



Chapter Fourteen

MAINTENANCE

BUREAU OF LOCAL ROADS AND STREETS MANUAL

BUREAU OF LOCAL ROADS & STREETS
MAINTENANCE - MFT

14(ii)

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14-1 MAINTENANCE OPERATIONS

The *Illinois Highway Code* defines maintenance as “the performance of all things necessary to keep a highway in serviceable condition for vehicular traffic” (605 ILCS 5/2-214). There are several sections of the *Illinois Highway Code* that permit the use of MFT funds for maintenance of the local highway system.

The phrase “to keep a highway” refers to an existing highway. If proposed work is to qualify as a maintenance operation, it must not involve upgrading the geometrics or the design characteristics of the roadway. Maintenance may involve the repair or restoration of the existing cross section of an existing highway item, facility, or appurtenance, but may not involve the complete replacement, widening, or expansion of any of these elements. Only work properly classified as maintenance may be included in the maintenance program.

This Chapter discusses the yearly general maintenance program.

14-1.01 Maintenance Administration

14-1.01(a) Publication of Notice of Letting

The cost to locally publish the notice of letting for maintenance work is an acceptable maintenance operation eligible for the use of MFT funds. When using MFT for advertising, it is included as part of maintenance engineering.

14-1.01(b) Maintenance Engineering

Engineering services required for a local public agency (LPA) to complete its maintenance is an acceptable maintenance operation. This includes both preliminary engineering and engineering inspection. These services are to be performed by the LPA’s staff under the direction of a licensed professional engineer or by securing the services of a licensed professional engineer. It is also permissible to include certain limited engineering services not directly related to a construction project (e.g., bridge inspections, traffic counts) as part of maintenance engineering. See Section 5-5.07(b) for more details.

14-1.01(c) Maintenance Supervision

Maintenance supervision is an eligible MFT maintenance operation. Maintenance supervision is defined as the services of one or more persons who act as foremen, have general charge of maintenance work, or provide technical assistance in preparing maintenance papers not requiring a licensed professional engineer. It may be considered as a separate operation or included in the various day labor maintenance operations. The cost of these services must be based on the hourly rate of the employees providing the services.

14-1.02 Pavement Maintenance

The maintenance responsibility of street and side road approaches that intersect State highways is defined in the IDOT Bureau of Operations *Maintenance Policy Manual*.

14-1.02(a) Pavement Patching

Pavements may be patched and joints repaired as a maintenance operation.

14-1.02(b) Maintenance of Aggregate Surfaces

Aggregate surface material may be placed as a maintenance operation provided the material placed is limited to a maximum loose thickness of 8 in (200 mm). Approved placement methods are based on the aggregate type and are as follows:

1. Aggregate Surface Course, Type A. The *IDOT Standard Specifications* require aggregates used for surface courses to be placed by means of a spreader and to be compacted with a roller. Tailgate spreading is an unacceptable method for the placement of Aggregate Surface Course, Type A.
2. Aggregate Surface Course, Type B. Tailgate spreading of Aggregate Surface Course, Type B, is permitted if a Special Provision allowing tailgate spreading is included in the bid proposal.

14-1.02(c) Maintenance with Bituminous Surface Treatments

Bituminous patching material may be used to fill potholes. Bituminous surface treatments may be applied on existing earth, aggregate, and bituminous surface treatments as a maintenance operation. The following conditions will apply:

- Scarifying and adding aggregate base material as necessary to replace existing aggregate bases is acceptable.
- Bituminous patching material may be placed to repair an existing base. This includes placement of hot mix asphalt (HMA) at intermittent locations.
- Bituminous materials must be placed in accordance with the *Standard Specifications*. If a particular bituminous material is desired, it must be specified in a Special Provision.
- The LPA may specify the type of aggregate for bituminous surface treatments for cover and seal coat aggregate, and for blotter aggregates. A Special Provision is required specifying the type of aggregate for which bids will be received. If a specific gradation is desired, the gradation must be specified in a Special Provision.
- The application of Bituminous Surface Treatment Class A-1, A-2, or A-3 is permitted.
- Due to environmental concerns, the general use of cutback asphalts will not be permitted between May 1 and September 30. However, the use of SC-70, MC-30, MC-70, and RC-70 in prime coat applications will be allowed.
- The work may be done by contract, with day labor forces, or spread and applied by a materials supplier.

