



**Request for Proposal  
Wickliffe Street to Collinsville Road Sanitary Sewer Replacement Plans  
City of Troy, IL**

**BID RESPONSES MUST BE RECEIVED BY: 10:00am local time on Thursday, November 9<sup>th</sup>, 2023.**

The City of Troy seeks a qualified contractor for a sanitary sewer replacement with commercial entrance restoration project.

Please submit any questions regarding this bid in writing to the City Engineer, Tom Cissell via email to:

[tom.cissell@oatesassociates.com](mailto:tom.cissell@oatesassociates.com).

All addenda will be posted on: [www.troyil.us](http://www.troyil.us)

**MAILING INSTRUCTION:** Print or type Bid Title and Due Date on the lower left hand corner of the envelope or package. Delivered **SEALED BIDS** must be received in the Administration Office prior to **10:00am on November 9<sup>th</sup>, 2023**. Bids will be opened by the Purchasing Manager at the location listed below.

**RETURN BID TO:**  
 City of Troy Public Works  
 Attn: Tom Cissell  
 116 E. Market St.  
 Troy, IL 62294

By signing this cover page, the bidder shall hereby declare understanding, agreement and certification of compliance to provide the items and/or services, at the prices quoted, in accordance with all requirements and specifications contained herein and the Terms and Conditions. In addition, the bidder shall further agree that upon receipt of an authorized purchase order from the City of Troy or when a Contract Resolution is signed and issued by an authorized official of the City of Troy, a binding contract shall exist between the bidder and the City of Troy.

**SIGNATURE REQUIRED / RETURN WITH BID**

LEGAL NAME OF ENTITY/INDIVIDUAL FILED WITH IRS FOR THIS TAX ID NO.	DOING BUSINESS AS (DBA) NAME
MAILING ADDRESS	
CITY, STATE, ZIP CODE	
CONTACT PERSON	EMAIL ADDRESS
PHONE NUMBER	FAX NUMBER
TAXPAYER ID NUMBER (TIN)	TAXPAYER ID (TIN) TYPE (CHECK ONE) _____ FEIN      _____ SSN
VENDOR TAX FILING TYPE WITH IRS (CHECK ONE) _____ Individual/Sole Proprietor    _____ C Corporation    _____ S Corporation    _____ Partnership    _____ LLC, Class _____ Other _____	
AUTHORIZED SIGNATURE	DATE
PRINTED NAME	TITLE

The City of Troy reserves the right to accept or refuse any or all bids.

**CITY OF TROY, ILLINOIS**  
**GENERAL TERMS AND CONDITIONS OF BIDDING**

1. **Opening Location:** Sealed proposals will be received at City of Troy Municipal Building, 116 E. Market. St., Troy, IL 62294, until the proposal closing date and time indicated above.
2. **Opening of advertised proposals:** The vendor and public are invited, but not required, to attend the opening of proposals. No decision related to an award of a contract or purchase order will be made at the opening.
3. **Submittal of Proposals:** Proposals must be submitted in a sealed envelope identified with the bid title and date of closing on the outside. Facsimile, telephone and email proposals will NOT be considered. Proposals will not be accepted after the due date and time.
4. All proposals shall be submitted FOB Destination Troy, Illinois 62294, freight prepaid (unless otherwise stated).
5. **Prices Bid:** Give unit price, extended total or both if applicable. Price must be stated in units of quantity specified in the bidding specifications. In case of discrepancy in computing the amount of the Bid, the unit price of the Bid will govern. Each item must be bid separately, and no attempt is to be made to tie any item or items in with any other item or items.
6. **Taxes:** Do NOT include Federal Excise Tax or Sales and Use Tax in the bid prices, as the City is exempt from them by law. Tax Exemption Certificate will be furnished if required.
7. **Estimated Quantities:** The estimated quantities indicated in this Request for Proposal represent anticipated requirements only. The right is reserved to exceed or diminish these estimates.
8. **Bid Forms, Variances, and Alternates:** Bids must be submitted on attached City bid forms, although additional information may be attached. Bidders must indicate any variances from the City requested specifications and/or terms and conditions, on the Affidavit of Compliance. Otherwise, bidders must fully comply with the City requested specifications and terms and conditions. Alternate Bids may or may not be considered at the sole discretion of the City of Troy.
9. **“Or Equal” Interpretation:** When a particular manufacturer’s name or brand is specified along with the words “or equal”, Quotations will be considered on other brands or the product of other manufacturers. On all such Quotations the bidder shall indicate clearly the product (brand and model number) on which he is bidding, and shall supply a sample or sufficient data in detail to enable an intelligent comparison to be made with the particular brand or manufacturer specified. Catalog cuts and technical descriptive data shall be attached to the original copy of the quote where applicable. Failure to submit the above information may be sufficient grounds for the rejection of quote.
10. **Withdrawal of Bids:** Bids or proposals may be revised, modified, or withdrawn by the bidder at any time prior to opening. Any such revision, modification, or withdrawal shall be in writing. After the bids are opened, they shall be irrevocable for the period sixty (60) days. Bids or proposals may not be withdrawn or revised after opening unless specified in the RFP.
11. **Clarification and Addenda:** Each bidder shall examine all Bid documents and shall judge all matters relating to the adequacy and accuracy of such documents. Any inquiries or suggestions, concerning interpretation, clarification, or additional information pertaining to the Request for Proposal shall be made through the Administration Office in writing or through email. The Administration Office shall not be responsible for oral interpretations given by any City employee, representative, or others. The issuance of written addenda is the official method whereby interpretation, clarification, or additional information can be given. It shall be the responsibility of each bidder, prior to submitting their Bid, to contact the Administration Office at phone number 618-667-9924 or [jkeeven@troyil.us](mailto:jkeeven@troyil.us), to determine if addenda were issued and to make such addenda a part of their Bid. Any and all addendums will be posted on the City’s web site ([www.troyil.us](http://www.troyil.us)) under Current Bid Opportunities.
12. **Contract Forms:** Any agreement, contract, or purchase order resulting from the acceptance of a Bid shall be on forms either supplied by or approved by the City.
13. **Reserved Rights:** The City reserves the right to make such investigations as it deems necessary to make the determination of the bidder’s responsiveness and responsibility. Such information may include, but shall not be limited to: current financial statement, verification of availability of equipment and personnel, and past performance records.

14. **The Right to Audit:** *The bidder agrees to furnish supporting detail as may be required by the City to support charges or invoices, to make available for audit purposes all records covering charges pertinent to the purchase, and to make appropriate adjustments in the event discrepancies are found.*
15. **Applicable Law:** *All applicable laws and regulations of the State of Illinois and the City will apply to any resulting agreement, contract, or purchase order. Further, any and all disputes arising out of and/or related in any way to this RFB process or any contract executed after bid acceptance. and/or the work at issue which is the subject of this RPB, shall be filed exclusively in the Circuit Court for the Third Judicial Circuit, Madison County, Illinois.*
16. **Right to Protest:** *Protestors shall seek resolution of their complaints initially with the City Administration Office. Any protest must state the basis upon which the solicitation or award is contested and shall be submitted within ten (10) calendar days after such aggrieved person knew or could have reasonably been expected to know of the facts giving rise thereto.*
17. **Quality Guaranty:** *If any product delivered does not meet applicable specifications or if the product will not produce the effect that the bidder represents to the City, the bidder shall pick up the product from the City at no expense. Also, the Bidder shall refund to the City any money which has been paid for same. The bidder will be responsible for any and all costs and attorney fees in the event the bidder defaults and court action is required.*
18. **Quality Terms:** *The City reserves the right to reject any or all materials if, in its judgment, the item reflects unsatisfactory workmanship, manufacturing, or shipping damages.*
19. **No-Bid:** *In the event you are unable to quote on this requirement, please return the "No-bid Response Form", on or before the bid closing date. Please indicate the reason(s) you are unable to participate in this solicitation.*
20. **Bid Tabulation:** *Bidders may request a copy of the bid tabulation of the Request for Bid through the City's Administration Office.*
21. **Expenses:** *All expenses for making Proposals to the City of Troy are to be borne by the bidder.*
22. **Collusion:** *By offering a submission to this Request for Bid, the bidder certifies the bidder has not divulged, discussed, or compared the Bid with other bidders and has not colluded with any other bidder or parties to this RFB whatsoever. Also, the bidder certifies, and in the case of a joint Bid, each party thereto certifies as to their own organization, that in connection with this RFB:*
  - a. *Any prices and/or cost data submitted have been arrived at independently, without consultation, communication, or agreement for the purpose of restricting competition, as to any matter relating to such prices and/or cost data, with any other bidder or with any competitor.*
  - b. *Any prices and/or cost data for this Bid have not knowingly been disclosed by the bidder and will not knowingly be disclosed by the bidder prior to the scheduled opening directly or indirectly to any other bidder or to any competitor.*
  - c. *No attempt has been made or will be made by the bidder to induce any other person or firm to submit or not to submit a Bid for the purpose of restricting competition.*
  - d. *The only person or persons interested in this Bid, principal or principals are named therein and that no person other than therein mentioned has any interest in this Bid or in the contract to be entered into.*
  - e. *No person or agency has been employed or retained to solicit or secure the contract upon an agreement or understanding for a commission, percentage, brokerage, or contingent fee exempting bona fide employees or established commercial agencies maintained by the Purchaser for the purpose of doing business.*
23. **Liability and Indemnity:**
  - a. *In no event shall the City be liable to the Contractor for special, indirect, or consequential damages, except those caused by the City's gross negligence or willful or wanton misconduct arising out of or in any way connected with The RFB process or any contract executed after bid acceptance. The maximum liability of the City shall be limited to the amount of money to be paid or received by the City under any contract executed after bid acceptance.*
  - b. *The Contractor shall defend, indemnify and save harmless the City, its elected or appointed officials, agents and employees from and against any and all liability, suits, damages, costs (including attorney fees), losses, outlays and expenses from claims in any manner caused by, or allegedly caused by, or arising out of, or connected with the RFP process or any contract executed*

after bid acceptance, including, but not limited to, claims for personal injuries, death, property damage, or for damages from the award of this contract to Contractor.

- c. The Contractor shall indemnify and hold the City harmless from all wages or overtime compensation due any employees in rendering services pursuant to any contract executed after bid acceptance, including payment of reasonable attorneys' fees and costs in the defense of any claim made under the Fair Labor Standards Act, the Illinois Prevailing Wage Law or any other federal or state law.
24. **Bid Information is Public:** All documents submitted with any bid or proposal shall become public documents and subject to Illinois State Statute 5 ILCS140/, which is otherwise known as the "Illinois Sunshine Law". By submitting any document to the City of Troy in connection with a bid or proposal, the submitting party recognizes this and waives any claim against the City of Troy and any of its officers and employees relating to the release of any document or information submitted. Each submitting party shall hold the City of Troy and its officers and employees harmless from any claims arising from the release of any document or information made available to the City of Troy arising from any bid opportunity.
  25. **Authorized Product Representation:** The successful bidder(s) by virtue of submitting the name and specifications of a manufacturer's product will be required to furnish the named manufacturer's product. By virtue of submission of the stated documents, it will be presumed by the City that the bidder(s) is legally authorized to submit and the successful bidder(s) will be legally bound to perform according to the documents.
  26. **Regulations:** It shall be the responsibility of each bidder to assure compliance with OSHA, EPA, Federal, State of Illinois, and City rules, regulations, or other requirements, as each may apply.
  27. **Awards:**
    - a. Unless otherwise stated in the Request for Proposal, cash discounts for prompt payment of invoices will not be considered in the evaluation of prices. However, such discounts are encouraged to motivate prompt payment.
    - b. As the best interest of the City may require, the right is reserved to make awards by item, group of items, all or none, or a combination thereof; to reject any and all Bids or waive any minor irregularity or technicality in Bids received.
    - c. Awards will be made to the Bidder whose Bid (1) meets the specifications and all other requirements of the Request for Proposal and (2) is the lowest and best Bid, considering price, delivery, responsibility of the bidder, and all other relevant factors.
  28. **Termination of Award:** Any failure of the bidder to satisfy the requirements of the City shall be reason for termination of the award. Any Bid may be rejected in whole or in part for good cause when in the best interest of the City.
  29. **Budgetary Constraints:** The City reserves the right to reduce or increase the quantity, retract any item from the Bid, or upon notification, terminate entire agreement without any obligations or penalty based upon availability of funds.
  30. **Insurance:** The city shall require all contractors performing public works projects or performing work on city property in connection with a contract or purchase order, to maintain insurance of the types and with limits of liability not less than those set out below at the contractor's expense during the term (including the warranty period) of the purchase order from insurers reasonably acceptable to the city covering items, risks and operations required to fulfill the contract or purchase order.
    - a. Such policies shall name the City of Troy and Oates Associates as an additional named insured with limits of liability.
      - i. **Workers' compensation:** Insurance that the contractor is obliged by law to carry that covers all of contractor's employees performing work under this purchase order ("worker compensation").
      - ii. **Employer's liability insurance:** Employer's liability insurance with a minimum limit of \$1,000,000 per occurrence/\$2,000,000 aggregate. Such insurance shall protect the city as an alternate employer against claims asserted against the contractor by the contractor's workers as "borrowed servants," statutory employees or maritime employees ("employer' liability").
      - iii. **Commercial or comprehensive general liability insurance:** Commercial or comprehensive general liability insurance, including contractual liability coverage, with a minimum limit of \$2,000,000 per occurrence/\$5,000,000 aggregate.

- iv. **Automobile liability insurance:** Automobile liability insurance with a combined bodily injury and property damage minimum limit of \$1,000,000 per occurrence/\$2,000,000 aggregate, for all owned and leased vehicles.
- b. Builders Risk Insurance for contracts involving unoccupied structures. The Contractor shall secure All Risk Builder's Risk Insurance. Unless specifically authorized by the City, the amount of such insurance shall not be less than the total contract price. The policy shall name as insured the Contractor and the City of Troy.
- c. Subcontracts: in case any or all of this work is sublet, the contractor shall require the subcontractor to procure and maintain all insurance required in subparagraphs (a) and (b) hereof and in like amounts. The contractor shall require any and all subcontractors with whom it enters a contract to perform work on this project to protect the City of Troy through insurance against applicable hazards or risks and shall, upon request from the City, provide evidence of such insurance.
31. **Requirement for Bid Security:** Bid Security shall be required for all formal Bids, requiring City Council approval, as set forth in the City of Troy's Purchasing Policy, for the purchase of Capital Improvement items, and City projects entailing engineering or construction. Bid security shall be a bond provided by a surety company authorized to do business in the State of Illinois, or the equivalent in cash, cashier's check or otherwise supplied in a form satisfactory to the City of Troy in an amount equal to 10% of the total amount of the bid. Failure to provide security, as set forth shall result in the City's rejection of bid.
32. **Withdrawal of Bids:** After the bids are opened, they shall be irrevocable for the period of up to sixty (60) days from bid opening date. If a bidder is permitted to withdraw its bid before the opening of bids, no action shall be taken against the bidder or the bid security.
33. **Correction or Withdrawal of Bids:** Correction or withdrawal of inadvertently erroneous bids after bid opening, or cancellations of awards or contracts based on such bid mistakes shall not be permitted and shall mandate forfeiture of Bid Performance Security to the City of Troy.
34. **Return of Bid Security:** The City shall return the security bond to bidders who do not receive the bid. The City shall hold the security bid bond of the awarded bidder until Capital Improvement Project is delivered to the City of Troy or a 100% percent performance bond is issued to the City for awarded contractual services or project construction.
35. **CONTRACT PERFORMANCE AND BOND PAYMENT:** When a bid is awarded for contractual services or construction, a bond shall be delivered to the City of Troy and shall become binding on the parties upon the execution of the contract; such bond shall be a performance labor and materials bond satisfactory to the City of Troy, executed by a surety company authorized to do business in the State of Illinois or otherwise secured in a manner satisfactory to the City of Troy, in the amount equal to one hundred percent (100%) of the price specified in the contract. The requirement may be modified upon recommendation of the City Administration, City Council and approved by the City Attorney.
36. **CONTRACT TERM:** The term of this contract shall be for the duration and completion of this project.
37. **COMPLETION TIME:** The Contractor will be required to commence work under this contract within **Ten (10)** calendar days after the date of receipt by him of the Notice to proceed, to prosecute said work diligently and to complete the work by **April 26, 2024**. The Contractor is required to provide a sufficient work force and construction management so that no time extension will be granted for delay of contract award, weather conditions, utility conflicts, excavation encountering rock, changing excavation quantities, or Contractor scheduling of equipment or construction progress. The Contractor shall have a superintendent or a responsible foreman on the project at all times when construction is in progress. Any claim for extension of time shall be made in accordance with the City of Troy General Conditions and Technical Specifications.
38. The project is not considered completed until final acceptance by the City of Troy.

## City of Troy, IL

### Bid Form

SUBMITTED BY: \_\_\_\_\_

(Company Name)

The pricing information is hereby provided in accordance with the Terms and Conditions of this **Request for Bid** for the **Sanitary Sewer and Commercial Entrance** construction.

Bid Item	Description	Estimated Quantity	Lump Sum Cost
G1	CUT, CAP AND FILL EX SAN SEWER WITH CLSM	216 FT	
G2	ABANDON MANHOLE	2 EACH	
G3	ADJUST MANHOLE	1 EACH	
G4	CONCRETE ENCASEMENT	13 CU YD	
G5	TREE/ BRUSH REMOVAL	2,900 SQ FT	
G6	TOPSOIL, 4"	1,800 SQ FT	
G7	SEEDING CLASS 1A	5,200 SQ FT	
G8	COMBINATION CURB & GUTTER AND REMOVAL	12 FT	
G9	BITUMINOUS PAVEMENT REMOVAL	460 SQ YD	
G10	BITUMINOUS PAVEMENT & CONC SIDEWALK REMOVAL	80 SQ YD	
G11	TRENCH BACKFILL	160 CU YD	
G12	MANHOLE, TYPE A, 4' DIA T1F CL	4 EACH	
G13	18" DUCTILE IRON – SAN SEWER	37 FT	
G14	18" SDR-35 PVC – SAN SEWER	51 FT	
G15	18" BUTT WELD HDPE – SAN SEWER (DIRECTIONAL BORE)	567 FT	
G16	SANITARY SERVICE CONNECTION	9 EACH	
G17	CONC GUTTER OUTLET	1 EACH	
G18	RIP RAP, RR3	5 SQ YD	
G19	RIP RAP, RR4	34 SQ YD	
G20	SUBBASE GRANULAR MATERIAL, TYPE B 4"	112 SQ YD	
G21	SUBBASE GRANULAR MATERIAL, TYPE B 6"	37 SQ YD	
G22	SUBBASE GRANULAR MATERIAL, TYPE B 8"	132 SQ YD	
G23	COMBINATION CURB & GUTTER, B6.24	190 FT	
G24	CONCRETE CURB, TYPE B	42 FT	
G25	PORTLAND CEMENT CONCRETE SIDEWALK, 4"	1,000 SQ FT	
G26	PORTLAND CEMENT CONCRETE PAVEMENT 8"	37 SQ YD	
G27	INCIDENTAL HOT MIX ASPHALT, 3"	147 SQ YD	
G28	HIGH-EARLY STRENGTH PCC PATCH, 8"	30 SQ YD	
G29	PAVEMENT MARKING, 4"	20 FT	
G30	INLET, SPECIAL	1 EACH	
G31	PIPE HANDRAIL, ANCHORED CONNECTION	27 FT	
G32	PIPE HANDRAIL, CONCRETE FOUNDATION	26 FT	
		<b>SUBTOTAL (PAGE 1)</b>	

**RETURN WITH BID**

The pricing information is hereby provided in accordance with the Terms and Conditions of this **Request for Bid** for the **Sanitary Sewer and Commercial Entrance** construction.

Bid item	Description	Estimated Quantity	Lump Sum Cost
<b>(CARRIED FORWARD FROM PREVIOUS PAGE)</b>		<b>SUBTOTAL (PAGE 1)</b>	
G33	BYPASS PUMPING	1 L SUM	
G34	AS-BUILT SURVEY	1 L SUM	
G35	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	1 L SUM	
G36	CONSTRUCTION LAYOUT	1 L SUM	
G37	MOBILIZATION	1 L SUM	
		<b><u>TOTAL BASE BID (L SUM)</u></b>	

<b>Onsite Visit Made by: NOT REQUIRED</b>	<b>Date</b>	
<b>Upon notice to proceed, contractor will complete the project in (calendar days)</b>		
<b>Bid Security enclosed: (10% of total bid)</b>		

The quantities reported above and on the previous page shall be verified by the contractor before bidding. The City provides no warranty to their accuracy so the bidder shall consider them for information only when preparing the bid. Work is lump sum based on the work shown on the plans and described in the special provisions.

The City of Troy reserves the right to accept or refuse any or all bids.

**RETURN WITH BID**

**VENDOR REFERENCES:**

The proposal must include the following information:

1. List at least three (3) references for whom you have performed similar products/services for other public entities, local governments, or private companies.

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Telephone #: (\_\_\_\_) \_\_\_\_\_

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Telephone #: (\_\_\_\_) \_\_\_\_\_

Company Name: \_\_\_\_\_

Address: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Telephone #: (\_\_\_\_) \_\_\_\_\_

2. State how long you have been operating under your present company name?

\_\_\_\_\_

3. Have you ever defaulted on a contract? \_\_\_\_\_

4. If so, where and why? \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**RETURN WITH BID**



**City of Troy**  
**“No-Bid Response Form”**

**Wickliffe Street to Collinsville Road Sanitary Sewer Replacement**

**COMPLETE AND RETURN THIS FORM ONLY IF YOU DO NOT WANT TO SUBMIT A PROPOSAL RESPONSE.**

If you do not wish to respond to this proposal request, but would like to remain on the City of Troy vendor list, please fill out this form and return to the City Engineer by email.

**RETURN TO:** Tom Cissell, City Engineer  
Email: [tom.cissell@oatesassociates.com](mailto:tom.cissell@oatesassociates.com)

We the undersigned have declined to bid on your proposal for the following reasons:

- Insufficient time to respond to invitation for bid.
- We do not offer this product/s or equivalent.
- Unable to meet specifications.
- Unable to meet insurance requirements.
- Our schedule would not allow us to perform.
- Specifications are too “tight”, i.e. geared towards one brand or manufacturer.
- Specifications unclear.
- Other (please specify below).

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**VENDOR INFORMATION:**

Company Name: \_\_\_\_\_  
Signature and Title: \_\_\_\_\_  
Phone #: \_\_\_\_\_  
Email: \_\_\_\_\_

**RETURN WITH BID**

**SPECIAL PROVISIONS**

**CITY OF TROY  
WICKLIFFE STREET TO COLLINSVILLE ROAD  
SANITARY SEWER REPLACEMENT  
TROY, ILLINOIS**

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## **SPECIAL PROVISIONS**

### **CITY OF TROY WICKLIFFE STREET TO COLLINSVILLE ROAD SANITARY SEWER REPLACEMENT TROY, ILLINOIS**

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", Adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways" and the "Manual of Test Procedures of Materials" in effect on the date of the invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein and the "Standards for Water and Sewer Main Construction in Illinois", Adopted July 2009 which apply to and govern the construction of Wickliffe Street to Collinsville Road Sanitary Sewer Replacement, Troy, Illinois, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

#### **DESCRIPTION OF WORK**

The proposed sewer replacement project is located east of Sarah Street, between Wickliffe Street and Collinsville Road, in Troy, Illinois. The sanitary sewer length is 672 feet (0.127 miles). The project also includes improvements to the commercial entrance at 200 Collinsville Road.

The work on this project consists of removals, earthwork, aggregate base, trench excavation, trench backfill, riprap, sidewalk, curb and gutter, HMA and PCC pavement removal and replacement, installation of 18" sanitary sewer and manholes, directional boring, bypass pumping, drainage structures, seeding and all incidental and collateral work necessary to complete the work in the above-described Section according to the plans, specifications and special provisions.

#### **COORDINATION OF CONTRACT DOCUMENTS**

If a conflict exists between the "Standard Specifications for Road and Bridge Construction" and the "Standard Specifications for Water and Sewer Construction in Illinois", the "Standard Specifications for Road and Bridge Construction" shall govern.

#### **SHOP DRAWINGS**

The Contractor shall submit shop drawings of the following items according to Articles 1042.03(b) and 105.04 of the "Standard Specifications for Road and Bridge Construction":

- Precast Concrete Manholes
- Manhole and Inlet Frames and Lids
- Sanitary Sewer Pipe and Fittings
- Inlet, Special
- Pipe Railing & Anchors

Submit shop drawings for review and approval to:

Mr. Tom Cissell, City Engineer  
City of Troy  
116 East Market Street  
Troy, Illinois 62294

A maximum of two reviews by the Engineer will be provided for each shop drawing submittal. If any additional reviews are required, the Contractor shall pay the Engineer for all costs incurred at an hourly rate of \$200. Payment for additional reviews shall be made directly to the City.

### **IDOT ACCESS PERMIT**

The attached Access Highway Permit form shall be properly executed by the Contractor according to the instructions. In addition to the permit form, three copies of the Individual Highway Permit Bond in the amount of \$50,000.00 to guarantee proper installation and maintenance of the construction shall be executed by the Contractor with a reliable surety company licensed by the State of Illinois on the date the bond is executed. Both the permit application and the three copies of the bond shall be returned to IDOT by the Contractor for final approval before the Access Permit will be issued. Once the approved copy of the permit is received, the Contractor shall notify IDOT as required in the permit prior to beginning work.

### **IDOT UTILITY PERMIT**

The work within IDOT right-of-way shall be completed in accordance with the attached IDOT Utility Permit, Permit Number 8-34428. IDOT is not a member of JULIE. If the Contractor is near any overhead lighting, intersection lighting or traffic signals, they must have a qualified electrical contractor locate state-owned facilities. The Contractor shall send a notification to [DOT.D8UtilityPermits@illinois.gov](mailto:DOT.D8UtilityPermits@illinois.gov) at least three (3) weekdays in advance of starting work. A field meeting may be required prior to starting the work. Work shall be completed within 180 days of the date of issuance, unless a time extension is given, otherwise the permit becomes null and void. Failure to do so may result in the suspension of future permits.

### **CONSTRUCTION LAYOUT**

This work shall consist of construction staking according to Article 105.09 of the "Standard Specifications for Road and Bridge Construction", except as modified herein.

The Local Agency will provide adequate reference points to the centerline of survey, control points, and benchmarks as shown on the plans and listed herein.

The Contractor shall provide labor, equipment and material to set all additional stakes for this project, which are needed to establish offset stakes, reference points, and all other horizontal or vertical controls, including supplementary benchmarks, necessary to secure a correct layout for the work.

The Contractor shall be responsible for having the finished work conform to the lines, grades, elevations and dimensions called for on the plans. Inspection or checking of the Contractor's layout by the Engineer and the acceptance of all or any part of it shall not relieve the Contractor of his/her responsibility to secure the proper dimensions, grades and elevations of the several parts of the work. The Contractor shall exercise care in the preservation of stakes and benchmarks and shall have them reset at his/her expense when any are disturbed.

#### Responsibility of the Local Agency

- Benchmarks and control points will be established along the project outside of the construction limits not exceeding 1000 ft. intervals horizontally.
- The Local Agency will locate and reference the centerline of Collinsville Road and IL-162. The centerline of entrances and short street intersection returns will not be located or referenced. Locating the centerline of survey will consist of establishing the centerline of surveys at PC's, PT's and POT's at intervals not exceeding 50 ft.
- The Local Agency will accept responsibility for the accuracy of the initial control points and stakes as provided herein. The Contractor shall assume full responsibility for all dimensions and measurements taken or derived by the Contractor from control points or stakes set by the Local Agency. It is not the responsibility of the Local Agency, except as provided herein, to check the correctness of the Contractor's stakes.
- The Local Agency will set all stakes that are the responsibility of the Local Agency one time only. If any additional staking or restaking is required, the Contractor shall pay the Local Agency for all costs incurred at an hourly rate of \$150. Payment for additional staking shall be made directly to the City.

#### Responsibility of the Contractor

- The Contractor shall establish from the given survey points and benchmarks, all additional control points necessary to construct the individual project elements. It is the Contractor's responsibility to tie in centerline control points in order to preserve them during construction operations.
- The Contractor shall stake the TCE and ROW lines and limit construction activities to stay within these lines.
- The Contractor shall provide all additional staking required to assure completion of the work in substantial conformance with the plans.
- The Contractor shall be responsible for re-establishing all stakes removed or disturbed by construction operations.
- All work shall be according to normally accepted surveying practices. Field notes shall be kept in standard survey field notebooks and those books shall become the property of the Local Agency at the completion of the project. All notes shall be neat, orderly, and in accepted form.

This work will not be measured separately for payment. The cost incurred by the Contractor in complying with this requirement shall be considered as included in the lump sum bid for the project.

## **SAFETY AND HEALTH**

The Contractor shall be responsible for enforcing all O.S.H.A. Safety and Health Standards pertaining to the construction industry as established by the United States Department of Labor, Occupational Safety and Health Administration. Such standards include, but are not limited to, 29 CFR 1910 and 1926.

## **SAFETY AND PROTECTION**

- A. CONTRACTOR shall be responsible for initiating, maintaining and supervising all safety and precautions and programs in connection with the Work. CONTRACTOR shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to:
1. All employees on the work and other persons and organizations who may be affected thereby;
  2. All the Work and materials and equipment to be incorporated therein, whether in storage on or off the site; and
  3. Other property at the site adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures, utilities and underground facilities not designated for removal, relocation or replacement in the course of construction.
- B. CONTRACTOR shall comply with all applicable laws and regulations of any public body having jurisdiction for the safety of persons and property or to protect them from damage, injury or loss; and shall erect and maintain all necessary safeguards for such safety and protection. CONTRACTOR shall notify owners of adjacent property and of underground facilities and utility owners when prosecution of the Work may affect them and shall cooperate with them in the protection, removal, relocation and replacement of their property. All damage, injury or loss to any property referred to in paragraph 2. or 3. caused, directly or indirectly, in whole or in part, by CONTRACTOR, any Subcontractor, Supplier or any other person or organization directly or indirectly employed by any of them to perform or furnish any of the Work or anyone for whose acts either of them may be liable, shall be remedied by CONTRACTOR (except damage or loss attributable to the fault of Drawings or Specifications or to the acts or omissions of OWNER or ENGINEER or anyone employed by either of them or anyone for acts either of them may be liable, and not attributable, directly or indirectly, in whole or in part, to the fault or negligence of CONTRACTOR). CONTRACTOR's duties and responsibilities for the safety and protection of the Work shall continue until all the Work is completed and ENGINEER has issued a notice to OWNER and CONTRACTOR that the Work is acceptable.
- C. CONTRACTOR shall designate a responsible representative at the site whose duty shall be the prevention of accidents. This person shall be CONTRACTOR's superintendent, unless otherwise designated in writing by CONTRACTOR to OWNER.
- D. In EMERGENCIES affecting the safety or protection of persons or the Work or property at the site or adjacent thereto, CONTRACTOR, without special instructions or authorization from ENGINEER or OWNER, is obligated to act to prevent threatened

damage, injury or loss. CONTRACTOR shall give ENGINEER prompt, written notice if CONTRACTOR believes that any significant changes in the Work or variations from the Contract Documents have been caused thereby. If ENGINEER determines that a change in the Contract Documents is required because of the action taken in response to an emergency, a Work Directive Change or Change Order will be issued to document the consequences of the changes or variations.

### **NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT**

An independent IEPA National Pollution Discharge Elimination System (NPDES) storm water permit is not required for this project; however, work shall conform to the City of Troy's existing General Storm Water Permit for Small Municipal Separate Storm Sewer Systems (MS4). Erosion control items shall be constructed according to the Standard Specifications for Road and Bridge Construction, and the Illinois Urban Manual.

### **CONSTRUCTION CONTRACTS**

The successful bidder, as a condition of this contract, must submit evidence that he has conducted a pre-job conference with his Subcontractors and their employees, or the employees' duly recognized representatives and union officials, to determine employee jurisdiction, job assignment and work schedules. This requirement is to promote industrial harmony and to eliminate work stoppages and jurisdictional disputes. The pre-job conference shall be conducted at least 14 calendar days prior to the commencement of any construction.

### **MEASUREMENT AND PAYMENT**

Delete all Articles regarding "Method of Measurement" and "Basis of Payment" in the "Standard Specifications for Road and Bridge Construction" and any inserted or referenced IDOT special provisions.

This project is a Lump Sum Project. Partial Payment for completed work will be made based on percent completion from an approved schedule of values as shown on the attached example at the end of this Manual.

### **GENERAL PREVAILING WAGE RATES**

According to "An Act regulating wages of laborers, mechanics and other workmen employed in any public works by the State, County, City or any public body or any political subdivision, or by any one under contract for public works," approved November 8, 1961, the Department of Labor has ascertained the general prevailing rate of per diem wages for the following labor classifications.

<u>Labor Position</u>	<u>Rate per hour on which per diem rates are to be used</u>
(See attachment)	

The general prevailing wage rates for Labor classifications other than those specified above, and the general prevailing rate for legal holiday and overtime work are on file in the office of the Department of Labor at Springfield, Illinois, and the main office of the Madison County Highway Department. Not less than these prevailing wage rates shall be paid for work performed under this contract.

Should a prevailing rate as listed herein violate a Federal Law, order, or ruling, the rate conforming to the Federal Law, order or ruling shall govern. No change in compensation will be made to the Contractor as a result of his paying rates other than those specified herein.

The aforementioned Act of November 8, 1961, provides that any Contractor or Subcontractor who shall neglect to keep, or cause to be kept, an accurate record of names, occupations and actual wages paid to each laborer, workman and mechanic employed by him in connection with the contract, or who shall refuse to allow access to the record at any reasonable hour to any representative of the City, County, or to the Director of Labor and his deputies and agents, shall be guilty of misdemeanor and shall be punished by a fine not exceeding \$500.00 or by imprisonment not exceeding 6 months, or by both fine and imprisonment, in the discretion of the court.

No extra compensation will be allowed to the Contractor for any delays caused by any hearing on any objection to the prevailing wage rates hereinafter specified, as provided in the aforementioned Act of November 8, 1961, or by appeal to the Circuit or Superior Court or to the Supreme Court of any decision of the Department of Labor or the County, resulting from the hearings, nor for any delay caused by compliance with the other provisions of the Act.

Prospective bidders should familiarize themselves with all of the provisions of the Act and, in addition, should make an investigation of the existing labor conditions, and any negotiated labor agreements, which may exist or are contemplated at this time. Nothing in the Act shall be construed to prohibit the payment of more than the prevailing wage scale shown above. The bidder should take all of these facts into consideration in the preparation of his proposal.

## **SEQUENCE OF CONSTRUCTION OPERATIONS**

The Contractor shall conduct their work within the approved Sequence of Construction Operations at all times. The work shall be done in a manner that will minimize the inconvenience to local traffic.

The Contractor shall conduct their operations to ensure local access to all properties throughout the project limits according to Article 107.09 and Section 701 and 703 of the "Standard Specifications for Road and Bridge Construction". If required, Type I, Type II or vertical barricades shall be used to channel traffic from the following locations to the adjoining side streets or private entrances. The number required will be determined by the Engineer during construction.

The Contractor shall note the number and locations of the across road sanitary sewers and their effect on maintaining local access to all properties throughout the project limits:

Wickliffe B <sub>2</sub> Sta. 11+03 to 11+59	18 in. HDPE
Wickliffe B <sub>2</sub> Sta. 16+44 to 16+72	18 in. PVC

The Contractor shall close W Center Street per the Traffic Control Plan prior to excavating the bore pit for the proposed sanitary sewer. The attached IDOT Traffic Control Authorization Request Forms shall be completed by the Contractor and sent to the Engineer at least 25 days in advance of the lane closure for IL-162 for working room to complete the removal and replacement of the sanitary sewer near EX MH 5 or for the road closure of W Center Street to excavate for the bore pit near MH 3. The Contractor will be permitted to close Wickliffe Street entirely at IL-162 as approved by the Engineer. All road closures must be approved in advance by the City of Troy Department of Public Works and IDOT. The Contractor shall notify the City of Troy Fire and Police Departments at least 48 hours prior to enacting any road closures.

