

Tazewell County Highway Department

AUTHORIZATION TO BID FORM

Addenda will be published to our Bid Letting page in the same manner as the plans and specifications. It is the sole responsibility of the plan holders to periodically check the website for plan addenda.

ALL BIDDERS PLANNING TO PLACE A BID MUST FILL OUT THIS FORM TO BE AUTHORIZED TO BID.

- This form must be completed, signed and either faxed to (309) 925-5533 or emailed to jsciortino@tazewell.com.
- Failure to submit this completed form will result in the bid not being accepted.
- Contractors may verify we have received their Authorization to Bid form by checking the **Plan Holders List** found under the corresponding letting date.
- If an email address is provided, a Notice of Addenda will be sent when updates are available.
- Bid results are typically posted by noon on the day of the letting and are preliminary until approved by the County Board on the last Wednesday of the month.

Company Name:	
Address:	
Phone:	
Fax:	
Email:	
Bid Letting Date:	

Projects Intending to Bid on:

Section Number:	Description:

RETURN WITH BID



Illinois Department of Transportation

Local Public Agency Formal Contract Proposal

PROPOSAL SUBMITTED BY		
Contractor's Name		
Street	P.O. Box	
City	State	Zip Code

STATE OF ILLINOIS

COUNTY OF TAZEWELL

(Name of City, Village, Town or Road District)

FOR THE IMPROVEMENT OF

STREET NAME OR ROUTE NO. VARIOUS

SECTION NO. 18-00000-10-GM

TYPES OF FUNDS COUNTY MATCHING

SPECIFICATIONS (required)

PLANS (required)

For Municipal Projects
Submitted/Approved/Passed

Mayor President of Board of Trustees Municipal Official

Date

Department of Transportation

Released for bid based on limited review

Regional Engineer

Date

For County and Road District Projects
Submitted/Approved

Highway Commissioner

Date

Submitted/Approved

Craig Fink
County Engineer/Superintendent of Highways

July 16, 2018
Date

Note: All proposal documents, including Proposal Guaranty Checks or Proposal Bid Bonds, should be stapled together to prevent loss when bids are processed.

RETURN WITH BID

NOTICE TO BIDDERS

County TAZEWELL
Local Public Agency
Section Number 18-00000-10-GM
Route VARIOUS

Sealed proposals for the improvement described below will be received at the office of the County Engineer,
21308 IL Route 9, Tremont, IL 61568 until 8:00 AM on August 20, 2018
Address Time Date

Sealed proposals will be opened and read publicly at the office of the County Engineer
21308 IL Route 9, Tremont, IL 61568 at 8:00 AM on August 20, 2018
Address Time Date

DESCRIPTION OF WORK

Name Pipe Culvert Lining Length: feet (miles)
Location VARIOUS
Proposed Improvement Installation of cured in place pipe lining at various locations in Tazewell County

1. Plans and proposal forms will be available in the office of the County Engineer
21308 IL Route 9, Tremont, IL 61568
Address

2. Prequalification
If checked, the 2 low bidders must file within 24 hours after the letting an "Affidavit of Availability" (Form BC 57), in duplicate, showing all uncompleted contracts awarded to them and all low bids pending award for Federal, State, County, Municipal and private work. One original shall be filed with the Awarding Authority and one original with the IDOT District Office.

3. The Awarding Authority reserves the right to waive technicalities and to reject any or all proposals as provided in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals.

4. The following BLR Forms shall be returned by the bidder to the Awarding Authority:
a. BLR 12200: Local Public Agency Formal Contract Proposal
b. BLR 12200a Schedule of Prices
c. BLR 12230: Proposal Bid Bond (if applicable)

5. The quantities appearing in the bid schedule are approximate and are prepared for the comparison of bids. Payment to the Contractor will be made only for the actual quantities of work performed and accepted or materials furnished according to the contract. The scheduled quantities of work to be done and materials to be furnished may be increased, decreased or omitted as hereinafter provided.

6. Submission of a bid shall be conclusive assurance and warranty the bidder has examined the plans and understands all requirements for the performance of work. The bidder will be responsible for all errors in the proposal resulting from failure or neglect to conduct an in depth examination. The Awarding Authority will, in no case be responsible for any costs, expenses, losses or changes in anticipated profits resulting from such failure or neglect of the bidder.

7. The bidder shall take no advantage of any error or omission in the proposal and advertised contract.

8. If a special envelope is supplied by the Awarding Authority, each proposal should be submitted in that envelope furnished by the Awarding Agency and the blank spaces on the envelope shall be filled in correctly to clearly indicate its contents. When an envelope other than the special one furnished by the Awarding Authority is used, it shall be marked to clearly indicate its contents. When sent by mail, the sealed proposal shall be addressed to the Awarding Authority at the address and in care of the official in whose office the bids are to be received. All proposals shall be filed prior to the time and at the place specified in the Notice to Bidders. Proposals received after the time specified will be returned to the bidder unopened.

9. Permission will be given to a bidder to withdraw a proposal if the bidder makes the request in writing or in person before the time for opening proposals.

RETURN WITH BID

PROPOSAL

County TAZEWELL
Local Public Agency
Section Number 18-00000-10-GM
Route VARIOUS

1. Proposal of
for the improvement of the above section by the construction of Installation of cured in place pipe lining

a total distance of feet, of which a distance of feet, (miles) are to be improved.

- 2. The plans for the proposed work are those prepared by the Tazewell County Highway Department and approved by the Department of Transportation on
3. The specifications referred to herein are those prepared by the Department of Transportation and designated as "Standard Specifications for Road and Bridge Construction" and the "Supplemental Specifications and Recurring Special Provisions" thereto, adopted and in effect on the date of invitation for bids.
4. The undersigned agrees to accept, as part of the contract, the applicable Special Provisions indicated on the "Check Sheet for Recurring Special Provisions" contained in this proposal.
5. The undersigned agrees to complete the work by 11/15/2018 unless additional time is granted in accordance with the specifications.
6. A proposal guaranty in the proper amount, as specified in BLRS Special Provision for Bidding Requirements and Conditions for Contract Proposals, will be required. Bid Bonds will be allowed as a proposal guaranty. Accompanying this proposal is either a bid bond if allowed, on Department form BLR 12230 or a proposal guaranty check, complying with the specifications, made payable to:

County Treasurer of Tazewell County
The amount of the check is ().

- 7. In the event that one proposal guaranty check is intended to cover two or more proposals, the amount must be equal to the sum of the proposal guaranties, which would be required for each individual proposal. If the proposal guaranty check is placed in another proposal, it will be found in the proposal for: Section Number
8. The successful bidder at the time of execution of the contract will be required to deposit a contract bond for the full amount of the award. When a contract bond is not required, the proposal guaranty check will be held in lieu thereof. If this proposal is accepted and the undersigned fails to execute a contract and contract bond as required, it is hereby agreed that the Bid Bond or check shall be forfeited to the Awarding Authority.
9. Each pay item should have a unit price and a total price. If no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity, the unit price shall govern. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
10. A bid will be declared unacceptable if neither a unit price nor a total price is shown.
11. The undersigned submits herewith the schedule of prices on BLR 12200a covering the work to be performed under this contract.
12. The undersigned further agrees that if awarded the contract for the sections contained in the combinations on BLR 12200a, the work shall be in accordance with the requirements of each individual proposal for the multiple bid specified in the Schedule for Multiple Bids below.

RETURN WITH BID

CONTRACTOR CERTIFICATIONS

County TAZEWELL
Local Public Agency
Section Number 18-00000-10-GM
Route VARIOUS

The certifications hereinafter made by the bidder are each a material representation of fact upon which reliance is placed should the Department enter into the contract with the bidder.

- 1. Debt Delinquency. The bidder or contractor or subcontractor, respectively, certifies that it is not delinquent in the payment of any tax administered by the Department of Revenue unless the individual or other entity is contesting, in accordance with the procedures established by the appropriate revenue Act, its liability for the tax or the amount of tax. Making a false statement voids the contract and allows the Department to recover all amounts paid to the individual or entity under the contract in a civil action.
2. Bid-Rigging or Bid Rotating. The bidder or contractor or subcontractor, respectively, certifies that it is not barred from contracting with the Department by reason of a violation of either 720 ILCS 5/33E-3 or 720 ILCS 5/33E-4.

A violation of Section 33E-3 would be represented by a conviction of the crime of bid-rigging which, in addition to Class 3 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be barred for 5 years from the date of conviction from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

A violation of Section 33E-4 would be represented by a conviction of the crime of bid-rotating which, in addition to Class 2 felony sentencing, provides that any person convicted of this offense or any similar offense of any state or the United States which contains the same elements as this offense shall be permanently barred from contracting with any unit of State or local government. No corporation shall be barred from contracting with any unit of State or local government as a result of a conviction under this Section of any employee or agent of such corporation if the employee so convicted is no longer employed by the corporation and: (1) it has been finally adjudicated not guilty or (2) if it demonstrates to the governmental entity with which it seeks to contract and that entity finds that the commission of the offense was neither authorized, requested, commanded, nor performed by a director, officer or a high managerial agent in behalf of the corporation.

- 3. Bribery. The bidder or contractor or subcontractor, respectively, certifies that it has not been convicted of bribery or attempting to bribe an officer or employee of the State of Illinois or any unit of local government, nor has the firm made an admission of guilt of such conduct which is a matter of record, nor has an official, agent, or employee of the firm committed bribery or attempted bribery on behalf of the firm and pursuant to the direction or authorization of a responsible official of the firm.
4. Interim Suspension or Suspension. The bidder or contractor or subcontractor, respectively, certifies that it is not currently under a suspension as defined in Subpart I of Title 44 Subtitle A Chapter III Part 6 of the Illinois Administrative Code. Furthermore, if suspended prior to completion of this work, the contract or contracts executed for the completion of this work may be cancelled.

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SIGNATURES

County TAZEWELL
Local Public Agency
Section Number 18-00000-10-GM
Route VARIOUS

(If an individual)

Signature of Bidder
Business Address

(If a partnership)

Firm Name
Signed By
Business Address

Inset Names and Addressed of All Partners



Multiple horizontal lines for listing partner names and addresses.

(If a corporation)

Corporate Name
Signed By
Business Address

President

Inset Names of Officers



President
Secretary
Treasurer

Attest: Secretary



Route VARIOUS
County TAZEWELL
Local Agency
Section 18-00000-10-GM

RETURN WITH BID

PAPER BID BOND

WE _____ as PRINCIPAL,
and _____ as SURETY,
are held jointly, severally and firmly bound unto the above Local Agency (hereafter referred to as "LA") in the penal sum of 5% of the total bid price, or for the amount specified in the proposal documents in effect on the date of invitation for bids whichever is the lesser sum. We bind ourselves, our heirs, executors, administrators, successors, and assigns, jointly pay to the LA this sum under the conditions of this instrument.

WHEREAS THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH that, the said PRINCIPAL is submitting a written proposal to the LA acting through its awarding authority for the construction of the work designated as the above section.

THEREFORE if the proposal is accepted and a contract awarded to the PRINCIPAL by the LA for the above designated section and the PRINCIPAL shall within fifteen (15) days after award enter into a formal contract, furnish surety guaranteeing the faithful performance of the work, and furnish evidence of the required insurance coverage, all as provided in the "Standard Specifications for Road and Bridge Construction" and applicable Supplemental Specifications, then this obligation shall become void; otherwise it shall remain in full force and effect.

IN THE EVENT the LA determines the PRINCIPAL has failed to enter into a formal contract in compliance with any requirements set forth in the preceding paragraph, then the LA acting through its awarding authority shall immediately be entitled to recover the full penal sum set out above, together with all court costs, all attorney fees, and any other expense of recovery.

IN TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this _____ day of _____

Principal

(Company Name)
By: _____ (Signature and Title)

(Company Name)
By: _____ (Signature and Title)

(If PRINCIPLE is a joint venture of two or more contractors, the company names, and authorized signatures of each contractor must be affixed.)

Surety

(Name of Surety)
By: _____ (Signature of Attorney-in-Fact)

STATE OF ILLINOIS,
COUNTY OF _____
I, _____, a Notary Public in and for said county,
do hereby certify that _____

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instruments as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____

My commission expires _____ (Notary Public)

ELECTRONIC BID BOND

[] Electronic bid bond is allowed (box must be checked by LA if electronic bid bond is allowed)
The Principal may submit an electronic bid bond, in lieu of completing the above section of the Proposal Bid Bond Form. By providing an electronic bid bond ID code and signing below, the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the LA under the conditions of the bid bond as shown above. (If PRINCIPAL is a joint venture of two or more contractors, an electronic bid bond ID code, company/Bidder name title and date must be affixed for each contractor in the venture.)

Electronic Bid Bond ID Code

(Company/Bidder Name)

(Signature and Title)

Date

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2018

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS and frequently used RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 4-1-16) (Revised 1-1-18)

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Check Sheet For Recurring Special Provisions



The Following Recurring Special Provisions Indicated By An "X" Are Applicable To This Contract And Are Included By Reference:

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Local Roads And Streets Recurring Special Provisions

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Special Provisions



Local Public Agency	County	Section Number
Tazewell County	Tazewell	18-00000-10-GM

The following Special Provision supplement the "Standard Specifications for Road and Bridge Construction", adopted

April 1, 2016, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

DESCRIPTION OF WORK: The work of this section consists of the rehabilitation of existing pipe culverts utilizing cured in place resin impregnated tubes to line the interior circumference of the existing culvert pipes on Townline Rd. (CH 7), Manito Rd. (CH 16), Fast Ave. (CH 23), Allentown Rd. (CH 5), & Broadway Rd. (CH 19). The work may be performed using either Thermosetting Resin Cured-In-Place Pipe (Thermo CIPP) or Ultraviolet Light Cured Glass Reinforced Plastic Cured-In-Place Pipe (UV GRP CIPP).

TRAFFIC CONTROL PLAN: The County will supply Traffic control & flagging for each location as necessary. The contractor shall notify the Engineer at least one (1) week in advance of beginning work at the site which will require Traffic Control in order for the County to schedule their workforce, prepare traffic control and provide any advance notice to the public, as applicable.

BACKHOE & OPERATOR: The County will supply a Backhoe & Operator to assist during lining at no cost to the Contractor.

CURED-IN-PLACE PIPE LINING (CIPP): This work shall consist of furnishing all labor, equipment, materials, and technical assistance to install a resin impregnated tube tightly against the interior circumference of the existing pipe, including light cleaning and video inspection and recording. The existing pipe culvert is cleaned then video inspected and recorded. Any required remedial work on the existing pipeline, such as filling voids or enlarging narrowed locations, is performed. A resin-impregnated flexible tube is inserted into the existing pipeline for the full length of the existing pipe. The tube is expanded to fit against the original pipeline and then the resin is cured by exposure to mixed air and steam or hot water or exposure to ultraviolet light. The finished product is a jointless, structurally sound, smooth and watertight pipe.

The work and materials shall be in accordance with the applicable provisions of the latest versions of the following specifications in effect on the date of invitation for bids, which shall apply and govern as though written herein in full:

- | | | | |
|------------|------------|------------|------------|
| ASTM F2019 | ASTM F1216 | ASTM F1743 | ASTM D543 |
| ASTM D578 | ASTM D638 | ASTM D790 | ASTM D2122 |
| ASTM D3567 | ASTM D5813 | | |

Experience: The Contractor must have had at least one (1) year active experience in the commercial installation of the product bid. In addition, the Contractor must have successfully installed at least 50,000 feet of the product bid in wastewater or stormwater conveying systems. The Contractor's Supervisor for this project shall have a minimum of one (1) year of experience in scheduling and all aspects of the cleaning and inspection of existing pipes, and the installation and post-installation inspection of the product bid and shall supervise on-site the cleaning and inspection of existing pipes, and the installation and post-installation inspection of the product bid. The Contractor's Supervisor or the Manufacturer shall have a minimum of three (3) years active experience in the wet-out of at least 350,000 feet of the product bid in wastewater or stormwater conveying systems, with a minimum 5,000 feet of 24" or larger, and such Contractor's Supervisor or Manufacturer shall perform the wet-out of the product bid. Documentation acceptable to the Engineer of these minimum installations, Supervisor experience and Manufacturer experience must be submitted with the Request for Authorization to Bid, including project description,

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project location, and municipal and/or engineering contacts.

Preparation: An inspection of pipe culverts to be lined shall be performed by the Contractor's experienced personnel, trained in locating breaks by closed-circuit television. The Contractor shall notify the Engineer a minimum of 48 hours in advance of the scheduled cleaning and pre-installation inspection of the existing pipes and shall accommodate the joint viewing of the cleaning and inspection by the Engineer or Engineer's designee.

