

# 44

January 18, 2019 Letting

## Notice to Bidders, Specifications and Proposal



**Contract No. 62H67  
Various Counties  
Section 2018-135-I  
Various Routes  
District 1 Construction Funds**

Prepared by	S
Checked by	

(Printed by authority of the State of Illinois)



## NOTICE TO BIDDERS

- 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. January 18, 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. 62H67  
Various Counties  
Section 2018-135-I  
Various Routes  
District 1 Construction Funds**

**Cleaning (sweeping) various expressway and arterial highways throughout District 1.**

- 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

Randall S. Blankenhorn,  
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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## STATE OF ILLINOIS

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### 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 2018-135-I, Various Counties, Contract No. 62H67 and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

Various Routes  
Section 2018-135-I  
Various Counties  
Contract No. 62H67

### LOCATION OF PROJECT

This work is located on various State maintained expressway and arterial routes located within the counties of Cook, DuPage, Kane, Lake, McHenry and Will.

### DESCRIPTION OF PROJECT

The work to be completed under this contract is divided into four (4) categories:

- I. EXPRESSWAY CLEANING – April 1<sup>st</sup>, 2019 to November 20, 2019
- II. ARTERIAL CLEANING - April 1<sup>st</sup>, 2019 to November 20, 2019
- III. SUPPLEMENTAL SWEEPING – January 1, 2019 to December 31, 2019
- IV. SIGN CLEANING - January 1, 2019 to December 31, 2019

The work to be done under Expressway Cleaning, Arterial Cleaning, Supplemental Sweeping and Sign Cleaning shall consist of the pickup, removal and satisfactory disposal of all sand, stones, debris, deceased animal carcasses, refuse and any other rubbish which has accumulated on the highway areas hereinafter described as the areas to be cleaned. After each cleaning cycle all areas must present an appearance which is completely satisfactory to the Engineer. Adequate equipment and hand labor is to be provided to accomplish the work to the satisfaction of the Engineer.

Specific provisions for the four (4) categories of work will be described in subsequent pages of these Special Provisions.

## **TERM OF CONTRACT**

The term of this contract shall be from January 1, 2019 to December 31, 2019.

## **PROSECUTION OF THE WORK**

The Engineer will issue a work order to the Contractor prior to the Contractor proceeding with any work on this Contract. Terms of Contract are specified in these Special Provisions.

The contractor shall understand before bidding that the plan schedule of starting and completion dates may be revised due to the Department's operational needs. There is no guaranteed minimum or maximum of any Pay Item Work.

## **INTERPRETATION OF QUANTITIES**

The quantities shown in the Summary of Quantities are approximate to perform the cleaning work that may occur during the Term of Contract.

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.

## **WORKING DAYS**

A working day shall be defined as any calendar day between April 2 and November 20 inclusive, except Saturdays, Sundays or legal holidays observed by the Contractor's entire work force in Illinois.

## **CONTRACT COMPLETION DATE**

The Contractor shall schedule his/her operations in order to complete all work and open all roadways to traffic on or before December 31, 2019.

The Provisions of Article 108.09 of the Standard Specification shall apply to the contract completion date.



**GUARANTEED WORKING DAYS FOR FIRST FULL EXPRESSWAY CLEANING CYCLE**

The Contractor shall schedule his/her operations in order to complete the First Full Expressway Cleaning Cycle and open all roadways to traffic on or within twenty-five (25) guaranteed working days.

**GUARANTEED WORKING DAYS FOR FIRST FULL ARTERIAL CLEANING CYCLE**

The Contractor shall schedule his/her operations in order to complete the First Full Arterial Cleaning Cycle and open all roadways to traffic on or within twenty-five (25) guaranteed working days.

**FAILURE TO COMPLETE FIRST FULL EXPRESSWAY CLEANING CYCLE**

Time is of the essence to the completion of the First Full Expressway Cleaning Cycle. Should the Contractor fail to complete the First Full Expressway Cleaning Cycle within the working days stipulated in the contract, the Contractor shall be liable and shall pay to the Department the amount of \$10,000, not as a penalty but as liquidated damages, for each day of overrun in the cleaning cycle time or such extended time as may have been allowed. The liquidated damage amount specified will accrue and be assessed until final completion of the First Full Expressway Cleaning Cycle.

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

When the time limit is specified as working days, the daily charge shall be made for each additional working day, computed as specified in Article 108.04 of the Standard Specifications and as defined in these Special Provisions.

A calendar day is every day and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

**FAILURE TO COMPLETE FIRST FULL ARTERIAL CLEANING CYCLE ON TIME**

Time is of the essence to the completion of the First Full Arterial Cleaning Cycle. Should the Contractor fail to complete the First Full Arterial Cleaning Cycle within the working days stipulated in the contract, the Contractor shall be liable and shall pay to the Department the amount of \$10,000, not as a penalty but as liquidated damages, for each day of overrun in the cleaning cycle time or such extended time as may have been allowed. The liquidated damage amount specified will accrue and be assessed until final completion of the First Full Arterial Cleaning Cycle.

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

When the time limit is specified as working days, the daily charge shall be made for each additional working day, computed as specified in Article 108.04 of the Standard Specifications and as defined in these Special Provisions.

A calendar day is every day and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

## **GENERAL REQUIREMENTS**

1. WORK AUTHORIZATION AND APPROVAL: The Engineer will verbally instruct the contractor on the type and the location of work to be performed (Expressway Cleaning, Arterial Cleaning, Supplemental Sweeping, and Sign Cleaning). The Contractor shall contact the Engineer by telephone no later than 6:30 AM each workday (excluding Saturdays, Sundays, and holidays observed by the Illinois Department of Transportation), to coordinate and obtain approval for daily work. The Contractor shall not revise the sequence of daily planned work without the Engineer's approval.

**No Daily Contractor Work Requests / Scheduling shall be authorized or approved to start when it is determined by the Engineer that weather conditions will be unfavorable. Approval of all Daily Contractor Work Schedule Requests shall be solely determined by the Engineer and or Project Supervisor.**

The Contractor shall contact the Engineer by telephone on a weekday (Monday through Friday excluding holidays observed by the Illinois Department of Transportation) at least 48 hours in advance of work on Saturdays, Sundays or holidays (including holidays observed by the Illinois Department of Transportation). Verbal work authorization instructions will be followed by written confirmation.

Because sweeping operations need water to work effectively, sweeping will **NOT** be allowed when temperatures or wind chill factors are forecasted by the departments certified consulting meteorologists to be and or drop below freezing. **TEMPERATURE MUST BE ABOVE THIRTY TWO (32) DEGREES FARENHEIT.** All shoulders and curb lines must be free of any existing snow and or ice. Dry sweeping shall be allowed only if it is considered an emergency, immediate hazard, or any work as designated by the Department that requires first priority corrective action.

The Contractor shall repeat work that is not satisfactory. If after inspection the Engineer determines the work is to be repeated, the Engineer will verbally instruct the Contractor on the type and the location of the work to be repeated by the later of the following: 11:30 AM of the 3<sup>rd</sup> day (excluding Saturdays, Sundays, and holidays observed by the Illinois Department of Transportation) following the day the work was performed or 55 hours after receipt of the completed Report of Contractor's Daily Work.

After satisfactory completion of the work, the Contractor will be furnished a written document of acceptance. Written authorization and/or acceptance of work will be made on forms established for this purpose. Samples of these forms are part of these Special Provisions.

If a section of roadway scheduled to be cleaned cannot be completed due to unforeseen highway operational reasons; including, but not limited to, areas of roadway under construction during the period of the contract and emergency conditions resulting in closures or restrictions for safety purposes, that portion(s) of a cleaning cycle shall be deleted from the contract. The section of roadway deleted may be returned to the contract, at the direction of the Engineer, when highway operational reasons no longer require the section of roadway to be deleted. When a section of roadway is returned to the contract the work will be paid at the same percentage of the cycle that was deleted and no additional compensation will be allowed. The Contractor shall indicate all sections of roadway deleted from the cleaning cycle, including mileage and the reason for deletion, on the Report of Contractor's Daily Work.