14-1.02(d) Maintenance with Slurry Seals

See Section 45-6.03(g)

14-1.02(e) Micro-Surfacing

See Section 45-6.03(h).

14-1.02(f) Hot In-Place Recycling

See Section 46-6.02.

14-1.02(g) Cold In-Place Recycling

See Section 46-6.03.

14-1.02(h) Dust Palliative

Dust palliatives may be specified on an aggregate surface as a maintenance operation. Any liquid asphalt, road oil, or emulsified asphalt used for prime coats may be specified. The application of any approved dust palliative including salt, calcium chloride, or lignum sulfanate may be specified.

14-1.02(i) Maintenance with Bituminous Surface Plant Mix

Bituminous Surface Plant Mix up to a thickness of 2 in (50 mm), plus material needed to fill depressions and to correct crown deficiencies may be placed as a maintenance operation. LR 400-2 BITUMINOUS SURFACE PLANT MIX (CLASS B) should be used.

14-1.02(j) Maintenance with Hot Mix Asphalt (HMA) or Warm Mix Asphalt (WMA)

A HMA/WMA surface course up to 2 in (50 mm), plus leveling binder to fill depressions and to correct crown deficiencies, may be placed over existing pavements as part of maintenance. The milling of a pavement to any depth and replacing this material with HMA/WMA up to the same thickness as milling plus up to 2 in (50 mm) HMA/WMA may also be classified as maintenance.

The following conditions apply:

1. The work shall be completed by contract or by day labor forces.
2. For work done by contract and estimated to cost \$50,000 or more, prequalification of bidders shall be required.
3. Resurfacing shall be a minimum of one lane in width. The length of a segment shall be at least 300 ft (91 m).
4. Curb ramps shall be installed and/or updated to comply with requirements in Section 41-6 to the maximum extent feasible.
5. Minimum lift thickness shall be according to Section 44-1.02 of this Manual.
6. The HMA/WMA resurfacing shall be no wider than the existing surface in order to avoid the breakup of the pavement edges by traffic.

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7. There should not be evidence of extensive structural failure on the existing pavement. Subgrade/base failures shall be repaired prior to resurfacing. If more than ten (10) percent of the total project pavement area will be patched, other rehabilitation techniques should be considered.
8. An area reflective crack treatment or a strip reflective crack control treatment may be included as part of the maintenance project.
9. Only drainage corrections to restore the road cross section or to correct drainage problems within the eligible segments shall be allowed. This includes replacement/repair of crossroad culverts beneath the roadway and into the foreslopes, damaged curb and gutter, inlets, catch basins, and manholes. Minimal ditch work at the crossroad pipe culverts will be allowed to ensure adequate drainage. Efforts should be made on curb and gutter sections to retain the flow line of the gutter and adequate curb height.
10. High crash locations are not intended to be addressed as a maintenance project. Highways on the state 5% Safety Report or other locations experiencing higher than expected fatal and serious injury crashes for the traffic volume, geometric characteristics, and/or posted speed limit should be improved according to Chapter 32 or 33 of the BLRS Manual.

14-1.03 Miscellaneous Maintenance

14-1.03(a) Curb and Gutter

Deteriorated curb and gutter can be replaced as necessary as a maintenance operation. Complete curb and gutter replacement cannot be classified as maintenance.

14-1.03(b) Storm Sewers

Storm sewers along streets and highways can be maintained with MFT funds. This includes such items as cleaning sewer lines, inlets, manholes, and catch basins; repairing and replacing inlet, manhole, and catch basin frames, grates, and lids; and repairing structural failures between adjacent manholes. For counties and road districts, this is an eligible expense when included as part of a highway improvement project.

14-1.03(c) Maintenance of Culverts

Culverts may be replaced as a maintenance operation. All installations should be adequately sized to efficiently accommodate the runoff and provide adequate protection to the highway and abutting property. Proper documentation of this sizing should be retained for installation of culverts with a diameter greater than 36 in (900 mm) or openings greater than 7 ft² (0.65 m²). The LPA is responsible for completing environmental coordination, submitting a preliminary bridge and hydraulic report, and obtaining permits, when applicable. Give consideration to clear zone requirements and planned future improvements to the roadway, especially for larger sized culverts. Rather than including the replacement of large culverts in the general maintenance program, it is recommended that these replacements be done as individual projects, especially for those being replaced by contract.

