

153

June 14, 2019 Letting

Notice to Bidders, Specifications and Proposal



**Contract No. 74880
Various Counties
Section D7 GUARDRAIL 2019-1
Various Routes
District 7 Construction Funds**

Prepared by

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Checked by

(Printed by authority of the State of Illinois)



- 1. TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 10:00 a.m. June 14, 2019 prevailing time at which time the bids will be publicly opened from the iCX SecureVault.
- 2. DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 74880
Various Counties
Section D7 GUARDRAIL 2019-1
Various Routes
District 7 Construction Funds**

District-wide repair/replace steel plate beam guardrail damaged by vehicles.

- 3. INSTRUCTIONS TO BIDDERS.** (a) This Notice, the invitation for bids, proposal and letter of award shall, together with all other documents in accordance with Article 101.09 of the Standard Specifications for Road and Bridge Construction, become part of the contract. Bidders are cautioned to read and examine carefully all documents, to make all required inspections, and to inquire or seek explanation of the same prior to submission of a bid.

(b) State law, and, if the work is to be paid wholly or in part with Federal-aid funds, Federal law requires the bidder to make various certifications as a part of the proposal and contract. By execution and submission of the proposal, the bidder makes the certification contained therein. A false or fraudulent certification shall, in addition to all other remedies provided by law, be a breach of contract and may result in termination of the contract.
- 4. AWARD CRITERIA AND REJECTION OF BIDS.** This contract will be awarded to the lowest responsive and responsible bidder considering conformity with the terms and conditions established by the Department in the rules, Invitation for Bids and contract documents. The issuance of plans and proposal forms for bidding based upon a prequalification rating shall not be the sole determinant of responsibility. The Department reserves the right to determine responsibility at the time of award, to reject any or all proposals, to readvertise the proposed improvement, and to waive technicalities.

By Order of the
Illinois Department of Transportation

Omer Osman,
Acting Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2019

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 4-1-16) (Revised 1-1-19)

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RECURRING SPECIAL PROVISIONS

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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction, Adopted April 1, 2016", the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the "Supplemental Specifications and Recurring Special Provisions" indicated on the Check Sheet included herein, which apply to and govern the construction of Various Routes, Section D7 Guardrail 2019-1 Various Counties, Contract No. 74880 and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

The work included in this contract is District-wide.

DESCRIPTION OF PROJECT

The work in this contract consists of furnishing all labor, equipment, and materials necessary for the complete installation, repair or replacement of damaged guardrail, fence, attenuators, and other highway appurtenances; also minor concrete repairs at locations throughout District 7. The damage to repair is generally a result of automobile accidents, therefore, the need and locations of any repairs are random in nature. Work includes providing proper traffic control.

PROSECUTION OF WORK

The Contractor shall begin the work to be performed under the contract on the date of contract execution or July 1, 2019, whichever is later.

The Resident will issue work orders to the Contractor prior to the Contractor proceeding with any work on this contract.

COMPLETION DATE

The last Work Order will be issued no later than June 1, 2020. Final date of the contract will be June 30, 2020 and the Contractor shall schedule his/her operations in order to complete all work orders issued during the Term of Contract, including all clean-up work and open all roadways to traffic on or before this final date.

The provisions of Article 108.09 of Standard Specifications shall apply to the completion date.

TRAFFIC CONTROL PLAN

This work shall include furnishing, installing, maintaining, relocating and removing all traffic control devices used for the purpose of regulating, warning or directing traffic during Contractor operations.

Traffic Control shall be in accordance with the applicable sections of the current 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 any special details and Highway Standards contained herein and in the plans.

Special attention is called to Article 107.09 and Section 701 of the Standard Specifications for Road and Bridge Construction and the following Highway Standards relating to traffic control.

Highway Standards:

701001	701006	701011	701101	701106	701201	701301	701400	701406
701411	701421	701426	701427	701428	701456	701501	701502	701601
701602	701606	701611	701701	701901				

Standard 701201: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701400: This traffic control and protection standard shall include a Speed Display Trailer in accordance with BDE Special Provision for SPEED DISPLAY TRAILER except that the Speed Display Trailer shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701406: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items

Standard 701411: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701421: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701426: This standard should be used for construction operations where a multilane lane needs closed for an intermittent operation. "Detail C" should be utilized for this operation with the following additions: Provide a 1000' taper of directional indicator barricades and place cones at 50' centers or drums/barricades at 100' centers through the closure. This standard can be used for daytime closures only. This Traffic Control and Protection shall be included in the cost of the total contract. The Contractor will be required to install signs on both sides of the roadway. No additional compensation will be allowed for the extra signs.

Standard 701427: This standard should be used for construction operations where a multilane lane needs closed for an intermittent operation. "Detail C" should be utilized for this operation with the following additions: Provide the length from this equation: $L=(W*S^2/60)$; which W is the width of the offset in feet and S is the normal posted speed in MPH; for the tapers of directional indicator barricades and place cones at 25' centers or drums/barricades at 50' centers through the closure. This standard can be used for daytime closures only. This Traffic Control and Protection shall be included in the cost of the total contract. The Contractor will be required to install signs on both sides of the roadway. No additional compensation will be allowed for the extra signs.

Standard 701456: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701501: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701502: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701601: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701602: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701606: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701611: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

Standard 701701: This traffic control and protection standard shall not be paid for separately but shall be considered a part of the various pay items.

TRAFFIC CONTROL AND IMMEDIATE HAZARDS

Any work on state right of way shall not begin unless proper work zone traffic control, in accordance with the standards in the plans, is utilized. When the Engineer is notified or determines traffic control is deficient, he shall be the sole judge as to whether or not an immediate safety hazard exists. When judged an immediate safety hazard, repair/replacement work shall immediately stop and all equipment, personnel, and material that constitute the hazard shall be removed from the right of way until the traffic control is corrected.

For each incident judged to be an immediate hazard, \$400 shall be deducted from the compensation due to the Contractor. For deficiencies not judged an immediate hazard, the Contractor shall correct deficiencies within two hours of notification. No extension of time for completion of regular work or emergency work shall be allowed for time used to correct traffic control.

When directed by the Engineer, the Contractor shall submit for approval to the District 7 Office, in writing, a schedule showing the location and day of any repair/replacement he intends to perform. Twenty four hours notice is required in advance of any regular work performed. Verbal notice is acceptable for emergency work orders.

BORROW AREAS, USE AREAS, AND/OR WASTE AREAS

Effective: November, 2009

Revised: October 24, 2016

In addition to the provisions contained in Article 107.22 of the Standard Specifications, any required submittal(s) to the District office shall require two (2) copies sent for processing. All copies of pictures submitted shall be in color.

CONTROL OF WORK

The Department may conduct frequent inspections of the work order locations to determine if the Contractor is performing repairs promptly and satisfactorily and in the manner specified in the contract. A final inspection will be made by the Department of all work locations and final quantities can be adjusted at that time.

STATUS OF UTILITIES TO BE ADJUSTED

NO UTILITIES TO BE ADJUSTED

The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Sections 102, 103, and Articles 105.07 and 107.20 of the Standard Specifications for Road and Bridge Construction shall apply.

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.

TERMINATION FOR CAUSE

The State may terminate this contract, in whole or in part, immediately upon notice to the Contractor if: (a) the State determines that the actions or inactions of the Contractor, its agents, employees have caused or reasonably could cause, jeopardy to health, safety or property, or (b) the Contractor has notified the State that it is unable or unwilling to perform the contract.

TERMINATION FOR CONVENIENCE

The State may, for its convenience and with 30 days prior written notice to Contractor, terminate this contract in whole or in part and without payment of any penalty or incurring any further obligation to the Contractor. The Contractor shall be entitled to compensation upon submission of invoices and proof of claim for supplies and services provided in compliance with this contract up to and including the date of termination.

RIGHT TO HIRE MULTIPLE CONTRACTORS

The State reserves the right to hire multiple contractors to perform necessary work in the event of Contractor default. This action would be utilized separately or in addition to actions for termination for cause as shown in TERMINATION FOR CAUSE.

FAILURE TO COMPLETE OR REPAIR – LIQUIDATED DAMAGES

Time is of the essence in the completion of each work order issued by the Department. Failure to make timely repairs will cause public inconvenience, endanger the public safety and subject the Department to public criticism. All repairs shall be completed within the completion time designated for each work order. The Contractor understands and agrees that performance will be expected in varying amounts and at various locations on the roadways designated in the contract in accordance with the work orders issued by the Resident.

Should the Contractor fail to complete the work order within the completion time stipulated, the Contractor shall be liable to the Department for liquidated damages as specified in the following amounts:

WORK ORDER AMOUNT		LIQUIDATED DAMAGES PER DAY
From More Than	To And Including	
\$0	\$500	\$50
\$500	\$1000	\$100
\$1000	And over	\$200

The Department will deduct these liquidated damages from the monies due or to become due to the Contractor from the Department.

All repairs in progress may be halted immediately by the Resident and completion will not be permitted until the Contractor complies with the terms and condition of the contract.

Any repairs completed in disregard of the conditions specified under this contract can result in the total non-payment for the job or in the partial payment of an amount determined by the Resident.

No additional compensation will be given for compliance with the completion date. The cost shall be considered included in the contract.

ADDITIONAL GENERAL CONDITIONS

The Contractor must notify the Resident Engineer at (217) 342-3951 of the scheduling of work, 24 hours in advance, prior to repair. The jobs should be listed in order of repair. If work is started prior to notification, a penalty of \$100 will be assessed for each occurrence.

Damaged areas to be repaired will be identified in orange fluorescent paint and/or survey ribbon. The work order number should be visible at the repair site.

The traffic control standard recommended is based on the Department's estimate of the nature of work, duration and equipment required to perform the repairs. Any deviation must remain in compliance to the Standard Specifications for Road and Bridge Construction Standard Specifications for Traffic Control Items, and the Manual on Uniform Traffic Control Devices, most recent edition and prior approval by the Department is required.

INTERPRETATION OF QUANTITIES AND PAYMENT

The quantities in the Summary of Quantities are approximate and include items necessary to repair existing damaged guardrail and an estimate of items necessary to repair damage that may occur during the Term of Contract. The quantities appearing in the Summary of Quantities are merely a 1-year estimate of damage quantities for bidding purposes.

The quantities in the Summary of Quantities may be increased, decreased or deleted. Adjustments in contract unit prices will not be made due to an increase, decrease or deletion of items.

Payment for the work under this contract shall be made in accordance with the schedule of prices in the contract and as herein after described. Prices shall include all labor, materials and equipment necessary to complete the work satisfactorily. Before any payment for work is authorized, for a given work order, all repairs must be completed satisfactorily and the guardrail installation must be functional as intended.

The Contractor is hereby informed and shall understand that payment will be made only for actual quantities utilized and accepted as satisfactory.

WORK ORDER

No work, except for emergency work, is to be performed by the Contractor without the issuance of a work order authorizing the work. Work orders may be issued for this during the Term of Contract. A work order will show the class of work, the date issued to the Contractor, a completion date, work order number, location, item description, and quantity of removals or repairs to be made. Only the amount of replacement or repairs shown on the work order is to be done by the Contractor. If, at the time repairs are being made, it is found that additional work is needed, prior approval must be obtained from the Resident before work is done. Any additional work done by the Contractor, without prior approval of the Resident, will not be paid.

The Contractor shall contact the Resident by telephone no later than 7:00 AM each work day, or at another time specified by the Resident, to coordinate and obtain approval for daily work. The Contractor shall not revise the sequence of daily planned work without the Resident's approval. The Contractor shall contact the Resident (on a Monday through Friday), and at least 24 hours in advance of Saturday, Sunday or holiday work.

The Resident shall issue all work orders except emergency work to the Contractor at a location or method as approved by the Resident.

The Contractor shall inspect in detail the site of the work to determine the traffic control and protection requirements before proceeding with the work.

The Contractor shall supply a copy of all invoices to the Resident.

After the work is completed, the Contractor shall initial and record the completion date on the work order, the work order again will be signed and dated by the Resident when the work has been inspected and accepted. The Contractor will be given one copy of the work order for his/her records.

Emergency work will be initiated by a verbal order from the Resident. This verbal order will always be confirmed by a written work order.

Regular work will be initiated by a written work order from the Resident.

GUARDRAIL WORK ORDER FORM



Date: _____ Prepared by: _____ Claim #: _____

<input type="checkbox"/> Clark	<input type="checkbox"/> Clay	<input type="checkbox"/> Coles	<input type="checkbox"/> Crawford	<input type="checkbox"/> Cumberland
<input type="checkbox"/> Edwards	<input type="checkbox"/> Effingham	<input type="checkbox"/> Fayette	<input type="checkbox"/> Jasper	<input type="checkbox"/> Lawrence
<input type="checkbox"/> Macon	<input type="checkbox"/> Moultrie	<input type="checkbox"/> Richland	<input type="checkbox"/> Shelby	<input type="checkbox"/> Wabash
<input type="checkbox"/> Wayne				

Marked Route: _____ Nearest Municipality: _____
 Location: _____
 Job Number: _____

ITEM	UNIT	QUANTITY

TRAFFIC CONTROL

701006 701101 701201
 701406 701701 701421
 Peak-Hour
 Restrictions
 No Work ___ AM TO ___ AM
 No Work ___ PM TO ___ PM

Completion Date for Work Order Issued

Contractor Initials

- Priority
- Regular

Special Instructions: _____

Authorization of Work	
Resident _____	
Date Work Order Issued _____	Contractor Initials _____

Inspection and Acceptance of Completed Work	
Inspector Signature _____	DATE _____
Date work order inspected and accepted. This is to certify the work order has been completed.	

CLASS OF WORK

1. Emergency Work

Emergency work is defined as work that is required to correct a condition which is an immediate hazard to the public, or is designated by the Resident to be an immediate hazard of such severity that life and/or property are potentially endangered and first priority corrective action is required.

The location of guardrail and appurtenances to be repaired as emergency work shall be determined by the Resident and may be required at any time between the starting date and the completion date of this contract.

2. Regular Work

Regular Work is defined as work that involves those situations where the amount or nature of damage does not pose an immediate hazard to the public. Work of this type shall generally be grouped by locations for efficiency of repair.

COMPLETION TIME FOR WORK ORDERS

The Contractor shall schedule his/her operations in order to complete an Emergency Work Order within seven (7) calendar days after the date issued.

The Contractor shall schedule his/her operations in order to complete a Regular Work Order within fifteen (15) calendar days after the date issued unless other arrangements are made that are agreeable to the Resident Engineer.