## 2. PERFORMANCE OF WORK:

- A. Work Direction: Cleaning equipment and workers will move in the same direction as traffic.
- B. Damage to State Property: The Contractor must perform the work in a manner that will not disturb or damage State Property. Curbs, guardrails, fences, railings, light poles, delineators, semi-permanent cones and barricades, signs and the like must not be damaged or disturbed. If State property is damaged or disturbed, the cost of repairs or replacement will be borne by the Contractor.
- C. Inconvenience: The Contractor will prosecute the work in a manner that will minimize the inconvenience to the motoring public. The Contractor shall create neither air pollution with dust nor hazardous conditions with water on the pavement.
- D. Traffic Obstruction: Should the operations of the Contractor be performed in a manner that causes traffic to congest to a degree which is unsatisfactory to the Engineer, the Contractor will, at the discretion of the Engineer, cease work until the Engineer decides work can resume without undue traffic congestion.
- E. Disposal of Waste: Removal and disposal of all waste and deceased animal carcasses collected during the prosecution of this work will be the responsibility of the Contractor and will be disposed of by the Contractor at his expense. All applicable laws and ordinances related to the hauling, handling and disposition of such material shall be complied with by the Contractor. This applies especially to spillage, covered loads in trucks and legal dumping depots such as a commercial land fill operation.

- F. Flushing: Flushing shall not be done without receiving written approval from the Engineer. Care shall be taken to prevent flushing waste into traffic or creating a hazard to traffic in areas being flushed. Flushing of raised medians will be allowed with written approval. The contractor shall notify and gain approval of the Engineer twenty-four (24) hours in advance of flushing raised medians. Flushing shall not be used for cleaning under and behind guardrail. Waste shall not be flushed outside of the area to be cleaned.
- G. Solid Waste Management Site: The Contractor will not be allowed to use any State right-of-way or any existing Department solid waste management site as part of this contract. The Contractor may procure an Illinois Environmental Protection Agency, Bureau of Land permit to develop and operate a private solid waste management site to transfer non-hazardous waste generated from street sweeping. The cost of developing and operating a private solid waste management site shall be considered as included in the contract unit prices bid for the work, and no additional compensation will be allowed.
- H. Sweeper Speed Limit: At no time shall the sweeping unit and any related vehicles in the sweeping train exceed **15** miles per hour in speed while performing any work.
3. **EQUIPMENT AND LABOR**: The Contractor is hereby informed and shall understand that sufficient equipment shall be provided and maintained so that the various cleaning cycles are satisfactorily completed within the allotted time and that cleaning cycles are started in close conformance with the Schedule of Starting Dates shown in the plans.

The Contractor, taking into consideration lost work days due to weather, will be expected to provide the necessary number of sweeping units to satisfactorily complete the First Full Expressway Cleaning Cycle, the First Full Arterial Cleaning Cycle, Sign Cleaning and other cleaning cycles on time. The Contractor shall provide adequate and sufficient supervision, equipment and labor to ensure a satisfactory, safe completion of all work to meet the cleaning schedules as shown in the plans.

Due to heavy accumulation of dirt and rubbish during the winter months, the First Full Expressway Cleaning Cycle, the First Full Arterial Cleaning Cycle and Supplemental Sweeping will require a concentrated effort of equipment and manpower to satisfactorily complete the work on time. Multiple cleanings of the same areas may be required before obtaining satisfactory results and acceptance by the Engineer.

Personnel shall be made available, with hand tools, to clean areas not accessible to sweeping units, such as on top of raised medians, aggregate/ stone shoulders regardless of width and under and 10 feet behind all guardrail regardless of surface type; also to loosen tightly compacted dirt in curb lines. Hand work will also be required for the removal of all rubbish and debris including but not limited to sand, rocks, gravel, concrete, wood, limbs, leaves, garbage and animal carcasses from stabilized surfaces on expressways and arterials.

Labor, material and equipment will remain on State right-of-way only for such time as is necessary to successfully prosecute the cleaning work required by the contract. Maintenance or over-night parking of equipment will not be permitted on State right-of-way.

The Contractor shall furnish a total of fifteen (15) two-way mobile communication devices meeting the approval of the Engineer as a means of expediting and maintaining communication with the Engineers. The Contractor shall install and maintain two-way mobile communication devices in State and Consultant vehicles designated by the Engineer. The communication devices shall be operated on the same frequency as the Contractor's supervisor's vehicles.

The communication devices shall remain in the State and Consultant vehicles until completion of the contract. The contractor shall remove and re-install the communication devices and plug all holes with approved material when the State changes vehicles. The Contractor shall also plug all holes at final removal of the communication devices at the end of the contract. The cost of this work shall be considered included in the cost of the contract.

Follow vehicles are to be equipped with a truck mounted impact attenuator at all times per cleaning train basis, in accordance with the plan sheets District One details for typical application of traffic control devices for highway and sign cleaning operations.

All vehicles are to be equipped with high intensity amber strobes. Strobes, headlights and flashers shall be displayed at all times when work is performed.

All personnel working under this contract will be required to wear an approved flagger vest when not in a vehicle.

4. DRAINAGE STRUCTURES: Particular care shall be taken to prevent dirt and rubbish from being pushed into roadway drainage structures. All bridges located within the specified limits of the Expressways that have drainage structures (scuppers, inlets, floor drains etc.) shall be cleaned by utilizing vacuum type sweepers or other approved equipment and methods that will prevent dirt and rubbish from being deposited into the drainage structures. All drainage structures frames and lids shall be cleaned. The cost of removal of any such waste shall be the responsibility of the Contractor.
5. EXTRA WORK: If the Contractor is required by the Engineer to perform cleaning work other than that delineated in these Special Provisions, payment for such work will be in accordance with Article 109.04 of the Standard Specifications.

6. NIGHT CLEANING: Night cleaning of certain areas of expressways is required as part of this contract. Limits of night cleaning are included in these Special Provisions under Expressway Cleaning Specifications - Limits of Cleaning - Night Cleaning Only.

Night cleaning of other areas of expressway and arterials are not permitted.

Limits of night cleaning may be reduced or increased by the Engineer due to unforeseen highway operational reasons; including, but not limited to emergency conditions resulting in restrictions for safety purposes.

Night cleaning is defined as cleaning performed between the hours of 9:00 PM and 5:00 AM.

7. METHOD OF MEASUREMENT: The satisfactory completion of a Full Expressway Cleaning Cycle, Full Arterial Cleaning Cycle, Supplemental Sweeping and the Sign Cleaning will be the standard measurement for payment.

It shall be the Contractor's responsibility to notify the Engineer when each cycle is completed on any designated routes.

If a cleaning cycle cannot be completed due to unforeseen highway operational reasons; including, but not limited to, areas of roadway under construction during the period of the contract and emergency conditions resulting in closures or restrictions for safety purposes, payment will be made for the percentage of the cycle completed and will be calculated by shoulder and curb mileage basis. The Contractor will not be compensated for parts of cycles that are not complete. The Engineer shall determine to what extent work is not completed. Any work that cannot be completed shall be stated by the contractor on the report of contractor's daily work. The contractor shall include limits, mileage and reasons.

Supplemental Sweeping will be measured for payment in miles of expressway shoulder cleaned and in miles of arterial gutters cleaned (curb miles) rounded down to the tenth of a mile. A standard automobile odometer shall be used by the Engineer to make the measurements. Supplemental sweeping not authorized in writing by the Engineer will not be measured for payment.

It shall be the Contractor's responsibility to notify the Engineer when supplemental sweeping is completed on any authorized sweeping routes.

8. **BASIS OF PAYMENT:** Expressway cleaning will be paid for at the contract unit price per each for FULL EXPRESSWAY CLEANING CYCLE and at the contract unit price per each for FULL ARTERIAL CLEANING CYCLE.

Supplemental sweeping will be paid for at the contract unit price per mile for SUPPLEMENTAL SWEEPING.

Sign cleaning shall be paid for at the contract unit price per each for SIGN CLEANING.

Night cleaning will not be paid for as a separate item, but the cost shall be considered as included in the contract unit prices for the cleaning cycles involved and no additional compensation will be allowed.

Laboring will not be paid for as a separate item, but the cost shall be considered as included in the contract unit prices for the cleaning cycles involved and no additional compensation will be allowed.