### SUGGESTED SEQUENCE

During construction, the Contractor will be required to maintain access to all properties affected by this work. AGGREGATE FOR TEMPORARY ACCESS according to Section 402 of the "Standard Specifications for Road and Bridge Construction" will be used for this purpose.

The Contractor will not be allowed to begin subsequent construction operations until the preceding work is substantially complete. The construction sequence shall be compressed as much as possible to minimize the inconvenience to local traffic.

Unless authorized by the Engineer, the Contractor shall complete the construction in the following suggested sequence:

#### STAGE 1:

1. Pothole all storm sewer, water, gas, fiber optic, and other utilities and service lines that cross the proposed sanitary sewer.
2. Coordinate with the City to have conflicting water or gas service lines relocated.
3. Submit bypass pumping plan for approval. Notify the City at least 24 hours prior to implementing the approved bypass plan. Also, submit a modified sanitary sewer pipe testing plan for reaches of new sewer with active laterals.
4. Install appropriate Stage 1 traffic control signage.
5. Trench/open cut to construct new sanitary sewer main and manholes for the following reaches: MH 1 to MH 2 and MH 2 to MH 3. Encase pipe in concrete between MH 1 and MH 2.
6. Restore stream crossing with riprap and backfill trench to grade. Do not replace any pavement in the parking lot of 200 Collinsville Rd until grading associated with the new commercial entrance and sidewalk (Stage 2) has been completed.
7. Submit IDOT Traffic Control Authorization Request Forms at least 25 days in advance of the lane or road closure for IL-162 for working room to complete the removal and replacement of the sanitary sewer near EX MH 5 or for W Center Street to excavate for the bore pit near MH 3 and to complete the removal and replacement of curb and gutter at 200 Collinsville Road.
8. Perform necessary tree, brush, and pavement removal for excavation of bore pits and service lateral connections. Expose, cut and remove the existing sanitary

sewer in locations where it conflicts with the proposed sewer. The remaining existing sewer shall be filled with CLSM and capped. Abandon and fill manholes.

9. Perform necessary pavement removal and grading for the construction of new concrete curb and gutter along Collinsville Road and W Center Street. The Contractor shall maintain access to the parking lot of 200 Collinsville Road at all times.
10. Excavate bore pits and directional bore new sanitary sewer main and construct manholes and service lateral connections for the following reaches: MH 3 to MH 4 and MH 4 to EX MH 5.
11. Backfill bore pit at 200 Collinsville Road and perform grading to restore in accordance with the Entrance Warping Plan (Stage 2). Trench/open cut to construct new PVC sanitary sewer main, trench backfill and replace pavement at Wickliffe Street. Backfill and seed bore pit at MH 4.
12. Construct new concrete curb, curb and gutter and gutter outlet along Collinsville Road and W Center Street.
13. Complete testing of manholes and sanitary sewer pipes, according to the approved modifications to the methods of testing.

#### **STAGE 2:**

1. Install appropriate Stage 2 traffic control signage. This shall include sidewalk closure signage.
2. Complete removals, earthwork, storm sewer inlet, manhole adjustment, subbase, sidewalk, pipe railing, incidental HMA driveway surface, pavement markings, and concrete driveway pavement along Collinsville Road and W Center Street  $\bar{Q}$  from Station 13+43 to Station 15+77. The Contractor shall maintain access to the parking lot of 200 Collinsville Road at all times.

Stage 1 and 2 may be completed concurrently during the construction period. Seeding operations shall be completed as soon as possible to minimize erosion potential.

The Contractor may submit an alternate sequence of operations and traffic control plan that would expedite construction and still maintain traffic control. Any and all changes to these plans must be submitted in writing and approved in advance by the Engineer. No additional compensation will be allowed if alternate plans are approved.

#### **TRAFFIC CONTROL PLAN**

Traffic control shall be according to the applicable Sections of the "Standard Specifications for Road and Bridge Construction", the applicable guidelines contained in the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", these special provisions, and all special details and Highway Standards contained herein and on the plans.

At the preconstruction meeting, the Contractor shall furnish the name of the individual in his/her direct employ who is responsible for the installation and maintenance of the traffic control for this project. If the actual installation and maintenance are to be accomplished by the Subcontractor, consent shall be requested of the Engineer at the time of the preconstruction meeting according to Article 108.01 of the "Standard Specifications for Road and Bridge Construction". This shall not relieve the Contractor of the foregoing requirement for a responsible individual in his direct employ. The City of Troy will provide

the Contractor the name of its representative who will be responsible for the observation of the Traffic Control Plan.

The Contractor shall furnish, erect, maintain and remove all warning signs, flags, barricades and lights according to Article 107.14 and Sections 701 and 703 of the "Standard Specifications for Road and Bridge Construction", the latest edition of the "Manual of Uniform Traffic Control Devices for Construction and Maintenance Operations", the Special Provisions, and/or as directed by the Engineer.

Articles 107.09 and 107.14 and Sections 701 and 703 of the "Standard Specifications for Road and Bridge Construction" and the following Highway Standards relating to traffic control apply to this contract:

701001	701006	701301	701501	701801	701901
BLR17-4	BLR 21-9	BLR 22-7			

Illinois Route 162 (Edwardsville Road) and Collinsville Road shall be kept open to traffic at all times. Lane closures will be allowed on Illinois Route 162 and Collinsville Road when workers are present according to Highway Standard 701501. The attached IDOT Traffic Control Authorization Request Form (BSPE 725) shall be completed by the Contractor and sent to the Engineer at least 25 days in advance of the lane closure for IL-162 for working room to complete the removal and replacement of the sanitary sewer near EX MH 5. Lane closures on Illinois Route 162 and Collinsville Road will be allowed during daylight hours only.

Wickliffe Street may be closed to through traffic, but one lane shall be kept open to local traffic, unless alternate access to each property on Wickliffe Street is provided. If alternate access is provided to all properties, Wickliffe Street may be closed to all traffic.

Access to the property at 200 Collinsville Road shall be maintained at all times. W Center Street shall be closed to through traffic according to the Traffic Control Plan while the bore pit for the sanitary sewer is open. The attached IDOT Traffic Control Authorization Request Form (BSPE 725) shall be completed by the Contractor and sent to the Engineer at least 25 days in advance of the road closure of W Center Street to excavate for the bore pit near MH 3. Alternate access shall be provided to all properties.

In addition, the following special provision(s) will also govern traffic control for this project:

SEQUENCE OF CONSTRUCTION OPERATIONS  
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)  
CONTRACTOR ACCESS

## **PUBLIC NOTICE**

Each Wednesday, the Contractor shall furnish a schedule for the next week's work and shall post signs at least 24 hours in advance of his work on each street requiring a lane closure. Handbill notices approved by the Engineer shall be delivered to each residence located within the work zone, at least 24 hours prior to commencing work. Notices shall explain the proposed work and request the resident's forbearance of the inconvenience.

The Contractor shall make every effort to maintain sewer service usage throughout the duration of the project. In the event that a connection will be out of service, the longest period of no service shall be eight (8) hours. Handbill notices approved by the Engineer shall be delivered to each residence, and shall, as a minimum, require the Contractor to be responsible for contacting each impacted residence, inform them of the work to be conducted, and request the property owner relinquish using their sewer services during the required period of installation. The Contractor shall be responsible for notifying property owners when the work is complete. The Contractor shall also provide the following:

- A. Written notice to be delivered to each residence at least 24 hours prior to commencing work on the reach of sewer impacting the property, and a local telephone number of the Contractor they can call to discuss the project or any potential problems.
- B. Personal contact with any home or business, which cannot be reconnected within the time stated in the written notice.

All complaints should be directed to the Contractor. Residents may contact the City of Troy if their concerns are not resolved satisfactorily by the Contractor.

### **EARTH EXCAVATION**

This work shall be constructed according to Section 202 of the "Standard Specifications for Road and Bridge Construction," except as modified herein:

At locations where existing bituminous treated surface lies at or below the elevation of the proposed subgrade, the Contractor shall scarify the existing surface, reducing all particles to a size not larger than 4 in. in the largest dimension and recompact the existing surface prior to placing earth embankment or other subbase material.

### **TRENCH BACKFILL**

This work shall consist of furnishing aggregate for backfilling trenches made in the subgrade where the inner edge of the trench is within two (2) feet of the proposed edge of pavement, curb, gutter, stabilized shoulder, or sidewalk according to Section 208 of the "Standard Specifications for Road and Bridge Construction", except as modified herein:

Fine aggregate according to Article 1003.04 will only be required for trench backfill within two (2) feet of all gas mains and gas service lines that are exposed during trenching operations.

Material for trench backfill and bedding shall be coarse aggregate gradation CA 6 as specified in the Drawings.

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

This work also includes the disposal of the surplus excavated material which is replaced by trench backfill. Such disposal shall be made according to Article 202.03.

### **TOPSOIL FURNISH AND PLACE, 4”**

This work shall consist of furnishing and placing topsoil according to Section 211 of the “Standard Specifications for Road and Bridge Construction”.

Material shall meet the requirements of Article 1081.05 (a) of the “Standard Specifications for Road and Bridge Construction” except that topsoil shall have an organic content between three and ten percent as determined by the “loss on ignition” test method described in AASHTO T 267. The Contractor shall provide a certificate from an independent laboratory certifying compliance with all applicable material specifications.

The minimum thickness of topsoil shall be 4 inches.

### **SEEDING, CLASS 1A**

This work shall consist of preparing the seed bed, and furnishing, transporting and placing the seed, fertilizer, and mulch required to restore all disturbed earth surfaces, unless otherwise noted to be paved on the plans, according to Sections 250 and 251 of the “Standard Specifications for Road and Bridge Construction”.

The Contractor shall guarantee a minimum of 95 percent uniform growth over the entire seeded areas with no individual bare spots larger than 6” x 6” in size after one growing season. Areas sustaining less than 95 percent uniform growth and bare spots shall be interseeded or reseeded, as determined by the Engineer, at no additional cost.

Seeding within the Illinois Department of Transportation right-of-way shall be per the “Specification for Seeding” in the attached Access Permit.

### **STONE RIPRAP, CLASS SPECIFIED**

This work shall consist of furnishing, transporting and placing a protective course of stone according to the plans and Section 281 of the "Standard Specifications for Road and Bridge Construction", except as modified herein.

The stone riprap shall be as specified in the plans and details, quality designation A.

Filter fabric for use with riprap is required and shall be installed according to Section 282 of the "Standard Specifications for Road and Bridge Construction". A fabric weight of 6 oz. / sq. yd. shall be used.

### **INCIDENTAL HOT-MIX ASPHALT SURFACING**

This work shall consist of the preparation of the base according to Section 358 of the "Standard Specifications for Road and Bridge Construction," the application of bituminous priming material and aggregate, and the construction of a hot-mix asphalt (HMA) surface

on a prepared base at the locations and thickness shown on the plans according to Section 408 the "Standard Specifications for Road and Bridge Construction."

Bituminous prime coat and prime coat aggregate are required, but will not be measured separately for payment.

### **TIE BARS & REINFORCEMENT BARS**

This work shall consist of furnishing and placing tie bars and reinforcement bars in concrete pavement and concrete curb and gutter according to Sections 420 and 606 of the "Standard Specifications for Road and Bridge Construction", except as modified herein:

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

### **EXPANSION JOINTS**

This work shall consist of constructing expansion joints in concrete driveway pavement and sidewalk according to Articles 423.07 and 424.07 of the "Standard Specifications for Road and Bridge Construction" and Highway Standard 424001 except as modified herein:

Expansion joints required under Articles 423.07 and 424.07(b) shall be preformed fiber joint filler according to Article 1051.04 of the "Standard Specifications for Road and Bridge Construction" and shall have a perforated tear off wood or plastic strip to provide a uniform 3/4 in. reservoir/channel for the required sealant.

Expansion joints required under Article 424.07(a) shall consist of preformed flexible foam expansion joint filler according to Article 1051.09 of the "Standard Specifications for Road and Bridge Construction" and shall have a pre-scored removable strip to provide a uniform 1/2 in. reservoir/channel for the required sealant.

Expansion joint filler and backer rod materials shall be a non-impregnated type that will not bond with the sealant.

Expansion joints shall be sealed with self-leveling (pour grade), or nonsag (gun) grade urethane sealant. The color of the sealant shall be limestone, unless otherwise approved by the Engineer.

### **PIPE RAILING**

This work shall consist of furnishing and installing steel pipe railings at the locations shown on the plans according to the plan details, Section 509 of the "Standard Specifications for Road and Bridge Construction," the 2000 International Building Code, and the State of Illinois Accessibility Code.

The pipe shall be 1 1/2 in. diameter, schedule 40 steel pipe. The railing shall not be galvanized. The railing shall be cleaned, primed and painted black according to Sections 506 of the "Standard Specifications for Road and Bridge Construction", using an epoxy-based paint with a glossy finish. Two shop coats and one field coat (touch-up) of paint shall be applied as specified in Article 506.09 of the "Standard Specifications for Road and Bridge Construction". Posts shall be embedded into the proposed concrete ramps as shown on the plans using epoxy based non-shrink grout. Shop drawings shall be submitted according to Article 509.04.

This work shall include all railing, bars and post materials and connections, coring post holes, setting and grouting the rails into the concrete, and labor necessary to install the pipe railings completely.

### **MANHOLES, SANITARY, DIAMETER SPECIFIED, TYPE 1 FRAME, CLOSED LID**

This work shall consist of furnishing and constructing sanitary sewer manholes at the locations shown on the plans, together with the necessary cast iron frames and lids according to Section 32 of the "Standard Specifications for Water and Sewer Main Construction in Illinois."

Shop drawings for all precast reinforced concrete components shall be submitted according to the requirements of Articles 1042.03(b) and 105.04 of the "Standard Specifications for Road and Bridge Construction."

Manhole covers shall be watertight, self-sealing lids with concealed pick holes as specified in Article 32-6.01 of the "Standard Specifications for Water and Sewer Main Construction in Illinois"

All pipe connections for inlet and outlet pipes to new manholes, with the exception of set over manholes, shall be made with compression type A-LOK® gaskets, or approved equal. Pipe connections of existing sewer pipe(s) to be connected to new manholes shall include the replacement of ten (10) feet of sanitary sewer pipe using the specified coupling to join new and existing pipe materials.

This work shall include all excavation, pipe connections, adjusting rings, and backfill. The work shall also include furnishing and installing the specified frame and lids. Additional depth, in excess of eight (8) feet, of manhole shall be included with this work at no additional cost.

### **CONSTRUCTION SIGN SUPPORTS**

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

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

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

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

This work shall consist of furnishing, installing, maintaining and removing all traffic control devices for traffic control and protection as shown on Highway Standards 701001, 701006, 701301, 701501, 701801, 701901, BLR 17-4, BLR 21-9, and BLR 22-7, according to the TRAFFIC CONTROL PLAN, Section 701 of the "Standard Specifications for Road and Bridge Construction", as directed by the Engineer and as specified herein.

The attached IDOT Traffic Control Authorization Request Forms (BSPE 725) shall be completed by the Contractor and sent to the Engineer at least 25 days in advance of the lane closure for IL-162 for working room to complete the removal and replacement of the sanitary sewer near EX MH 5 and for the road closure of W Center Street to excavate for the bore pit near MH 3. Upon authorization by IDOT and the Engineer, the Contractor shall furnish and install Type III barricades and advance warning signs as shown on the TRAFFIC CONTROL PLAN and as detailed in the applicable Highway Standards. Barricade placement and sign spacing may be adjusted by the Engineer to suit field conditions.

Throughout the construction period, all material piles, equipment, open excavations or other obstructions or hazards to motorists or pedestrians shall be enclosed by fences or protected by barricades and proper lighting. Excavations adjacent to the edge of pavement shall be protected with extended leg barricades with appropriate lights.

Traffic control and protection according to Highway Standard 701421 will be required when workers, vehicles, or equipment encroach onto the lane adjacent to the shoulder, or on the shoulder within 24 inches of the edge of pavement on Illinois Route 162, Collinsville Road, and W Center Street for daylight operations only. The Contractor will only be permitted to close the lane adjacent to construction for a maximum period of three (3) consecutive calendar days between the hours of 8:30 a.m. and dusk to complete construction work.

Traffic control and protection according to Highway Standard 701801 will be required for sidewalk closures on Wickliffe Street, Collinsville Road, and W Center Street.

Traffic Control and Protection required for the successful completion of this project shall include all work as specified herein and all other provisions required by law for the protection and safety of property and individuals in a construction zone.

### **CONTRACTOR ACCESS**

At road closure locations, where Type III barricades are installed in a manner that will not allow Contractor access to the project without relocation of one or more of the barricades, the arrangement of the barricades at the beginning of each work day may be relocated, when approved by the Engineer, in the manner shown on Highway Standard 701901. At

the end of each work day, the barricades shall be moved and the road shall be closed to traffic.

The cost incurred by the Contractor in complying with this requirement shall be considered included in the contract lump sum bid and no additional compensation will be allowed.

### **SANITARY SEWER PIPE TESTING**

This work shall consist of furnishing and installing sanitary sewer as shown on the plans and in accordance with Sections 30 & 31 of the "Standard Specifications for Water and Sewer Construction in Illinois".

Where existing 8-inch diameter sanitary sewers with active service laterals are being replaced with new sewers in the same location as the existing sewer, modifications to the methods of testing shall be submitted by the Contractor and testing shall performed as approved and directed by the Engineer.

This work shall include all material and labor necessary to complete sanitary sewer pipe testing.

### **SANITARY SEWER, DUCTILE IRON, 18" DIAMETER**

This item shall consist of the open-trench installation of sanitary sewer in accordance with the construction drawings and conditions of the U.S. Army Corps of Engineers 2021 Nationwide Permit No. 58 (NWP-58).

Ductile iron pipe shall be encased in 12" of Class SI concrete on all sides of the pipe as shown in the construction drawings. This work shall include all required materials, equipment, and labor.

### **SANITARY SEWER, BUTT WELD HDPE PIPE, 18" DIAMETER**

This work shall consist of furnishing, heat fusion joining, and installing 18" diameter high density polyethylene (HDPE) pipe and fittings according to Section 30-4.06 of the Standard Specifications for Water and Sewer Construction in Illinois, 8<sup>th</sup> Edition.

HDPE pipe shall be manufactured of compounds meeting material designation code PE4710 and shall conform to AWWA C906 or ASTM F714 and meet NSF-61. Fittings shall conform to ASTM D3261. All material shall be manufactured from a PE 4710 resin listed with the Plastic Pipe Institute (PPI) as TR-4. The resin material shall meet the specifications of ASTM D3350 with a minimum cell classification of 445474C. HDPE pipe and fittings shall contain no recycled compounds except that generated in the manufacturer's own plant from resin of the same specification from the same raw material. HDPE products shall be homogeneous throughout and free of visible cracks, holes, foreign inclusions, voids, or other injurious defects. The polyethylene compound shall be suitably protected against degradation by ultraviolet light by means of carbon

black of not less than 2 percent. The manufacture of the HDPE resin shall certify the cell classification indicated.

Butt fusion fittings shall be made of HDPE material and have a minimum pressure rating equal to or greater than the pipe to which they are joined unless otherwise specified on the plans or accepted by owner/engineer. All fittings shall meet the requirements of AWWA C906. Molded fittings shall comply with the requirements of ASTM D 3261. All fabricated elbows, tees, reducing tees and end caps shall be produced and meet the requirements of ASTM F 2206. Socket fittings shall meet ASTM D 2683.

Butt fusion equipment must be in satisfactory working order and the hydraulic system must be leak free. Heater plates shall be free from scrapes, gouges, and have a consistent clean coated surface. The pressure gage and thermometer should be checked for accuracy. When requested by the owner, records showing a maintenance service/inspection within 3 months prior to use for this project shall be provided.

All HDPE pipe and fittings shall be cut, joined, and installed in accordance with the manufacturer's recommendations. Joining, laying, and pulling of polyethylene pipe shall be accomplished by personnel experienced in working with polyethylene pipe systems.

All HDPE pipe shall be joined to itself by the heat fusion process which produces homogeneous, seal, leak tight joints. Tie-ins between sections of HDPE pipe shall be made by butt fusion whenever possible. The pipe shall be joined by the butt fusion procedure outlined in ASTM F 2620 or PPI TR-33. A record or certificate of training for the fusion operator must be provided that documents training to the fundamentals of ASTM F 2620. Considerations should be given to and provisions made for adverse weather conditions, such as temperatures below freezing, precipitation, or wind, which is accepted by the owner/engineer.

The pipe butt fusion machine shall be a hydraulic fusion machine capable of butt fusing HDPE pipe. The carriage must be removable from the chassis for in-ditch use. The machine must be compatible with an electronic data recording device. Accessories will include all butt fusion inserts for the specified range of pipe sizes, a pyrometer kit for checking the surface temperature of the heater, extension cord of appropriate gauge (25' minimum), and hydraulic extension hoses (minimum of four).

All HDPE fusion equipment operators shall be qualified to perform pipe joining. Fusion equipment operators shall have current, formal training on all fusion equipment employed on the project. Training received more than two years prior to operation with no evidence of activity within the past 6 months shall not be considered current.

During loading, transportation, and unloading, every precaution should be taken to prevent damage to the pipe. The handling of the pipeline shall be in such a manner that the pipe is not damaged by dragging it over sharp and cutting objects. Cuts or gouges that reduce the wall thickness by more than 10% are not acceptable and must be cut out and discarded. All pipe and accessories shall be loaded and unloaded by lifting with hoists or by skidding in order to avoid shock or damage. Under no circumstances shall materials be dropped. Pipe handled on skidways shall not be rolled or skidded against pipe on the ground. Slings, hooks or pipe tongs shall be padded and used in such a manner as to prevent damage to the exterior surface or interior of the pipe. All pipe and

fittings shall be subjected to visual inspection at time of delivery and before they are lowered into the bore pit for trenchless installation.

### **COUPLINGS**

This work shall consist of connecting sanitary sewer pipe of dissimilar material or for the repair of existing sanitary sewer pipes of similar materials made by means of a MAXADAPTOR®, or approved equal.

The coupling shall conform to ASTM C1173 and shall be manufactured of corrosion resistant AISI 304 series stainless steel components, and a high impact polyamide (nylon) securing cage, over an injection molded EPDM rubber gasket.

The coupling shall be installed and tightened around the connecting pipes as recommended and specified by the manufacturer. Each coupling shall bear the manufacturer's name and required markings.

The coupling shall not be backfilled with concrete, flowable fill, or other cement-containing materials in direct contact with the coupling or adapter.

### **INLET, SPECIAL**

This work shall consist of constructing precast set-over doghouse type inlet with a poured in place reinforced concrete base, as shown on the plans, together with the necessary cast iron frames and cover according to the plan details and Section 602 of the "Standard Specifications for Road and Bridge Construction".

The inside dimensions of the INLET, SPECIAL shall measure 4 ft. x 4 ft. square. The structure shall have a precast reinforced concrete flat slab top and be open on three sides.

The Contractor shall submit shop drawings to the Engineer for approval according to Articles 1042.03(b) and 105.04 of the "Standard Specifications for Road and Bridge Construction". Prior to the submittal of shop drawings, the Contractor shall field verify the sizes of the incoming and outgoing pipes.

This work shall include furnishing and installing the required stone base, frame, cover, steps, all excavation and backfill, connecting and grouting the proposed storm sewers, and pouring the concrete invert.

### **GUTTER OUTLET**

This work shall consist of constructing the concrete gutter outlet as shown on the plans and details, and according to Section 606 of the "Standard Specifications for Road and Bridge Construction".

This work shall include excavation, preparing the subgrade, and furnishing and installing the aggregate base.

### **BYPASS PUMPING**

Bypass pumping shall be used throughout construction where wastewater flow in the existing manhole and/or sewer main are required to be blocked to complete the removal or replacement of the sewer. No interruption will be permitted which adversely affects the quality of service provided in sewer mains and services.

A bypass pumping plan shall be submitted to the Engineer for review before sewer construction may begin. The Engineer's review of the bypass pumping plan shall not relieve the Contractor of their responsibility or public liability. The Contractor shall notify the City of Troy at least 24 hours prior to implementing the bypass plan.

The bypass pumping plan shall include precautions by the Contractor for preventing flooding, in the event the temporary bypass facilities fail or their capacities are exceeded. The bypass pumping plan shall include an emergency response plan to be followed in the event of a failure of the bypass pumping system.

The bypassing or discharging of sewage into existing storm sewer or natural channels will not be allowed. Wastewater flow received by the existing sewer shall not be disrupted or spilled while replacing the existing sewer.

The flow in the sanitary sewers may increase rapidly during periods of rainfall due to inflow and infiltration. For each manhole and/or sewer main that requires the flow to be plugged or blocked, the Contractor shall provide bypass pumping equipment of adequate capacity to accommodate dry weather sewage and peak flows with additional capacity for stormwater flow.

### **TRENCHLESS PIPE INSTALLATION, 18" HDPE**

This work shall consist of directional bore installation of 18" diameter sanitary sewer using high density polyethylene (HDPE) pipe, including excavating launching and receiving pits, placing backfill material in excavations, as shown in the plans.

Prior to construction, the Contractor shall submit the following to the Engineer:

1. Proposed installation methods and equipment.
2. Dewatering plan.

Select a method of installation that is appropriate for the soil conditions anticipated and will allow the pipe to be installed to the desired line and grade within the specified tolerances; prevent heaving or settlement of the ground surface or damage to nearby facilities; and prevent damage to the carrier pipe and any lining materials within the carrier pipe.

Approved installation methods include:

1. Directional Boring: A steerable trenchless method of installing underground pipe, conduit, or cable in a shallow arc along a prescribed bore path by using a surface-launched drilling rig, with minimal impact on the surrounding area.
2. Other: Other methods may be allowed with the Engineer's approval.

Notify the Engineer prior to the start of excavation activities. Remove topsoil to a minimum depth of 12 inches and stockpile. Excavate the minimum size pits necessary to safely and properly perform the work. Protect existing facilities, structures, trees, and shrubs during excavation. Place excavated material away from bore pits. Grade and shape spoil piles to drain and protect adjacent areas from runoff. Do not allow spoil piles to obstruct drainage. Stabilize stockpiles with seeding and provide sediment control around stockpiles. Remove rock, rubbish, debris, and other materials not suitable for use as backfill. Comply with the applicable requirements for shoring, bracing, and dewatering.

At the completion of the trenchless excavation, remove installation equipment and unused materials from the launching and receiving pits and restore the site.

If a casing pipe is used, the minimum wall thickness of the steel casing shall be 0.281 inches. The casing pipe diameter shall be such that there is a minimum of 3" clearance between the largest diameter part of the carrying pipe being installed and the minimum inside diameter of the casing pipe including welds. To facilitate the installation of the inner pipe, that pipe shall be fitted with at least three casing insulators per pipe length. Casing ends shall be provided and be a seamless pull-on-type synthetic rubber. End seals shall be secured to the casing and carrier pipe with Type-304 stainless steel banding straps. Use only new steel pipe meeting the requirements of ASTM A 139, Grade B; ASTM A252, Grade 2; or ASTM A 53, Grade B. Pipe may be welded or seamless.

## **PAVEMENT REMOVAL**

This work shall consist of the complete removal of existing pavement and appurtenances according to Section 440 of the "Standard Specifications for Road and Bridge Construction".

Materials to be removed may consist of hot-mix asphalt, concrete sidewalk, aggregate, oil and chip surfacing and earth, all as necessary to establish the proposed subgrade elevation of the new pavement and landscape areas.

## STATUS OF UTILITIES TO BE ADJUSTED

<u>NAME AND ADDRESS OF UTILITY</u>	<u>TYPE</u>	<u>LOCATION</u>
<u>Ameren Illinois</u> 2600 North Center Maryville, IL 62062 Contact Person: Penny Cunningham Phone: (618) 407-7917	Gas	Locate and protect the existing gas distribution line that extends along the south ROW of Collinsville Road and crosses the proposed sanitary sewer at approx. STA. 11+19. There is a potential service line crossing to 119 Collinsville Rd that shall be located and protected. There is a service line conflict within the bore pit to 120 Collinsville Rd that will be relocated by Ameren prior to excavation of the bore pit.
	Electric	The existing aerial electric lines along Wickliffe Street and Collinsville Road will not be impacted because the new sanitary sewer will be bored in those locations.
<u>AT&amp;T</u> 203 East Goethe Street Collinsville, IL 62234 Contact Person: Darren Simmons Phone: 618-346-6499	Telephone/ CATV	There is an existing underground telephone line along the south ROW of Collinsville Road that crosses the proposed sanitary sewer at approx. STA 11+03 and continues along the south ROW of W Center Street. This telephone line shall be located and protected. No conflicts are expected.
<u>City of Troy</u> 116 East Market Street Troy, IL 62294 Contact Person: Rob Hancock Phone: 618-667-4629	Storm Sewer	There is an existing 12" storm sewer that crosses the proposed sanitary sewer at STA 10+14 and outlets into the creek. If the construction of the sanitary sewer requires this storm sewer to be removed and replaced, it will be the Contractor's responsibility. There is an existing 60" storm sewer that crosses the proposed sanitary sewer at STA 16+18. This segment of pipe is being bored to avoid conflicting with this storm sewer.
	Water	Locate and protect the existing 6" water main that extends along the north ROW of Collinsville Road and crosses the proposed sanitary sewer at STA 11+72. Locate, brace, and protect the water service line to 200 Collinsville Road that crosses the proposed sanitary sewer at approx. STA 10+84 and STA 11+16.
<u>Clearwave Communication</u> 2 N Vine Street Harrisburg, IL 62946 Contact Person: Jack Trusty Phone: 618-841-9843	Fiber Optic	There is an existing underground fiber optic line that crosses the proposed sanitary sewer near STA 16+56. This fiber optic line shall be located and protected.

The above represents the best information of the responsible Local Agency and is only included for the convenience of the Contractor. The applicable provisions of Section 102 and Articles 105.07, and 107.20 of the "Standard Specifications for Road and Bridge Construction" shall apply.

Underground facilities, structures and utilities have been plotted from available surveys and records. Their locations must be considered to be approximate only. It is possible there may be others, the existence of which is not presently known or shown. Such information represents only the opinion of the Local Agency and their Engineer as to the location of such utilities and is only included for the convenience of the bidder. The Local Agency and their Engineer assume no responsibility in respect to the sufficiency or the accuracy of the information shown on the plans relative to the location of underground utility facilities.

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

## AS-BUILT / GIS SURVEY

According to the Troy, IL Code of Ordinance Section 153.164 Requirements for “As-Built” Records is stated as follows “As-built information will be provided to the “Engineer of Record” who will have a professional land surveyor prepare record drawings based on as-built information. Within 30 days after the completion and acceptance of all improvements, the Engineer for the developer shall deliver record drawings (“as-built” plans) in the form of two black line prints and one electronic copy for each of the improvements constructed. As-builts will contain the information on the design drawings, plus the following additional information:

- A. As-builts are to document changes between the design and construction. All information that is incorrect due to changes during construction will be corrected. Incorrect or no longer relevant information will be erased or struck through.
- B. Water and sewer record drawings shall include the location and depth of all service laterals; the size, location and flow line elevations of all mains; the top and flow line elevations of all manholes, valves, hydrants; and any other pertinent information.
  1. Any water and sewer facilities constructed in a horizontal or vertical location materially different than the design location will have their design location struck through and will be redrafted at the constructed location.
  2. Any dimensions or callouts (e.g., type, location, size, material, etc.) to water and sewer facilities will be corrected as necessary.
- C. GIS Requirements. The city has implemented geographical information systems (GIS) technologies to store, manage, and maintain spatially-related data. As a result, during installation actual point coordinate locations (X,Y, and Z) shall be captured. All developers shall submit digital as-built plans according to the following requirements:
  1. Submittal requirements. As-built digital plan drawings shall be submitted showing the location and details of the actual constructed improvements. The as-built shall be submitted with a sealed cover letter from a licensed Illinois Land Surveyor indicated that the location and elevation of the following items shown in the as-built have been verified under the direct supervision of the surveyor with an error of closure of not more than one to 5,000 feet.
  2. Water system items. Inventory water system fittings and valves (elevation at top of fitting/valve), fire hydrants (elevation to the bottom of the cap on the steamer fitting). And top of pipes every 200 feet along straight runs. Indicate pipe and valve sizes/materials.
  3. Datums. Submissions shall use the following geographic projection and datum:
    - a) *Projection.* State Plane Illinois West
    - b) *Horizontal datum.* NAD83 (North American Datum of 1983)

- c) *Vertical datum.* NAVD88 (North American Vertical Datum of 1988)
- d) *Datum conversion.* NADCON
- e) *Unit of measure.* U.S. survey foot

## Madison County Prevailing Wage Rates posted on 8/15/2023

Trade Title	Rg	Type	C	Base	Foreman	Overtime					Pension	Vac	Trng	Other Ins	Add OT 1.5x owed	Add OT 2.0x owed
						M-F	Sa	Su	Hol	H/W						
ASBESTOS ABT-GEN	NW	ALL		34.79	35.79	1.5	1.5	2.0	2.0	7.75	19.84	0.00	0.80		13.80	27.59
ASBESTOS ABT-GEN	SE	ALL		34.78	35.78	1.5	1.5	2.0	2.0	8.70	18.90	0.00	0.80		13.80	27.60
ASBESTOS ABT-MEC	All	BLD		34.30	35.30	1.5	1.5	2.0	2.0	10.20	6.80	0.00	0.50	0.00	0.00	0.00
BOILERMAKER	All	BLD		41.50	45.00	1.5	1.5	2.0	2.0	7.07	26.56	0.00	1.06		0.00	0.00
BRICK MASON	All	BLD		36.74	38.94	1.5	1.5	2.0	2.0	9.05	15.68	0.00	0.91	0.00	0.00	0.00
CARPENTER	All	ALL		43.52	46.02	1.5	1.5	2.0	2.0	10.00	10.55	0.00	0.70	0.00	0.00	0.00
CEMENT MASON	All	ALL		38.00	39.00	1.5	1.5	2.0	2.0	11.00	16.80	0.00	0.50	0.00	14.15	28.30
CERAMIC TILE FINISHER	All	BLD		28.08		1.5	1.5	2.0	2.0	9.05	7.69	1.00	0.85	0.00	0.00	0.00
ELECTRIC PWR EQMT OP	NW	ALL		50.48	50.48	1.5	1.5	2.0	2.0	7.00	14.13	0.00	0.50	3.25	0.00	0.00
ELECTRIC PWR EQMT OP	SE	ALL		52.84	63.69	1.5	1.5	2.0	2.0	6.95	14.79	0.00	0.53		11.14	22.27
ELECTRIC PWR GRNDMAN	NW	ALL		33.27	33.27	1.5	1.5	2.0	2.0	7.00	9.32	0.00	0.33	3.25	0.00	0.00
ELECTRIC PWR GRNDMAN	SE	ALL		39.45	63.69	1.5	1.5	2.0	2.0	5.19	11.04	0.00	0.39		8.33	16.62
ELECTRIC PWR LINEMAN	NW	ALL		58.95	62.27	1.5	1.5	2.0	2.0	7.00	16.51	0.00	0.59	3.25	0.00	0.00
ELECTRIC PWR LINEMAN	SE	ALL		60.74	63.69	1.5	1.5	2.0	2.0	7.99	17.02	0.00	0.61		12.81	25.62
ELECTRIC PWR TRK DRV	NW	ALL		37.68	37.68	1.5	1.5	2.0	2.0	7.00	10.55	0.00	0.38	3.25	0.00	0.00
ELECTRIC PWR TRK DRV	SE	ALL		43.13	63.69	1.5	1.5	2.0	2.0	5.67	12.08	0.00	0.43		9.10	18.18
ELECTRICIAN	NW	ALL		47.43	49.68	1.5	1.5	2.0	2.0	11.00	13.67	0.00	0.24	1.25	0.83	1.66
ELECTRICIAN	SE	ALL		45.49	48.22	1.5	1.5	2.0	2.0	7.99	13.91	0.00	1.25	2.97	13.08	26.12
ELECTRONIC SYSTEM TECH	NW	BLD		34.44	37.44	1.5	1.5	2.0	2.0	11.00	8.76	0.00	0.40	0.00	0.52	1.03
ELECTRONIC SYSTEM TECH	SE	BLD		37.32	40.32	1.5	1.5	2.0	2.0	4.00	11.13	0.00	0.40	1.00	0.56	1.12
ELEVATOR CONSTRUCTOR	All	BLD		57.69	64.90	2.0	2.0	2.0	2.0	16.07	20.56	4.61	0.70		0.00	0.00
FLOOR LAYER	All	BLD		38.73	40.23	1.5	1.5	2.0	2.0	10.00	10.55	0.00	0.70	0.00	0.00	0.00
GLAZIER	All	BLD		41.25	43.75	1.5	1.5	2.0	2.0	9.76	14.23	0.00	1.26	0.00	0.00	0.00
HEAT/FROST INSULATOR	All	BLD		41.73	42.73	1.5	1.5	2.0	2.0	11.74	13.50	0.00	1.05		0.00	0.00
IRON WORKER	All	ALL		38.80	40.80	1.5	1.5	2.0	2.0	10.55	18.50	0.00	0.48		14.77	29.53
LABORER	NW	ALL		34.29	35.29	1.5	1.5	2.0	2.0	7.75	19.84	0.00	0.80		13.80	27.59
LABORER	SE	ALL		34.28	35.28	1.5	1.5	2.0	2.0	8.70	18.90	0.00	0.80		13.80	27.60