FINAL ITEMIZED INVOICES

If a Work Order contains a Claim Number, the Contractor shall submit a Final Itemized Invoice after the work has been completed.

Final Itemized Invoices must be sent within 14 calendar days for each completed Work Order to the Engineer.

This work will not be paid for separately but shall be considered a part of the various pay items.

EXTRA WORK

Extra work to repair motorist caused damage, not included in this contract as a pay item, may be assigned to the contractor. Extra work will be paid for in accordance with article 109.04. Items of this type may include culvert end section repair or replacement, or providing for temporary aggregate shoulders at guardrail damage locations.

PROTECTION FOR DAMAGED LOCATIONS

The Contractor shall be required to install and maintain barricades with flashing lights at priority locations that have not been repaired within (7) seven calendar days after the date of the issuance of the work order.

The Department will initially have barricades installed at the priority locations and the Contractor will have the option to assume the cost of these rented barricades after the (7) seven days referred to above or have the barricades replaced with others. If the Contractor fails to exercise either of the above options, he shall be liable to the Department in the amount of \$1.00 per barricade per day, not as a penalty but as liquidated damages.

CONTRACTOR'S RESPONSIBILITY FOR DAMAGE TO EXISTING STRUCTURES

Extreme care shall be exercised when driving posts since there are drainage structures, storm sewers, sign foundations, culverts, electrical and surveillance conduit, and other existing objects within the immediate work limits of this project. Operations are to be conducted in a manner, which will minimize damage to the surrounding area.

The Contractor shall be held responsible for any damage to existing structures resulting from his operations. The Contractor shall, at his own expense, restore the damaged structures to a condition equal to that existing before such damage was done by repairing, rebuilding or replacing it as directed by the Resident. Where, in the opinion of the Resident, the Contractor through his operations has excessively damaged the surrounding area, the Contractor shall restore the surrounding area to a condition meeting the satisfaction of the Resident at his own expense.

No extra compensation will be allowed the Contractor for compliance with this requirement.

THE CONTRACTOR'S LIABILITY

The trees, shrubs and seeded areas on or adjacent to the work should be protected from unnecessary damage by the Contractor's operations in a manner satisfactory to the Resident. The Contractor shall be responsible for the damage or destruction of property of any character resulting from neglect, misconduct, or omission in the execution or non-execution of the work, or caused by defective work or the use of unsatisfactory materials. Such responsibilities shall not be released until the work has been completed and accepted in accordance with the requirements of these Special Provisions.

The Contractor shall repair damage to any property, public or private, to a condition equivalent to its original condition at no cost to the Department. This work shall be done according to the applicable sections of the Standard Specifications or to the satisfaction of the Resident.

CLEARING

The Contractor is hereby informed and shall understand that at some locations of repairs shrubs, brush, weeds, and other vegetation may be encountered that must be removed in order to make the necessary repairs. The cleaning of shrubs, brush, weeds and other vegetation will not be paid for separately but shall be included in the contract unit bid price for the pay items involved. All work shall be done in a neat and workmanlike manner and to the satisfaction of the Resident.

FINAL CLEAN UP

Final clean up shall conform to the requirements set forth in Article 104.06 of the Standard Specifications.

This will be required at each location where repair has been completed.

This work will not be paid for separately but shall be included in the contract unit bid price for the pay items involved.

KEEPING THE ROAD OPEN TO TRAFFIC

All lanes shall be kept open to two-way traffic at all times, except when construction operations require, as directed by the Engineer, temporarily closing of one lane. All lanes will be required to be open to traffic overnight, on weekends, and on holidays. The Engineer will be the sole judge as to the necessity of lane closures and the length and duration of same.

Access to all residences, commercial entrances, and side roads shall be maintained during construction.

VEHICLE PARKING

Parking of personal vehicles within the interstate right of way will be strictly prohibited. Parking of construction equipment within the right of way will be permitted only at locations approved by the Engineer and never within median area or overnight on any roadway area.

EQUIPMENT ILLUMINATION

The contractor shall equip all machinery and vehicles with revolving amber lights or amber strobe lights installed so the illumination is visible from all directions.

UNDERGROUND FACILITIES

The Contractor's attention is directed to the possible presence of state-owned underground electrical cable within the limits of the proposed improvement. The contractor shall request the Illinois Department of Transportation in Effingham (217-342-3951) to locate the underground facilities, providing a minimum of 72 hours notice. The Illinois Department of Transportation IS NOT a member of the Joint Utility Locating Information for Excavators (JULIE) System.

Any damage to the underground facilities, caused by the Contractor resulting from his failure to contact the Illinois Department of Transportation as specified above or from negligent operation, shall be repaired to the satisfaction of the Department at the contractor's expense, including temporary repairs which may be required to keep the facility operational while material is being obtained to make permanent repairs. Splicing of electric cable will not be allowed. Electric cable shall be replaced from pole to pole or controller.

MIDWEST GUARDRAIL SYSTEM

Effective January 1, 2007 the department adopted the Midwest Guardrail System (MGS) for use on all its state and federal highways. The MGS is reflected in the current Highway Standards in this contract. Some notable differences between MGS and Pre-MGS include:

- The guardrail mounting height has increased 3-7/8", raising the nominal top of rail mounting height to 31" as shown in standard 630001.
- The block out dimension for Type A and B guardrail has increased from 6" to 1'-0".
- Steel blockouts are no longer used. Wood blockouts or plastic blockouts on IDOT's approved list may be used.
- The use of Type "C" rail has been discontinued.
- The splice point for rail pieces is different.
- The length of both Type A and B guardrail posts has been reduced from 6'-9" to 6'-0".

Many of the guardrail terminal standards have also changed, the contractor is advised to note changes in specifications and pay limits.

- Contractors are advised to note the list of IDOT approved Type 1 (Special) terminals, as it has changed. The IDOT list of approved TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL for MGS guardrail is not the same as the list for the Pre-MGS guardrail. The current list is shown on the IDOT internet site. The list of approved TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL for Pre-MGS guardrail is dated December 17, 2004 and is enclosed herein.

The MGS guardrail is not compatible with earlier versions of Pre-MGS guardrail. Generally, unless damage is so extensive as to warrant total replacement, existing Pre-MGS guardrail will be repaired or replaced in kind.

This is for use where it is necessary to install the shorter, non-MGS height TBT's to match existing rail heights that are allowed to remain in place.

The traffic barrier terminal shall meet all the requirements of NCHRP 350, but will be installed to match the existing rail for pre-MGS. These locations are not intended to match the Midwest Guardrail System height and post spacing requirements.

The **list of suppliers is from December 17, 2004** when the shorter terminals were still in use is provided for the Contractor's information. The terminals meeting this specification are listed below:

Traffic Barrier Terminal, Type 1 Special (Tangent)

Road Systems, Inc.
3616 Old Howard County Airport
Big Spring, Texas 79720
Phone: (432) 263-2435

"SKT"

Wood blockouts only. Wood post system only. Posts 1 & 2 to use steel soil tubes (6'-6" or 6'-0" with wood posts). Posts 3 through 8 to use 4'-6" soil tubes with wood posts (soil plates not required), OR posts 3 through 8 may be 6' CRT posts.

Trinity Industries, Inc.
2525 North Stemmons Freeway
Dallas Texas 75207
Phone: (800) 644-7976 or (800) 527-6050

"ET-2000"

Wood blockouts only.

A wood post system may be used. Posts 1 & 2 to use steel soil tubes (6'-6" or 6'-0" with wood posts). Posts 3 through 8 to use 4'-6" soil tubes with wood posts (soil plates not required), OR posts 3 through 8 may be 6' CRT posts.

OR a system using the Steel Yielding Terminal Post (SYTP) (Posts 2 to 8) and one Hinged Break Away Post (HBA) (Post 1) may be used.

Traffic Barrier Terminal, Type 1 Special (Flared)

Energy Absorption Systems, Inc.
One East Wacker Drive
Chicago, Illinois 60601-2076
Phone: (312) 467-6750
"REGENT"

Road Systems, Inc.
3616 Old Howard County Airport
Big Spring, Texas 79720
Phone: (432) 263-2435
"FLEAT"
Wood post system only.

Trinity Industries, Inc.
2525 North Stemmons Freeway
Dallas Texas 75207
Phone: (800) 644-7976 or (800) 527-6050
"SRT-350"
Wood post system only.

The pay items in this contract do not differentiate between MGS and Pre-MGS guardrail. There will be one pay item of guardrail work regardless of whether it's an MGS or Pre-MGS guardrail assembly. The contractor shall include any extra labor, equipment, or material costs to repair or replace either MGS or Pre-MGS guardrail in the contract unit price of the appropriate pay item.

QUALIFIED PRODUCTS LIST OF TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL

Illinois Department of Transportation Bureau
of Materials
June 8, 2018

This list supersedes the December 22, 2017 list

Standard Specifications for Road and Bridge Construction Section 631 (Adopted April 1, 2016) Supplemental
Specification and Recurring Special Provisions Section 631 (Adopted January 1, 2018)

Material Code 55601, 55602 & 55611

Traffic Barrier Terminal, Type 1 Special (Tangent)*

Lindsay Transportation Solutions (Barrier Systems, Inc.)
180 River Rd
Rio Vista, CA 64571
Phone: (888) 800 - 3691

“X- Tension” – NCHRP 350

[FHWA acceptance memorandum HSSD-1/CC-102A dated August 19, 2011](#)

Drawing: [X-Tension](#)

“Max-Tension Guardrail Terminal System” – MASH

[FHWA acceptance memorandum HSST-1/CC-133 dated June 15, 2017](#)

Drawing: [MAX-Tension](#)

Road Systems, Inc.
3616 Old Howard County Airport
Big Spring, TX 79720
Phone: (915) 263 - 2435

“SKT - MGS” – NCHRP 350

[FHWA acceptance memorandum HAS-10/CC-88 dated March 8, 2005](#)

Drawing: [SKT-MGS](#)

“SKT-SP-MGS” – NCHRP 350

[FHWA acceptance memorandum HSSD/CC-88C dated December 10, 2009](#)

Drawing: [SKT-SP-MGS](#)

“MSKT-SP-MGS” – MASH

[FHWA eligibility memorandum HSSD-1/CC-126 dated June 10, 2016](#)

Drawing: [MSKT](#)

Trinity Highway Products, LLC 2525 N. Stemmons Freeway
Dallas, TX 75207
Phone: (800) 644-7976 or (801) 292 - 4461

“SoftStop MASH End Terminal” - MASH

[FHWA acceptance memorandum HSST/CC-115 dated November 12, 2015](#)

Drawing: [SoftStop](#)

*Note:

Traffic Barrier Terminal Type 1 Special Tangent - NCHRP 350 devices listed on this QPL are only allowed on contracts let before July 1, 2018. MASH devices listed on this QPL are required for contracts let on or after July 1, 2018.

Traffic Barrier Terminal, Type 1 Special (Flared)

Lindsay Transportation Solutions (Barrier Systems, Inc.)
180 River Rd
Rio Vista, CA 94571
Phone: (888) 800-3691

“X-Tension” – NCHRP 350

[FHWA acceptance memorandum HSSD-1/CC-102A dated August 19, 2011.](#)

Drawing: [X-Tension](#)

Trinity Highway Products, LLC 2525 N. Stemmons Freeway Dallas, TX 75207
Phone: (800) 644-7976 or (801) 292 - 4461

“SRT-31” – NCHRP 350

[FHWA acceptance memorandum HSSD/CC-100 dated August 30, 2007](#)

Drawing: [SRT-31](#)

TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT) OR TYPE 1 SPECIAL (FLARED)

This work shall consist of furnishing and installing a Traffic Barrier Terminal Type 1, Special (Tangent) or Type 1 Special (Flared) of the type specified by the Resident according to Section 631 of the Standard Specifications, the details in the plans, and this provision.

Delete all references to Type 1 terminal in Section 631 in the Standard Specifications.

All Terminals shall meet the testing criteria contained in the Manual for Assessing Safety Hardware and be approved by the Department.

The terminal shall be installed according to the manufacturer's specifications and shall include all necessary transitions between the terminal and the item to which it is attached.

The terminals shall follow the manufacturer's specifications for installation as to type and number of posts, foundation tubes, and soil plates.

The terminal section shall provide a minimum length of need of 11.4m (37.5 ft.).

Included in this item is the complete removal of an existing damaged or undamaged terminal section having a length of approximately fifty (50) feet, where the rail element is twisted 90 degrees, terminating at an end post flush with the ground. All posts, rail element plates and related components of the existing terminal section, including the steel end post, shall be removed. The existing steel end post encountered may be set in a concrete anchor or may have been driven in accord with the alternate requirements permissible at the time of the guardrail installation. In the event a concrete anchor is encountered, said concrete anchor shall be completely removed. After the concrete anchor is removed, the remaining hole shall be filled with sand or other suitable material approved by the Resident.

Also included in this item is the complete removal of an existing damaged or undamaged Traffic Barrier Terminal Type 1, Traffic Barrier Type 1A, Traffic Barrier Terminal Type 1, Special and any guardrail necessary to accommodate the new Traffic Barrier Terminal Type 1, Special. The Resident will make this determination and inform the Contractor prior to commencing repairs. All old posts shall be removed and the remaining holes shall be filled with sand or other suitable material approved by the Resident.

Under any of the above circumstances when undamaged guardrail needs to be removed to accommodate the Traffic Barrier Terminal, Type 1, Special, the undamaged guardrail panels, posts, plates and block-outs will be salvaged and delivered to the local Maintenance Storage facility in the area. The cost for removing, salvaging and delivering these items will be considered as included in the unit bid price for a Traffic Barrier Terminal, Type 1, Special.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to the new traffic barrier terminal, as directed by the Resident. Unbolting, bolting, adjusting, realigning, guardrail removal, or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

This item shall also include the furnishing and installing of a Terminal Marker - Direct Applied and shall be included in the contract unit bid price each for TERMINAL MARKER-DIRECT APPLIED.

This work shall be paid for at the contract unit price each for TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT) AND TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (FLARED).

TRAFFIC BARRIER TERMINAL, TYPE 6, 6A & 6B

This work consists of furnishing and installing a Traffic Barrier Terminal Type 6, 6A and 6B at the locations as specified by the Resident in accordance with Section 631 of the Standard Specifications, the details in the plans, and this provision.