9. **QUANTITIES:** The quantities of cleaning cycles and curb miles specified in this contract are estimated amounts and are intended as approximations to be used for bidding purposes only. The contractor shall understand before bidding that all individual estimated shoulder and curb mile limits shown for each expressway will stand as shown regardless of whether the mileage is low or high. No additional mileage compensation will be allowed. It shall be understood that the unit prices of this contract will prevail throughout the period of this contract.
10. **CONTRACT BOND:** The successful bidder, at the time of execution of the contract shall deposit with the Department in accordance with the Standard Specifications for Road and Bridge Construction, a surety bond in the amount of five hundred thousand dollars (\$500,000). The form of the bond shall be that furnished by the Department, and the surety shall be acceptable to the Department.

**TRAFFIC CONTROL PLAN**

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

STANDARDS: 701001, 701006, 701011, 701301, 701311, 701400, 701401, 701411, 701426, 701427, 701428 and 701901

DETAILS: Single Lane Weave and Multi Lane Weave (TC-09)  
Traffic Control Details for Freeway Shoulder Closures and Partial Ramp Closures (TC-17)

SPECIAL PROVISIONS: Keeping Expressways Open to Traffic  
Failure to Open Traffic Lanes to Traffic  
Traffic Control and Protection (Expressways)  
Keeping Arterials Open to Traffic (Lane Closures Only)  
Speed Display Trailer (D-1)  
Nighttime Work Zone Lighting (D-1)  
Public Convenience and Safety (D-1)  
Lights On Barricades (BDE)  
Traffic Control Devices – Cones (BDE)  
Traffic Spotters (BDE)  
Equipment Parking and Storage (BDE)



**PUBLIC CONVENIENCE AND SAFETY (DIST 1)**

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

“If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply.”

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

“The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After”

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

“On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical.”

**NIGHTTIME WORK ZONE LIGHTING (DISTRICT ONE)**

Effective: November 1, 2008

Revised: June 15, 2010

Description. This work shall consist of furnishing, installing, maintaining, moving, and removing lighting for nighttime work zones. Nighttime shall be defined as occurring shortly before sunset until after sunrise.

Materials. The lighting shall consist of mobile and/or stationary lighting systems as required herein for the specific type of construction. Mobile lighting systems shall consist of luminaires attached to construction equipment or moveable carts. Stationary lighting systems shall consist of roadway luminaires mounted on temporary poles or trailer mounted light towers at fixed locations. Some lighting systems, such as balloon lights, may be adapted to both mobile and stationary applications.

Equipment. The Contractor shall furnish an illuminance meter for use by the Engineer. The meter shall have a digital display calibrated to NIST standards, shall be cosine and color corrected, and shall have an accuracy of  $\pm$  five percent. The sensor shall have a level indicator to ensure measurements are taken in a horizontal plane.

## CONSTRUCTION REQUIREMENTS

General. At the preconstruction conference, the Contractor shall submit the type(s) of lighting system to be used and the locations of all devices.

Before nighttime construction may begin, the lighting system shall be demonstrated as being operational.

Nighttime Flagging. The requirements for nighttime flagging shall be according to Article 701.13 of the Standard Specifications and the glare control requirements contained herein.

Lighting System Design. The lighting system shall be designed to meet the following.

- (a) Lighting Levels. The lighting system shall provide a minimum of 5 foot candles (54 lux) throughout the work area. For mobile operations, the work area shall be defined as 25 ft (9 m) in front of and behind moving equipment. For stationary operations, the work area shall be defined as the entire area where work is being performed.

Lighting levels will be measured with an illuminance meter. Readings will be taken in a horizontal plane 3 ft (1 m) above the pavement or ground surface.

- (b) Glare Control. The lighting system shall be designed and operated so as to avoid glare that interferes with traffic, workers, or inspection personnel. Lighting systems with flood, spot, or stadium type luminaires shall be aimed downward at the work and rotated outward no greater than 30 degrees from nadir (straight down). Balloon lights shall be positioned at least 12 ft (3.6 m) above the roadway.

As a large component of glare, the headlights of construction vehicles and equipment shall not be operated within the work zone except as allowed for specific construction operations. Headlights shall never be used when facing oncoming traffic.

- (c) Light Trespass. The lighting system shall be designed to effectively light the work area without spilling over to adjoining property. When, in the opinion of the Engineer, the lighting is disturbing adjoining property, the Contractor shall modify the lighting arrangement or add hardware to shield the light trespass.

Construction Operations. The lighting design required above shall be provided at any location where construction equipment is operating or workers are present on foot. When multiple operations are being carried on simultaneously, lighting shall be provided at each separate work area.

The lighting requirements for specific construction operations shall be as follows.

- (a) Installation or Removal of Work Zone Traffic Control. The required lighting level shall be provided at each truck and piece of equipment used during the installation or removal of work zone traffic control. Headlights may be operated in the work zone.
- (b) Guardrail, Fence and High Tension Cable Barrier Median Repair. The required lighting level shall be provided by mounting a minimum of one balloon light to each piece of mobile construction equipment used in the work zone. This would include all machines but not include trucks used to transport materials and personnel or other vehicles that are continuously moving in and out of the work zone. The headlights of construction equipment shall not be operated within the work zone.
- (c) Pavement Marking and Raised Reflective Pavement Marker Removal/Installation. The striping truck and the attenuator/arrow board trucks may be operated by headlights alone; however, additional lighting may be necessary for the operator of the striping truck to perform the work.

For raised reflective pavement marker removal and installation and other pavement marking operations where workers are on foot, the required lighting level shall be provided at each truck and piece of equipment.

- (d) Sweeping. The required lighting level shall be mounted on the sweeping train vehicles during the sweeping operations. Headlights may be operated in the work zone.
- (e) Layout, Testing, and Inspection. The required lighting level shall be provided for each active area of construction layout, material testing, and **inspection**. The work area shall be defined as 15 ft (7.6 m) in front and back of the individual(s) performing the tasks.

Nighttime Work Zone Lighting will not be paid for as a separate item, but the cost shall be considered as included in the contract unit prices for the construction items involved, and no additional compensation will be allowed.

## KEEPING THE EXPRESSWAYS OPEN TO TRAFFIC

### 1. GENERAL

The Contractor shall not park any equipment or vehicles unnecessarily on the shoulder. Whenever work is in progress adjacent to the traveled way, the Contractor shall provide necessary traffic control signs to warn the public and protect the work site as required herein or as provided in the Standards. The Contractor shall remove all equipment from the shoulder and median after working hours every day of the week. Also, the contractor's personnel shall be prohibited from crossing the roadway and all pedestrian movements on the Freeway will be limited to barricaded areas.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer (847-705-4151 or 4155) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent closures on all Freeways and/or Expressways in District One.

All lane and shoulder closures shall be immediately removed during all adverse weather conditions **without exception**, including but not limited to Rain, Wet road surface (spray from tires), Mist, Drizzle, Sleet, Snow, Fog and any other circumstance determined unsafe by the Engineer. **The contractor shall implement this contract requirement immediately without waiting for department instructions.**

Because sweeping operations need water to work effectively, sweeping will **NOT** be allowed when temperatures or wind chill factors are forecasted by the departments certified consulting meteorologists to be and or drop below freezing. **TEMPERATURE MUST BE ABOVE THIRTY TWO (32) DEGREES FARENHEIT.** All shoulders and curb lines must be free of any existing snow and or ice. Dry sweeping shall be allowed only if it is considered an emergency, immediate hazard, or any work as designated by the Department that requires first priority corrective action.

Additional lane and shoulder closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events. Major construction projects may also require additional restrictions on some expressways.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed below. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures within one (1) mile of each other in one direction of the expressway shall be on the same side of the pavement and any lane closure within a half (1/2) mile of each other should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be five (5) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at the locations approved by the Engineer.

**NO** work shall be allowed Day or Night on the following dates unless it is considered an emergency, immediate hazard or any work as designated by the Department that requires first priority corrective action:

<u>2019:</u> April 19 – April 23	Easter Holiday
May 23 – May 29	Memorial Day Holiday
June 30 – July 7	Independence Day Holiday
August 29 – September 4	Labor Day Holiday
November 23 – December 1	Thanksgiving Holiday
December 23 – January 1/2020	Christmas/New Year's Holiday

## 2. EXPRESSWAY NIGHT CLEANING

One lane closures, shoulder closures and partial ramp closures shall only be permitted between 9:00 PM and 5:00 AM on the following expressways:

1. Kennedy (I-90/94 & I-190), Entire Limits Except Ramps
2. Eisenhower (I-290), Austin Blvd. to IL-83 Left Hand Side only.
3. Dan Ryan (I-90/94), Entire Limits Except Ramps and Right Hand Side (Express & Locals) From Cottage Grove Ave to 31<sup>st</sup> St.
4. Bishop Ford (I-94), Cottage Grove Ave. to 171<sup>st</sup> St. northbound and southbound left hand side only.\*
5. I-57, Halsted St to Dan Ryan (I-94), northbound and southbound, left hand side only.