The initial installation of entrance culverts and the cleaning of existing culverts are also allowed as a maintenance operation.

14-1.03(d) Bridges

Routine bridge maintenance can be done as part of the general maintenance program. This includes such items as bridge inspection expenses, debris removal, minor scour repair, deck patching, and minor repairs. More extensive repairs, especially those requiring the review of the Bureau of Bridges and Structures, should be done as individual projects.

MFT funds may be used for the maintenance of movable bridges, but cannot be used for the wages of the operator or the cost of energy used in the operation of bridges.

14-1.03(e) Sidewalks

Road districts and counties can use MFT funds to maintain or repair existing sidewalks.

Municipalities may maintain and repair existing sidewalks with MFT funds (605 ILCS 5/7-202.15). Short gaps on existing sidewalk systems may also be filled in as part of a maintenance operation provided there are no problems with sidewalk grades or cross slopes and the work can be done within the existing right-of-way.

14-1.03(f) Existing Street Lighting System

Municipalities may use MFT funds for the maintenance and operation of existing lighting systems that meet the following conditions:

- the street lighting is on an improved municipal street, county highway, or State highway; and
- the system is in satisfactory condition.

This includes the payment of rental charges for facilities owned by a utility. The lighting must be for street purposes and provide relatively uniform lighting levels on the section of street on which MFT funds are being used.

14-1.03(g) Traffic Control Devices

MFT funds may be used for the maintenance and operation of warranted traffic control devices. These traffic control devices may include, but are not limited to, traffic signals, beacons, signs, and pavement markings. All traffic control devices can only be installed where the *ILMUTCD* warrants have been met and where the devices are maintained in accordance with the provisions of the *ILMUTCD*. This includes software necessary for traffic signal maintenance or programming.

14-1.03(h) Parking Facilities for Municipalities

MFT funds may be used for the maintenance of parking facilities provided MFT funds were used in their construction. Any revenue obtained from the use of these facilities must be used for maintenance before MFT funds can be used.

14-1.03(i) Tree Trimming and Removal

In general, it is not permissible to use MFT funds to pay for the cost of tree trimming or tree removal as a maintenance operation except for the following:

- the trimming of limbs or the removal of dead trees that are in imminent danger of falling, thereby endangering vehicular traffic;
- the removal of limbs or trees that have fallen onto streets or roads;
- the trimming or removal of trees that obscure traffic signals, street lights, or traffic signs; or
- the trimming or removal of trees to eliminate highway safety hazards.

An area wide tree treatment or removal project, involving the removal of trees on a wholesale basis, may not be paid with MFT funds except for the treatment or removal of Ash trees due to the Emerald Ash Borer (EAB) infestation. If removing Ash trees, or performing a cost effective EAB treatment for Ash trees, using MFT funds, the following criteria shall be met:

- the LPA is located in the Emerald Ash Borer quarantined zone published by the Illinois Department of Agriculture;
- the Ash trees are located on the public right-of-way or are a potential hazard to vehicle travel; and
- the Ash trees to be treated or removed are shown in a detailed inventory; and
- MFT funds are not used to plant replacement trees.

14-1.03(j) Snow and Ice Control

MFT funds can be used for snowplowing and for snow and ice control materials. Establishment of material purchase prices will be permitted for the entire winter season, even if this extends over two maintenance periods. The following conditions apply:

- The purchase is charged to the maintenance period in which the purchase took place.
- The operation must be shown in the maintenance program for each maintenance period.

Using this procedure will, in most cases, result in material purchases reported on the maintenance expenditure statement as being paid at two different unit prices.

14-1.03(k) Bicycle Paths

Municipalities may use MFT funds to maintain bicycle paths, bicycle parking facilities, and signs/markings within the municipality.

Counties over 500,000 population may use MFT funds to maintain bicycle path and signs/markings. Townships may only use MFT funds to maintain signs and markings on bicycle paths.