The existing pipeline shall be cleaned with conventional sewer cleaning equipment which shall include but not be limited to hydraulically powered equipment, high-velocity jet cleaners, and mechanically powered equipment. The existing pipeline shall be cleared of all internal roots and debris as well as obstructions which may be removed with conventional sewer cleaning equipment as necessary to meet or exceed the manufacturer's specifications for liner installation. As many as two (2) cleaning passes are included in this work. All debris removed from the pipeline during the cleaning process shall be properly disposed of by the Contractor in accordance with Article 202.03 of the Standard Specifications for Road and Bridge Construction except that payment shall be considered as included in the contract unit prices for the various pay items for the applicable pipe culvert.

After the existing pipeline to be lined is thoroughly cleaned, inspection shall be made with a color pan and tilt, 360° rotating head camera specifically designed and constructed for sewer inspection that is recording via closed-circuit television. Lighting for the camera shall be provided which provides a clear picture of the entire periphery of the existing pipeline. The Contractor shall carefully inspect the interior of the pipeline to determine the need for plugging and by-passing to eliminate flow from the line section and to determine the nature and location of any conditions that may prevent proper installation of the resin impregnated tube as well as the curing and performance of the CIPP. Such limiting conditions may include protruding service taps, dropped joints, deteriorated pipe, missing sections of pipe, collapsed or crushed pipe, and reductions in the cross-sectional area of the pipe in excess of 40%. The Contractor shall log these conditions and their location and provide that information to the Engineer immediately. The Engineer shall determine whether such conditions prevent proper installation of the resin impregnated tube as well as the curing and performance of the CIPP, whether such conditions can be removed by conventional sewer cleaning equipment, whether a point repair should be performed and whether to proceed with CIPP of the applicable pipe culvert.

The Engineer may approve the work of additional cleaning in accordance with the special provision for HEAVY CLEANING OF PIPE CULVERT.

The Engineer may order a point repair to be performed by the Tazewell County Highway Department, by others or as extra work by the Contractor in accordance with Article 109.04 of the Standard Specifications for Road and Bridge Construction.

The Engineer may delete the work of CIPP for the subject culvert pipe from the contract and no additional compensation will be allowed. In addition, the provisions of Article 104.02(b) of the Standard Specifications for Road and Bridge Construction shall not apply.

The internal diameter of each pipe culvert shall be carefully measured at both ends and submitted to the Engineer prior to the ordering of the tube.

The closed-circuit television recordings, logs, and findings of the pre-installation inspection of the existing pipeline shall be submitted on media and in a format meeting the approval of the Engineer.

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Delivery, Storage and Handling: Care shall be taken in shipping, handling and storage to avoid damaging the liner. The liner shall be adequately supported and protected at all times and shall be stored in a manner as recommended by the manufacturer and as approved by the Engineer. Any damaged liner shall be replaced by the Contractor and no additional compensation will be allowed.

Materials: The structural design thickness calculations shall be submitted to and approved by the Engineer prior to ordering the tube. For design calculations, the CIPP shall be designed pursuant to the "fully deteriorated gravity pipe condition" and the following variables for each CIPP shall be as provided elsewhere within the specifications for this project:

H = Height of soil above crown of pipe (ft)

Bd = Trench width (ft)

w = Soil Density (lb/ft³)

Bc = Diameter of Pipe (in)

P = Wheel Load (lb)

Hw = Height of Water above top of pipe (ft)

No change of the materials, design values, or procedures as bid may be made without the prior written approval of the Engineer.

Any liner may be inspected by the Engineer for compliance with the specifications at any location including the manufacturing plant and the wet-out facility.

At the time of manufacture, each lot of tube liner shall be inspected for defects. At the time of delivery, the liner shall be homogeneous throughout, uniform in color, free of cracks, holes, foreign materials, blisters, and deleterious faults.

The Engineer may at any time direct the manufacturer to obtain compound samples and prepare test specimens in accordance with the latest applicable ASTM standards.

The wet out Tube shall have uniform thickness that when compressed at installation pressures will meet or exceed the Design thickness. The tube shall be constructed to withstand installation pulling force stresses and pressures, have sufficient strength to bridge missing portions of pipe, and stretch to fit irregular pipe sections. The Tube shall be sized such that when installed it will tightly fit the internal circumference and length of the original pipe. Allowance should be made for circumferential stretching during inversion. Overlapped layers of felt in longitudinal seams that cause lumps in the final product shall not be utilized.

The outside layer of the Tube (before wet out) shall be coated with an impermeable, flexible membrane that will contain the resin and facilitate monitoring of resin saturation during the resin impregnation (wet out) procedure. The external foils shall consist of one or more layers of tube-shaped plastic foils which are resistant and impermeable to moisture, are impermeable to styrene in cases where styrene based resin is used, and are light proof in cases where a ultraviolet light cured resin is used.

The Tube shall be homogeneous across the entire wall thickness containing no intermediate or encapsulated elastomeric layers. No material shall be included in the tube that may cause delamination in the cured CIPP. No dry or unsaturated layers shall be evident. The tube shall not have large wrinkles. All fins shall be removed from the liner after inspection.

Installation: If the cured CIPP does not fit tightly against the original pipe at the termination points, the space between the existing pipe and the CIPP should be sealed by filling with a resin mixture compatible with the CIPP.

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Fit and Finish: The wall color of the interior pipe surface of the CIPP after installation shall be a light reflective color so that a clear detailed examination with closed-circuit television inspection equipment may be made. Seams in the tube shall be stronger than the non-seamed felt. The liner should be seamless in its cured state to insure homogenous physical properties around the circumference of the cured liner.

The cured CIPP shall be continuous over the entire length of an installation run and free of dry spots, lifts, and de-laminations. The cured CIPP shall be homogeneous throughout and free of any wrinkles, protrusions, holes, cracks, foreign material, blisters, or other deleterious faults or defects. The finished liner shall tightly conform to the walls of the existing culvert pipe.

Defects: Defects which the Engineer determines will affect the CIPP's structural integrity, hydraulic performance, future maintenance access, or overall pipeline performance shall be removed and replaced or repaired in a manner meeting these project specifications and meeting the approval of the Engineer and no additional compensation will be allowed.

Testing: Sufficient CIPP samples to ensure adequate supply of specimens for testing shall be provided in accordance with Section 7.1.1.1 or 7.1.2 of ASTM F2019 for each existing culvert nominal diameter pipe size lined for this project. Testing shall be performed by an independent third party certified laboratory.

The following tests shall be performed on the CIPP samples and reported:

- Short Term Flexural Properties of modulus of elasticity and flexural strength pursuant to Section 7.1.3.1 of ASTM F2019 (ASTM D790)
- CIPP Wall Thickness pursuant to ASTM D2122

The following tests shall be performed and reported by third party independent laboratories on the exact same resin and liner material combination used on this project, but not required to be from CIPP samples generated on this project:

- Long Term Flexural Properties of modulus of elasticity and flexural strength pursuant to ASTM 2990
- Chemical resistance in accordance with ASTM F1216, Appendix X2

Submittals: The following documentation shall be submitted to the Engineer in the manner stated:

- Documentation acceptable to the Engineer of the minimum installations, Supervisor experience and Manufacturer experience must be submitted with the Request for Authorization to Bid, including project description, project location, and municipal and/or engineering contacts.
- Log by location of conditions that may prevent proper installation of the resin impregnated tube as well as the curing and performance of the CIPP shall be provided to the Engineer immediately upon the completion of the inspection of each pipe culvert.
- The closed-circuit television recordings, logs, and findings of the pre-installation inspection of the existing pipeline shall be submitted on media and in a format meeting the approval of the Engineer.
- The name of the liner and resin manufacturer, the location of the facility where each are manufactured, and a list of appurtenant materials and accessories to be furnished shall be submitted to the Engineer prior to or together with the structural design thickness calculations.

Local Public Agency	County	Section Number
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- Independent third party certified laboratory test reports demonstrating that the exact same resin and liner material combination to be used for this project meets the requirements for initial structural properties and chemical resistance in accordance with the requirements for testing herein.
- The internal diameter of each pipe culvert and the structural design thickness calculations and specification data listing all parameters used in those calculations shall be submitted to the Engineer for approval prior to ordering the tube. Approval of the design by the Engineer is required prior to ordering the tube.
- Available written warranties from the manufacturer of the wet-out liner.
- All curing records.
- The closed-circuit television recordings, log, and findings of the post-installation inspection of the CIPP shall be submitted on media and in a format meeting the approval of the Engineer.

The Contractor has the option of the following procedures for Cured-In-Place Pipe Lining.

PROCEDURE 1: THERMOSETTING RESIN CURED-IN-PLACE PIPE (THERMO CIPP): The special provision for Cured-In-Place Pipe Lining (CIPP) above shall apply to and govern the work of this item except as specifically modified herein. The resin system shall be cured by exposure to mixed air and steam or hot water.

Materials: The sewn Tube shall consist of one or more layers of absorbent non-woven felt fabric and meet the requirements of ASTM F1216. The minimum cured thickness of the tube shall be 15.0 mils for existing nominal 36" diameter pipe.

The resin system shall be a corrosion resistant polyester, vinyl ester, or epoxy and catalyst system that when properly cured within the tube composite meets the requirements of ASTM F1216, the physical properties herein, the special provision for Cured-In-Place Pipe Lining (CIPP), and those which are to be utilized in the design of the CIPP for this project.

Installation: The tube should be vacuum-impregnated with resin under controlled conditions. The volume of resin used should be sufficient to fill the voids in the tube material at a nominal thickness and diameter. The volume should be adjusted by adding 5 to 10% of excess resin for the change in resin volume due to polymerization and to allow for any migration of resin in the cracks and joints in the original pipeline.

The liner shall be installed using the inversion or pull-in method in accordance with ASTM F1216, Section 7. The impregnated tube shall be inserted through and expanded in the existing pipeline by approved methods and manufacturer's specifications. A suitable heat source to cure the tube to manufacturer's specifications shall be used to uniformly raise the temperature to affect a cure of the resin as recommended by the resin manufacturer. The heat source shall be fitted with suitable monitors to gage the temperature and pressure of incoming and outgoing curing supplies. Initial cure, post-cure, and cool-down pressures, temperatures, and time period requirements shall be as recommended by the resin manufacturer. Hot water or steam are acceptable mediums for curing.

PROCEDURE 2: ULTRAVIOLET LIGHT CURED GLASS REINFORCED PLASTIC CURED-IN-PLACE PIPE (UV GRP CIPP): The special provision for Cured-In-Place Pipe Lining (CIPP) above shall apply to and govern the work of this item except as specifically modified herein. The resin system shall be cured by exposure to ultraviolet light.

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Materials: The sewn Tube shall consist of one or more layers of absorbent non-woven felt fabric and meet the requirements of ASTM F1216. The minimum cured thickness of the tube shall be 15.0 mils for existing nominal 36" diameter pipe.

The resin system shall be polyester, vinylester, or orthothalic (either ppg or npg grade) depending on the choice of the engineer, with a catalyst system that when properly cured within the tube composite meets the physical properties of:

- Flexural Modulus (minimum) 725,000 psi
- Flexural Strength (minimum) 15,000 psi
- Long term E-modulus 675,000 psi
- Long term tensile bending strength 13,500 psi

Refrigeration of the wetted tube is not necessary regardless of distance. The liquid UV resin shall saturate the tube and produce a properly cured liner which is resistant to abrasion due to solids, grit, and sand. Resins created from recycled materials are not allowed. Polyester, vinyl ester and catalyst system shall meet the requirements of ASTM F1216, shall withstand the corrosive effects of existing residential, commercial, industrial and agricultural liquids and/or gases.

The glass fiber tubing shall include an exterior and interior film that protects and contains the polyester, vinylester or ortho based resin used in the liner and ensures the liner remains intact during the insertion process and protects the resin from water and debris contamination as well as resin migration during the installation and curing process. The exterior film shall be provided with a UV light blocker foil.

The wet out of the liner must be done in an indoor environmentally controlled manufacturing setting. No onsite wet out will be allowed.

Installation: A constant tension winch should be used to pull the glass fiber liner into position in the existing pipeline. The liner shall have a lateral fiberglass reinforcement band which runs the entire length of the liner ensuring that the pulling force is transferred to the band and not the fiberglass liner. Once inserted, end plugs shall be used to cap each end of the glass fiber liner to prepare for pressurizing the liner. The end plugs should be secured with straps to prevent them from being expelled due to pressure. Liner restraints should be used in manholes.

A slip sheet shall be installed on the bottom one third to one half of the existing pipeline prior to liner insertion, for the purpose of protecting the liner during insertion and reduce the drag, or as recommend by the liner manufacturer.

The glass fiber liner shall be cured with ultraviolet light sources at a constant inner pressure. When inserting the curing equipment in the liner, care should be taken to not damage the inner film material.

The ultraviolet light sources should be assembled according to the manufacturer's specifications for the liner diameter. For the liner to achieve the required water tightness and specified mechanical properties, the following parameters must be controlled and recorded during the entire curing process to provide a record of the curing parameters over every segment of the entire length of the liner. The record of the controlled curing process shall demonstrate that the entire liner is cured properly.

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The recording of the controlled curing process shall include:

- Curing speed
- Light source working & wattage
- Inner air pressure
- Curing temperatures
- Date and time
- Length of liner

The controlled curing process and its recording shall be accomplished using infrared sensors, a computer and a data base that are tamper proof. The record of the controlled curing process shall be submitted to the Engineer on the same computer media format as both the pre-installation and post-installation closed-circuit television recordings.

The optimal curing speed, or travel speed, of the energized ultraviolet light sources, shall be determined for each length of liner based on liner diameter, liner thickness, and exothermic reaction temperature.

The inner film material should be removed and discarded after curing to provide optimal quality of the final product.

Basis of Payment: The work of this item shall be paid at the contract unit price per FOOT for CURED-IN-PLACE PIPE LINING, of the diameter specified.

HEAVY CLEANING OF PIPE CULVERT: This work shall consist of additional cleaning of the existing pipeline as necessary to meet or exceed the manufacturer's specifications for liner installation, in the event that two (2) cleaning passes do not sufficiently clean the pipeline prior to installation of the CIPP. All heavy cleaning must be approved by the Engineer prior to starting the work and shall be accomplished by continued use of the methods described in the special provision for Cured-In-Place Pipe Lining (CIPP) as directed by the Engineer. The Contractor shall be responsible for the proper disposal of all material removed from the pipeline in accordance with Article 202.03 of the Standard Specifications for Road and Bridge Construction except that payment shall be considered as included in the contract unit price for this item.

Basis of Payment: This work will be paid at the Contract Unit Price per FOOT for HEAVY CLEANING OF PIPE CULVERT.

WEIGHT LIMITS: Legal weight limits shall be observed on Tazewell County highways, Road District roads and the structures they contain at all times. The Contractor shall apply for overweight and over dimension permits in advance to avoid delays in work.

BRIDGE WEIGHT LIMITS: Any loads traveling over a county structure over legal weight shall require a load rating be done to ensure that the structure has adequate capacity to support the load.

GENERAL NOTES: Where section or subsection monuments are encountered, the Engineer shall be notified before such monuments are removed. The Contractor shall protect and carefully preserve all property markers and monuments until the owner, and authorized surveyor or agent has witnessed or otherwise referenced their location.

BDE SPECIAL PROVISIONS
For the August 3 and September 21, 2018 Lettings

The following special provisions indicated by an "x" are applicable to this contract and will be included by the Project Development and Implementation Section of the BD&E. An * indicates a new or revised special provision for the letting.