\*One lane closures in 2 lane sections will be allowed between 11:00 PM and 5:00 AM

The Contractor is required to erect stationary left lane closures in order to sweep the following locations:

1. Kennedy (I-90/94), I-290 to East River Rd.
2. Eisenhower (I-290), Austin Blvd. to IL 83\*
3. Bishop Ford (I-94), Cottage Grove Ave. to 171<sup>st</sup> St. northbound and southbound left hand side only
4. Dan Ryan (I-90/94), a.) I-290 to 31<sup>st</sup> St.;  
b.) Express Lanes 31st St. to 67th St.
5. I-80, Wheeler to Briggs except ramps and right shoulder

\*One lane closures in 2 lane sections will be allowed between 11:00 PM and 5:00 AM

The maximum length of all stationary left lane closures shall be 5 miles. Truck Mounted Attenuator Follow Vehicle Protection shall be provided for any personnel working inside the stationary left lane closure.

### 3. EXPRESSWAY DAY CLEANING

One lane closures, shoulder closures and partial ramp closures shall only be permitted between 9:00 AM and 1:00 PM for all outbound traffic and 10:00 AM and 2:00PM for all inbound traffic on Monday through Friday, and between 5:00 AM and 2:30 PM on Saturday and Sunday on the following expressways:

1. Edens (I-94 & US 41), Montrose Ave. to 700 Lineal feet north of IL 137
2. I-290 Extension/IL 53, IL 83 to Lake-Cook Rd.
3. Stevenson Entire Limits
4. I-55, Entire Limits
5. I-57, Entire Limits, except Halsted St. to Dan Ryan northbound and southbound left hand side only.
6. Bishop Ford (I-94 & IL 394), Entire Limits except northbound and southbound left hand side from Cottage Grove Ave. to 171<sup>st</sup> St.
7. Kingery (I-80/94), IL 394 to State Line
8. I-80, I-294 to Briggs; Wheeler to Will – Kendall County Line
9. Eisenhower (I-290), Wells to Austin in its entirety, Austin to IL-83 right hand side and all ramps, the collector-distributor system and ramps at the U.S 12/20/45 (Mannheim Rd.) interchange and westbound to Roosevelt road on its extension.
10. Dan Ryan (I-90/I-94), Cottage Grove Ave to 31<sup>st</sup> St. right hand side, Express & Locals, and all ramps except slip ramps between express & local lanes & any ramps too narrow to allow traffic to pass sweeping crew. At **No** time will the sweeping train be allowed to block any lane during the daytime.
11. Kennedy (I-90/I-94), All Ramps, unless ramps are too narrow to let traffic pass sweeping crew. At **No** time will the sweeping train be allowed to block any lane during the daytime.

### **FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC**

Effective: March 22, 1996

Revised: February 9, 2005

Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified under the Special Provisions for "Keeping the Expressway Open to Traffic", the Contractor shall be liable to the Department for the amount of:

One lane or ramp blocked = \$ **2000/15 minutes**

Not as a penalty but as liquidated and ascertained damages for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time.

### **TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)**

Effective: March 8, 1996

Revised: January 1, 2018

Description. This work shall include furnishing, installing, maintaining, replacing, relocating, and removing all traffic control devices used for the purpose of regulating, warning, or directing traffic. Traffic control and protection shall be provided as called for in the plans, applicable Highway Standards, District One Expressway details, Standards and Supplemental Specifications, these Special Provisions, or as directed by the Engineer.

General. The governing factor in the execution and staging of work for this project is to provide the motoring public with the safest possible travel conditions on the expressway through the construction zone. The Contractor shall arrange his operations to keep the closing of lanes and/or ramps to a minimum.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices. Special attention shall be given to existing warning signs and overhead guide signs during all construction operations. Warning signs and existing guide signs with down arrows shall be kept consistent with the barricade placement at all times. The Contractor shall immediately remove, completely cover, or turn from the motorist's view all signs which are inconsistent with lane assignment patterns.

The Contractor shall coordinate all traffic control work on this project with adjoining or overlapping projects, including barricade placement necessary to provide a uniform traffic detour pattern. When directed by the Engineer, the Contractor shall remove all traffic control devices that were furnished, installed, or maintained by him under this contract, and such devices shall remain the property of the Contractor. All traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

Additional requirements for traffic control devices shall be as follows.

- (a) Traffic Control Setup and Removal. The setting and removal of barricades for the taper portion of a lane closure shall be done under the protection of a vehicle with a truck/trailer mounted attenuator and arrow board per State Standard 701428 and Section 701 of the Standard Specifications. Failure to meet this requirement will be subject to a Traffic Control Deficiency. The deficiency will be calculated as outlined in Article 105.03 of the Standard Specifications. Truck/trailer mounted attenuators shall comply with Article 1106.02(g) or shall meet the requirements of NCHRP 350 Test Level 3 with vehicles used in accordance with manufacturer's recommendations and requirements.
- (b) Sign Requirements
  - (1) Sign Maintenance. Prior to the beginning of construction operations, the Contractor will be provided a sign log of all existing signs within the limits of the construction zone. The Contractor is responsible for verifying the accuracy of the sign log. Throughout the duration of this project, all existing traffic signs shall be maintained by the Contractor. All provisions of Article 107.25 of the Standard Specifications shall apply except the third paragraph shall be revised to read: "The Contractor shall maintain, furnish, and replace at his own expense, any traffic sign or post which has been damaged or lost by the Contractor or a third party.
  - (2) Work Zone Speed Limit Signs. Work zone speed limit signs shall be installed as required in Article 701.14(b) and as shown in the plans and Highway Standards. Based upon the existing posted speed limit, work zone speed limits shall be established and signed as follows.
    - a. Existing Speed Limit of 55mph or higher. The initial work zone speed limit assembly, located approximately 4200' before the closure, and shall be 55mph as shown in 701400. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans. WORK ZONE SPEED LIMIT 55 PHOTO ENFORCED assemblies may be omitted when this assembly would normally be placed within 1500 feet of the END WORK ZONE SPEED LIMIT sign. If existing speed limit is over 65mph then additional signage should be installed per 701400.
    - b. Existing Speed Limit of 45mph. The advance 55mph work zone speed limit assembly shown in 701400 shall be replaced with a 45mph assembly. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans. WORK ZONE SPEED LIMIT 55 PHOTO ENFORCED assemblies shall be eliminated in all cases. END WORK ZONE SPEED LIMIT signs are required.



- (3) Exit Signs. The exit gore signs as shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 12 inch capital letters and a 20 inch arrow. EXIT OPEN AHEAD signs shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 8 inch capital letters.
- (4) Uneven Lanes Signs. The Contractor shall furnish and erect "UNEVEN LANES" signs (W8-11) on both sides of the expressway, at any time when the elevation difference between adjacent lanes open to traffic equals or exceeds one inch. Signs shall be placed 500' in advance of the drop-off, within 500' of every entrance, and a minimum of every mile.
- (c) Drums/Barricades. Check barricades shall be placed in work areas perpendicular to traffic every 1000', one per lane and per shoulder, to prevent motorists from using work areas as a traveled way. Check barricades shall also be placed in advance of each open patch, or excavation, or any other hazard in the work area, the first at the edge of the open traffic lane and the second centered in the closed lane. Check barricades, either Type I or II, or drums shall be equipped with a flashing light.

To provide sufficient lane widths (10' minimum) for traffic and also working room, the Contractor shall furnish and install vertical barricades, in lieu of Type II or drums, along the cold milling and asphalt paving operations. The vertical barricades shall be placed at the same spacing as the drums.

