents who do not display the authorized identification badge issued by a background screening service meeting the standards set forth in the e-RAILSAFE Program, or who in Railroad's opinion, which may not be unreasonable, may pose a threat to the safety or security of Railroad's operations, assets or personnel.
- iv) Contractors shall be responsible for ensuring that its employees, subcontractors and agents are United States citizens or legally working in the United States under a lawful and appropriate work VISA or other work authorization.

## **5) Railway Flagger Services**

- A. The Contractor must give Railway's **Roadmaster (telephone 630-692-6257)** a minimum of thirty (30) calendar days advance notice when flagging services will be required so that the Roadmaster can make appropriate arrangements (i.e., bulletin the flagger's position). If flagging services are scheduled in advance by the Contractor and it is subsequently determined by the parties hereto that such services are no longer necessary, the Contractor must give the Roadmaster five (5) working days advance notice so that appropriate arrangements can be made to abolish the position pursuant to union requirements.
- B. Unless determined otherwise by Railway's Project Representative, Railway flagger will be required and furnished when Contractor's work activities are located over, under and/or within twenty-five (25) feet measured horizontally from centerline of the nearest track and when cranes or similar equipment positioned beyond 25-feet from the track centerline could foul the track in the event of tip over or other catastrophic occurrence, but not limited thereto for the following conditions:
  - i) When, upon inspection by Railway's Representative, other conditions warrant.
  - ii) When any excavation is performed below the bottom of tie elevation, if, in the opinion of Railway's representative, track or other Railway facilities may be subject to movement or settlement.
  - iii) When work in any way interferes with the safe operation of trains at timetable speeds.
  - iv) When any hazard is presented to Railway track, communications, signal, electrical, or other facilities either due to persons, material, equipment or blasting in the vicinity.

- v) Special permission must be obtained from the Railway before moving heavy or cumbersome objects or equipment which might result in making the track impassable.

**C.** Flagging services will be performed by qualified Railway flaggers.

- i) Flagging crew generally consists of one employee. However, additional personnel may be required to protect Railway Property and operations, if deemed necessary by the Railways Representative.
- ii) Each time a flagger is called, the minimum period for billing will be the eight (8) hour basic day.
- iii) The cost of flagger services provided by the Railway will be borne by the Contractor. The estimated cost for one (1) flagger is approximately between \$800.00-\$1,600.00 for an eight (8) hour basic day with time and one-half or double time for overtime, rest days and holidays. The estimated cost for each flagger includes vacation allowance, paid holidays, Railway and unemployment insurance, public liability and property damage insurance, health and welfare benefits, vehicle, transportation, meals, lodging, radio, equipment, supervision and other costs incidental to performing flagging services. Negotiations for Railway labor or collective bargaining agreements and rate changes authorized by appropriate Federal authorities may increase actual or estimated flagging rates. **THE FLAGGING RATE IN EFFECT AT THE TIME OF PERFORMANCE BY THE CONTRACTOR HEREUNDER WILL BE USED TO CALCULATE THE ACTUAL COSTS OF FLAGGING PURSUANT TO THIS PARAGRAPH.**
- iv) The average train traffic on this route is one train per 24-hour period at a timetable speed 20 MPH.

**6) Contractor General Safety Requirements**

- A.** Work in the proximity of railway track(s) is potentially hazardous where movement of trains and equipment can occur at any time and in any direction. All work performed by contractors within 25 feet of any track must be in compliance with FRA Roadway Worker Protection Regulations.
- B.** Before beginning any task on Railway Property, a thorough job safety briefing must be conducted with all personnel involved with the task and repeated when the personnel or task changes. If the task is within 25 feet of any track, the job briefing must include the Railway's flagger, as applicable, and include the procedures the Contractor will use to protect its employees, subcontractors, agents or invitees from moving any equipment adjacent to or across any Railway track(s).
- C.** Workers must not work within 25 feet of the centerline of any track without an on track safety strategy approved by the Railway's Project Representative. When authority is provided, every contractor employee must know: (1) who the Railway flagger is, and how to contact the flagger, (2) limits of the authority, (3) the method of communication to stop and resume work, and (4) location of the designated places of safety. Persons or equipment entering flag/work limits that were not previously job briefed, must notify the flagger immediately, and be given a job briefing when working within 25 feet of the center line of track.
- D.** When Contractor employees are required to work on the Railway Property after normal working hours or on weekends, the Railway's representative in charge of the project must be notified. A minimum of two employees must be present at all times.

- E. Any employees, agents or invitees of Contractor or its subcontractors under suspicion of being under the influence of drugs or alcohol, or in the possession of same, will be removed from the Railway's Property and subsequently released to the custody of a representative of Contractor management. Future access to the Railway's Property by that employee will be denied.
- F. Any damage to Railway Property, or any hazard noticed on passing trains must be reported immediately to the Railway's representative in charge of the project. Any vehicle or machine which may come in contact with track, signal equipment, or structure (bridge) and could result in a train derailment must be reported immediately to the Railway representative in charge of the project and to the Railway's Resource Operations Center at 1(800) 832-5452. Local emergency numbers are to be obtained from the Railway representative in charge of the project prior to the start of any work and must be posted at the job site.
- G. For safety reasons, all persons are prohibited from having pocket knives, firearms or other deadly weapons in their possession while working on Railway's Property.
- H. All personnel protective equipment (PPE) used on Railway Property must meet applicable OSHA and ANSI specifications. Current Railway personnel protective equipment requirements are listed on the web site, [www.BNSFContractor.com](http://www.BNSFContractor.com), however, a partial list of the requirements include: a) safety glasses with permanently affixed side shields (no yellow lenses); b) hard hats; c) safety shoe with: hardened toes, above-the-ankle lace-up and a defined heel; and d) high visibility retro-reflective work wear. The Railway's representative in charge of the project is to be contacted regarding local specifications for meeting requirements relating to hi-visibility work wear. Hearing protection, fall protection, gloves, and respirators must be worn as required by State and Federal regulations. **(NOTE – Should there be a discrepancy between the information contained on the web site and the information in this paragraph, the web site will govern.)**
- I. **THE CONTRACTOR MUST NOT PILE OR STORE ANY MATERIALS, MACHINERY OR EQUIPMENT CLOSER THAN 25'-0" TO THE CENTER LINE OF THE NEAREST RAILWAY TRACK. MATERIALS, MACHINERY OR EQUIPMENT MUST NOT BE STORED OR LEFT WITHIN 250 FEET OF ANY HIGHWAY/RAIL AT-GRADE CROSSINGS OR TEMPORARY CONSTRUCTION CROSSING, WHERE STORAGE OF THE SAME WILL OBSTRUCT THE VIEW OF A TRAIN APPROACHING THE CROSSING. PRIOR TO BEGINNING WORK, THE CONTRACTOR MUST ESTABLISH A STORAGE AREA WITH CONCURRENCE OF THE RAILWAY'S REPRESENTATIVE.**
- J. Machines or vehicles must not be left unattended with the engine running. Parked machines or equipment must be in gear with brakes set and if equipped with blade, pan or bucket, they must be lowered to the ground. All machinery and equipment left unattended on Railway's Property must be left inoperable and secured against movement. (See internet Engineering Contractor Safety Orientation program for more detailed specifications)
- K. Workers must not create and leave any conditions at the work site that would interfere with water drainage. Any work performed over water must meet all Federal, State and Local regulations.
- L. All power line wires must be considered dangerous and of high voltage unless informed to the contrary by proper authority. For all power lines the minimum clearance between the lines and any part of the equipment or load must be; 200 KV or below - 15 feet; 200 to 350 KV - 20 feet; 350 to

500 KV - 25 feet; 500 to 750 KV - 35 feet; and 750 to 1000 KV - 45 feet. If capacity of the line is not known, a minimum clearance of 45 feet must be maintained. A person must be designated to observe clearance of the equipment and give a timely warning for all operations where it is difficult for an operator to maintain the desired clearance by visual means.

## 7) Excavation

- A. Before excavating, the Contractor must determine whether any underground pipe lines, electric wires, or cables, including fiber optic cable systems are present and located within the Project work area. The Contractor must determine whether excavation on Railway's Property could cause damage to buried cables resulting in delay to Railway traffic and disruption of service to users. Delays and disruptions to service may cause business interruptions involving loss of revenue and profits. Before commencing excavation, the Contractor must contact **BNSF's Field Engineering Representative (816-536-3253)**. All underground and overhead wires will be considered HIGH VOLTAGE and dangerous until verified with the company having ownership of the line. **It is the Contractor's responsibility to notify any other companies that have underground utilities in the area and arrange for the location of all underground utilities before excavating.**
- B. The Contractor must cease all work and notify the Railway immediately before continuing excavation in the area if obstructions are encountered which do not appear on drawings. If the obstruction is a utility and the owner of the utility can be identified, then the Contractor must also notify the owner immediately. If there is any doubt about the location of underground cables or lines of any kind, no work must be performed until the exact location has been determined. There will be no exceptions to these instructions.
- C. All excavations must be conducted in compliance with applicable OSHA regulations and, regardless of depth, must be shored where there is any danger to tracks, structures or personnel.
- D. Any excavations, holes or trenches on the Railway's Property must be covered, guarded and/or protected when not being worked on. When leaving work site areas at night and over weekends, the areas must be secured and left in a condition that will ensure that Railway employees and other personnel who may be working or passing through the area are protected from all hazards. All excavations must be back filled as soon as possible.

## 8) **Hazardous Waste, Substances and Material Reporting:**

- A. If Contractor discovers any hazardous waste, hazardous substance, petroleum or other deleterious material, including but not limited to any non-containerized commodity or material, on or adjacent to Railway's Property, in or near any surface water, swamp, wetlands or waterways, while performing any work under this Agreement, Contractor must immediately: (a) notify the Railway's Resource Operations Center at 1(800) 832-5452, of such discovery: (b) take safeguards necessary to protect its employees, subcontractors, agents and/or third parties: and (c) exercise due care with respect to the release, including the taking of any appropriate measure to minimize the impact of such release.

## **9) Personal Injury Reporting**

- A.** The Railway is required to report certain injuries as a part of compliance with Federal Railroad Administration (FRA) reporting requirements. Any personal injury sustained by an employee of the Contractor, subcontractor or Contractor's invitees while on the Railway's Property must be reported immediately (by phone mail if unable to contact in person) to the Railway's representative in charge of the project. The Non-Employee Personal Injury Data Collection Form contained herein is to be completed and sent by Fax to the Railway at 1(817) 352-7595 and to the Railway's Project Representative no later than the close of shift on the date of the injury.





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### NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

Please complete this form and provide to the BNSF supervisor, who will input this information into the EHS Star system. For questions, call (817) 352-1267 or email [Safety.IncidentReporting@BNSF.com](mailto:Safety.IncidentReporting@BNSF.com).