<u>File Name</u>	<u>#</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099	1	Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
80382	2	Adjusting Frames and Grates	April 1, 2017	
80274	3	Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192	4	Automated Flagger Assistance Device	Jan. 1, 2008	
80173	5	Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
80241	6	Bridge Demolition Debris	July 1, 2009	
5026I	7	Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5048I	8	Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5049I	9	Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
5053I	10	Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80366	11	Butt Joints	July 1, 2016	
80386	12	Calcium Aluminate Cement for Class PP-5 Concrete Patching	Nov. 1, 2017	
80396	13	Class A and B Patching	Jan. 1, 2018	
80384	14	Compensable Delay Costs	June 2, 2017	
80198	15	Completion Date (via calendar days)	April 1, 2008	
80199	16	Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293	17	Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
80311	18	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
80277	19	Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261	20	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
80387	21	Contrast Preformed Plastic Pavement Marking	Nov. 1, 2017	
* 80029	22	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	April 2, 2018
80378	23	Dowel Bar Inserter	Jan. 1, 2017	Jan. 1, 2018
80388	24	Equipment Parking and Storage	Nov. 1, 2017	
80229	25	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
80304	26	Grooving for Recessed Pavement Markings	Nov. 1, 2012	Nov. 1, 2017
* 80246	27	Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	Aug. 1, 2018
* 80398	28	Hot-Mix Asphalt – Longitudinal Joint Sealant	Aug. 1, 2018	
* 80399	29	Hot-Mix Asphalt – Oscillatory Roller	Aug. 1, 2018	
* 80347	30	Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	Aug. 1, 2018
80383	31	Hot-Mix Asphalt – Quality Control for Performance	April 1, 2017	Nov. 1, 2017
80376	32	Hot-Mix Asphalt – Tack Coat	Nov. 1, 2016	
80392	33	Lights on Barricades	Jan. 1, 2018	
80336	34	Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
* 80393	35	Manholes, Valve Vaults, and Flat Slab Tops	Jan. 1, 2018	March 2, 2018
* 80400	36	Mast Arm Assembly and Pole	Aug. 1, 2018	
80045	37	Material Transfer Device	June 15, 1999	Aug. 1, 2014
80394	38	Metal Flared End Section for Pipe Culverts	Jan. 1, 2018	April 1, 2018
80165	39	Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
80349	40	Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
80371	41	Pavement Marking Removal	July 1, 2016	
80390	42	Payments to Subcontractors	Nov. 2, 2017	
80377	43	Portable Changeable Message Signs	Nov. 1, 2016	April 1, 2017
80389	44	Portland Cement Concrete	Nov. 1, 2017	
80359	45	Portland Cement Concrete Bridge Deck Curing	April 1, 2015	Nov. 1, 2017
* 80401	46	Portland Cement Concrete Pavement Connector for Bridge Approach	Aug. 1, 2018	

File Name	#	Special Provision Title	Effective	Revised
		Slab		
80385	47	Portland Cement Concrete Sidewalk	Aug. 1, 2017	
80300	48	Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	49	Progress Payments	Nov. 2, 2013	
3426I	50	Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157	51	Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
80306	52	Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	Jan. 1, 2018
80395	53	Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
80340	54	Speed Display Trailer	April 2, 2014	Jan. 1, 2017
80127	55	Steel Cost Adjustment	April 2, 2004	Aug. 1, 2017
* 80397	56	Subcontractor and DBE Payment Reporting	April 2, 2018	
80391	57	Subcontractor Mobilization Payments	Nov. 2, 2017	
80317	58	Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016
80298	59	Temporary Pavement Marking (NOTE: This special provision was previously named "Pavement Marking Tape Type IV".)	April 1, 2012	April 1, 2017
20338	60	Training Special Provisions	Oct. 15, 1975	
80318	61	Traversable Pipe Grate for Concrete End Sections (NOTE: This special provision was previously named "Traversable Pipe Grate".)	Jan. 1, 2013	Jan. 1, 2018
80288	62	Warm Mix Asphalt	Jan. 1, 2012	April 1, 2016
80302	63	Weekly DBE Trucking Reports	June 2, 2012	April 2, 2015
80071	64	Working Days	Jan. 1, 2002	

The following special provisions are in the 2018 Supplemental Specifications and Recurring Special Provisions.

File Name	Special Provision Title	New Location	Effective	Revised
80368	Light Tower	Article 1069.08	July 1, 2016	
80369	Mast Arm Assembly and Pole	Article 1077.03(a)(1)	July 1, 2016	
80338	Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	Recurring CS #35	April 1, 2014	April 1, 2016
80379	Steel Plate Beam Guardrail	Articles 630.02, 630.05, 630.06, and 630.08	Jan. 1, 2017	
80381	Traffic Barrier Terminal, Type 1 Special	Article 631.04	Jan. 1, 2017	
80380	Tubular Markers	Articles 701.03, 701.15, 701.18, and 1106.02	Jan. 1, 2017	

The following special provisions require additional information from the designer. The additional information needs to be submitted as a separate document. The Project Development and Implementation section will then include the information in the applicable special provision. The Special Provisions are:

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

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:

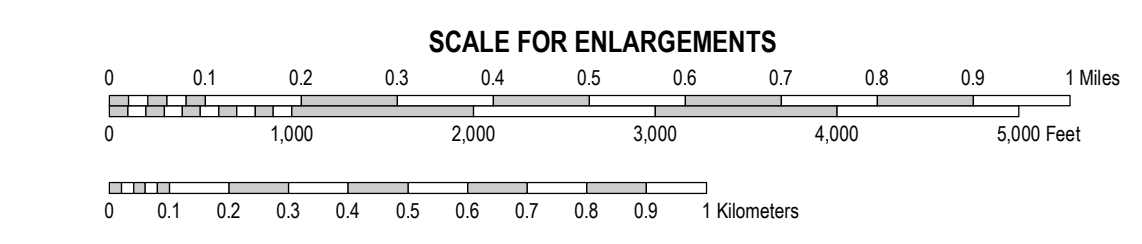
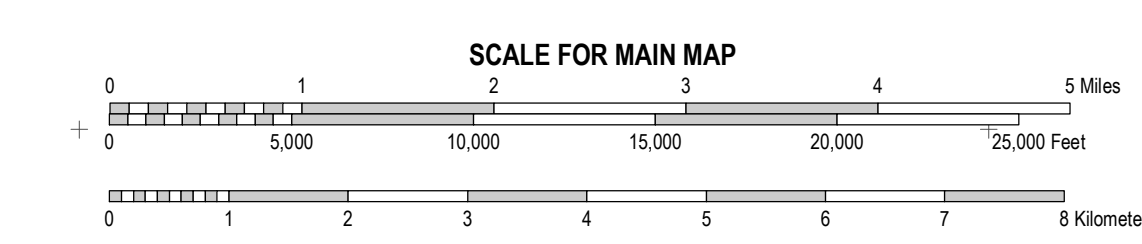
The entities listed above and their officers, employees, and agents shall be indemnified and held harmless in accordance with Article 107.26.

SCHEDULE OF CURED-IN-PLACE PIPE CULVERTS

- 1 Townline Rd. (CH 7) - Sta. 63+30 Approximately 1670' West of Antioch Rd.
Existing 110' x 54" CMP
- 2 Manito Rd. (CH 16) - Sta. 268+55 Approximately 1090' West of Bass Rd.
Existing 82' x 24" CMP
- 3 Manito Rd. (CH 16) - Sta. 266+70 Approximately 1275' West of Bass Rd.
Existing 90' x 18" CMP
- 4 Fast Ave. (CH 23) - Sta. 16+35 Approximately 275' East of Leopold St.
Existing 90' x 30" CMP
- 5 Fast Ave. (CH 23) - Sta. 63+00 Approximately 1015' East of Bradford Dr.
Existing 62' x 24" CMP
- 6 Allentown Rd. (CH 5) - Sta. 71+05 Approximately 710' West of Toepfer Rd.
Existing 60' x 24" CMP
- 7 Broadway Rd. (CH 19) - Sta. 134+28 Approximately 1950' East of Springfield Rd.
Existing 134' x 30" CMP
- 8 Broadway Rd. (CH 19) - Sta. 248+15 Approximately 3340' East of Springfield Rd.
Existing 105' x 30" CMP

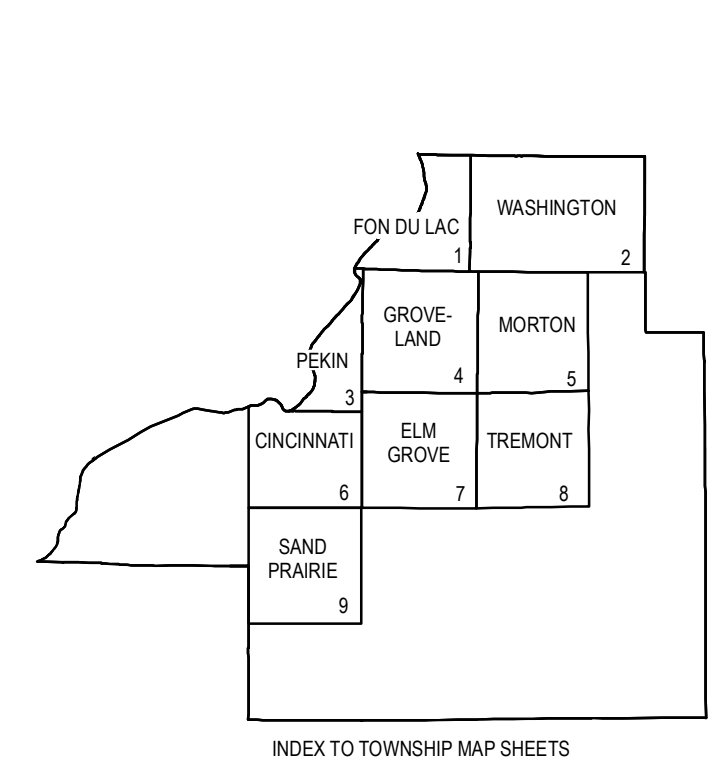
GENERAL HIGHWAY MAP TAZEWELL COUNTY ILLINOIS

PREPARED BY THE
ILLINOIS DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING AND PROGRAMMING
IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



Legend

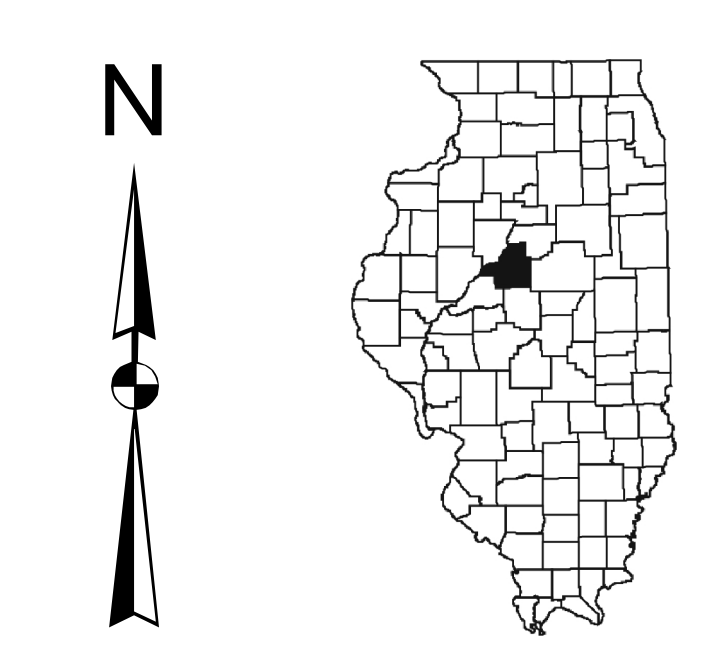
- Interstate, U. S. I.
- FA Primary Route
- FA Secondary Route
- County Highway
- Paved (Access Controlled)
- Blumous (Access Controlled)
- Paved (Divided)
- Blumous (Divided)
- Paved (Undivided)
- Blumous (High Type)
- Blumous (Low Type)
- Gravel and Stone
- Soil Surface
- Frontage Road
- Municipal Road
- Structure
- Highway Interchange
- Incorporated City / Town / Village
- Unincorporated Village
- County Seat
- County Boundary
- State Boundary
- Civil Township or Road District Boundary
- Survey Township Line
- Survey Section Line
- National Forest Boundary
- National Forest Purchased Area
- State Park, Conservation Area or Forest
- Railroad
- Stream
- Waterway / Lake
- Toll Ferry
- Historic Site
- Weight Station
- Other Point of Interest
- State Police District Station
- Commercial Airport with Scheduled Service
- General Aviation Airport
- Military Airport
- Free Ferry
- Rest Area
- Toll Plaza



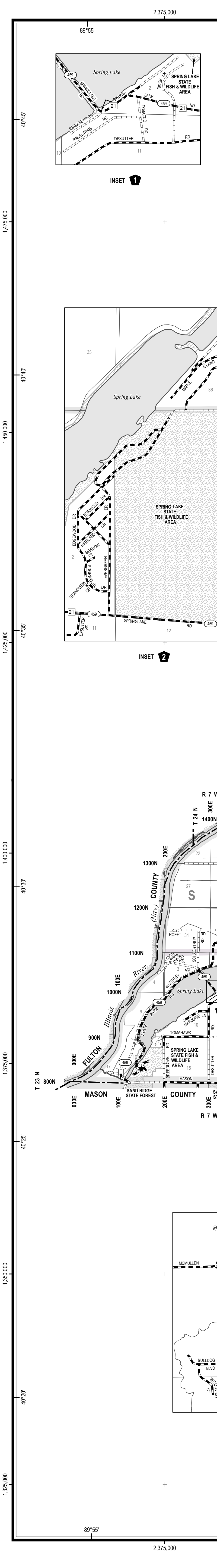
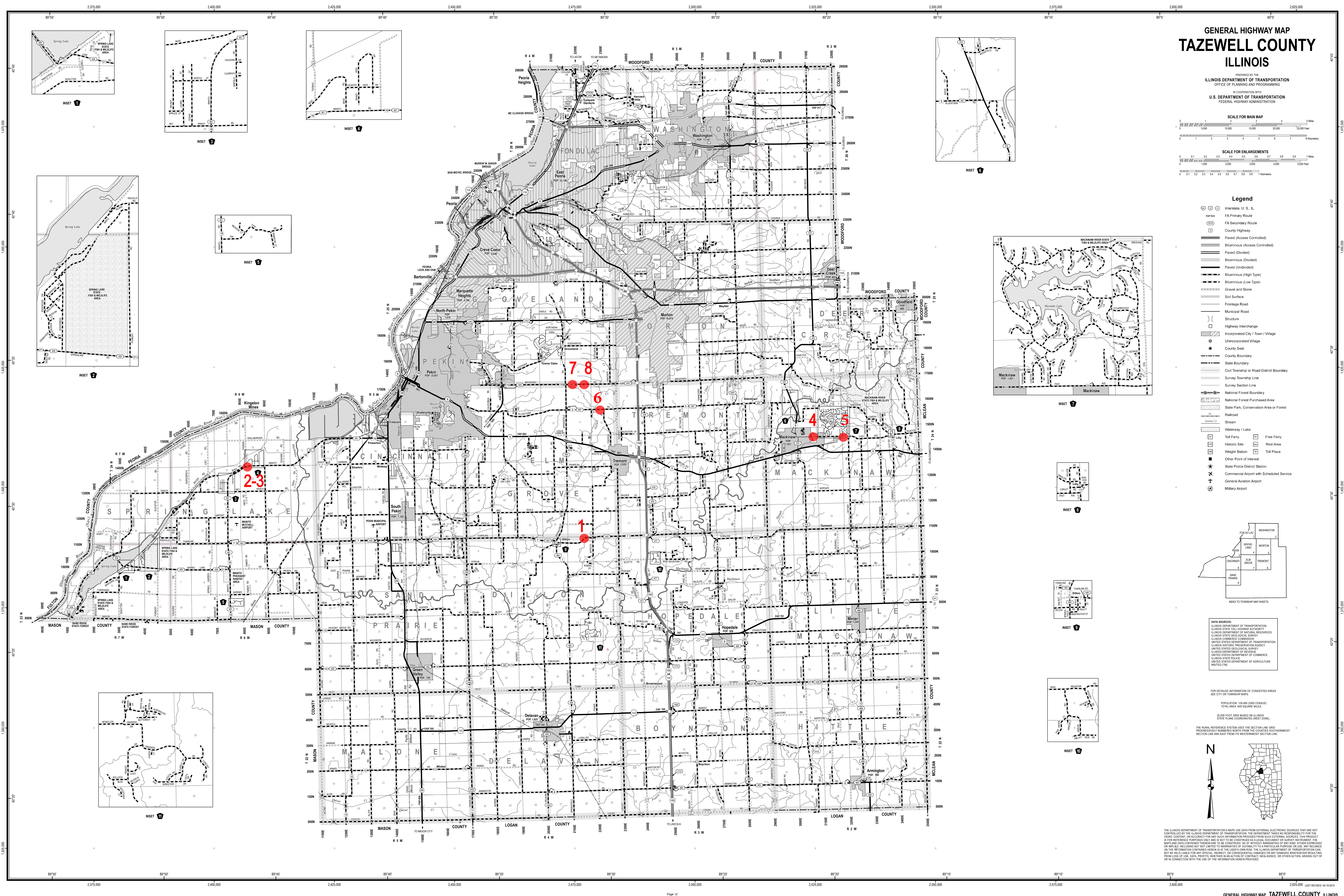
DATA SOURCES:
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS STATE TOLL HIGHWAY AUTHORITY
ILLINOIS DEPARTMENT OF NATURAL RESOURCES
ILLINOIS STATE GEOLOGICAL SURVEY
ILLINOIS COMMERCE COMMISSION
UNITED STATES DEPARTMENT OF TRANSPORTATION
ILLINOIS HISTORIC PRESERVATION AGENCY
UNITED STATES GEOLOGICAL SURVEY
ILLINOIS DEPARTMENT OF REVENUE
UNITED STATES DEPARTMENT OF COMMERCE
ILLINOIS STATE POLICE
UNITED STATES DEPARTMENT OF AGRICULTURE
NATIVED (TM)

FOR DETAILED INFORMATION OF CONGESTED AREAS
SEE CITY OR TOWNSHIP MAPS.