- (d) Vertical Barricades. Vertical barricades shall not be used in lane closure tapers, lane shifts, exit ramp gores, or staged construction projects lasting more than 12 hours. Also, vertical barricades shall not be used as patch barricades or check barricades. Special attention shall be given, and ballast provided per manufacture's specification, to maintain the vertical barricades in an upright position and in proper alignment.
- (e) Temporary Concrete Barrier Wall. Prismatic barrier wall reflectors shall be installed on both the face of the wall next to traffic, and the top of sections of the temporary concrete barrier wall as shown in Standard 704001. The color of these reflectors shall match the color of the edgelines (yellow on the left and crystal or white on the right). If the base of the temporary concrete barrier wall is 12 inches or less from the travel lane, then the lower slope of the wall shall also have a 6 inch wide temporary pavement marking edgeline (yellow on the left and white on the right).
- (f) Full Expressway Closures. Full Expressway Closures will only be permitted for a maximum of 15 minutes during the allowable hours listed in the Keeping the Expressway Open to Traffic Special Provision. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. The Contractor will be required to provide one changeable message sign to be placed at the direction of the Engineer. The sign shall display a message as directed by the Engineer. A Maintenance of Traffic Plan shall be submitted to the District One Expressway Traffic Control Supervisor 14 days in advance of the planned work; including all stage changes. The Maintenance of Traffic Plan shall include, but not be limited to: lane and ramp closures, existing geometrics, and equipment and material location. The District One Expressway Traffic Control Supervisor (847-705-4151) shall be contacted at least 3 working days in advance of the proposed road closure and will coordinate the closure operation with police forces.

Method of Measurement. This item of work will be measured on a lump sum basis for furnishing, installing, maintaining, replacing, relocating, and removing traffic control devices required in the plans and these Special Provisions. Traffic control and protection required under Standards 701101, 701400, 701401, 701402, 701406, 701411, 701416, 701426, 701428, 701446, 701901 and District details TC-8, TC-9, TC-17, TC-18 and TC-25 will be included with this item.

Basis of Payment.

- (a) This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). This price shall be payment in full for all labor, materials, transportation, handling, and incidental work necessary to furnish, install, maintain, replace, relocate, and remove all Expressway traffic control devices required in the plans and specifications.

In the event the sum total value of all the work items for which traffic control and protection is required is increased or decreased by more than ten percent (10%), the contract bid price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) will be adjusted as follows:

$$\text{Adjusted contract price} = .25P + .75P [1 \pm (X - 0.1)]$$

Where: "P" is the bid unit price for Traffic Control and Protection

Where: "X" =	$\frac{\text{Difference between original and final sum total value of all work items for which traffic control and protection is required}}{\text{Original sum total value of all work items for which traffic control and protection is required.}}$
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The value of the work items used in calculating the increase and decrease will include only items that have been added to or deducted from the contract under Article 104.02 of the Standard Specifications and only items which require use of Traffic Control and Protection.

- (b) The Engineer may require additional traffic control be installed in accordance with standards and/or designs other than those included in the plans. In such cases, the standards and/or designs will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for any additional traffic control required will be in accordance with Article 109.04 of the Standard Specifications.
- (c) Revisions in the phasing of construction or maintenance operations, requested by the Contractor, may require traffic control to be installed in accordance with standards and/or designs other than those included in the plans. Revisions or modifications to the traffic control shown in the contract shall be submitted by the Contractor for approval by the Engineer. No additional payment will be made for a Contractor requested modification.

- (d) Temporary concrete barrier wall will be measured and paid for according to Section 704.
- (e) Impact attenuators, temporary bridge rail, and temporary rumble strips will be paid for separately.
- (f) Temporary pavement markings shown on the Standard will be measured and paid for according to Section 703 and Section 780.
- (g) All pavement marking removal will be measured and paid for according to Section 703 or Section 783.
- (h) Temporary pavement marking on the lower slope of the temporary concrete barrier wall will be measured and paid for as TEMPORARY PAVEMENT MARKING, 6”.
- (i) All barrier wall reflectors will be measured and paid for according to Section 782.
- (j) The Changeable Message Sign required for Full Expressway Closures shall not be paid for separately.

## **EXPRESSWAY CLEANING**

1. LOCATION: Full cleaning cycles shall be performed on the following expressways:

EISENHOWER EXPRESSWAY  
EDENS EXPRESSWAY  
DAN RYAN EXPRESSWAY  
BISHOP FORD/KINGERY EXPRESSWAY  
KENNEDY EXPRESSWAY  
STEVENSON EXPRESSWAY  
I 290 EXTENSION  
I 55 EXPRESSWAY  
I 57 EXPRESSWAY  
I 80 EXPRESSWAY

The areas of work on each expressway are all parts of the expressway. Areas to be cleaned are those with hard surfaces and will include stabilized surfaces under guardrail, ramps, curbs, gutters, medians (striped, raised, corrugated, barrier), gores, stabilized shoulders, wheel guards, bridge decks, bridge medians, bridge sidewalks, walkways underneath bridges and traveled lanes as required. Rubbish shall be removed from all stabilized surface areas and under any guardrail. Located in the plans are typical cross sections of the expressways showing, in general, the areas which are to be cleaned.

2. LIMITS OF CLEANING: The limits of each expressway to be cleaned with the Full Cleaning Cycle, of the expressway specified, shall include all entrance and exit ramps up to the crossroads and all accident investigation sites and are specified as follows:

Day Cleaning Only:

Bishop Ford/Kingery Expressway

Interstate 94 from Cottage Grove Avenue to the Indiana State line excluding northbound and southbound left hand side from Cottage Grove Avenue to 171<sup>st</sup> St., Illinois 394 from Interstate 94 to Goodenow Rd., the entire Stony Island Avenue - 103rd Street Interchange. Interstate 80 from Interstate 94 to Interstate 294 and all accident investigation sites.

Stevenson Expressway

Interstate 55 (Stevenson Expressway) from Lake Shore Dr. to the Cook – DuPage County Line (County Line Rd.), including First Avenue, from 43rd Street to Archer Avenue, the ramps to and from Joliet Rd from Interstate 55 to Wolf Rd, the ramps from northbound Interstate 55 to northbound Interstate 294 Tollway and from southbound Interstate 294 Tollway to northbound Interstate 55 (Limits of cleaning on these ramps are from Interstate 55 to the first painted gore south of the bridge over Joliet Rd), and all accident investigation sites, excluding the entire Stevenson – Dan Ryan Interchange.

Eisenhower Expressway

Interstate 290 and its appurtenances from Wells St. to Austin Blvd. in its entirety, from Austin Blvd. to IL-83 right hand side and all ramps, the eastbound collector-distributor lane and ramps at the U.S. 12/20/45 (Mannheim Rd.) interchange and westbound to Roosevelt Rd. on its extension.

I-290 Extension

I-290 extension from Illinois 83 to Interstate 90 Jane Addams Tollway, Illinois 53 from Interstate 90 Jane Addams Tollway to Lake Cook Road including I-355 from I-290 to Army Trail Road.

I-55 Expressway

Interstate 55 from Cook - DuPage county line (County Line Rd.) to Will – Grundy county line (Reed Rd.) in its entirety, including all ramps and the entire I-55 - I-80 interchange, all accident investigation sites, Blodgett Rd. from Kelly Rd. to West Frontage Rd., Arsenal Rd. from the East Frontage Rd. to Elwood International Port Rd. (Baseline Rd.), and the West Frontage Rd. Connector from Arsenal Rd. to the southbound entrance ramp.

I-57 Expressway

Interstate 57 from Halsted Street to The Will-Kankakee County Line, in its entirety including the entire I-57 – I-80 Interchange and all accident investigation sites, and from Interstate 57 to Interstate 94 Day Ryan right hand side only.

I-80 Expressway

Interstate 80 from Interstate 294 Tri-State Tollway/Interstate I-294 to Briggs St. and from Wheeler Ave. to the Will – Kendall county line in its entirety, including the ramp from eastbound Interstate 80 to northbound Interstate 294 and from southbound Interstate 294 to westbound Interstate 80.

Note:

- Kendall County to Wheeler Ave only one mainline crew can operate in this area.
- West of Wheeler Ave. to Will-Kendal County line only be occupied by one sweeping crew at a time on any given day.

Kennedy Expressway

All Ramps on Interstate 90/94 from Ogden Ave to Interstate 90/94 Junction at Edens Expressway, Interstate 90 from Interstate 90/94 Junction at Edens Expressway to Interstate 90/190 Junction, and Interstate 190 from Interstate 90/190 Junction to the East Limits of O'Hare International Airport (Bessie Coleman Rd) unless ramps are too narrow to allow traffic to pass sweeping crew.