14-1.03(l) Motor Vehicle Safety Inspection Lanes

Municipalities may maintain motor safety inspection lanes with MFT funds when the lanes are of a permanent nature and in operation on a regular basis throughout the year.

14-1.03(m) Salt Storage Facilities

See Section 4-3.03(b) Item 8.

14-1.03(n) Other Operations

Other maintenance operations (e.g., street sweeping, ditch cleaning, mowing, guardrail repair) are eligible for the use of MFT funds.

14-2 MAINTENANCE INITIATION

14-2.01 Maintenance Period

IDOT has designated 12 or 24 months as the accounting period for LPA MFT maintenance programs. This period normally starts January 1 and ends December 31. The LPA may use a different starting and ending dates with IDOT approval. However, the length of time must be either 12 or 24 months.

14-2.02 Maintenance Resolution

A maintenance resolution is required for a county or municipality to appropriate MFT funds to be used for maintenance operations contemplated during the 12-month or 24-month period. Forms BLR 14220 (County Maintenance) and BLR 14230 (Municipal Maintenance) are provided for maintenance resolutions. The appropriation for all general maintenance work for the maintenance period may be included in one maintenance resolution, but should cover expenditure of funds for that period only. Submit the resolution to the district for approval prior to the expenditure of MFT funds for the maintenance period covered by the resolution. Should the actual cost of maintenance exceed the total amount of MFT funds appropriated, the LPA must adopt a supplement resolution appropriating the additional funds.

Maintenance appropriations may not exceed the sum of a LPA's current unobligated balance plus estimated MFT allotments for the remainder of the maintenance period. A LPA may not commit MFT allotments for any succeeding year to be used for payment of bills incurred during the current maintenance period. If a proposed maintenance program exceeds the amount of MFT funds estimated to be available, the source of the additional funds to be provided should be shown.

Road districts do not pass resolutions; therefore, an Estimate of Maintenance Cost (Form BLR 14221) is signed by the county engineer and township highway commissioner for each road district. This is considered to be the appropriation of MFT funds for township general maintenance.

A separate MFT appropriation resolution will not be required, provided that the LPA budget ordinance contains the necessary information required by law and identifies that MFT funds are to be used.

14-2.03 Section Designation

For general guidance on MFT section numbers, see Section 2-4.

Use the following procedure to assign section numbers for general maintenance programs:

1. Year. Use the last two digits of the calendar year or fiscal year of the program.
2. Agency Sequence. For counties and municipalities, use 00000. For road districts, the first two digits would be the road district code number followed by three zeros.

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3. Subsection. All day labor maintenance work may be included under one subsection, usually 00. Each maintenance contract for the same maintenance period must be identified with a separate subsection. The appropriations for all work may be included in one resolution under one section number usually subsection 00.
4. Section Type. GM section type designations will be used for the annual maintenance program.

14-2.04 Maintenance Groups

All maintenance operations on the estimate of maintenance costs (BLR 14221 or BLR 14231) shall require one of the following group designations.

1. Group I. Services purchased without a proposal such as electrical energy or materials purchased from Central Management Services' Joint Purchasing Program (www.purchase.state.il.us) or another joint purchasing program that has been approved by the District BLRS or Central BLRS.
2. Group II-A. Routine maintenance or maintenance items that do not require competitive sealed bids according to Section 12-1.02(a) or a local ordinance/resolution.
3. Group II-B. Routine maintenance items that require competitive sealed bids according to Section 12-1.02(a) or a local ordinance/ resolution. Routine maintenance includes all items in the following work categories: snow removal, street sweeping, lighting and traffic signal maintenance, cleaning ditches or drainage structures, tree trimming or removal, mowing, crack sealing, pavement marking, shoulder maintenance, limited amounts of CC&G repair, scour mitigation, pavement patching, and minor drainage repairs.
4. Group III. Maintenance items that are not covered by Group IIB and require competitive bidding with a material proposal or a delivery and install proposal.
5. Group IV. Maintenance items that are not covered by Group IIB and require competitive bidding with a contract proposal.