POPULATION: 128,485 (2000 CENSUS)
TOTAL AREA: 849 SQUARE MILES
25,000 FOOT GRID BASED ON ILLINOIS
STATE PLANE COORDINATES (WEST ZONE)



THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S MAPS USE DATA FROM EXTERNAL ELECTRONIC SOURCES THAT ARE NOT CONTROLLED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE DEPARTMENT TAKES NO RESPONSIBILITY FOR THE VERACITY, CONTENT, OR ACCURACY FOR ANY SUCH INFORMATION PROVIDED FROM SUCH EXTERNAL SOURCES. THIS PRODUCT IS FOR REFERENCE PURPOSES ONLY AND IS NOT TO BE CONSIDERED A LEGAL DOCUMENT OR SURVEY INSTRUMENT. THE MAPS AND DATA CONTAINED THEREIN ARE TO BE CONSIDERED "AS IS" WITHOUT WARRANTIES OF ANY KIND, EITHER EXPRESSED OR IMPLIED, INCLUDING BUT NOT LIMITED TO WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR USE, OR RELIANCE FROM LOSS OF USE, DATA, PROFITS, OR OTHER INFORMATION, OR ANY DAMAGES, WHETHER CAUSED BY NEGLIGENCE, OR OTHER ACTION ARISING OUT OF OR IN CONNECTION WITH THE USE OF THE INFORMATION HEREIN PROVIDED.



TABULATION OF QUANTITIES

Pay Item	Location								Total	
	1	2	3	4	5	6	7	8		
CURED-IN-PLACE PIPE LINING 18"	0	0	90	0	0	0	0	0	90	FOOT
CURED-IN-PLACE PIPE LINING 24"	0	82	0	0	62	60	0	0	204	FOOT
CURED-IN-PLACE PIPE LINING 30"	0	0	0	92	0	0	134	105	331	FOOT
CURED-IN-PLACE PIPE LINING 54"	110	0	0	0	0	0	0	0	110	FOOT
HEAVY CLEANING OF PIPE CULVERT	0	25	0	0	0	0	0	0	25	FOOT
MOBILIZATION									1	L SUM

Tazewell County
Section 18-00000-10-GM
Cured-In-Place Pipe Lining (CIPP)
Structural Thickness Design Variables

Location	Road Name	Co. Hwy Number	Station	H [ft]	Bd [ft]	w [lb/ft ³]	Bc [in]	P [lb]	Hw [ft]
1	Townline	7	63+30	14.3	4.5	120	54	20,000	13.3
2	Manito	16	266+70	14.9	2	120	24	20,000	12.4
3	Manito	16	268+55	12.8	1.5	120	18	20,000	8.3
4	Fast	23	16+35	3.8	2.5	120	30	20,000	3.2
5	Fast	23	63+00	4.0	2	120	24	20,000	2.0
6	Allentown	5	71+05	3.8	2	120	24	20,000	3.0
7	Broadway	19	234+28	14.5	2.5	120	30	20,000	11.5
8	Broadway	19	248+15	12	2.5	120	30	20,000	10.0

H = Height of Soil Above Crown of Pipe (ft)

Bd = Trench Width (ft)

w = Soil Density (lb/ft³)

Bc = Diameter of Pipe (in)

P = Wheel Load (lb)

Hw = Height of Water Above Top of Pipe (ft)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA. 3	25-26 Tazewell		26	8
STA. 43+00			75+00	
PROJ. ROAD DIST. NO. 1	ILLINOIS		PROJECT 5-395 (1)	

GEORGE ODENWALT
N 1/2 NW 1/4 SEC. 2
STA. 24+29-49+86
0.74 AC.
⑤

P.C. = 43+92
Δ = 51° 54'
D = 4° 39'
R = 1233'
L = 1116.8'
E = 123.2'
T = 600'
P.T. = 55+08.8
S.E. = 0.042' / 1'

P.C. = 57+89
Δ = 59° 50'
D = 4° 42'
R = 1216.5'
L = 1270.2'
E = 186.9'
T = 700'
P.T. = 70+59.2
S.E. = 0.044' / 1'

FRED WEIHEIMER
E 1/2 NE 1/4 SEC. 2-23-4-3
STA. 67+50-79+49 & 78+50-79+81.
1.10 AC.
⑨

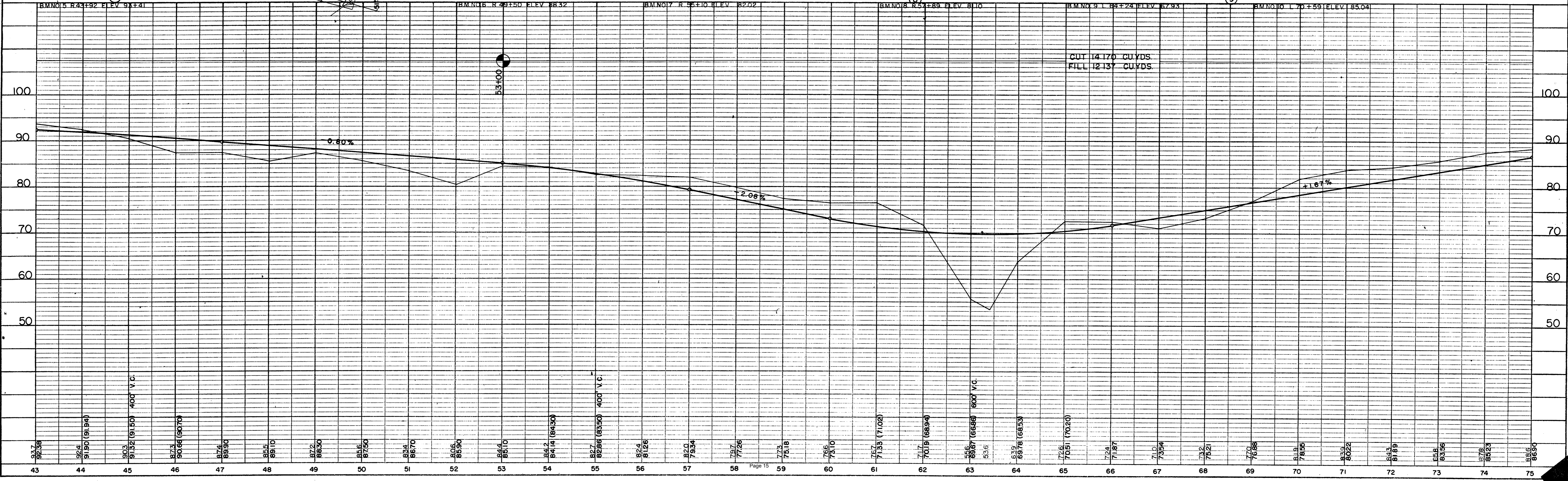
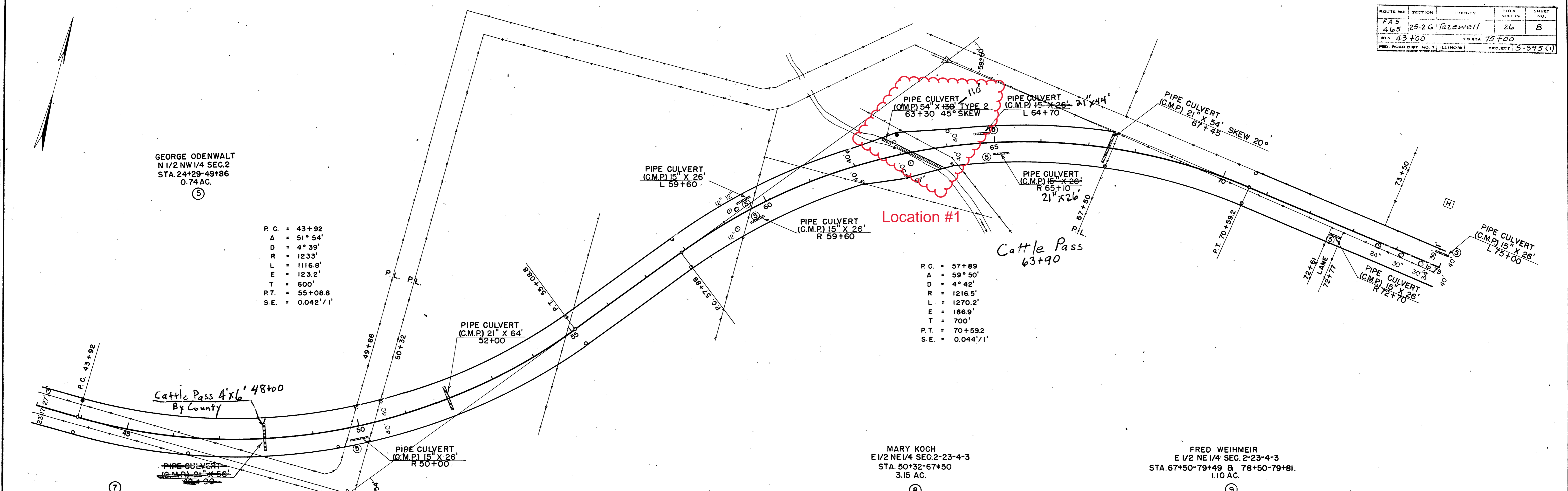
MARY KOCH
E 1/2 NE 1/4 SEC. 2-23-4-3
STA. 50+32-67+50
3.15 AC.
⑧

PLAN

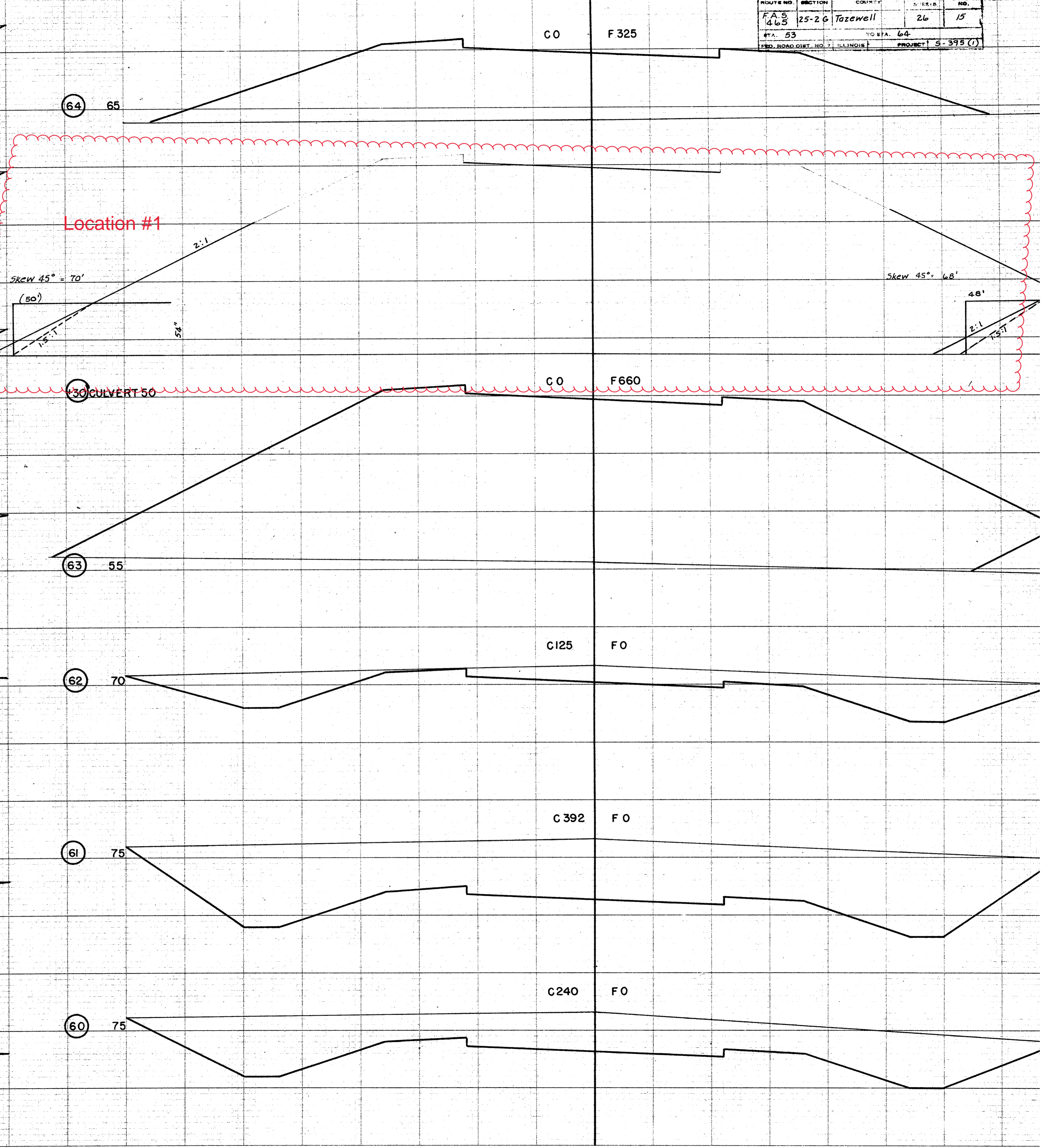
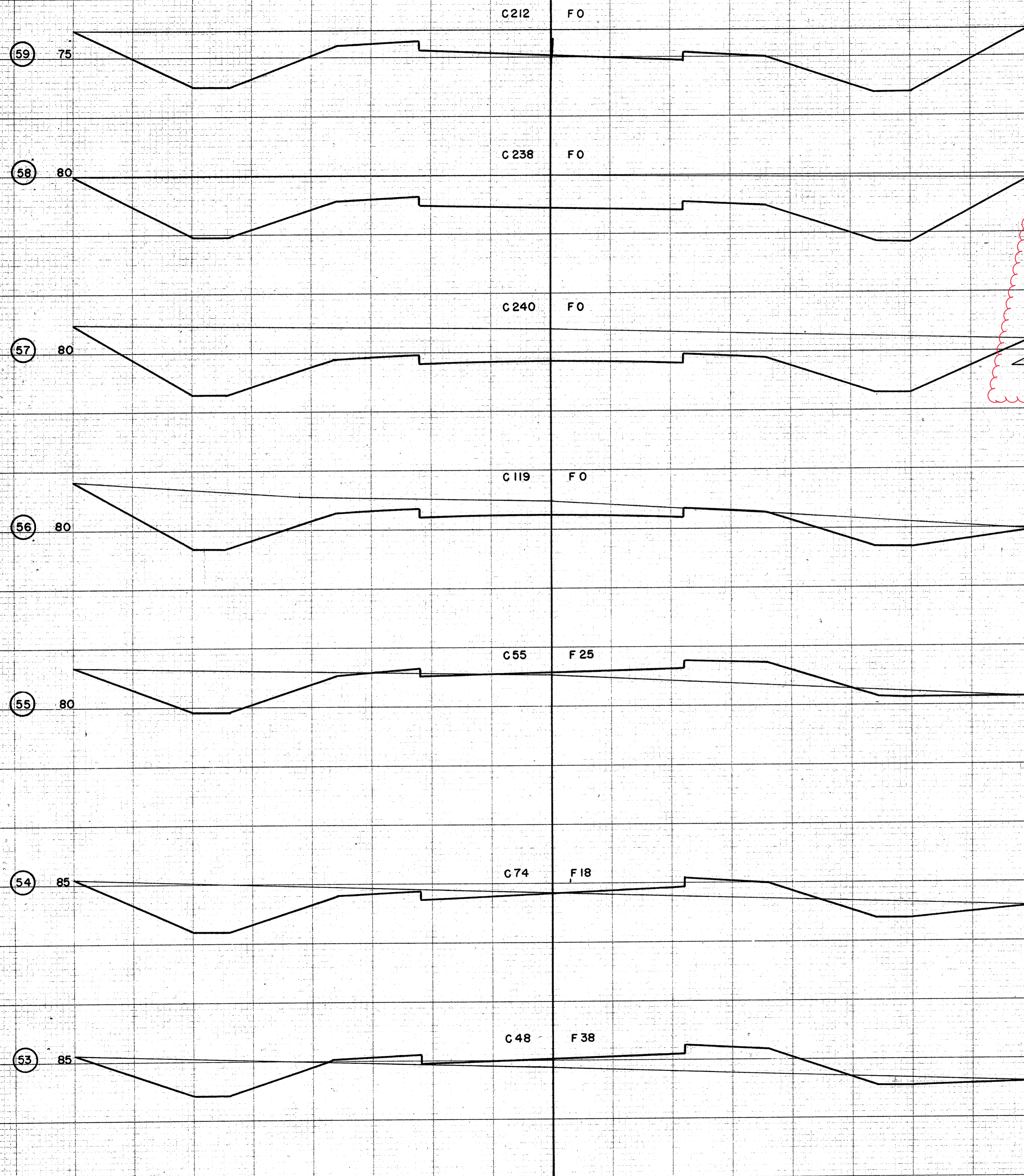
DATE	
BY	
SURVEYED	
NOTE BOOK	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NO.	