Accident City/State: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

County: \_\_\_\_\_ Temperature: \_\_\_\_\_ Weather: \_\_\_\_\_  
(if non-BNSF location)

Name (Last/First/MI): \_\_\_\_\_

Age: \_\_\_\_\_ Gender (if available): \_\_\_\_\_

Company: \_\_\_\_\_

eRailsafe Badge Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

BNSF Contractor Badge Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Injury: \_\_\_\_\_ Body Part: \_\_\_\_\_  
(e.g., laceration) (e.g., hand)

Description of accident (including how accident occurred, potential cause, etc.):  
\_\_\_\_\_  
\_\_\_\_\_

Work activity in progress at time of accident: \_\_\_\_\_

Tools, machinery, or hazardous materials involved in accident: \_\_\_\_\_  
\_\_\_\_\_

Treatment:  
 First Aid Only  
 Required Medical Treatment  
 Other Medical Treatment: \_\_\_\_\_

Dr. Name: \_\_\_\_\_ Date: \_\_\_\_\_

Dr. Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Hospital Name: \_\_\_\_\_

Hospital Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Diagnosis: \_\_\_\_\_

THIS REPORT IS PART OF BNSF'S ACCIDENT REPORT PURSUANT TO THE ACCIDENT REPORTS STATUTE AND, AS SUCH SHALL NOT "BE ADMITTED AS EVIDENCE OR USED FOR ANY PURPOSE IN ANY SUIT OR ACTION FOR DAMAGES GROWING OUT OF ANY MATTER MENTIONED IN SAID REPORT...." 49 U.S.C. § 20903. See 49 C.F.R. § 225.7(b).



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**EXHIBIT C1**  
**EXHIBIT "C-1"**

**Agreement Between**  
**BNSF RAILWAY COMPANY**  
**and the**  
**CONTRACTOR**

**Railway File:**           **BF-20224346**

**Agency Project:** \_\_\_\_\_

\_\_\_\_\_, (hereinafter called "Contractor"), has entered into an agreement (hereinafter called "Agreement") dated \_\_\_\_\_, 2023, with City of Batavia for the performance of certain work in connection with the following project: Reconstruction of Prairie and Wilson Streets in Batavia, IL. Performance of such work will necessarily require Contractor to enter **BNSF RAILWAY COMPANY** (hereinafter called "Railway") right of way and property (hereinafter called "Railway Property"). The Agreement provides that no work will be commenced within Railway Property until the Contractor employed in connection with said work for the City of Batavia (i) executes and delivers to Railway an Agreement in the form hereof, and (ii) provides insurance of the coverage and limits specified in such Agreement and Section 3 herein. If this Agreement is executed by a party who is not the Owner, General Partner, President or Vice President of Contractor, Contractor must furnish evidence to Railway certifying that the signatory is empowered to execute this Agreement on behalf of Contractor.

Accordingly, in consideration of Railway granting permission to Contractor to enter upon Railway Property and as an inducement for such entry, Contractor, effective on the date of the Agreement, has agreed and does hereby agree with Railway as follows:

**1) RELEASE OF LIABILITY AND INDEMNITY**

- A.** Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and Contractor's officers and employees, and for loss and damage to property





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belonging to any person, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way. **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DESTRUCTION, DAMAGE, DEATH, OR INJURY WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF RAILWAY, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENSIONAL MISCONDUCT OR GROSS NEGLIGENCE OF RAILWAY.**

- B. THE INDEMNIFICATION OBLIGATION ASSUMED BY CONTRACTOR INCLUDES ANY CLAIMS, SUITS OR JUDGMENTS BROUGHT AGAINST RAILWAY UNDER THE FEDERAL EMPLOYEE'S LIABILITY ACT, INCLUDING CLAIMS FOR STRICT LIABILITY UNDER THE SAFETY APPLIANCE ACT OR THE LOCOMOTIVE INSPECTION ACT, WHENEVER SO CLAIMED.**
- C. Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and thereupon Contractor must proceed to adjust and handle to a conclusion such claims, and in the event of a suit being brought against Railway, Railway may forward summons and complaint or other process in connection therewith to Contractor, and Contractor, at Railway's discretion, must defend, adjust, or settle such suits and protect, indemnify, and save harmless Railway from and against all damages, judgments, decrees, attorney's fees, costs, and expenses growing out of or resulting from or incident to any such claims or suits.
- D. In addition to any other provision of this Agreement, in the event that all or any portion of this Article shall be deemed to be inapplicable for any reason, including without limitation as a result of a decision of an applicable court, legislative enactment or regulatory order, the parties agree that this Article shall be interpreted as requiring Contractor to indemnify Railway to the fullest extent permitted by applicable law. **THROUGH THIS AGREEMENT THE PARTIES**



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**EXPRESSLY INTEND FOR CONTRACTOR TO INDEMNIFY RAILWAY FOR RAILWAY'S ACTS OF NEGLIGENCE.**

- E. It is mutually understood and agreed that the assumption of liabilities and indemnification provided for in this Agreement survive any termination of this Agreement.

**2) TERM**

- A. This Agreement is effective from the date of the Agreement until (i) the completion of the project set forth herein, and (ii) full and complete payment to Railway of any and all sums or other amounts owing and due hereunder.

**3) INSURANCE**

Contractor shall, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

**A. Commercial General Liability "CGL" Insurance**

- i) The policy will provide a minimum of \$2,000,000 each occurrence and an aggregate limit of at least \$6,000,000 but in no event less than the amount otherwise carried by the provider. Coverage must be purchased on a post 2004 ISO occurrence form or equivalent and include coverage for, but not limited to, the following:
  - (1) Bodily Injury and Property Damage
  - (2) Personal Injury and Advertising Injury
  - (3) Fire legal liability
  - (4) Products and completed operations
- ii) This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:
  - (1) definition of "Insured Contract" will be amended to remove any exclusion or other limitation for any work being done within 50 feet of RAILWAY's



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property.

- (2) Waiver of subrogation in favor of and acceptable to RAILWAY; and
  - (3) Additional insured endorsement in favor of and acceptable to RAILWAY and include coverage for ongoing operations and completed operations; and
  - (4) Separation of insureds; and
  - (5) The policy will be primary and non-contributing with respect to any insurance carried by RAILWAY.
  - (6) Contractual liability endorsement shall separately provide that BNSF is an additional insured with respect to contractual liability.
- iii) It is agreed that the workers' compensation and employers' liability related exclusions in the Commercial General Liability insurance policy(s) required herein are intended to apply to employees of the policy holder and shall not apply to **Railway** employees.
- iv) No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy with regard to the work being performed under this agreement.

**B. Business Automobile Insurance**

- i) The insurance will provide minimum coverage with a combined single limit of at least \$1,000,000 per accident, and include coverage for, but not limited to the following:
  - (1) Bodily injury and property damage
  - (2) Any and all vehicles owned, used or hired
- ii) The policy will include the following endorsements or language, which will be



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indicated on or attached to the certificate of insurance:

- (1) Waiver of subrogation in favor of and acceptable to RAILWAY;
- (2) Additional insured endorsement in favor of and acceptable to RAILWAY;
- (3) Separation of insureds;
- (4) The policy shall be primary and non-contributing with respect to any insurance carried by RAILWAY.

**C. Workers Compensation and Employers Liability Insurance**

- i) Workers Compensation and Employers Liability insurance including coverage for, but not limited to:
  - (1) Contractor's statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
  - (2) Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.
- ii) This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:
  - (1) Waiver of subrogation in favor of and acceptable to Railway.

**D. Railroad Protective Liability insurance**

- i) Railroad Protective Liability insurance naming only the **Railway** as the Insured with coverage of at least \$2,000,000 per occurrence and \$6,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 12 04 and include the following:
  - (1) Endorsed to include the Pollution Exclusion Amendment
  - (2) Endorsed to include the Limited Seepage and Pollution Endorsement.
  - (3) Endorsed to remove any exclusion for punitive damages.



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- (4) No other endorsements restricting coverage may be added.
- (5) The original policy must be provided to the **Railway** prior to performing any work or services under this Agreement.
- (6) Definition of "Physical Damage to Property" shall be endorsed to read:  
"means direct and accidental loss of or damage to all property owned by any named insured and all property in any named insured' care, custody, and control arising out of the acts or omissions of the contractor named on the Declarations.

In lieu of providing a Railroad Protective Liability Policy, Licensee may participate (if available) in Railway's Blanket Railroad Protective Liability Insurance Policy.

**E. Other Requirements:**

- i) Where allowable by law, all policies (applying to coverage listed above) shall contain no exclusion for punitive damages.
- ii) Contractor agrees to waive its right of recovery against **Railway** for all claims and suits against **Railway**. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against **Railway** for all claims and suits. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against **Railway** for loss of its owned or leased property or property under Contractor's care, custody or control.
- iii) Allocated Loss Expense shall be in addition to all policy limits for coverages referenced above.
- iv) Contractor is not allowed to self-insure without the prior written consent of **Railway**. If granted by **Railway**, any self-insured retention or other financial responsibility for claims shall be covered directly by Contractor in lieu of insurance. Any and all **Railway** liabilities that would otherwise, in accordance with the provisions of this Agreement, be covered by Contractor's insurance will be covered as if Contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.
- v) Prior to commencing services, Contractor shall furnish to **Railway** an acceptable certificate(s) of insurance from an authorized representative



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evidencing the required coverage(s), endorsements, and amendments. The certificate should be directed to the following address:

BNSF Railway Company  
c/o CertFocus  
P.O. Box 140528  
Kansas City, MO 64114  
Toll Free: 877-576-2378  
Fax number: 817-840-7487  
Email: [BNSF@certfocus.com](mailto:BNSF@certfocus.com)  
[www.certfocus.com](http://www.certfocus.com)

- vi) Contractor shall notify Railway in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration.
- vii) Any insurance policy shall be written by a reputable insurance company acceptable to Railway or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provided.
- viii) If coverage is purchased on a "claims made" basis, Contractor hereby agrees to maintain coverage in force for a minimum of three years after expiration, cancellation or termination of this Agreement. Annually Contractor agrees to provide evidence of such coverage as required hereunder.
- ix) Contractor represents that this Agreement has been thoroughly reviewed by Contractor's insurance agent(s)/broker(s), who have been instructed by Contractor to procure the insurance coverage required by this Agreement.
- x) Not more frequently than once every five years, Railway may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.
- xi) If any portion of the operation is to be subcontracted by Contractor, Contractor shall require that the subcontractor shall provide and maintain insurance coverage(s) as set forth herein, naming Railway as an additional insured, and shall require that the subcontractor shall release, defend and indemnify



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Railway to the same extent and under the same terms and conditions as Contractor is required to release, defend and indemnify Railway herein.

- xii) Failure to provide evidence as required by this section shall entitle, but not require, Railway to terminate this Agreement immediately. Acceptance of a certificate that does not comply with this section shall not operate as a waiver of Contractor's obligations hereunder.
- xiii) The fact that insurance (including, without limitation, self-insurance) is obtained by Contractor shall not be deemed to release or diminish the liability of Contractor including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railway shall not be limited by the amount of the required insurance coverage.
- xiv) In the event of a claim or lawsuit involving Railway arising out of this agreement, Contractor will make available any required policy covering such claim or lawsuit.
- xv) These insurance provisions are intended to be a separate and distinct obligation on the part of the Contractor. Therefore, these provisions shall be enforceable and Contractor shall be bound thereby regardless of whether or not indemnity provisions are determined to be enforceable in the jurisdiction in which the work covered hereunder is performed.
- xvi) For purposes of this section, Railway shall mean "Burlington Northern Santa Fe LLC", "BNSF Railway Company" and the subsidiaries, successors, assigns and affiliates of each.

#### **4) SALES AND OTHER TAXES**

- A. In the event applicable sales taxes of a state or political subdivision of a state of the United States are levied or assessed in connection with and directly related to any amounts invoiced by Contractor to Railway ("Sales Taxes"), Railway shall be responsible for paying only the Sales Taxes that Contractor separately states on the invoice or other billing documents provided to Railway; *provided, however*, that (i) nothing herein shall preclude Railway from claiming whatever Sales Tax exemptions are applicable to amounts Contractor bills Railway, (ii) Contractor shall be responsible for all sales, use, excise, consumption, services and other taxes which may accrue on all services, materials, equipment, supplies or fixtures that Contractor and its subcontractors use or consume in the



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performance of this Agreement, (iii) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) that Contractor fails to separately state on the invoice or other billing documents provided to Railway or fails to collect at the time of payment by Railway of invoiced amounts (except where Railway claims a Sales Tax exemption), and (iv) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) if Contractor fails to issue separate invoices for each state in which Contractor delivers goods, provides services or, if applicable, transfers intangible rights to Railway.