Also included in this item is the complete removal of an existing damaged or undamaged sub standard, Traffic Barrier Terminal Type 6, 6A and 6B. The Resident will make this determination and inform the Contractor prior to commencing repairs. All posts, rail element plates and related components of the existing terminal section, as well as any length of the guardrail types needed to accommodate the new Traffic Barrier Type 6, 6A and 6B shall be removed. Included in this item are all shims and blocks required by the Resident to facilitate proper attachment to structure walls.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to the new traffic barrier terminal, as directed by the Resident. Unbolting, bolting, adjusting, realigning, guardrail removal, or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

This work will be paid for at the contract unit price each for TRAFFIC BARRIER TERMINAL, TYPE 6, TRAFFIC BARRIER TERMINAL, TYPE 6A and TRAFFIC BARRIER TERMINAL, TYPE 6B.

WOVEN WIRE FENCE

This work shall consist of removing and disposing of the damaged fence and posts and installing the complete fence, including line posts, in accordance with Standard 665001 and Section 665 of the Standard Specifications to match the existing 4' (1 meter) fence. Also included in this work is the barbed wire. It shall be replaced to match existing strands.

Removal and disposal of brush, vines, and other growth required to make repairs shall not be paid for separately.

This work will be paid for at the contract unit price per foot (meter) for WOVEN WIRE FENCE 4' (1 METER).

GUARDRAIL REFLECTORS

This work shall consist of furnishing and installing one-way or two-way guardrail reflectors with brackets fabricated in accordance with Section 782 of the Standard Specification and Standard 782006. The reflectors shall be circular meeting the requirements of Article 1097.03 of the Standard Specifications. The reflectors shall be amber or crystal in color to match the existing installation.

The brackets shall be installed by loosening the guardrail post bolt, slipping the "foot" of the bracket between the bolt head and the plate washer (or between the bolt head and the guardrail face if no plate washer is present) and retightening the bolt. The reflectors shall be fastened to the brackets with aluminum rivets.

The reflectors shall be installed on both new rail sections and on existing rail sections if the reflectors have been damaged but the rail has not been damaged. If the existing rail sections must be realigned or repositions, any damaged reflectors shall be replaced.

This work will be paid for at the contract unit price EACH for GUARDRAIL REFLECTORS, TYPE A.

GRADING AND SHAPING, SPECIAL

This work shall consist of grading and shaping in accordance with Sections 214, 250 and 251 of the Standard Specifications except as described herein.

The contractor shall grade and shape areas where errant vehicles or vehicle recovery operations have disturbed medians, ditches, and sideslopes. Any rutting or damage caused by the contractor's operations shall be repaired at the contractor's expense. Once the disturbed areas have been graded, the areas shall be seeded, fertilized, and mulched.

The seed mixture shall be a Class 2 Seeding Mixture.

The seed, fertilizer and mulch will not be measured for payment but will be considered included in the cost of GRADING AND SHAPING, SPECIAL.

This work shall be paid for at the contract unit price per Square Yard for GRADING AND SHAPING, SPECIAL.

REMOVAL OR REPAIR OF GUARDRAIL

No guardrail shall be removed from State right-of-way under this contract unless each section to be removed is clearly marked for removal. A representative of the Department of Transportation will paint an "X" on each piece of guardrail to be removed. The type and quantity of each piece so marked will be listed on a work order. This work order, when issued to the Contractor by a State Representative, will be authorization for the removal or repair of the guardrail.

Material removed from State right-of-way shall be disposed of by the Contractor outside the right-of-way limits at locations provided by him. None of this material shall be reused on this project. The removal, transportation and storage of material removed from the State right-of-way under this contract will not be paid for separately, but the cost thereof shall be included in the contract unit price for replacement items.

New material shall conform to the dimensions and shapes of the material to be replaced except as noted, and shall meet the requirements as specified under each item in these Special Provisions and on the plans. Damaged guardrail that has been removed shall be totally and completely replaced on the same day that it has been removed.

Any ground bituminous material adjacent to a concrete footing, which is removed or disturbed during the removal operations, shall be restored to its original condition and to the satisfaction of the Resident after the work has been completed. This restoration will not be paid for separately but shall be considered incidental to this item of work.

After the work is completed, the Contractor shall mark a rail element plate in the repair area using a paint stick with the work order number and date of repairs.

Immediately after the specified repairs have been made, all nut, bolts, washers, posts, rail elements and any other guardrail components, damaged or undamaged, which are to be scrapped, shall be completely removed from the State right-of-way. Failure to do so will be cause for rejection of work.

The Contractor shall install and maintain a minimum of two Type I or Type II Barricades with flashing warning lights for each direction of traffic per damaged location. Additional barricades will be required for each additional length of 25 feet of damaged guardrail per direction of traffic or as directed by the Resident.

The cost of furnishing, installing, maintaining and removal of the Type I or Type II Barricades will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved.

GUARDRAIL BLOCKS

This work consists of removing and replacing existing damaged guardrail block-outs. This work shall be done as directed by the Resident and according to Sections 630 and 632 of the Standard Specifications, the detail in the plans, and this provision.

Replacement block-outs shall conform to the standards included in the plans.

Removal, furnishing, and installing of all bolts, nuts, washers and other hardware necessary to complete the work will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved. All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work shall be paid for at the contract unit price per each for GUARD RAIL BLOCKS.

RAIL ELEMENT PLATES

This work consists of removing all sections of damaged rail element plates including all associated hardware, and furnishing and installing new guardrail elements including all necessary hardware at locations as directed by the Resident. This work shall be done as directed by the Resident and according to applicable sections of the Standard Specifications, the plans, and this provision.

Plates, nuts, bolts, washers and other hardware shall be galvanized and shall match the original and adjacent installation as to type and design.

The Contractor shall adjust and realign existing rail element plates adjacent to rail element plates removed and replaced as directed by the Resident. Unbolting, bolting, adjusting, realigning or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

The furnishing and installing of all bolts, nuts, washers and other hardware necessary to comply with the above mentioned Special Provision will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved. All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

In order to clarify measurement and payment for work, the standard length of rail element plate shall be considered to be 12'-6". In the event existing damaged rail element plates to be removed and replaced measures 25 feet in length, they shall be considered as two (2) rail element plates of standard 12'-6" length.

This work shall be paid for at the contract unit price each for RAIL ELEMENT PLATES.

RAIL ELEMENT PLATES (RADIUS)

This work consists of removing all sections of damaged rail element plates including all associated hardware, and furnishing and installing new guardrail curved elements including all necessary hardware at locations as directed by the Resident. This work shall be done as directed by the Resident and according to applicable sections of the Standard Specifications, the plans, and this provision.

Plates, nuts, bolts, washers and other hardware shall be galvanized and shall match the original and adjacent installation as to type and design.

The Contractor shall adjust and realign existing rail element plates adjacent to rail elements removed and replaced as directed by the Resident. Unbolting, bolting, adjusting, realigning or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

The furnishing and installing of all bolts, nuts, washers and other hardware necessary to comply with the above mentioned Special Provision will not be paid for separately, but shall be considered included in the contract unit bid price for the pay items involved. All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

The guardrail element plates will be factory fabricated to the radius of curvature necessary to match the existing guardrail configuration or as specified by the Resident.

In order to clarify measurement and payment for work, the standard length of radial rail element plate shall be considered to be 12'-6". In the event existing damaged rail element plates to be removed and replaced measures 25 feet in length, they shall be considered as two (2) rail element plates of standard 12'-6".

If any portion of a standard 12'-6" rail element plate is factory fabricated to a radial shape the rail element plate shall be paid as one Radius Element Plate each.

This work shall be paid for at the contract unit price per each for RAIL ELEMENT PLATES (RADIUS).

SINGLE END SECTION

Refer to Standard 630001. This work consists of removing a damaged steel plate beam guardrail end section or shoe and erecting a new end section or shoe at the same location. This work shall be done as directed by the Resident and according to Sections 630 and 632 of the Standard Specifications, the detail in the plans, and this provision.

The end section is to match the existing and adjacent guardrail as to type and design.

Removal, furnishing, and installing of all bolts, nuts, washers and other hardware necessary to complete the work will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work shall be paid for at the contract unit price each for SINGLE END SECTION.

EXTRUDER HEAD

This work consists of removal and replacement of a Traffic Barrier Terminal Type 1 Extruder Head as specified by the Resident in accordance with the Standard Specifications, the plans, and this provision.

This work will be used in conjunction with the pay item REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL.

This work shall also include the furnishing and installing of a Terminal Marker – Direct Applied, if needed, and shall be included in the contract unit bid price each for TERMINAL MARKER-DIRECT APPLIED.

STEEL POSTS 6' OR STEEL POST 9'

Refer to Standard 630001. This work consists of removing a damaged guardrail post and erecting a new guardrail post at the same location. This work shall be done as directed by the Resident and according to Sections 630 and 632 of the Standard Specifications, the plans, and this provision.

The proposed guardrail post will match the existing and adjacent guardrail posts as to type, length, and design.

The replacement guardrail post shall conform to the length, size and type of the original installation of the steel plate beam guardrail.

Removal, furnishing, and installing of all bolts, nuts, washers and other hardware necessary to complete the work will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved.

This work shall be paid for at the contract unit price each for STEEL POSTS 6' or STEEL POSTS 9'.

STEEL POSTS (SPECIAL)

Refer to Standard 630001. This work consists of unbolting the rail elements, removing a guardrail post that could be set in concrete, and furnishing and setting a new guardrail post set in portland cement concrete. This work shall be done as directed by the Resident and according to Sections 630 and 632 of the Standard Specifications, the detail in the plans, and this provision.

Where existing damaged posts are set in concrete, the Contractor shall remove the damaged guardrail post and concrete. The Contractor shall set a new guardrail post of the same length as that removed in concrete on the same alignment and at the proper height to coincide with the adjacent and adjoining guardrail. New guardrail posts shall match the existing installation.

Where existing damaged posts are not set in concrete and are shorter than the length specified in the appropriate standard due to impervious material or underground utilities encountered, the new guardrail posts shall be set in concrete in accordance with the details as shown in Standard 630001 and at the proper height to coincide with the adjacent guardrail. New guardrail posts shall match the existing installation.

This work shall be paid for at the contract unit price each for STEEL POSTS (SPECIAL).

STEEL POSTS ATTACHED TO STRUCTURE

Refer to Standard 630101. This work consists of removing a damaged guardrail post attached to a structure and erecting a new guardrail post attached to a structure at the same location. This work shall be done as directed by the Resident and according to Sections 630 and 632 of the Standard Specifications, the detail in the plans, and this provision.

The proposed and replacement guardrail post is to match the existing and adjacent guardrail posts as to type, length and design.

Removal, furnishing and installing of all bolts, nuts, washers and other hardware necessary to complete the work will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved.

This work shall be paid for at the contract unit price each for STEEL POSTS ATTACHED TO STRUCTURE.

WOOD POSTS

This work consists of removing a damaged guardrail post and erecting a new guardrail post at the same location. This work shall be done as directed by the Resident and according to Section 631 of the Standard Specifications, the plans and this provision.

The proposed wood guardrail post will match the existing and adjacent guardrail posts as to type, length and design.

The replacement wood guardrail post shall conform to the length, size and type of the original installation of the traffic barrier terminal.

Removal, furnishing and installing of all bolts, nuts, washers and other hardware necessary to complete the work will not be paid for separately, but shall be included in the contract unit bid price for the pay items involved. All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work shall be paid for at the contract unit price each for WOOD POSTS.

GUARD POST

This work consists of removing a damaged guard post and erecting a new guard post at the same location. This work shall be done as directed by the Resident and according to Section 634 of the Standard Specifications, the plans and provisions except as follows:

The tops of the posts shall not be rounded, but shall be sloped at 30 degrees to the horizontal.

The proposed wood guard post shall be a 4" x 4" x 5' post with a S4S surfacing on all four sides.

The embedment of the post shall be 33 inches.

This work shall be paid for at the contract unit price each for GUARD POST.

CABLE ROAD GUARD

This work shall consist of repairing cable road guard in an area that has been damaged in accordance with Section 636 of the Standard Specification and Standard 636001.

The repair work shall consist of realigning or replacing the damaged posts and re-tensioning the cable. Splices are allowed in accordance with Section 636.03 of the Standard Specifications.

Section 636.04 Method of Measurement. The repair limits for the damaged Cable Road Guard shall be measured from center of undamaged post to center of undamaged post. All damaged posts shall be realigned or replaced with posts that match the existing and adjacent posts as to type, length and design, in accordance with the engineer.

This work will be paid for at the contract unit price PER FOOT for CABLE ROAD GUARD.

CHAIN LINK FENCE (SPECIAL)

This work consists of furnishing and installing Chain Link Fence at the locations as specified by the Resident, in accordance with Section 664 of the Standard Specifications, the details in the plans and this provision.

Also included in this item is the complete removal of existing damaged Chain Link Fence, limits to be specified by the Resident.

This work will be paid for at the contract unit price per foot for CHAIN LINK FENCE (SPECIAL).

CHAIN LINK GATES (SPECIAL)

This work consists of furnishing and installing Chain Link Gates at the locations as specified by the Resident, the gates to match the type and size of the existing damaged gates in accordance with Standard 664001.

This work includes all labor and materials required to make the repairs.

This work will be paid for at the contract unit price per each for CHAIN LINK GATES (SPECIAL).

CHAIN LINK FENCE POST

This work shall consist of installing new posts of the length required for 4' or 6' (1.2 or 1.8 meter) chain link fence in accordance with Standard 664001 and Section 664 of the Standard Specifications.

Work includes furnishing and supplying the concrete for Chain Link Fence post foundations. The concrete may be made from one of the commercially available pre-mixed bags of concrete that meets or exceeds the requirements of ASTM C 387. The concrete shall be mixed, cured, and placed in accordance with the manufacturer's specifications. No concrete shall be placed when the ground is frozen. The engineer shall be supplied with the original bag label for the concrete.

This work shall be paid for at the contract unit price each for CHAIN LINK FENCE POST.

PULL POST ARRANGEMENT

This work consists of the complete removal of the damaged pull post arrangement and its new replacement in accordance with Standard 665001 and Section 665, or Standard 664001 and Section 664 of the Standard Specifications.

Work includes furnishing and supplying the concrete for anchoring brace and pull posts. The concrete may be made from one of the commercially available pre-mixed bags of concrete that meets or exceeds the requirements of ASTM C 387. The concrete shall be mixed, cured, and placed in accordance with the manufacturer's specifications. No concrete shall be placed when the ground is frozen. The Engineer shall be supplied with the original bag label for the concrete.

This work shall be paid for at the contract unit price each for PULL POST ARRANGEMENT.