Dan Ryan Expressway

Interstate 94 from Cottage Grove Ave to 31<sup>st</sup> St right hand side of both local and express lanes and all ramps except slip ramps between local and express lanes and any ramps too narrow to allow traffic to pass sweeping crew.

Edens Expressway

Interstate 94 from Montrose to Dundee Road and US 41 from Dundee Road to 700 lineal feet north of Illinois 137, including two ramps at Clavey Road, two ramps at West Park Avenue, four ramps at Deerpath Road and the entire US 41/Deerfield Road interchange. Also included is Tower Road from Edens Expressway to Forestway Drive.

Night Cleaning Only:

Eisenhower Expressway

Interstate 290 from Austin Blvd. to IL-83 left hand side only.

Kennedy Expressway

Interstate 90/94 from Interstate 290 to Interstate 90/94 junction at Edens Expressway, Interstate 90 from Interstate 90/94 junction at Edens Expressway to Interstate 90/190, Interstate 190 from Interstate 90/190 junction to the east limits of O'Hare International Airport (Bessie Coleman Rd.), Interstate 90 from the Interstate 90/190 junction to the tollway turnaround, all ramps from the Jane Byrne Circle Interchange at the Eisenhower Expressway to Lake St, the Ohio Street Feeder from Orleans Street to Interstate 90/94, all accident investigation sites, and any ramps unable to be swept during the day, if applicable.

Dan Ryan Expressway

Interstate 94 from Interstate 290 to Cottage Grove Avenue, except the right hand side of local and express lanes and all ramps from Cottage Grove Ave to 31<sup>st</sup> St., including all ramps from the Jane Byrne Circle Interchange at the Eisenhower Expressway to 31<sup>st</sup> St, all slip ramps between local and express lanes, and also Interstate 57 from Interstate 94 to Halsted Street left hand side only, the Franklin Street connector from 22<sup>nd</sup> Street to Interstate 94, and all accident investigation sites.

Bishop Ford Expressway

Interstate 94 from Cottage Grove Ave. to 171<sup>st</sup> St. northbound and southbounds left hand side only.

I-80 Expressway

Interstate 80 from Briggs St. to Wheeler Ave. except ramps and right shoulder.

3. DEFINITIONS:

A. Full Expressway Cleaning Cycle: Complete cleaning of all contract areas within the limits of all the expressways specified herein, including debris and rubbish which has accumulated over the winter season, shall be considered a Full Expressway Cleaning Cycle. Mechanical and/or hand sweeping will be required to remove debris from winter accumulation.

4. SCHEDULE OF CLEANING: The First Full Expressway Cleaning Cycle shall be completed before starting work on any subsequent Full Expressway Cleaning Cycles. Full Expressway Cleaning Cycles shall start in close conformity with the schedule of starting dates shown in the plans.

5. SEQUENCE OF WORK: The Contractor shall submit at the preconstruction meeting, a sequence of work (by expressway) for the First Full Expressway Cleaning Cycle. The sequence of work shall be approved by the Engineer prior to commencing operations. It is required that the First Full Expressway Cleaning Cycle be completed to the satisfaction of the Engineer before commencing any subsequent Full Expressway Cleaning Cycle. The Contractor may be required to alter the sequence of work at any time throughout the duration of the contract upon instruction from the Engineer.

6. CLEANING CYCLE ADJUSTMENT BASIS:

The total shoulder and curb miles for a complete Full Expressway Cleaning Cycle and is estimated to be approximately **1478.5** miles and is the basis to be used in computations when a cleaning cycle cannot be completed due to unforeseen highway operational reasons.

The total shoulder and curb miles for each individual Expressway Cleaning Cycle is estimated as follows:

- Eisenhower Expressway approximately **128.8** miles
- Edens Expressway approximately **135.6** miles
- Dan Ryan Expressway approximately **102.6** miles
- Bishop Ford/Kingery Expressway approximately **161.4** miles
- Kennedy Expressway approximately **120.8** miles
- Stevenson Expressway approximately **120.2** miles
- I-290 Extension approximately **129.4** miles
- I-55 Expressway approximately **240.4** miles
- I-57 Expressway approximately **179.4** miles
- I-80 Expressway approximately **159.9** miles

**SPEED DISPLAY TRAILER (D1)**

Effective: April 1, 2015

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.”

Whenever the speed display trailer is not in use, it shall be considered non-operating equipment and shall be stored according to Article 701.11.”



Add the following to Article 701.20 of the Standard Specifications:

- “(k) “Speed Display Trailer will NOT be paid for by separate pay item, but its costs shall be included in the contract unit price of the various traffic control pay items.

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  $\pm 1$  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 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 posted 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 25mph 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 speed limit shall not be displayed. On any roadway facility if detected speeds are less than 25 mph, speed 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.”

## KEEPING THE ARTERIALS OPEN TO TRAFFIC

### 1. GENERAL

The Contractor shall not park any equipment or vehicles unnecessarily on the shoulder. Whenever work is in progress adjacent to the traveled way, the Contractor shall provide necessary traffic control signs to warn the public and protect the work site as required herein or as provided in the Standards. The Contractor shall remove all equipment from the shoulder and median after working hours every day of the week. Also, the contractor's personnel shall be prohibited from crossing the roadway and all pedestrian movements on the Freeway will be limited to barricaded areas.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Arterial Traffic Operations Engineer (847-705-4170) twenty-four (24) hours in advance of all lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent closures on all Arterials in District One.

All lane and shoulder closures shall be immediately removed during all adverse weather conditions **without exception**, including but not limited to Rain, Wet road surface (spray from tires), Mist, Drizzle, Sleet, Snow, Fog and any other circumstance determined unsafe by the Engineer. **The contractor shall implement this contract requirement immediately without waiting for department instructions.**

Because sweeping operations need water to work effectively, sweeping will **NOT** be allowed when temperatures or wind chill factors are forecasted by the departments certified consulting meteorologists to be and or drop below freezing. **TEMPERATURE MUST BE ABOVE THIRTY TWO (32) DEGREES FARENHEIT.** All shoulders and curb lines must be free of any existing snow and or ice. Dry sweeping shall be allowed only if it is considered an emergency, immediate hazard, or any work as designated by the Department that requires first priority corrective action.

Additional lane and shoulder closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events. Major construction projects may also require additional restrictions on some expressways.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed below. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at the locations approved by the Engineer.

No dumping will be allowed within state roadways or municipal side streets. Locations for dumping will be the contractor's responsibility. Unless approved in writing by the engineer.

**NO** work will be allowed Day or Night on the following dates unless it is considered an emergency, immediate hazard or any work as designated by the Department that requires first priority corrective action:

<u>2019:</u> April 30 – April 23	Easter Holiday
May 25 – May 29	Memorial Day Holiday
June 30 – July 7	Independence Day Holiday
August 31 – September 4	Labor Day Holiday
November 23 – December 1	Thanksgiving Holiday
December 23 – January 1/2020	Christmas/New Year's Holiday

## 2. ARTERIAL CLEANING

One lane closures and shoulder closures shall NOT be permitted between 6:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Arterial Highways, unless as otherwise approved by the Engineer.

### ARTERIAL HIGHWAY CLEANING

1. LOCATION AND LIMITS OF CLEANING: The limits of each arterial to be cleaned with the Full Arterial Cleaning Cycles shall be the portions of the arterials as specified in these special provisions (Arterial Highways to be cleaned) and as indicated in the plans. Areas to be cleaned are those with hard surfaces, including stabilized surfaces under guardrail and (10) feet behind the guardrail or to the State right-of-way whichever is shorter, islands (including thermoplastic striped and painted), turn bays, ramps, roadway crossovers, medians regardless of surface type (striped, raised, corrugated, barrier, painted and turf), curbs, gutters, gores (including thermoplastic striped and painted), stabilized shoulders, aggregate shoulders regardless of width, wheel guards, bridge decks, bridge medians, bridge sidewalks, walkways underneath bridges and traveled lanes as required including all ramps, all intersections and all interchanges. Corrugated medians shall require hand laboring. Sidewalks that are on or underneath bridges are to be cleaned under the terms of this contract.

The Contractor's attention is called to the fact that the limits shown do not necessarily reflect continuous cleaning operations. Those portions with guardrail (under and for a width of 10 feet behind regardless of surface type), paved shoulders, aggregate shoulders (regardless of width), medians, islands, including painted and striped, or curb and gutter are to be cleaned as evidenced by the entire route limits. These are numbered by Team Section and are shown on the location maps in the plans.