- B.** Upon request, Contractor shall provide Railway satisfactory evidence that all taxes (together with any penalties, fines or interest thereon) that Contractor is responsible to pay under this Agreement have been paid. If a written claim is made against Contractor for Sales Taxes with respect to which Railway may be liable for under this Agreement, Contractor shall promptly notify Railway of such claim and provide Railway copies of all correspondence received from the taxing authority. Railway shall have the right to contest, protest, or claim a refund, in Railway's own name, any Sales Taxes paid by Railway to Contractor or for which Railway might otherwise be responsible for under this Agreement; provided, however, that if Railway is not permitted by law to contest any such Sales Tax in its own name, Contractor shall, if requested by Railway at Railway's sole cost and expense, contest in Contractor's own name the validity, applicability or amount of such Sales Tax and allow Railway to control and conduct such contest.
- C.** Railway retains the right to withhold from payments made under this Agreement amounts required to be withheld under tax laws of any jurisdiction. If Contractor is claiming a withholding exemption or a reduction in the withholding rate of any jurisdiction on any payments under this Agreement, before any payments are made (and in each succeeding period or year as required by law), Contractor agrees to furnish to Railway a properly completed exemption form prescribed by such jurisdiction. Contractor shall be responsible for any taxes, interest or penalties assessed against Railway with respect to withholding taxes that Railway does not withhold from payments to Contractor.

## **5) EXHIBIT "C" CONTRACTOR REQUIREMENTS**

- A.** The Contractor must observe and comply with all provisions, obligations, requirements and limitations contained in the Agreement, and the Contractor Requirements set forth on Exhibit "C" attached to the Agreement and this Agreement, including, but not be limited to, payment of all costs incurred for any





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damages to Railway roadbed, tracks, and/or appurtenances thereto, resulting from use, occupancy, or presence of its employees, representatives, or agents or subcontractors on or about the construction site. Contractor shall execute a Temporary Construction Crossing Agreement or Private Crossing Agreement (<http://www.bnsf.com/communities/faqs/permits-real-estate/>), for any temporary crossing requested to aid in the construction of this Project, if approved by BNSF.

## **6) TRAIN DELAY**

- A.** Contractor is responsible for and hereby indemnifies and holds harmless Railway (including its affiliated railway companies, and its tenants) for, from and against all damages arising from any unscheduled delay to a freight or passenger train which affects Railway's ability to fully utilize its equipment and to meet customer service and contract obligations. Contractor will be billed, as further provided below, for the economic losses arising from loss of use of equipment, contractual loss of incentive pay and bonuses and contractual penalties resulting from train delays, whether caused by Contractor, or subcontractors, or by the Railway performing work under this Agreement. Railway agrees that it will not perform any act to unnecessarily cause train delay.
- B.** For loss of use of equipment, Contractor will be billed the current freight train hour rate per train as determined from Railway's records. Any disruption to train traffic may cause delays to multiple trains at the same time for the same period.
- C.** Additionally, the parties acknowledge that passenger, U.S. mail trains and certain other grain, intermodal, coal and freight trains operate under incentive/penalty contracts between Railway and its customer(s). Under these arrangements, if Railway does not meet its contract service commitments, Railway may suffer loss of performance or incentive pay and/or be subject to penalty payments. Contractor is responsible for any train performance and incentive penalties or other contractual economic losses actually incurred by Railway which are attributable to a train delay caused by Contractor or its subcontractors.
- D.** The contractual relationship between Railway and its customers is proprietary and confidential. In the event of a train delay covered by this Agreement, Railway will share information relevant to any train delay to the extent consistent with Railway confidentiality obligations. The rate then in effect at the time of performance by the Contractor hereunder will be used to calculate the actual costs of train delay pursuant to this agreement.



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- E.** Contractor and its subcontractors must give Railway's representative (913-551-4275) six (6) weeks advance notice of the times and dates for proposed work windows. Railway and Contractor will establish mutually agreeable work windows for the project. Railway has the right at any time to revise or change the work windows due to train operations or service obligations. Railway will not be responsible for any additional costs or expenses resulting from a change in work windows. Additional costs or expenses resulting from a change in work windows shall be accounted for in Contractor's expenses for the project.
- F.** Contractor and subcontractors must plan, schedule, coordinate and conduct all Contractor's work so as to not cause any delays to any trains.

SIGNATURE PAGE FOLLOWS



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IN WITNESS WHEREOF, each of the parties hereto has caused this Agreement to be executed by its duly authorized officer the day and year first above written.

**BNSF RAILWAY COMPANY**

**XXXXXXX**

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: Manager Public Projects

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Accepted and effective this \_\_\_\_\_ day of 2023.

Contact Person: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Fax: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

**EXHIBIT C**

**CONTRACTOR REQUIREMENTS**

**1) General**

- A. The Contractor must cooperate with BNSF RAILWAY COMPANY, hereinafter referred to as "Railway" where work is over or under on or adjacent to Railway property and/or right-of-way, hereafter referred to as "Railway Property", during the reconstruction of the Prairie and Wilson Street intersections in Batavia, IL.
- B. The Contractor must execute and deliver to the Railway duplicate copies of the Exhibit "C-1" Agreement, in the form attached hereto, obligating the Contractor to provide and maintain in full force and effect the insurance called for under Section 3 of said Exhibit "C-1". Questions regarding procurement of the Railroad Protective Liability Insurance should be directed to Rosa Martinez at Marsh, USA, 214-303-8519.
- C. The Contractor must plan, schedule and conduct all work activities so as not to interfere with the movement of any trains on Railway Property.
- D. The Contractor's right to enter Railway's Property is subject to the absolute right of Railway to cause the Contractor's work on Railway's Property to cease if, in the opinion of Railway, Contractor's activities create a hazard to Railway's Property, employees, and/or operations. Railway will have the right to stop construction work on the Project if any of the following events take place: (i) Contractor (or any of its subcontractors) performs the Project work in a manner contrary to the plans and specifications approved by Railway; (ii) Contractor (or any of its subcontractors), in Railway's opinion, prosecutes the Project work in a manner which is hazardous to Railway property, facilities or the safe and expeditious movement of railroad traffic; (iii) the insurance described in the attached Exhibit C-1 is canceled during the course of the Project; or (iv) Contractor fails to pay Railway for the Temporary Construction License or the Easement. The work stoppage will continue until all necessary actions are taken by Contractor or its subcontractor to rectify the situation to the satisfaction of Railway's Division Engineer or until additional insurance has been delivered to and accepted by Railway. In the event of a breach of (i) this Agreement, (ii) the Temporary Construction License, or (iii) the Easement, Railway may immediately terminate the Temporary Construction License or the Easement. Any such work stoppage under this provision will not give rise to any liability on the part of Railway. Railway's right to stop the work is in addition to any other rights Railway may have including, but not limited to, actions or suits for damages or lost profits. In the event that Railway desires to stop construction work on the Project, Railway agrees to immediately notify the following individual in writing:

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

- E. The Contractor is responsible for determining and complying with all Federal, State and Local Governmental laws and regulations, including, but not limited to environmental laws and regulations (including but not limited to the Resource Conservation and Recovery Act, as amended; the Clean Water Act, the Oil Pollution Act, the Hazardous Materials Transportation Act, CERCLA), and health and safety laws and regulations. The Contractor hereby indemnifies, defends and holds harmless Railway for, from and against all fines or penalties imposed or assessed by Federal, State and Local Governmental Agencies against the Railway which arise out of Contractor's work under this Agreement.
- F. The Contractor must notify the City of Batavia at (\_\_\_\_\_)\_\_\_\_\_ and Railway's Manager Public Projects, telephone number (913) 551-4275, at least thirty (30) calendar days before commencing any work on Railway Property. Contractor's notification to Railway must refer to Railway's file BF-20170672.
- G. For any bridge demolition and/or falsework above any tracks or any excavations located with any part of the excavations located within, whichever is greater, twenty-five (25) feet of the nearest track or intersecting a slope from the plane of the top of rail on a 2 horizontal to 1 vertical slope beginning at eleven (11) feet from centerline of the nearest track, both measured perpendicular to center line of track, the Contractor must furnish the Railway five sets of working drawings showing details of construction affecting Railway Property and tracks. The working drawing must include the proposed method of installation and removal of falsework, shoring or cribbing, not included in the contract plans and two sets of structural calculations of any falsework, shoring or cribbing. For all excavation and shoring submittal plans, the current "BNSF-UPRR Guidelines for Temporary Shoring" must be used for determining the design loading conditions to be used in shoring design, and all calculations and submittals must be in accordance with the current "BNSF-UPRR Guidelines for Temporary Shoring". All submittal drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. All calculations must take into consideration railway surcharge loading and must be designed to meet American Railway Engineering and Maintenance-of-Way Association (previously known as American Railway Engineering Association) Coopers E-80 live loading standard. All drawings and calculations must be stamped by a registered professional engineer licensed to practice in the state the project is located. The Contractor must not begin work until notified by the Railway that plans have been approved. The Contractor will be required to use lifting devices such as, cranes and/or winches to place or to remove any falsework over Railway's tracks. In no case will the Contractor be relieved of responsibility for results obtained by the implementation of said approved plans.
- H. Subject to the movement of Railway's trains, Railway will cooperate with the Contractor such that the work may be handled and performed in an efficient manner. The Contractor will have no claim whatsoever for any type of damages or for extra or additional compensation in the event his work is delayed by the Railway.

## **2) Contractor Safety Orientation**

- A. **No employee of the Contractor, its subcontractors, agents or invitees may enter Railway Property without first having completed Railway's Engineering Contractor Safety Orientation, found on the web site [www.BNSFContractor.com](http://www.BNSFContractor.com). The Contractor must ensure that each of its employees, subcontractors, agents or invitees completes Railway's Engineering Contractor Safety Orientation through internet sessions before any work is performed on the Project. Additionally, the Contractor must ensure that each and every one**

**of its employees, subcontractors, agents or invitees possesses a card certifying completion of the Railway Contractor Safety Orientation before entering Railway Property. The Contractor is responsible for the cost of the Railway Contractor Safety Orientation. The Contractor must renew the Railway Contractor Safety Orientation annually. Further clarification can be found on the web site or from the Railway's Representative.**

### **3) Railway Requirements**

- A.** The Contractor must take protective measures as are necessary to keep railway facilities, including track ballast, free of sand, debris, and other foreign objects and materials resulting from his operations. Any damage to railway facilities resulting from Contractor's operations will be repaired or replaced by Railway and the cost of such repairs or replacement must be paid for by the Agency.
- B.** The Contractor must notify the Railway's Division Engineer Michael Gibson at (817) 352-1945 and provide blasting plans to the Railway for review seven (7) calendar days prior to conducting any blasting operations adjacent to or on Railway's Property.
- C.** The Contractor must abide by the following temporary clearances during construction:
- 15'-0"      Horizontally from centerline of nearest track
  - 21'-6"      Vertically above top of rail
  - 27'-0"      Vertically above top of rail for electric wires carrying less than 750 volts
  - 28'-0"      Vertically above top of rail for electric wires carrying 750 volts to 15,000 volts
  - 30'-0"      Vertically above top of rail for electric wires carrying 15,000 volts to 20,000 volts
  - 34'-0"      Vertically above top of rail for electric wires carrying more than 20,000 volts
- D.** Upon completion of construction, the following clearances shall be maintained:
- 25'              Horizontally from centerline of nearest track
  - 23' 6"          Vertically above top of rail
- E.** Any infringement within State statutory clearances due to the Contractor's operations must be submitted to the Railway and to the City of Batavia and must not be undertaken until approved in writing by the Railway, and until the City of Batavia has obtained any necessary authorization from the State Regulatory Authority for the infringement. No extra compensation will be allowed in the event the Contractor's work is delayed pending Railway approval, and/or the State Regulatory Authority's approval.
- F.** In the case of impaired vertical clearance above top of rail, Railway will have the option of installing tell-tales or other protective devices Railway deems necessary for protection of Railway operations. The cost of tell-tales or protective devices will be borne by the Agency.
- G.** The details of construction affecting the Railway's Property and tracks not included in the contract plans must be submitted to the Railway by City of Batavia for approval before work is undertaken and this work must not be undertaken until approved by the Railway.