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MACHINIST	All	BLD		55.74	59.74	1.5	1.5	2.0	2.0	9.93	8.95	1.85	1.47		0.00	0.00
MARBLE FINISHER	All	BLD		28.08		1.5	1.5	2.0	2.0	9.05	7.69	1.00	0.85	0.00	0.00	0.00
MARBLE MASON	All	BLD		33.62		1.5	1.5	2.0	2.0	9.05	9.25	1.00	0.94	0.00	0.00	0.00
MILLWRIGHT	All	ALL		43.52	46.02	1.5	1.5	2.0	2.0	10.00	10.55	0.00	0.70		0.00	0.00
OPERATING ENGINEER	All	BLD	1	43.95	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	2	42.82	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	3	38.34	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	4	44.95	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	5	45.95	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	6	46.50	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	7	46.80	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	8	47.10	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	9	47.75	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	10	48.25	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	11	45.95	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	12	46.95	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	13	43.95	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	BLD	14	38.40	46.95	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	1	42.45	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	2	41.32	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	3	36.84	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	4	43.45	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	5	44.45	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	6	45.00	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	7	45.30	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	8	45.60	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	9	46.25	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	10	46.75	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	11	44.45	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
OPERATING ENGINEER	All	HWY	12	45.45	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85

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OPERATING ENGINEER	All	HWY	13	36.90	45.45	1.5	1.5	2.0	2.0	14.45	19.75	0.00	1.65		17.93	35.85
PAINTER	All	BLD		32.45	33.95	1.5	1.5	2.0	2.0	7.45	13.67	0.00	0.70	0.00	0.00	0.00
PAINTER	All	HWY		33.65	35.15	1.5	1.5	2.0	2.0	7.45	13.67	0.00	0.70	0.00	0.00	0.00
PAINTER OVER 30 FT.	All	BLD		33.45	34.95	1.5	1.5	2.0	2.0	7.45	13.67	0.00	0.70	0.00	0.00	0.00
PAINTER PWR EQMT	All	BLD		33.45	34.95	1.5	1.5	2.0	2.0	7.45	13.67	0.00	0.70	0.00	0.00	0.00
PAINTER PWR EQMT	All	HWY		34.65	36.15	1.5	1.5	2.0	2.0	7.45	13.67	0.00	0.70	0.00	0.00	0.00
PILEDRIIVER	All	ALL		43.52	46.02	1.5	1.5	2.0	2.0	10.00	10.55	0.00	0.70		0.00	0.00
PIPEFITTER	N	BLD		48.31	50.72	1.5	2.0	2.0	2.0	5.25	10.50	0.00	0.60	0.00	0.00	0.00
PIPEFITTER	S	BLD		42.55	46.55	1.5	1.5	2.0	2.0	10.21	10.85	0.00	1.75		0.00	0.00
PLASTERER	All	BLD		36.50	38.00	1.5	1.5	2.0	2.0	11.00	12.00	0.00	0.75	0.00	11.88	23.75
PLUMBER	N	BLD		48.31	50.72	1.5	2.0	2.0	2.0	5.25	10.50	0.00	0.60	0.00	0.00	0.00
PLUMBER	S	BLD		42.25	44.75	1.5	1.5	2.0	2.0	10.95	8.40	0.00	1.70		0.00	0.00
ROOFER	All	BLD		37.00	39.50	1.5	1.5	2.0	2.0	9.50	10.20	0.00	0.76		0.00	0.00
SHEETMETAL WORKER	All	ALL		39.53	41.03	1.5	1.5	2.0	2.0	11.05	9.81	2.37	0.71	1.88	0.00	0.00
SPRINKLER FITTER	All	BLD		48.38	52.38	2.0	2.0	2.0	2.0	10.90	15.45	0.00	1.15		0.00	0.00
TERRAZZO FINISHER	All	BLD		28.08		1.5	1.5	2.0	2.0	9.05	7.69	1.00	0.85	0.00	0.00	0.00
TERRAZZO MASON	All	BLD		33.62		1.5	1.5	2.0	2.0	9.05	9.25	1.00	0.94	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	1	42.25	46.61	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	2	42.83	46.61	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	3	43.15	46.61	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	4	43.50	46.61	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	ALL	5	44.61	46.61	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	1	33.80	37.26	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	2	34.26	37.26	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	3	34.52	37.26	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	4	34.80	37.26	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00
TRUCK DRIVER	All	O&C	5	35.69	37.26	1.5	1.5	2.0	2.0	15.39	7.73	0.00	0.25	0.00	0.00	0.00

### Legend

Rg Region

## Madison County Prevailing Wage Rates posted on 8/15/2023

**Type** Trade Type - All,Highway,Building,Floating,Oil & Chip,Rivers

**C Class**

**Base** Base Wage Rate

**OT M-F** 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.

**OT Sa** Overtime pay required for every hour worked on Saturdays

**OT Su** Overtime pay required for every hour worked on Sundays

**OT Hol** Overtime pay required for every hour worked on Holidays

**H/W** Health/Welfare benefit

**Vac** Vacation

**Trng** Training

**Other Ins** Employer hourly cost for any other type(s) of insurance provided for benefit of worker.

Explanations MADISON COUNTY

ELECTRICIANS AND ELECTRIC SYSTEMS TECHNICIAN (NORTHWEST) - Townships of Godfrey, Foster and Wood River, and the western one mile of Moro, Ft. Russell and Edwardsville, south to the north side of Hwy. 66 and west to the Mississippi River. This includes SIU-Edwardsville Dental Facility and Alton Mental Health Hospital.

ELECTRICIANS AND ELECTRIC SYSTEMS TECHNICIAN (SOUTHEAST) - Remainder of county not covered by ELECTRICIANS AND ELECTRIC SYSTEMS TECHNICIAN (NW) including SIU-Edwardsville Main Campus.

LABORERS (NORTHWEST) - That area northwest of a diagonal line running from the Mississippi River at the intersection of the waterway known as Wood River at Maple Island, northeast through the highway intersection of Illinois Routes 3 and 143 and following the boundary of Alton/East Alton, then preceding northeast to the county line at a point approximately one mile west of Illinois Route 159.

PLUMBERS AND PIPEFITTERS (SOUTH) - That part of the county South of a line between Mitchell and Highland including the town of Glen Carbon.

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

## **Madison County Prevailing Wage Rates posted on 8/15/2023**

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

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

### **CERAMIC TILE FINISHER AND MARBLE FINISHER**

The handling, at the building site, of all sand, cement, tile, marble or stone and all other materials that may be used and installed by [a] tile layer or marble mason. In addition, the grouting, cleaning, sealing, and mixing on the job site, and all other work as required in assisting the setter. The term "Ceramic" is used for naming the classification only and is in no way a limitation of the product handled. Ceramic takes into consideration most hard tiles.

### **ELECTRONIC SYSTEMS TECHNICIAN**

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

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

### **OPERATING ENGINEER - BUILDING**

#### **GROUP I**

Cranes, Draglines, Shovels, Skimmer Scoops, Clamshells or Derrick Boats, Pile Drivers, Crane-Type Backhoes, Asphalt Plant Operators, Concrete Plant Operators, Dredges, Asphalt Spreading Machines, Screws on Asphalt Spreading Machines, All Locomotives, Cable Ways or Tower Machines, Hoists, Hydraulic Backhoes, Ditching Machines, or Backfiller, Cherrypickers, overhead Cranes, Roller, Steam or Gas, Concrete Pavers, Excavator Concrete Breakers, Concrete Pumps, Bulk Cement Plants, Cement Pumps, Derrick-Type Drills, Boat Operators, Motor Graders or Pushcats, Scoops or Tournapulls, Bulldozers, Endloaders or Fork Lifts, Power Blade or Elevating Graders, Winch Cats, Boom or Winch Trucks or Boom Tractors, Pipe Wrapping or Painting Machines, Asphalt Plant Engineer, Journeyman Lubricating Engineer, Drills (other than derrick type), Mud Jacks, or Well Drilling Machines, Boring Machines or Track Jacks, Mixers, Conveyors (two), Air Compressors (two) Water Pumps, regardless of size (two), Welding Machines (two), Siphons or Jets (two), Winch Head or Apparatuses (two), Light Plants (two), Waterblasters (two), all Tractors, regardless of size (straight tractor only), Fireman on Stationary Boilers, Automatic Elevators, Form Grading Machines, Finishing Machines, Power Sub-Grader or Ribbon Machines, Longitudinal Floats, Distributor Operators on Trucks, Winch Heads or Apparatuses (one), Mobil Track air and heaters (two to five), Heavy Equipment Greaser, Relief Operator, Assistant Master

## **Madison County Prevailing Wage Rates posted on 8/15/2023**

Mechanic and Heavy Duty Mechanic, Autonomous and semi-autonomous equipment, concrete saws of all types and sizes with their attachments, gob-hoppers, excavators all sizes, the repair, greasing, and fueling of all diesel hammers, the operation, set-up and cleaning of bidwells, concrete placement booms, the alterations, repair of all barges, water blasters of all sizes and their clutches, mobile lifts, hydraulic jacks where used for hoisting, diesel or gas powered flashing signs used for traffic control, micro pavers, log skidders, iceolators used on and off of pipeline, condor cranes, drill rigs of all sizes, bow boats, survey boats, ross carriers, bob-cats and all their attachments, skid steer loaders and all their attachments, creter crane, direct drive electric motors the bolting and unbolting the adjusting and shimming, (dewatering jobs, whirley crane, conveyor belts) etc., batch plants (all sizes), roto mills, conveyors systems of any size and any configuration, hydroseeders and straw-blowers all sizes, operation, repair, service of all vibratory hammers, all power pacs and their controls regardless of location, curtains or brush burning machines, stump cutter machines, grout machines regardless of size, Nail Launchers when mounted on a machine or self-propelled, con-cover machines, Goldhofer and similar S.P.M.T. (self-propelled modular transporters) heavy transport units and all Operators (except those listed below).

### **GROUP II**

Assistant Operators

### **GROUP III**

Air Compressors (one), Water Pumps, regardless of size (one), Water-blasters (one), Welding Machine (one), Mixers (one bag), Conveyor (one), Siphon or Jet (one), Light Plant (one), Heater (one), Immobile Track Air (one), and Self-Propelled Walk Behind Rollers.

### **GROUP IV**

CCO-17 ton and below

### **GROUP V**

CCO-17.5 to 35 Ton and Boom to 50'

### **GROUP VI**

CCO-35.5 to 75 Ton and Boom to 100'

### **GROUP VII**

CCO-75.5 to 125 Ton and Boom to 125'

### **GROUP VIII**

CCO- 125.5 to 200 Ton and Boom to 100'

### **GROUP IX**

CCO-200.5 to 300 Ton and Boom to 100'

### **GROUP X**

CCO-300.5 to 450 Ton and Boom to 150'

### **GROUP XI**

## **Madison County Prevailing Wage Rates posted on 8/15/2023**

Master Mechanic

### GROUP XII

Operator Foreman, Licensed Boat Pilot

### GROUP XIII

Track type hydraulic hoes & crawler gradealls prep time.

### GROUP XIV

Fireman on Whirlies and Heavy Equipment Oilers, Truck Cranes, Dredges, Monigans, Large Cranes - (Over 65-ton rated capacity)  
Concrete Plant Oiler, Blacktop Plant oiler and Creter Crane Oiler (when required), barge tenders, oilers on drill rigs used for caisson or for pile driving and Oiler.

## OPERATING ENGINEERS – Highway

### GROUP I

Cranes, Draglines, Shovels, Skimmer Scoops, Clamshells or Derrick Boats, Pile Drivers, Crane-Type Backhoes, Asphalt Plant Operators, Concrete Plant Operators, Dredges, Asphalt Spreading Machines, Screws on Asphalt Spreading Machines, All Locomotives, Cable Ways or Tower Machines, Hoists, Hydraulic Backhoes, Ditching Machines, or Backfiller, Cherrypickers, overhead Cranes, Roller, Steam or Gas, Concrete Pavers, Excavator Concrete Breakers, Concrete Pumps, Bulk Cement Plants, Cement Pumps, Derrick-Type Drills, Boat Operators, Motor Graders or Pushcats, Scoops or Tournapulls, Bulldozers, Endloaders or Fork Lifts, Power Blade or Elevating Graders, Winch Cats, Boom or Winch Trucks or Boom Tractors, Pipe Wrapping or Painting Machines, Asphalt Plant Engineer, Journeyman Lubricating Engineer, Drills (other than derrick type), Mud Jacks, or Well Drilling Machines, Boring Machines or Track Jacks, Mixers, Conveyors (two), Air Compressors (two) Water Pumps, regardless of size (two), Welding Machines (two), Siphons or Jets (two), Winch Head or Apparatuses (two), Light Plants (two), Waterblasters (two), all Tractors, regardless of size (straight tractor only), Fireman on Stationary Boilers, Automatic Elevators, Form Grading Machines, Finishing Machines, Power Sub-Grader or Ribbon Machines, Longitudinal Floats, Distributor Operators on Trucks, Winch Heads or Apparatuses (one), Mobil Track air and heaters (two to five), Heavy Equipment Greaser, Relief Operator, Assistant Master Mechanic and Heavy Duty Mechanic, concrete saws of all types and sizes with their attachments, gob-hoppers, excavators all sizes, the repair, greasing, and fueling of all diesel hammers, the operation, set-up and cleaning of bidwells, concrete placement booms, the alterations, repair of all barges, water blasters of all sizes and their clutches, mobile lifts, hydraulic jacks where used for hoisting, diesel or gas powered flashing sings used for traffic control, micro pavers, log skidders, iceolators used on and off of pipeline, condor cranes, drill rigs of all sizes, bow boats, survey boats, ross carriers, bob-cats and all their attachments, skid steer loaders and all their attachments, creter crane, direct drive electric motors the bolting and unbolting the adjusting and shiming, (dewatering jobs, whirley crane, conveyor belts) etc., batch plants (all sizes), roto mills, conveyors systems of any size and any configuration, hydroseeders and straw-blowers all sizes, operation, repair, service of all vibratory hammers, all power pacs and their controls regardless of location, curtains or brush burning machines, stump cutter machines, grout machines regardless of size, Nail launchers when mounted on a machine or self-propelled, con-cover machines, Goldhofer and similar S.P.M.T. (self-propelled modular transporters) heavy transport units and all Operators (except those listed below).

## **Madison County Prevailing Wage Rates posted on 8/15/2023**

### GROUP II

Assistant Operators

### GROUP III

Air Compressors (one), Water Pumps, regardless of size (one), Water-blasters (one), Welding Machine (one), Mixers (one bag), Conveyor (one), Siphon or Jet (one), Light Plant (one), Heater (one), Immobile Track Air (one), and Self-Propelled Walk Behind Rollers.

### GROUP IV

CCO-17 ton and below

### GROUP V

CCO-17.5 to 35 Ton and Boom to 50'

### GROUP VI

CCO- 35.5 to 75 Ton and Boom to 100'

### GROUP VII

CCO- 75.5 to 125 Ton and Boom to 75'

### GROUP VIII

CCO- 125.5 to 200 Ton and Boom to 100'

### GROUP IX

CCO- 200.5 to 300 Ton and Boom to 100'

### GROUP X

CCO- 300.5 to 450 Ton and Boom to 150'

### GROUP XI

Master Mechanic, Working Foreman/Mechanic.

### GROUP XII

Operator Foreman, licensed boat pilot.

### GROUP XIII

Fireman on Whirlies and Heavy Equipment Oilers, Truck Cranes, Dredges, Monigans, Large Cranes - (Over 65-ton rated capacity) Concrete Plant Oiler, Blacktop Plant Oiler and Creter Crane Oiler (when required), barge tenders, oilers on drill rigs used for caisson or for pile driving, and Oiler.

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.

## **Madison County Prevailing Wage Rates posted on 8/15/2023**

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

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

Class 4. Low Boy and Oil Distributors.

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

### **TRUCK DRIVER - OIL AND CHIP RESEALING ONLY.**

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

### **TERRAZZO FINISHER**

The handling of all materials used for Mosaic and Terrazzo work including preparing, mixing by hand, by mixing machine or transporting of pre-mixed materials and distributing with shovel, rake, hoe, or pail, all kinds of concrete foundations necessary for Mosaic and Terrazzo work, all cement terrazzo, magnesite terrazzo, Do-O-Tex terrazzo, epoxy matrix ter-razzo, exposed aggregate, rustic or rough washed for exterior or interior of buildings placed either by machine or by hand, and any other kind of mixture of plastics composed of chips or granules when mixed with cement, rubber, neoprene, vinyl, magnesium chloride or any other resinous or chemical substances used for seamless flooring systems, and all other building materials, all similar materials and all precast terrazzo work on jobs, all scratch coat used for Mosaic and Terrazzo work and sub-bed, tar paper and wire mesh (2x2 etc.) or lath. The rubbing, grinding, cleaning and finishing of same either by hand or by machine or by terrazzo resurfacing equipment on new or existing floors. When necessary finishers shall be allowed to assist the mechanics to spread sand bed, lay tarpaper and wire mesh (2x2 etc.) or lath. The finishing of cement floors where additional aggregate of stone is added by spreading or sprinkling on top of the finished base, and troweled or rolled into the finish and then the surface is ground by grinding machines.

### **Other Classifications of Work:**

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

## **Madison County Prevailing Wage Rates posted on 8/15/2023**

### 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.





District 8

Project 8-34428

Marked Route IL 162

Location Troy - IL 162 (Edwardsville Road) at Wickliffe Street

County Madison

Contract Number \_\_\_\_\_

Section 36CSM

Inclusive Dates of Work \_\_\_\_\_ to \_\_\_\_\_ Work Hours  AM  PM to  AM  PM

Work Type  Maintenance  Construction  Traffic  Other

Describe Work Sanitary sewer removal and replacement and pavement restoration

A lane closure will be necessary to provide construction working room.

Contractor or Agency Performing Work \_\_\_\_\_

**Responsible Engineer:** (Construction Foreman/Superintendent, Maintenance/Traffic Field Engineer)

Name \_\_\_\_\_ Telephone No. ( ) ( )  
Office Home

(If traffic control is to be employed between 5:00 p.m. and 8:30 a.m. or on Saturday, Sunday or holidays give additional names and numbers)

Name \_\_\_\_\_ Telephone No. ( ) ( )

Name \_\_\_\_\_ Telephone No. ( ) ( )

Name \_\_\_\_\_ Telephone No. ( ) ( )

**Controls:** (Describe specific controls to be used, including reference to appropriate Highway Standards or sections of manuals, and set forth any special controls proposed).

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

**Distribution:** District Operations/Traffic Engineer  
Project Implementation Engineer  
Field Engineer  
Resident Engineer  
ISP District

Submitted by: \_\_\_\_\_

Approved by: \_\_\_\_\_  
(District Operations/Traffic Engineer)



District 8

Project 8-34428

Marked Route SBI Route 11 (Collinsville Rd)

Location Troy - W Center Street at Collinsville Road; Bore pit at 200 Collinsville Road

County Madison

Contract Number \_\_\_\_\_

Section 47RS-2

Inclusive Dates of Work \_\_\_\_\_ to \_\_\_\_\_ Work Hours  AM  PM to  AM  PM

Work Type  Maintenance  Construction  Traffic  Other

Describe Work Bore pit excavation for sanitary sewer install and pavement restoration.

Road Closure of W Center St and detour traffic to IL-162.

Contractor or Agency Performing Work \_\_\_\_\_

**Responsible Engineer:** (Construction Foreman/Superintendent, Maintenance/Traffic Field Engineer)

Name \_\_\_\_\_ Telephone No. ( ) ( )  
Office Home

(If traffic control is to be employed between 5:00 p.m. and 8:30 a.m. or on Saturday, Sunday or holidays give additional names and numbers)

Name \_\_\_\_\_ Telephone No. ( ) ( )

Name \_\_\_\_\_ Telephone No. ( ) ( )

Name \_\_\_\_\_ Telephone No. ( ) ( )

**Controls:** (Describe specific controls to be used, including reference to appropriate Highway Standards or sections of manuals, and set forth any special controls proposed).

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

**Distribution:** District Operations/Traffic Engineer  
Project Implementation Engineer  
Field Engineer  
Resident Engineer  
ISP District

Submitted by: \_\_\_\_\_

Approved by: \_\_\_\_\_  
(District Operations/Traffic Engineer)



# Illinois Department of Transportation

Office of Highways Project Implementation / Region 5 / District 8  
1102 Eastport Plaza Drive / Collinsville, Illinois 62234-6198

July 6, 2023

ACCESS PERMIT APPLICATION No. 8-33559  
SBI Route 11 (Collinsville Rd)  
Section 47RS-2  
Madison County  
Location: Intersection of Collinsville Rd and West Center Street

City of Troy  
Attn: Jay Keeven  
116 East Market Street  
Troy, IL 62294

Dear Mr. Keeven:

The enclosed Access Permit form and bond must be properly executed and returned to this office before your Access Permit will be issued. The attached drawing and description specifies pertinent information required to construct the proposed improvements within the specifications of the Access Permit Policy. Please execute the permit application form (all signatures must be in ink) in the following manner:

1. Sign on the line marked "Applicant".
2. Have a disinterested person (not a relative) sign in the space marked "Witness".
3. Affix the date the form was signed in the spaces provided.
4. The full mailing addresses of both signatories (witness and applicant) must be completed.
5. DO NOT write in the space provided for Department of Transportation officials.

We have also enclosed a set of instructions and three copies of the Highway Permit Bond in the amount of \$50,000.00 to guarantee proper installation and maintenance of the proposed construction. The bond should be executed by you, or your Contractor, with a reliable surety company licensed by the State of Illinois on the date the bond is executed. The bond form MUST BE signed in the lower right-hand corner by the principal securing the bond.

After you have properly executed the permit application and bond in accordance with the above instructions, return the permit application and the three copies of the Bond to this office for final approval by officials of the department. When you receive your approved copy of this permit, and when you have notified the Department as required in the permit, you may begin the work as set forth in your permit.

Should you have any questions concerning this matter, please contact RuAnna Stumpf, Permits Unit Chief, at (618) 346-3280, or via e-mail at [ruanna.stumpf@illinois.gov](mailto:ruanna.stumpf@illinois.gov).

Sincerely,

Kirk H. Brown, P.E.  
Region Five Engineer



Joseph D. Monroe, P.E.  
District Operations Engineer

**INSTRUCTIONS FOR EXECUTING  
HIGHWAY PERMIT BONDS & NOTARY PUBLIC CERTIFICATION**

**HIGHWAY PERMIT BOND (3 COPIES)**

1. **BY PRINCIPAL** – When the principal on the bond is incorporated, the President and Secretary or their respective assistants shall sign the bond and have the corporate seal affixed thereto. The Individual Highway Permit Bond form **MUST BE SIGNED** by the Principal/Applicant securing the bond. This signature **MUST BE** affixed in the lower right-hand side where indicated.
2. **BY SURETY COMPANY** – The bond must be signed by a regular officer or an attorney-in-fact of the surety company, and the company's seal must be affixed.

A certified copy of the authority of the officer or attorney-in-fact so executing the bond must be attached and this authority must be shown to be in full force and effect on the date on which the bond is executed. If more than one bond is executed, attach such a copy to each bond.

**NOTARY PUBLIC CERTIFICATION (1 COPY)**

The signature of the regular officer or attorney-in-fact of the surety company must be acknowledged before a Notary Public residing in the County where the bond was executed, the date of acknowledgment to be the same or subsequent to the date of execution of the bond.

After approval by officials of the Department, an approved copy of the Permit and Bond will be returned to the Principal. One approved copy of the Permit and Bond will also be returned directly to the Agent.

STATE OF \_\_\_\_\_ )

COUNTY OF \_\_\_\_\_ )

On this \_\_\_\_\_ day of \_\_\_\_\_, A.D., 20\_\_\_\_, before me personally

appeared \_\_\_\_\_ with

whom I am personally acquainted, who, being by me duly sworn, said: That s/he resides in the County of

\_\_\_\_\_, that s/he is the

Attorney-in-Fact of the \_\_\_\_\_ Corporation described in and

which executed the foregoing instrument that s/he knows the corporate seal of said Company; that said

seal affixed to said instrument is such corporate seal; that it was so affixed by authority of the Board of

Directors thereof and of his/her office under the by-laws of said Company; that s/he signed his/her name

thereto as Attorney-in-Fact by like authority, and that s/he is the Attorney-in-Fact as of this date.

\_\_\_\_\_  
NOTARY PUBLIC

(SEAL)

My commission expires \_\_\_\_\_.



Address 1102 Eastport Plaza Drive City Collinsville State IL District 8 Bond No.

KNOWN ALL MEN BY THE PRESENTS, That I (We) (Name of Applicant)

(Mailing Address) City State Zip Code

as Principal, and (Surety Company)

a corporation organized and existing under the laws of the State of and licensed to do business in the State of Illinois, are held firmly bound unto the people of the State of Illinois in the penal sum of FIFTY THOUSAND AND 00/100 Dollars (\$50,000.00) lawful money of the United States well and truly to be paid unto said people of the State of Illinois, for payment of which we bind ourselves, our successors and assigns, jointly, severally, and firmly by these presents.

WHEREAS, Highway Permit No. 8-33559 Issued by the Department of Transportation of the State of Illinois grants to permission and authority to construct, locate, operate, and maintain the work described in said Permit, upon or adjacent to SBI Route 11 (Collinsville Rd) in Madison County as more fully described in said Permit and Sketch, which by this reference are made a part hereof as if written herein at length, in and by which Permit and Sketch the said Principal has promised and agreed to perform said described operation and related activities in accordance with the terms and conditions of and description in said Permit and Sketch.

NOW THEREFORE, if the said Principal shall well and truly perform said operations in accordance with the terms and conditions of and description in said Permit and Sketch to the satisfaction of said Department, and shall perform no other work or construction at said location without first applying for and receiving another permit from said Department, then no claim or demand will be made against the above obligation. Otherwise, this bond or so much thereof as may be necessary shall insure to the said Department as cost and expense to change and correct, during a period of 5 years from the date of approval of this bond by the Department, said construction to conform to the terms and conditions of and description in said Permit and Sketch.

IN WITNESS WHEREOF, WE HAVE DULY EXECUTED THE FOREGOING

This Day of

Principal Name

Surety

Address

Address

City State Zip Code

City State Zip Code

Phone

Attorney in Fact Date

Signature Date

(Seal)

(Seal)

Agent for Surety

Department of Transportation Signature Date

Address

City State Zip Code

Regional Engineer

Surety Signature Date



Address 1102 Eastport Plaza Drive City Collinsville State IL District 8 Bond No.

KNOWN ALL MEN BY THE PRESENTS, That I (We) (Name of Applicant)

(Mailing Address) City State Zip Code

as Principal, and (Surety Company)

a corporation organized and existing under the laws of the State of and licensed to do business in the State of Illinois, are held firmly bound unto the people of the State of Illinois in the penal sum of

FIFTY THOUSAND AND 00/100 Dollars (\$50,000.00) lawful money of the United States well and truly to be paid unto said people of the State of Illinois,

for payment of which we bind ourselves, our successors and assigns, jointly, severally, and firmly by these presents.

WHEREAS, Highway Permit No. 8-33559 Issued by the Department of Transportation of the State of Illinois grants to permission and authority to construct, locate, operate, and maintain the work described in said Permit, upon or adjacent to

SBI Route 11 (Collinsville Rd) in Madison County as more fully described in said Permit and Sketch, which by this reference are made a part hereof as if written herein at length, in and by which Permit and Sketch the said Principal has promised and agreed to perform said described operation and related activities in accordance with the terms and conditions of and description in said Permit and Sketch.

NOW THEREFORE, if the said Principal shall well and truly perform said operations in accordance with the terms and conditions of and description in said Permit and Sketch to the satisfaction of said Department, and shall perform no other work or construction at said location without first applying for and receiving another permit from said Department, then no claim or demand will be made against the above obligation. Otherwise, this bond or so much thereof as may be necessary shall insure to the said Department as cost and expense to change and correct, during a period of 5 years from the date of approval of this bond by the Department, said construction to conform to the terms and conditions of and description in said Permit and Sketch.

IN WITNESS WHEREOF, WE HAVE DULY EXECUTED THE FOREGOING

This Day of

Principal Name

Surety

Address

Address

City State Zip Code

City State Zip Code

Phone

Attorney in Fact Date

Signature Date

(Seal)

(Seal)

Agent for Surety

Department of Transportation Signature Date

Address

City State Zip Code

Regional Engineer

Surety Signature Date



Address 1102 Eastport Plaza Drive City Collinsville State IL District 8 Bond No.

KNOWN ALL MEN BY THE PRESENTS, That I (We) (Name of Applicant)

(Mailing Address) City State Zip Code

as Principal, and (Surety Company)

a corporation organized and existing under the laws of the State of and licensed to do business in the State of Illinois, are held firmly bound unto the people of the State of Illinois in the penal sum of

FIFTY THOUSAND AND 00/100 Dollars (\$50,000.00) lawful money of the United States well and truly to be paid unto said people of the State of Illinois,

for payment of which we bind ourselves, our successors and assigns, jointly, severally, and firmly by these presents.

WHEREAS, Highway Permit No. 8-33559 Issued by the Department of Transportation of the State of Illinois grants to permission and authority to construct, locate, operate, and maintain the work described in said Permit, upon or adjacent to

SBI Route 11 (Collinsville Rd) in Madison County as more fully described in said Permit and Sketch, which by this reference are made a part hereof as if written herein at length, in and by which Permit and Sketch the said Principal has promised and agreed to perform said described operation and related activities in accordance with the terms and conditions of and description in said Permit and Sketch.

NOW THEREFORE, if the said Principal shall well and truly perform said operations in accordance with the terms and conditions of and description in said Permit and Sketch to the satisfaction of said Department, and shall perform no other work or construction at said location without first applying for and receiving another permit from said Department, then no claim or demand will be made against the above obligation. Otherwise, this bond or so much thereof as may be necessary shall insure to the said Department as cost and expense to change and correct, during a period of 5 years from the date of approval of this bond by the Department, said construction to conform to the terms and conditions of and description in said Permit and Sketch.

IN WITNESS WHEREOF, WE HAVE DULY EXECUTED THE FOREGOING

This Day of

Principal Name

Surety

Address

Address

City State Zip Code

City State Zip Code

Phone

Attorney in Fact Date

Signature Date

(Seal)

(Seal)

Agent for Surety

Department of Transportation Signature Date

Address

City State Zip Code

Regional Engineer

Surety Signature Date



District Serial No. 8-33559

Whereas, I (We) City of Troy, 116 East Market Street  
(Name of Applicant) (Mailing Address)

Troy IL 62294 hereinafter termed the Applicant,  
(City) (State/Zip Code)  
request permission and authority to do certain work herein described on the right-of-way of the State Highway  
known as SBI Route 11 (Collinsville Rd), Section 47RS-2,  
from Station 13+54.79 to Station 15+76.28  
Madison County, Location: Intersection of Collinsville Rd and West Center Street

The work is described in detail on the attached plans and/or as follows:

The plans attached to this permit have been accepted by the Illinois Department of Transportation. Please note: The Department has neither designed nor reviewed all aspects of the proposed construction. The consultant who has designed these plans is responsible for ensuring all aspects meet current Department policies and procedures as outlined in the Bureau of Design and Environment Manual and Standard Specification Manual. Field verification of actual conditions is required and any deviations to the proposed construction must be approved by both the Permit Applicant and the Department prior to being implemented. Any deviations implemented by a Contractor without approval of the Department may not be accepted. These contract documents are part of a Highway Access Permit issued by the Department's Region Five, District 8, Office in Collinsville. There are conditions listed in the verbiage of the permit which apply to the work that is to be performed on the State highway right-of-way. Since these conditions are likely to have a bearing on how a Contractor conducts his/her operations and completes the work, it is essential that all Contractors be aware of these conditions before starting any work. This information should be supplied by the Developer or Owner.

All concrete sidewalk, concrete curb and gutter, or depressed concrete curb and gutter constructed within the IDOT right-of-way must be tested by an ACI certified inspector for air and slump in accordance with the applicable portions of Article 1020.04 of the Standard Specifications. These test results must be provided to the Bureau of Operations, Permits Unit. All other applicable requirements of Article 1020 shall also be met regarding temperature placement, protection, and curing.

Should Utility Connections be required within the State's right-of-way, a separate UTILITY PERMIT shall be secured from the Department.

All Traffic Control measures must be approved by the Department prior to being implemented. The Applicant, or their Contractor, must submit the BSPE 725 form Traffic Control and Authorization to the District 8 Bureau of Operations Permit office at least two weeks in advance of any work within the State right-of-way.

The Applicant, or their contractor, shall file a satisfactory surety bond with the Department in the amount of \$50,000.00, to remain in force for a period of five years, as guarantee of the fulfillment of the obligations assumed under this permit.

The City of Troy agrees that any new sidewalk installed within the State of Illinois right-of-way under this permit shall be their maintenance responsibility. Their signature on this Access Permit shall serve as their agreement to this requirement.

It is understood that the work authorized by this permit shall be completed within 6 months after the date this permit is approved, otherwise the permit becomes null and void. Time extensions may be granted at the Department's discretion.

**This permit is subject to the conditions and restrictions printed on the following page(s).**

This permit is hereby accepted, and its provisions agreed to this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Signed \_\_\_\_\_  
Witness

Signed \_\_\_\_\_  
City of Troy

\_\_\_\_\_  
Mailing Address  
City State/Zip Code

\_\_\_\_\_  
Mailing Address  
City State/Zip Code

SIGN AND RETURN TO: Bureau of Operations, 1102 Eastport Plaza Drive, Collinsville, Illinois 62234

Approved this \_\_\_\_\_ day of \_\_\_\_\_, \_\_\_\_\_

Department of Transportation  
BY: \_\_\_\_\_

Region Five Engineer  
OPER 1045 (Rev08/07)

DISTRICT 8 ACCESS PERMIT SHEET  
APPLICABLE TO PERMIT NO. 8- 33559

**First:** The Applicant represents and warrants that he/she is the party in interest respecting this Permit and that he/she is the agent in fact with authority to bind all parties in interest to the obligations and undertakings agreed to in this Permit. The Applicant represents and warrants that the property lines shown on the attached plan sheet(s) or sketch are true and correct, and that all proposed work is accurately depicted thereon.

**Second:** The proposed work shall be located and constructed to the satisfaction of the Regional Engineer or his/her duly authorized representative. No revisions or additions shall be made to the proposed work on the right-of-way without the written permission of the Regional Engineer. The Applicant agrees to complete all work to the standards and specifications identified by the Regional Engineer or his/her authorized representative as a condition of granting this Permit. The Applicant agrees to furnish all labor, equipment and material, and do all work and pay all costs associated with the work authorized by this Permit. The Applicant agrees to restore any and all damaged portions of the highway right-of-way to the condition satisfactory to the Regional Engineer or his/her authorized representative including, but not limited to, all landscape restoration. The Applicant shall not trim, cut or in any way disturb any trees or shrubbery along the highway without the approval of the Regional Engineer or his/her duly authorized representative. Any and all documents, writings and notes reflecting or identifying the standards, specifications, understandings and conditions applicable to the performance of the permitted work required by the Regional Engineer or his/her authorized representative are hereby incorporated into this Permit by reference as though fully set forth herein.