2. DEFINITIONS:

A. Full Arterial Cleaning Cycle: Complete cleaning of all contract areas within the limits of all the arterial highways specified herein, including debris and rubbish which has accumulated over the winter season, shall be considered a Full Arterial Cleaning Cycle. Mechanical and/or hand sweeping will be required to remove debris from winter accumulation.

3. SCHEDULE OF CLEANING: The First Full Arterial Cleaning Cycle shall be completed before starting work on any subsequent Full Arterial Cleaning Cycle. Full Arterial Cleaning Cycles shall start in close conformity with the schedule of starting dates shown in the plans.

4. SEQUENCE OF WORK: The Contractor shall submit at the preconstruction meeting, a sequence of work for the First Full Arterial Cleaning Cycle. The sequence of work shall be approved by the Engineer prior to commencing operations. It is required that the First Full Arterial Cleaning Cycle be completed to the satisfaction of the Engineer before commencing any subsequent Arterial Cleaning Cycle begins. The Contractor may be required to alter the sequence of work at any time throughout the duration of the contract upon instruction from the Engineer.

5. PARKING: It will be the Contractor's responsibility to ascertain ALL parking locations for each cleaning cycle. Parking is permitted along various routes at various times within certain municipalities. A listing of parking locations is included in the special provisions beginning on page number 46. Municipalities may add and or eliminate locations throughout the term of this contract. The contractor will be required to provide "No Parking" signs at least 24 hours in advance of sweeping work to prohibit parking as needed during each cleaning period. Temporary no parking signs shall be minimum size of 17" X 22" with lettering not less than one inch in height, setting forth the day or days and hours parking is prohibited. Temporary no parking signs shall be constructed from materials that will resist tearing and weather. Temporary no parking signs shall be placed at a height not less than five (5) feet from the existing ground height to the bottom of the sign and facing the direction of traffic. The temporary no parking signs shall be approved by the Engineer prior to use. The contractor shall solicit no parking enforcement assistance from the municipalities. *The contractor shall submit documentation to the Engineer verifying the solicitation of the no parking enforcement from the municipalities for each cleaning cycle.* The contractor shall remove the temporary "No Parking" signs promptly after completing sweeping operations. Furnishing, installing and removing temporary "No Parking" signs will not be paid for as separate items, but the costs shall be considered as included in the contract unit price for the cleaning cycle involved, and no additional compensation will be allowed.

6. **METHOD OF MEASUREMENT:** The Full Arterial Cleaning Cycle pay item shall be measured for payment in concrete curb miles. The length of concrete curb miles paid for shall include the cleaning of all location limits and areas of debris as described in LOCATION AND LIMITS OF CLEANING and no additional compensation will be allowed.
7. **CLEANING CYCLE ADJUSTMENT BASIS:** The total curb miles for a complete Full Arterial Cleaning Cycle is estimated to be approximately **2,925.4** concrete curb miles and is the basis to be used in computations when a cleaning cycle cannot be completed due to unforeseen highway operational reasons.

**ARTERIAL HIGHWAYS TO BE CLEANED**

**WOODSTOCK TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>W1</b>	IL-47	Wisconsin State Line (State Line Rd.) to Main St/Dundee Rd (Huntley)	16.8
<b>W2</b>	IL-120	US-12 to US-14	28.1
<b>W3</b>	IL-31	US-12 to IL-62	29.6
<b>W4</b>	US-14	Main St (Crystal Lake) to IL-22	17.6
<b>W5</b>	US-12	Lake County Line (State Park Rd.) to Wisconsin State Line	3.0
<b>W6</b>	IL-176	Roberts Rd (Island Lake) to Eric St (Crystal Lake)	2.5
<b>W7</b>	IL-176	Walkup Ave (Crystal Lake) to IL-23	2.8
<b>W8</b>	US-14	Dole Drive (Crystal Lake) to Wisconsin State Line (State Line Rd.)	34.0
<b>W9</b>	US-20	Getty Rd (Hampshire) to Boone County Line (County Line Rd.)	2.6
<b>W10</b>	IL-23	US-14 to DeKalb County Line (Poplar Rd)	3.7
<b>W11</b>	IL-173	Boone County Line (County Line Rd) to Fox River (Converse Rd.)	3.6
<b>Total Woodstock Curb Miles</b>			<b>144.3</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**GRAYSLAKE TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>G1</b>	US-14	Lake Cook Rd to IL-22 (including All crossovers and turn lanes)	4.6
<b>G2</b>	IL-22	US-14 to IL-21	26.3
<b>G3</b>	IL-83	Lake Cook Rd to IL-60	25.4
<b>G4</b>	IL-132	IL-59 to US-45	9.5
<b>G5</b>	IL-134 (Big Hollow Rd)	US-12 to IL-120	5.2
<b>G6</b>	US-12	McHenry County Line (State Park Rd) to Lake Cook Rd (including all ramps, crossovers & turn lanes)	19.0
<b>G7</b>	IL-53	US-12 to IL-83 including: Surrey Lane from Long Grove Rd. to end of roadway	3.0
<b>G8</b>	IL-59	IL-176 to US-14	5.4
<b>G9</b>	US-45	IL-21 to Wisconsin State Line (128th St/North Ave)	40.7
<b>G10</b>	IL-120	US-12 to Old Mill Rd	5.9
<b>G11</b>	IL-137	IL-83 to IL-21	3.6
<b>G12</b>	Peterson Rd	US-45 to IL-137 (including all ramps)	0.9
<b>G13</b>	IL-176	Butterfield Rd to Roberts Rd	6.2
<b>G14</b>	Old Northwest Hwy (Frontage Rd)	US-14 to Cumnor Ave.	0.1
<b>G15</b>	IL-60	IL-120 to IL-21	12.7
<b>G16</b>	IL-173	Mill Creek Rd to west abutment bridge over Fox River (Converse Rd.)	6.4
<b>G17</b>	Midlothian Rd	McHenry Rd to IL-176	1.7
<b>G18</b>	Lake Cook Rd	Quentin Rd to US-14	0.5
<b>G19</b>	IL-83	IL-60 to Wisconsin State Line (128th St) including: Ivanhoe Rd. from IL-120 to IL-137 Schnack Rd. from IL-60 to IL-176	15.8
<b>G20</b>	IL-59	US-12 to IL-173	2.5
<b>G21</b>	Lake Cook Rd	New Hart Rd to Asbury	0.2
<b>Total Grayslake Curb Miles</b>			<b>195.6</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**GURNEE TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>GU1</b>	Old Skokie Rd	Wisconsin State Line (128th St) to US-41	0.1
<b>GU2</b>	IL-137 (Amstutz Expy)	S. Genesee Rd to Wadsworth Rd	13.2
<b>GU3</b>	US-41	I-94 to IL-22 including: N. Frontage Rd. from Washington St. to end of road S. Frontage Rd. from Washington St. to 400 FT south	39.6
<b>GU4</b>	IL-173	Mill Creek Rd to Lewis Rd	2.5
<b>GU5</b>	IL-131	Wisconsin State Line (Russell Rd) to IL-176	18.9
<b>GU6</b>	Wadsworth Rd	Sheridan Rd. to C.N.W. Railroad	0.2
<b>GU7</b>	IL-132	US-45 to IL-131	16.7
<b>GU8</b>	IL-21	Holister Dr. to Wolf Rd.	15.4
<b>GU9</b>	Sheridan Rd	22nd St (ML King Jr Dr) to Lake Bluff City Limit	2.8
<b>GU10</b>	IL-137	IL-21 to Sheridan Rd including: IL-137 from Martin Luther King Dr. to IL-137 All ramps	23.3
<b>GU11</b>	Washington St	US-41 to East Abutment of C.N.W. Railroad	0.8
<b>GU12</b>	IL-176	Des Plaines River to Sheridan Rd. including: East and West Frontage Rds. At US-41	6.7
<b>GU13</b>	IL-120	Mill Rd. to IL-131 including: All ramps and interchanges Frontage Rd. at Knight Ave. (East of US-41 on North side of IL-120)	6.4
<b>GU14</b>	IL-43	N. Village of Deerfield Limit to N/B US-41 (Including ramps @ Illinois 120)	28.5
<b>GU15</b>	IL-60	IL-21 to US-41	11.2
<b>GU16</b>	IL-22	US-45/IL-21 to US-41 including: Ramp to IL-22 from N/B US-41	18.2
<b>GU17</b>	Russell Rd	Frontage Rd (E/O I-94) to Old Skokie Rd	1.4
<b>GU18</b>	Old Half Day Rd.	IL-22 to IL-21 Spur	0.4
<b>GU19</b>	IL-21	Adler Dr to US-41 including: Frontage Rd. (Riverside Dr / Des Plaines Ct) at IL-120	20.7
<b>Total Gurnee Curb Miles</b>			<b>227.0</b>