- H. At other than public road crossings, the Contractor must not move any equipment or materials across Railway's tracks until permission has been obtained from the Railway. The Contractor must obtain a "Temporary Construction Crossing Agreement" from the Railway prior to moving his equipment or materials across the Railways tracks. The temporary crossing must be gated and locked at all times when not required for use by the Contractor. The temporary crossing for use of the Contractor will be constructed and, at the completion of the project, removed at the expense of the Contractor.
- I. Discharge, release or spill on the Railway Property of any hazardous substances, oil, petroleum, constituents, pollutants, contaminants, or any hazardous waste is prohibited and Contractor must immediately notify the **Railway's Resource Operations Center at 1 (800) 832-5452**, of any discharge, release or spills in excess of a reportable quantity. Contractor must not allow Railway Property to become a treatment, storage or transfer facility as those terms are defined in the Resource Conservation and Recovery Act or any state analogue.
- J. The Contractor upon completion of the work covered by this contract, must promptly remove from the Railway's Property all of Contractor's tools, equipment, implements and other materials, whether brought upon said property by said Contractor or any Subcontractor, employee or agent of Contractor or of any Subcontractor, and must cause Railway's Property to be left in a condition acceptable to the Railway's representative.

#### **4) Contractor Roadway Worker on Track Safety Program and Safety Action Plan**

- A. Each Contractor that will perform work within 25 feet of the centerline of a track must develop and implement a Roadway Worker Protection/On Track Safety Program and work with Railway Project Representative to develop an on track safety strategy as described in the guidelines listed in the on track safety portion of the Safety Orientation. This Program must provide Roadway Worker protection/on track training for all employees of the Contractor, its subcontractors, agents or invitees. This training is reinforced at the job site through job safety briefings. Additionally, each Contractor must develop and implement the Safety Action Plan, as provided for on the web site [www.BNSFContractor.com](http://www.BNSFContractor.com), which will be made available to Railway prior to commencement of any work on Railway Property. During the performance of work, the Contractor must audit its work activities. The Contractor must designate an on-site Project Supervisor who will serve as the contact person for the Railway and who will maintain a copy of the Safety Action Plan, safety audits, and Material Safety Datasheets (MSDS), at the job site.
- B. Contractor shall have a background investigation performed on all of its employees, subcontractors and agents who will be performing any services for Railroad under this Agreement which are determined by Railroad in its sole discretion **a)** to be on Railroad's property, or **b)** that require access to Railroad Critical Infrastructure, Railroad Critical Information Systems, Railroad's Employees, Hazardous Materials on Railroad's property or is being transported by or otherwise in the custody of Railroad, or Freight in Transit involving Railroad.
  - i) The required background screening shall at a minimum meet the rail industry background screening criteria defined by the e-RAILSAFE Program as outlined at [www.eVerifile.com](http://www.eVerifile.com), in addition to any other applicable regulatory requirements.

- ii) Contractor shall obtain written consent from all its employees, subcontractors or agents screened in compliance with the e-RAILSAFE Program to participate in the Program on their behalf and to release completed background information to Railroad's designee. Contractor shall be subject to periodic audit to ensure compliance.
- iii) Contractor subject to the e-RAILSAFE Program hereunder shall not permit any of its employees, subcontractors or agents to perform services hereunder who are not first approved under e-RAILSAFE Program standards. Railroad shall have the right to deny entry onto its premises or access as described in this section above to any of Contractor's employees, subcontractors or agents who do not display the authorized identification badge issued by a background screening service meeting the standards set forth in the e-RAILSAFE Program, or who in Railroad's opinion, which may not be unreasonable, may pose a threat to the safety or security of Railroad's operations, assets or personnel.
- iv) Contractors shall be responsible for ensuring that its employees, subcontractors and agents are United States citizens or legally working in the United States under a lawful and appropriate work VISA or other work authorization.

## **5) Railway Flagger Services**

- A. The Contractor must give Railway's **Roadmaster (telephone 630-692-6257)** a minimum of thirty (30) calendar days advance notice when flagging services will be required so that the Roadmaster can make appropriate arrangements (i.e., bulletin the flagger's position). If flagging services are scheduled in advance by the Contractor and it is subsequently determined by the parties hereto that such services are no longer necessary, the Contractor must give the Roadmaster five (5) working days advance notice so that appropriate arrangements can be made to abolish the position pursuant to union requirements.
- B. Unless determined otherwise by Railway's Project Representative, Railway flagger will be required and furnished when Contractor's work activities are located over, under and/or within twenty-five (25) feet measured horizontally from centerline of the nearest track and when cranes or similar equipment positioned beyond 25-feet from the track centerline could foul the track in the event of tip over or other catastrophic occurrence, but not limited thereto for the following conditions:
  - i) When, upon inspection by Railway's Representative, other conditions warrant.
  - ii) When any excavation is performed below the bottom of tie elevation, if, in the opinion of Railway's representative, track or other Railway facilities may be subject to movement or settlement.
  - iii) When work in any way interferes with the safe operation of trains at timetable speeds.
  - iv) When any hazard is presented to Railway track, communications, signal, electrical, or other facilities either due to persons, material, equipment or blasting in the vicinity.



- v) Special permission must be obtained from the Railway before moving heavy or cumbersome objects or equipment which might result in making the track impassable.

C. Flagging services will be performed by qualified Railway flaggers.

- i) Flagging crew generally consists of one employee. However, additional personnel may be required to protect Railway Property and operations, if deemed necessary by the Railways Representative.
- ii) Each time a flagger is called, the minimum period for billing will be the eight (8) hour basic day.
- iii) The cost of flagger services provided by the Railway will be borne by the Contractor. The estimated cost for one (1) flagger is approximately between \$800.00-\$1,600.00 for an eight (8) hour basic day with time and one-half or double time for overtime, rest days and holidays. The estimated cost for each flagger includes vacation allowance, paid holidays, Railway and unemployment insurance, public liability and property damage insurance, health and welfare benefits, vehicle, transportation, meals, lodging, radio, equipment, supervision and other costs incidental to performing flagging services. Negotiations for Railway labor or collective bargaining agreements and rate changes authorized by appropriate Federal authorities may increase actual or estimated flagging rates. **THE FLAGGING RATE IN EFFECT AT THE TIME OF PERFORMANCE BY THE CONTRACTOR HEREUNDER WILL BE USED TO CALCULATE THE ACTUAL COSTS OF FLAGGING PURSUANT TO THIS PARAGRAPH.**
- iv) The average train traffic on this route is one train per 24-hour period at a timetable speed 20 MPH.

## **6) Contractor General Safety Requirements**

- A. Work in the proximity of railway track(s) is potentially hazardous where movement of trains and equipment can occur at any time and in any direction. All work performed by contractors within 25 feet of any track must be in compliance with FRA Roadway Worker Protection Regulations.
- B. Before beginning any task on Railway Property, a thorough job safety briefing must be conducted with all personnel involved with the task and repeated when the personnel or task changes. If the task is within 25 feet of any track, the job briefing must include the Railway's flagger, as applicable, and include the procedures the Contractor will use to protect its employees, subcontractors, agents or invitees from moving any equipment adjacent to or across any Railway track(s).
- C. Workers must not work within 25 feet of the centerline of any track without an on track safety strategy approved by the Railway's Project Representative. When authority is provided, every contractor employee must know: (1) who the Railway flagger is, and how to contact the flagger, (2) limits of the authority, (3) the method of communication to stop and resume work, and (4) location of the designated places of safety. Persons or equipment entering flag/work limits that were not previously job briefed, must notify the flagger immediately, and be given a job briefing when working within 25 feet of the center line of track.
- D. When Contractor employees are required to work on the Railway Property after normal working hours or on weekends, the Railway's representative in charge of the project must be notified. A minimum of two employees must be present at all times.

- E. Any employees, agents or invitees of Contractor or its subcontractors under suspicion of being under the influence of drugs or alcohol, or in the possession of same, will be removed from the Railway's Property and subsequently released to the custody of a representative of Contractor management. Future access to the Railway's Property by that employee will be denied.
- F. Any damage to Railway Property, or any hazard noticed on passing trains must be reported immediately to the Railway's representative in charge of the project. Any vehicle or machine which may come in contact with track, signal equipment, or structure (bridge) and could result in a train derailment must be reported immediately to the Railway representative in charge of the project and to the Railway's Resource Operations Center at 1(800) 832-5452. Local emergency numbers are to be obtained from the Railway representative in charge of the project prior to the start of any work and must be posted at the job site.
- G. For safety reasons, all persons are prohibited from having pocket knives, firearms or other deadly weapons in their possession while working on Railway's Property.
- H. All personnel protective equipment (PPE) used on Railway Property must meet applicable OSHA and ANSI specifications. Current Railway personnel protective equipment requirements are listed on the web site, [www.BNSFContractor.com](http://www.BNSFContractor.com), however, a partial list of the requirements include: a) safety glasses with permanently affixed side shields (no yellow lenses); b) hard hats; c) safety shoe with: hardened toes, above-the-ankle lace-up and a defined heel; and d) high visibility retro-reflective work wear. The Railway's representative in charge of the project is to be contacted regarding local specifications for meeting requirements relating to hi-visibility work wear. Hearing protection, fall protection, gloves, and respirators must be worn as required by State and Federal regulations. **(NOTE – Should there be a discrepancy between the information contained on the web site and the information in this paragraph, the web site will govern.)**
- I. **THE CONTRACTOR MUST NOT PILE OR STORE ANY MATERIALS, MACHINERY OR EQUIPMENT CLOSER THAN 25'-0" TO THE CENTER LINE OF THE NEAREST RAILWAY TRACK. MATERIALS, MACHINERY OR EQUIPMENT MUST NOT BE STORED OR LEFT WITHIN 250 FEET OF ANY HIGHWAY/RAIL AT-GRADE CROSSINGS OR TEMPORARY CONSTRUCTION CROSSING, WHERE STORAGE OF THE SAME WILL OBSTRUCT THE VIEW OF A TRAIN APPROACHING THE CROSSING. PRIOR TO BEGINNING WORK, THE CONTRACTOR MUST ESTABLISH A STORAGE AREA WITH CONCURRENCE OF THE RAILWAY'S REPRESENTATIVE.**
- J. Machines or vehicles must not be left unattended with the engine running. Parked machines or equipment must be in gear with brakes set and if equipped with blade, pan or bucket, they must be lowered to the ground. All machinery and equipment left unattended on Railway's Property must be left inoperable and secured against movement. (See internet Engineering Contractor Safety Orientation program for more detailed specifications)
- K. Workers must not create and leave any conditions at the work site that would interfere with water drainage. Any work performed over water must meet all Federal, State and Local regulations.
- L. All power line wires must be considered dangerous and of high voltage unless informed to the contrary by proper authority. For all power lines the minimum clearance between the lines and any part of the equipment or load must be; 200 KV or below - 15 feet; 200 to 350 KV - 20 feet; 350 to

500 KV - 25 feet; 500 to 750 KV - 35 feet; and 750 to 1000 KV - 45 feet. If capacity of the line is not known, a minimum clearance of 45 feet must be maintained. A person must be designated to observe clearance of the equipment and give a timely warning for all operations where it is difficult for an operator to maintain the desired clearance by visual means.