**Third:** The Applicant shall at all times conduct the work in such a manner as to minimize hazards to vehicular and pedestrian traffic. Traffic controls and work site protection shall be in accordance with the applicable requirements of Part 6 (Temporary Traffic Control) of the Illinois Manual on Uniform Traffic Control Devices and with the traffic control plan if one is required elsewhere in the permit. All signs, barricades, flaggers, etc., required for traffic control shall be furnished by the Applicant. The work may be done on any day except Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. Work shall be done only during daylight hours.

**Fourth:** The work performed by the Applicant is for the bona fide purpose expressed and not for the purpose of, nor will it result in, the parking or servicing of vehicles on the highway right-of-way. Signs located on or overhanging the right-of-way shall be prohibited.

**Fifth:** The Applicant shall engage in only the proposed work approved herein, and subject to the hazards incident to such activities, assumes all risks associated therewith. The Applicant assumes full and strict liability for the actions of itself, all parties in interest, its agents and employees, contractors, subcontractors and consultants. The Applicant and all parties in interest shall save, defend, hold harmless and indemnify the State of Illinois and each of its officers, agents, employees, invitees and others associated with it from and against any and all suits, claims, actions, losses, injuries, damages, judgments and expenses that are based on, or that arise or are alleged to have arisen out of the performance of the work approved herein, including, but not limited to, any act, willful or intended, or negligence of the Applicant and any party in interest, its agents and employees, contractors, subcontractors and consultants whether at law, in equity or common law. In the event the Applicant or any party in interest fails, neglects, or refuses to comply with any provision of this indemnity, the State of Illinois may take any action necessary to protect itself from liability, including any action to pay, settle, compromise and procure the discharge thereof, in which case the Applicant or any party in interest, jointly and severally, shall be liable and bound unto the State of Illinois for any and all expenses related thereto, including attorney's fees.

**Sixth:** The State reserves the right to make such changes, additions, repairs and relocations within its statutory limits to the facilities constructed under this permit or their appurtenances on the right-of-way as may at any time be considered necessary to permit the relocation, reconstruction, widening or maintaining of the highway and/or provide proper protection to life and property on or adjacent to the State right-of-way. However, in the event this permit is granted to construct, locate, operate and maintain utility facilities on the State right-of-way, the Applicant, upon written request by the Regional Engineer, shall perform such alterations or change of location of the facilities, without expense to the State, and should the Applicant fail to make satisfactory arrangements to comply with this request within a reasonable time, the State reserves the right to make such alterations or change of location or remove the work, and the Applicant agrees to pay for the cost incurred.

**Seventh:** This permit is effective only insofar as the Department has jurisdiction and does not presume to release the Applicant from compliance with the provisions of any existing statutes or local regulations relating to the construction of such work.

**Eighth:** The Construction of access driveways is subject to the regulations listed in the "Policy on Permits for Access Driveways to State Highways." If, in the future, the land use of property served by an access driveway described and constructed in accordance with this permit changes so as to require a higher driveway type as defined in that policy, the owner shall apply for a new permit and bear the costs for such revisions as may be required to conform to the regulations listed in the policy. Utility installations shall be subject to the "Policy on the Accommodation of Utilities on Right-of-Way of the Illinois State Highway System."

**Ninth:** If the work covered by this permit includes construction of additional lanes, turn lanes, median cross-overs or traffic signals on, along or adjacent to a highway under Department jurisdiction, the permittee shall use only contractor(s) approved by the Department of Transportation for the performance of said work on the State highway. A contractor currently prequalified by the Department in the work rating governing the said work shall be approved. Prior to the commencement of the said work on the State highway, the applicant shall furnish the Regional Engineer a copy of the contractor's current Certificate of Eligibility, or, if the permittee proposes to use a contractor not currently prequalified by the Department, information satisfactory to the Department evidencing the contractor's qualification and ability to perform the said work. No work on the State highway shall be performed until the Department issues an approval of the proposed contractor.

DISTRICT 8 ACCESS PERMIT SHEET  
APPLICABLE TO PERMIT NO. 8- 33559

The work is this permit is for the removal and reconstruction of one entrance drive for commercial use, new sidewalks, new curb and gutter, bore pit and sewer line/ inlet replacement on the southerly right-of-way of SBI Route 11, marked Collinsville Roads, in accordance with the attached plans, which are hereby made a part of this permit.

The entrance shall be constructed 35 feet in width, face to face of curb and shall have 10 foot return radii. A clean sawcut shall be obtained at the edge of the highway pavement. **This shall be at the true edge of pavement, at the back side of the white edge line, and not the edge of any paved shoulder.** Should the highway pavement become damaged during the sawcut, an appropriate bituminous concrete patch shall be constructed meeting the approval of the Department. The existing curb and gutter shall be removed to its full depth for the entire width of the entrance, including the radius returns, and replaced with depressed Type B curb and gutter. The curb and gutter shall be removed by sawcutting the old concrete curb at the edge of the highway pavement. The entrance shall be bordered by Type B curb and gutter. The flow line of the existing curb and gutter shall not be altered. The drive surface shall be constructed by excavating the earth to a depth of 12 inches and placing 8 inches portland cement concrete on 4 inches crushed stone. Nowhere shall the grade of the entrance exceed 6% on State right-of-way. Any existing sidewalk shall be removed and replaced by driveway pavement.

This permit also authorizes grading, shaping and seeding on that portion of highway right-of-way south of the center line of Collinsville Road from Station 13+54.79 to Station 15+76.28. All work is to be performed in accordance with the attached specifications, which are hereby made a part of this permit.

The applicant shall be responsible for determining location of and protecting all facilities on the public right-of-way including buried facilities. The applicant must notify J.U.L.I.E. at 1-800-892-0123, at least one week in advance of any excavation to have all existing utilities located. The applicant shall be responsible for the cost of repair or replacement of any such facilities damaged as a result of the work covered herein. The applicant shall assume all responsibility for interference with utilities in, along or upon said right-of-way. The Department is not a member of JULIE and has no means to locate its own facilities (such as underground conduit and/or cable or traffic signals or highway lighting). The applicant, at his/her own expense, must obtain the services of a qualified electrical contractor to locate such state-owned facilities

No overhead flood light fixtures, advertising signs, or signs of any kind, shall be placed on/or overhang the state right-of-way.

Following completion of the construction on the highway right-of-way, all broken concrete or any other waste dirt or materials shall be removed from the highway, and the remaining grassed areas prepared for seeding.

At all times during construction, the applicant shall be responsible for maintaining the highway surface in a safe and sightly manner. Any mud or debris which might be tracked or spilled onto the highway surface shall be immediately removed. The applicant, his successors or assigns shall maintain that portion of the drive on State right-of-way in a manner satisfactory to the Department, otherwise the State reserves the right to maintain the shoulder included in the drive to the same standard as if it were a shoulder.

All construction methods and materials shall comply with the applicable provisions of the State of Illinois "Standard Specifications for Road and Bridge Construction" adopted January 1, 2022.

This entrance is to be used for a commercial property.

## SPECIFICATIONS FOR SEEDING

### 1. GENERAL

This specification is to be used for seeding within the Illinois Department of Transportation right-of-way.

Seeding as described below shall be performed as soon as the ground is prepared. Not earlier than twenty-four (24) hours before seeding, the soil surface shall be worked to a depth of not less than 2 inches with a weighted disk road tiller, pulvimixer, rake or other suitable equipment until the surface is smooth and free from debris, washes, gullies, clods and stones and shall be in such smooth condition at time of seeding.

### 2. FERTILIZING

Fertilizer containing 10 per cent nitrogen, 6 per cent phosphorus and 4 per cent potash (10-6-4 analysis) shall be applied to the area to be seeded at the rate of 25 pounds per 1,000 square feet.

### 3. SEED SOWING

The area to be seeded shall be smoothed by dragging with an approved type of plank drag or rake. As soon as the area is smooth the permanent turf crop shall be sown.

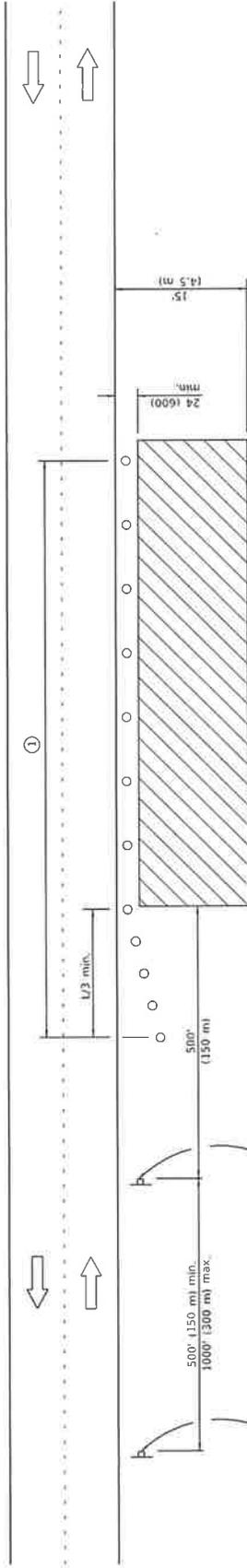
The permanent turf crop shall be sown with Kentucky Blue Grass at four (4) pounds per 1,000 square feet. Use only if endofyte free.

### 4. MULCHING

Within twenty-four (24) hours from the time of seeding, the seeded area shall be given a covering of straw at the rate of approximately 100 pounds per 1,000 square feet. The straw shall be loose enough to permit air to circulate, but compact enough to reduce erosion. Care should be taken that the material is in a loosened condition and contains no lumps or knots of compacted material.

The Permittee shall be responsible for the proper care of the seeded area during the period of when the grass is becoming established – any seeded area that does not produce a suitable stand of grass shall be re-seeded as specified above.

On completion of all seeding operations, the Permittee shall remove all debris, excess materials, et cetera, as caused by his/her work and leave the premises neat and clean.



For contract construction projects

For maintenance and utility projects

**TYPICAL APPLICATIONS**

- Utility operations
- Culvert extensions
- Side slope changes
- Guardrail installation and maintenance
- Demolition installation
- Demolition operations
- Shoulder repair
- Sign installation and maintenance

**SYMBOLS**

- Work area
- Sign
- Conc. drum or barricade

**GENERAL NOTES**

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

Calculate L as follows:

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

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

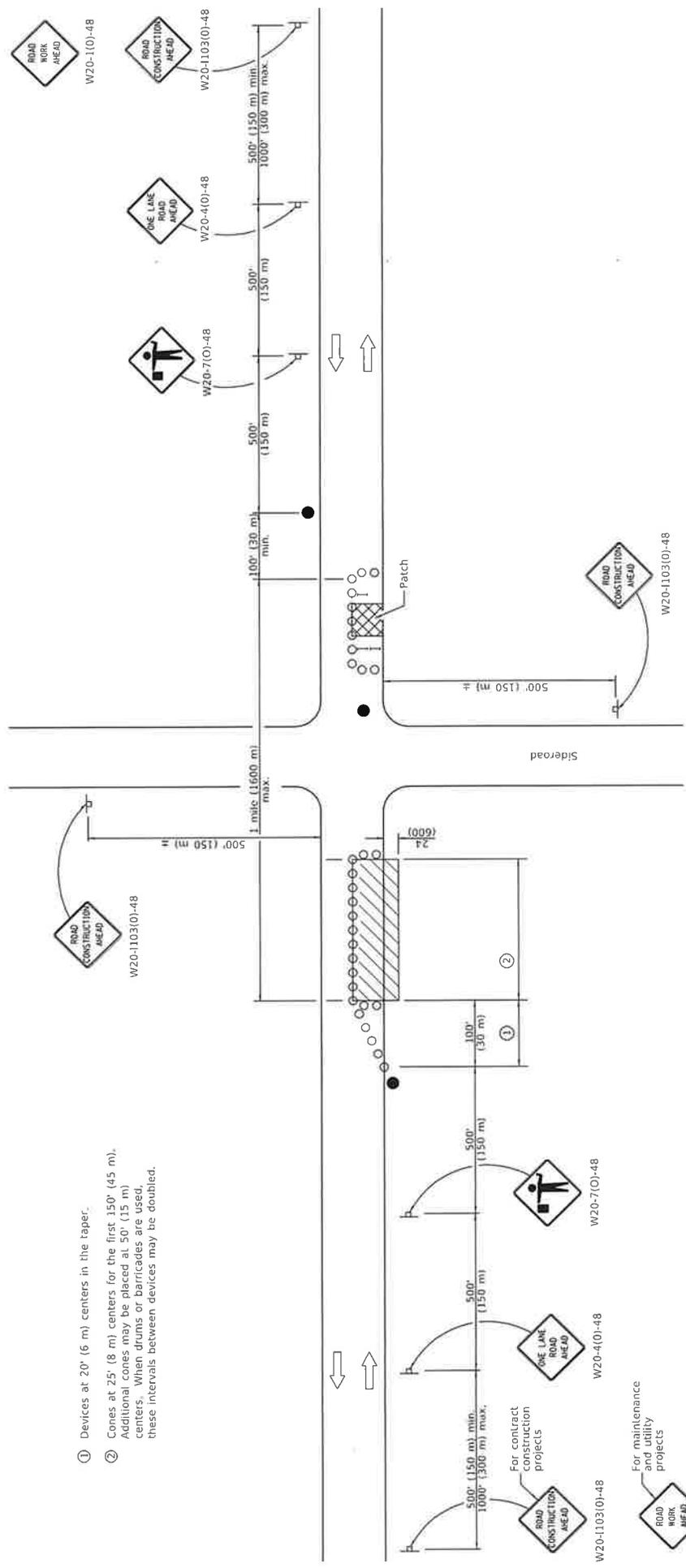
① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

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

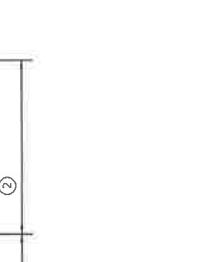
DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

STANDARD 701006-05

Illinois Department of Transportation  
 DIVISION OF SAFETY AND ENVIRONMENT  
 ENGINEER OF SAFETY TECHNOLOGY  
 APPROVED: [Signature] 2014  
 ISSUED: 1-1-14



- ① Devices at 20' (6 m) centers in the taper.
- ② Cones at 25' (8 m) centers for the first 150' (45 m). Additional cones may be placed at 50' (15 m) centers. When drums or barricades are used, these intervals between devices may be doubled.



**GENERAL NOTES**

This Standard is used where at any time, any vehicles, equipment, workers or their activities will encroach in the area between the center line and a line 24' (600') outside the edge of pavement for daylight operation.

When the distance between successive work areas exceeds 2000' (600 m), additional warning signs, flaggers, and taper shall be placed as shown.

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

- SYMBOLS**
- Work area
  - Sign
  - Barricade or drum
  - Cone, drum or barricade
  - Flagger with traffic control sign
- TYPICAL APPLICATIONS**
- Isolated patching
  - Utility operations
  - Storm sewer
  - Culverts
  - Cable placement

DATE	REVISIONS
1-1-19	Revised device spacing in taper.
1-1-11	Revised flagger sign.

**LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH**

**STANDARD 701.201-05**

Illinois Department of Transportation

CSWPB 1-1-17

APPROVED: [Signature] January 1, 2019  
 ENGINEER OF SAFETY: [Signature] AND INSPECTOR  
 APPROVED: [Signature] January 1, 2019  
 ENGINEER OF ROAD CONSTRUCTION



Utility Permit

IDOT Public Improvement  Yes  No

IDOT Permit No. 8-34428

Utility Reference No.

Name of Applicant: City of Troy; E-mail: tom.cissell@oatesassociates.com

Mailing Address: 116 E. Market Street; City: Troy; State: IL; Zip Code: 62294

hereinafter termed the Permittee, request permission and authority to occupy, and to do certain work herein described on, the right-of-way of the State highway known as Collinsville Road & IL-162, Section 37; 36CSM in Madison County.

Latitude/Longitude Begin 38.728096,-89.886432 End 38.729678,-89.886418

The work is described in detail below and/or on the attached sketch or plans.

Directional bore of 536' of 18" HDPE sanitary sewer main between the southern edge of the ROW at 200 Collinsville Rd to the southern edge of pavement of IL-162 at Wickliffe St, with bore pits 15' away from the traveled way at both locations. The approximate depth of the adjacent bore pit and sewer crossing under Collinsville Rd is 9 ft and 13 ft at the bore pit adjacent to IL-162 as shown on the attached plan/profile sheets.

This permit covers the operation and presence of specified equipment, material or facility on the right-of-way that may be related to the authorized work. A copy of this permit must be present when crews or equipment occupy highway right-of way. Failure to comply may result in the cessation of all construction.

This permit is subject to conditions and restrictions of Part 530 of Title 92 of the Illinois Administrative Code, Accommodation of Utilities on Right-of-Way of the Illinois State Highway System. The removal, relocation or modification of facilities permitted to occupy the right-of-way is governed by Section 9-113 of the Illinois Highway Code, as amended by Public Act 92-0470. The Permittee agrees to comply with the requirements of these laws and with all terms and conditions established by this permit. This permit is subject to revocation by the Department on violation of the terms and conditions governing its use.

Permittee Signature & Date: Jay Keeven 4/13/2023

Name of Permittee or Agent (Print or Type): Jay Keeven, City Administrator

Mailing Address: 116 E. Market Street

City: Troy; State: IL; Zip Code: 62294

The work authorized by this permit shall be completed by or within 180 calendar days (180 days max.) after the date of approval by the Department, otherwise the permit will be considered null and void.

Public Improvement Projects only: The anticipated letting date is 06/26/23. The permit allowing occupancy and work on state right-of-way is approved. The Utility Coordination Council established by the Department in the area covered by this permit is the district in which the permit was issued.

Regional Engineer or Designee Signature & Date: Kirk H. Brown 8/29/23

This permit is subject to the conditions and restrictions established in accordance with the Illinois Highway Code and Part 530 of Title 92 of the Illinois Administrative Code including but not limited to the following:

- (1) The applicant represents all parties in interest and shall furnish material, do all work, pay all costs and shall in a reasonable length of time restore the damaged portions of the highway to a condition similar or equal to that existing before the commencement of the described work, including any landscape restoration necessary. (See Section 530.250 of Title 92).
- (2) The proposed work shall be located and constructed to the satisfaction of the Regional Engineer or his duly authorized representative. No revisions or additions shall be made to the proposed work on the right-of-way without the written permission of the Regional Engineer or his duly authorized representative (See Section 530.200 of Title 92). **In certain circumstances the Department may require that the construction plans and/or the as-built documents be sealed by an Illinois Registered Professional Engineer.** Typical of such projects would be petroleum or gas pipelines.
- (3) The applicant shall at all times conduct the work in such a manner as to minimize hazards to vehicular and pedestrian traffic. All signs, barricades, flaggers, etc., required for traffic control shall be furnished by the applicant. (See Section 530.240 of Title 92).
- (4) The applicant must ascertain the presence of Highway Authority Agreements established in accordance with 35 Ill. Admin. Code Section 742.1020 in the path of its proposed installation and take precautions to protect its workers, human health and the environment in those areas. (See Section 530.240 of Title 92). Where contamination is encountered through excavation in the ROW, it should be managed offsite and IDOT's generator number for the appropriate county may be used.
- (5) The applicant shall not trim, cut or in any way disturb any trees or shrubbery along the highway without the approval of the Regional Engineer or his duly authorized representative. (See Section 530.600 of Title 92).
- (6) The facilities authorized to occupy the right-of-way by this permit are subject to removal, relocation or modification by the permittee at no expense to the State on notice given by the Department in accordance with Section 9-113 of the Illinois Highway Code, as amended. Participation by the permittee in the UTILITY Coordination Council identified on page one of this permit is required as a condition of this permit. Permittee shall cooperate with the Department with the scheduling of any removal, relocation or modification deemed necessary for highway or highway safety purposes, and, if Utility Coordination Council participation is required by this permit, with the activities of the council identified on the first page of this permit. (See Section 9-113 of the Illinois Highway Code.) Use of and compliance with current IDOT Traffic Control Standards will be required.
- (7) If the applicant and the District cannot agree either on whether the permit should be issued or on what conditions would be appropriate, the applicant may, within 30 days of the issuance of written notice of the District's position, appeal the District's determination to the Chief of the Department's Central Bureau of Operations. (See Section 530.900 of Title 92).
- (8) The permittee agrees to fully comply with the following legal obligations in advance of entering and while upon any Right-of-way within the Illinois State Highway System.
  - a) Only a permit issued by the Department under this Part will satisfy the "written consent" requirement of Section 9-113 of the Illinois Highway Code (the Code).
  - b) A permit from the Department grants a license only to undertake certain activities in accordance with this Part on a State right-of-way, and does not create a property right or grant authority to the permittee to impinge on the rights of others who may have an interest in the right-of-way. Such others might include an owner of an underlying fee simple interest if the right-of-way is owned as an easement or dedication of right of way, an owner of an easement, or another permittee.
  - c) It shall be the responsibility of the permittee to ascertain the presence and location of existing above-ground or underground facilities on the highway right-of-way to be occupied by their proposed facilities. The Department will make its permit records available to a permittee for the purpose of identifying possible facilities. When notified of an excavation or when requested by the Department, a permittee shall locate, physically mark, and indicate the depth of its underground facilities within 48 hours excluding weekends and holidays.
  - d) The permittee shall avoid conflicts with any existing underground or above-ground facilities on or near the highway right-of-way. Both the Department and J.U.L.I.E. are to be contacted for assistance during the application process.
  - e) The permittee shall comply with all other applicable laws relating to the placement of utility lines.
  - f) The issuance of a utility permit by the Department does not excuse the permittee from complying with any existing statutes, local regulations or requirements of other Department (e.g., oversized and overweight vehicles) or the requirements of other State agencies including, but not limited to, the following:  
 Illinois Commerce Commission, Illinois Department of Agriculture  
 Illinois Department of Natural Resources, Illinois Department of Mines and Minerals  
 Illinois Environmental Protection Agency, Illinois Historic Preservation Agency
  - g) Rights of abutting and underlying property owners are protected by common law and Sections 9-113 and 9-127 of the Code. The permittee will address these rights prior to initiating activities on State right-of-way. The Department will not be a party in any negotiations between the utility and abutting property owners.
  - h) In no case shall the permit give or be construed to give an entity any easement, leasehold or other property interest of any kind in, upon, under, above or along the State highway right-of-way.
  - i) Each person responsible for a utility, in place on the effective date of this Part, on a State highway right-of-way shall notify the Department in writing, if that facility does not comply with this Part. The Department shall treat such a notice as a request for a variance under Section 530.130. Until informed that a variance will not be granted, a person responsible for a pre-existing utility will not be in violation of this Part. The failure to provide such notice constitutes a violation of this Part and of the utility accommodation permit (if any) and would justify the imposition of the sanctions set forth in Section 530.810.

Work to be coordinated with Department Reps:

Department Rep 1	Phone
Department Rep 2	Phone
Utility Contact Person/E-mail	Phone

Work to be done by:

Contractor

Daytime Phone	Emergency Phone

Traffic control operation:

Number of lane closures	Time of closures

# IMPORTANT UTILITY PERMIT INFORMATION

- ❖ **A COPY OF THE PERMIT MUST BE ON SITE WITH THE CONTRACTOR.**
  
- ❖ **SIDEWALKS.** Do not put handholes in sidewalks without written permission from the municipality. NEVER disturb an ADA ramp or the sidewalk panels adjacent to it.
  
- ❖ **LANE CLOSURES.** If at any time vehicles or equipment will be closer than 24 inches to the white lane line on the highway for more than 15 minutes, a full lane closure with flaggers is required. Some lane closures require that a 21-day notice be given to Springfield. If you need a lane closure, please contact the permit technician **AT LEAST 25 working days in advance** for forms OPER 2410 and BSPE 725.  
The forms can also be found at <http://idot.illinois.gov/doing-business/permits/utility-permits/index>
  
- ❖ **TRAFFIC CONTROL.** Proper traffic control devices must be placed prior to beginning work. Suggested Highway Standards are attached to aid you in selecting the correct application of Traffic Control to meet the conditions of your construction, but this does not relieve you of your responsibility of having the correct Traffic Control Devices if the above Standards do not fit your situation. If you have any questions concerning Traffic Control, please contact IDOT's Traffic Control Technician, Phone No. **618-346-3287**, or the Department Representative.
  
- ❖ **3 WEEKDAYS NOTICE REQUIRED.** Please notify us when you will start permitted work by emailing [DOT.D8UtilityPermits@illinois.gov](mailto:DOT.D8UtilityPermits@illinois.gov) . Please include the District Permit Number in the subject line and contact information in the body of the email.
  
- ❖ **NOTICE OF COMPLETION REQUIRED.** When the work is completed and the right-of-way is restored, please email a notice of completion to [DOT.D8UtilityPermits@illinois.gov](mailto:DOT.D8UtilityPermits@illinois.gov) . Please include the District Permit Number in the subject line of the email.

**FAILURE TO COMPLY MAY RESULT IN SUSPENSION OF  
PRESENT WORK OR FUTURE UTILITY PERMITS**

# IMPORTANT UTILITY PERMIT INFORMATION

❖ **CHANGES IN THE FIELD**. If anything is to be installed differently than what is shown on the permit application, approval **MUST** be obtained from the Department **PRIOR** to installation and As Built Plans **MUST** be submitted to the District Office upon completion of work.

No broken pavement, open holes, trenches, barricades, cones, or drums will remain on or adjacent to the traveled way and all lanes shall be opened to traffic during any legal holiday period, unless the contractor is working behind concrete barricades. The legal holidays will include:

- |                  |                  |
|------------------|------------------|
| New Year's Day   | Labor Day        |
| Easter           | Thanksgiving Day |
| Memorial Day     | Christmas Day    |
| Independence Day |                  |

The length of the holiday period shall vary as follows, depending on the day of the week the legal holiday falls on or is observed.

Day of Holiday	Length of Holiday Period
Sunday	3 p.m. Friday – 11:59 p.m. Monday
Monday	3 p.m. Friday – 11:59 p.m. Monday
Tuesday	3 p.m. Friday – 11:59 p.m. Tuesday
Wednesday	3 p.m. Tuesday – 11:59 p.m. Wednesday
Thursday	3 p.m. Wednesday – 11:59 p.m. Sunday
Friday	3 p.m. Thursday – 11:59 p.m. Sunday
Saturday	3 p.m. Thursday – 11:59 p.m. Sunday

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.

**FAILURE TO COMPLY MAY RESULT IN SUSPENSION OF  
8/2  
PRESENT WORK OR FUTURE UTILITY PERMITS**

# IMPORTANT UTILITY PERMIT INFORMATION

❖ **TREE TRIMMING/REMOVAL.** All tree trimming and/or removal operations must be approved by the Bureau of Operations and the adjacent property owners. An approved Vegetation Clearing Permit or a Tree Removal permit must be obtained at least **30 DAYS** in advance of any proposed tree impacts. All trees to be removed must be mitigated and replaced on public right-of-way at a 3:1 ratio in accordance with Department policies. The Bureau of Operations will review and coordinate these permits. You may contact the Bureau of Operations at **618-346-3280** to initiate this process. No trees shall be trimmed or removed in advance of the required review and approved permit.

## ❖ **IDOT OPERATIONS HIGHWAY ACCESS PERMITS**

Issuance of a Utility Permit does not allow for the installation of any type of construction entrance within the State right-of-way. The Bureau of Operations shall be contacted at **618-346-3280** to obtain the required Access Permit for this type of work.

## ❖ **IDOT OPERATIONS UNDERGROUND ELECTRICAL FACILITIES.**

The Department may have Underground Electrical Facilities located within the limits of this Utility Permit. The Department is not a member of JULIE and does not locate its own facilities (such as underground conduit or cable for traffic signals or highway lighting). The contractor, at his or her own expense, must obtain the services of a qualified electrical contractor to locate such state-owned facilities. Any facilities damaged or relocated under this permit will be the responsibility of the Permittee. **Three of the region's electrical contractors are: Wissehr Electric (618) 398-7575; Electrico (618) 538-9500; JF Electric (618) 797-5353**

❖ If there is a State contract under construction in the permitted area, it is understood that the work covered by this Permit shall in no way interfere with the State's Contractor and any claims that the State's Contractor may have due the work proposed in this permit, shall be accepted as the sole responsibility of the permittee.

**FAILURE TO COMPLY MAY RESULT IN SUSPENSION OF  
PRESENT WORK OR FUTURE UTILITY PERMITS**

# IMPORTANT UTILITY PERMIT INFORMATION

The applicant will be responsible for determining location of and protecting all State-owned facilities including buried facilities (such as Culverts, Storm Sewer Drainage, Traffic Signal Conduits, Lighting Conduits) and will be responsible for the cost of repair or replacement of any such facilities damaged as a result of the work covered herein.

Clean-up of the State's right-of-way shall immediately follow construction operations as the job progresses and shall not be left until all construction is completed. **The applicant has 30 days to restore the right-of-way after construction operations have ceased in any one location.** Right-of-way restoration may include grading, seeding or sodding, or any other items required to restore the right-of-way to a condition which is at least as good as it was before the permitted work took place. Maintenance of trenches, filling of settlement, removing eroded dirt from highway ditches and drainage structures shall be a continuous operation.

Immediately following the described work, all excavation within the limits of the highway right-of-way shall be completely backfilled. The backfill shall be placed in layers of not more than 6" and each layer is to be firmly tamped into place.

The backfill material for trenches where the inner edge of the trench is within 2 ft of the proposed edge of pavement, curb, curb and gutter, stabilized shoulder, or sidewalk shall be CA 6 or CA 10. The material shall be deposited in uniform lifts not exceeding 8 inches in depth, loose measurement, and each lift shall be compacted to a minimum 85 percent of standard lab density by mechanical means.

The work area must be left in a safe and presentable condition at the end of each workday.

The underground utility installation under an **ACCESS CONTROLLED HIGHWAY** shall be installed by means of boring at a depth of 4' below the elevation of the surface of roadway pavement and/or design flow lines of ditches. **The minimum length of bore shall extend from out to out of the highway access control** or as otherwise specified by IDOT's utility Permit Technician. ACCESS CONTROLLED highways included every interstate and the interchanges. Typically there will be fencing along both sides of the highway.

**FAILURE TO COMPLY MAY RESULT IN SUSPENSION OF  
PRESENT WORK OR FUTURE UTILITY PERMITS**

# IMPORTANT UTILITY PERMIT INFORMATION

The underground utility installation under conventional highways shall be installed at a minimum depth of 4' below the elevation of the surface of roadway pavement and/or flow lines of ditches. The length of bore shall extend a minimum distance of 10' beyond the outer edges of the highway pavement or as otherwise specified by IDOT's Utility Permit Technician.

The underground utility installation along State highways shall maintain a minimum depth of 36". **LONGITUDINAL UTILITIES SHALL BE LOCATED AS NEAR THE RIGHT-OF-WAY LINE AS PRACTICABLE** and not more than eight feet from and parallel to the right-of-way line. **GROUND-MOUNTED APPURTENANCES SHALL BE LOCATED WITHIN ONE FOOT OF THE RIGHT-OF-WAY LINE OR AS NEAR AS PRACTICABLE.**

All exposed facilities, such as pedestals, manholes, end sections, monitoring wells, valves and/or meters, within State right-of-way should be clearly marked to avoid conflicts with the State's Maintenance work.

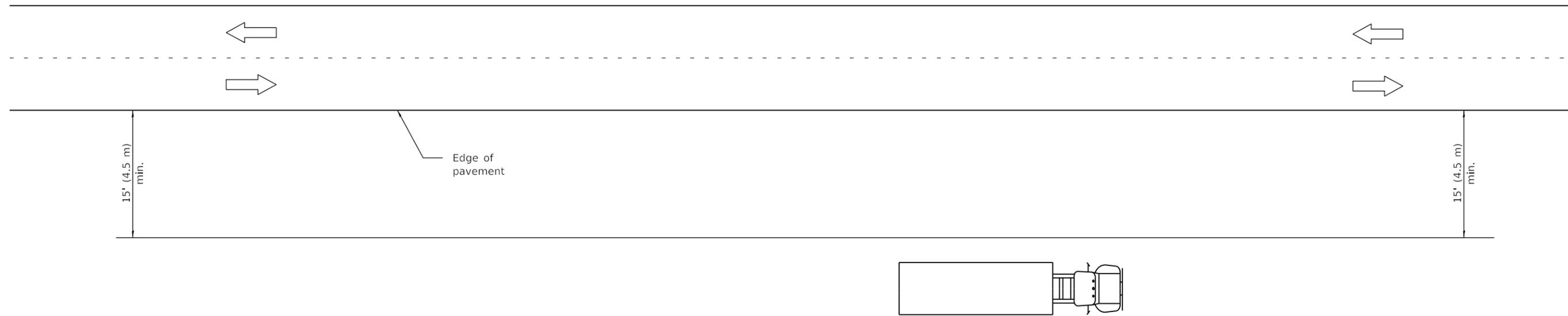
**UTILITY POLES SHALL BE LOCATED AS NEAR THE RIGHT-OF-WAY LINE AS PRACTICABLE AND NOT MORE THAN FIVE FEET FROM AND PARALLEL TO THE RIGHT-OF-WAY LINE.**

Plastic pipe that is not encased must have an electrically conducting wire or other means of locating the pipe while it is underground. Tracer wire may not be wrapped around the pipe and contact with the pipe must be minimized but is not prohibited. Tracer wire or other metallic elements installed for pipe locating purposes must be resistant to corrosion damage, either by use of coated copper wire or by other means.

This permit is issued only with the express understanding that the permittee has obtained any required authority for the said installation from the Environmental Protection Agency in accordance with the Environmental Protection Act.

**The issuance of this utility permit by the Department does not excuse the permittee from obtaining the necessary approvals from the Corps of Engineers, Division of Waterway, Department of Public Health, IDNR, and any other property owner, municipality, or agency that may be involved or have concerns with this procedure.**

**FAILURE TO COMPLY MAY RESULT IN SUSPENSION OF  
PRESENT WORK OR FUTURE UTILITY PERMITS**



**TYPICAL APPLICATIONS**

- Landscaping work
- Utility work
- Fencing contracts and maintenance
- Cleaning culverts

**GENERAL NOTES**

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.

When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701006.

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

Illinois Department of Transportation

PASSED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

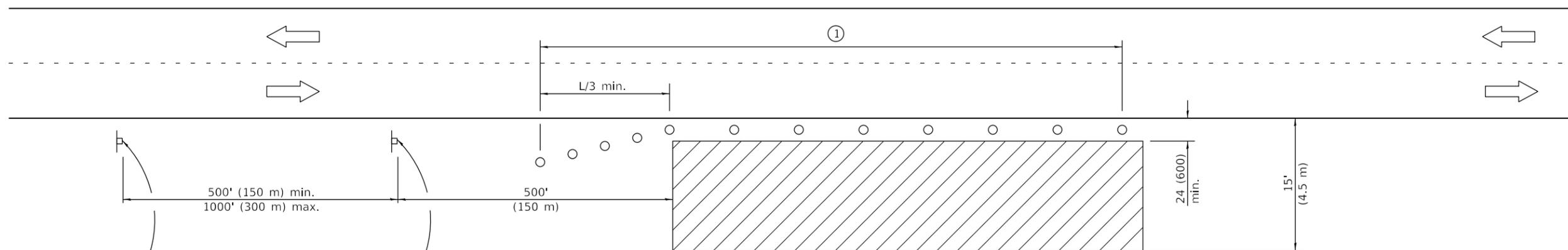
8/129/232

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Revised title and notes.

**OFF-RD OPERATIONS,  
2L, 2W, MORE THAN  
15' (4.5 m) AWAY**

**STANDARD 701001-02**



For contract construction projects

**ROAD CONSTRUCTION AHEAD**

W20-1103(0)-48

**ROAD WORK AHEAD**

W21-1(0)-48

For maintenance and utility projects

**ROAD WORK AHEAD**

W20-1(0)-48

500' (150 m) min.  
1000' (300 m) max.

500' (150 m)

L/3 min.

24 (600) min.