PROFILE

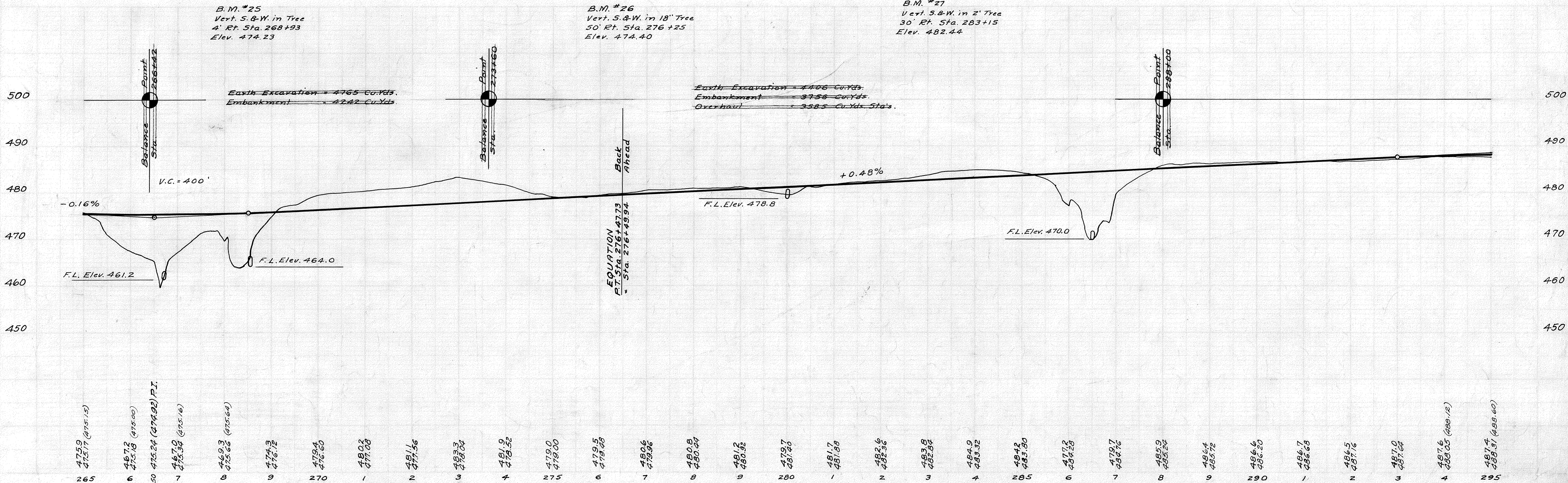
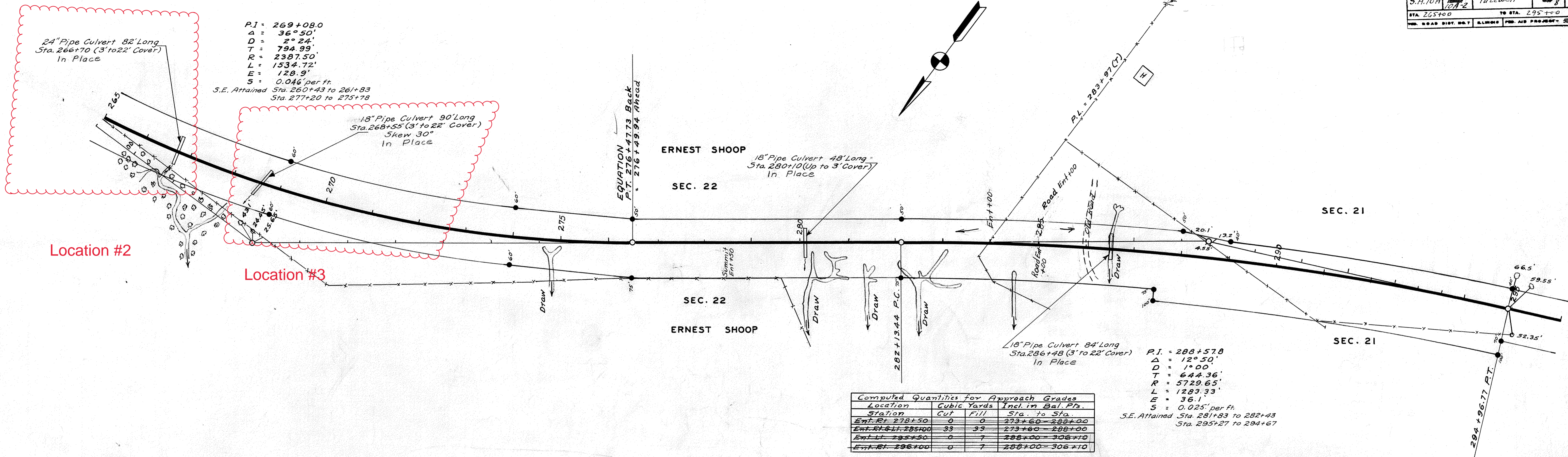
DATE	
BY	
SURVEYED	
NOTE BOOK	
GRADES CHECKED	
B. M. NOTED	
STRUCTURE NOTED VS. CH'D	
NO.	



ROUTE NO.	SECTION	COUNTY	TOTAL S. EX. I.B.	SHEET NO.
F.A.S. 465	25-26	Tazewell	26	15
STA. 53			TO STA. 64	
FED. ROAD DIST. NO. 7		ILLINOIS		PROJECT 5-395 (1)



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.A. 10A	10A-2	Tazewell	8	4
STA. 265+00		TO STA. 295+00		
DESIGNED BY		CHECKED BY		
DRAWN BY		INCHES		

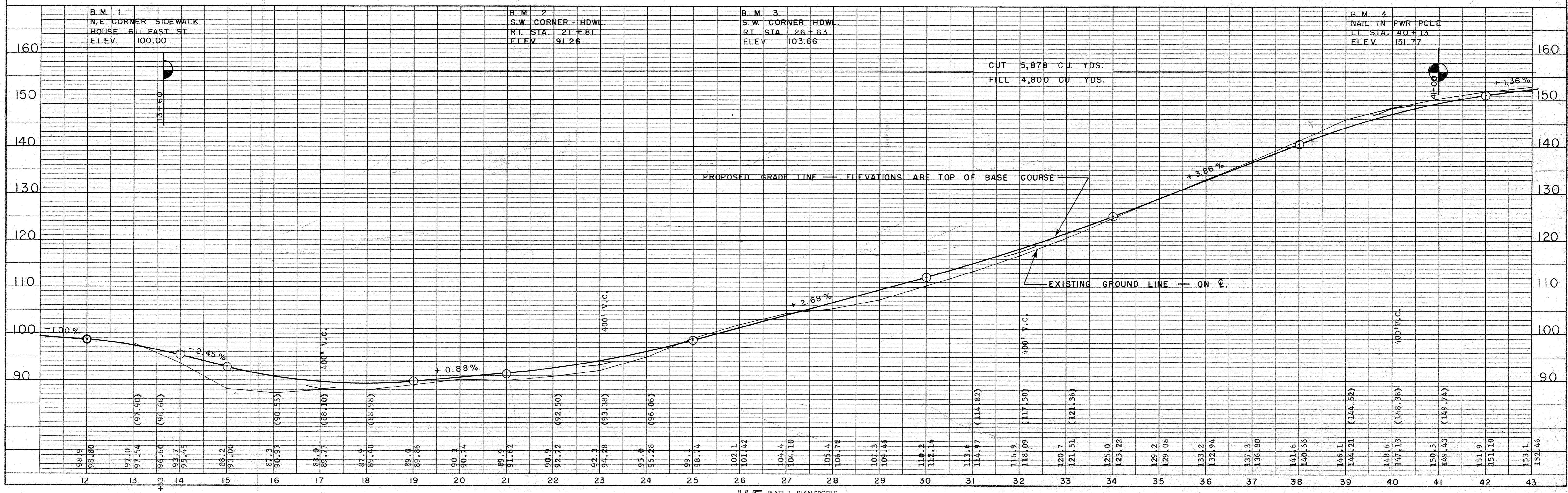
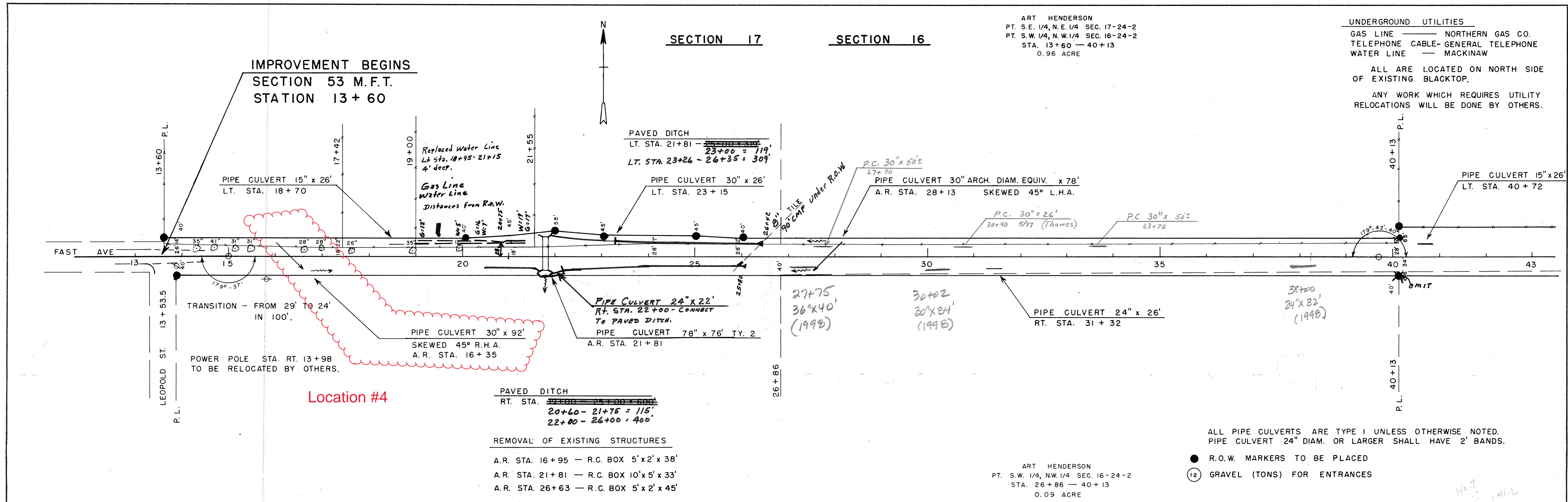


DESIGN
 DESIGNED BY: Wiley & Calhoun
 CHECKED BY: A. E. Day
 INK CHECKED BY: C. Poppe

PLAN
 SURVEYED BY: R.M. Johnson
 PLOTTED BY: J.O. Pokorny
 CHECKED BY: C.A. Calhoun
 INK CHECKED BY: R.E. Day

PLAN SURVEYED BY DATE
 PLOTTED BY
 CHECKED BY
 NOTE BOOK NO.
 STRUCTURE NOTATIONS CH/KC

PROFILE SURVEYED BY DATE
 PLOTTED BY
 CHECKED BY
 NOTE BOOK NO.
 STRUCTURE NOTATIONS CH/KC



PLAN
 SURVEYED, PLOTTED, CHECKED, DATE
 NOTE BOOK NO. DATE
 STRUCTURE, NOTATIONS, CHNGD.

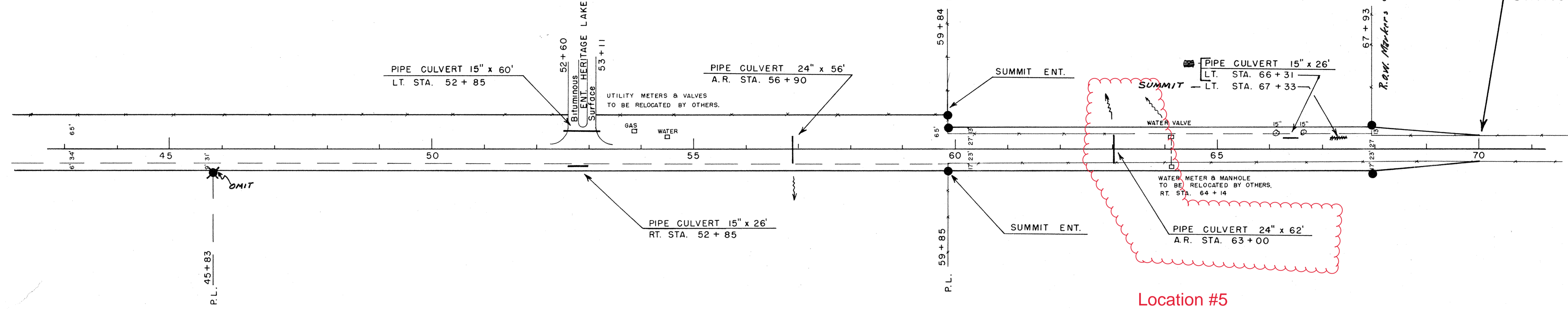
PROFILE
 SURVEYED, PLOTTED, CHECKED, DATE
 NOTE BOOK NO. DATE
 STRUCTURE, NOTATIONS, CHNGD.

AVLAND DEVELOPMENT CORP
 (HERITAGE LAKE)
 STA. 40+13 - 59+84
 EXISTING R.O.W. - 65' FROM E.

OAK KNOLL SANITORIUM
 TAZEWELL COUNTY PROPERTY
 STA. 59+84 - 70+00

Replaced Water Main - 4" plastic
 Sta. 57+50 to 62+70 = 520'
 30' North of E - 4' below ditch

IMPROVEMENT ENDS
 STATION 70+00

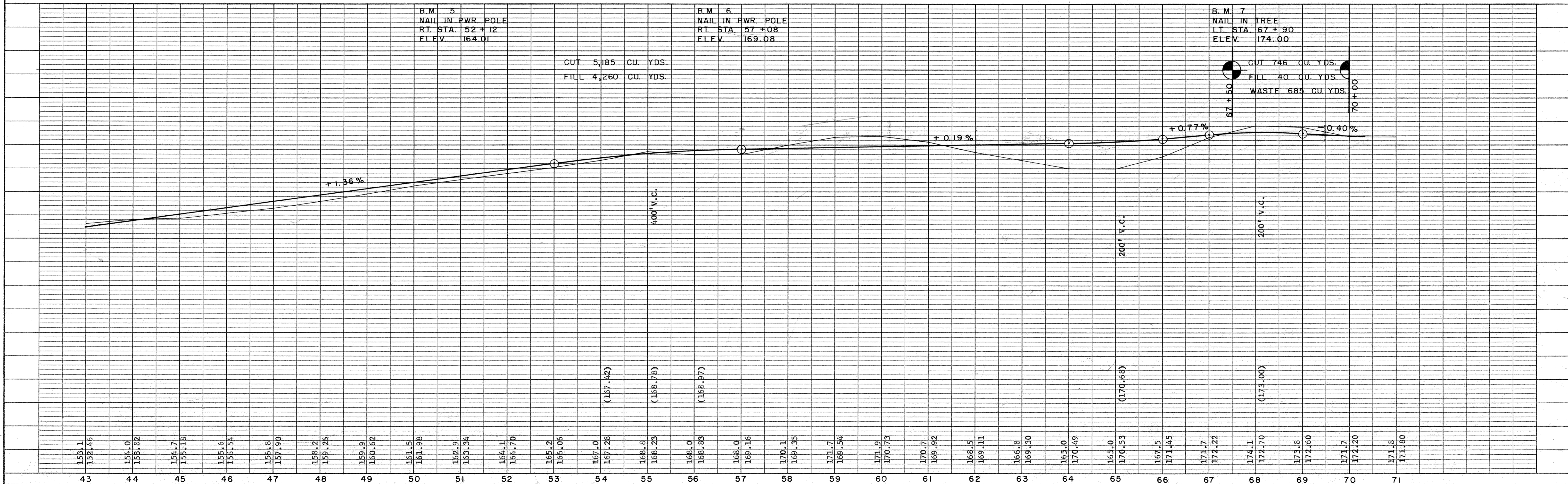


Location #5

VINA F. KILBY
 PT. S.W. 1/4 LOT 24 SEC. 16-24-2
 STA. 40+13 - 45+83
 0.10 ACRE

JOHN PORTER
 PT. S. 1/2 LOT 24 SEC. 16-24-2
 STA. 45+83 - 59+85
 0.42 ACRE

WILBUR WAHL
 PT. E. 1/2 LOT 13 SEC. 16-24-2
 STA. 59+85 - 70+00
 0.36 ACRE



Location #5

63+00 165

← 35'

P.C. 27' x 62'

27' →

56+90 170

← 25'

P.C. 24' x 56'

25' →

28+13 105

SKewed 45° L.H.H.