## 7) Excavation

- A. Before excavating, the Contractor must determine whether any underground pipe lines, electric wires, or cables, including fiber optic cable systems are present and located within the Project work area. The Contractor must determine whether excavation on Railway's Property could cause damage to buried cables resulting in delay to Railway traffic and disruption of service to users. Delays and disruptions to service may cause business interruptions involving loss of revenue and profits. Before commencing excavation, the Contractor must contact **BNSF's Field Engineering Representative (816-536-3253)**. All underground and overhead wires will be considered HIGH VOLTAGE and dangerous until verified with the company having ownership of the line. **It is the Contractor's responsibility to notify any other companies that have underground utilities in the area and arrange for the location of all underground utilities before excavating.**
- B. The Contractor must cease all work and notify the Railway immediately before continuing excavation in the area if obstructions are encountered which do not appear on drawings. If the obstruction is a utility and the owner of the utility can be identified, then the Contractor must also notify the owner immediately. If there is any doubt about the location of underground cables or lines of any kind, no work must be performed until the exact location has been determined. There will be no exceptions to these instructions.
- C. All excavations must be conducted in compliance with applicable OSHA regulations and, regardless of depth, must be shored where there is any danger to tracks, structures or personnel.
- D. Any excavations, holes or trenches on the Railway's Property must be covered, guarded and/or protected when not being worked on. When leaving work site areas at night and over weekends, the areas must be secured and left in a condition that will ensure that Railway employees and other personnel who may be working or passing through the area are protected from all hazards. All excavations must be back filled as soon as possible.

## 8) **Hazardous Waste, Substances and Material Reporting:**

- A. If Contractor discovers any hazardous waste, hazardous substance, petroleum or other deleterious material, including but not limited to any non-containerized commodity or material, on or adjacent to Railway's Property, in or near any surface water, swamp, wetlands or waterways, while performing any work under this Agreement, Contractor must immediately: (a) notify the Railway's Resource Operations Center at 1(800) 832-5452, of such discovery: (b) take safeguards necessary to protect its employees, subcontractors, agents and/or third parties: and (c) exercise due care with respect to the release, including the taking of any appropriate measure to minimize the impact of such release.

## **9) Personal Injury Reporting**

- A.** The Railway is required to report certain injuries as a part of compliance with Federal Railroad Administration (FRA) reporting requirements. Any personal injury sustained by an employee of the Contractor, subcontractor or Contractor's invitees while on the Railway's Property must be reported immediately (by phone mail if unable to contact in person) to the Railway's representative in charge of the project. The Non-Employee Personal Injury Data Collection Form contained herein is to be completed and sent by Fax to the Railway at 1(817) 352-7595 and to the Railway's Project Representative no later than the close of shift on the date of the injury.





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### NON-EMPLOYEE PERSONAL INJURY DATA COLLECTION

Please complete this form and provide to the BNSF supervisor, who will input this information into the EHS Star system. For questions, call (817) 352-1267 or email [Safety.IncidentReporting@BNSF.com](mailto:Safety.IncidentReporting@BNSF.com).

Accident City/State: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_

County: \_\_\_\_\_ Temperature: \_\_\_\_\_ Weather: \_\_\_\_\_  
(if non-BNSF location)

Name (Last/First/MI): \_\_\_\_\_

Age: \_\_\_\_\_ Gender (if available): \_\_\_\_\_

Company: \_\_\_\_\_

eRailsafe Badge Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

BNSF Contractor Badge Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

Injury: \_\_\_\_\_ Body Part: \_\_\_\_\_  
(e.g., laceration) (e.g., hand)

Description of accident (including how accident occurred, potential cause, etc.):  
\_\_\_\_\_  
\_\_\_\_\_

Work activity in progress at time of accident: \_\_\_\_\_

Tools, machinery, or hazardous materials involved in accident: \_\_\_\_\_  
\_\_\_\_\_

Treatment:  
 First Aid Only  
 Required Medical Treatment  
 Other Medical Treatment: \_\_\_\_\_

Dr. Name: \_\_\_\_\_ Date: \_\_\_\_\_

Dr. Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Hospital Name: \_\_\_\_\_

Hospital Street Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Diagnosis: \_\_\_\_\_

THIS REPORT IS PART OF BNSF'S ACCIDENT REPORT PURSUANT TO THE ACCIDENT REPORTS STATUTE AND, AS SUCH SHALL NOT "BE ADMITTED AS EVIDENCE OR USED FOR ANY PURPOSE IN ANY SUIT OR ACTION FOR DAMAGES GROWING OUT OF ANY MATTER MENTIONED IN SAID REPORT...." 49 U.S.C. § 20903. See 49 C.F.R. § 225.7(b).



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**EXHIBIT C1**  
**EXHIBIT "C-1"**

**Agreement Between**  
**BNSF RAILWAY COMPANY**  
**and the**  
**CONTRACTOR**

**Railway File:**           **BF-20224346**

**Agency Project:** \_\_\_\_\_

\_\_\_\_\_, (hereinafter called "Contractor"), has entered into an agreement (hereinafter called "Agreement") dated \_\_\_\_\_, 2023, with City of Batavia for the performance of certain work in connection with the following project: Reconstruction of Prairie and Wilson Streets in Batavia, IL. Performance of such work will necessarily require Contractor to enter **BNSF RAILWAY COMPANY** (hereinafter called "Railway") right of way and property (hereinafter called "Railway Property"). The Agreement provides that no work will be commenced within Railway Property until the Contractor employed in connection with said work for the City of Batavia (i) executes and delivers to Railway an Agreement in the form hereof, and (ii) provides insurance of the coverage and limits specified in such Agreement and Section 3 herein. If this Agreement is executed by a party who is not the Owner, General Partner, President or Vice President of Contractor, Contractor must furnish evidence to Railway certifying that the signatory is empowered to execute this Agreement on behalf of Contractor.

Accordingly, in consideration of Railway granting permission to Contractor to enter upon Railway Property and as an inducement for such entry, Contractor, effective on the date of the Agreement, has agreed and does hereby agree with Railway as follows:

**1) RELEASE OF LIABILITY AND INDEMNITY**

- A.** Contractor hereby waives, releases, indemnifies, defends and holds harmless Railway for all judgments, awards, claims, demands, and expenses (including attorneys' fees), for injury or death to all persons, including Railway's and Contractor's officers and employees, and for loss and damage to property



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belonging to any person, arising in any manner from Contractor's or any of Contractor's subcontractors' acts or omissions or any work performed on or about Railway's property or right-of-way. **THE LIABILITY ASSUMED BY CONTRACTOR WILL NOT BE AFFECTED BY THE FACT, IF IT IS A FACT, THAT THE DESTRUCTION, DAMAGE, DEATH, OR INJURY WAS OCCASIONED BY OR CONTRIBUTED TO BY THE NEGLIGENCE OF RAILWAY, ITS AGENTS, SERVANTS, EMPLOYEES OR OTHERWISE, EXCEPT TO THE EXTENT THAT SUCH CLAIMS ARE PROXIMATELY CAUSED BY THE INTENSIONAL MISCONDUCT OR GROSS NEGLIGENCE OF RAILWAY.**

- B. THE INDEMNIFICATION OBLIGATION ASSUMED BY CONTRACTOR INCLUDES ANY CLAIMS, SUITS OR JUDGMENTS BROUGHT AGAINST RAILWAY UNDER THE FEDERAL EMPLOYEE'S LIABILITY ACT, INCLUDING CLAIMS FOR STRICT LIABILITY UNDER THE SAFETY APPLIANCE ACT OR THE LOCOMOTIVE INSPECTION ACT, WHENEVER SO CLAIMED.**
- C. Contractor further agrees, at its expense, in the name and on behalf of Railway, that it will adjust and settle all claims made against Railway, and will, at Railway's discretion, appear and defend any suits or actions of law or in equity brought against Railway on any claim or cause of action arising or growing out of or in any manner connected with any liability assumed by Contractor under this Agreement for which Railway is liable or is alleged to be liable. Railway will give notice to Contractor, in writing, of the receipt or dependency of such claims and thereupon Contractor must proceed to adjust and handle to a conclusion such claims, and in the event of a suit being brought against Railway, Railway may forward summons and complaint or other process in connection therewith to Contractor, and Contractor, at Railway's discretion, must defend, adjust, or settle such suits and protect, indemnify, and save harmless Railway from and against all damages, judgments, decrees, attorney's fees, costs, and expenses growing out of or resulting from or incident to any such claims or suits.
- D. In addition to any other provision of this Agreement, in the event that all or any portion of this Article shall be deemed to be inapplicable for any reason, including without limitation as a result of a decision of an applicable court, legislative enactment or regulatory order, the parties agree that this Article shall be interpreted as requiring Contractor to indemnify Railway to the fullest extent permitted by applicable law. **THROUGH THIS AGREEMENT THE PARTIES**





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**EXPRESSLY INTEND FOR CONTRACTOR TO INDEMNIFY RAILWAY FOR RAILWAY'S ACTS OF NEGLIGENCE.**

- E. It is mutually understood and agreed that the assumption of liabilities and indemnification provided for in this Agreement survive any termination of this Agreement.

**2) TERM**

- A. This Agreement is effective from the date of the Agreement until (i) the completion of the project set forth herein, and (ii) full and complete payment to Railway of any and all sums or other amounts owing and due hereunder.

**3) INSURANCE**

Contractor shall, at its sole cost and expense, procure and maintain during the life of this Agreement the following insurance coverage:

**A. Commercial General Liability "CGL" Insurance**

- i) The policy will provide a minimum of \$2,000,000 each occurrence and an aggregate limit of at least \$6,000,000 but in no event less than the amount otherwise carried by the provider. Coverage must be purchased on a post 2004 ISO occurrence form or equivalent and include coverage for, but not limited to, the following:
- (1) Bodily Injury and Property Damage
  - (2) Personal Injury and Advertising Injury
  - (3) Fire legal liability
  - (4) Products and completed operations
- ii) This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:
- (1) definition of "Insured Contract" will be amended to remove any exclusion or other limitation for any work being done within 50 feet of RAILWAY's



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property.

- (2) Waiver of subrogation in favor of and acceptable to RAILWAY; and
- (3) Additional insured endorsement in favor of and acceptable to RAILWAY and include coverage for ongoing operations and completed operations; and
- (4) Separation of insureds; and
- (5) The policy will be primary and non-contributing with respect to any insurance carried by RAILWAY.
- (6) Contractual liability endorsement shall separately provide that BNSF is an additional insured with respect to contractual liability.



- iii) It is agreed that the workers' compensation and employers' liability related exclusions in the Commercial General Liability insurance policy(s) required herein are intended to apply to employees of the policy holder and shall not apply to **Railway** employees.
- iv) No other endorsements limiting coverage as respects obligations under this Agreement may be included on the policy with regard to the work being performed under this agreement.