15' (4.5 m)

**TYPICAL APPLICATIONS**

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

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

**SYMBOLS**

-  Work area
-  Sign
-  Cone, drum or barricade

**GENERAL NOTES**

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

Calculate L as follows:

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

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

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

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

**STANDARD 701006-05**

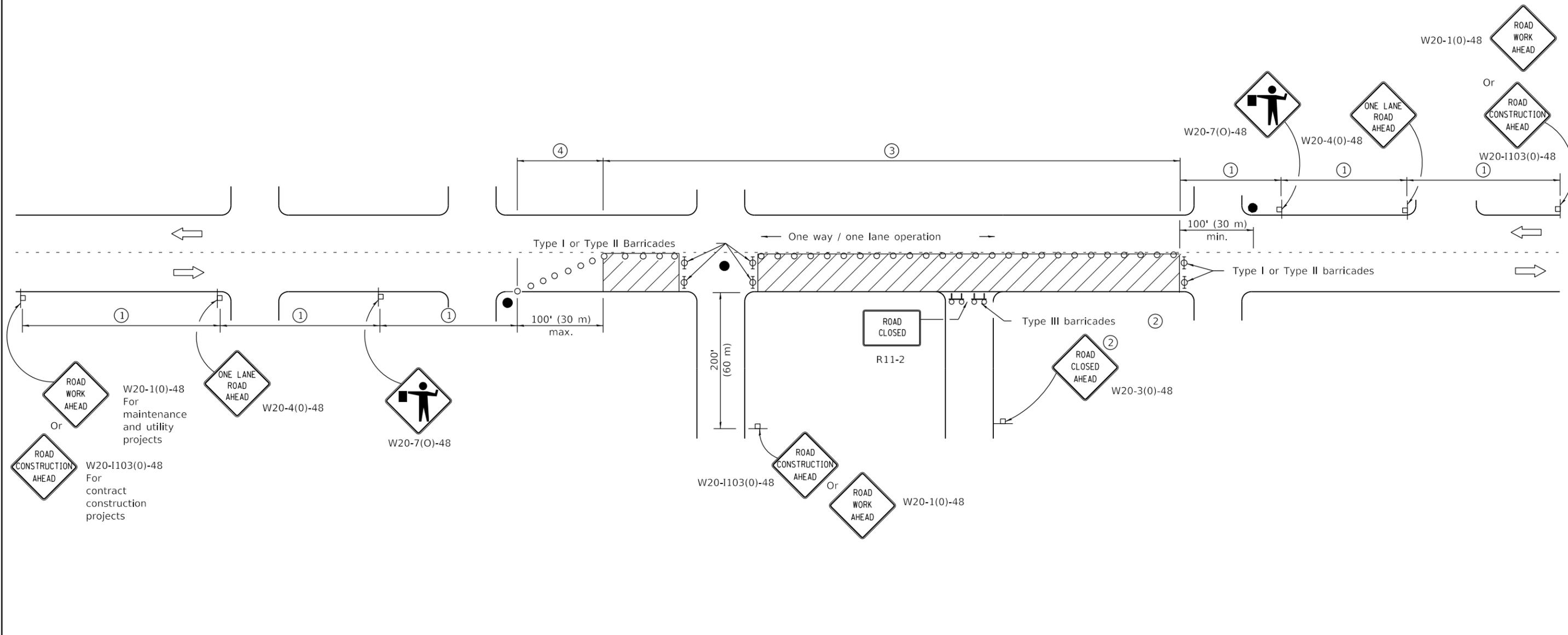
Illinois Department of Transportation

PASSED January 1, 2014

APPROVED January 1, 2014

8/1/22

ISSUED 1-1-97



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

**SYMBOLS**

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

**GENERAL NOTES**

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

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

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

**URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED**

**STANDARD 701501-06**

Illinois Department of Transportation

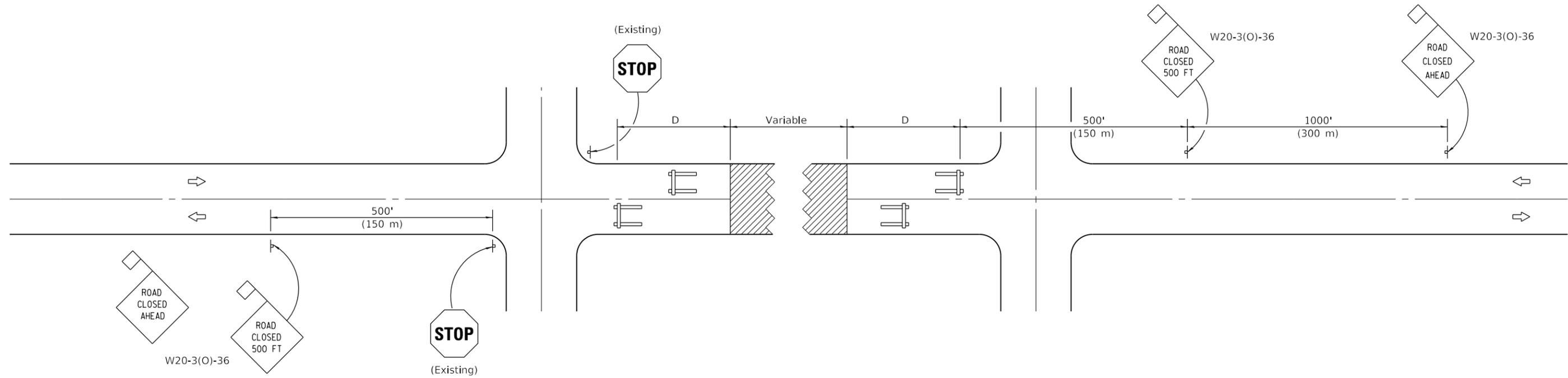
PASSED January 1, 2011  
  
 ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011  
  
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**CONDITION I  
APPROACH TRAFFIC STOPPED**

**CONDITION II  
APPROACH TRAFFIC  
DOES NOT STOP**



**SYMBOLS**

-  Work area
-  Type III Barricade
-  Sign with 18x18 (450x450) min. orange flag attached

**GENERAL NOTES**

Type III Barricades and R11-4-6030 signs shall be positioned as shown in the "Road Closed To All Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' (600 m), an additional set of barricades and R11-4-6030 shall be placed at each end of the work area.

Two Type A Low Intensity Flashing Lights shall be used on each approach in advance of the work area. One light shall be installed above each barricade. If only one barricade is required, the other light shall be installed above the first advance warning sign.

All warning signs shall have minimum dimensions of 36 x 36 (900 x 900) and have a black legend on an orange reflectorized background.

When fluorescent signs are used, orange flags are not required.

Longitudinal dimensions may be adjusted to fit field conditions.

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

DATE	REVISIONS
1-1-12	Omitted two notes from GENERAL NOTES.
1-1-09	Revised General Notes and switched units to English (metric).

**TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS**  
(TWO-LANE TWO WAY RURAL TRAFFIC)  
(ROAD CLOSED TO THRU TRAFFIC)

**STANDARD B.L.R. 22-7**

Illinois Department of Transportation

PASSED January 1, 2012  
*Donell Lewis*  
ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2012  
*Scott Esdaile*  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



# 2021 Nationwide Permit Summary

U.S Army Corps  
Of Engineers

Issued: March 15, 2021

Expires: March 14, 2026

## No. 58. Utility Line Activities for Water and Other Substances.

(NWP Final Notice, 86 FR, 2866)

Activities required for the construction, maintenance, repair, and removal of utility lines for water and other substances, excluding oil, natural gas, products derived from oil or natural gas, and electricity. Oil or natural gas pipeline activities or electric utility line and telecommunications activities may be authorized by NWPs 12 or 57, respectively. This NWP also authorizes associated utility line facilities in waters of the United States, provided the activity does not result in the loss of greater than 1/2-acre of waters of the United States for each single and complete project.

Utility lines: This NWP authorizes discharges of dredged or fill material into waters of the United States and structures or work in navigable waters for crossings of those waters associated with the construction, maintenance, or repair of utility lines for water and other substances, including outfall and intake structures. There must be no change in pre-construction contours of waters of the United States. A "utility line" is defined as any pipe or pipeline for the transportation of any gaseous, liquid, liquescent, or slurry substance, for any purpose that is not oil, natural gas, or petrochemicals. Examples of activities authorized by this NWP include utility lines that convey water, sewage, stormwater, wastewater, brine, irrigation water, and industrial

products that are not petrochemicals. The term "utility line" does not include activities that drain a water of the United States, such as drainage tile or french drains, but it does apply to pipes conveying drainage from another area.

Material resulting from trench excavation may be temporarily sidecast into waters of the United States for no more than three months, provided the material is not placed in such a manner that it is dispersed by currents or other forces. The district engineer may extend the period of temporary side casting for no more than a total of 180 days, where appropriate. In wetlands, the top 6 to 12 inches of the trench should normally be backfilled with topsoil from the trench. The trench cannot be constructed or backfilled in such a manner as to drain waters of the United States (e.g., backfilling with extensive gravel layers, creating a french drain effect). Any exposed slopes and stream banks must be stabilized immediately upon completion of the utility line crossing of each waterbody.

Utility line substations: This NWP authorizes the construction, maintenance, or expansion of substation facilities associated with a utility line in non-tidal waters of the United States, provided the activity, in combination with all other activities included in one single and complete project, does not result in the loss of greater than 1/2-acre of waters of the

United States. This NWP does not authorize discharges of dredged or fill material into non-tidal wetlands adjacent to tidal waters of the United States to construct, maintain, or expand substation facilities.

Foundations for above-ground utility lines: This NWP authorizes the construction or maintenance of foundations for above-ground utility lines in all waters of the United States, provided the foundations are the minimum size necessary.

Access roads: This NWP authorizes the construction of access roads for the construction and maintenance of utility lines, including utility line substations, in non-tidal waters of the United States, provided the activity, in combination with all other activities included in one single and complete project, does not cause the loss of greater than 1/2-acre of non-tidal waters of the United States. This NWP does not authorize discharges of dredged or fill material into non-tidal wetlands adjacent to tidal waters for access roads. Access roads must be the minimum width necessary (see Note 2, below). Access roads must be constructed so that the length of the road minimizes any adverse effects on waters of the United States and must be as near as possible to pre-construction contours and elevations (e.g., at grade corduroy roads or geotextile/gravel roads). Access roads constructed above pre-construction contours and elevations in waters of the United States must be properly bridged or culverted to maintain surface flows.

This NWP may authorize utility lines in or affecting navigable waters of the United States even if there is no associated discharge of dredged or fill material (see 33 CFR part 322). Overhead utility lines constructed over section 10 waters and utility lines that are routed in or under section 10 waters without a discharge of dredged or fill material require a section 10 permit.

This NWP authorizes, to the extent that Department of the Army authorization is required, temporary structures, fills, and work necessary for the remediation of inadvertent returns of drilling fluids to waters of the United States through sub-soil fissures or fractures that might occur during horizontal directional drilling activities conducted for the purpose of installing or replacing utility lines. These remediation activities must be done as soon as practicable, to restore the affected waterbody. District engineers may add special conditions to this NWP to require a remediation plan for addressing inadvertent returns of drilling fluids to waters of the United States during horizontal directional drilling activities conducted for the purpose of installing or replacing utility lines.

This NWP also authorizes temporary structures, fills, and work, including the use of temporary mats, necessary to conduct the utility line activity. Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Temporary fills must consist of

materials, and be placed in a manner, that will not be eroded by expected high flows. After construction, temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The areas affected by temporary fills must be revegetated, as appropriate.

Notification: The permittee must submit a pre-construction notification to the district engineer prior to commencing the activity if: (1) A section 10 permit is required; or (2) the discharge will result in the loss of greater than 1/10-acre of waters of the United States. (See general condition 32.) (Authorities: Sections 10 and 404)

Note 1: Where the utility line is constructed, installed, or maintained in navigable waters of the United States (i.e., section 10 waters) within the coastal United States, the Great Lakes, and United States territories, a copy of the NWP verification will be sent by the Corps to the National Oceanic and Atmospheric Administration (NOAA), National Ocean Service (NOS), for charting the utility line to protect navigation.

Note 2: For utility line activities crossing a single waterbody more than one time at separate and distant locations, or multiple waterbodies at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. Utility line activities must comply with 33 CFR 330.6(d).

Note 3: Access roads used for both construction and maintenance may be authorized, provided they meet the terms and conditions of this NWP. Access roads used solely for construction of the utility line must be

removed upon completion of the work, in accordance with the requirements for temporary fills.

Note 4: Pipes or pipelines used to transport gaseous, liquid, liquescent, or slurry substances over navigable waters of the United States are considered to be bridges, not utility lines, and may require a permit from the U.S. Coast Guard pursuant to the General Bridge Act of 1946. However, any discharges of dredged or fill material into waters of the United States associated with such pipelines will require a section 404 permit (see NWP 15).

Note 5: This NWP authorizes utility line maintenance and repair activities that do not qualify for the Clean Water Act section 404(f) exemption for maintenance of currently serviceable fills or fill structures.

Note 6: For activities that require pre-construction notification, the PCN must include any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings that require Department of the Army authorization but do not require pre-construction notification (see paragraph (b)(4) of general condition 32). The district engineer will evaluate the PCN in accordance with Section D, "District Engineer's Decision." The district engineer may require mitigation to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see general condition 23).

### **C. Nationwide Permit General Conditions**

Note: To qualify for NWP authorization, the prospective permittee must comply with the following general conditions, as applicable, in addition to any regional or case-specific conditions imposed by the division engineer or district engineer. Prospective permittees should contact the appropriate Corps district office to determine if regional conditions have been imposed on an NWP. Prospective permittees should also contact the appropriate Corps district office to determine the status of Clean Water Act Section 401 water quality certification and/or Coastal Zone Management Act consistency for an NWP. Every person who may wish to obtain permit authorization under one or more NWPs, or who is currently relying on an existing or prior permit authorization under one or more NWPs, has been and is on notice that all of the provisions of 33 CFR 330.1 through 330.6 apply to every NWP authorization. Note especially 33 CFR 330.5 relating to the modification, suspension, or revocation of any NWP authorization.

**1. Navigation.** (a) No activity may cause more than a minimal adverse effect on navigation.

(b) Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations or otherwise, must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the United States.

(c) The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his or her authorized

representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

**2. Aquatic Life Movements.** No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity's primary purpose is to impound water. All permanent and temporary crossings of waterbodies shall be suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species. If a bottomless culvert cannot be used, then the crossing should be designed and constructed to minimize adverse effects to aquatic life movements.

**3. Spawning Areas.** Activities in spawning areas during spawning seasons must be avoided to the maximum extent practicable. Activities that result in the physical destruction (e.g., through excavation, fill, or downstream smothering by substantial turbidity) of an important spawning area are not authorized.

**4. Migratory Bird Breeding Areas.** Activities in waters of the United States that serve as breeding areas for migratory birds must be avoided to the maximum extent practicable.

**5. Shellfish Beds.** No activity may occur in areas of concentrated

shellfish populations, unless the activity is directly related to a shellfish harvesting activity authorized by NWPs 4 and 48, or is a shellfish seeding or habitat restoration activity authorized by NWP 27.

**6. Suitable Material.** No activity may use unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.). Material used for construction or discharged must be free from toxic pollutants in toxic amounts (see section 307 of the Clean Water Act).

**7. Water Supply Intakes.** No activity may occur in the proximity of a public water supply intake, except where the activity is for the repair or improvement of public water supply intake structures or adjacent bank stabilization.

**8. Adverse Effects From Impoundments.** If the activity creates an impoundment of water, adverse effects to the aquatic system due to accelerating the passage of water, and/or restricting its flow must be minimized to the maximum extent practicable.

**9. Management of Water Flows.** To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization, storm water management activities, and temporary and permanent road crossings, except as provided below. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the pre-construction course, condition, capacity, and location of open waters if it benefits the aquatic environment

(e.g., stream restoration or relocation activities).

**10. Fills Within 100-Year Floodplains.**

The activity must comply with applicable FEMA-approved state or local floodplain management requirements.

**11. Equipment.** Heavy equipment working in wetlands or mudflats must be placed on mats, or other measures must be taken to minimize soil disturbance.

**12. Soil Erosion and Sediment**

**Controls.** Appropriate soil erosion and sediment controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the United States during periods of low-flow or no-flow, or during low tides.

**13. Removal of Temporary Structures**

**and Fills.** Temporary structures must be removed, to the maximum extent practicable, after their use has been discontinued. Temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations. The affected areas must be revegetated, as appropriate.

**14. Proper Maintenance.**

Any authorized structure or fill shall be properly maintained, including maintenance to ensure public safety and compliance with applicable NWP general conditions, as well as any activity-specific conditions added by the district engineer to an NWP authorization.

**15. Single and Complete Project.** The activity must be a single and complete project. The same NWP cannot be used more than once for the same single and complete project.

**16. Wild and Scenic Rivers.** (a) No NWP activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status.

(b) If a proposed NWP activity will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the permittee must submit a pre-construction notification (see general condition 32). The district engineer will coordinate the PCN with the Federal agency with direct management responsibility for that river. Permittees shall not begin the NWP activity until notified by the district engineer that the Federal agency with direct management responsibility for that river has determined in writing that the proposed NWP activity will not adversely affect the Wild and Scenic River designation or study status.

(c) Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river

(e.g., National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service). Information on these rivers is also available at: <http://www.rivers.gov/>.

**17. Tribal Rights.** No activity or its operation may impair reserved tribal rights, including, but not limited to, reserved water rights and treaty fishing and hunting rights.

**18. Endangered Species.** (a) No activity is authorized under any NWP which is likely to directly or indirectly jeopardize the continued existence of a threatened or endangered species or a species proposed for such designation, as identified under the Federal Endangered Species Act (ESA), or which will directly or indirectly destroy or adversely modify designated critical habitat or critical habitat proposed for such designation. No activity is authorized under any NWP which "may affect" a listed species or critical habitat, unless ESA section 7 consultation addressing the consequences of the proposed activity on listed species or critical habitat has been completed. See 50 CFR 402.02 for the definition of "effects of the action" for the purposes of ESA section 7 consultation, as well as 50 CFR 402.17, which provides further explanation under ESA section 7 regarding "activities that are reasonably certain to occur" and "consequences caused by the proposed action."

(b) Federal agencies should follow their own procedures for complying with the requirements of the ESA (see 33 CFR 330.4(f)(1)). If pre-construction notification is required for the proposed activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will

verify that the appropriate documentation has been submitted. If the appropriate documentation has not been submitted, additional ESA section 7 consultation may be necessary for the activity and the respective federal agency would be responsible for fulfilling its obligation under section 7 of the ESA.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat or critical habitat proposed for such designation, and shall not begin work on the activity until notified by the district engineer that the requirements of the ESA have been satisfied and that the activity is authorized. For activities that might affect Federally-listed endangered or threatened species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation), the pre-construction notification must include the name(s) of the endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or that utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. The district engineer will determine whether the proposed activity "may affect" or will have "no effect" to listed species and designated critical habitat and will notify the non-Federal applicant of the Corps' determination within 45 days of receipt of a complete pre-construction notification. For

activities where the non-Federal applicant has identified listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) that might be affected or is in the vicinity of the activity, and has so notified the Corps, the applicant shall not begin work until the Corps has provided notification that the proposed activity will have "no effect" on listed species (or species proposed for listing or designated critical habitat (or critical habitat proposed for such designation), or until ESA section 7 consultation or conference has been completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(d) As a result of formal or informal consultation or conference with the FWS or NMFS the district engineer may add species-specific permit conditions to the NWP.

(e) Authorization of an activity by an NWP does not authorize the "take" of a threatened or endangered species as defined under the ESA. In the absence of separate authorization (e.g., an ESA Section 10 Permit, a Biological Opinion with "incidental take" provisions, etc.) from the FWS or the NMFS, the Endangered Species Act prohibits any person subject to the jurisdiction of the United States to take a listed species, where "take" means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. The word "harm" in the definition of "take" means an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures

wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering.

(f) If the non-federal permittee has a valid ESA section 10(a)(1)(B) incidental take permit with an approved Habitat Conservation Plan for a project or a group of projects that includes the proposed NWP activity, the non-federal applicant should provide a copy of that ESA section 10(a)(1)(B) permit with the PCN required by paragraph (c) of this general condition. The district engineer will coordinate with the agency that issued the ESA section 10(a)(1)(B) permit to determine whether the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation conducted for the ESA section 10(a)(1)(B) permit. If that coordination results in concurrence from the agency that the proposed NWP activity and the associated incidental take were considered in the internal ESA section 7 consultation for the ESA section 10(a)(1)(B) permit, the district engineer does not need to conduct a separate ESA section 7 consultation for the proposed NWP activity. The district engineer will notify the non-federal applicant within 45 days of receipt of a complete pre-construction notification whether the ESA section 10(a)(1)(B) permit covers the proposed NWP activity or whether additional ESA section 7 consultation is required.

(g) Information on the location of threatened and endangered species and their critical habitat can be obtained directly from the offices of the FWS and NMFS or their world wide web pages at <http://www.fws.gov/> or <http://www.fws.gov/ipac> and <http://www.nmfs.noaa.gov/pr/species/esa/> respectively.

**19. Migratory Birds and Bald and Golden Eagles.** The permittee is responsible for ensuring that an action authorized by an NWP complies with the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act. The permittee is responsible for contacting the appropriate local office of the U.S. Fish and Wildlife Service to determine what measures, if any, are necessary or appropriate to reduce adverse effects to migratory birds or eagles, including whether “incidental take” permits are necessary and available under the Migratory Bird Treaty Act or Bald and Golden Eagle Protection Act for a particular activity.

**20. Historic Properties.** (a) No activity is authorized under any NWP which may have the potential to cause effects to properties listed, or eligible for listing, in the National Register of Historic Places until the requirements of Section 106 of the National Historic Preservation Act (NHPA) have been satisfied.

(b) Federal permittees should follow their own procedures for complying with the requirements of section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)(1)). If pre-construction notification is required for the proposed NWP activity, the Federal permittee must provide the district engineer with the appropriate documentation to demonstrate compliance with those requirements. The district engineer will verify that the appropriate documentation has been submitted. If the appropriate documentation is not submitted, then additional consultation under section 106 may be necessary. The respective federal agency is responsible for fulfilling its obligation to comply with section 106.

(c) Non-federal permittees must submit a pre-construction notification to the district engineer if the NWP activity might have the potential to cause effects to any historic properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of Historic Places, including previously unidentified properties. For such activities, the pre-construction notification must state which historic properties might have the potential to be affected by the proposed NWP activity or include a vicinity map indicating the location of the historic properties or the potential for the presence of historic properties. Assistance regarding information on the location of, or potential for, the presence of historic properties can be sought from the State Historic Preservation Officer, Tribal Historic Preservation Officer, or designated tribal representative, as appropriate, and the National Register of Historic Places (see 33 CFR 330.4(g)). When reviewing pre-construction notifications, district engineers will comply with the current procedures for addressing the requirements of section 106 of the National Historic Preservation Act. The district engineer shall make a reasonable and good faith effort to carry out appropriate identification efforts commensurate with potential impacts, which may include background research, consultation, oral history interviews, sample field investigation, and/or field survey. Based on the information submitted in the PCN and these identification efforts, the district engineer shall determine whether the proposed NWP activity has the potential to cause effects on the historic properties. Section 106 consultation is not required when the

district engineer determines that the activity does not have the potential to cause effects on historic properties (see 36 CFR 800.3(a)). Section 106 consultation is required when the district engineer determines that the activity has the potential to cause effects on historic properties. The district engineer will conduct consultation with consulting parties identified under 36 CFR 800.2(c) when he or she makes any of the following effect determinations for the purposes of section 106 of the NHPA: No historic properties affected, no adverse effect, or adverse effect.

(d) Where the non-Federal applicant has identified historic properties on which the proposed NWP activity might have the potential to cause effects and has so notified the Corps, the non-Federal applicant shall not begin the activity until notified by the district engineer either that the activity has no potential to cause effects to historic properties or that NHPA section 106 consultation has been completed. For non-federal permittees, the district engineer will notify the prospective permittee within 45 days of receipt of a complete pre-construction notification whether NHPA section 106 consultation is required. If NHPA section 106 consultation is required, the district engineer will notify the non-Federal applicant that he or she cannot begin the activity until section 106 consultation is completed. If the non-Federal applicant has not heard back from the Corps within 45 days, the applicant must still wait for notification from the Corps.

(e) Prospective permittees should be aware that section 110k of the NHPA (54 U.S.C. 306113) prevents the Corps from granting a permit or other assistance to an applicant who, with intent to avoid the requirements of

section 106 of the NHPA, has intentionally significantly adversely affected a historic property to which the permit would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the Corps, after consultation with the Advisory Council on Historic Preservation (ACHP), determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant. If circumstances justify granting the assistance, the Corps is required to notify the ACHP and provide documentation specifying the circumstances, the degree of damage to the integrity of any historic properties affected, and proposed mitigation. This documentation must include any views obtained from the applicant, SHPO/THPO, appropriate Indian tribes if the undertaking occurs on or affects historic properties on tribal lands or affects properties of interest to those tribes, and other parties known to have a legitimate interest in the impacts to the permitted activity on historic properties.

**21. Discovery of Previously Unknown Remains and Artifacts.** Permittees that discover any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by an NWP, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal, and state coordination required to determine if the items or remains warrant a recovery effort or if

the site is eligible for listing in the National Register of Historic Places.

**22. Designated Critical Resource Waters.** Critical resource waters include, NOAA-managed marine sanctuaries and marine monuments, and National Estuarine Research Reserves. The district engineer may designate, after notice and opportunity for public comment, additional waters officially designated by a state as having particular environmental or ecological significance, such as outstanding national resource waters or state natural heritage sites. The district engineer may also designate additional critical resource waters after notice and opportunity for public comment.

(a) Discharges of dredged or fill material into waters of the United States are not authorized by NWPs 7, 12, 14, 16, 17, 21, 29, 31, 35, 39, 40, 42, 43, 44, 49, 50, 51, 52, 57 and 58 for any activity within, or directly affecting, critical resource waters, including wetlands adjacent to such waters.

(b) For NWPs 3, 8, 10, 13, 15, 18, 19, 22, 23, 25, 27, 28, 30, 33, 34, 36, 37, 38, and 54, notification is required in accordance with general condition 32, for any activity proposed by permittees in the designated critical resource waters including wetlands adjacent to those waters. The district engineer may authorize activities under these NWPs only after she or he determines that the impacts to the critical resource waters will be no more than minimal.

**23. Mitigation.** The district engineer will consider the following factors when determining appropriate and practicable mitigation necessary to

ensure that the individual and cumulative adverse environmental effects are no more than minimal:

(a) The activity must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the United States to the maximum extent practicable at the project site (i.e., on site).

(b) Mitigation in all its forms (avoiding, minimizing, rectifying, reducing, or compensating for resource losses) will be required to the extent necessary to ensure that the individual and cumulative adverse environmental effects are no more than minimal.

(c) Compensatory mitigation at a minimum one-for-one ratio will be required for all wetland losses that exceed 1/10-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. For wetland losses of 1/10-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects.

(d) Compensatory mitigation at a minimum one-for-one ratio will be required for all losses of stream bed that exceed 3/100-acre and require pre-construction notification, unless the district engineer determines in writing that either some other form of mitigation would be more environmentally appropriate or the

adverse environmental effects of the proposed activity are no more than minimal, and provides an activity-specific waiver of this requirement. This compensatory mitigation requirement may be satisfied through the restoration or enhancement of riparian areas next to streams in accordance with paragraph (e) of this general condition. For losses of stream bed of 3/100-acre or less that require pre-construction notification, the district engineer may determine on a case-by-case basis that compensatory mitigation is required to ensure that the activity results in only minimal adverse environmental effects. Compensatory mitigation for losses of streams should be provided, if practicable, through stream rehabilitation, enhancement, or preservation, since streams are difficult-to-replace resources (see 33 CFR 332.3(e)(3)).

(e) Compensatory mitigation plans for NWP activities in or near streams or other open waters will normally include a requirement for the restoration or enhancement, maintenance, and legal protection (e.g., conservation easements) of riparian areas next to open waters. In some cases, the restoration or maintenance/protection of riparian areas may be the only compensatory mitigation required. If restoring riparian areas involves planting vegetation, only native species should be planted. The width of the required riparian area will address documented water quality or aquatic habitat loss concerns. Normally, the riparian area will be 25 to 50 feet wide on each side of the stream, but the district engineer may require slightly wider riparian areas to address documented water quality or habitat loss concerns. If it is

not possible to restore or maintain/protect a riparian area on both sides of a stream, or if the waterbody is a lake or coastal waters, then restoring or maintaining/protecting a riparian area along a single bank or shoreline may be sufficient. Where both wetlands and open waters exist on the project site, the district engineer will determine the appropriate compensatory mitigation (e.g., riparian areas and/or wetlands compensation) based on what is best for the aquatic environment on a watershed basis. In cases where riparian areas are determined to be the most appropriate form of minimization or compensatory mitigation, the district engineer may waive or reduce the requirement to provide wetland compensatory mitigation for wetland losses.

(f) Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR part 332.

(1) The prospective permittee is responsible for proposing an appropriate compensatory mitigation option if compensatory mitigation is necessary to ensure that the activity results in no more than minimal adverse environmental effects. For the NWPs, the preferred mechanism for providing compensatory mitigation is mitigation bank credits or in-lieu fee program credits (see 33 CFR 332.3(b)(2) and (3)). However, if an appropriate number and type of mitigation bank or in-lieu credits are not available at the time the PCN is submitted to the district engineer, the district engineer may approve the use of permittee-responsible mitigation.

(2) The amount of compensatory mitigation required by the district engineer must be sufficient to ensure that the authorized activity results in no more than minimal individual and cumulative adverse environmental effects (see 33 CFR 330.1(e)(3)). (See also 33 CFR 332.3(f).)

(3) Since the likelihood of success is greater and the impacts to potentially valuable uplands are reduced, aquatic resource restoration should be the first compensatory mitigation option considered for permittee-responsible mitigation.

(4) If permittee-responsible mitigation is the proposed option, the prospective permittee is responsible for submitting a mitigation plan. A conceptual or detailed mitigation plan may be used by the district engineer to make the decision on the NWP verification request, but a final mitigation plan that addresses the applicable requirements of 33 CFR 332.4(c)(2) through (14) must be approved by the district engineer before the permittee begins work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation (see 33 CFR 332.3(k)(3)). If permittee-responsible mitigation is the proposed option, and the proposed compensatory mitigation site is located on land in which another federal agency holds an easement, the district engineer will coordinate with that federal agency to determine if proposed compensatory mitigation project is compatible with the terms of the easement.

(5) If mitigation bank or in-lieu fee program credits are the proposed option, the mitigation plan needs to

address only the baseline conditions at the impact site and the number of credits to be provided (see 33 CFR 332.4(c)(1)(ii)).

(f) Compensatory mitigation requirements (e.g., resource type and amount to be provided as compensatory mitigation, site protection, ecological performance standards, monitoring requirements) may be addressed through conditions added to the NWP authorization, instead of components of a compensatory mitigation plan (see 33 CFR 332.4(c)(1)(ii)).

(g) Compensatory mitigation will not be used to increase the acreage losses allowed by the acreage limits of the NWPs. For example, if an NWP has an acreage limit of 1/2-acre, it cannot be used to authorize any NWP activity resulting in the loss of greater than 1/2-acre of waters of the United States, even if compensatory mitigation is provided that replaces or restores some of the lost waters. However, compensatory mitigation can and should be used, as necessary, to ensure that an NWP activity already meeting the established acreage limits also satisfies the no more than minimal impact requirement for the NWPs.

(h) Permittees may propose the use of mitigation banks, in-lieu fee programs, or permittee-responsible mitigation. When developing a compensatory mitigation proposal, the permittee must consider appropriate and practicable options consistent with the framework at 33 CFR 332.3(b). For activities resulting in the loss of marine or estuarine resources, permittee-responsible mitigation may be environmentally preferable if there are no mitigation banks or in-lieu fee

programs in the area that have marine or estuarine credits available for sale or transfer to the permittee. For permittee-responsible mitigation, the special conditions of the NWP verification must clearly indicate the party or parties responsible for the implementation and performance of the compensatory mitigation project, and, if required, its long-term management.

(i) Where certain functions and services of waters of the United States are permanently adversely affected by a regulated activity, such as discharges of dredged or fill material into waters of the United States that will convert a forested or scrub-shrub wetland to a herbaceous wetland in a permanently maintained utility line right-of-way, mitigation may be required to reduce the adverse environmental effects of the activity to the no more than minimal level.

#### **24. Safety of Impoundment**

**Structures.** To ensure that all impoundment structures are safely designed, the district engineer may require non-Federal applicants to demonstrate that the structures comply with established state or federal, dam safety criteria or have been designed by qualified persons. The district engineer may also require documentation that the design has been independently reviewed by similarly qualified persons, and appropriate modifications made to ensure safety.

**25. Water Quality.** (a) Where the certifying authority (state, authorized tribe, or EPA, as appropriate) has not previously certified compliance of an NWP with CWA section 401, a CWA section 401 water quality certification for the proposed discharge must be

obtained or waived (see 33 CFR 330.4(c)). If the permittee cannot comply with all of the conditions of a water quality certification previously issued by certifying authority for the issuance of the NWP, then the permittee must obtain a water quality certification or waiver for the proposed discharge in order for the activity to be authorized by an NWP.

(b) If the NWP activity requires pre-construction notification and the certifying authority has not previously certified compliance of an NWP with CWA section 401, the proposed discharge is not authorized by an NWP until water quality certification is obtained or waived. If the certifying authority issues a water quality certification for the proposed discharge, the permittee must submit a copy of the certification to the district engineer. The discharge is not authorized by an NWP until the district engineer has notified the permittee that the water quality certification requirement has been satisfied by the issuance of a water quality certification or a waiver.

(c) The district engineer or certifying authority may require additional water quality management measures to ensure that the authorized activity does not result in more than minimal degradation of water quality.

**26. Coastal Zone Management.** In coastal states where an NWP has not previously received a state coastal zone management consistency concurrence, an individual state coastal zone management consistency concurrence must be obtained, or a presumption of concurrence must occur (see 33 CFR 330.4(d)). If the permittee cannot comply with all of the conditions of a coastal zone management consistency concurrence previously issued by the

state, then the permittee must obtain an individual coastal zone management consistency concurrence or presumption of concurrence in order for the activity to be authorized by an NWP. The district engineer or a state may require additional measures to ensure that the authorized activity is consistent with state coastal zone management requirements.

### **27. Regional and Case-By-Case**

**Conditions.** The activity must comply with any regional conditions that may have been added by the Division Engineer (see 33 CFR 330.4(e)) and with any case specific conditions added by the Corps or by the state, Indian Tribe, or U.S. EPA in its CWA section 401 Water Quality Certification, or by the state in its Coastal Zone Management Act consistency determination.

### **28. Use of Multiple Nationwide**

**Permits.** The use of more than one NWP for a single and complete project is authorized, subject to the following restrictions:

(a) If only one of the NWPs used to authorize the single and complete project has a specified acreage limit, the acreage loss of waters of the United States cannot exceed the acreage limit of the NWP with the highest specified acreage limit. For example, if a road crossing over tidal waters is constructed under NWP 14, with associated bank stabilization authorized by NWP 13, the maximum acreage loss of waters of the United States for the total project cannot exceed 1/3-acre.

(b) If one or more of the NWPs used to authorize the single and complete project has specified acreage limits, the acreage loss of waters of the United States authorized by those

NWPs cannot exceed their respective specified acreage limits. For example, if a commercial development is constructed under NWP 39, and the single and complete project includes the filling of an upland ditch authorized by NWP 46, the maximum acreage loss of waters of the United States for the commercial development under NWP 39 cannot exceed 1/2-acre, and the total acreage loss of waters of United States due to the NWP 39 and 46 activities cannot exceed 1 acre.

### **29. Transfer of Nationwide Permit**

**Verifications.** If the permittee sells the property associated with a nationwide permit verification, the permittee may transfer the nationwide permit verification to the new owner by submitting a letter to the appropriate Corps district office to validate the transfer. A copy of the nationwide permit verification must be attached to the letter, and the letter must contain the following statement and signature:

“When the structures or work authorized by this nationwide permit are still in existence at the time the property is transferred, the terms and conditions of this nationwide permit, including any special conditions, will continue to be binding on the new owner(s) of the property. To validate the transfer of this nationwide permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.”