14-2.05 Maintenance Estimate

A maintenance estimate must include all operations to be funded with MFT funds. If other operations are added during the maintenance period, a revised estimate is required. All estimates of maintenance costs must be submitted to the district for approval. MFT funds will not be authorized until an estimate of maintenance costs has been submitted. The amount of MFT funds expended on items covered in the estimate is limited to the amount of MFT funds appropriated in the maintenance resolution.

The estimated cost of engineering services to be paid in connection with a LPA's MFT maintenance program must be set forth separately on the estimate of maintenance costs as "Maintenance Engineering." MFT funds will be authorized as "Maintenance Engineering" and separate accounting of these funds will be required.

14-2.05(a) Municipalities

Use Form BLR 14231 to prepare a municipal estimate of maintenance cost for both day labor and contract maintenance operations. For each day labor operation, estimate the cost of labor and individual material and equipment usage costs along with the total estimated cost of each operation. Each maintenance contract should be indicated as a separate operation listing the type of work in each contract and the total cost of the contract. List maintenance engineering as a separate item on the estimate. The fees paid for maintenance engineering should not exceed the schedule of maximum fees for municipal "Maintenance Engineering to be performed by Consulting Engineers" (Form BLR 05520). The cost for service (e.g., bridge inspections, materials testing) would be in addition to the normal maintenance engineering fees.

The maintenance estimate must be signed by an elected or appointed municipal official.

14-2.05(b) Counties and Road Districts

Use Form BLR 14221 to prepare an estimate of maintenance cost for county or township day labor or contract. For day labor, show the total labor and equipment costs, and list all materials individually for each operation. For contract, list the total cost of all contracts.

The estimate of maintenance cost (Form BLR 14221) is signed by the county engineer for county maintenance and both the county engineer and the highway commissioner for road district maintenance. The signature of the highway commissioner on the maintenance estimate is considered to be approval to use MFT funds for the maintenance.

14-2.05(c) Non-MFT Items

The LPA may include maintenance work not funded with MFT funds in their maintenance program; however, it should be identified as non-MFT on the maintenance estimate.

14-2.06 Methods of Performing Maintenance**14-2.06(a) Day Labor Maintenance**

Maintenance work that is performed by LPA employees using publicly owned equipment is classified as day labor maintenance. When a LPA elects to do maintenance work by day labor, sufficient publicly owned equipment and personnel must be available to do the work. The LPA should also demonstrate, by past performance, that the work to be done by day labor will be satisfactory and cost effective. If these provisions cannot be met, day labor maintenance will not be permitted. See Section 12-1 for information for obtaining approval to perform work using day labor. Furnishing and spreading materials on the road by a material supplier without specialized equipment may also be considered day labor maintenance.

A material proposal, deliver and install proposal, or request for quotations is used for the taking of bids for materials necessary to perform day labor maintenance operations.

14-2.06(b) Contract Maintenance

Maintenance work will require a maintenance contract if the bidder is requested to do more than furnish the material, spread it on the road or street, roll aggregates, or do a small amount of

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base repair. Maintenance work requiring the bidder to provide specialized equipment and personnel to manipulate materials into a finished product must be done by contract. This includes the placement of bituminous plant mixture, except for intermittent resurfacing.

A contract proposal is used for the taking of bids for contract maintenance.

14-2.07 Maintenance Letting

14-2.07(a) Bidding Proposals

Proposals for day labor maintenance and for contract maintenance need to be prepared in the same manner as for construction projects. Form BLR 14232 is available for use to list locations and type of work when appropriate. See Section 12-2 for information on contract proposal, material proposal, delivery and install proposal, and quotations.

Prequalification of bidders is optional for maintenance contracts and material proposals except for bituminous resurfacing contracts greater than \$50,000 for which prequalification is required. If prequalification is required, it must be indicated in the letting advertisement.

The scope of a maintenance proposal should be identified so that all work is completed or all material is delivered by the end of the maintenance period. It is imperative that an award be made at an early date to allow this work to be completed by the end of the maintenance period. Include a Special Provision in the material proposal specifying that all materials must be furnished and spread by a designated termination date no later than the end of the maintenance period.

Material proposals for the purchase of salt or other ice control measures may be for an entire winter period even if it extends over two maintenance periods. When appropriate, the local agencies may solicit quotes from material suppliers rather than taking formal bids. See Section 12-1.01 for more information.