**B. Business Automobile Insurance**

- i) The insurance will provide minimum coverage with a combined single limit of at least \$1,000,000 per accident, and include coverage for, but not limited to the following:
  - (1) Bodily injury and property damage
  - (2) Any and all vehicles owned, used or hired
- ii) The policy will include the following endorsements or language, which will be



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indicated on or attached to the certificate of insurance:

- (1) Waiver of subrogation in favor of and acceptable to RAILWAY;
- (2) Additional insured endorsement in favor of and acceptable to RAILWAY;
- (3) Separation of insureds;
- (4) The policy shall be primary and non-contributing with respect to any insurance carried by RAILWAY.

**C. Workers Compensation and Employers Liability Insurance**

- i) Workers Compensation and Employers Liability insurance including coverage for, but not limited to:
  - (1) Contractor's statutory liability under the worker's compensation laws of the state(s) in which the work is to be performed. If optional under State law, the insurance must cover all employees anyway.
  - (2) Employers' Liability (Part B) with limits of at least \$500,000 each accident, \$500,000 by disease policy limit, \$500,000 by disease each employee.
- ii) This policy shall also contain the following endorsements or language, which shall be indicated on the certificate of insurance:
  - (1) Waiver of subrogation in favor of and acceptable to Railway.

**D. Railroad Protective Liability insurance**



- i) Railroad Protective Liability insurance naming only the **Railway** as the Insured with coverage of at least \$2,000,000 per occurrence and \$6,000,000 in the aggregate. The policy Must be issued on a standard ISO form CG 00 35 12 04 and include the following:
  - (1) Endorsed to include the Pollution Exclusion Amendment
  - (2) Endorsed to include the Limited Seepage and Pollution Endorsement.
  - (3) Endorsed to remove any exclusion for punitive damages.



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- (4) No other endorsements restricting coverage may be added.
- (5) The original policy must be provided to the **Railway** prior to performing any work or services under this Agreement.
- (6) Definition of "Physical Damage to Property" shall be endorsed to read: "means direct and accidental loss of or damage to all property owned by any named insured and all property in any named insured' care, custody, and control arising out of the acts or omissions of the contractor named on the Declarations.

In lieu of providing a Railroad Protective Liability Policy, Licensee may participate (if available) in Railway's Blanket Railroad Protective Liability Insurance Policy.

**E. Other Requirements:**

- i) Where allowable by law, all policies (applying to coverage listed above) shall contain no exclusion for punitive damages.
- ii) Contractor agrees to waive its right of recovery against **Railway** for all claims and suits against **Railway**. In addition, its insurers, through the terms of the policy or policy endorsement, waive their right of subrogation against **Railway** for all claims and suits. Contractor further waives its right of recovery, and its insurers also waive their right of subrogation against **Railway** for loss of its owned or leased property or property under Contractor's care, custody or control.
- iii) Allocated Loss Expense shall be in addition to all policy limits for coverages referenced above.
- iv) Contractor is not allowed to self-insure without the prior written consent of **Railway**. If granted by **Railway**, any self-insured retention or other financial responsibility for claims shall be covered directly by Contractor in lieu of insurance. Any and all **Railway** liabilities that would otherwise, in accordance with the provisions of this Agreement, be covered by Contractor's insurance will be covered as if Contractor elected not to include a deductible, self-insured retention or other financial responsibility for claims.
- v) Prior to commencing services, Contractor shall furnish to **Railway** an acceptable certificate(s) of insurance from an authorized representative



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evidencing the required coverage(s), endorsements, and amendments. The certificate should be directed to the following address:

BNSF Railway Company  
c/o CertFocus  
P.O. Box 140528  
Kansas City, MO 64114  
Toll Free: 877-576-2378  
Fax number: 817-840-7487  
Email: [BNSF@certfocus.com](mailto:BNSF@certfocus.com)  
[www.certfocus.com](http://www.certfocus.com)

- vi) Contractor shall notify Railway in writing at least 30 days prior to any cancellation, non-renewal, substitution or material alteration.
- vii) Any insurance policy shall be written by a reputable insurance company acceptable to Railway or with a current Best's Guide Rating of A- and Class VII or better, and authorized to do business in the state(s) in which the service is to be provided.
- viii) If coverage is purchased on a "claims made" basis, Contractor hereby agrees to maintain coverage in force for a minimum of three years after expiration, cancellation or termination of this Agreement. Annually Contractor agrees to provide evidence of such coverage as required hereunder.
- ix) Contractor represents that this Agreement has been thoroughly reviewed by Contractor's insurance agent(s)/broker(s), who have been instructed by Contractor to procure the insurance coverage required by this Agreement.
- x) Not more frequently than once every five years, Railway may reasonably modify the required insurance coverage to reflect then-current risk management practices in the railroad industry and underwriting practices in the insurance industry.
- xi) If any portion of the operation is to be subcontracted by Contractor, Contractor shall require that the subcontractor shall provide and maintain insurance coverage(s) as set forth herein, naming Railway as an additional insured, and shall require that the subcontractor shall release, defend and indemnify



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Railway to the same extent and under the same terms and conditions as Contractor is required to release, defend and indemnify Railway herein.

- xii) Failure to provide evidence as required by this section shall entitle, but not require, Railway to terminate this Agreement immediately. Acceptance of a certificate that does not comply with this section shall not operate as a waiver of Contractor's obligations hereunder.
- xiii) The fact that insurance (including, without limitation, self-insurance) is obtained by Contractor shall not be deemed to release or diminish the liability of Contractor including, without limitation, liability under the indemnity provisions of this Agreement. Damages recoverable by Railway shall not be limited by the amount of the required insurance coverage.
- xiv) In the event of a claim or lawsuit involving Railway arising out of this agreement, Contractor will make available any required policy covering such claim or lawsuit.
- xv) These insurance provisions are intended to be a separate and distinct obligation on the part of the Contractor. Therefore, these provisions shall be enforceable and Contractor shall be bound thereby regardless of whether or not indemnity provisions are determined to be enforceable in the jurisdiction in which the work covered hereunder is performed.
- xvi) For purposes of this section, Railway shall mean "Burlington Northern Santa Fe LLC", "BNSF Railway Company" and the subsidiaries, successors, assigns and affiliates of each.

#### **4) SALES AND OTHER TAXES**

- A. In the event applicable sales taxes of a state or political subdivision of a state of the United States are levied or assessed in connection with and directly related to any amounts invoiced by Contractor to Railway ("Sales Taxes"), Railway shall be responsible for paying only the Sales Taxes that Contractor separately states on the invoice or other billing documents provided to Railway; *provided, however*, that (i) nothing herein shall preclude Railway from claiming whatever Sales Tax exemptions are applicable to amounts Contractor bills Railway, (ii) Contractor shall be responsible for all sales, use, excise, consumption, services and other taxes which may accrue on all services, materials, equipment, supplies or fixtures that Contractor and its subcontractors use or consume in the



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performance of this Agreement, (iii) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) that Contractor fails to separately state on the invoice or other billing documents provided to Railway or fails to collect at the time of payment by Railway of invoiced amounts (except where Railway claims a Sales Tax exemption), and (iv) Contractor shall be responsible for Sales Taxes (together with any penalties, fines or interest thereon) if Contractor fails to issue separate invoices for each state in which Contractor delivers goods, provides services or, if applicable, transfers intangible rights to Railway.

- B.** Upon request, Contractor shall provide Railway satisfactory evidence that all taxes (together with any penalties, fines or interest thereon) that Contractor is responsible to pay under this Agreement have been paid. If a written claim is made against Contractor for Sales Taxes with respect to which Railway may be liable for under this Agreement, Contractor shall promptly notify Railway of such claim and provide Railway copies of all correspondence received from the taxing authority. Railway shall have the right to contest, protest, or claim a refund, in Railway's own name, any Sales Taxes paid by Railway to Contractor or for which Railway might otherwise be responsible for under this Agreement; provided, however, that if Railway is not permitted by law to contest any such Sales Tax in its own name, Contractor shall, if requested by Railway at Railway's sole cost and expense, contest in Contractor's own name the validity, applicability or amount of such Sales Tax and allow Railway to control and conduct such contest.
- C.** Railway retains the right to withhold from payments made under this Agreement amounts required to be withheld under tax laws of any jurisdiction. If Contractor is claiming a withholding exemption or a reduction in the withholding rate of any jurisdiction on any payments under this Agreement, before any payments are made (and in each succeeding period or year as required by law), Contractor agrees to furnish to Railway a properly completed exemption form prescribed by such jurisdiction. Contractor shall be responsible for any taxes, interest or penalties assessed against Railway with respect to withholding taxes that Railway does not withhold from payments to Contractor.

## **5) EXHIBIT "C" CONTRACTOR REQUIREMENTS**

- A.** The Contractor must observe and comply with all provisions, obligations, requirements and limitations contained in the Agreement, and the Contractor Requirements set forth on Exhibit "C" attached to the Agreement and this Agreement, including, but not be limited to, payment of all costs incurred for any



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damages to Railway roadbed, tracks, and/or appurtenances thereto, resulting from use, occupancy, or presence of its employees, representatives, or agents or subcontractors on or about the construction site. Contractor shall execute a Temporary Construction Crossing Agreement or Private Crossing Agreement (<http://www.bnsf.com/communities/faqs/permits-real-estate/>), for any temporary crossing requested to aid in the construction of this Project, if approved by BNSF.

## 6) TRAIN DELAY

- A. Contractor is responsible for and hereby indemnifies and holds harmless Railway (including its affiliated railway companies, and its tenants) for, from and against all damages arising from any unscheduled delay to a freight or passenger train which affects Railway's ability to fully utilize its equipment and to meet customer service and contract obligations. Contractor will be billed, as further provided below, for the economic losses arising from loss of use of equipment, contractual loss of incentive pay and bonuses and contractual penalties resulting from train delays, whether caused by Contractor, or subcontractors, or by the Railway performing work under this Agreement. Railway agrees that it will not perform any act to unnecessarily cause train delay.
- B. For loss of use of equipment, Contractor will be billed the current freight train hour rate per train as determined from Railway's records. Any disruption to train traffic may cause delays to multiple trains at the same time for the same period.
- C. Additionally, the parties acknowledge that passenger, U.S. mail trains and certain other grain, intermodal, coal and freight trains operate under incentive/penalty contracts between Railway and its customer(s). Under these arrangements, if Railway does not meet its contract service commitments, Railway may suffer loss of performance or incentive pay and/or be subject to penalty payments. Contractor is responsible for any train performance and incentive penalties or other contractual economic losses actually incurred by Railway which are attributable to a train delay caused by Contractor or its subcontractors.
- D. The contractual relationship between Railway and its customers is proprietary and confidential. In the event of a train delay covered by this Agreement, Railway will share information relevant to any train delay to the extent consistent with Railway confidentiality obligations. The rate then in effect at the time of performance by the Contractor hereunder will be used to calculate the actual costs of train delay pursuant to this agreement.





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- E.** Contractor and its subcontractors must give Railway's representative (913-551-4275) six (6) weeks advance notice of the times and dates for proposed work windows. Railway and Contractor will establish mutually agreeable work windows for the project. Railway has the right at any time to revise or change the work windows due to train operations or service obligations. Railway will not be responsible for any additional costs or expenses resulting from a change in work windows. Additional costs or expenses resulting from a change in work windows shall be accounted for in Contractor's expenses for the project.
- F.** Contractor and subcontractors must plan, schedule, coordinate and conduct all Contractor's work so as to not cause any delays to any trains.