(Transferee)

(Date)

**30. Compliance Certification.** Each permittee who receives an NWP verification letter from the Corps must

provide a signed certification documenting completion of the authorized activity and implementation of any required compensatory mitigation. The success of any required permittee-responsible mitigation, including the achievement of ecological performance standards, will be addressed separately by the district engineer. The Corps will provide the permittee the certification document with the NWP verification letter. The certification document will include:

(a) A statement that the authorized activity was done in accordance with the NWP authorization, including any general, regional, or activity-specific conditions;

(b) A statement that the implementation of any required compensatory mitigation was completed in accordance with the permit conditions. If credits from a mitigation bank or in-lieu fee program are used to satisfy the compensatory mitigation requirements, the certification must include the documentation required by 33 CFR 332.3(l)(3) to confirm that the permittee secured the appropriate number and resource type of credits; and

(c) The signature of the permittee certifying the completion of the activity and mitigation.

The completed certification document must be submitted to the district engineer within 30 days of completion of the authorized activity or the implementation of any required compensatory mitigation, whichever occurs later.

### **31. Activities Affecting Structures or Works Built by the United States.**

If an NWP activity also requires review by, or permission from, the Corps pursuant to

33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers (USACE) federally authorized Civil Works project (a "USACE project"), the prospective permittee must submit a pre-construction notification. See paragraph (b)(10) of general condition 32. An activity that requires section 408 permission and/or review is not authorized by an NWP until the appropriate Corps office issues the section 408 permission or completes its review to alter, occupy, or use the USACE project, and the district engineer issues a written NWP verification.

**32. Pre-Construction Notification.** (a) Timing. Where required by the terms of the NWP, the prospective permittee must notify the district engineer by submitting a pre-construction notification (PCN) as early as possible. The district engineer must determine if the PCN is complete within 30 calendar days of the date of receipt and, if the PCN is determined to be incomplete, notify the prospective permittee within that 30 day period to request the additional information necessary to make the PCN complete. The request must specify the information needed to make the PCN complete. As a general rule, district engineers will request additional information necessary to make the PCN complete only once. However, if the prospective permittee does not provide all of the requested information, then the district engineer will notify the prospective permittee that the PCN is still incomplete and the PCN review process will not commence until all of the requested information has been received by the district engineer. The prospective

permittee shall not begin the activity until either:

(1) He or she is notified in writing by the district engineer that the activity may proceed under the NWP with any special conditions imposed by the district or division engineer; or

(2) 45 calendar days have passed from the district engineer's receipt of the complete PCN and the prospective permittee has not received written notice from the district or division engineer. However, if the permittee was required to notify the Corps pursuant to general condition 18 that listed species or critical habitat might be affected or are in the vicinity of the activity, or to notify the Corps pursuant to general condition 20 that the activity might have the potential to cause effects to historic properties, the permittee cannot begin the activity until receiving written notification from the Corps that there is "no effect" on listed species or "no potential to cause effects" on historic properties, or that any consultation required under Section 7 of the Endangered Species Act (see 33 CFR 330.4(f)) and/or section 106 of the National Historic Preservation Act (see 33 CFR 330.4(g)) has been completed.

If the proposed activity requires a written waiver to exceed specified limits of an NWP, the permittee may not begin the activity until the district engineer issues the waiver. If the district or division engineer notifies the permittee in writing that an individual permit is required within 45 calendar days of receipt of a complete PCN, the permittee cannot begin the activity until an individual permit has been obtained. Subsequently, the permittee's right to proceed under the NWP may be modified, suspended, or revoked only in accordance with the

procedure set forth in 33 CFR 330.5(d)(2).

(b) Contents of Pre-Construction Notification: The PCN must be in writing and include the following information:

(1) Name, address and telephone numbers of the prospective permittee;

(2) Location of the proposed activity;

(3) Identify the specific NWP or NWP(s) the prospective permittee wants to use to authorize the proposed activity;

(4) (i) A description of the proposed activity; the activity's purpose; direct and indirect adverse environmental effects the activity would cause, including the anticipated amount of loss of wetlands, other special aquatic sites, and other waters expected to result from the NWP activity, in acres, linear feet, or other appropriate unit of measure; a description of any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed activity; and any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity, including other separate and distant crossings for linear projects that require Department of the Army authorization but do not require pre-construction notification. The description of the proposed activity and any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or other mitigation measures.

(ii) For linear projects where one or more single and complete crossings require pre-construction notification,

the PCN must include the quantity of anticipated losses of wetlands, other special aquatic sites, and other waters for each single and complete crossing of those wetlands, other special aquatic sites, and other waters (including those single and complete crossings authorized by an NWP but do not require PCNs). This information will be used by the district engineer to evaluate the cumulative adverse environmental effects of the proposed linear project, and does not change those non-PCN NWP activities into NWP PCNs.

(iii) Sketches should be provided when necessary to show that the activity complies with the terms of the NWP. (Sketches usually clarify the activity and when provided results in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed activity (e.g., a conceptual plan), but do not need to be detailed engineering plans);

(5) The PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial and intermittent streams, on the project site. Wetland delineations must be prepared in accordance with the current method required by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. Furthermore, the 45-day period will not start until the delineation has been submitted to or completed by the Corps, as appropriate;

(6) If the proposed activity will result in the loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed and a PCN is required, the prospective permittee must submit a statement describing how the mitigation requirement will be satisfied, or explaining why the adverse environmental effects are no more than minimal and why compensatory mitigation should not be required. As an alternative, the prospective permittee may submit a conceptual or detailed mitigation plan.

(7) For non-federal permittees, if any listed species (or species proposed for listing) or designated critical habitat (or critical habitat proposed for such designation) might be affected or is in the vicinity of the activity, or if the activity is located in designated critical habitat (or critical habitat proposed for such designation), the PCN must include the name(s) of those endangered or threatened species (or species proposed for listing) that might be affected by the proposed activity or utilize the designated critical habitat (or critical habitat proposed for such designation) that might be affected by the proposed activity. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with the Endangered Species Act;

(8) For non-federal permittees, if the NWP activity might have the potential to cause effects to a historic property listed on, determined to be eligible for listing on, or potentially eligible for listing on, the National Register of Historic Places, the PCN must state which historic property might have the potential to be affected by the proposed activity or include a vicinity

map indicating the location of the historic property. For NWP activities that require pre-construction notification, Federal permittees must provide documentation demonstrating compliance with section 106 of the National Historic Preservation Act;

(9) For an activity that will occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a "study river" for possible inclusion in the system while the river is in an official study status, the PCN must identify the Wild and Scenic River or the "study river" (see general condition 16); and

(10) For an NWP activity that requires permission from, or review by, the Corps pursuant to 33 U.S.C. 408 because it will alter or temporarily or permanently occupy or use a U.S. Army Corps of Engineers federally authorized civil works project, the pre-construction notification must include a statement confirming that the project proponent has submitted a written request for section 408 permission from, or review by, the Corps office having jurisdiction over that USACE project.

(c) Form of Pre-Construction Notification: The nationwide permit pre-construction notification form (Form ENG 6082) should be used for NWP PCNs. A letter containing the required information may also be used. Applicants may provide electronic files of PCNs and supporting materials if the district engineer has established tools and procedures for electronic submittals.

(d) Agency Coordination: (1) The district engineer will consider any comments from Federal and state agencies concerning the proposed activity's compliance with the terms and conditions of the NWPs and the need

for mitigation to reduce the activity's adverse environmental effects so that they are no more than minimal.

(2) Agency coordination is required for: (i) All NWP activities that require pre-construction notification and result in the loss of greater than 1/2-acre of waters of the United States; (ii) NWP 13 activities in excess of 500 linear feet, fills greater than one cubic yard per running foot, or involve discharges of dredged or fill material into special aquatic sites; and (iii) NWP 54 activities in excess of 500 linear feet, or that extend into the waterbody more than 30 feet from the mean low water line in tidal waters or the ordinary high water mark in the Great Lakes.

(3) When agency coordination is required, the district engineer will immediately provide (e.g., via email, facsimile transmission, overnight mail, or other expeditious manner) a copy of the complete PCN to the appropriate Federal or state offices (FWS, state natural resource or water quality agency, EPA, and, if appropriate, the NMFS). With the exception of NWP 37, these agencies will have 10 calendar days from the date the material is transmitted to notify the district engineer via telephone, facsimile transmission, or email that they intend to provide substantive, site-specific comments. The comments must explain why the agency believes the adverse environmental effects will be more than minimal. If so contacted by an agency, the district engineer will wait an additional 15 calendar days before making a decision on the pre-construction notification. The district engineer will fully consider agency comments received within the specified time frame concerning the

proposed activity's compliance with the terms and conditions of the NWPs, including the need for mitigation to ensure that the net adverse environmental effects of the proposed activity are no more than minimal. The district engineer will provide no response to the resource agency, except as provided below. The district engineer will indicate in the administrative record associated with each pre-construction notification that the resource agencies' concerns were considered. For NWP 37, the emergency watershed protection and rehabilitation activity may proceed immediately in cases where there is an unacceptable hazard to life or a significant loss of property or economic hardship will occur. The district engineer will consider any comments received to decide whether the NWP 37 authorization should be modified, suspended, or revoked in accordance with the procedures at 33 CFR 330.5.

(4) In cases of where the prospective permittee is not a Federal agency, the district engineer will provide a response to NMFS within 30 calendar days of receipt of any Essential Fish Habitat conservation recommendations, as required by section 305(b)(4)(B) of the Magnuson-Stevens Fishery Conservation and Management Act.

(5) Applicants are encouraged to provide the Corps with either electronic files or multiple copies of pre-construction notifications to expedite agency coordination.

#### **D. District Engineer's Decision**

1. In reviewing the PCN for the proposed activity, the district engineer

will determine whether the activity authorized by the NWP will result in more than minimal individual or cumulative adverse environmental effects or may be contrary to the public interest. If a project proponent requests authorization by a specific NWP, the district engineer should issue the NWP verification for that activity if it meets the terms and conditions of that NWP, unless he or she determines, after considering mitigation, that the proposed activity will result in more than minimal individual and cumulative adverse effects on the aquatic environment and other aspects of the public interest and exercises discretionary authority to require an individual permit for the proposed activity. For a linear project, this determination will include an evaluation of the single and complete crossings of waters of the United States that require PCNs to determine whether they individually satisfy the terms and conditions of the NWP(s), as well as the cumulative effects caused by all of the crossings of waters of the United States authorized by an NWP. If an applicant requests a waiver of an applicable limit, as provided for in NWPs 13, 36, or 54, the district engineer will only grant the waiver upon a written determination that the NWP activity will result in only minimal individual and cumulative adverse environmental effects.

2. When making minimal adverse environmental effects determinations the district engineer will consider the direct and indirect effects caused by the NWP activity. He or she will also consider the cumulative adverse environmental effects caused by activities authorized by an NWP and whether those cumulative adverse environmental effects are no more than minimal. The district engineer will also

consider site specific factors, such as the environmental setting in the vicinity of the NWP activity, the type of resource that will be affected by the NWP activity, the functions provided by the aquatic resources that will be affected by the NWP activity, the degree or magnitude to which the aquatic resources perform those functions, the extent that aquatic resource functions will be lost as a result of the NWP activity (e.g., partial or complete loss), the duration of the adverse effects (temporary or permanent), the importance of the aquatic resource functions to the region (e.g., watershed or ecoregion), and mitigation required by the district engineer. If an appropriate functional or condition assessment method is available and practicable to use, that assessment method may be used by the district engineer to assist in the minimal adverse environmental effects determination. The district engineer may add case-specific special conditions to the NWP authorization to address site-specific environmental concerns.

**3.** If the proposed activity requires a PCN and will result in a loss of greater than 1/10-acre of wetlands or 3/100-acre of stream bed, the prospective permittee should submit a mitigation proposal with the PCN. Applicants may also propose compensatory mitigation for NWP activities with smaller impacts, or for impacts to other types of waters. The district engineer will consider any proposed compensatory mitigation or other mitigation measures the applicant has included in the proposal in determining whether the net adverse environmental effects of the proposed activity are no more than minimal. The compensatory mitigation proposal may be either

conceptual or detailed. If the district engineer determines that the activity complies with the terms and conditions of the NWP and that the adverse environmental effects are no more than minimal, after considering mitigation, the district engineer will notify the permittee and include any activity-specific conditions in the NWP verification the district engineer deems necessary. Conditions for compensatory mitigation requirements must comply with the appropriate provisions at 33 CFR 332.3(k). The district engineer must approve the final mitigation plan before the permittee commences work in waters of the United States, unless the district engineer determines that prior approval of the final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation. If the prospective permittee elects to submit a compensatory mitigation plan with the PCN, the district engineer will expeditiously review the proposed compensatory mitigation plan. The district engineer must review the proposed compensatory mitigation plan within 45 calendar days of receiving a complete PCN and determine whether the proposed mitigation would ensure that the NWP activity results in no more than minimal adverse environmental effects. If the net adverse environmental effects of the NWP activity (after consideration of the mitigation proposal) are determined by the district engineer to be no more than minimal, the district engineer will provide a timely written response to the applicant. The response will state that the NWP activity can proceed under the terms and conditions of the NWP, including any activity-specific

conditions added to the NWP authorization by the district engineer.

**4.** If the district engineer determines that the adverse environmental effects of the proposed activity are more than minimal, then the district engineer will notify the applicant either: (a) That the activity does not qualify for authorization under the NWP and instruct the applicant on the procedures to seek authorization under an individual permit; (b) that the activity is authorized under the NWP subject to the applicant's submission of a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal; or (c) that the activity is authorized under the NWP with specific modifications or conditions. Where the district engineer determines that mitigation is required to ensure no more than minimal adverse environmental effects, the activity will be authorized within the 45-day PCN period (unless additional time is required to comply with general conditions 18, 20, and/or 31), with activity-specific conditions that state the mitigation requirements. The authorization will include the necessary conceptual or detailed mitigation plan or a requirement that the applicant submit a mitigation plan that would reduce the adverse environmental effects so that they are no more than minimal. When compensatory mitigation is required, no work in waters of the United States may occur until the district engineer has approved a specific mitigation plan or has determined that prior approval of a final mitigation plan is not practicable or not necessary to ensure timely completion of the required compensatory mitigation.

## **E. Further Information**

1. District engineers have authority to determine if an activity complies with the terms and conditions of an NWP.
2. NWPs do not obviate the need to obtain other federal, state, or local permits, approvals, or authorizations required by law.
3. NWPs do not grant any property rights or exclusive privileges.
4. NWPs do not authorize any injury to the property or rights of others.
5. NWPs do not authorize interference with any existing or proposed Federal project (see general condition 31).

## F. Definitions

### **Best management practices (BMPs):**

Policies, practices, procedures, or structures implemented to mitigate the adverse environmental effects on surface water quality resulting from development. BMPs are categorized as structural or non-structural.

**Compensatory mitigation:** The restoration (re-establishment or rehabilitation), establishment (creation), enhancement, and/or in certain circumstances preservation of aquatic resources for the purposes of offsetting unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

**Currently serviceable:** Useable as is or with some maintenance, but not so degraded as to essentially require reconstruction.

**Direct effects:** Effects that are caused by the activity and occur at the same time and place.

**Discharge:** The term “discharge” means any discharge of dredged or fill

material into waters of the United States.

**Ecological reference:** A model used to plan and design an aquatic habitat and riparian area restoration, enhancement, or establishment activity under NWP 27. An ecological reference may be based on the structure, functions, and dynamics of an aquatic habitat type or a riparian area type that currently exists in the region where the proposed NWP 27 activity is located. Alternatively, an ecological reference may be based on a conceptual model for the aquatic habitat type or riparian area type to be restored, enhanced, or established as a result of the proposed NWP 27 activity. An ecological reference takes into account the range of variation of the aquatic habitat type or riparian area type in the region.

**Enhancement:** The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

**Establishment (creation):** The manipulation of the physical, chemical, or biological characteristics present to develop an aquatic resource that did not previously exist at an upland site. Establishment results in a gain in aquatic resource area.

**High Tide Line:** The line of intersection of the land with the water's surface at the maximum height reached by a rising tide. The high tide line may be determined, in the absence of actual

data, by a line of oil or scum along shore objects, a more or less continuous deposit of fine shell or debris on the foreshore or berm, other physical markings or characteristics, vegetation lines, tidal gages, or other suitable means that delineate the general height reached by a rising tide. The line encompasses spring high tides and other high tides that occur with periodic frequency but does not include storm surges in which there is a departure from the normal or predicted reach of the tide due to the piling up of water against a coast by strong winds such as those accompanying a hurricane or other intense storm.

**Historic Property:** Any prehistoric or historic district, site (including archaeological site), building, structure, or other object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 CFR part 60).

**Independent utility:** A test to determine what constitutes a single and complete non-linear project in the Corps Regulatory Program. A project is considered to have independent utility if it would be constructed absent the construction of other projects in the project area. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed even if the other phases were not built can be considered as separate single and complete projects with independent utility.

**Indirect effects:** Effects that are caused by the activity and are later in time or farther removed in distance, but are still reasonably foreseeable.

**Loss of waters of the United States:** Waters of the United States that are permanently adversely affected by filling, flooding, excavation, or drainage because of the regulated activity. The loss of stream bed includes the acres of stream bed that are permanently adversely affected by filling or excavation because of the regulated activity. Permanent adverse effects include permanent discharges of dredged or fill material that change an aquatic area to dry land, increase the bottom elevation of a waterbody, or change the use of a waterbody. The acreage of loss of waters of the United States is a threshold measurement of the impact to jurisdictional waters or wetlands for determining whether a project may qualify for an NWP; it is not a net threshold that is calculated after considering compensatory mitigation that may be used to offset losses of aquatic functions and services. Waters of the United States temporarily filled, flooded, excavated, or drained, but restored to pre-construction contours and elevations after construction, are not included in the measurement of loss of waters of the United States. Impacts resulting from activities that do not require Department of the Army authorization, such as activities eligible for exemptions under section 404(f) of the Clean Water Act, are not considered when calculating the loss of waters of the United States.

**Navigable waters:** Waters subject to section 10 of the Rivers and Harbors Act of 1899. These waters are defined at 33 CFR part 329.

**Non-tidal wetland:** A non-tidal wetland is a wetland that is not subject to the ebb and flow of tidal waters. Non-tidal wetlands contiguous to tidal waters are located landward of the high tide line (i.e., spring high tide line).

**Open water:** For purposes of the NWPs, an open water is any area that in a year with normal patterns of precipitation has water flowing or standing above ground to the extent that an ordinary high water mark can be determined. Aquatic vegetation within the area of flowing or standing water is either non-emergent, sparse, or absent. Vegetated shallows are considered to be open waters. Examples of "open waters" include rivers, streams, lakes, and ponds.

**Ordinary High Water Mark:** The term ordinary high water mark means that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas.

**Perennial stream:** A perennial stream has surface water flowing continuously year-round during a typical year.

**Practicable:** Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

**Pre-construction notification:** A request submitted by the project proponent to the Corps for confirmation that a particular activity

is authorized by nationwide permit. The request may be a permit application, letter, or similar document that includes information about the proposed work and its anticipated environmental effects. Pre-construction notification may be required by the terms and conditions of a nationwide permit, or by regional conditions. A pre-construction notification may be voluntarily submitted in cases where pre-construction notification is not required and the project proponent wants confirmation that the activity is authorized by nationwide permit.

**Preservation:** The removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms. Preservation does not result in a gain of aquatic resource area or functions.

**Re-establishment:** The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in a gain in aquatic resource area and functions.

**Rehabilitation:** The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area.

**Restoration:** The manipulation of the physical, chemical, or biological characteristics of a site with the goal of

returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: Re-establishment and rehabilitation.

**Riffle and pool complex:** Riffle and pool complexes are special aquatic sites under the 404(b)(1) Guidelines. Riffle and pool complexes sometimes characterize steep gradient sections of streams. Such stream sections are recognizable by their hydraulic characteristics. The rapid movement of water over a coarse substrate in riffles results in a rough flow, a turbulent surface, and high dissolved oxygen levels in the water. Pools are deeper areas associated with riffles. A slower stream velocity, a streaming flow, a smooth surface, and a finer substrate characterize pools.

**Riparian areas:** Riparian areas are lands next to streams, lakes, and estuarine-marine shorelines. Riparian areas are transitional between terrestrial and aquatic ecosystems, through which surface and subsurface hydrology connects riverine, lacustrine, estuarine, and marine waters with their adjacent wetlands, non-wetland waters, or uplands. Riparian areas provide a variety of ecological functions and services and help improve or maintain local water quality. (See general condition 23.)

**Shellfish seeding:** The placement of shellfish seed and/or suitable substrate to increase shellfish production. Shellfish seed consists of immature individual shellfish or individual shellfish attached to shells or shell fragments (i.e., spat on shell). Suitable substrate may consist of shellfish shells, shell fragments, or

other appropriate materials placed into waters for shellfish habitat.

**Single and complete linear project:** A linear project is a project constructed for the purpose of getting people, goods, or services from a point of origin to a terminal point, which often involves multiple crossings of one or more waterbodies at separate and distant locations. The term "single and complete project" is defined as that portion of the total linear project proposed or accomplished by one owner/developer or partnership or other association of owners/developers that includes all crossings of a single water of the United States (i.e., a single waterbody) at a specific location. For linear projects crossing a single or multiple waterbodies several times at separate and distant locations, each crossing is considered a single and complete project for purposes of NWP authorization. However, individual channels in a braided stream or river, or individual arms of a large, irregularly shaped wetland or lake, etc., are not separate waterbodies, and crossings of such features cannot be considered separately.

**Single and complete non-linear project:** For non-linear projects, the term "single and complete project" is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. A single and complete non-linear project must have independent utility (see definition of "independent utility"). Single and complete non-linear projects may not be "piecemealed" to avoid the limits in an NWP authorization.

**Stormwater management:** Stormwater management is the mechanism for controlling stormwater runoff for the purposes of reducing downstream erosion, water quality degradation, and flooding and mitigating the adverse effects of changes in land use on the aquatic environment.

**Stormwater management facilities:** Stormwater management facilities are those facilities, including but not limited to, stormwater retention and detention ponds and best management practices, which retain water for a period of time to control runoff and/or improve the quality (i.e., by reducing the concentration of nutrients, sediments, hazardous substances and other pollutants) of stormwater runoff.

**Stream bed:** The substrate of the stream channel between the ordinary high water marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the stream bed, but outside of the ordinary high water marks, are not considered part of the stream bed.

**Stream channelization:** The manipulation of a stream's course, condition, capacity, or location that causes more than minimal interruption of normal stream processes. A channelized jurisdictional stream remains a water of the United States.

**Structure:** An object that is arranged in a definite pattern of organization. Examples of structures include, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to

navigation, or any other manmade obstacle or obstruction.

are considered together as a single aquatic unit (see 33 CFR 328.4(c)(2)).

**Tidal wetland:** A tidal wetland is a jurisdictional wetland that is inundated by tidal waters. Tidal waters rise and fall in a predictable and measurable rhythm or cycle due to the gravitational pulls of the moon and sun. Tidal waters end where the rise and fall of the water surface can no longer be practically measured in a predictable rhythm due to masking by other waters, wind, or other effects. Tidal wetlands are located channelward of the high tide line.

**Tribal lands:** Any lands title to which is either: (1) Held in trust by the United States for the benefit of any Indian tribe or individual; or (2) held by any Indian tribe or individual subject to restrictions by the United States against alienation.

**Tribal rights:** Those rights legally accruing to a tribe or tribes by virtue of inherent sovereign authority, unextinguished aboriginal title, treaty, statute, judicial decisions, executive order or agreement, and that give rise to legally enforceable remedies.

**Vegetated shallows:** Vegetated shallows are special aquatic sites under the 404(b)(1) Guidelines. They are areas that are permanently inundated and under normal circumstances have rooted aquatic vegetation, such as seagrasses in marine and estuarine systems and a variety of vascular rooted plants in freshwater systems.

**Waterbody:** For purposes of the NWP, a waterbody is a “water of the United States.” If a wetland is adjacent to a waterbody determined to be a water of the United States, that waterbody and any adjacent wetlands

# WICKLIFFE STREET TO COLLINSVILLE ROAD SANITARY SEWER REPLACEMENT

CITY OF TROY  
116 E. MARKET STREET  
TROY, IL 62294

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- 3 - 4 ..... SANITARY SEWER - PLAN & PROFILE
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BLR 22-7	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

## ENGINEERS



100 Lanter Court, Suite 1  
Collinsville, IL 62234  
618.345.2200  
www.oatesassociates.com  
Collinsville St. Louis Belleville St. Charles  
ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115

PROJECT MANAGEMENT & CIVIL ENGINEER:

### OATES ASSOCIATES, INC.

EASTPORT BUSINESS CENTER 1  
100 LANTER COURT, SUITE 1  
COLLINSVILLE, ILLINOIS 62234

CONTACT: TOM CISELL, PE  
PROJECT MANAGER  
618.345.2200  
Tom.Cisell@oatesassociates.com



OWNER:

### THE CITY OF TROY

116 EAST MARKET STREET  
TROY, ILLINOIS 62294

CONTACT: JAY KEEVEN  
CITY ADMINISTRATOR  
618.667.9924  
jkeeven@troyl.us

## ABBREVIATIONS

AGG	AGGREGATE	HORZ	HORIZONTAL	PVMT	PAVEMENT
APPROX	APPROXIMATE	ID	INSIDE DIAMETER	RD	ROAD
ATG	ADJUST TO GRADE	IN	INCHES	ROW	RIGHT OF WAY
ASPH	ASPHALT	INV	INVERT	RT	RIGHT
BC	BACK OF CURB	LF	LINEAR FEET	S	SOUTH
BL	BASELINE	LT	LEFT	SAN	SANITARY
C.E.	COMMERCIAL ENTRANCE	ME	MATCH EXISTING	SEW	SEWER
CL	CENTERLINE	MH	MANHOLE	ST	STREET
CLSM	CONTROLLED LOW-STRENGTH MATERIAL	MIN	MINIMUM	STA	STATION
CONC	CONCRETE	N	NORTH	TA	TYPE A
CP	CONTROL POINT	NO	NUMBER	TBA	TO BE ABANDONED
CIPP	CURED-IN-PLACE PIPE	NTS	NOT TO SCALE	TBR&R	TO BE REMOVED AND REPLACED
DIA	DIAMETER	OC	ON CENTER	TBM	TEMPORARY BENCHMARK
DND	DO NOT DISTURB	OD	OUTSIDE DIAMETER	TCE	TEMPORARY CONSTRUCTION EASEMENT
E	EAST	PC	PORTLAND CEMENT	UIP	USE IN PLACE
EA	EACH	PE	PERMANENT EASEMENT	VERT	VERTICAL
EX	EXISTING	PL	PROPERTY LINE	W	WIDTH OR WEST
HMA	HOT MIX ASPHALT	PR	PROPOSED		
		PVC	POLYVINYL CHLORIDE PIPE		