A maintenance contract must contain either a number of working days or a completion date no later than the end of the maintenance period. When working days are used, the allowable number of working days should typically not exceed the average number of working days remaining in the maintenance period. Approval of IDOT is required when a maintenance contract must continue beyond the end of the maintenance period.

It is permissible to award contracts for lighting, traffic signals, and other contracts only involving equipment and labor for a period not exceeding 3 years. This is allowed because it is not always feasible for a contractor to increase the work force to provide the necessary services for a short period. A separate subsection is set up for each contract for the first year of the contract; see Section 14-2.03. The cost for the remaining years of the contract may be included in the same subsection as the day labor maintenance work (usually a 00 subsection) each year.

14-2.07(b) Letting and Award

The requirements for bidding and for advertising to receive bids are the same as for construction and can be found in Section 12-3.

14-3 RECORD KEEPING**14-3.01 General****14-3.01(a) Expenditures**

The expenditure of MFT funds for maintenance may not exceed the approved appropriation resolutions. Funds may not be expended for the performances of maintenance operations not covered in the approved estimate, see Sections 14-2.02 and 14-2.04.

MFT funds authorized for expenditure for a maintenance period must be accounted for in that period. Outstanding bills not paid by the end of the maintenance period will still be charged to the maintenance period in which the bills were incurred. All costs incurred as part of a maintenance contract will be charged to the maintenance period in which the contract that was awarded even if it was necessary to extend the contract beyond the end of the maintenance period. An exception is for multi-year contracts for lighting and traffic signal maintenance that extend beyond the maintenance period. The costs for these operations apply to the maintenance period in which they actually occur.

14-3.01(b) County Maintenance

Maintenance operations may be performed by counties either countywide or on a section basis or patrol basis. Resolutions appropriating MFT funds for the work may be lump sum, covering all sections or patrols, or may be in separate amounts with a separate appropriation for each section or patrol. Likewise, authorization for the expenditure of MFT funds for the work will be in one amount if the appropriation is a blanket one or in separate amounts if an appropriation is made for each section or patrol. Actual cost records must be kept accordingly (i.e., whichever way it is set up).

14-3.01(c) Road District Maintenance

Maintenance operations on township and road district roads may be performed either on a district-wide, section basis, or patrol basis. Authorization for the expenditure of MFT funds for this work may be lump sum or for each section and/or patrol, as requested by the county engineer.

14-3.01(d) Municipal Maintenance

Resolutions that appropriate MFT funds for municipal maintenance work and authorization of the expenditure of MFT funds may be lump sum for all streets to be maintained. Cost records, however, should be kept by maintenance operation as established on the estimate.

14-3.02 Overruns**14-3.02(a) Day Labor**

For day labor operations, the following will apply when costs exceed the original estimate:

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1. The cost of a maintenance operation or material group can be increased to \$10,000 without IDOT approval. IDOT approval is also not required if the overruns are less than 10%.
2. Overruns for any maintenance operation or material group that are in excess of 10% and exceed \$10,000 will require a written request for approval to IDOT justifying the increase. IDOT's approval of this request should be documented in the district's file.
3. Additional maintenance operations not included on the approved maintenance estimate will require the submission of a revised maintenance estimate, regardless of cost.

14-3.02(b) Contract Maintenance

For contract maintenance operations, prepare a Request for Approval of Change in Plans (Form BLR 13210) when required by the criteria presented in Section 13-2.03.

14-3.03 Material Inspection for Maintenance

Material inspection for maintenance consists of the following steps:

1. Inspection of Materials. Conduct physical testing or visual inspection of the materials to ensure compliance with the *IDOT Standard Specifications* in accordance with the *Project Procedures Guide*.
2. Evidence of Materials Inspection. Ensure there is proof that the required material sampling and testing has been performed in accordance with the *Project Procedures Guide*.
3. Documentation of Inspection. Document the fact that the materials received on the job site were accompanied by adequate evidence of material inspection as described in Step 2 and include the documentation as part of the project files.
4. Input of Quantities. The district may input material quantities into the MISTIC system for record keeping.