CONCRETE STRUCTURE REPAIR

This work shall consist of forming and pouring concrete necessary for repairing or replacing any concrete structures damaged during the repair of guardrail or other contract work items. Repairs shall be as directed by the Resident Engineer and paid for in accordance with Article 109.04 of the Standard Specifications.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL – POST

This work consists of removal and replacement of a damaged post, block and related hardware of a Traffic Barrier Terminal Type 1 Special at the locations as specified by the Resident in accordance with the Standard Specifications, the plans, and this provision.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to the traffic barrier terminal repaired, as directed by the Resident. Unbolting, bolting, adjusting, realigning or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

The cost of removing and replacing all damaged components from the approach nose of the terminal, up to and including the second post and up to the first 25 feet of guardrail will be paid for separately.

Soil tubes shall be included in the cost of this item.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work will be paid for at the contract unit price each for REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL - POST.

REMOVE AND REPLACE IMPACT ATTENUATOR SAND MODULE

This work consists of removing and replacing a damaged sand barrel impact attenuator at the locations as specified by the Resident in accordance with the Standard Specifications, the plans and this provision.

Impact attenuators will be replaced in kind with no additional compensation for the amount of sand used in the various types of barrels used. The spacer or cone to determine the amount of sand shall be included in the bid price for this item.

This work shall be paid for at the contract unit price each for REMOVE AND REPLACE IMPACT ATTENUATOR SAND MODULE per each barrel.

Any and all undamaged barrels that have been dislocated from their original positions, shall be relocated within the matrix at no additional cost.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT)

This work consists of removing and replacing all damaged components from the approach nose of the terminal, up to and including the second post and up to the first 25 feet of rail element plate at the locations as specified by the Resident in accordance with the Standard Specifications, the plans, and this provision.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to or within the traffic barrier terminal repaired, as directed by the Resident. Unbolting, bolting, adjusting, realigning, excavating, filling post holes or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

This item shall also include the furnishing and installing of a Terminal Marker – Direct Applied, if needed, and shall be included in the contract unit bid price each for TERMINAL MARKER-DIRECT APPLIED.

Up to the first 25 feet of guardrail shall be replaced when the existing guardrail is damaged. Replacement of up to the first 25 feet of steel plate beam guardrail shall not be included in the measurement for payment but shall be considered included in the cost of this item. Also included in the cost of this item are cable assemblies, strut, soil tubes, and all other hardware, excluding the extruder head.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work will be paid for at the contract unit price per each for REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT).

When the extruder head is damaged, a new extruder head will be paid for separately as EXTRUDER HEAD. If more than 25' of the terminal is damaged the entire terminal should be replaced and paid for as a complete new installation. The R.E. will determine whether the unit is to be repaired or replaced.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (FLARED)

This work consists of removing and replacing all damaged components from the approach nose of the terminal, up to and including the second post and up to the first 25 feet of rail element plate at the locations as specified by the Resident in accordance with the Standard Specifications, the plans, and this provision.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to or within the traffic barrier terminal repaired, as directed by the Resident. Unbolting, bolting, adjusting, realigning, excavating, filling post holes or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

This item shall also include the furnishing and installing of a Terminal Marker - Direct Applied, if needed, and shall be included in the contract unit bid price each for TERMINAL MARKER-DIRECT APPLIED.

Up to the first 25 feet of guardrail shall be replaced when the existing guardrail is damaged. Replacement of up to the first 25 feet of steel plate beam guardrail shall not be included in the measurement for payment but shall be considered included in the cost of this item. Also included in the cost of this item are cable assemblies, noses, strut, and all other hardware, excluding the extruder head.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work will be paid for at the contract unit price per each for REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (FLARED).

When the extruder head is damaged, a new extruder head will be paid for separately as EXTRUDER HEAD. If more than 25' of the terminal is damaged the entire terminal should be replaced and paid for as a complete new installation. The R.E. will determine whether the unit is to be repaired or replaced.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 2, 5 OR 5A

This work consists of removing and replacing damaged components of existing Traffic Barrier Terminals Type 2, 5 or 5A at the locations as specified by the Resident in accordance with the Standard Specifications, Standards 631011 and 631026, the plans and this provision.

The Contractor shall adjust and realign rail element plates and posts adjacent to the traffic barrier terminal repaired, as directed by the Resident. Unbolting, bolting, adjusting, realigning, excavating or any other work necessary to accomplish the desired realignment shall be included in the contract unit price for the pay items involved.

This work will be paid for at the contract unit price each for REPAIR TRAFFIC BARRIER TERMINAL, of the type specified.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 6, 6A OR 6B

This work consists of removing and replacing damaged components of existing Traffic Barrier Terminals Type 6, 6A or 6B at the locations as specified by the Resident in accordance with the Standard Specifications, Standards 631031, 633032 and 633033, the plans and this provision.

If any of the parts of the Traffic Barrier Terminal, Type 6, 6A, or 6B are damaged, the Contractor shall remove and replace all parts of the terminal except the rail element plate. This work shall be paid for at the contract unit price per each for REPAIR TRAFFIC BARRIER TERMINAL, TYPE 6, 6A OR 6B, which price shall include all labor, equipment and materials necessary to satisfactorily complete the work as described herein. If only the single rail element is damaged, it shall be removed and replaced. This work shall be paid for at the contract unit price per each for RAIL ELEMENT PLATES.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to or within the traffic barrier terminal repaired, as directed by the Resident. Unbolting, bolting, adjusting, realigning, excavating or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

If more than the end shoe section, three beam sections or the transition section of the terminal is damaged, the entire terminal should be replaced and paid for at the contract unit price per each for TRAFFIC BARRIER TERMINAL, TYPE 6, 6A OR 6B as a complete new installation. The Resident will determine whether the unit is to be repaired or replaced.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL – RAIL ELEMENT PLATE

This work consists of removal and replacement of 25 feet of damaged rail element plate and related hardware of a Traffic Barrier Terminal Type 1, Special at the locations as specified by the Resident in accordance with the Standard Specifications, the plans, and this provision.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to the traffic barrier terminal repaired, as directed by the Resident. Unbolting, bolting, adjusting, realigning or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

The cost of removing and replacing all damaged components from the approach nose of the terminal, up to and including the second post and up to the first 25 feet guardrail will be paid for separately.

This work will be paid for at the contract unit price each for REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL - RAIL ELEMENT PLATE.

FURNISHING AND INSTALLING 12" PLATES

This work consists of removing damaged splice plates (Standard 630001), furnishing and installing new splice plates and all nuts, bolts and hardware necessary thereto as directed by the Engineer. The Contractor is hereby informed that undamaged plates removed from existing damaged guardrail may be reused in the new work, with the approval of the Engineer in charge.

New and/or reused splice plates and Plate "A"'s will not be paid for separately and shall be considered included in the cost of RAIL ELEMENT PLATES.

REALIGNING POSTS

At designated locations of steel plate beam guardrail where the existing undamaged posts can be realigned and restored to the proper alignment without removing said posts from the ground, the posts shall be so plumbed and realigned by a method which does not require the pulling of the posts out of the existing post holes. The posts shall be straightened with their front faces on the line shown on the plans, or as ordered by the Resident and with their tops and bolt holes at the correct height so that the rail element plates bolted to them will be parallel to the surface of the shoulder.

The work as described herein shall be included in the contract unit bid price for the pay items involved.

REPAIR TRAFFIC BARRIER TERMINAL, TYPE 4

This work consists of removing and replacing damaged components of existing Traffic Barrier Terminal, Type 4 at the locations as specified by the Engineer.

This guardrail shall be evaluated by the Engineer prior to the issuance of a work order. If it is determined to be a MINOR REPAIR, the guardrail will be repaired back to its existing layout. If it is determined to be a MAJOR REPAIR, the guardrail will need to be upgraded.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work shall be paid for at the contract unit price per each for REPAIR TRAFFIC BARRIER TERMINAL, TYPE 4 for a minor repair and will be evaluated if a major repair.

REMOVE AND REINSTALL EXTRUDER HEAD

This work consists of removing and reinstalling an existing undamaged extruder head at the locations as specified by the Engineer in accordance with the applicable portions of the Standard Specification, the plans and this provision.

All hardware used for repairs shall be new. The Contractor may not use existing hardware for repairs.

This work shall be paid for at the contract unit price per each for REMOVE AND REINSTALL EXTRUDER HEAD.

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017

Revised: April 1, 2019

Revise Article 107.40(b) of the Standard Specifications to read:

“(b) Compensation. Compensation will not be allowed for delays, inconveniences, or damages sustained by the Contractor from conflicts with facilities not meeting the above definition; or if a conflict with a utility in an unanticipated location does not cause a shutdown of the work or a documentable reduction in the rate of progress exceeding the limits set herein. The provisions of Article 104.03 notwithstanding, compensation for delays caused by a utility in an unanticipated location will be paid according to the provisions of this Article governing minor and major delays or reduced rate of production which are defined as follows.

- (1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.
- (2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.
- (3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days.”

Revise Article 107.40(c) of the Standard Specifications to read:

“(c) Payment. Payment for Minor, Major, and Reduced Rate of Production Delays will be made as follows.

- (1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

- (2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to two weeks plus the cost of move-out to either the Contractor’s yard or another job and the cost to re-mobilize, whichever is less. Rental equipment may be paid for longer than two weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

- (3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven calendar days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Payment for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be determined according to Article 109.13.”

Revise Article 108.04(b) of the Standard Specifications to read:

“(b) No working day will be charged under the following conditions.

- (1) When adverse weather prevents work on the controlling item.
- (2) When job conditions due to recent weather prevent work on the controlling item.
- (3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.
- (4) When delays caused by utility or railroad adjustments prevent work on the controlling item.
- (5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.
- (6) When any condition over which the Contractor has no control prevents work on the controlling item.”

Revise Article 109.09(f) of the Standard Specifications to read:

“(f) Basis of Payment. After resolution of a claim in favor of the Contractor, any adjustment in time required for the work will be made according to Section 108. Any adjustment in the costs to be paid will be made for direct labor, direct materials, direct equipment, direct jobsite overhead, direct offsite overhead, and other direct costs allowed by the resolution. Adjustments in costs will not be made for interest charges, loss of anticipated profit, undocumented loss of efficiency, home office overhead and unabsorbed overhead other than as allowed by Article 109.13, lost opportunity, preparation of claim expenses and other consequential indirect costs regardless of method of calculation.

The above Basis of Payment is an essential element of the contract and the claim cost recovery of the Contractor shall be so limited.”

Add the following to Section 109 of the Standard Specifications.

“109.13 Payment for Contract Delay. Compensation for escalated material costs, escalated labor costs, extended project overhead, and extended traffic control will be allowed when such costs result from a delay meeting the criteria in the following table.

Contract Type	Cause of Delay	Length of Delay
Working Days	Article 108.04(b)(3) or Article 108.04(b)(4)	No working days have been charged for two consecutive weeks.
Completion Date	Article 108.08(b)(1) or Article 108.08(b)(7)	The Contractor has been granted a minimum two week extension of contract time, according to Article 108.08.

Payment for each of the various costs will be according to the following.

- (a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.
- (b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.
 - (1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

Original Contract Amount	Supervisory and Administrative Personnel
Up to \$5,000,000	One Project Superintendent
Over \$ 5,000,000 - up to \$25,000,000	One Project Manager, One Project Superintendent or Engineer, and One Clerk
Over \$25,000,000 - up to \$50,000,000	One Project Manager, One Project Superintendent, One Engineer, and One Clerk
Over \$50,000,000	One Project Manager, Two Project Superintendents, One Engineer, and One Clerk

- (2) Home Office and Unabsorbed Overhead. Payment for home office and unabsorbed overhead will be calculated as 8 percent of the total delay cost.

- (c) Extended Traffic Control. Traffic control required for an extended period of time due to the delay will be paid for according to Article 109.04.

When an extended traffic control adjustment is paid under this provision, an adjusted unit price as provided for in Article 701.20(a) for increase or decrease in the value of work by more than ten percent will not be paid.

Upon payment for a contract delay under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this provision."

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)

Effective: September 1, 2000

Revised: March 2, 2019

FEDERAL OBLIGATION. The Department of Transportation, as a recipient of federal financial assistance, is required to take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts. Consequently, the federal regulatory provisions of 49 CFR Part 26 apply to this contract concerning the utilization of disadvantaged business enterprises. For the purposes of this Special Provision, a disadvantaged business enterprise (DBE) means a business certified by the Department in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory.

STATE OBLIGATION. This Special Provision will also be used by the Department to satisfy the requirements of the Business Enterprise for Minorities, Females, and Persons with Disabilities Act, 30 ILCS 575. When this Special Provision is used to satisfy state law requirements on 100 percent state-funded contracts, the federal government has no involvement in such contracts (not a federal-aid contract) and no responsibility to oversee the implementation of this Special Provision by the Department on those contracts. DBE participation on 100 percent state-funded contracts will not be credited toward fulfilling the Department's annual overall DBE goal required by the US Department of Transportation to comply with the federal DBE program requirements.

CONTRACTOR ASSURANCE. The Contractor makes the following assurance and agrees to include the assurance in each subcontract the Contractor signs with a subcontractor.

The Contractor, subrecipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of contracts funded in whole or in part with federal or state funds. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (a) Withholding progress payments;
- (b) Assessing sanctions;

- (c) Liquidated damages; and/or
- (d) Disqualifying the Contractor from future bidding as non-responsible.

OVERALL GOAL SET FOR THE DEPARTMENT. As a requirement of compliance with 49 CFR Part 26, the Department has set an overall goal for DBE participation in its federally assisted contracts. That goal applies to all federal-aid funds the Department will expend in its federally assisted contracts for the subject reporting fiscal year. The Department is required to make a good faith effort to achieve the overall goal. The dollar amount paid to all approved DBE companies performing work called for in this contract is eligible to be credited toward fulfillment of the Department's overall goal.

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform **0.00%** of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

- (a) The bidder documents enough DBE participation has been obtained to meet the goal or,
- (b) The bidder documents a good faith effort has been made to meet the goal, even though the effort did not succeed in obtaining enough DBE participation to meet the goal.

DBE LOCATOR REFERENCES. Bidders shall consult the IL UCP DBE Directory as a reference source for DBE-certified companies. In addition, the Department maintains a letting and item specific DBE locator information system whereby DBE companies can register their interest in providing quotes on particular bid items advertised for letting. Information concerning DBE companies willing to quote work for particular contracts may be obtained by contacting the Department's Bureau of Small Business Enterprises at telephone number (217) 785-4611, or by visiting the Department's website at:

<http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>.

BIDDING PROCEDURES. Compliance with this Special Provision is a material bidding requirement and failure of the bidder to comply will render the bid not responsive.