## LINETYPES

EX		NEW
— W —	WATER LINE	— W —
— G —	GAS LINE	— G —
— T —	TELEPHONE LINE	— T —
— OE —	OVERHEAD ELECTRIC LINE	— OE —
— E —	ELECTRIC LINE	— E —
— FO —	FIBER OPTIC LINE	— FO —
— S —	STORM SEWER	— S —
— SS —	SANITARY SEWER	— SS —
— X —	FENCE LINE	— X —
~~~~~	TREE LINE	~~~~~
	PE	~~~~~
	TCE	~~~~~

## MATERIAL SYMBOLS

	TRENCH BACKFILL		INCIDENTAL HMA SURFACE, 3"
	8" CONCRETE PAVEMENT		PC CONCRETE SIDEWALK, 4"
	RR3 & RR4 RIP RAP		TOPSOIL, 4" AND SEEDING, CLASS 1A
	BITUMINOUS PAVEMENT REMOVAL		BITUMINOUS PAVEMENT AND CONCRETE SIDEWALK REMOVAL

## LOCATION MAP



## LEGEND

EX	NEW	EX	NEW

10/19/2023 - BID DOCUMENTS

## UTILITIES

- THE FOLLOWING UTILITY COMPANIES MAY HAVE FACILITIES LOCATED WITHIN THE LIMITS OF CONSTRUCTION WHICH MAY REQUIRE ADJUSTMENT, RELOCATION OR REMOVAL. ALL ARE MEMBERS OF J.U.L.I.E., UNLESS NOTED OTHERWISE.

AMEREN ILLINOIS (GAS & ELECTRIC)  
2600 NORTH CENTER STREET  
MARYVILLE, IL 62234  
(618) 346-1275

AT&T (TELEPHONE)  
203 GOETHE STREET  
COLLINSVILLE, IL 62234  
(618) 346-6499

CITY OF TROY (WATER & SANITARY SEWER)  
116 EAST MARKET STREET  
TROY, IL 62294  
(618) 667-9924

CLEARWAVE COMMUNICATIONS (FIBER)  
2 N VINE STREET  
HARRISBURG, IL 62946  
(618) 841-9843

THE ABOVE INFORMATION REPRESENTS THE BEST INFORMATION AVAILABLE TO THE OWNER AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER. IT IS UNDERSTOOD AND AGREED THAT THE CONTRACTOR HAS TAKEN THE FOREGOING INTO CONSIDERATION IN PREPARING HIS/HER BID, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS OR INCONVENIENCE CAUSED BY SAME.

### JOINT UTILITY LOCATING INFORMATION FOR EXCAVATIONS PHONE: 800-892-0123

- EXISTING UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS. THEIR LOCATIONS MUST BE CONSIDERED TO BE APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS NOT PRESENTLY KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATION AND TO AVOID DAMAGE THERETO. ILLINOIS LAW REQUIRES A MINIMUM 48-HOUR NOTICE TO ALL UTILITY COMPANIES BEFORE DIGGING. FIELD LOCATIONS OF UNDERGROUND FACILITIES MAY BE OBTAINED BY CALLING THE J.U.L.I.E. SYSTEM AT 800-892-0123 AND PROVIDING 48 HOURS ADVANCE NOTICE. NON-J.U.L.I.E. MEMBERS MAY BE CONTACTED DIRECT. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT LIMITS ARE LISTED ABOVE.
- ANY FACILITIES OR APPURTENANCES WHICH ARE THE PROPERTY OF ANY PUBLIC UTILITY LOCATED WITHIN THE LIMITS OF CONSTRUCTION SHOULD BE RELOCATED OR ADJUSTED BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE OWNERS OF ANY SUCH FACILITY IN THEIR REMOVAL AND REARRANGEMENT OPERATIONS IN ORDER THAT THESE OPERATIONS AND THE CONSTRUCTION OF THIS PROJECT MAY PROGRESS IN A REASONABLE MANNER. THE COST OF ANY NECESSARY RELOCATIONS SHALL BE INCURRED BY THE OWNER IF OTHER ARRANGEMENTS CANNOT BE MADE OR PRIOR AGREEMENTS ARE NOT IN PLACE.
- THE CONTRACTOR SHALL KEEP ALL UTILITIES IN SERVICE DURING CONSTRUCTION OPERATIONS. MEANS & METHODS TO ACCOMPLISH THIS ARE THE CONTRACTOR'S RESPONSIBILITY, BUT SOME EXAMPLES INCLUDE POTHOLING TO AVOID DISRUPTION, SHORING TO LIMIT EXCAVATION, PUMPING TO MAINTAIN FLOW, AND TEMPORARY SUPPORTING TO MAINTAIN STABILITY.
- SHOULD UNCHARTED OR INCORRECTLY CHARTED UTILITIES BE ENCOUNTERED DURING EXCAVATION, THE CONTRACTOR SHALL CONSULT WITH THE UTILITY OWNER AND ENGINEER IMMEDIATELY FOR DIRECTIONS. THE CONTRACTOR SHALL COOPERATE WITH THE SERVICES AND FACILITIES IN OPERATION AND REPAIR DAMAGED UTILITIES TO THE SATISFACTION OF THE UTILITY OWNER. IF THE UTILITY OWNER IS FOUND NOT RESPONSIBLE, THE COST TO REPAIR DAMAGED UTILITIES UNCHARTED OR INCORRECTLY CHARTED WILL BE CONSIDERED AN UNFORESEEN CONDITION AND WILL BE PAID FOR AT AN AGREED UPON PRICE OR ON A TIME AND MATERIAL BASIS.

## GENERAL

- ALL SITE WORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL LAWS INCLUDING THE CITY OF TROY'S MUNICIPAL CODE AND WITH THE LATEST EDITION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S, "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND "HIGHWAY STANDARDS", IN SO FAR AS THEY APPLY, EXCEPT THAT ALL REFERENCES TO MEASUREMENT AND PAYMENT SHALL BE DELETED.
- ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF TROY'S MUNICIPAL CODE AND WITH THE LATEST EDITION OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS", UNLESS OTHERWISE PROVIDED HEREIN.
- IF THERE ARE ANY DISCREPANCIES BETWEEN THESE PLANS, SPECIFICATIONS, OR STANDARDS BY GOVERNING BODIES, THE MOST STRINGENT AND RELEVANT REQUIREMENT SHALL BE BINDING AND APPLICABLE.
- UNLESS OTHERWISE INDICATED, THE COST OF WORK REQUIRED UNDER ANY GENERAL, PLAN, OR KEYED NOTE WILL NOT BE PAID FOR SEPARATELY, BUT IT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR THE VARIOUS ITEMS OF WORK INVOLVED.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS TO ACCOMPLISH THE WORK. NO CONSTRUCTION ACTIVITIES SHALL BE PERFORMED UNTIL ALL NECESSARY PERMITS HAVE BEEN SECURED. THE COST OF THE PERMITS SHALL BE INCLUDED IN THE CONTRACT AMOUNT.
- ALL CONSTRUCTION SHALL CONFORM TO THE PLANS AND SPECIFICATIONS. IF THE CONTRACTOR CHOOSES TO MAKE MODIFICATION DURING CONSTRUCTION, EVEN IF THE WORK IS AFFECTED BY OMISSION OR DISCREPANCY, WITHOUT THE APPROVAL OF THE ENGINEER, HE/ SHE IS MAKING SUCH CHANGES AT HIS/ HER OWN RISK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER OF ANY CHANGES FROM THE APPROVED DOCUMENTS.
- THE CONTRACTOR SHALL PROVIDE ALL CONSTRUCTION LAYOUT AND MATERIAL TESTING NECESSARY TO COMPLETE THE PROJECT TO THE PLANS AND SPECIFIED TOLERANCES.
- AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR SHALL PROVIDE AS-BUILT DRAWINGS FOR THE OWNER'S RECORDS.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD, INCLUDING POTHOLING POTENTIAL UTILITY CONFLICTS, PRIOR TO ORDERING MATERIALS AND COMMENCING CONSTRUCTION.
- THE CONTRACTOR SHALL CONFINE ALL OPERATIONS TO THE TRENCH WIDTH AND PLANNED REMOVAL AREAS SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL FERTILIZE, SEED, AND MULCH ALL EARTH SURFACES DISTURBED BY CONSTRUCTION, EXCEPT AS NOTED OTHERWISE IN THE PLANS. THE QUANTITY PROVIDED FOR FERTILIZER, SEED, AND MULCH INCLUDES DISTURBANCES WITHIN TEN (10) FEET OF THE CENTERLINE OF PIPE. FERTILIZER, SEEDING, AND MULCH OUTSIDE THESE LIMITS DUE TO CONSTRUCTION ENCROACHMENTS SHALL BE RESTORED TO ITS ORIGINAL CONDITION TO THE SATISFACTION OF THE OWNER AT NO ADDITIONAL COST TO THE CONTRACT.

## GENERAL (cont.)

- THE CONTRACTOR SHALL STAGE ALL WORK IN SUCH A WAY AS TO MAINTAIN INGRESS AND EGRESS TO ALL ABUTTING PROPERTIES AT ALL TIMES DURING CONSTRUCTION. AGGREGATE FOR TEMPORARY ACCESS OR OTHER TEMPORARY ELEMENTS MAY BE REQUIRED TO ACCOMPLISH REQUIREMENT.
- THE CONTRACTOR SHALL PROVIDE THE NECESSARY SIGNS AND BARRICADES THROUGHOUT THE CONSTRUCTION PERIOD. ALL MATERIAL PILES, EQUIPMENT, OPEN EXCAVATIONS OR THEIR OBSTRUCTIONS, OR HAZARDS TO MOTORISTS OR PEDESTRIANS SHALL BE ENCLOSED BY FENCES OR PROTECTED BY BARRICADES.
- THE CONTRACTOR SHALL GUARANTEE ALL WORK, MATERIALS, AND LABOR ASSOCIATED WITH THIS WORK FOR A PERIOD OF ONE (1) YEAR.

## REMOVALS

- THE CONTRACTOR SHALL INSPECT AND ACCEPT THE SITE CONDITIONS PRIOR TO MOBILIZATION. DOCUMENTATION FOR ANY CONCERNS SHALL BE PROVIDED TO OWNER IN WRITING AND WITH PHOTOGRAPHS PRIOR TO MOBILIZATION. NO ADDITIONAL PAYMENT WILL BE MADE FOR REPAIR OF DAMAGED EXISTING FEATURES TO REMAIN THAT WERE NOT ADDRESSED BEFORE THE CONTRACTOR MOBILIZED ON SITE.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL EXISTING FEATURES SUCH AS SIGNS, PAVEMENT, CURB, AND TREES FROM DAMAGE. IF ANY FEATURE TO REMAIN IS DAMAGED, IT SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR'S EXPENSE AS DIRECTED BY THE OWNER OR ENGINEER.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AN AUTHORIZED SURVEYOR, OR AGENT, HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. IF ANY PROPERTY MARKER IS TO REMAIN AND IS DAMAGED, IT SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AS DIRECTED BY THE ENGINEER OR OWNER.
- THE CONTRACTOR SHALL REMOVE ALL EXISTING FEATURES INCLUDING, BUT NOT LIMITED TO PAVEMENT (TO INCLUDE OIL & CHIP SURFACES), CURB, SIDEWALK, DRIVEWAY PAVEMENT, CULVERTS, HEADWALLS, RIPRAP, FENCING, AND RETAINING WALLS WHICH INTERFERE WITH THE PROPOSED CONSTRUCTION AT NO ADDITIONAL COST TO THE CITY UNLESS NOTED OTHERWISE ON THE PLANS. ALL FEATURES WHICH ARE TO BE REMOVED AND FOR WHICH THERE IS NOT A SPECIFIC CALLOUT, WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.
- THE CONTRACTOR SHALL PROTECT EXISTING TREES TO REMAIN AND AVOID COMPACTING THE AREA UNDER THE TREE'S DRIPLINE. IF TREE ROOTS ARE ENCOUNTERED, THEY SHALL BE SAWN OFF AT THE EDGE OF THE EXCAVATION RATHER THAN RIPPED WITH EQUIPMENT.
- ANY EXCESS EARTH EXCAVATION SHALL BE REMOVED FROM THE SITE AND LEGALLY DISPOSED.
- FULL DEPTH SAW CUTTING ON ALL EDGES FOR REMOVAL ITEMS SHALL BE INCLUDED IN THE REMOVAL ITEMS ACCORDING TO SECTION 440 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. OIL & CHIP ROADWAY REMOVAL SHALL BE TREATED AS HMA PAVEMENT REMOVAL.
- ALL CONCRETE PAVEMENT AND SIDEWALK REMOVAL SHALL BE REMOVED TO THE NEAREST EXISTING JOINT LOCATION. NO PARTIAL SLAB REMOVALS WILL BE ALLOWED.
- THE CONTRACTOR SHALL REMOVE, MAINTAIN IN A TEMPORARY LOCATION, AND PERMANENTLY RESET ALL MAILBOXES, TRAFFIC SIGNS, STREET NAME SIGNS, AND ALL PRIVATE AND COMMERCIAL SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS ACCORDING TO ARTICLES 107.20 AND 107.25 OF THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL REMOVE TRAFFIC SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND RE-ERECT THEM AT TEMPORARY LOCATIONS TO SAFELY MAINTAIN TRAFFIC CONTROL THROUGHOUT THE CONSTRUCTION PERIOD. AS SOON AS CONSTRUCTION OPERATIONS ALLOW, ALL TRAFFIC SIGNS SHALL BE PERMANENTLY LOCATED.
- WHERE TREE REMOVAL CONFLICTS WITH EXISTING UNDERGROUND UTILITIES, THE CONTRACTOR SHALL CUT THE TREE OFF AT THE GROUND LINE AND GRIND THE STUMP AS DIRECTED BY THE ENGINEER. THIS SHALL INCLUDE COMPLETELY REMOVING TREES AND ROOTS UNDER PAVED SURFACES.
- ANY UNSUITABLE MATERIAL ENCOUNTERED DURING CONSTRUCTION SHALL BE REMOVED BY THE CONTRACTOR AND REPLACED WITH SUITABLE MATERIAL AS APPROVED BY THE ENGINEER. UNLESS NOTED OTHERWISE IN THE PLANS, THE COST TO REMOVE AND REPLACE UNSUITABLE MATERIAL WILL BE CONSIDERED AN UNFORESEEN CONDITION AND WILL BE PAID FOR AT AN AGREED UPON PRICE OR ON A TIME AND MATERIAL BASIS.

## EARTHWORK & GRADING

- FINAL PAYMENT ON RETAINAGE WILL NOT BE MADE UNTIL TRENCHES HAVE SETTLED AND THE LAWN HAS ESTABLISHED TO A 95% LEVEL WITH NO INDIVIDUAL BARE SPOTS LARGER THAN 6"X6" IN SIZE AFTER ONE GROWING SEASON (APRIL TO MAY OR SEPTEMBER TO OCTOBER).
- DEWATERING OF EXCAVATION AREAS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL PROVIDE A SMOOTH TRANSITION FROM NEW AREAS TO ADJACENT, EXISTING AREAS AS NECESSARY.

## EROSION CONTROL

- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SILTATION CONTROL, AS NEEDED, TO PREVENT SILTATION OF ADJACENT PROPERTIES, UNTIL THE VEGETATION IN ALL DISTURBED AREAS HAS BEEN ESTABLISHED, AT WHICH TIME HE/SHE SHALL BE RESPONSIBLE FOR REMOVAL OF ALL TEMPORARY SILTATION CONTROL AND REPAIR OF ANY ERODED AREAS. EROSION CONTROL MEASURES SHALL BE PROVIDED AND INSTALLED IN ACCORDANCE WITH APPLICABLE PLAN DETAILS AND THE ILLINOIS URBAN MANUAL. NO CONSTRUCTION ACTIVITIES SHALL BE PERFORMED UNTIL EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED.

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PROFILE	GRADES CHECKED	DATE
	STRUCTURE NOTATING CHECKED	
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	STRUCTURE NOTATING CHECKED	

FILE NAME = 15082.006 - GENERAL NOTES.DWG

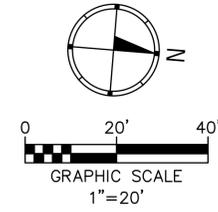
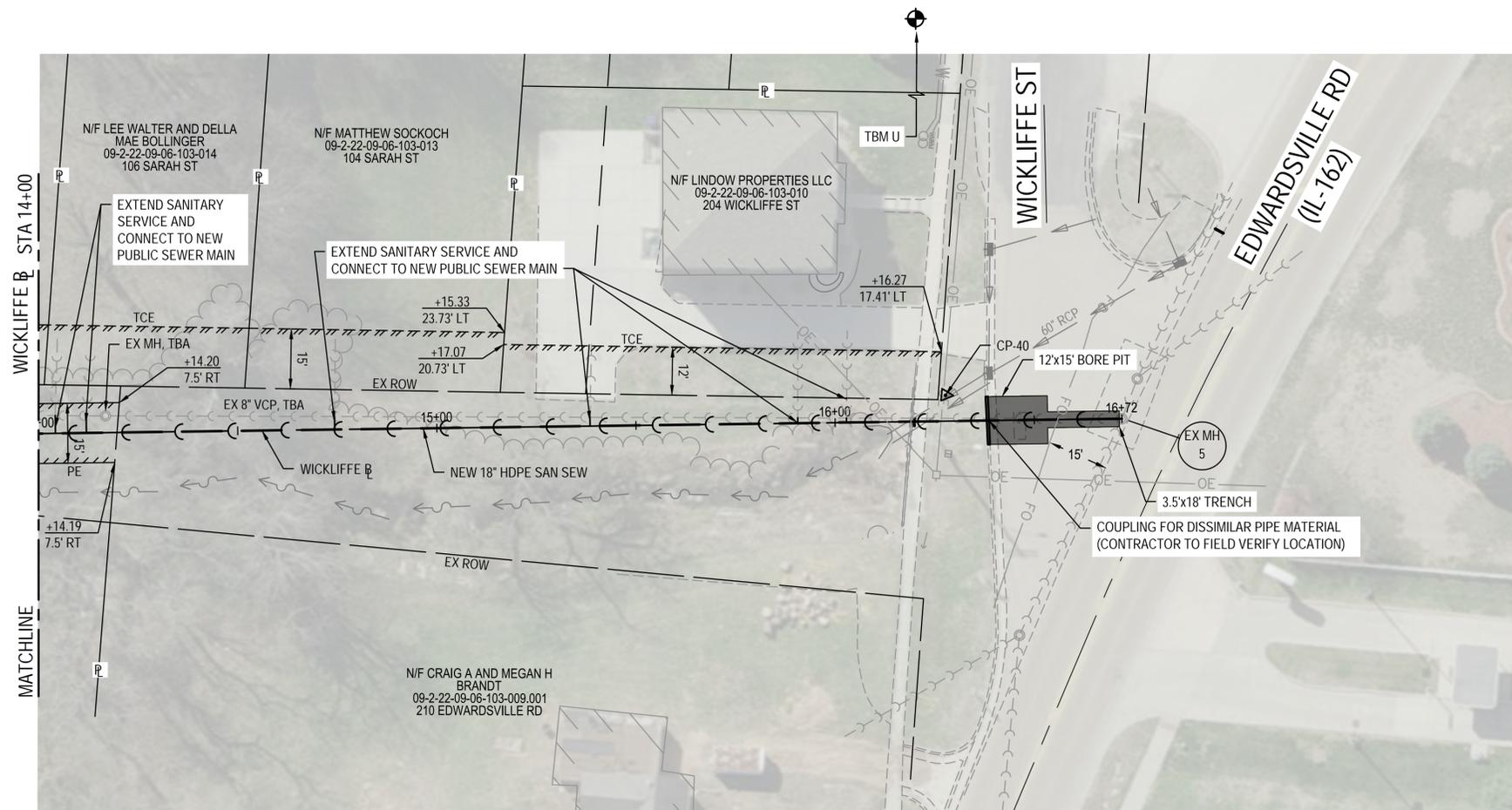
 ILLINOIS DESIGN FIRM LICENSE NO.: 184.001115	USER NAME = DAYNE THORP	DESIGNED - SJM	REVISED -	<b>CITY OF TROY</b> <b>WICKLIFFE STREET TO COLLINSVILLE</b> <b>ROAD SANITARY SEWER REPLACEMENT</b>	<b>GENERAL NOTES</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1' = 1'	DRAWN - BAM	REVISED -				MADISON	11	2	
	PLOT DATE = 2023-09-01	CHECKED - TLC	REVISED -			WICKLIFFE STREET TO COLLINSVILLE ROAD SANITARY SEWER REPAACEMENT				
		DATE - 2023-09-01	REVISED -							



PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	ROAD FILE NAME	
	NO.	

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	GRADES CHECKED	
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	NO.	

FILE NAME = 15082.006 - DESIGN.DWG



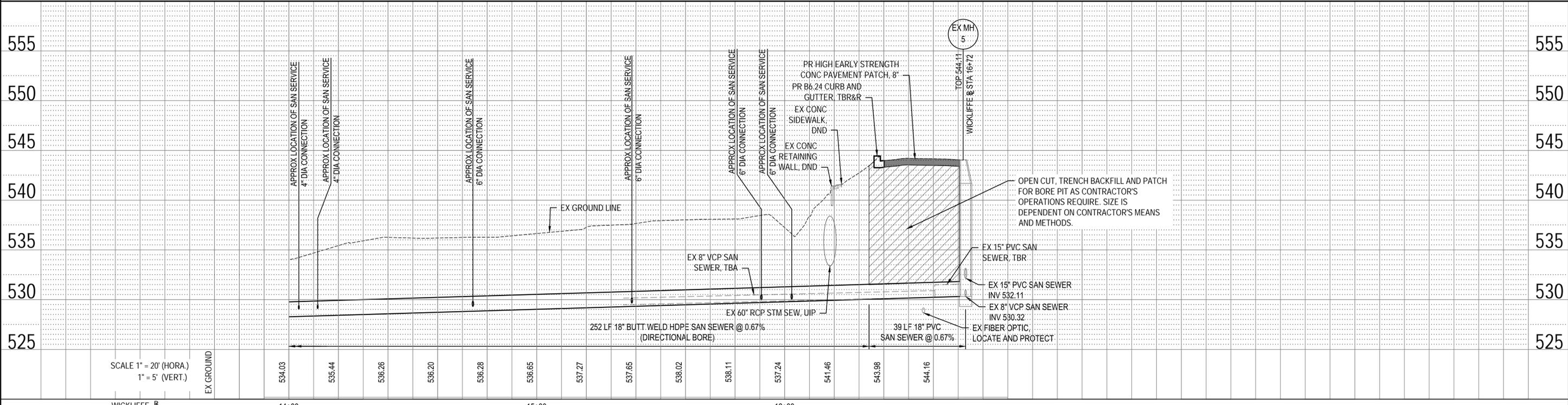
- ### GENERAL NOTES
- RECONNECT EXISTING SANITARY SERVICE SEWERS TO NEW 18" HDPE SANITARY SEWER MAIN AS SHOWN IN DETAIL 2 ON SHEET 8.
  - CONTRACTOR SHALL MAINTAIN ACCESS TO ENTRANCE AT ALL TIMES. ENTRANCE CONSTRUCTION SHALL BE COMPLETED HALF AT A TIME OR USING HIGH EARLY STRENGTH CONCRETE AND COORDINATING WITH THE PROPERTY OWNER AND CITY.
  - OPEN CUT, TRENCH BACKFILL AND PATCH FOR BORE PIT AS CONTRACTOR'S OPERATIONS REQUIRE. SIZE IS DEPENDENT ON CONTRACTOR'S MEANS AND METHODS.
  - INSTALL INLET PROTECTION ACCORDING TO DETAIL 4, SHEET 10 FOR ALL EXISTING INLETS.
  - CONTRACTOR TO COORDINATE SEWER SERVICE DISRUPTIONS WITH RESIDENTS 48 HOURS IN ADVANCE.
  - BORE PIT SHALL NOT BE WITHIN 15 FEET OF IL-162.
  - WORK WITHIN 15 FEET OF IL-162 SHALL BE COMPLETED UNDER DAYTIME LANE CLOSURE WITH FLAGGERS, IN ACCORDANCE WITH HIGHWAY STANDARD 701501-06.

- ### PLAN LEGEND
- PR TEMP CONSTRUCTION EASEMENT
  - PR PERMANENT CONSTRUCTION EASEMENT
  - 8" HIGH EARLY STRENGTH CONCRETE PAVEMENT PATCH

CONTROL POINT TABLE			
PT #	NORTHING	EASTING	DESCRIPTION
CP-40	751363.65	2376646.62	543.51 IRON BAR WITH CAP

BENCHMARK POINT TABLE				
PT #	STATION	OFFSET	ELEV	DESCRIPTION
TBM U	STA 16+37.87	122.84 LT	547.19	IRON BAR WITH CAP



SCALE 1" = 20' (HORA) 1" = 5' (VERT.)	EX GROUND	534.03	535.44	536.26	536.20	536.28	536.65	537.27	537.65	538.02	538.11	537.24	541.46	543.98	544.16	525	530	535	540	545	550	555
WICKLIFFE ST		14+00				15+00				16+00				16+72								

**OATES ASSOCIATES**  
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USER NAME = DAYNE THORP	DESIGNED - SJM	REVISED -
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CHECKED - TLC	REVISED -	
PLOT DATE = 2023-09-01	DATE - 2023-09-01	REVISED -

**CITY OF TROY**  
**WICKLIFFE STREET TO COLLINSVILLE**  
**ROAD SANITARY SEWER REPLACEMENT**

**SANITARY SEWER - PLAN & PROFILE**

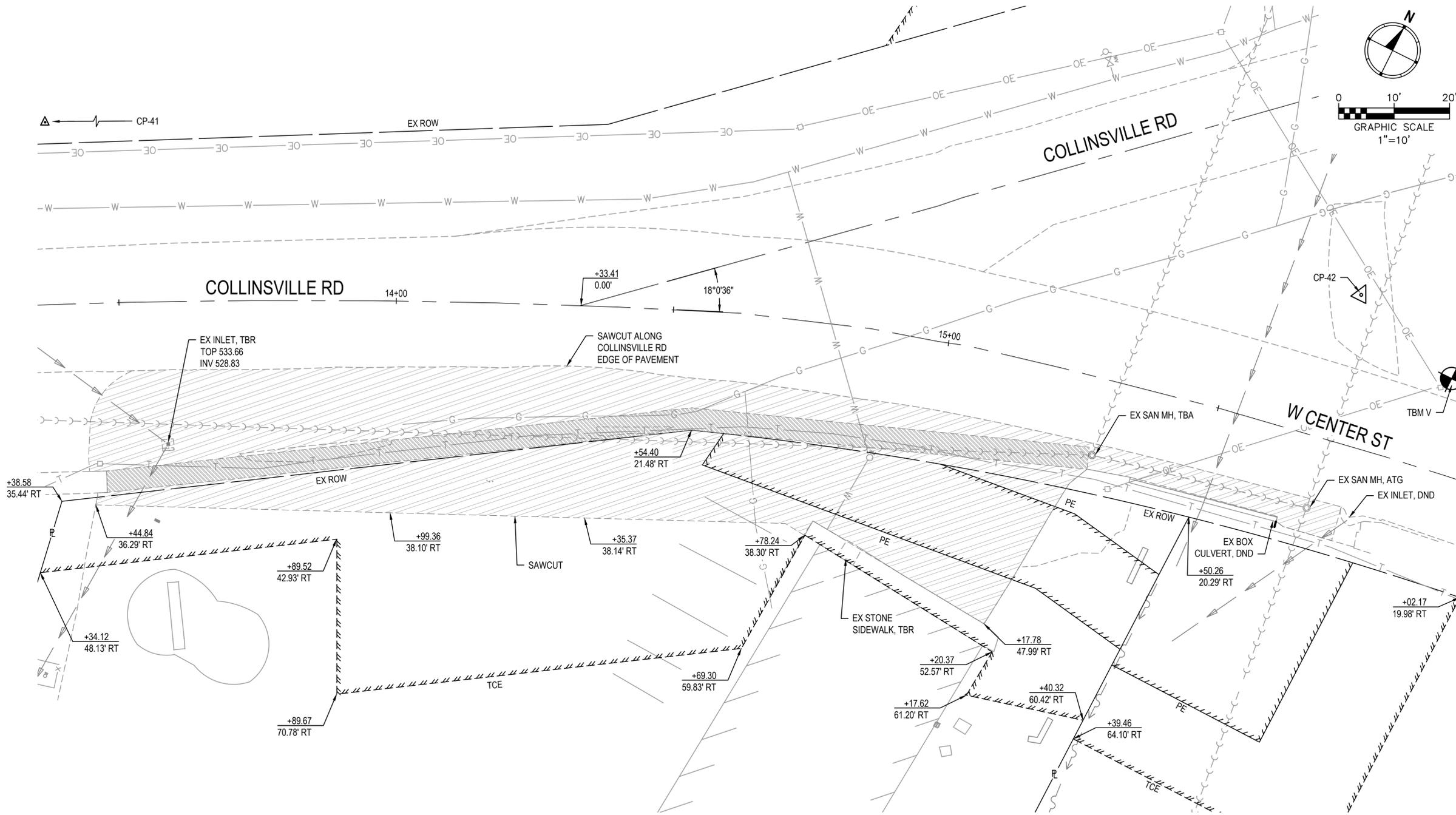
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MADISON	11	4

WICKLIFFE STREET TO COLLINSVILLE ROAD  
SANITARY SEWER REPLACEMENT

DATE	
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GRADES CHECKED	
STRUCTURE NOTATIONS CHKD	
NOTE BOOK NO.	

FILE NAME = 15082.006 - DESIGN.DWG



**GENERAL NOTES**

1. CONTRACTOR SHALL LOCATE AND PROTECT ALL UTILITIES.
2. CONTRACTOR SHALL STAGE ALL WORK TO MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO ENTRANCE AT ALL TIMES. ENTRANCE CONSTRUCTION SHALL BE COMPLETED HALF AT A TIME OR USING HIGH EARLY STRENGTH CONCRETE AND COORDINATING WITH THE PROPERTY OWNER AND CITY.
4. CONTRACTOR SHALL REMOVE ANY UNSUITABLE MATERIAL IN IMPROVED AREAS INCLUDING EXCESS CONCRETE SPOILS.
5. INSTALL INLET PROTECTION ACCORDING TO DETAIL 4, SHEET 10 FOR ALL EXISTING INLETS.

**LEGEND**

- BITUMINOUS PAVEMENT REMOVAL
- BITUMINOUS PAVEMENT AND CONCRETE SIDEWALK REMOVAL
- PR TEMP CONSTRUCTION EASEMENT
- PR PERMANENT CONSTRUCTION EASEMENT

CONTROL POINT TABLE				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
CP-41	750729.81	2376478.60	539.14	IRON BAR WITH CAP
CP-42	750853.59	2376784.89	537.91	IRON BAR WITH CAP

BENCHMARK POINT TABLE				
PT #	STATION	OFFSET	ELEV	DESCRIPTION