P.C. 30" DIA ARCH EQUIV. x 78'

SKewed LENGTH = 78'
RT. L. LENGTH = 56'

21+80 90

← 38'

P.C. 78" x 76'

38' →

16+35 90

Location #4

SKEW 45° R.H.H.

P.C. 30" x 92'

SKewed LENGTH = 92'

RT. L. LENGTH = 65'

71 170

CONC. Lid

166.5

BEGIN SPECIAL DITCH

70 170

FINAL SURVEY SURVEYED, BLOTTED, TEMPLATE, NOTE BOOK, AREAS CHECKED, NO.

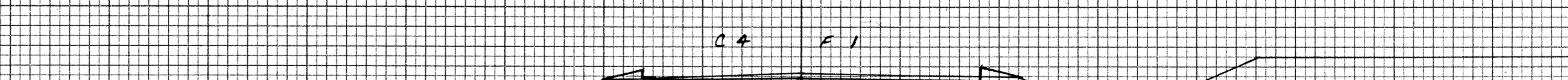
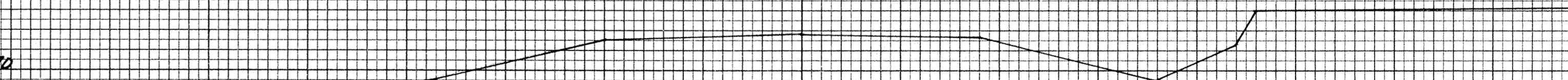
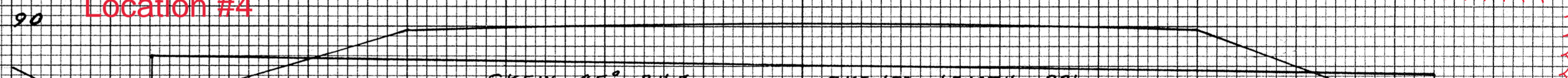
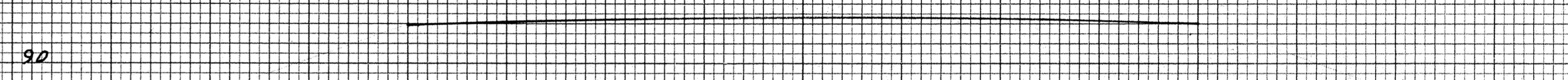
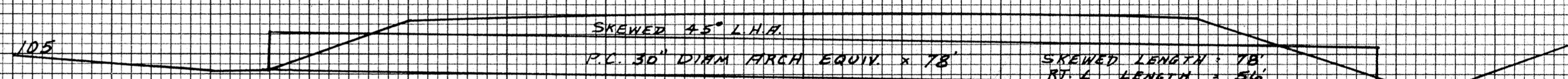
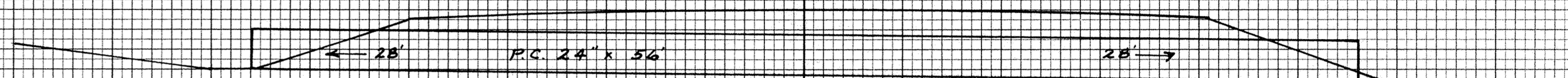
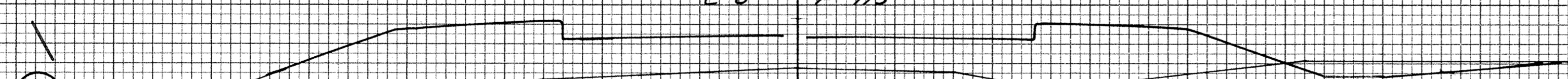
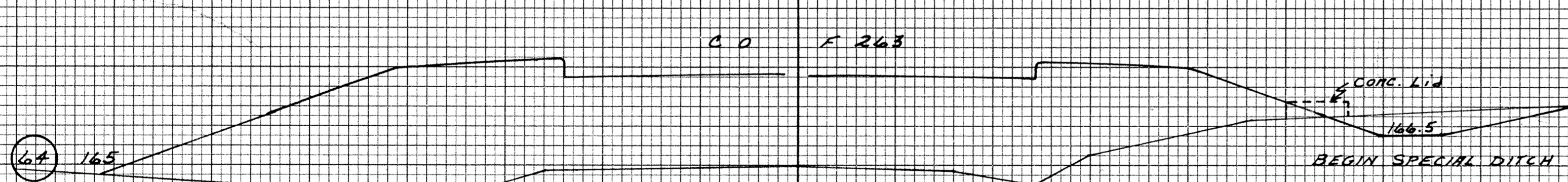
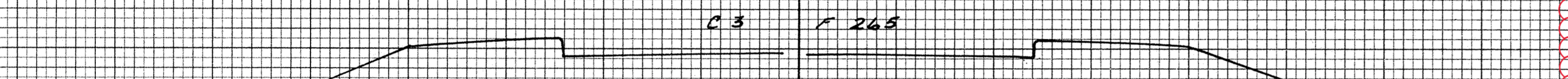
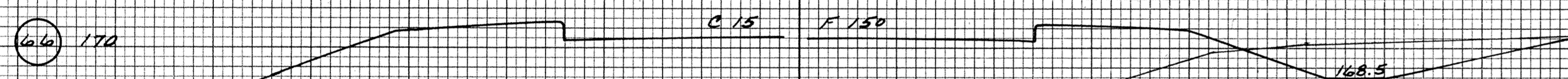
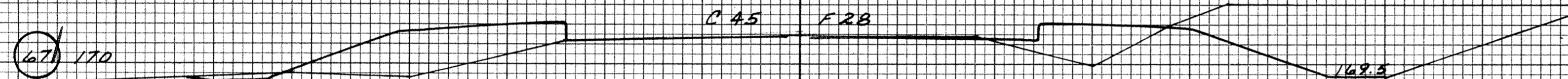
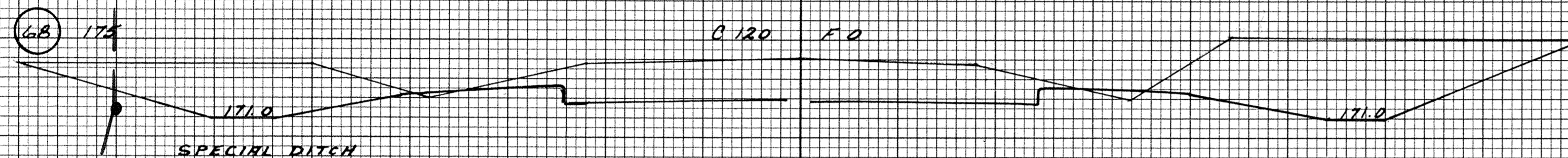
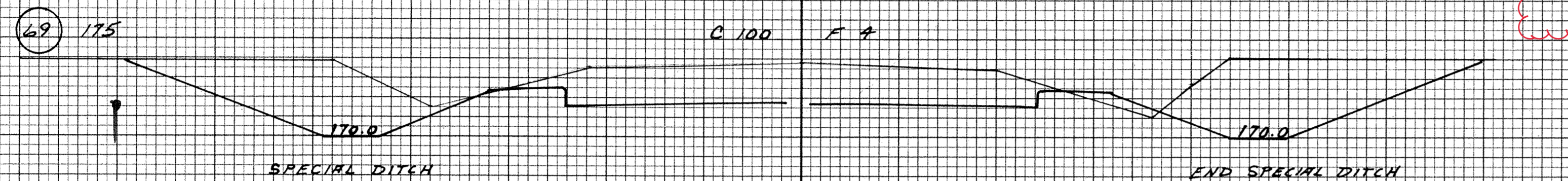
BY

DATE

ORIGINAL SURVEY SURVEYED, BLOTTED, TEMPLATE, NOTE BOOK, AREAS CHECKED, NO.

BY

DATE



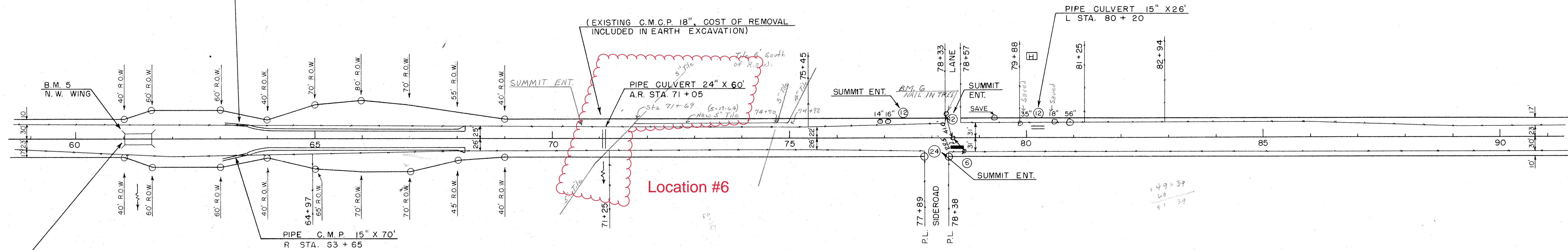
PLAN
 SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK GRABES CHECKED B.M. NOTED NO.
 STRUCTURE NOTATIONS CHECKED NO.

PROFILE
 SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK GRABES CHECKED B.M. NOTED NO.
 STRUCTURE NOTATIONS CHECKED NO.

SPECIAL GUTTER
 OUTLET TYPE 2 — STA. 63+65 TO 64+00 — CLASS X CONCRETE = 4.53 CU. YDS.
 SPECIAL GUTTER — STA. 64+00 TO 68+00 — CLASS X CONCRETE = 4.00 CU. YDS.
 INLET — STA. 68+00 TO 68+20 — CLASS X CONCRETE = 2.09 CU. YDS.
 CAST IRON GRATES — STA. 63+65 370 LBS.

PIPE C.M.P. 15" X 70'
 L STA. 63+65

9 R. ROPP
 S1/2 S1/2 SEC. 1-24-4
 STA. 55+07 — 104+64
 3.12 AC.



OMISSION — BRIDGE
 STA. 61+03 TO 61+61 = 58'
 I BEAM, CONC. FLOOR,
 CONC. H'DR'L, CONC. PILE
 ABUTMENTS.
 ROADWAY = 24'
 HORIZONTAL CL. = 26'
 CONSTRUCTED 1956
 LOADING H-15

SPECIAL GUTTER
 OUTLET TYPE 2 — STA. 63+65 TO 64+00 — CLASS X CONCRETE = 4.53 CU. YDS.
 SPECIAL GUTTER — STA. 64+00 TO 68+00 — CLASS X CONCRETE = 4.00 CU. YDS.
 INLET — STA. 68+00 TO 68+20 — CLASS X CONCRETE = 2.09 CU. YDS.
 CAST IRON GRATES — STA. 63+65 370 LBS.

Reflective Crack Control - 1982
 Sta. 62+25 to 70+00 = 775'

10 VERA TOWNE
 PT. N. 1/2 SEC. 12-24-4
 STA. 78+38 — 99+00
 1.40 AC.

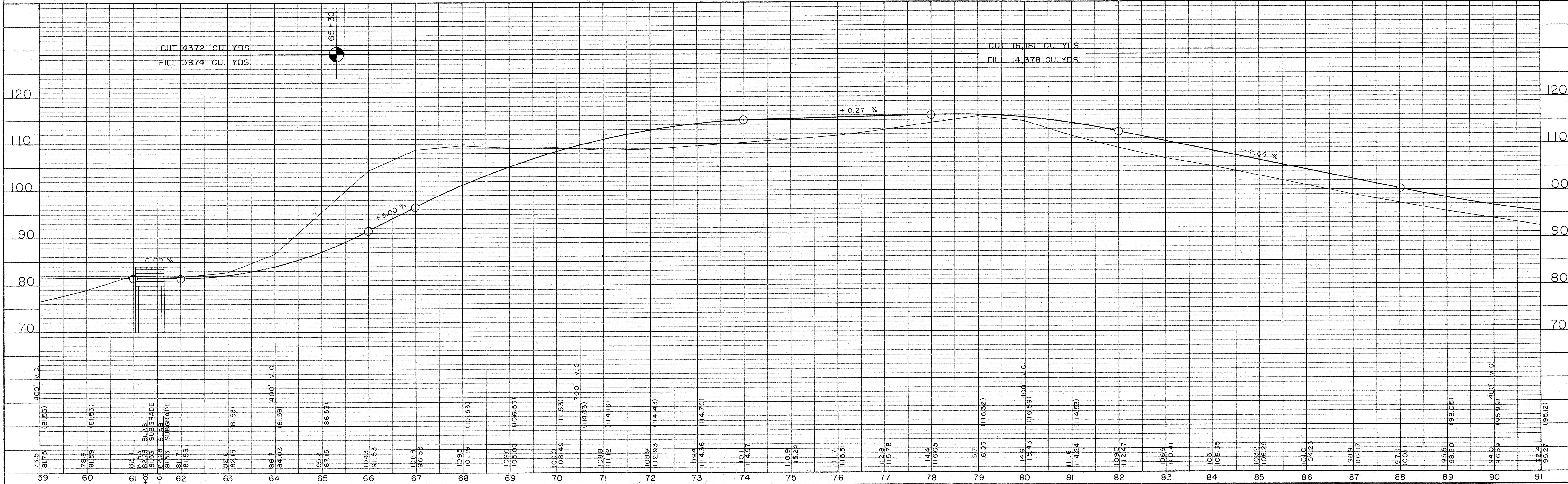
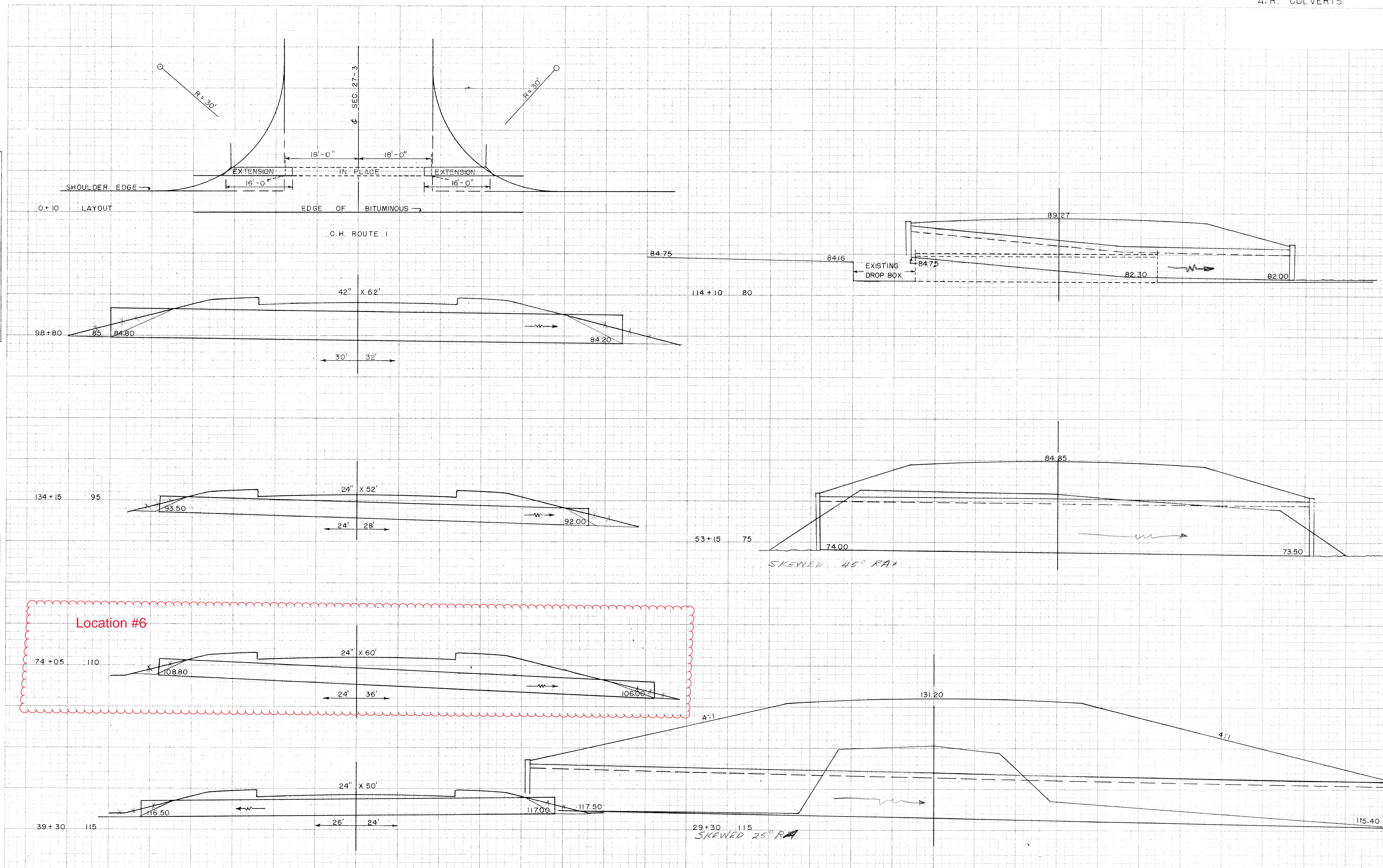


PLATE 1 - PLAN - PROFILE O.P.R. & R.E. STANDARD
 KEUFFEL & ESSER CO., NEW YORK.