The bidder shall submit a DBE Utilization Plan (form SBE 2026), and a DBE Participation Statement (form SBE 2025) for each DBE company proposed for the performance of work to achieve the contract goal, with the bid. If the Utilization Plan indicates the contract goal will not be met, documentation of good faith efforts shall also be submitted. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor is selected over a DBE for work on the contract. The required forms and documentation must be submitted as a single .pdf file using the “Integrated Contractor Exchange (iCX)” application within the Department’s “EBids System”.

The Department will not accept a Utilization Plan if it does not meet the bidding procedures set forth herein and the bid will be declared not responsive. In the event the bid is declared not responsive, the Department may elect to cause the forfeiture of the penal sum of the bidder’s proposal guaranty and may deny authorization to bid the project if re-advertised for bids.

GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan is approved. All information submitted by the bidder must be complete, accurate and adequately document enough DBE participation has been obtained or document the good faith efforts of the bidder, in the event enough DBE participation has not been obtained, before the Department will commit to the performance of the contract by the bidder. The Utilization Plan will be approved by the Department if the Utilization Plan documents sufficient commercially useful DBE work to meet the contract goal or the bidder submits sufficient documentation of a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A. This means the bidder must show that all necessary and reasonable steps were taken to achieve the contract goal. Necessary and reasonable steps are those which, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if they were not successful. The Department will consider the quality, quantity, and intensity of the kinds of efforts the bidder has made. Mere *pro forma* efforts, in other words efforts done as a matter of form, are not good faith efforts; rather, the bidder is expected to have taken genuine efforts that would be reasonably expected of a bidder actively and aggressively trying to obtain DBE participation sufficient to meet the contract goal.

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder’s good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases and will be considered by the Department.
 - (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.

- (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the Contractor might otherwise prefer to perform these work items with its own forces.
- (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
- (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.
 - b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable. In accordance with the above Bidding Procedures, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.
- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
- (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
- (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.

- (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided it is otherwise eligible for award. If the Department determines the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification will also include a statement of reasons for the adverse determination. If the Utilization Plan is not approved because it is deficient as a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no more than a five calendar day period to cure the deficiency.
- (c) The bidder may request administrative reconsideration of an adverse determination by emailing the Department at "DOT.DBE.UP@illinois.gov" within the five calendar days after the receipt of the notification of the determination. The determination shall become final if a request is not made on or before the fifth calendar day. A request may provide additional written documentation or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. The request will be reviewed by the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work anticipated to be performed and paid for upon satisfactory completion. The Department is only able to count toward the achievement of the overall goal and the contract goal the value of payments made for the work actually performed by DBE companies. In addition, a DBE must perform a commercially useful function on the contract to be counted. A commercially useful function is generally performed when the DBE is responsible for the work and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. The Department and Contractor are governed by the provisions of 49 CFR Part 26.55(c) on questions of commercially useful functions as it affects the work. Specific counting guidelines are provided in 49 CFR Part 26.55, the provisions of which govern over the summary contained herein.

- (a) DBE as the Contractor: 100 percent goal credit for that portion of the work performed by the DBE's own forces, including the cost of materials and supplies. Work that a DBE subcontracts to a non-DBE does not count toward the DBE goals.

- (b) DBE as a joint venture Contractor: 100 percent goal credit for that portion of the total dollar value of the contract equal to the distinct, clearly defined portion of the work performed by the DBE's own forces.
- (c) DBE as a subcontractor: 100 percent goal credit for the work of the subcontract performed by the DBE's own forces, including the cost of materials and supplies, excluding the purchase of materials and supplies or the lease of equipment by the DBE subcontractor from the Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:
 - (1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
 - (2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission is receives as a result of the lease arrangement.
- (e) DBE as a material supplier:
 - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
 - (2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.
 - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a DBE regular dealer or DBE manufacturer.

CONTRACT COMPLIANCE. Compliance with this Special Provision is an essential part of the contract. The Department is prohibited by federal regulations from crediting the participation of a DBE included in the Utilization Plan toward either the contract goal or the Department's overall goal until the amount to be applied toward the goals has been paid to the DBE. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan. After approval of the Utilization Plan and award of the contract, the Utilization Plan and individual DBE Participation Statements become part of the contract. If the Contractor did not succeed in obtaining enough DBE participation to achieve the advertised contract goal, and the Utilization Plan was approved and contract awarded based upon a determination of good faith, the total dollar value of DBE work calculated in the approved Utilization Plan as a percentage of the awarded contract value shall become the amended contract goal. All work indicated for performance by an approved DBE shall be performed, managed, and supervised by the DBE executing the DBE Participation Commitment Statement.

- (a) NO AMENDMENT. No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be emailed to the Department at DOT.DBE.UP@illinois.gov.
- (b) CHANGES TO WORK. Any deviation from the DBE condition-of-award or contract plans, specifications, or special provisions must be approved, in writing, by the Department as provided elsewhere in the Contract. The Contractor shall notify affected DBEs in writing of any changes in the scope of work which result in a reduction in the dollar amount condition-of-award to the contract. Where the revision includes work committed to a new DBE subcontractor, not previously involved in the project, then a Request for Approval of Subcontractor, Department form BC 260A or AER 260A, must be signed and submitted. If the commitment of work is in the form of additional tasks assigned to an existing subcontract, a new Request for Approval of Subcontractor will not be required. However, the Contractor must document efforts to assure the existing DBE subcontractor is capable of performing the additional work and has agreed in writing to the change.
- (c) SUBCONTRACT. The Contractor must provide copies of DBE subcontracts to the Department upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.
- (d) ALTERNATIVE WORK METHODS. In addition to the above requirements for reductions in the condition of award, additional requirements apply to the two cases of Contractor-initiated work substitution proposals. Where the contract allows alternate work methods which serve to delete or create underruns in condition of award DBE work, and the Contractor selects that alternate method or, where the Contractor proposes a substitute work method or material that serves to diminish or delete work committed to a DBE and replace it with other work, then the Contractor must demonstrate one of the following:
- (1) The replacement work will be performed by the same DBE (as long as the DBE is certified in the respective item of work) in a modification of the condition of award; or
 - (2) The DBE is aware its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or
 - (3) The DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

- (e) TERMINATION AND REPLACEMENT PROCEDURES. The Contractor shall not terminate or replace a DBE listed on the approved Utilization Plan, or perform with other forces work designated for a listed DBE except as provided in this Special Provision. The Contractor shall utilize the specific DBEs listed to perform the work and supply the materials for which each is listed unless the Contractor obtains the Department's written consent as provided in subsection (a) of this part. Unless Department consent is provided for termination of a DBE subcontractor, the Contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the DBE in the Utilization Plan.

As stated above, the Contractor shall not terminate or replace a DBE subcontractor listed in the approved Utilization Plan without prior written consent. This includes, but is not limited to, instances in which the Contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, a non-DBE firm, or with another DBE firm. Written consent will be granted only if the Bureau of Small Business Enterprises agrees, for reasons stated in its concurrence document, that the Contractor has good cause to terminate or replace the DBE firm. Before transmitting to the Bureau of Small Business Enterprises any request to terminate and/or substitute a DBE subcontractor, the Contractor shall give notice in writing to the DBE subcontractor, with a copy to the Bureau, of its intent to request to terminate and/or substitute, and the reason for the request. The Contractor shall give the DBE five days to respond to the Contractor's notice. The DBE so notified shall advise the Bureau and the Contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Bureau should not approve the Contractor's action. If required in a particular case as a matter of public necessity, the Bureau may provide a response period shorter than five days.

For purposes of this paragraph, good cause includes the following circumstances:

- (1) The listed DBE subcontractor fails or refuses to execute a written contract;
- (2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the Contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the Contractor's reasonable, nondiscriminatory bond requirements;
- (4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
- (5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1200 or applicable state law.
- (6) The Contractor has determined the listed DBE subcontractor is not a responsible contractor;
- (7) The listed DBE subcontractor voluntarily withdraws from the projects and provides written notice to the Contractor of its withdrawal;

- (8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- (9) A DBE owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract;
- (10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the Contractor can self-perform the work for which the DBE contractor was engaged or so that the Contractor can substitute another DBE or non-DBE contractor after contract award.

When a DBE is terminated or fails to complete its work on the Contract for any reason, the Contractor shall make a good faith effort to find another DBE to substitute for the original DBE to perform at least the same amount of work under the contract as the terminated DBE to the extent needed to meet the established Contract goal. The good faith efforts shall be documented by the Contractor. If the Department requests documentation under this provision, the Contractor shall submit the documentation within seven days, which may be extended for an additional seven days if necessary at the request of the Contractor. The Department will provide a written determination to the Contractor stating whether or not good faith efforts have been demonstrated.

- (f) FINAL PAYMENT. After the performance of the final item of work or delivery of material by a DBE and final payment therefore to the DBE by the Contractor, but not later than 30 calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement on Department form SBE 2115 to the Resident Engineer. If full and final payment has not been made to the DBE, the DBE Payment Agreement shall indicate whether a disagreement as to the payment required exists between the Contractor and the DBE or if the Contractor believes the work has not been satisfactorily completed. If the Contractor does not have the full amount of work indicated in the Utilization Plan performed by the DBE companies indicated in the Utilization Plan and after good faith efforts are reviewed, the Department may deduct from contract payments to the Contractor the amount of the goal not achieved as liquidated and ascertained damages. The Contractor may request an administrative reconsideration of any amount deducted as damages pursuant to subsection (h) of this part.
- (g) ENFORCEMENT. The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.

- (h) **RECONSIDERATION**. Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of “Good Faith Effort Procedures” of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department. The result of the reconsideration process is not administratively appealable to the U.S. Department of Transportation.

DISPOSAL FEES (BDE)

Effective: November 1, 2018

Replace Articles 109.04(b)(5) – 109.04(b)(8) of the Standard Specifications with the following:

- “(5) Disposal Fees. When the extra work performed includes paying for disposal fees at a clean construction and demolition debris facility, an uncontaminated soil fill operation or a landfill, the Contractor shall receive, as administrative costs, an amount equal to five percent of the first \$10,000 and one percent of any amount over \$10,000 of the total approved costs of such fees.
- (6) Miscellaneous. No additional allowance will be made for general superintendence, the use of small tools, or other costs for which no specific allowance is herein provided.
- (7) Statements. No payment will be made for work performed on a force account basis until the Contractor has furnished the Engineer with itemized statements of the cost of such force account work. Statements shall be accompanied and supported by invoices for all materials used and transportation charges. However, if materials used on the force account work are not specifically purchased for such work but are taken from the Contractor’s stock, then in lieu of the invoices, the Contractor shall furnish an affidavit certifying that such materials were taken from his/her stock, that the quantity claimed was actually used, and that the price and transportation claimed represent the actual cost to the Contractor.

Itemized statements at the cost of force account work shall be detailed as follows.

- a. Name, classification, date, daily hours, total hours, rate, and extension for each laborer and foreman. Payrolls shall be submitted to substantiate actual wages paid if so requested by the Engineer.
- b. Designation, dates, daily hours, total hours, rental rate, and extension for each unit of machinery and equipment.
- c. Quantities of materials, prices and extensions.

- d. Transportation of materials.
 - e. Cost of property damage, liability and workmen's compensation insurance premiums, unemployment insurance contributions, and social security tax.
- (8) Work Performed by an Approved Subcontractor. When extra work is performed by an approved subcontractor, the Contractor shall receive, as administrative costs, an amount equal to five percent of the total approved costs of such work with the minimum payment being \$100.
- (9) All statements of the cost of force account work shall be furnished to the Engineer not later than 60 days after receipt of the Central Bureau of Construction form "Extra Work Daily Report". If the statement is not received within the specified time frame, all demands for payment for the extra work are waived and the Department is released from any and all such demands. It is the responsibility of the Contractor to ensure that all statements are received within the specified time regardless of the manner or method of delivery."

EQUIPMENT PARKING AND STORAGE (BDE)

Effective: November 1, 2017

Replace the first paragraph of Article 701.11 of the Standard Specifications with the following.

"701.11 Equipment Parking and Storage. During working hours, all vehicles and/or nonoperating equipment which are parked, two hours or less, shall be parked at least 8 ft (2.5 m) from the open traffic lane. For other periods of time during working and for all nonworking hours, all vehicles, materials, and equipment shall be parked or stored as follows.

- (a) When the project has adequate right-of-way, vehicles, materials, and equipment shall be located a minimum of 30 ft (9 m) from the pavement.
- (b) When adequate right-of-way does not exist, vehicles, materials, and equipment shall be located a minimum of 15 ft (4.5 m) from the edge of any pavement open to traffic.
- (c) Behind temporary concrete barrier, vehicles, materials, and equipment shall be located a minimum of 24 in. (600 mm) behind free standing barrier or a minimum of 6 in. (150 mm) behind barrier that is either pinned or restrained according to Article 704.04. The 24 in. or 6 in. measurement shall be from the base of the non-traffic side of the barrier.
- (d) Behind other man-made or natural barriers meeting the approval of the Engineer."

LIGHTS ON BARRICADES (BDE)

Effective: January 1, 2018

Revise Article 701.16 of the Standard Specifications to read:

“701.16 Lights. Lights shall be used on devices as required in the plans, the traffic control plan, and the following table.

Circumstance	Lights Required
Daylight operations	None
First two warning signs on each approach to the work involving a nighttime lane closure and "ROUGH GROOVED SURFACE" (W8-I107) signs	Flashing mono-directional lights
Devices delineating isolated obstacles, excavations, or hazards at night (Does not apply to patching)	Flashing bi-directional lights
Devices delineating obstacles, excavations, or hazards exceeding 100 ft (30 m) in length at night (Does not apply to widening)	Steady burn bi-directional lights
Channelizing devices for nighttime lane closures on two-lane roads	None
Channelizing devices for nighttime lane closures on multi-lane roads	None
Channelizing devices for nighttime lane closures on multi-lane roads separating opposing directions of traffic	None
Channelizing devices for nighttime along lane shifts on multilane roads	Steady burn mono-directional lights
Channelizing devices for night time along lane shifts on two lane roads	Steady burn bi-directional lights
Devices in nighttime lane closure tapers on Standards 701316 and 701321	Steady burn bi-directional lights
Devices in nighttime lane closure tapers	Steady burn mono-directional lights
Devices delineating a widening trench	None
Devices delineating patches at night on roadways with an ADT less than 25,000	None
Devices delineating patches at night on roadways with an ADT of 25,000 or more	None

Batteries for the lights shall be replaced on a group basis at such times as may be specified by the Engineer.”

Delete the fourth sentence of the first paragraph of Article 701.17(c)(2) of the Standard Specifications.