TBM V	STA 15+88.56	17.00 LT	539.80	RR SPIKE IN PP



USER NAME =	DAYNE THORP	DESIGNED -	SJM	REVISED -	
PLOT SCALE =	1' = 1'	DRAWN -	BAM	REVISED -	
PLOT DATE =	2023-09-01	CHECKED -	TLC	REVISED -	
		DATE -	2023-09-01	REVISED -	

**CITY OF TROY**  
**WICKLIFFE STREET TO COLLINSVILLE**  
**ROAD SANITARY SEWER REPLACEMENT**

**ENTRANCE REMOVALS**

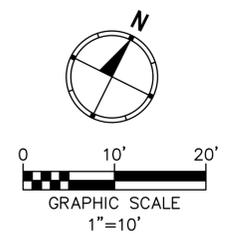
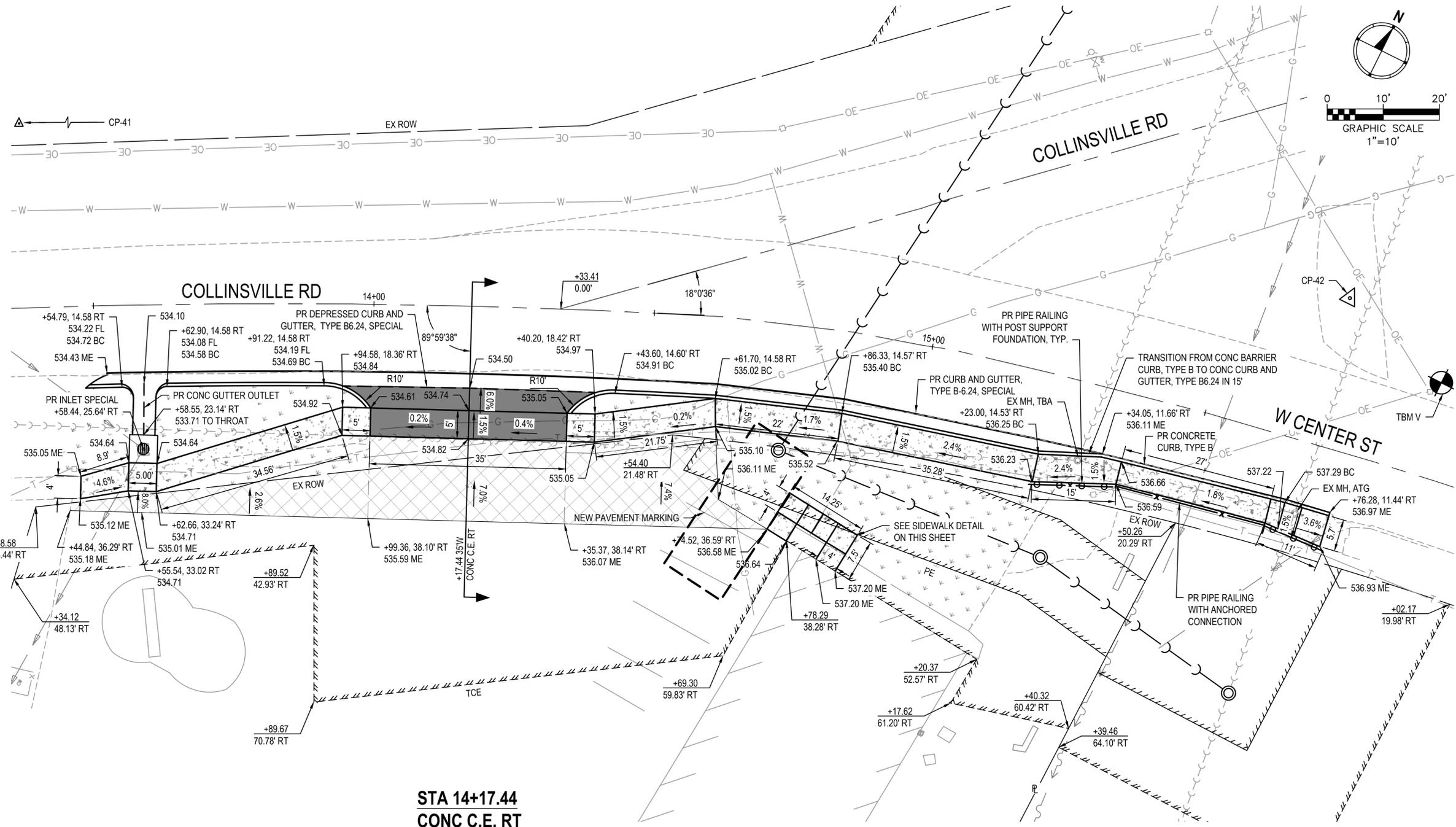
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MADISON	11	5

WICKLIFFE STREET TO COLLINSVILLE ROAD  
SANITARY SEWER REPLACEMENT

DATE	
BY	
PLAN	
NO.	

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FILE NAME = 15082.006 - DESIGN.DWG



**GENERAL NOTES**

- CONTRACTOR SHALL LOCATE AND PROTECT ALL UTILITIES.
- CONTRACTOR SHALL STAGE ALL WORK TO MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ENTRANCE AT ALL TIMES. ENTRANCE CONSTRUCTION SHALL BE COMPLETED HALF AT A TIME OR USING HIGH EARLY STRENGTH CONCRETE AND COORDINATING WITH THE PROPERTY OWNER AND CITY.
- CONTRACTOR SHALL REMOVE ANY UNSUITABLE MATERIAL IN IMPROVED AREAS INCLUDING EXCESS CONCRETE SPOILS.
- INSTALL INLET PROTECTION ACCORDING TO DETAIL 4, SHEET 10 FOR ALL EXISTING INLETS.

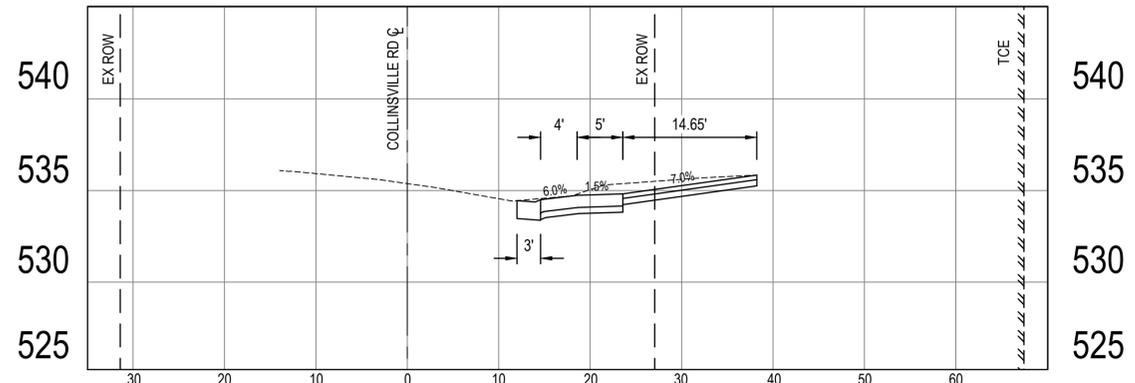
**LEGEND**

- PC CONCRETE SIDEWALK, 4"
- INCIDENTAL HMA SURF, 3"
- TOPSOIL, 4" AND SEEDING, CLASS 1A
- 8" CONCRETE PAVEMENT
- PR TEMP CONSTRUCTION EASEMENT
- PR PERMANENT CONSTRUCTION EASEMENT

**SIDEWALK DETAIL**



**STA 14+17.44  
CONC C.E. RT**



CONTROL POINT TABLE				
PT #	NORTHING	EASTING	ELEV	DESCRIPTION
CP-41	750729.81	2376478.60	539.14	IRON BAR WITH CAP
CP-42	750853.59	2376784.89	537.91	IRON BAR WITH CAP

BENCHMARK POINT TABLE				
PT #	STATION	OFFSET	ELEV	DESCRIPTION
TBM V	STA 15+88.56	17.00 LT	539.80	RR SPIKE IN PP



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	DATE - 2023-09-01	REVISED -

**CITY OF TROY**  
**WICKLIFFE STREET TO COLLINSVILLE**  
**ROAD SANITARY SEWER REPLACEMENT**

ENTRANCE WARPING PLAN

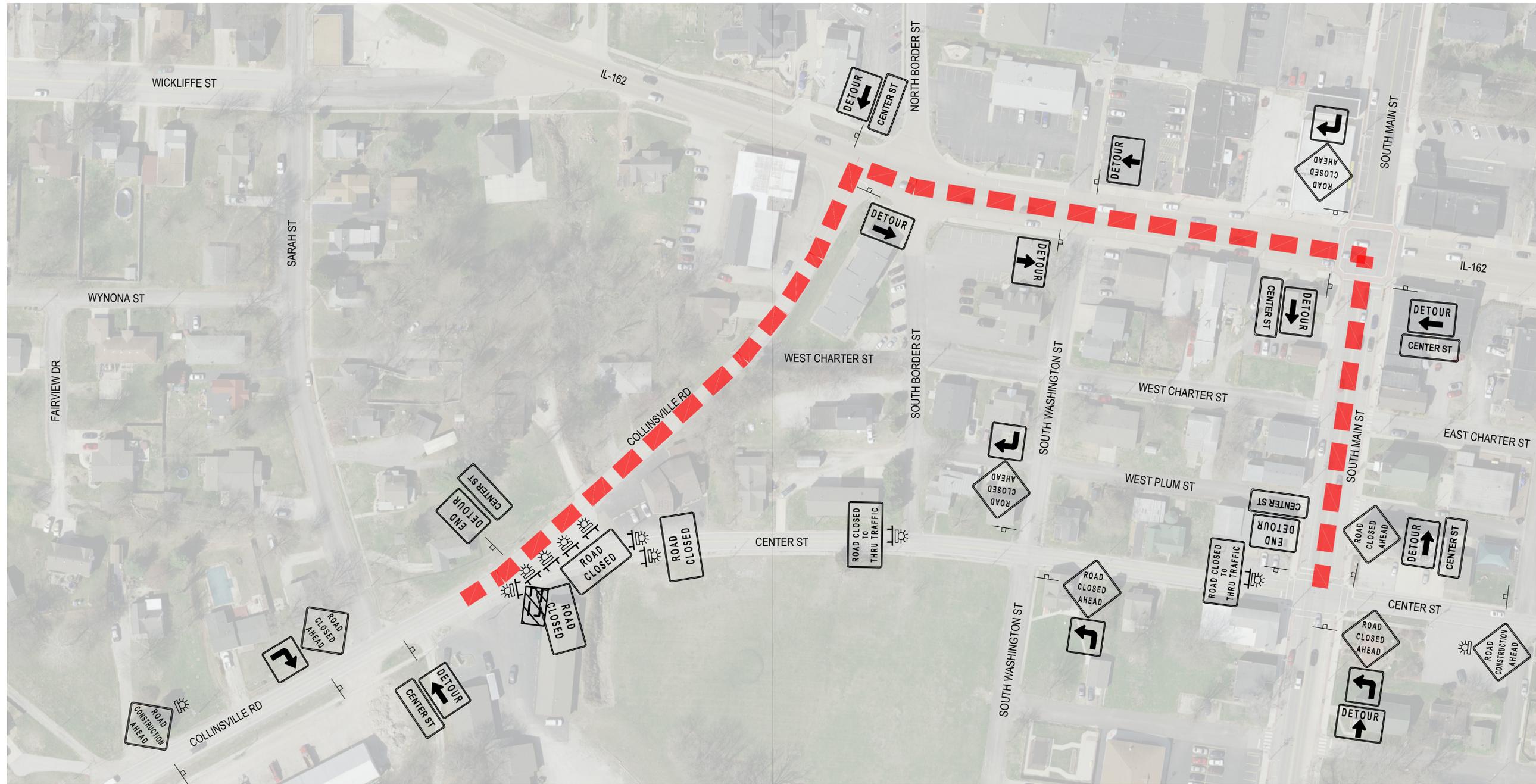
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MADISON	11	6

WICKLIFFE STREET TO COLLINSVILLE ROAD  
SANITARY SEWER REPLACEMENT

PLAN	SURVEYED	DATE
	PLOTTED	BY
NOTE BOOK	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
NOTE BOOK	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	

FILE NAME = 15082.006 - DESIGN.DWG



**TRAFFIC CONTROL NOTES**

1. ALL TRAFFIC CONTROL SIGNS, BARRICADES, AND MAINTENANCE TO BE INCLUDED IN THE LUMP SUM BID COST FOR THE PROJECT.
2. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ENTRANCES AT ALL TIMES. AT NO TIME SHALL THE COMPLETE CLOSURE OF THE COMMERCIAL ENTRANCE TO 200 COLLINSVILLE ROAD BE PERMITTED.
3. THE CONTRACTOR SHALL MAINTAIN DRAINAGE THROUGHOUT CONSTRUCTION.
4. TYPE A LOW INTENSITY FLASHING LIGHTS SHALL BE USED ON THE FIRST SIGN IN ADVANCE OF THE WORK SITE AND ON ALL TYPE III BARRICADES DURING HOURS OF DARKNESS.
5. BARRICADES AND SIGNS SHALL BE POSITIONED AS SHOWN, ACCORDING TO HIGHWAY STANDARDS, THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND AS DIRECTED BY THE ENGINEER.
6. THE EXACT LOCATION OF BARRICADES AND SIGNS SHALL BE STAKED IN THE FIELD BY THE CONTRACTOR, FOR APPROVAL BY THE ENGINEER, PRIOR TO INSTALLATION.
7. SEE HIGHWAY STANDARDS 701801 AND 701901 FOR ADDITIONAL TRAFFIC CONTROL GUIDELINES.

**TRAFFIC CONTROL - STAGE 1  
CONSTRUCTION OF SANITARY SEWER**

1. ALL SERVICES AND PROPERTY OWNERS FRONTING THE PROJECT SHALL BE NOTIFIED OF THE WORK AT LEAST 48 HOURS PRIOR TO CONSTRUCTION OPERATIONS.
2. SET UP TRAFFIC CONTROL FOR THIS WORK STAGE PRIOR TO EXCAVATING BORE PITS. THE BORE PITS SHALL NOT BE WITHIN 15 FEET OF IL-162 OR THE TRAVELED WAY OF THE DETOUR ROUTE FOR W CENTER ST.
3. WHEN THIS STAGE IS COMPLETE, SET UP TRAFFIC CONTROL FOR STAGE 2.

**TRAFFIC CONTROL LEGEND**

	DETOUR ROUTE		W20-3 (48" x 48") FLUORESCENT ORANGE
	WORK AREA		W20-3 (48" x 48") FLUORESCENT ORANGE
	TYPE III BARRICADE		SPECIAL (24" x 8") FLUORESCENT ORANGE
	TYPE A LOW INTENSITY FLASHING LIGHT		
	TRAFFIC CONTROL SIGN LOCATION		

**TRAFFIC CONTROL SIGNAGE**

	SPECIAL (24" x 24") FLUORESCENT ORANGE		DETOUR LEFT M4 - 9L (0) 30" x 24"
	SPECIAL (24" x 24") FLUORESCENT ORANGE		DETOUR RIGHT M4 - 9R (0) 30" x 24"
	R-11-2 (60" x 30") WHITE		DETOUR STRAIGHT M4 - 9S (0) 30" x 24"
	R-11-4 (60" x 30") WHITE		END DETOUR M4 - 8a (0) 24" x 18"



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		DATE -	2023-09-01	REVISED -	

CITY OF TROY  
WICKLIFFE STREET TO COLLINSVILLE  
ROAD SANITARY SEWER REPLACEMENT

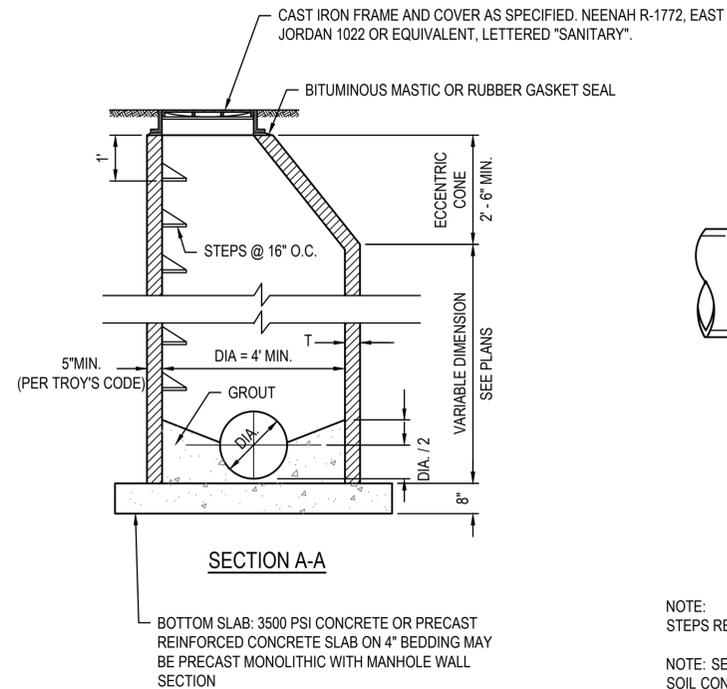
TRAFFIC CONTROL PLAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MADISON	11	7

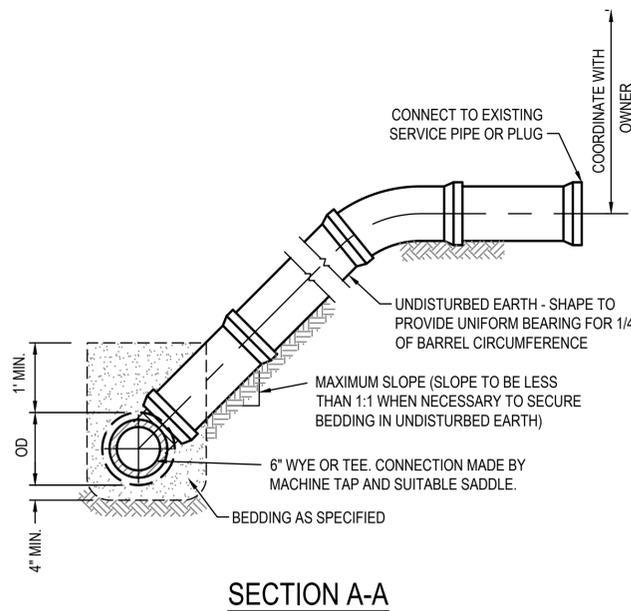
WICKLIFFE STREET TO COLLINSVILLE ROAD  
SANITARY SEWER REPLACEMENT

# GRAVITY SANITARY SEWER SPECIFICATIONS

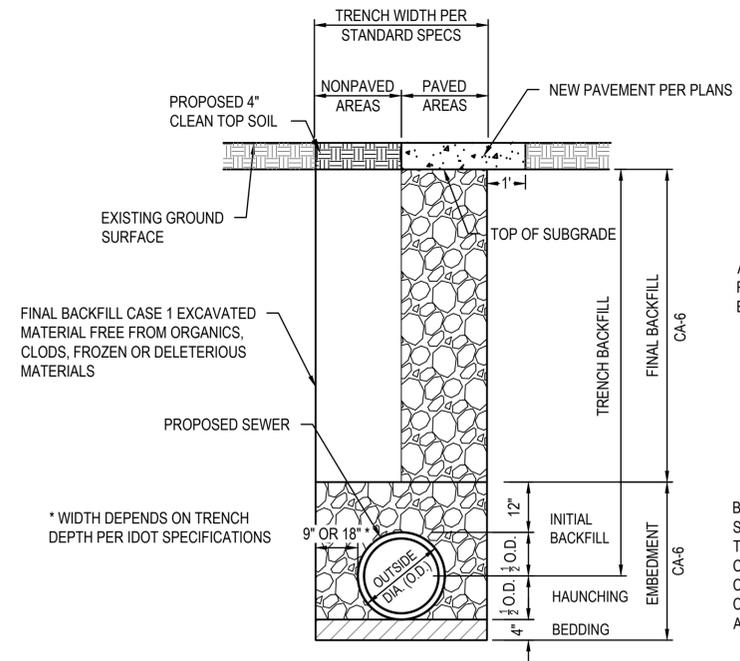
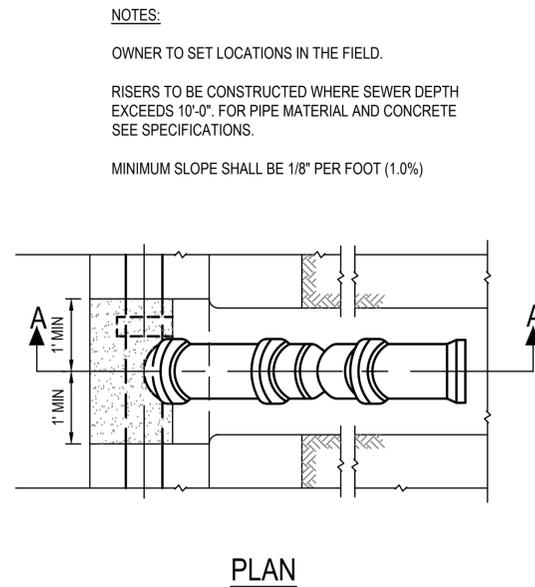
- ALL MATERIALS, INSTALLATION, AND TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS", THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, THE ILLINOIS DEPARTMENT OF PUBLIC HEALTH, THE ILLINOIS PLUMBING CODE, AND THE REQUIREMENTS OF THE CITY OF TROY.
- PRIOR TO COMMENCEMENT OF ANY WORK, THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS OF THE PLANS WITH THE ACTUAL DIMENSIONS AND CONDITIONS OF THE SITE. THE GENERAL CONTRACTOR MUST VERIFY THE ENGINEER'S LINES AND GRADES. IF A DISCREPANCY OCCURS FROM WHAT IS SHOWN ON THE PLANS, STANDARD SPECIFICATIONS, AND/OR DETAILS, THE GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER AND SECURE WRITTEN INSTRUCTION FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE AFFECTED WORK. FAILING TO DO SO WILL BE CONSIDERED AS THE GENERAL CONTRACTOR HAVING PROCEEDED AT HIS OWN RISK AND EXPENSE.
- PVC SDR-35 (OR SDR-26 IF GREATER THAN 14 FEET DEEP), FOR SANITARY SEWER SHALL MEET THE REQUIREMENTS OF ASTM D3034 WITH PIPE AND FITTINGS CONFORMING TO ASTM D3034 AND HAVING AN INTEGRAL BELL, AND GASKETED JOINT CONFORMING TO ASTM D3212.
- SANITARY SEWER INVERTS SHOWN ON THE PLANS HAVE BEEN CALCULATED TO THE CENTER OF THE STRUCTURE. THE SANITARY SEWER SLOPES SHOWN ON THE PLANS IS THE PERCENT GRADE FROM CENTER TO CENTER OF STRUCTURE. THE LENGTH OF SANITARY SEWERS SHOWN ON THE PLANS IS THE DISTANCE FROM CENTER TO CENTER OF STRUCTURE.
- BEDDING OF THE PIPE AND BACKFILL SHALL BE DONE IN ACCORDANCE WITH ASTM D2321-89 CLASS 1B, THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" AND AS SHOWN IN THE PLANS. GRANULAR TRENCH BACKFILL SHALL BE USED AS INDICATED ON THE PLANS AND WHEN THE EDGE OF ANY TRENCH IS WITHIN 2 FT. OF ANY PAVEMENT, CURB, SIDEWALK, OR OTHER STRUCTURE. TRENCH BACKFILL SHALL BE COMPACTED WITH A ROLLER, VIBRATORY PLATE, OR OTHER COMPACTING DEVICE IN 8-INCH LIFTS.
- ALL GRAVITY SANITARY SEWER PIPES AND STRUCTURES SHALL BE TESTED IN ACCORDANCE WITH ARTICLE 31-1.13 METHOD A, CONTRACTOR SHALL SUBMIT A MODIFIED TESTING PLAN FOR REACHES OF NEW SEWER WITH ACTIVE LATERALS, EXFILTRATION OF AIR UNDER PRESSURE, AND METHOD D, DEFLECTION FOR FLEXIBLE THERMOPLASTIC PIPE, OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS". GRAVITY SEWER PIPES SHALL BE TELEVISION INSPECTED BY THE CITY OF TROY PRIOR TO THE WORK BEING ACCEPTED. CONTRACTOR SHALL REPAIR OR REPLACE ANY LINE OR STRUCTURE WHICH FAILS ANY OF THE REQUIRED TESTS, AND RETEST. ALL TESTS SHALL BE WITNESSED BY THE ENGINEER AND THE CITY OF TROY. CONTRACTOR SHALL NOTIFY THE ENGINEER AND THE CITY OF TROY 48 HOURS IN ADVANCE OF ANY TESTING TO BE PERFORMED.
- A MINIMUM 10-FOOT HORIZONTAL AND 18-INCH VERTICAL SEPARATION SHALL BE MAINTAINED BETWEEN ALL WATER AND SEWER MAINS IN ACCORDANCE WITH ARTICLE 41-2.01A AND 41-2.01B OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS". WHERE PHYSICAL CONSTRAINTS PREVENT THIS REQUIREMENT FROM BEING MET, ALTERNATIVE METHODS FOR PREVENTING CROSS-CONTAMINATION BETWEEN THE SEWER AND WATER MAIN SHALL BE PROVIDED IN ACCORDANCE WITH STANDARD DRAWINGS 18-24 OF THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS", 8TH EDITION.
- PVC PIPE SHALL BE STORED UNDER COVER TO PROTECT FROM ULTRAVIOLET LIGHT.
- WHENEVER PIPE LAYING IS NOT ACTIVELY IN PROGRESS, OPEN ENDS OF ALL INSTALLED PIPE AND FITTINGS SHALL BE FITTED WITH A WATERTIGHT PLUG.
- PENETRATIONS ON ALL EXISTING MANHOLES SHALL BE CORE DRILLED. NO IMPACT DEVICES WILL BE ALLOWED FOR THE PURPOSE OF CONNECTING NEW SEWER MAINS TO EXISTING MANHOLES.
- ALL PIPE PENETRATIONS SHALL BE MADE WATERTIGHT BY THE USE OF NON-SHRINK GROUT.
- ALL MANHOLES SHALL BE INSPECTED AND LEAKAGE TESTED FOR WATER TIGHTNESS IN ACCORDANCE WITH ASTM C 969-94 OR ASTM C 1244-93, PRIOR TO BEING PLACED INTO SERVICE.
- A-LOK® GASKETS, OR APPROVED EQUAL, SHALL BE USED AT NEW MANHOLES ON PIPE CONNECTIONS FOR INLET AND OUTLET PIPES.
- MAXADAPTER® COUPLINGS, OR APPROVED EQUAL, SHALL BE USED TO JOIN DISSIMILAR SANITARY SEWER PIPE MATERIALS OR FOR THE REPAIR OF EXISTING PIPES OF SIMILAR MATERIALS.



1  
8 SANITARY SEWER MANHOLE  
SCALE: NO SCALE



2  
8 TYPICAL RISER FOR SANITARY SERVICE SEWER  
SCALE: NO SCALE



3  
8 SANITARY SEWER TRENCH DETAIL  
SCALE: NO SCALE

DATE	BY	DATE	BY
PLAN	NO.	DATE	BY

DATE	BY	DATE	BY
PROFILE	NO.	DATE	BY

FILE NAME = 15082.006 - DETAILS.DWG



USER NAME = DAYNE THORP	DESIGNED - SJM	REVISED -
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	DATE - 2023-09-01	REVISED -

CITY OF TROY  
WICKLIFFE STREET TO COLLINSVILLE  
ROAD SANITARY SEWER REPLACEMENT

SANITARY DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MADISON	11	8

WICKLIFFE STREET TO COLLINSVILLE ROAD  
SANITARY SEWER REPLACEMENT

DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
NO.	

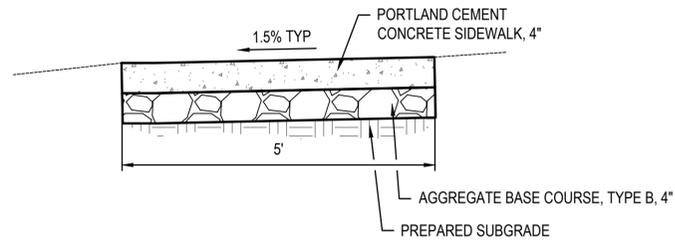
DATE	
BY	
REVIEWED	
PLANNED	
NOTED	
NO.	

**NOTES:**

CONTRACTION JOINTS ARE TO BE ON ±5' CENTERS

EXPANSION JOINTS ARE TO BE ON ±100' CENTERS AND AT POINTS OF CURVATURE.

EXPANSION JOINT REQUIRED BETWEEN THE SIDEWALK AND EXISTING PAVEMENT OR STRUCTURES.



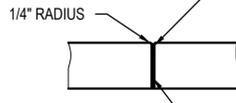
**1 PCC SIDEWALK DETAIL**  
SCALE: NO SCALE

1/4" RADIUS  
MINIMUM DEPTH 1/4" OF THICKNESS  
JOINT WIDTH 1/8"-1/4"



**CONTRACTION JOINT**

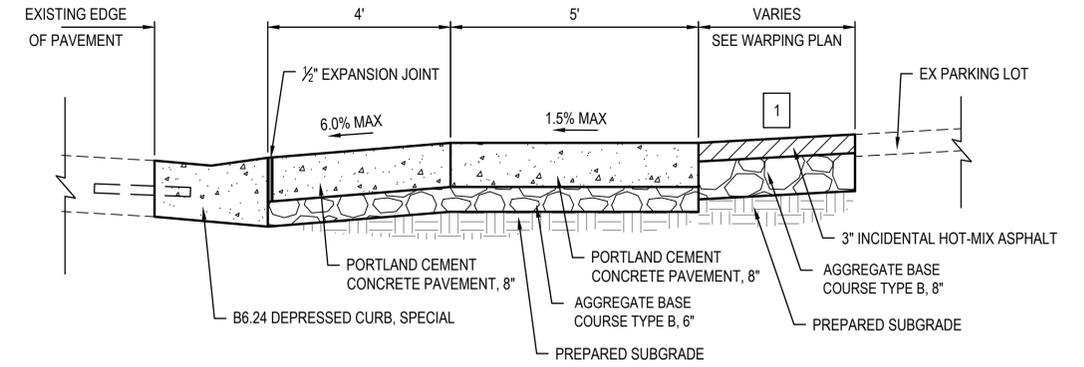
BACK JOINT WITH ONE COMPONENT URETHANE GUN GRADE SEALANT USING SONNEBORN SONOPLASTIC NP-1, MAMECO VULKEM 116, PECORDA DYNATROL 1, OR APPROVED EQUAL. FINISH JOINT WITH A SELF LEVELING SEALANT USING MAMECO INTERNATIONAL - VULKEM 45, PECORA CHEMICAL CORP - UREXPAN NR20, SIKKA CHEMICAL CORP. - SILKAFLEX 12SL, CONTECH INC., SONNEBORN BUILDING PRODUCTS DIV. - SONALASTIC SL1



1/2" PRE-MOLDED WOOD FIBRE STRIP ACCORDING TO ASTM D 1751 WITH 1/4" TO 1/2" ZIP STRIP.

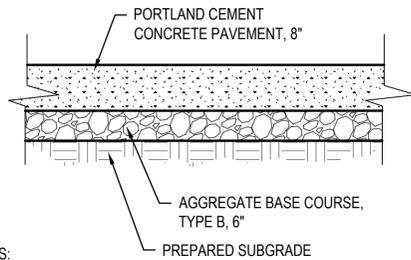
**EXPANSION JOINT**

**2 TYPICAL CONCRETE JOINT DETAILS**  
SCALE: NO SCALE



**1 SEE ENTRANCE WARPING PLAN**

**3 COMMERCIAL ENTRANCE**  
SCALE: NO SCALE



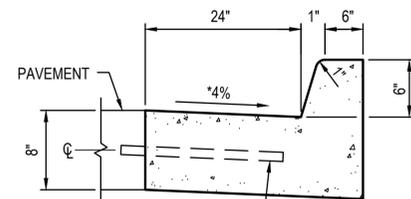
**NOTES:**

CONTRACTION JOINTS ARE TO BE INSTALLED IN A RECTANGULAR PATTERN, APPROXIMATELY SQUARE, 10' MAX. SPACING.

EXPANSION JOINT REQUIRED BETWEEN THE CONCRETE PAD AND THE PROPOSED BUILDING. IT IS ALSO REQUIRED BETWEEN THE CONCRETE PAD AND OTHER PAVEMENT, STRUCTURES AND FOUNDATIONS.

PATCH ON WICKLIFFE STREET SHALL BE HIGH EARLY STRENGTH CONCRETE.

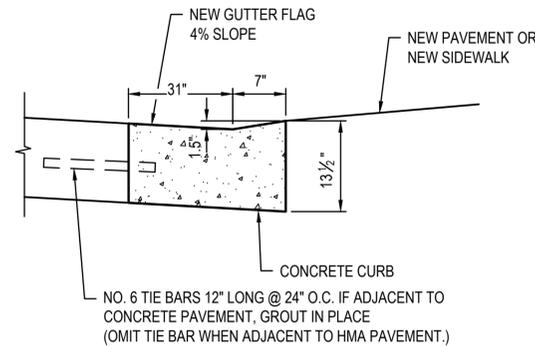
**4 CONCRETE PAVEMENT**  
SCALE: NO SCALE



NO. 6 TIE BARS 12" LONG @ 24" O.C. IF ADJACENT TO CONCRETE PAVEMENT, GROUT IN PLACE (OMIT TIE BAR WHEN ADJACENT TO HMA PAVEMENT.)

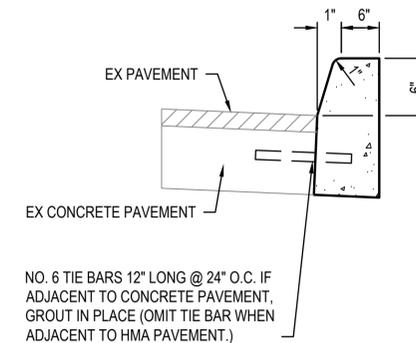
\*STA 13+52.16 TO 13+54.79 GUTTER FLAG SLOPE 10%  
STA 13+62.90 TO 13+91.22 TRANSITION GUTTER FLAG FROM 10% TO 4%

**5 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, SPECIAL**  
SCALE: NO SCALE



NO. 6 TIE BARS 12" LONG @ 24" O.C. IF ADJACENT TO CONCRETE PAVEMENT, GROUT IN PLACE (OMIT TIE BAR WHEN ADJACENT TO HMA PAVEMENT.)

**6 DEPRESSED CONCRETE CURB AND GUTTER TYPE B-6.24, SPECIAL**  
SCALE: NO SCALE



NO. 6 TIE BARS 12" LONG @ 24" O.C. IF ADJACENT TO CONCRETE PAVEMENT, GROUT IN PLACE (OMIT TIE BAR WHEN ADJACENT TO HMA PAVEMENT.)

**7 CONCRETE CURB, TYPE B**  
SCALE: NO SCALE

HMA MIXTURE REQUIREMENTS TABLE	
LOCATION:	COLLINSVILLE RD @ STA 13+45 TO 14+75 AND INCIDENTAL HMA SURFACING ON ENTRANCE ALONG OLD COLLINSVILLE ROAD
MIXTURE USE:	INCIDENTAL SURFACING
THICKNESS:	3"
AC/PG:	PG 64-22
DESIGN AIR Voids:	4.0% @ Ndes = 70
MIX COMPOSITION:	IL-9.5
FRICTION AGG:	MIXTURE "C"
MATERIAL TRANSFER DEVICE (REQUIRED?):	NO

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		DATE -	2023-09-01	REVISED -	

**CITY OF TROY**  
**WICKLIFFE STREET TO COLLINSVILLE**  
**ROAD SANITARY SEWER REPLACEMENT**

PAVEMENT DETAILS

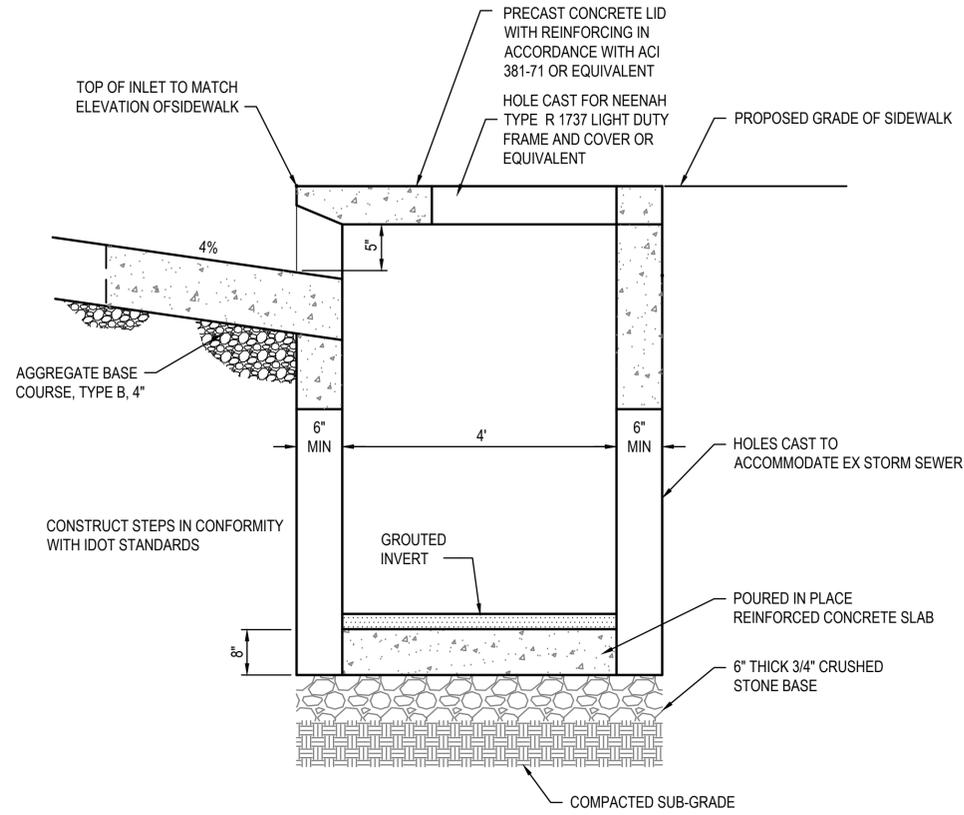
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MADISON	11	9

WICKLIFFE STREET TO COLLINSVILLE ROAD  
SANITARY SEWER REPLACEMENT

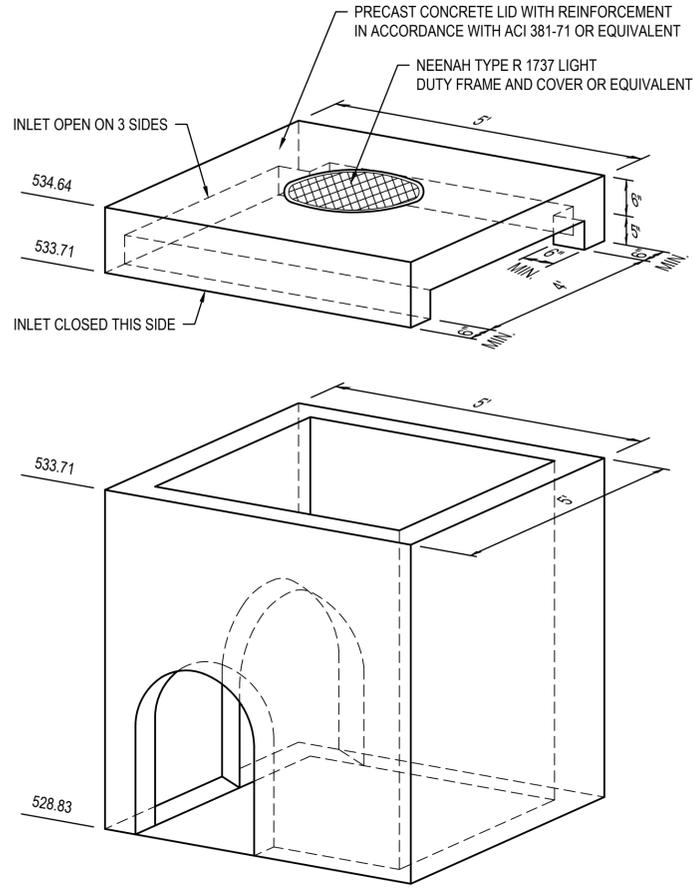
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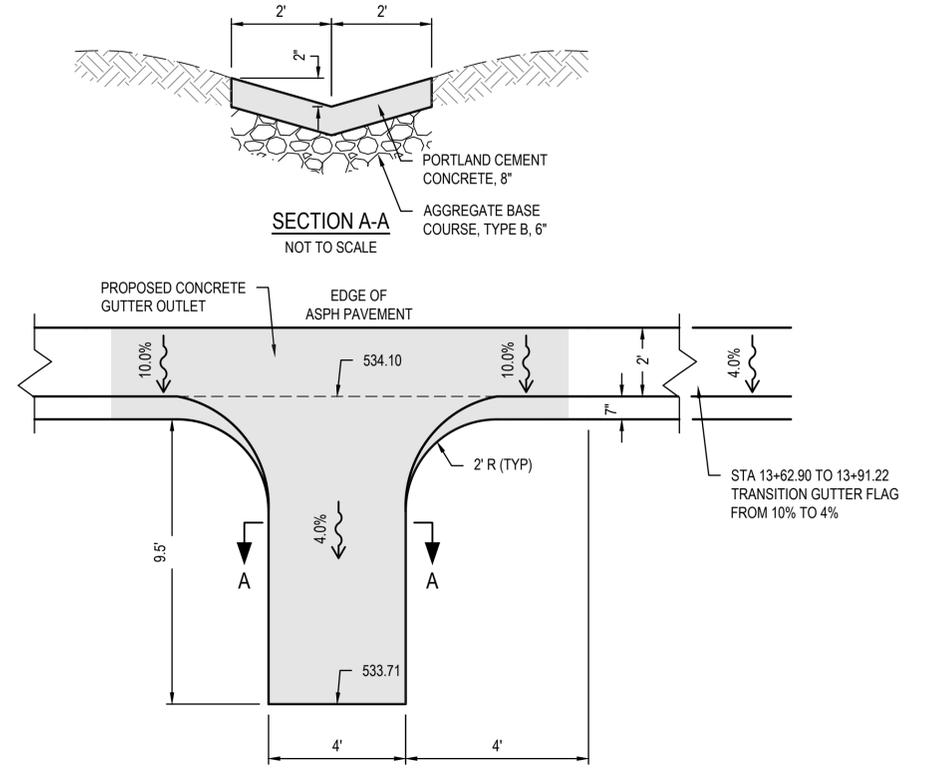
FILE NAME = 15082.006 - DETAILS.DWG



**SIDE VIEW**

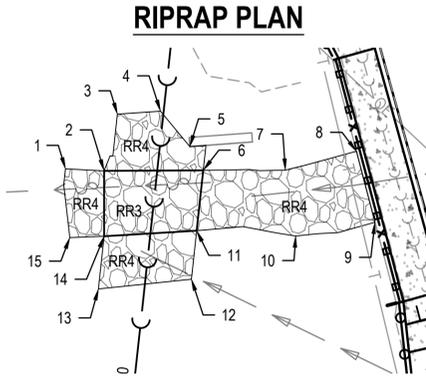


**ELEVATION VIEW**



**2**  
**10** GUTTER OUTLET  
SCALE: NO SCALE

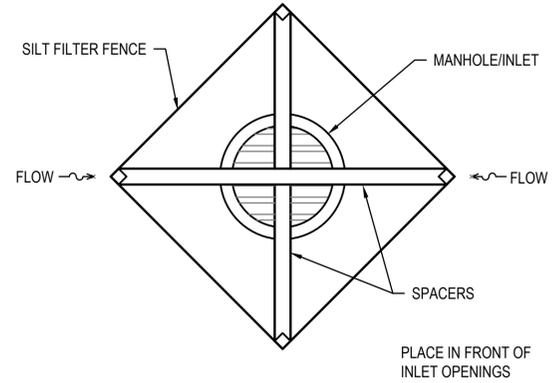
**1**  
**10** INLET, SPECIAL  
SCALE: NO SCALE



**RIPRAP PLAN**

EDGE OF RIPRAP POINT TABLE		
PT #	NORTHING	EASTING
1	750774.91	2376772.68
2	750779.11	2376773.13
3	750780.90	2376767.03
4	750785.62	2376766.97
5	750788.62	2376770.99
6	750789.95	2376773.66
7	750798.91	2376774.12
8	750806.79	2376772.49
9	750808.39	2376780.33
10	750799.66	2376781.36
11	750788.88	2376780.19
12	750788.02	2376785.45
13	750777.80	2376785.95
14	750778.73	2376780.26
15	750774.98	2376780.20

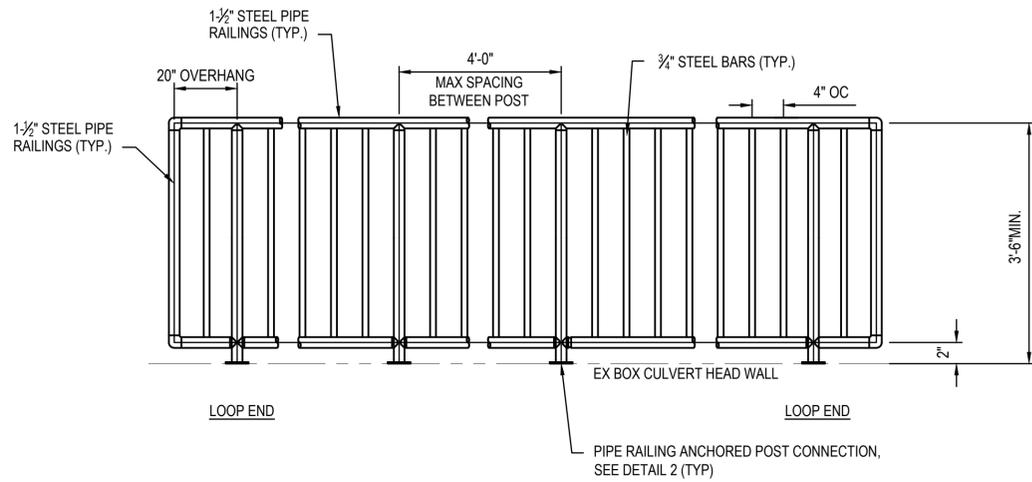
**3**  
**10** RIPRAP DETAIL  
SCALE: NO SCALE



**4**  
**10** INLET PROTECTION  
SCALE: NO SCALE

DATE	
BY	
REVISIONS	
NO.	
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REVISIONS	
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**STRUCTURAL STEEL**

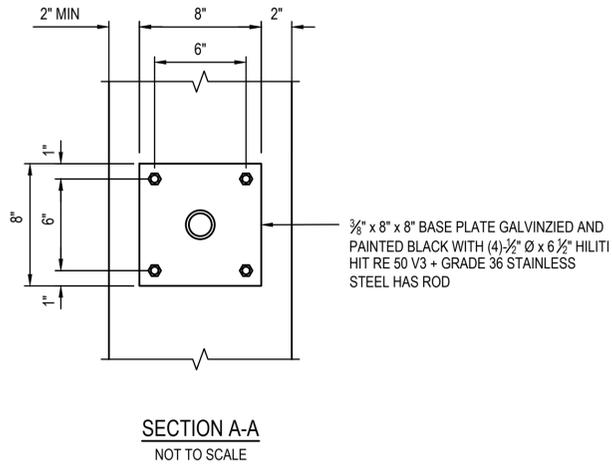
- STEEL SHALL CONFORM TO THE FOLLOWING GRADES:
 

CHANNELS, ANGLES, PLATES, & BARS	A36
HOLLOW STRUCTURAL SECTIONS (HSS)	A500 GR. B
PIPE	A53 GR. B
- ALL WELDING SHALL BE IN ACCORDANCE WITH THE "STRUCTURAL WELDING CODE" (AWS D1.1) PUBLISHED BY THE AMERICAN WELDING SOCIETY. ELECTRODES FOR WELDING SHALL COMPLY WITH THE REQUIREMENTS OF TABLE 4.4.1 OF (AWS D1.1).
- ALL STRUCTURAL STEEL SHALL BE DETAILED, FABRICATED AND ERECTED IN ACCORDANCE WITH THE AISC CODE OF STANDARD PRACTICE (LATEST EDITION), EXCEPT AS MODIFIED IN THESE NOTES AND THE PROJECT SPECIFICATIONS.
- ALL STEEL SHALL BE GALVANIZED, SHOP PRIMED AND PAINTED BLACK.

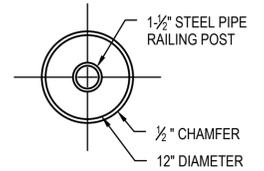
**PIPE RAILING NOTES**

- PIPE RAILING SYSTEMS SHALL BE SO SURFACED AS TO PREVENT INJURY TO A PEDESTRIAN FROM PUNCTURES OR LACERATIONS, AND TO PREVENT SNAGGING OF CLOTHING.
- THE ENDS OF ALL TOP RAILS AND MIDRAILS SHALL NOT OVERHANG TERMINAL POSTS, EXCEPT WHERE SUCH OVERHANG DOES NOT CONSTITUTE A PROJECTION HAZARD.

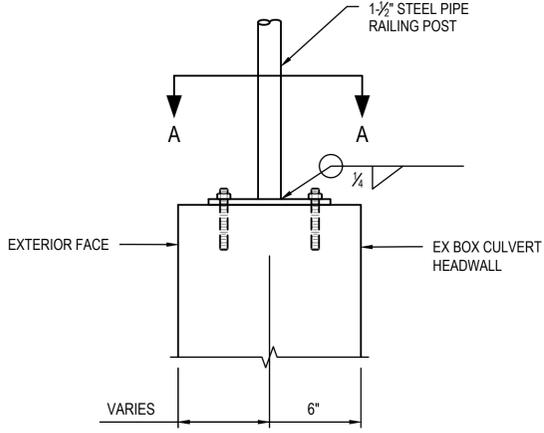
**1 PIPE RAILING**  
SCALE: NO SCALE



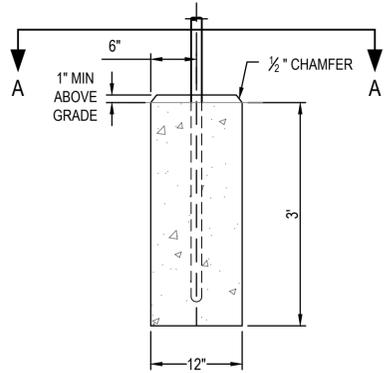
**SECTION A-A**  
NOT TO SCALE



**SECTION A-A**  
NOT TO SCALE



**2 PIPE RAILING ANCHORED POST CONNECTION**  
SCALE: NO SCALE



**3 PIPE RAILING POST SUPPORT FOUNDATION**  
SCALE: NO SCALE

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**CITY OF TROY**  
**WICKLIFFE STREET TO COLLINSVILLE**  
**ROAD SANITARY SEWER REPLACEMENT**

**PIPE RAILING DETAILS**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MADISON	11	11
WICKLIFFE STREET TO COLLINSVILLE ROAD SANITARY SEWER REPLACEMENT				