Steps 1 through 3 are the responsibility of the LPA. Material inspection will be the joint responsibility of the LPA and IDOT. The LPA will maintain the documentation of inspection for a minimum of 3 years after the completion of the contract for a possible review.

14-3.04 Maintenance Expenditure Statements

After the end of the maintenance period, submit the Maintenance Expenditure Statement (Form BLR 14310 for municipalities or Form BLR 14320 for counties and road districts) to IDOT within 3 months after the end of the maintenance period. After this time, all outstanding bills should have been paid. Maintenance resolutions and estimates submitted for future maintenance periods after that date will not be processed until the delinquent maintenance expenditure statement has been submitted.

The maintenance expenditure statement should include lump sum costs for labor, equipment, and material costs for all day labor operations, contract costs, and maintenance engineering costs.

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After the receipt of a LPA's maintenance expenditure statement, IDOT will ensure that adequate MFT funds have been appropriated and authorized and will credit any funds not expended to the LPA's unobligated balance.

IDOT's audit of MFT funds will determine that all maintenance expenditures were made in accordance with approved estimates of maintenance costs, approved contracts and award of materials, and the equipment rate schedule; see Chapter 15.

Whenever IDOT determines that MFT funds have been used to pay for maintenance work that is not approved or otherwise has been improperly expended, the LPA will be given an opportunity to document the acceptability of the unapproved items or improper expenditure. If it is determined that the expenditure is not proper, the LPA will be required to refund the expenditure to the MFT accounts.

14-4 ANNUAL MAINTENANCE INSPECTION (COUNTIES AND ROAD DISTRICTS)

IDOT is required to ensure that certain roads constructed with Federal and MFT funds are maintained properly at an acceptable level.

14-4.01 Items of Inspection

The district will conduct maintenance inspections that include the following:

- name of county or county and road district;
- section number;
- date of inspection;
- surface type;
- condition of surface, shoulders, ditches, structures, traffic control, and guardrail;
- type of maintenance being performed during the year:
- routine (e.g., mowing, patching);
- extraordinary (e.g., placement or removal of large amounts of materials, seal coats); and
- recommended maintenance work to bring the section up to a serviceable condition for vehicular traffic.

14-4.02 Notification

The district will inform the county engineer of all needed maintenance corrections noted during the inspection. If a maintenance correction is essential to provide for safe operation of vehicular traffic, the district will advise the LPA immediately.

Sections 605 ILCS 5/3-104 and 605 ILCS 5/3-104.1 state that if at any time IDOT finds that a highway or street constructed with Federal funds is not being properly maintained, IDOT shall notify the proper authority. After the authority has been notified, they must correct the deficiency within 90 days. These *Statutes* do not apply to non-highway projects such as those funded under the enhancement program (e.g., bike paths, building rehabilitation, and landscaping).

14-4.03 Documentation

Annual reports on Federal-aid road projects can be replaced by documenting maintenance problems on a case-by-case basis. One method used by some field engineers is to monitor completed Federal-aid projects during official highway travel throughout the year. When a maintenance problem is detected, it should be brought to the attention of the local official and documented. The road should then be inspected again to record compliance within the 90-day statutory limit.

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Whether by annual report or on a case-by-case basis, adequate documentation must be maintained. This documentation should be kept on file at the district for the design life of the project, typically 15 years. The shorter design life of LAPP projects (minimum service life of 8 years) would reduce the amount of time documentation would have to be retained.

If space is limited, records may be microfilmed. Records may be disposed of at the end of the project design life.

14-4.04 MFT Projects

Sections 605 ILCS 5/5-702 and 5/6-701.2 require that IDOT withhold MFT funds from individual counties, townships, and road districts when proper maintenance is not being performed on MFT funded construction projects.

The districts should review the quality of maintenance of MFT construction projects on county, township, and road district roads through their design life of 15 to 20 years. The method of accomplishment will be left to the districts. The districts should work closely with the county engineers to determine if township and road district roads are maintained in a manner satisfactory to IDOT. However, all county, township, and road district projects should be observed at least once every 5 years. Efforts should be documented when problems are found, and again when they have been corrected.

14-4.05 Bridge Inspection

In accordance with the *National Bridge Inspection Standards*, local agencies are required to provide periodic inspections of bridges and report their findings to IDOT; see Section 6-3.