Revise the first paragraph of Article 603.07 of the Standard Specifications to read:

“603.07 Protection Under Traffic. After the casting has been adjusted and Class SI concrete has been placed, the work shall be protected by a barricade for at least 72 hours.”

PAYMENTS TO SUBCONTRACTORS (BDE)

Effective: November 2, 2017

Add the following to the end of the fourth paragraph of Article 109.11 of the Standard Specifications:

“If reasonable cause is asserted, written notice shall be provided to the applicable subcontractor and/or material supplier and the Engineer within five days of the Contractor receiving payment. The written notice shall identify the contract number, the subcontract or material purchase agreement, a detailed reason for refusal, the value of payment being withheld, and the specific remedial actions required of the subcontractor and/or material supplier so that payment can be made.”

PROGRESS PAYMENTS (BDE)

Effective: November 2, 2013

Revise Article 109.07(a) of the Standard Specifications to read:

“(a) Progress Payments. At least once each month, the Engineer will make a written estimate of the quantity of work performed in accordance with the contract, and the value thereof at the contract unit prices. The amount of the estimate approved as due for payment will be vouchered by the Department and presented to the State Comptroller for payment. No amount less than \$1000.00 will be approved for payment other than the final payment.

Progress payments may be reduced by liens filed pursuant to Section 23(c) of the Mechanics' Lien Act, 770 ILCS 60/23(c).

If a Contractor or subcontractor has defaulted on a loan issued under the Department's Disadvantaged Business Revolving Loan Program (20 ILCS 2705/2705-610), progress payments may be reduced pursuant to the terms of that loan agreement. In such cases, the amount of the estimate related to the work performed by the Contractor or subcontractor, in default of the loan agreement, will be offset, in whole or in part, and vouchered by the Department to the Working Capital Revolving Fund or designated escrow account. Payment for the work shall be considered as issued and received by the Contractor or subcontractor on the date of the offset voucher. Further, the amount of the offset voucher shall be a credit against the Department's obligation to pay the Contractor, the Contractor's obligation to pay the subcontractor, and the Contractor's or subcontractor's total loan indebtedness to the Department. The offset shall continue until such time as the entire loan indebtedness is satisfied. The Department will notify the Contractor and Fund Control Agent in a timely manner of such offset. The Contractor or subcontractor shall not be entitled to additional payment in consideration of the offset.

The failure to perform any requirement, obligation, or term of the contract by the Contractor shall be reason for withholding any progress payments until the Department determines that compliance has been achieved.”

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2019

Revise Section 669 of the Standard Specifications to read:

“SECTION 669. REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

669.01 Description. This work shall consist of the transportation and proper disposal of contaminated soil and groundwater. This work shall also consist of the removal, transportation, and proper disposal of underground storage tanks (UST), their content and associated underground piping to the point where the piping is above the ground, including determining the content types and estimated quantities.

669.02 Equipment. The Contractor shall notify the Engineer of the delivery of all excavation, storage, and transportation equipment to a work area location. The equipment shall comply with OSHA and American Petroleum Institute (API) guidelines and shall be furnished in a clean condition. Clean condition means the equipment does not contain any residual material classified as a non-special waste, non-hazardous special waste, or hazardous waste. Residual materials include, but are not limited to, petroleum products, chemical products, sludges, or any other material present in or on equipment.

Before beginning any associated soil or groundwater management activity, the Contractor shall provide the Engineer with the opportunity to visually inspect and approve the equipment. If the equipment contains any contaminated residual material, decontamination shall be performed on the equipment as appropriate to the regulated substance and degree of contamination present according to OSHA and API guidelines. All cleaning fluids used shall be treated as the contaminant unless laboratory testing proves otherwise.

669.03 Pre-construction Submittals. Prior to beginning this work, or working in areas with regulated substances, the Contractor shall submit a Regulated Substance Pre-Construction Plan (RSPCP) to the Engineer for review and approval using form BDE 2730. The form shall be signed by an Illinois licensed Professional Engineer or Professional Geologist.

As part of the RSPCP, the qualifications of Contractor(s) or firm(s) performing the following work shall be listed.

- (a) On-Site Monitoring. Qualification for on-site monitoring of regulated substance work and on-site monitoring of UST removal requires either pre-qualification in Hazardous Waste by the Department or demonstration of acceptable project experience in remediation and special waste operations for contaminated sites in accordance with applicable Federal, State, or local regulatory requirements.

Qualification for each individual performing on-site monitoring requires a minimum of one-year of experience in similar activities as those required for the project.

- (b) Underground Storage Tank. Qualification for underground storage tank (UST) work requires licensing and certification with the Office of the State Fire Marshall (OSFM) and possession of all permits required to perform the work. A copy of the permit shall be provided to the Engineer prior to tank removal.

The qualified Contractor(s) or firm(s) shall also document it does not have any current or former ties with any of the properties contained within, adjoining, or potentially affecting the work.

The Engineer will require up to 30 calendar days for review of the RSPCP. The review may involve rejection or revision and resubmittal; in which case, an additional 30 days will be required for each subsequent review. Work shall not commence until the RSPCP has been approved by the Engineer. After approval, the RSPCP shall be revised as necessary to reflect changed conditions in the field.

CONSTRUCTION REQUIREMENTS

669.04 Contaminated Soil and/or Groundwater Monitoring. Prior to beginning excavation, the Contractor shall mark the limits of removal for approval by the Engineer. Once excavation begins, the work and work area involving regulated substances shall be monitored by qualified personnel. The qualified personnel shall be on-site continuously during excavation and loading of material containing regulated substances. The qualified personnel shall be equipped with either a photoionization detector (PID) (minimum 10.6eV lamp), or a flame ionization detector (FID), and other equipment, as appropriate, to monitor for potential contaminants associated with volatile organic compounds (VOCs) or semi-volatile organic compounds (SVOCs). The PID or FID meter shall be calibrated on-site and background level readings taken and recorded daily, and as field and weather conditions change. Any field screen reading on the PID or FID in excess of background levels indicates the potential presence of contaminated material requiring handling as a non-special waste, special waste, or hazardous waste. PID or FID readings may be used as the basis of increasing the limits of removal with the approval of the Engineer but shall in no case be used to decrease the limits.

The qualified personnel shall document field activities using form BDE 2732 (Regulated Substances Monitoring Daily Record) including the name(s) of personnel conducting the monitoring, weather conditions, PID or FID calibration records, a list of equipment used on-site, a narrative of activities completed, photo log sheets, manifests and landfill tickets, monitoring results, how regulated substances were managed and other pertinent information.

Samples will be collected in accordance with the RSPCP. Samples shall be analyzed for the contaminants of concern (COCs), including pH, based on the property's land use history, the encountered abnormality and/or the parameters listed in the maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Ill. Adm. Code 1100.605. The analytical results shall serve to document the level of contamination.

Samples shall be grab samples (not combined with other locations). The samples shall be taken with decontaminated or disposable instruments. The samples shall be placed in sealed containers and transported in an insulated container to the laboratory. The container shall maintain a temperature of 39 °F (4 °C). All samples shall be clearly labeled. The labels shall indicate the sample number, date sampled, collection location and depth, and any other relevant observations.

The laboratory shall use analytical methods which are able to meet the lowest appropriate practical quantitation limits (PQL) or estimated quantitation limit (EQL) specified in "Test Methods for Evaluating Solid Wastes, Physical/Chemical Methods", EPA Publication No. SW-846; "Methods for the Determination of Organic Compounds in Drinking Water", EPA, EMSL, EPA-600/4-88/039; and "Methods for the Determination of Organic Compounds in Drinking Water, Supplement III", EPA 600/R-95/131, August 1995. For parameters where the specified cleanup objective is below the acceptable detection limit (ADL), the ADL shall serve as the cleanup objective. For other parameters the ADL shall be equal to or below the specified cleanup objective.

669.05 Contaminated Soil and/or Groundwater Management and Disposal. The management and disposal of contaminated soil and/or groundwater shall be according to the following:

- (a) Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in uncontaminated soil established pursuant to Subpart F of 35 Illinois Administrative Code 1100.605, the soil shall be managed as follows:
 - (1) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but they are still considered within area background levels by the Engineer, the excavated soil can be utilized within the construction limits as fill, when suitable. If the soils cannot be utilized within the construction limits, they shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.
 - (2) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation (USFO) within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (3) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (4) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, the excavated soil can be utilized within the construction limits as fill, when suitable, or managed and disposed of off-site as "uncontaminated soil" at a CCDD facility or an USFO within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.

- (5) When the Engineer determines soil cannot be managed according to Articles 669.05(a)(1) through (a)(4) above, the soil shall be managed and disposed of off-site as a non-special waste, special waste, or hazardous waste as applicable.
- (b) Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC, the excavated soil can be utilized within the construction limits or managed and disposed off-site as “uncontaminated soil” according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO for any of the following reasons.
- (1) The pH of the soil is less than 6.25 or greater than 9.0.
 - (2) The soil exhibited PID or FID readings in excess of background levels.
- (c) Soil Analytical Results Exceed Most Stringent MAC but Do Not Exceed Tiered Approach to Corrective Action Objectives (TACO) Residential. When the soil analytical results indicate that detected levels exceed the most stringent MAC but do not exceed TACO Tier 1 Soil Remediation Objectives for Residential Properties pursuant to 35 IAC 742 Appendix B Table A, the excavated soil can be utilized within the right-of-way or managed and disposed off-site as “uncontaminated soil” according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO.
- (d) Groundwater. When groundwater analytical results indicate the detected levels are above Appendix B, Table E of 35 Illinois Administrative Code 742, the most stringent Tier 1 Groundwater Remediation Objectives for Groundwater Component of the Groundwater Ingestion Route for Class 1 groundwater, the groundwater shall be managed off-site as a special waste. The groundwater shall be containerized and trucked to an off-site treatment facility or may be discharged to a sanitary sewer or combined sewer when permitted by the local sewer authority. Groundwater discharged to a sewer shall be pre-treated to remove particulates and measured with a calibrated flow meter to comply with applicable discharge limits. A copy of the permit shall be provided to the Engineer prior to discharging groundwater to the sewer.

All groundwater encountered within trenches may be managed within the trench and allowed to infiltrate back into the ground. If the groundwater cannot be managed within the trench it must be removed as a special or hazardous waste. The Contractor is prohibited from managing groundwater within the trench by discharging it through any existing or new storm sewer. The Contractor shall install backfill plugs within the area of groundwater contamination.

One backfill plug shall be placed down gradient to the area of groundwater contamination. Backfill plugs shall be installed at intervals not to exceed 50 ft (15 m). Backfill plugs are to be 4 ft (1.2 m) long, measured parallel to the trench, full trench width and depth. Backfill plugs shall not have any fine aggregate bedding or backfill, but shall be entirely cohesive soil or any class of concrete. The Contractor shall provide test data that the material has a permeability of less than 10^{-7} cm/sec according to ASTM D 5084, Method A or per another test method approved by the Engineer.

The Contractor shall use due care when transferring contaminated material from the area of origin to the transporter. Should releases of contaminated material to the environment occur (i.e., spillage onto the ground, etc.), the Contractor shall clean-up spilled material and place in the appropriate storage containers as previously specified. Clean-up shall include, but not be limited to, sampling beneath the material staging area to determine complete removal of the spilled material.

The Contractor shall be responsible for transporting and disposing all material classified as a non-special waste, special waste, or hazardous waste from the job site to an appropriately permitted landfill facility. The transporter and the vehicles used for transportation shall comply with all federal, state, and local rules and regulations governing the transportation of non-special waste, special waste, or hazardous waste.

All equipment used by the Contractor to haul contaminated material to the landfill facility shall be lined with a 6 mil (150 micron) polyethylene liner and securely covered during transportation. The Contractor shall obtain all documentation including any permits and/or licenses required to transport the contaminated material to the disposal facility.

The Contractor shall provide engineered barriers, when required, and shall include materials sufficient to completely line excavation surfaces, including sloped surfaces, bottoms, and sidewall faces, within the areas designated for protection.

The Engineer shall coordinate with the Contractor on the completion of all documentation. The Contractor shall make all arrangements for collection and analysis of landfill acceptance testing. The Contractor shall coordinate for waste disposal approval with the disposal facility. After the Contractor completes these activities and upon receipt of authorization from the Engineer, the Contractor shall initiate the disposal process.

The Contractor shall provide the Engineer with all transport-related documentation within two days of transport or receipt of said document(s). The Engineer shall maintain the file for all such documentation. For management of special or hazardous waste, the Contractor shall provide the Engineer with documentation the Contractor (or subcontractor, if a subcontractor is used for transportation) is operating with a valid Illinois special waste transporter permit at least two weeks before transporting the first load of contaminated material.

The Contractor shall schedule and arrange the transport and disposal of each load of contaminated material produced. The Contractor shall make all transport and disposal arrangements so no contaminated material remains within the project area at the close of business each day. Exceptions to this specification require prior approval from the Engineer within 24 hours of close of business. The Contractor shall be responsible for all other pre-disposal/transport preparations necessary daily to accomplish management activities.

Any waste generated as a special or hazardous waste from a non-fixed facility shall be manifested off-site using the Department's county generator number. An authorized representative of the Department shall sign all manifests for the disposal of the contaminated material and confirm the Contractor's transported volume. Any waste generated as a non-special waste may be managed off-site without a manifest, a special waste transporter, or a generator number.

The Contractor shall select a landfill mandated by definition of the contaminant within the State of Illinois. The Department will review and approve or reject the facility proposed by the Contractor to use as a landfill. The Contractor shall verify whether the selected disposal facility is compliant with those applicable standards as mandated by definition of the contaminant and whether the disposal facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The Contractor shall be responsible for coordinating permits with the IEPA. The use of a Contractor selected landfill shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth.

669.06 Non-Special Waste Certification. An authorized representative of the Department shall sign and date all non-special waste certifications. The Contractor shall be responsible for providing the Engineer with the required information that will allow the Engineer to certify the waste is not a special waste.

(a) Definition. A waste is considered a non-special waste as long as it is not:

- (1) a potentially infectious medical waste;
- (2) a hazardous waste as defined in 35 IAC 721;
- (3) an industrial process waste or pollution control waste that contains liquids, as determined using the paint filter test set forth in subdivision (3)(A) of subsection (m) of 35 IAC 811.107;
- (4) a regulated asbestos-containing waste material, as defined under the National Emission Standards for Hazardous Air Pollutants in 40 CFR 61.141;
- (5) a material containing polychlorinated biphenyls (PCB's) regulated pursuant to 40 CFR Part 761;
- (6) a material subject to the waste analysis and recordkeeping requirements of 35 IAC 728.107 under land disposal restrictions of 35 IAC 728;
- (7) a waste material generated by processing recyclable metals by shredding and required to be managed as a special waste under Section 22.29 of the Environmental Protection Act; or
- (8) an empty portable device or container in which a special or hazardous waste has been stored, transported, treated, disposed of, or otherwise handled.