SIGNATURE PAGE FOLLOWS



Contract Number: BF-20224346

IN WITNESS WHEREOF, each of the parties hereto has caused this Agreement to be executed by its duly authorized officer the day and year first above written.

**BNSF RAILWAY COMPANY**

**XXXXXXX**

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Title: Manager Public Projects

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Accepted and effective this \_\_\_\_\_ day of 2023.

Contact Person: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Fax: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

## AGGREGATE SUBGRADE IMPROVEMENT (BDE)

Effective: April 1, 2012

Revised: April 1, 2022

Add the following Section to the Standard Specifications:

### “SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

**303.01 Description.** This work shall consist of constructing an aggregate subgrade improvement (ASI).

**303.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate .....	1004.07
(b) Reclaimed Asphalt Pavement (RAP) .....	1031.09

**303.03 Equipment.** The vibratory roller shall be according to Article 1101.01, or as approved by the Engineer. Vibratory machines, such as tampers, shall be used in areas where rollers do not fit.

**303.04 Soil Preparation.** The minimum immediate bearing value (IBV) of the soil below the improved subgrade shall be according to the Department’s “Subgrade Stability Manual” for the aggregate thickness specified.

**303.05 Placing and Compacting.** The maximum nominal lift thickness of aggregate gradations CA 2, CA 6, and CA 10 when compacted shall be 9 in. (225 mm). The maximum nominal lift thickness of aggregate gradations CS 1, CS 2, and RR 1 when compacted shall be 24 in. (600 mm).

The top surface of the aggregate subgrade improvement shall consist of a layer of capping aggregate gradations CA 6 or CA 10 that is 3 in. (75 mm) thick after compaction. Capping aggregate will not be required when aggregate subgrade improvement is used as a cubic yard pay item for undercut applications.

Each lift of aggregate shall be compacted to the satisfaction of the Engineer. If the moisture content of the material is such that compaction cannot be obtained, sufficient water shall be added so that satisfactory compaction can be obtained.

**303.06 Finishing and Maintenance.** The aggregate subgrade improvement shall be finished to the lines, grades, and cross sections shown on the plans, or as directed by the Engineer. The aggregate subgrade improvement shall be maintained in a smooth and compacted condition.

**303.07 Method of Measurement.** This work will be measured for payment according to Article 311.08.

**303.08 Basis of Payment.** This work will be paid for at the contract unit price per cubic yard (cubic meter) or ton (metric ton) for AGGREGATE SUBGRADE IMPROVEMENT or at the contract unit price per square yard (square meter) for AGGREGATE SUBGRADE IMPROVEMENT, of the thickness specified.”

Add the following to Section 1004 of the Standard Specifications:

**“1004.07 Coarse Aggregate for Aggregate Subgrade Improvement (ASI).** The aggregate shall be according to Article 1004.01 and the following.

(a) Description. The coarse aggregate shall be crushed gravel, crushed stone, or crushed concrete. In applications where greater than 24 in. (600 mm) of ASI material is required, gravel may be used below the top 12 in (300 mm) of ASI.

(b) Quality. The coarse aggregate shall consist of sound durable particles reasonably free of deleterious materials.

(c) Gradation.

(1) The coarse aggregate gradation for total ASI thickness less than or equal to 12 in. (300 mm) shall be CA 2, CA 6, CA 10, or CS 1.

The coarse aggregate gradation for total ASI thickness greater than 12 in. (300 mm) shall be CS 1 or CS 2 as shown below or RR 1 according to Article 1005.01(c).

COARSE AGGREGATE SUBGRADE GRADATIONS					
Grad No.	Sieve Size and Percent Passing				
	8”	6”	4”	2”	#4
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

COARSE AGGREGATE SUBGRADE GRADATIONS (Metric)					
Grad No.	Sieve Size and Percent Passing				
	200 mm	150 mm	100 mm	50 mm	4.75 mm
CS 1	100	97 ± 3	90 ± 10	45 ± 25	20 ± 20
CS 2		100	80 ± 10	25 ± 15	

(2) Capping aggregate shall be gradation CA 6 or CA 10.”

Add the following to Article 1031.09 of the Standard Specifications:

“(b) RAP in Aggregate Subgrade Improvement (ASI). RAP in ASI shall be according to Articles 1031.01(a), 1031.02(a), 1031.06(a)(1), and 1031.06(a)(2), and the following.

- (1) The testing requirements of Article 1031.03 shall not apply.
- (2) Crushed RAP used for the lower lift may be mechanically blended with aggregate gradations CS 1, CS 2, and RR 1 but it shall be no greater than 40 percent of the total product volume. RAP agglomerations shall be no greater than 4 in. (100 mm).
- (3) For capping aggregate, well graded RAP having 100 percent passing the 1 1/2 in. (38 mm) sieve may be used when aggregate gradations CS 1, CS 2, CA 2, or RR 1 are used in the lower lift. FRAP will not be permitted as capping material.

Blending shall be through calibrated interlocked feeders or a calibrated blending plant such that the prescribed blending percentage is maintained throughout the blending process. The calibration shall have an accuracy of  $\pm 2.0$  percent of the actual quantity of material delivered.”

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## **BLENDED FINELY DIVIDED MINERALS (BDE)**

Effective: April 1, 2021

Revise the second paragraph of Article 1010.01 of the Standard Specifications to read:

“Different sources or types of finely divided minerals shall not be mixed or used alternately in the same item of construction, except as a blended finely divided mineral product according to Article 1010.06.”

Add the following article to Section 1010 of the Standard Specifications:

**“1010.06 Blended Finely Divided Minerals.** Blended finely divided minerals shall be the product resulting from the blending or intergrinding of two or three finely divided minerals. Blended finely divided minerals shall be according to ASTM C 1697, except as follows.

- (a) Blending shall be accomplished by mechanically or pneumatically intermixing the constituent finely divided minerals into a uniform mixture that is then discharged into a silo for storage or tanker for transportation.
- (b) The blended finely divided mineral product will be classified according to its predominant constituent or the manufacturer’s designation and shall meet the chemical requirements of its classification. The other finely divided mineral constituent(s) will not be required to conform to their individual standards.”

80436

## COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

“(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

- (1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.
- (2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.
- (3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days.”

Revise Article 107.40(c) of the Standard Specifications to read:

“(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

- (1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

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

- (2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the

Contractor's yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

- (3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13.”

Revise Article 108.04(b) of the Standard Specifications to read:

“(b) No working day will be charged under the following conditions.

- (1) When adverse weather prevents work on the controlling item.
- (2) When job conditions due to recent weather prevent work on the controlling item.
- (3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.
- (4) When delays caused by utility or railroad adjustments prevent work on the controlling item.
- (5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.
- (6) When any condition over which the Contractor has no control prevents work on the controlling item.”

Revise Article 109.09(f) of the Standard Specifications to read:

“(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead



other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited.”

Add the following to Section 109 of the Standard Specifications.

**“109.13 Payment for Contract Delay.** Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

- (a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.
- (b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.
  - (1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to \$5,000,000	One Project Superintendent
Over \$ 5,000,000 - up to \$25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over \$25,000,000 - up to \$50,000,000	One Project Manager, One Project Superintendent, One Engineer, and

	One Clerk
Over \$50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

(2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

(c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

80384

## CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)

Effective: June 1, 2010

Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term “equipment” refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment’s respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 <sup>1/</sup>	600-749	2002
	750 and up	2006
June 1, 2011 <sup>2/</sup>	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 <sup>2/</sup>	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<http://www.epa.gov/cleandiesel/verification/verif-list.htm>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit

device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

### **Diesel Retrofit Deficiency Deduction**

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected.

Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

80261

## **DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)**

Effective: September 1, 2000

Revised: March 2, 2019

**FEDERAL OBLIGATION.** The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory.

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

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

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

- (a) Withholding progress payments;
- (b) Assessing sanctions;
- (c) Liquidated damages; and/or
- (d) Disqualifying the Contractor from future bidding as non-responsible.

**OVERALL GOAL SET FOR THE DEPARTMENT.** As a requirement of compliance with 49 CFR Part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a

good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform 21 % of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

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

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

<http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>.

BIDDING PROCEDURES. Compliance with this Special Provision is a material bidding requirement and failure of the bidder to comply will render the bid not responsive.

The bidder shall submit a DBE Utilization Plan (form SBE 2026), and a DBE Participation Statement (form SBE 2025) for each DBE company proposed for the performance of work to achieve the contract goal, with the bid. If the Utilization Plan indicates the contract goal will not be met, documentation of good faith efforts shall also be submitted. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor is selected over a DBE for work on the contract. The required forms and documentation must be submitted as a single .pdf file using the "Integrated Contractor Exchange (iCX)" application within the Department's "EBids System".

The Department will not accept a Utilization Plan if it does not meet the bidding procedures set forth herein and the bid will be declared not responsive. In the event the bid is declared not responsive, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty and may deny authorization to bid the project if re-advertised for bids.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan is approved. All information submitted by the bidder must be complete, accurate and adequately document enough DBE participation has been obtained or document the good faith efforts of the bidder, in the event enough DBE participation has not been obtained, before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan documents sufficient commercially useful DBE work to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. This means the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of efforts the bidder has made. Mere *pro forma* efforts, in other words efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases and will be considered by the Department.
  - (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.
  - (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the Contractor might otherwise prefer to perform these work items with its own forces.
  - (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.



- (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.
  - b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable. In accordance with the above Bidding Procedures, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.
- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
  - (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
  - (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
  - (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided it is otherwise eligible for award. If the Department determines the

bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification will also include a statement of reasons for the adverse determination. If the Utilization Plan is not approved because it is deficient as a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no more than a five calendar day period to cure the deficiency.

- (c) The bidder may request administrative reconsideration of an adverse determination by emailing the Department at "[DOT.DBE.UP@illinois.gov](mailto:DOT.DBE.UP@illinois.gov)" within the five calendar days after the receipt of the notification of the determination. The determination shall become final if a request is not made on or before the fifth calendar day. A request may provide additional written documentation or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. The request will be reviewed by the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

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

- (a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.
- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.

- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:
  - (1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
  - (2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement.
- (e) DBE as a material supplier:
  - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
  - (2) 100 percent goal credit for the cost of materials or supplies obtained from a DBE manufacturer.
  - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a DBE regular dealer or DBE manufacturer.

**CONTRACT COMPLIANCE.** Compliance with this Special Provision is an essential part of the contract. The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Utilization Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal. All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the DBE Participation Commitment Statement.

- (a) NO AMENDMENT. No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be emailed to the Department at [DOT.DBE.UP@illinois.gov](mailto:DOT.DBE.UP@illinois.gov).
- (b) CHANGES TO WORK. Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Department as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A or AER 260A, must be signed and submitted. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, a new Request for Approval of Subcontractor will not be required. However, the Contractor must document efforts to assure the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.
- (c) SUBCONTRACT. The Contractor must provide copies of DBE subcontracts to the Department upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.
- (d) ALTERNATIVE WORK METHODS. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create underruns in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:
- (1) The replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or
  - (2) The DBE is aware its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or
  - (3) The DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

- (e) TERMINATION AND REPLACEMENT PROCEDURES. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in this Special Provision. The Contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the Contractor obtains the Department's written consent as provided in subsection (a) of this part. Unless Department consent is provided for termination of a DBE subcontractor, the Contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the DBE in the Utilization Plan.

As stated above, the Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Bureau of Small Business Enterprises agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Bureau of Small Business Enterprises any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE five days to respond to the Contractor's notice. The DBE so notified shall advise the Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Bureau should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Bureau may provide a response period shorter than five days.