K & E Co. No. 347-HP ALBANY, N.Y. MADE IN U.S.A. 22756

FINAL SURVEY BY DATE
 SURVEY PLASTERED
 MOTE BOOK NO. 1001
 MOTE BOOK NO. 1002
 MOTE BOOK NO. 1003
 MOTE BOOK NO. 1004
 MOTE BOOK NO. 1005
 MOTE BOOK NO. 1006
 MOTE BOOK NO. 1007
 MOTE BOOK NO. 1008
 MOTE BOOK NO. 1009
 MOTE BOOK NO. 1010

ORIGINAL SURVEY BY DATE
 SURVEY PLASTERED
 MOTE BOOK NO. 1001
 MOTE BOOK NO. 1002
 MOTE BOOK NO. 1003
 MOTE BOOK NO. 1004
 MOTE BOOK NO. 1005
 MOTE BOOK NO. 1006
 MOTE BOOK NO. 1007
 MOTE BOOK NO. 1008
 MOTE BOOK NO. 1009
 MOTE BOOK NO. 1010



M. S. GERBER
 STA. 215+06 - 224+96
 PT. S W 1/4 SEC. 35-25-4
 5-35-300-001
 0.48 ACRE

ETHEL M. KING
 STA. 224+96 - 240+29
 PT. S1/2 SW 1/4 SEC. 35-25-4
 5-35-300-002
 0.95 ACRE

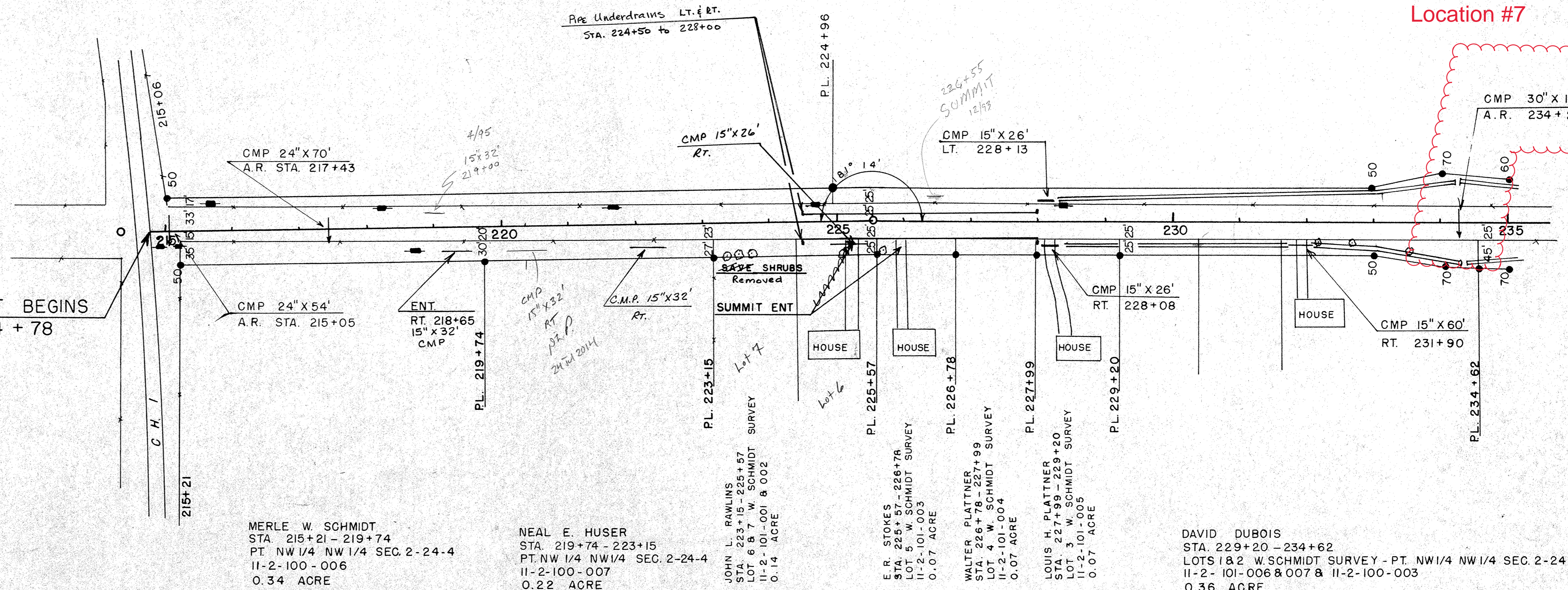
PLAN	SURVEYED	DATE
	PLOTTED	
	CHECKED	
	RT. OF WAY CHECKED	
	NO.	

PROFILE	SURVEYED	DATE
	GRADES CHECKED	
	NO.	



IMPROVEMENT BEGINS
 STATION 214 + 78

Location #7



See Next
 B. Ar. Plan
 Branch & G.R.
 Notes

MERLE W. SCHMIDT
 STA. 215+21 - 219+74
 PT. NW 1/4 NW 1/4 SEC. 2-24-4
 11-2-100-006
 0.34 ACRE

NEAL E. HUSER
 STA. 219+74 - 223+15
 PT. NW 1/4 NW 1/4 SEC. 2-24-4
 11-2-100-007
 0.22 ACRE

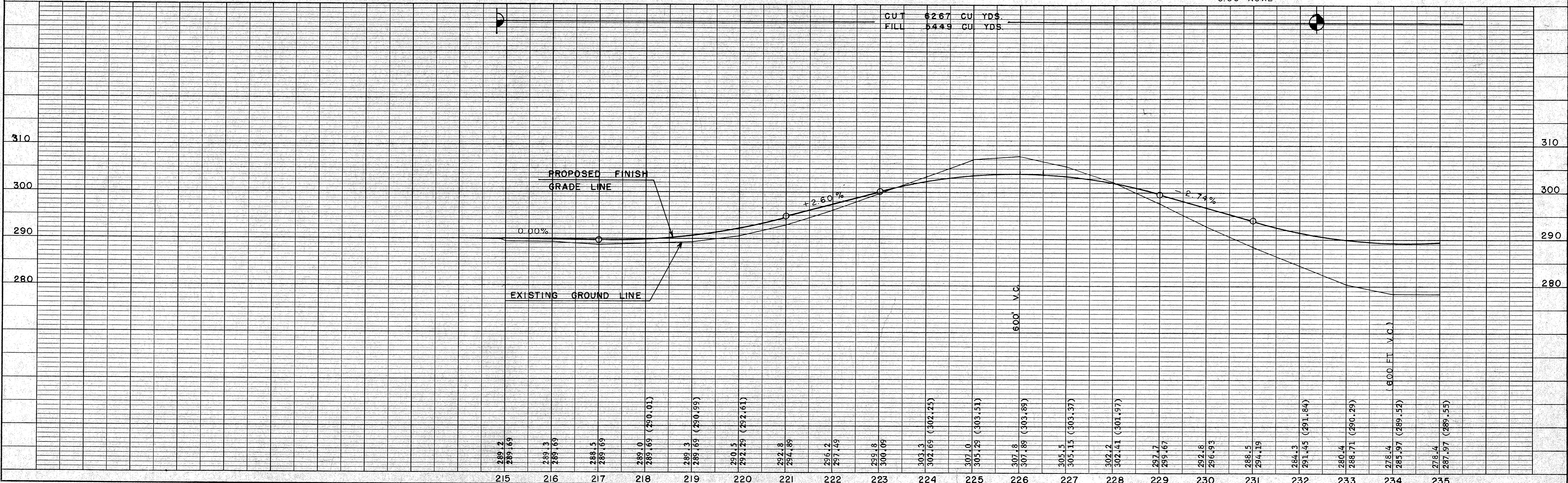
JOHN L. RAWLINS
 STA. 223+15 - 225+57
 LOT 6 & 7 W. SCHMIDT SURVEY
 11-2-101-001 & 002
 0.14 ACRE

F. R. STOKES
 STA. 225+57 - 226+78
 LOT 5 W. SCHMIDT SURVEY
 11-2-101-003
 0.07 ACRE

WALTER PLATTNER
 STA. 226+78 - 227+99
 LOT 1 W. SCHMIDT SURVEY
 11-2-101-004
 0.07 ACRE

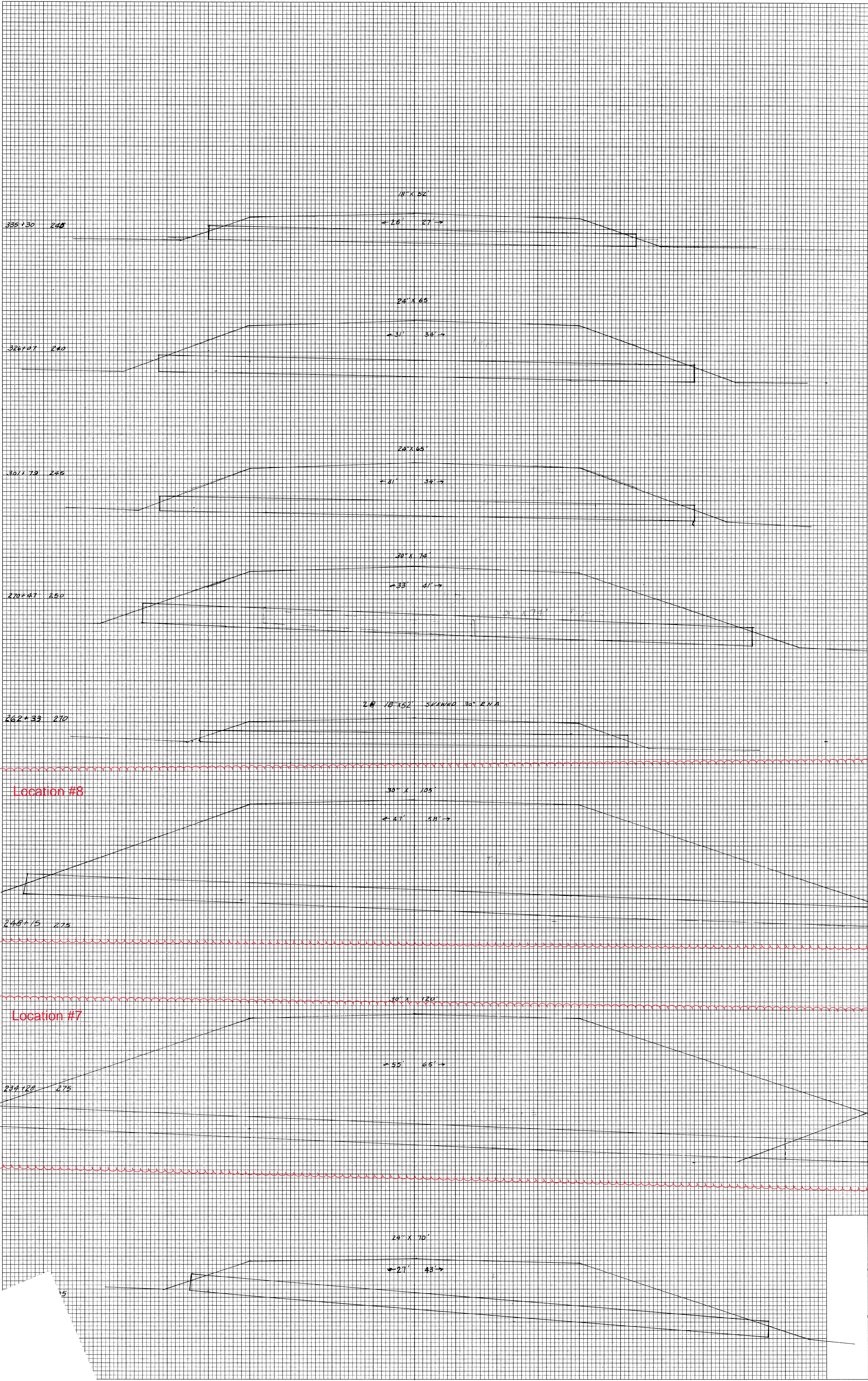
LOUIS H. PLATTNER
 STA. 227+99 - 229+20
 LOT 3 W. SCHMIDT SURVEY
 11-2-101-005
 0.07 ACRE

DAVID DUBOIS
 STA. 229+20 - 234+62
 LOTS 1 & 2 W. SCHMIDT SURVEY - PT. NW 1/4 NW 1/4 SEC. 2-24-4
 11-2-101-006 & 007 & 11-2-100-003
 0.36 ACRE



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS		
	CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS		
	CHECKED		



487095 ALABAMA'S TRAINING PAPER 2833
 K&E PLATE 3, CROSS SECTION
 REUTHER & BERRY CO.

A.R. Roberts

**Prevailing Wage rates for
Tazewell County
effective Sept. 1, 2017**

Trade Title	Region	Type	Class	Base Wage	Fore- man Wage	M-F OT	OSA	OSH	H/W	Pension	Vacation	Training
ASBESTOS ABT-GEN	NW	BLD		26.89	28.39	1.5	1.5	2	7.80	18.85	0.00	0.80
ASBESTOS ABT-GEN	NW	HWY		29.99	31.49	1.5	1.5	2	7.80	20.64	0.00	0.80
ASBESTOS ABT-GEN	SE	BLD		28.00	29.50	1.5	1.5	2	9.00	14.57	0.00	0.80
ASBESTOS ABT-MEC	ALL	BLD		32.78	35.28	1.5	1.5	2	12.12	11.70	0.00	0.72
BOILERMAKER	ALL	BLD		39.50	42.50	2	2	2	7.07	12.47	0.00	0.40
BRICK MASON	ALL	BLD		33.16	34.66	1.5	1.5	2	9.40	10.57	0.00	0.79
CARPENTER	ALL	BLD		32.01	34.26	1.5	1.5	2	8.45	17.10	0.00	0.54
CARPENTER	ALL	HWY		34.04	36.29	1.5	1.5	2	8.45	17.50	0.00	0.52
CEMENT MASON	ALL	BLD		30.52	32.27	1.5	1.5	2	8.26	16.40	0.00	0.50
CEMENT MASON	ALL	HWY		32.11	33.61	1.5	1.5	2	8.25	16.77	0.00	0.50
CERAMIC TILE FNSHER	ALL	BLD		30.86	30.86	1.5	1.5	2	9.40	10.57	0.00	0.77
ELECTRIC PWR EQMT OP	ALL	ALL		43.76	54.80	1.5	1.5	2	6.81	12.25	0.00	0.44
ELECTRIC PWR GRNDMAN	ALL	ALL		29.96	54.80	1.5	1.5	2	6.40	8.39	0.00	0.30
ELECTRIC PWR LINEMAN	ALL	ALL		48.61	54.80	1.5	1.5	2	6.96	13.61	0.00	0.49
ELECTRIC PWR TRK DRV	ALL	ALL		31.42	54.80	1.5	1.5	2	6.44	8.80	0.00	0.31
ELECTRICIAN	ALL	BLD		35.71	38.21	1.5	1.5	2	7.55	12.21	0.00	0.80
ELECTRONIC SYS TECH	ALL	BLD		28.00	30.00	1.5	1.5	2	7.10	11.44	0.00	0.40
ELEVATOR CONSTRUCTOR	ALL	BLD		43.43	48.86	2	2	2	15.28	15.71	3.47	0.60
GLAZIER	ALL	BLD		34.87	34.87	1.5	1.5	1.5	10.50	7.70	0.00	1.25
HT/FROST INSULATOR	ALL	BLD		43.70	46.20	1.5	1.5	2	12.12	12.96	0.00	0.72
IRON WORKER	ALL	BLD		32.41	34.31	1.5	1.5	2	10.66	15.47	0.00	0.54
IRON WORKER	ALL	HWY		36.82	38.82	1.5	1.5	2	10.66	15.47	0.00	0.64
LABORER	NW	BLD		25.89	27.39	1.5	1.5	2	7.80	18.85	0.00	0.80