(b) Certification Information. All information used to determine the waste is not a special waste shall be attached to the certification. The information shall include but not be limited to:

- (1) the means by which the generator has determined the waste is not a hazardous waste;
- (2) the means by which the generator has determined the waste is not a liquid;

- (3) if the waste undergoes testing, the analytic results obtained from testing, signed and dated by the person responsible for completing the analysis;
- (4) if the waste does not undergo testing, an explanation as to why no testing is needed;
- (5) a description of the process generating the waste; and
- (6) relevant material safety data sheets.

669.07 Temporary Staging. The Contractor shall excavate and dispose of all waste material as mandated by the contaminants without temporary staging. If circumstances require temporary staging, he/she shall request in writing, approval from the Engineer.

When approved, the Contractor shall prepare a secure location within the project area capable of housing containerized waste materials. The Contractor shall contain all waste material in leak-proof storage containers such as lined roll-off boxes or 55 gal (208 L) drums, or stored in bulk fashion on storage pads. The design and construction of such storage pad(s) for bulk materials shall be subject to approval by the Engineer. The Contractor shall place the staged storage containers on an all-weather gravel-packed, asphalt, or concrete surface. The Contractor shall maintain a clearance both above and beside the storage units to provide maneuverability during loading and unloading. The Contractor shall provide any assistance or equipment requested by the Engineer for authorized personnel to inspect and/or sample contents of each storage container. All containers and their contents shall remain intact and undisturbed by unauthorized persons until the manner of disposal is determined. The Contractor shall keep the storage containers covered, except when access is requested by authorized personnel of the Department. The Engineer shall authorize any additional material added to the contents of any storage container before being filled.

The Contractor shall ensure the staging area is enclosed (by a fence or other structure) to ensure direct access to the area is restricted, and he/she shall procure and place all required regulatory identification signs applicable to an area containing the waste material. The Contractor shall be responsible for all activities associated with the storage containers including, but not limited to, the procurement, transport, and labeling of the containers. The Contractor shall clearly mark all containers in permanent marker or paint with the date of waste generation, location and/or area of waste generation, and type of waste (e.g., decontamination water, contaminated clothing, etc.). The Contractor shall place these identifying markings on an exterior side surface of the container. The Contractor shall separately containerize each contaminated medium, i.e. contaminated clothing is placed in a separate container from decontamination water. Containers used to store liquids shall not be filled in excess of 80 percent of the rated capacity. The Contractor shall not use a storage container if visual inspection of the container reveals the presence of free liquids or other substances that could classify the material as a hazardous waste in the container.

The Department will not be responsible for any additional costs incurred, if mismanagement of the staging area, storage containers, or their contents by the Contractor results in excess cost expenditure for disposal or other material management requirements.

669.08 Underground Storage Tank Removal. For the purposes of this section, an underground storage tank (UST) includes the underground storage tank, piping, electrical controls, pump island, vent pipes and appurtenances.

Prior to removing an UST, the Engineer shall determine whether the Department is considered an "owner" or "operator" of the UST as defined by the UST regulations (41 Ill. Adm. Code Part 176). Ownership of the UST refers to the Department's owning title to the UST during storage, use or dispensing of regulated substances. The Department may be considered an "operator" of the UST if it has control of, or has responsibility for, the daily operation of the UST. The Department may however voluntarily undertake actions to remove an UST from the ground without being deemed an "operator" of the UST.

In the event the Department is deemed not to be the "owner" or "operator" of the UST, the OSFM removal permit shall reflect who was the past "owner" or "operator" of the UST. If the "owner" or "operator" cannot be determined from past UST registration documents from OSFM, then the OSFM removal permit will state the "owner" or "operator" of the UST is the Department. The Department's Office of Chief Counsel (OCC) will review all UST removal permits prior to submitting any removal permit to the OSFM. If the Department is not the "owner" or "operator" of the UST then it will not register the UST or pay any registration fee.

The Contractor shall be responsible for obtaining all permits required for removing the UST, notification to the OSFM, using an OSFM certified tank contractor, removal and disposal of the UST and its contents, and preparation and submittal of the OSFM Site Assessment Report in accordance with 41 Ill. Adm. Code Part 176.330.

The Contractor shall contact the Engineer and the OSFM's office at least 72 hours prior to removal to confirm the OSFM inspector's presence during the UST removal. Removal, transport, and disposal of the UST shall be according to the applicable portions of the latest revision of the "American Petroleum Institute (API) Recommended Practice 1604".

The Contractor shall collect and analyze tank content (sludge) for disposal purposes. The Contractor shall remove as much of the regulated substance from the UST system as necessary to prevent further release into the environment. All contents within the tank shall be removed, transported and disposed of, or recycled. The tank shall be removed and rendered empty according to IEPA definition.

The Contractor shall collect soil samples from the bottom and sidewalls of the excavated area in accordance with 35 Ill. Adm. Code Part 734.210(h) after the required backfill has been removed during the initial response action, to determine the level of contamination remaining in the ground, regardless if a release is confirmed or not by the OSFM on-site inspector.

In the event the UST is designated a leaking underground storage tank (LUST) by the OSFM's inspector, or confirmation by analytical results, the Contractor shall notify the Engineer and the DESU. Upon confirmation of a release of contaminants from the UST and notifications to the Engineer and DESU, the Contractor shall report the release to the Illinois Emergency Management Agency (IEMA) (e.g., by telephone or electronic mail) and provide them with whatever information is available ("owner" or "operator" shall be stated as the past registered "owner" or "operator", or the IDOT District in which the UST is located and the DESU Manager);

The Contractor shall perform the following initial response actions if a release is indicated by the OSFM inspector:

- (a) Take immediate action to prevent any further release of the regulated substance to the environment, which may include removing, at the Engineer's discretion, and disposing of up to 4 ft (1.2 m) of the contaminated material, as measured from the outside dimension of the tank
- (b) Identify and mitigate fire, explosion and vapor hazards;
- (c) Visually inspect any above ground releases or exposed below ground releases and prevent further migration of the released substance into surrounding soils and groundwater; and
- (d) Continue to monitor and mitigate any additional fire and safety hazards posed by vapors and free product that have migrated from the UST excavation zone and entered into subsurface structures (such as sewers or basements).

The UST excavation shall be backfilled according to applicable portions of Sections 205, 208, and 550 with a material that will compact and develop stability. The material shall be approved prior to placement. All uncontaminated concrete and soil removed during tank extraction may be used to backfill the excavation, at the discretion of the Engineer.

After backfilling the excavation, the site shall be graded and cleaned.

669.09 Regulated Substance Final Construction Report. Not later than 90 days after completing this work, the Contractor shall submit a Regulated Substance Final Construction Report (RSFCR) to the Engineer using form BDE 2733 and required attachments. The form shall be signed by an Illinois licensed Professional Engineer or Professional Geologist.

669.10 Method of Measurement. Non-special waste, special waste, and hazardous waste soil will be measured for payment according to Article 202.07(b) when performing earth excavation, Article 502.12(b) when excavating for structures, or by computing the volume of the trench using the maximum trench width permitted and the actual depth of the trench.

Groundwater containerized and transported off-site for management, storage, and disposal will be measured for payment in gallons (liters).

Backfill plugs will be measured in cubic yards (cubic meters) in place, except the quantity for which payment will be made shall not exceed the volume of the trench, as computed by using the maximum width of trench permitted by the Specifications and the actual depth of the trench, with a deduction for the volume of the pipe.

Engineered Barriers will be measured for payment in square yards (square meters).

669.11 Basis of Payment. The work of preparing, submitting and administering a Regulated Substances Pre-Construction Plan will be paid for at the contract lump sum price for REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN.

On-site monitoring of regulated substances, including completion of form BDE 2732 for each day of work, will be paid for at the contract unit price per calendar day, or fraction thereof, for ON-SITE MONITORING OF REGULATED SUBSTANCES.

The installation of engineered barriers will be paid for at the contract unit price per square yard (square meter) for ENGINEERED BARRIER.

The work of removing a UST, soil excavation, soil and content sampling, and the excavated soil, UST content, and UST disposal will be paid for at the contract unit price per each for UNDERGROUND STORAGE TANK REMOVAL.

The transportation and disposal of soil and other materials from an excavation determined to be contaminated will be paid for at the contract unit price per cubic yard (cubic meter) for NON-SPECIAL WASTE DISPOSAL, SPECIAL WASTE DISPOSAL, or HAZARDOUS WASTE DISPOSAL.

The transportation and disposal of groundwater from an excavation determined to be contaminated will be paid for at the contract unit price per gallon (liter) for SPECIAL WASTE GROUNDWATER DISPOSAL or HAZARDOUS WASTE GROUNDWATER DISPOSAL. When groundwater is discharged to a sanitary or combined sewer by permit, the cost will be paid for according to Article 109.05.

Backfill plugs will be paid for at the contract unit price per cubic yard (cubic meter) for BACKFILL PLUGS.

Payment for temporary staging, if required, will be paid for according to Article 109.04.

Payment for accumulated stormwater removal and disposal will be according to Article 109.04. Payment will only be allowed if appropriate stormwater and erosion control methods were used.

Payment for decontamination, labor, material, and equipment for monitoring areas beyond the specified areas, with the Engineer's prior written approval, will be according to Article 109.04.

The sampling and testing associated with this work will be paid for as follows.

- (a) BETX Soil/Groundwater Analysis. When the contaminants of concern are gasoline only, soil or groundwater samples shall be analyzed for benzene, ethylbenzene, toluene, and xylenes (BETX). The analysis will be paid for at the contract unit price per each for BETX SOIL ANALYSIS and/or BETX GROUNDWATER ANALYSIS using EPA Method 8021B.
- (b) BETX-PNAS Soil/Groundwater Analysis. When the contaminants of concern are middle distillate and heavy ends, soil or groundwater samples shall be analyzed for BETX and polynuclear aromatics (PNAS). The analysis will be paid for at the contract unit price per each for BETX-PNAS SOIL ANALYSIS and/or BETX-PNAS GROUNDWATER ANALYSIS using EPA Method 8021B for BETX and EPA Method 8310 for PNAs.

- (c) Priority Pollutants Soil Analysis. When the contaminants of concern are used oils, soil samples shall be analyzed for priority pollutant VOCs, priority pollutants SVOCs, and priority pollutants metals. The analysis will be paid for at the contract unit price per each for PRIORITY POLLUTANTS SOIL ANALYSIS using EPA Method 8260B for VOCs, EPA Method 8270C for SVOCs, and using an ICP instrument and EPA Methods 6010B and 7471A for metals.
- (d) Priority Pollutant Groundwater Analysis. When the contaminants of concern are used oils, non-petroleum material, or unknowns, groundwater samples shall be analyzed for priority pollutant VOCs, priority pollutants SVOCs, and priority pollutants metals. The analysis will be paid for at the contract unit price per each for PRIORITY POLLUTANTS GROUNDWATER ANALYSIS using EPA Method 8260B for VOCs, EPA Method 8270C for SVOCs, and EPA Methods 6010B and 7470A for metals.
- (e) Target Compound List (TCL) Soil Analysis. When the contaminants of concern are unknowns or non-petroleum material, soil samples shall be analyzed for priority pollutant VOCs, priority pollutants SVOCs, priority pollutants metals, pesticides, and Resource Conservation and Recovery Act (RCRA) metals by the toxicity characteristic leaching procedure (TCLP). The analysis will be paid for at the contract unit price per each for TCL SOIL ANALYSIS using EPA Method 8260B for VOCs, EPA Method 8270C for SVOCs, EPA Method 8081 for pesticides, and ICP instrument and EPA Methods 6010B, 7471A, 1311 (extraction), 6010B, and 7470A for metals.
- (f) Soil Disposal Analysis. When the waste material for disposal requires sampling for disposal acceptance, the samples shall be analyzed for TCLP VOCs, SVOCs, RCRA metals, pH, ignitability, and paint filter test. The analysis will be paid for at the contract unit price per each for SOIL DISPOSAL ANALYSIS using EPA Methods 1311 (extraction), 8260B for VOCs, 8270C for SVOCs, 6010B and 7470A for RCRA metals, 9045C for pH, 1030 for ignitability, and 9095A for paint filter.

The work of preparing, submitting and administering a Regulated Substances Final Construction Report will be paid for at the contract lump sum price REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT.”

SPEED DISPLAY TRAILER (BDE)

Effective: April 2, 2014

Revised: January 1, 2017

Revise the third paragraph of Article 701.11 of the Standard Specifications to read:

“When not being utilized to inform and direct traffic, sign trailers, speed display trailers, arrow boards, and portable changeable message boards shall be treated as nonoperating equipment.”

Add the following to Article 701.15 of the Standard Specifications:

“(m)Speed Display Trailer. A speed display trailer is used to enhance safety of the traveling public and workers in work zones by alerting drivers of their speed, thus deterring them from driving above the posted work zone speed limit.”

Add the following to Article 701.20 of the Standard Specifications:

“(k) When speed display trailers are shown on the Standard, this work will not be paid for separately but shall be considered as included in the cost of the Standard.

For all other speed display trailers, this work will be paid for at the contract unit price per calendar month or fraction thereof for each trailer as SPEED DISPLAY TRAILER.”

Add the following to Article 1106.02 of the Standard Specifications:

“(o) Speed Display Trailer. The speed display trailer shall consist of a LED speed indicator display with self-contained, one-direction radar mounted on an orange see-through trailer. The height of the display and radar shall be such that it will function and be visible when located behind concrete barrier.

The speed measurement shall be by radar and provide a minimum detection distance of 1000 ft (300 m). The radar shall have an accuracy of ± 1 mile per hour.

The speed indicator display shall face approaching traffic and shall have a sign legend of “YOUR SPEED” immediately above or below the speed display. The sign letters shall be between 5 and 8 in. (125 and 200 mm) in height. The digital speed display shall show two digits (00 to 99) in mph. The color of the changeable message legend shall be a yellow legend on a black background. The minimum height of the numerals shall be 18 in. (450 mm), and the nominal legibility distance shall be at least 750 ft (250 m).