For purposes of this paragraph, good cause includes the following circumstances:

- (1) The listed DBE subcontractor fails or refuses to execute a written contract;
- (2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the Contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the Contractor's reasonable, nondiscriminatory bond requirements;
- (4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
- (5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1200 or applicable state law.

- (6) The Contractor has determined the listed DBE subcontractor is not a responsible contractor;
- (7) The listed DBE subcontractor voluntarily withdraws from the projects and provides written notice to the Contractor of its withdrawal;
- (8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- (9) A DBE owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract;
- (10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the Contractor can self-perform the work for which the DBE contractor was engaged or so that the Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated or fails to complete its work on the Contract for any reason, the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal. The good faith efforts shall be documented by the Contractor. If the Department requests documentation under this provision, the Contractor shall submit the documentation within seven days, which may be extended for an additional seven days if necessary at the request of the Contractor. The Department will provide a written determination to the Contractor stating whether or not good faith efforts have been demonstrated.

- (f) FINAL PAYMENT. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than 30 calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Resident Engineer. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.
- (g) ENFORCEMENT. The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be

made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

- (h) RECONSIDERATION. Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department. The result of the reconsideration process is not administratively appealable to the U.S. Department of Transportation.

80029

**HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)**

Effective: November 1, 2022

Add the following after the second sentence in the eighth paragraph of Article 406.06(h)(2) of the Standard Specifications:

“If rain is forecasted and traffic is to be on the LJS or if pickup/tracking of the LJS material is likely, the LJS shall be covered immediately following its application with FA 20 fine aggregate mechanically spread uniformly at a rate of 1.5 ± 0.5 lb/sq yd (0.75 ± 0.25 kg/sq m). Fine aggregate landing outside of the LJS shall be removed prior to application of tack coat.”

Add the following after the first sentence in the ninth paragraph of Article 406.06(h)(2) of the Standard Specifications:

“LJS half-width shall be applied at a width of 9 ± 1 in. (225 ± 25 mm) in the immediate lane to be placed with the outside edge flush with the joint of the next HMA lift. The vertical face of any longitudinal joint remaining in place shall also be coated.”

Add the following after the eleventh paragraph of Article 406.06(h)(2):

“LJS Half-Width Application Rate, lb/ft (kg/m) <sup>1/</sup>			
Lift Thickness, in. (mm)	Coarse Graded Mixture (IL-19.0, IL-19.0L, IL-9.5, IL-9.5L, IL-4.75)	Fine Graded Mixture (IL-9.5FG)	SMA Mixture (SMA-9.5, SMA-12.5)
3/4 (19)	0.44 (0.66)		
1 (25)	0.58 (0.86)		
1 1/4 (32)	0.66 (0.98)	0.44 (0.66)	
1 1/2 (38)	0.74 (1.10)	0.48 (0.71)	0.63 (0.94)
1 3/4 (44)	0.82 (1.22)	0.52 (0.77)	0.69 (1.03)
2 (50)	0.90 (1.34)	0.56 (0.83)	0.76 (1.13)
≥ 2 1/4 (60)	0.98 (1.46)		

1/ The application rate includes a surface demand for liquid. The thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application, provided the correct width and application rate are maintained.”

Add the following to the end of the second paragraph of Article 406.14 of the Standard Specifications:

“Longitudinal joint sealant (LJS) half-width will be paid for at the contract unit price per foot (meter) for LONGITUDINAL JOINT SEALANT, HALF-WIDTH.”



## 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 μm)	95 ± 5
No. 50 (300 μm)	> 20

GTR modified asphalt binder shall be tested for rotational viscosity according to AASHTO T 316 using spindle S27. GTR modified asphalt binder shall be tested for original dynamic shear and RTFO dynamic shear according to AASHTO T 315 using a gap of 2 mm.

The GTR modified asphalt binder shall meet the requirements of Table 3.

Table 3 - Requirements for Ground Tire Rubber (GTR) Modified Asphalt Binders		
Test	Asphalt Grade GTR PG 64-28 GTR PG 70-22	Asphalt Grade GTR PG 76-22 GTR PG 76-28 GTR PG 70-28
TESTS ON RESIDUE FROM ROLLING THIN FILM OVEN TEST (AASHTO T 240)		
Elastic Recovery ASTM D 6084, Procedure A, 77 °F (25 °C), 100 mm elongation, %	60 min.	70 min.

- (3) Softener Modification (SM). Softener modification is the addition of organic compounds, such as engineered flux, bio-oil blends, modified vegetable oils, glycol amines, and fatty acid derivatives, to the base asphalt binder to achieve the specified performance grade. Softeners shall be dissolved, dispersed, or reacted in the asphalt binder to enhance its performance and shall remain compatible with the asphalt binder with no separation. Softeners shall not be added to modified PG asphalt binder as defined in Articles 1032.05(b)(1) or 1032.05(b)(2).

An Attenuated Total Reflectance-Fourier Transform Infrared spectrum (ATR-FTIR) shall be collected for both the softening compound as well as the softener modified

asphalt binder at the dose intended for qualification. The ATR-FTIR spectra shall be collected on unaged softener modified binder, 20-hour Pressurized Aging Vessel (PAV) aged softener modified binder, and 40-hour PAV aged softener modified binder. The ATR-FTIR shall be collected in accordance with Illinois Test Procedure 601. The electronic files spectral files (in one of the following extensions or equivalent: \*.SPA, \*.SPG, \*.IRD, \*.IFG, \*.CSV, \*.SP, \*.IRS, \*.GAML, \*. [0-9], \*.IGM, \*.ABS, \*.DRT, \*.SBM, \*.RAS) shall be submitted to the Central Bureau of Materials.

Softener modified asphalt binders shall meet the requirements in Table 4.

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)	≥ 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.

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 ±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
BNSF Railway Company 2650 Lou Menk Drive Fort Worth, TX 76131	None	4 per week / 20 mph max

Class 1 RR (Y or N): Y  
 DOT/AAR No.: 069704D  
 RR Division: Chicago

RR Mile Post: 6.510  
 RR Sub-Division: Aurora-W-CHCG

For Freight/Passenger Information Contact: Jake Rzewnicki (BNSF) Phone: 913-551-4275  
 For Insurance Information Contact: Rosa Martinez (Marsh, USA) Phone: 214-303-8519

BNSF Railway Company 2650 Lou Menk Drive Fort Worth, TX 76131	None	4 per week / 20 mph max
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Class 1 RR (Y or N): Y  
 DOT/AAR No.: 069705K  
 RR Division: Chicago

RR Mile Post: 6.540  
 RR Sub-Division: Aurora-W-CHCG

For Freight/Passenger Information Contact: Jake Rzewnicki (BNSF) Phone: 913-551-4275  
 For Insurance Information Contact: Rosa Martinez (Marsh, USA) Phone: 214-303-8519

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

3426I

## **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 PAYROLL RECORDS (BDE)**

Effective: April 1, 2021

Revised: November 1, 2022

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

### **“STATEMENTS AND PAYROLLS**

The payroll records shall include the worker’s name, the worker’s address, the worker’s telephone number when available, the worker’s social security number, the worker’s classification or classifications, the worker’s gross and net wages paid in each pay period, the worker’s number of hours worked each day, and the worker’s starting and ending times of work each day. However, any Contractor or subcontractor who remits contributions to a fringe benefit fund that is not jointly maintained and jointly governed by one or more employers and one or more labor organization must additionally submit the worker’s hourly wage rate, the worker’s hourly overtime wage rate, the worker’s hourly fringe benefit rates, the name and address of each fringe benefit fund, the plan sponsor of each fringe benefit, if applicable, and the plan administrator of each fringe benefit, if applicable.

The Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee’s social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPTracker Pro software. The software is web-based and can be accessed at <https://lcptracker.com/>. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option (“No Work”, “Suspended”, or “Complete”) selected.”

STATE CONTRACTS. Revise Item 3 of Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

- “3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 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

## **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 1. In the event the Contractor subcontracts a portion of the contract work, it shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also ensure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

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

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

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

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

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

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

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

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

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

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

For contracts with an awarded contract value of \$500,000 or more, the Contractor is required to comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules to the extent permitted by Section 20-20(g). For federally funded projects, the number of trainees to be trained under this contract, as stated in the Training Special Provisions, will be the established goal for the Illinois Works Apprenticeship Initiative 30 ILCS 559/20-20(g). The Contractor shall make a good faith effort to meet this goal. For federally funded projects, the Illinois Works Apprenticeship Initiative will be implemented using the FHWA approved OJT procedures. The Contractor must comply with the recordkeeping and reporting obligations of the Illinois Works Apprenticeship Initiative for the life of the project, including the certification as to whether the trainee/apprentice labor hour goals were met.

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

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

20338

## **VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)**

Effective: November 1, 2021

Revised: November 1, 2022

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

“The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. In accordance with 625 ILCS 5/12-215, the lights may only be in operation while the vehicle or equipment is engaged in construction operations.”

80439

## **WEEKLY DBE TRUCKING REPORTS (BDE)**

Effective: June 2, 2012

Revised: November 1, 2021

The Contractor shall submit a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used for DBE goal credit.

The report shall be submitted to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Sunday through Saturday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

80302



## WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports ..... 1106.02”

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

“For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer’s specifications.”

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

“**701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer’s self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device.”

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

“**1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact

attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH-16 compliant is available, an NCHRP 350 or MASH-2009 compliant device may be used, even if manufactured after December 31, 2019.”

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

“(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis.”

80427

**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. All laborers and mechanics employed or working upon the site of the work, 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 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.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. 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 shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). 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 classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall 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. (1) The contracting officer shall 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 shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore 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 utilized 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) 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 shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. 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.

(3) 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 shall 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.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall 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.

c. 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 shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. 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, 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.

## **2. Withholding (29 CFR 5.5)**

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally- assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics,

including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, 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.

## **3. Payrolls and basic records (29 CFR 5.5)**

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, 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 section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) 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 section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall 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. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or

subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under 29 CFR 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR 5.5(a)(3)(i), and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed 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;

(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 of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) 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. 231.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, 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 may be grounds for debarment action pursuant to 29 CFR 5.12.

#### **4. Apprentices and trainees (29 CFR 5.5)**

##### **a. Apprentices (programs of the USDOL).**

Apprentices will be permitted to work at less than the predetermined rate for the work they performed 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 Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State

Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall 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 the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall 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, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

##### **b. Trainees (programs of the USDOL).**

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the



corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. 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. 29 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 journeymen 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 shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 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 (29 CFR 5.5)**

a. By entering into this contract, the contractor certifies that neither it (nor he or she) 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 section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

#### **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 watchmen 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. 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 watchmen 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. 29 CFR 5.5.

\* \$27 as of January 23, 2019 (See 84 FR 213-01, 218) 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.**

The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or 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, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 of this section. 29 CFR 5.5.

**4. Subcontracts.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section. 29 CFR 5.5.

## **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 200.326.

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 200.326.

### **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.

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

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

(a) 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;

(b) 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

(c) 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)

2. 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.

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**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.

## Contract Provision - Cargo Preference Requirements

In accordance with Title 46 CFR § 381.7 (b), the contractor 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.

(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 Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.”

Provisions (1) and (2) apply to materials or equipment that are acquired solely for the project. The two provisions do not apply to goods or materials that come into inventories independent of the project, such as shipments of Portland cement, asphalt cement, or aggregates, when industry suppliers and contractors use these materials to replenish existing inventories.