LABORER	NW	HWY		29.24	30.74	1.5	1.5	2	7.80	20.64	0.00	0.80
LABORER	SE	BLD		28.00	29.50	1.5	1.5	2	9.00	14.57	0.00	0.80
LABORER	SE	HWY		32.00	33.50	1.5	1.5	2	9.00	16.62	0.00	0.80
LATHER	ALL	BLD		32.01	34.26	1.5	1.5	2	8.45	17.10	0.00	0.54
MACHINERY MOVER	ALL	HWY		35.98	37.98	1.5	1.5	2	9.49	13.91	0.00	0.00
MACHINIST	ALL	BLD		45.35	47.85	1.5	1.5	2	7.26	8.95	1.85	0.00
MARBLE FINISHERS	ALL	BLD		30.86		1.5	1.5	2	9.40	10.57	0.00	0.77
MARBLE MASON	ALL	BLD		32.61	33.86	1.5	1.5	2	9.40	10.57	0.00	0.78
MILLWRIGHT	ALL	BLD		31.74	33.99	1.5	1.5	2	8.45	17.72	0.00	0.54
MILLWRIGHT	ALL	HWY		33.59	35.33	1.5	1.5	2	8.20	16.95	0.00	0.52
OPERATING ENGINEER	ALL	BLD	1	39.69	42.69	1.5	1.5	2	9.00	19.23	0.00	3.00
OPERATING ENGINEER	ALL	BLD	2	36.83	42.69	1.5	1.5	2	9.00	19.23	0.00	3.00
OPERATING ENGINEER	ALL	BLD	3	32.12	42.69	1.5	1.5	2	9.00	19.23	0.00	3.00
OPERATING ENGINEER	ALL	HWY	1	39.69	42.69	1.5	1.5	2	9.00	19.23	0.00	3.00
OPERATING ENGINEER	ALL	HWY	2	36.83	42.69	1.5	1.5	2	9.00	19.23	0.00	3.00
OPERATING ENGINEER	ALL	HWY	3	32.12	42.69	1.5	1.5	2	9.00	19.23	0.00	3.00
PAINTER	ALL	ALL		35.35	37.35	1.5	1.5	1.5	10.30	8.20	0.00	1.35
PAINTER SIGNS	ALL	BLD		37.45	42.05	1.5	1.5	2	2.60	3.18	0.00	0.00
PILEDRIVER	ALL	BLD		33.01	35.26	1.5	1.5	2	8.45	17.10	0.00	0.54
PILEDRIVER	ALL	HWY		34.04	36.29	1.5	1.5	2	8.45	17.50	0.00	0.52
PIPEFITTER	ALL	BLD		38.90	43.18	1.5	1.5	2	7.10	12.53	0.00	1.06
PLASTERER	ALL	BLD		29.41	30.66	1.5	1.5	2	8.40	16.74	0.00	0.80
PLUMBER	ALL	BLD		35.57	38.77	1.5	1.5	2	7.10	14.71	0.00	0.95
ROOFER	ALL	BLD		31.00	32.55	1.5	1.5	2	9.00	9.20	0.00	0.30
SHEETMETAL WORKER	ALL	BLD		32.75	34.39	1.5	1.5	2	9.37	16.46	0.00	0.80
SIGN HANGER	ALL	HWY		36.82	38.82	1.5	1.5	2	10.66	15.47	0.00	0.64
SPRINKLER FITTER	ALL	BLD		37.12	39.87	1.5	1.5	2	8.42	8.50	0.00	0.35
STEEL ERECTOR	ALL	HWY		36.82	38.82	1.5	1.5	2	10.66	15.47	0.00	0.64
STONE MASON	ALL	BLD		33.16	34.66	1.5	1.5	2	9.40	10.57	0.00	0.79
TERRAZZO FINISHER	ALL	BLD		30.86		1.5	1.5	2	9.40	10.57	0.00	0.77
TERRAZZO MASON	ALL	BLD		32.61	32.61	1.5	1.5	2	9.40	10.57	0.00	0.78

TILE MASON	ALL	BLD		32.61	33.86	1.5	1.5	2	9.40	10.57	0.00	0.78
TRUCK DRIVER	ALL	ALL	1	36.15	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	2	36.67	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	3	36.91	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	4	37.25	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	ALL	5	38.23	40.04	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	1	28.92	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	2	29.34	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	3	29.53	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	4	29.80	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TRUCK DRIVER	ALL	O&C	5	30.58	32.03	1.5	1.5	2	12.16	5.89	0.00	0.25
TUCKPOINTER	ALL	BLD		33.16	34.66	1.5	1.5	2	9.40	10.57	0.00	0.79

Legend

M-F OT Unless otherwise noted, OT pay is required for any hour greater than 8 worked each day, Mon through Fri. The number listed is the multiple of the base wage.

OSA Overtime pay required for every hour worked on Saturdays

OSH Overtime pay required for every hour worked on Sundays and Holidays

H/W Health/Welfare benefit

Explanations TAZEWELL COUNTY

ASBESTOS - See Laborers

CARPENTERS (NORTH) - That part of the county North including the towns of Marquette Hts., Morton, Creve Coeur and Deer Creek.

LABORERS (NORTHWEST) - The area bounded by the old city limits of East Peoria.

MILLWRIGHTS - See Carpenters PILEDRIVERS - See Carpenters

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

Oil and chip resealing (O&C) means the application of road oils and liquid asphalt to coat an existing road surface, followed by application of aggregate chips or gravel to coated surface, and subsequent rolling of material to seal the surface.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - Removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

CERAMIC TILE FINISHER, MARBLE FINISHER, TERRAZZO FINISHER

Assisting, helping or supporting the tile, marble and terrazzo mechanic by performing their historic and traditional work assignments required to complete the proper installation of the work covered by said crafts. The term "Ceramic" is used for naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

ELECTRONIC SYSTEMS TECHNICIAN

Installation, service and maintenance of low-voltage systems which utilizes the transmission and/or transference of voice, sound, vision, or digital for commercial, education, security and entertainment purposes for the following: TV monitoring and surveillance, background/foreground music, intercom and telephone interconnect, field programming, inventory control systems, microwave transmission, multi-media, multiplex, radio page, school, intercom and sound burglar alarms and low voltage master clock systems.

Excluded from this classification are energy management systems, life safety systems, supervisory controls and data acquisition systems not intrinsic with the above listed systems, fire alarm systems, nurse call systems and raceways exceeding fifteen feet in length.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION Class 1. Drivers on 2 axle trucks hauling less than 9 ton. Air compressor and welding machines and brooms, including those pulled by separate units, truck driver helpers, warehouse employees, mechanic helpers, greasers and tiremen, pickup trucks when hauling materials, tools, or workers to and from and on-the-job site, and fork lifts up to 6,000 lb. capacity.

Class 2. Two or three axle trucks hauling more than 9 ton but hauling less than 16 ton. A-frame winch trucks, hydrolift trucks, vector trucks or similar equipment when used for transportation purposes. Fork lifts over 6,000 lb. capacity, winch trucks, four axle combination units, and ticket writers.

Class 3. Two, three or four axle trucks hauling 16 ton or more. Drivers on water pulls, articulated dump trucks, mechanics and working forepersons, and dispatchers. Five axle or more combination units.

Class 4. Low Boy and Oil Distributors.

Class 5. Drivers who require special protective clothing while employed on hazardous waste work.

TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.

This shall encompass laborers, workers and mechanics who drive contractor or subcontractor owned, leased, or hired pickup, dump, service, or oil distributor trucks. The work includes transporting materials and equipment (including but not limited to, oils, aggregate supplies, parts, machinery and tools) to or from the job site; distributing oil or liquid asphalt and aggregate; stock piling material when in connection with the actual oil and chip contract. The Truck Driver (Oil & Chip Resealing) wage classification does not include supplier delivered materials.

OPERATING ENGINEERS - BUILDING

Class 1. Cranes; Overhead Cranes; Gradall; All Cherry Pickers; Mechanics; Central Concrete Mixing Plant Operator; Road Pavers (27E - Dual Drum - Tri Batchers); Blacktop Plant Operators and Plant Engineers; 3 Drum Hoist; Derricks; Hydro Cranes; Shovels; Skimmer Scoops; Koehring Scooper; Drag Lines; Backhoe; Derrick Boats; Pile Drivers and Skid Rigs; Clamshells; Locomotive Cranes; Dredge (all types) Motor Patrol; Power Blades - Dumore - Elevating and similar types; Tower Cranes (Crawler-Mobile) and Stationary; Crane-type Backfiller; Drott Yumbo and similar types considered as Cranes; Caisson Rigs; Dozer; Tournadozer; Work Boats; Ross Carrier; Helicopter; Tournapulls - all and similar types; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Heavy Equipment Greaser; CMI, CMI Belt Placer, Auto Grade & 3 Track and similar types; Side Booms; Multiple Unit Earth Movers; Creter Crane; Trench Machine; Pump-crete-Belt Crete-Squeeze Cretes-Screw-type Pumps and Gypsum; Bulker & Pump - Operator will clean; Formless Finishing Machine; Flaherty Spreader or similar

types; Screed Man on Laydown Machine; Wheel Tractors (industrial or Farm-type w/Dozer-Hoe-Endloader or other attachments); F.W.D. & Similar Types; Vermeer Concrete Saw.

Class 2. Dinkeys; Power Launches; PH One-pass Soil Cement Machine (and similar types); Pugmill with Pump; Backfillers; Euclid Loader; Forklifts; Jeeps w/Ditching Machine or other attachments; Tuneluger; Automatic Cement and Gravel Batching Plants; Mobile Drills (Soil Testing) and similar types; Gurries and Similar Types; (1) and (2) Drum Hoists (Buck Hoist and Similar Types); Chicago Boom; Boring Machine & Pipe Jacking Machine; Hydro Boom; Dewatering System; Straw Blower; Hydro Seeder; Assistant Heavy Equipment Greaser on Spread; Tractors (Track type) without Power Unit pulling Rollers; Rollers on Asphalt -- Brick Macadem; Concrete Breakers; Concrete Spreaders; Mule Pulling Rollers; Center Stripper; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Cement Finishing Machine; Barber Green or similar loaders; Vibro Tamper (All similar types) Self-propelled; Winch or Boom Truck; Mechanical Bull Floats; Mixers over 3 Bag to 27E; Tractor pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Truck Type Hoptoe Oilers; Fireman; Spray Machine on Paving; Curb Machines; Truck Crane Oilers; Oil Distributor; Truck-Mounted Saws.

Class 3. Air Compressor; Power Subgrader; Straight Tractor; Trac Air without attachments; Herman Nelson Heater, Dravo, Warner, Silent Glo, and similar types; Roller: Five (5) Ton and under on Earth or Gravel; Form Grader; Crawler Crane & Skid Rig Oilers; Freight Elevators - permanently installed; Pump; Light Plant; Generator; Conveyor (1) or (2) - Operator will clean; Welding Machine; Mixer (3) Bag and Under (Standard Capacity with skip); Bulk Cement Plant; Oiler on Central Concrete Mixing Plant.

OPERATING ENGINEERS - HEAVY AND HIGHWAY CONSTRUCTION

CLASS 1. Cranes; Hydro Cranes; Shovels; Crane Type Backfiller; Tower, Mobile, Crawler, & Stationary Cranes; Derricks; Hoists (3 Drum); Draglines; Drott Yumbo & Similar Types considered as Cranes; 360 Degree Swing Excavator (Shears, Grapples, Movacs, etc.); Back Hoe; Derrick Boats; Pile Driver and Skid Rigs; Clam Shell; Locomotive - Cranes; Road Pavers - Single Drum - Dual Drum - Tri Batcher; Motor Patrols & Power Blades - Dumore - Elevating & Similar Types; Mechanics; Central Concrete Mixing Plant Operator; Asphalt Batch Plant Operators and Plant Engineers; Gradall; Caisson Rigs; Skimmer Scoop - Koering Scooper; Dredges (all types); Hoptoe; All Cherry Pickers; Work Boat; Ross Carrier; Helicopter; Dozer; Tournadozer; Tournapulls - all and similar types; Operation of Concrete and all Recycle Machines; Multiple Unit Earth Movers; Scoops (all sizes); Pushcats; Endloaders (all types); Asphalt Surfacing Machine; Slip Form Paver; Rock Crusher; Operation of Material Crusher, Screening Plants, and Tunnel Boring Machine; Heavy Equipment Greaser (top greaser on spread); CMI, Auto Grade, CMI Belt Placer & 3 Track and Similar Types; Side Booms; Asphalt Heater & Planer Combination (used to plane streets); Wheel Tractors (with Dozer, Hoe or Endloader Attachments); CAT Earthwork Compactors and Similar Types; Blaw Knox Spreader and Similar Types; Trench Machines; Pump Crete - Belt Crete - Squeeze Crete - Screw Type Pumps and Gypsum (operator will clean); Creter Crane; Operation of Concrete Pump Truck; Formless Finishing

Machines; Flaherty Spreader or Similar Types; Screed Man on Laydown Machine; Vermeer Concrete Saw; Operation of Laser Screed; Span Saw; Dredge Leverman; Dredge Engineer; Lull or Similar Type; Hydro-Boom Truck; Operation of Guard Rail Machine; and Starting Engineer on Pipeline or Construction (11 or more pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc, and Ground Heater (Trailer Mounted).

CLASS 2. Bulker & Pump; Power Launches; Boring Machine & Pipe Jacking Machine; Dinkeys; Operation of Carts, Powered Haul Unit for a Boring Machine; P & H One Pass Soil Cement Machines and Similar Types; Wheel Tractors (Industry or Farm Type - Other); Back Fillers; Euclid Loader; Fork Lifts; Jeep w/Ditching Machine or Other Attachments; Tunneluger; Automatic Cement & Gravel Batching Plants; Mobile Drills - Soil Testing and Similar Types; Pugmill with Pump; All (1) and (2) Drum Hoists; Dewatering System; Straw Blower; Hydro-Seeder; Bump Grinders (self-propelled); Assistant Heavy Equipment Greaser; Apsco Spreader; Tractors (Track-Type) without Power Units Pulling Rollers; Rollers on Asphalt - Brick or Macadam; Concrete Breakers; Concrete Spreaders; Cement Strippers; Cement Finishing Machines & CMI Texture & Reel Curing Machines; Vibro-Tampers (All Similar Types Self-Propelled); Mechanical Bull Floats; Self-Propelled Concrete Saws; Truck Mounted Power Saws; Operation of Curb Cutters; Mixers - Over Three (3) Bags; Winch and Boom Trucks; Tractor Pulling Power Blade or Elevating Grader; Porter Rex Rail; Clary Screed; Mule Pulling Rollers; Pugmill without Pump; Barber Greene or Similar Loaders; Track Type Tractor w/Power Unit attached (minimum); Fireman; Spray Machine on Paving; Curb Machines; Paved Ditch Machine; Power Broom; Self-Propelled Sweepers; Self-Propelled Conveyors; Power Subgrader; Oil Distributor; Straight Tractor; Truck Crane Oiler; Truck Type Oilers; Directional Boring Machine; Horizontal Directional Drill; Articulating End Dump Vehicles; Starting Engineer on Pipeline or Construction (6 -10 pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc., and Ground Heater (Trailer Mounted).

CLASS 3. Straight Framed Truck Mounted Vac Unit (separately powered); Trac Air Machine (without attachments); Rollers - Five Ton and Under on Earth and Gravel; Form Graders; Bulk Cement Plant; Oilers; and Starting Engineer on Pipeline or Construction (3 - 5 pieces) including: Air Compressor (Trailer Mounted), All Forced Air Heaters (regardless of Size), Water Pumps (Greater than 4-1/2" or Total Discharge Over 4-1/2"), Light Plants, Generators (Trailer Mounted - Excluding Decontamination Trailer), Welding Machines (Any Size or Mode of Power), Conveyor, Mixer (any size), Stud Welder, Power Pac, etc., and Ground Heater (Trailer Mounted).

Other Classifications of Work:

For definitions of classifications not otherwise set out, the Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.