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the work zone posted speed limit is exceeded. The speed indicator shall have a maximum speed cutoff. On roadway facilities with a normal posted speed limit greater than or equal to 45 mph, the detected speeds of vehicles traveling more than 25 mph over the work zone speed limit shall not be displayed. On facilities with normal posted speed limit of less than 45 mph, the detected speeds of vehicles traveling more than 15 mph over the work zone speeds limit shall not be displayed. On any roadway facility if detected speeds are less than 25 mph, they shall not be displayed. The display shall include automatic dimming for nighttime operation.

The speed indicator measurement and display functions shall be equipped with the power supply capable of providing 24 hours of uninterrupted service.”

STEEL COST ADJUSTMENT (BDE)

Effective: April 2, 2004

Revised: August 1, 2017

Description. Steel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in steel prices when optioned by the Contractor. The bidder shall indicate with their bid whether or not this special provision will be part of the contract. Failure to indicate “Yes” for any item of work will make that item of steel exempt from steel cost adjustment.

Types of Steel Products. An adjustment will be made for fluctuations in the cost of steel used in the manufacture of the following items:

Metal Piling (excluding temporary sheet piling)
Structural Steel
Reinforcing Steel

Other steel materials such as dowel bars, tie bars, mesh reinforcement, guardrail, steel traffic signal and light poles, towers and mast arms, metal railings (excluding wire fence), and frames and grates will be subject to a steel cost adjustment when the pay items they are used in have a contract value of \$10,000 or greater.

The adjustments shall apply to the above items when they are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply when the item is added as extra work and paid for at a lump sum price or by force account.

Documentation. Sufficient documentation shall be furnished to the Engineer to verify the following:

- (a) The dates and quantity of steel, in lb (kg), shipped from the mill to the fabricator.
- (b) The quantity of steel, in lb (kg), incorporated into the various items of work covered by this special provision. The Department reserves the right to verify submitted quantities.

Method of Adjustment. Steel cost adjustments will be computed as follows:

$$SCA = Q \times D$$

Where: SCA = steel cost adjustment, in dollars
Q = quantity of steel incorporated into the work, in lb (kg)
D = price factor, in dollars per lb (kg)

$$D = MPI_M - MPI_L$$

Where: MPI_M = The Materials Cost Index for steel as published by the Engineering News-Record for the month the steel is shipped from the mill. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

MPI_L = The Materials Cost Index for steel as published by the Engineering News-Record for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price,. The indices will be converted from dollars per 100 lb to dollars per lb (kg).

The unit weights (masses) of steel that will be used to calculate the steel cost adjustment for the various items are shown in the attached table.

No steel cost adjustment will be made for any products manufactured from steel having a mill shipping date prior to the letting date.

If the Contractor fails to provide the required documentation, the method of adjustment will be calculated as described above; however, the MPI_M will be based on the date the steel arrives at the job site. In this case, an adjustment will only be made when there is a decrease in steel costs.

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

$$\text{Percent Difference} = \{(MPI_L - MPI_M) \div MPI_L\} \times 100$$

Steel cost adjustments will be calculated by the Engineer and will be paid or deducted when all other contract requirements for the items of work are satisfied. Adjustments will only be made for fluctuations in the cost of the steel as described herein. No adjustment will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

Attachment

Item	Unit Mass (Weight)
Metal Piling (excluding temporary sheet piling)	
Furnishing Metal Pile Shells 12 in. (305 mm), 0.179 in. (3.80 mm) wall thickness)	23 lb/ft (34 kg/m)
Furnishing Metal Pile Shells 12 in. (305 mm), 0.250 in. (6.35 mm) wall thickness)	32 lb/ft (48 kg/m)
Furnishing Metal Pile Shells 14 in. (356 mm), 0.250 in. (6.35 mm) wall thickness)	37 lb/ft (55 kg/m)
Other piling	See plans
Structural Steel	See plans for weights (masses)
Reinforcing Steel	See plans for weights (masses)
Dowel Bars and Tie Bars	6 lb (3 kg) each
Mesh Reinforcement	63 lb/100 sq ft (310 kg/sq m)
Guardrail	
Steel Plate Beam Guardrail, Type A w/steel posts	20 lb/ft (30 kg/m)
Steel Plate Beam Guardrail, Type B w/steel posts	30 lb/ft (45 kg/m)
Steel Plate Beam Guardrail, Types A and B w/wood posts	8 lb/ft (12 kg/m)
Steel Plate Beam Guardrail, Type 2	305 lb (140 kg) each
Steel Plate Beam Guardrail, Type 6	1260 lb (570 kg) each
Traffic Barrier Terminal, Type 1 Special (Tangent)	730 lb (330 kg) each
Traffic Barrier Terminal, Type 1 Special (Flared)	410 lb (185 kg) each
Steel Traffic Signal and Light Poles, Towers and Mast Arms	
Traffic Signal Post	11 lb/ft (16 kg/m)
Light Pole, Tenon Mount and Twin Mount, 30 - 40 ft (9 – 12 m)	14 lb/ft (21 kg/m)
Light Pole, Tenon Mount and Twin Mount, 45 - 55 ft (13.5 – 16.5 m)	21 lb/ft (31 kg/m)
Light Pole w/Mast Arm, 30 - 50 ft (9 – 15.2 m)	13 lb/ft (19 kg/m)
Light Pole w/Mast Arm, 55 - 60 ft (16.5 – 18 m)	19 lb/ft (28 kg/m)
Light Tower w/Luminaire Mount, 80 - 110 ft (24 – 33.5 m)	31 lb/ft (46 kg/m)
Light Tower w/Luminaire Mount, 120 - 140 ft (36.5 – 42.5 m)	65 lb/ft (97 kg/m)
Light Tower w/Luminaire Mount, 150 - 160 ft (45.5 – 48.5 m)	80 lb/ft (119 kg/m)
Metal Railings (excluding wire fence)	
Steel Railing, Type SM	64 lb/ft (95 kg/m)
Steel Railing, Type S-1	39 lb/ft (58 kg/m)
Steel Railing, Type T-1	53 lb/ft (79 kg/m)
Steel Bridge Rail	52 lb/ft (77 kg/m)
Frames and Grates	
Frame	250 lb (115 kg)
Lids and Grates	150 lb (70 kg)

STEEL PLATE BEAM GUARDRAIL MANUFACTURING (BDE)

Effective: January 1, 2019

Revise the first three paragraphs of Article 1006.25 of the Standard Specifications to read:

“**1006.25 Steel Plate Beam Guardrail.** Steel plate beam guardrail, including bolts, nuts, and washers, shall be according to AASHTO M 180. The guardrail shall be Class A, with a Type II galvanized coating.

Steel plates for mounting guardrail on existing culverts shall be according to AASHTO M 270 Grade 36 (M 270M Grade 250) and zinc coated according to AASHTO M 111.

The Department will accept guardrail based on the “Brand Registration and Guarantee” requirements of AASHTO M 180 and the manufacturer shall be listed as compliant through the NTPEP Program. The Department will maintain a qualified product list.”

SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)

Effective: April 2, 2018

Add the following to Section 109 of the Standard Specifications.

“109.14 Subcontractor and Disadvantaged Business Enterprise Payment Reporting.
The Contractor shall report all payments made to the following parties:

- (a) first tier subcontractors;
- (b) lower tier subcontractors affecting disadvantaged business enterprise (DBE) goal credit;
- (c) material suppliers or trucking firms that are part of the Contractor’s submitted DBE utilization plan.

The report shall be made through the Department’s on-line subcontractor payment reporting system within 21 days of making the payment.”

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017

Revised: April 1, 2019

Replace the second paragraph of Article 109.12 of the Standard Specifications with the following:

“This mobilization payment shall be made at least seven days prior to the subcontractor starting work. The amount paid shall be at the following percentage of the amount of the subcontract reported on form BC 260A submitted for the approval of the subcontractor’s work.

Value of Subcontract Reported on Form BC 260A	Mobilization Percentage
Less than \$10,000	25%
\$10,000 to less than \$20,000	20%
\$20,000 to less than \$40,000	18%
\$40,000 to less than \$60,000	16%
\$60,000 to less than \$80,000	14%
\$80,000 to less than \$100,000	12%
\$100,000 to less than \$250,000	10%
\$250,000 to less than \$500,000	9%
\$500,000 to \$750,000	8%
Over \$750,000	7%”

TRAFFIC CONTROL DEVICES - CONES (BDE)

Effective: January 1, 2019

Revise Article 701.15(a) of the Standard Specifications to read:

“(a) Cones. Cones are used to channelize traffic. Cones used to channelize traffic at night shall be reflectorized; however, cones shall not be used in nighttime lane closure tapers or nighttime lane shifts.”

Revise Article 1106.02(b) of the Standard Specifications to read:

“(b) Cones. Cones shall be predominantly orange. Cones used at night that are 28 to 36 in. (700 to 900 mm) in height shall have two white circumferential stripes. If non-reflective spaces are left between the stripes, the spaces shall be no more than 2 in. (50mm) in width. Cones used at night that are taller than 36 in. (900 mm) shall have a minimum of two white and two fluorescent orange alternating, circumferential stripes with the top stripe being fluorescent orange. If non-reflective spaces are left between the stripes, the spaces shall be no more than 3 in. (75 mm) in width.

The minimum weights for the various cone heights shall be 4 lb for 18 in. (2 kg for 450 mm), 7 lb for 28 in. (3 kg for 700 mm), and 10 lb for 36 in. (5 kg for 900 mm) with a minimum of 60 percent of the total weight in the base. Cones taller than 36 in. shall be weighted per the manufacturer’s specifications such that they are not moved by wind or passing traffic.”

TRAFFIC SPOTTERS (BDE)

Effective: January 1, 2019

Revise Article 701.13 of the Standard Specifications to read:

“**701.13 Flaggers and Spotters.** Flaggers shall be certified by an agency approved by the Department. While on the job site, each flagger shall have in his/her possession a current driver’s license and a current flagger certification I.D. card. For non-drivers, the Illinois Identification Card issued by the Secretary of State will meet the requirement for a current driver’s license. This certification requirement may be waived by the Engineer for emergency situations that arise due to actions beyond the Contractor’s control where flagging is needed to maintain safe traffic control on a temporary basis. Spotters are defined as certified flaggers that provide support to workers by monitoring traffic.

Flaggers and spotters shall be stationed to the satisfaction of the Engineer and be equipped with a fluorescent orange, fluorescent yellow/green, or a combination of fluorescent orange and fluorescent yellow/green vest meeting the requirements of ANSI/ISEA 107-2004 or ANSI/ISEA 107-2010 for Conspicuity Class 2 garments. Flaggers shall be equipped with a stop/slow traffic control sign. Spotters shall be equipped with a loud warning device. The warning sound shall be identifiable by workers so they can take evasive action when necessary. Other types of garments may be substituted for the vest as long as the garments have a manufacturer’s tag identifying them as meeting the ANSI Class 2 requirement. The longitudinal placement of the flagger may be increased up to 100 ft (30 m) from that shown on the plans to improve the visibility of the flagger. Flaggers shall not encroach on the open lane of traffic unless traffic has been stopped. Spotters shall not encroach on the open lane of traffic, nor interact with or control the flow of traffic.

For nighttime flagging, flaggers shall be illuminated by an overhead light source providing a minimum vertical illuminance of 10 fc (108 lux) measured 1 ft (300 mm) out from the flagger's chest. The bottom of any luminaire shall be a minimum of 10 ft (3 m) above the pavement. Luminaire(s) shall be shielded to minimize glare to approaching traffic and trespass light to adjoining properties. Nighttime flaggers shall be equipped with fluorescent orange or fluorescent orange and fluorescent yellow/green apparel meeting the requirements of ANSI/ISEA 107-2004 or ANSI/ISEA 107-2010 for Conspicuity Class 3 garments.

Flaggers and spotters shall be provided per the traffic control plan and as follows.

- (a) Two-Lane Highways. Two flaggers will be required for each separate operation where two-way traffic is maintained over one lane of pavement. Work operations controlled by flaggers shall be no more than 1 mile (1600 m) in length. Flaggers shall be in sight of each other or in direct communication at all times. Direct communication shall be obtained by using portable two-way radios or walkie-talkies.

The Engineer will determine when a side road or entrance shall be closed to traffic. A flagger will be required at each side road or entrance remaining open to traffic within the operation where two-way traffic is maintained on one lane of pavement. The flagger shall be positioned as shown on the plans or as directed by the Engineer.

- (b) Multi-Lane Highways. At all times where traffic is restricted to less than the normal number of lanes on a multilane pavement with a posted speed limit greater than 40 mph and the workers are present, but not separated from the traffic by physical barriers, a flagger or spotter shall be furnished as shown on the plans. Flaggers shall warn and direct traffic. Spotters shall monitor traffic conditions and warn workers of errant approaching vehicles or other hazardous conditions as they occur. One flagger will be required for each separate activity of an operation that requires frequent encroachment in a lane open to traffic. One spotter will be required for each separate activity with workers near the edge of the open lane or with their backs facing traffic.

Flaggers will not be required when no work is being performed, unless there is a lane closure on two-lane, two-way pavement.”

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012

Revised: April 2, 2015

The Contractor shall submit a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used for DBE goal credit.

The report shall be submitted to the Engineer on Department form “SBE 723” within ten business days following the reporting period. The reporting period shall be Monday through Sunday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

REVISIONS TO THE ILLINOIS PREVAILING WAGE RATES

The Prevailing rates of wages are included in the Contract proposals which are subject to Check Sheet #5 of the Supplemental Specifications and Recurring Special Provisions. The rates have been ascertained and certified by the Illinois Department of Labor for the locality in which the work is to be performed and for each craft or type of work or mechanic needed to execute the work of the Contract. As required by Prevailing Wage Act (820 ILCS 130/0.01, et seq.) and Check Sheet #5 of the Contract, not less than the rates of wages ascertained by the Illinois Department of Labor and as revised during the performance of a Contract shall be paid to all laborers, workers and mechanics performing work under the Contract. Post the scale of wages in a prominent and easily accessible place at the site of work.

If the Illinois Department of Labor revises the prevailing rates of wages to be paid as listed in the specification of rates, the contractor shall post the revised rates of wages and shall pay not less than the revised rates of wages. Current wage rate information shall be obtained by visiting the Illinois Department of Labor web site at <http://www.state.il.us/agency/idol/> or by calling 312-793-2814. It is the responsibility of the contractor to review the rates applicable to the work of the contract at regular intervals in order to insure the timely payment of current rates. Provision of this information to the contractor by means of the Illinois Department of Labor web site satisfies the notification of revisions by the Department to the contractor pursuant to the Act, and the contractor agrees that no additional notice is required. The contractor shall notify each of its subcontractors of the revised rates of wages.