**ARTERIAL HIGHWAYS TO BE CLEANED**

**ST. CHARLES TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>SC1</b>	IL-72	IL-25 to Dekalb County Line including Frontage Rd. from Timothy Ct. to IL-25	8.9
<b>SC2</b>	IL-38	Dekalb County Line (County Line Rd) to West St	3.6
<b>SC3</b>	IL-58	IL-59 to Hiawatha Rd	1.2
<b>SC4</b>	IL-59	IL-64 to IL-58	35.2
<b>SC5</b>	IL-19	Shales Pkwy to Barrington Rd	7.2
<b>SC6</b>	IL-64	13th Ave to IL-59	12.1
<b>SC7</b>	IL-68	IL-62 to IL-72 including the following Frontage Rds.: #1 West of IL-25 to IL-25. #2 IL-25 to Vista Lane	4.9
<b>SC8</b>	McLean Blvd	Spring St. to IL-31	1.8
<b>SC9</b>	IL-47	Main St (Huntley) to E/B US-30 (end of divided road)	17.9
<b>SC10</b>	IL-31	IL-62 to Davis/ W. River Rd. (S/O I-90)	14.2
<b>SC11</b>	IL-25	IL-62 to IL-72 including Frontage Rd. form Park St. to end of Frontage Rd.	10.8
<b>SC12</b>	US-30	Dekalb County Line to IL-47	1.7
<b>SC13</b>	US-20	Getty Rd to Weld Rd	1.5
<b>SC14</b>	IL-62	IL-31 to IL-68	9.6
<b>SC15</b>	IL-25	Hammond Ave to Johnor Ave	6.3
<b>SC16</b>	Galena Blvd	IL-47 to Canterbury Rd	1.6
<b>SC17</b>	IL-25	Laurel St to Zengele St	2.4
<b>SC18</b>	IL-56	IL-25 to IL-31	1.0
<b>SC19</b>	IL-56	Ronald Reagan Toll (I-88) to IL-47	0.3
<b>SC20</b>	IL-31	Elgin City Limit to CNW RR Bridge Overpass	3.5
<b>SC21</b>	IL-31	S/O Midway Dr. to Sullivan Rd. Including: W. Frontage Rd. from IL-31 to start of curve to west (just S/O I-88)	6.5
<b>SC22</b>	IL-64	DeKalb County Line (County Line Rd) to Randall Rd.	3.0
<b>Total St Charles Curb Miles</b>			<b>155.2</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**ARLINGTON HEIGHTS TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
AH1	IL-62	Wolf Rd to Barrington Rd.	38.9
AH2	Oakton St	IL-72 to IL-83	1.8
AH3	IL-72	Wolf Rd to IL-25 Including: Midway Ct. from IL-72 to end of roadway.	34.5
AH4	IL-58	Wolf Rd Circle to Barrington Rd.	44.1
AH5	Palatine Rd	Roselle Rd to IL-62.	0.3
AH6	IL-25	Lake Cook Rd. to Doe Rd.	8.1
AH7	Barrington Rd	IL-59 to IL-62	0.5
AH8	US-12	IL-83 to Lake Cook Rd	14.6
AH9	Hicks Rd	US-12 to IL-68	1.8
AH10	IL-68	IL-83 to IL-59	15.6
AH11	IL-59	Hillside to IL-62	1.0
AH12	Plum Grove/ Meacham Rd	IL-62 to Aldridge	1.6
AH13	IL-83 (Busse Rd)	IL-58 to Devon Ave	10.2
AH14	Arlington Hts. Rd	IL-72 to Palatine Rd	14.5
AH15	Central Rd	Kirchoff Rd to Arthur St	2.2
AH16	Elmhurst Rd	IL-58 to Devon Ave	8.4
AH17	Wolf Rd	IL-72 to IL-58	6.0
AH18	Hicks Rd	Kirchoff Rd to Euclid Ave	0.4
AH19	Old Higgins Rd	Elmhurst Rd to End of Road	0.2
AH20	US-14 Palatine Rd	Wilke Rd. to Waterman St IL-83 to IL-53. Including the following IL-53 Frontage Roads: 1. East Frontage Rd. from Kennicott Ave. to US-12. 2. West Frontage Rd. from Anderson Dr. to US-12. 3. Anderson Dr. from west Frontage Rd. to East Frontage Rd. 4. East and West Frontage Rds. from IL-68 to US-12.	6.0 22.0
<b>Total Arlington Heights Curb Miles</b>			<b>232.7</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**NORTHBROOK TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>NB1</b>	Lake Cook Rd.	Green Bay Rd. to Sheridan Rd.	0.2
<b>NB2</b>	IL-83	Lake Cook Rd to US-12	12.4
<b>NB3</b>	Old McHenry Rd	IL-83 to IL-68 & over Bluff Creek	0.9
<b>NB4</b>	Lee St.	US-12 to Jefferson including section of Elk Blvd between S. River Rd. and Lee St.	0.8
<b>NB5</b>	Wolf Rd	IL-21 to Manchester	1.2
<b>NB6</b>	Milwaukee Ave	IL-43 to Howard	0.2
<b>NB7</b>	W. Lake St.	Greenwood Ave. to Pflngsten Rd.	0.8
<b>NB8</b>	IL-68	Forestway Dr to IL-83	17.7
<b>NB9</b>	Forest Way Dr.	IL-68 to Tower	0.1
<b>NB10</b>	Tower Rd	West Edens Frontage Rd. to Winnetka City Limits east of Forestway Dr.	0.9
<b>NB11</b>	Palatine Rd	IL-43 to IL-83 (including frontage Rds and ramps)	36.4
<b>NB12</b>	Willow Rd	IL-43 to Forestway Dr	7.8
<b>NB13</b>	Old Willow Rd	Willow Rd South to Raven Way	1.0
<b>NB14</b>	Pflngsten Rd	Willow Rd to West Lake St	2.6
<b>NB15</b>	US-12	Elk Blvd to IL-83	8.1
<b>NB16</b>	Kensington Rd / Foundry Rd	IL-83 to Des Plaines River	1.6
<b>NB17</b>	Wolf Rd	Euclid Ave to Marquardt	1.6
<b>NB18</b>	River Rd	IL-21 to Oakton Ave	11.7
<b>NB19</b>	Milwaukee Ave	Golf Rd to Lake Cook Rd	22.0
<b>NB20</b>	Greenwood Ave	West Lake St. to IL-58	3.5
<b>NB21</b>	Glenview Rd.	US-41 to Ridge Rd. including: Crawford from Glenview Rd. to Old Glenview Rd.	1.3
<b>NB22</b>	IL-43 (Waukegan Rd)	Walnut Circle to Golf Rd	14.1
<b>NB23</b>	Skokie Rd	Devon Ave to Illinois Rd	15.3
<b>NB24</b>	Green Bay Rd	Village Limit to 16th St	1.0

Various Routes  
Section 2018-135-I  
Various Counties  
Contract No. 62H67

<b>NB25</b>	Ridge Ave	Winnetka Rd to Gross Point Rd	1.6
<b>NB26</b>	IL-58 (Golf Rd)	Wolf Rd to Leland Ave.	25.3
<b>NB27</b>	Crawford Ave	Central Ave to Golf Rd	2.8
<b>NB28</b>	Hibbard Rd	Winnetka Rd to Skokie Rd	0.8
<b>NB29</b>	Lake	Bridge at Edens	0.4
<b>NB30</b>	Ballard St	Greenwood Ave to US-12	1.5
<b>NB31</b>	Dempster St	River Rd to Greenwood	5.8
<b>NB32</b>	Oakton St	Greenwood Ave to Des Plaines River Rd	4.1
<b>NB33</b>	Church St	Gross Point Rd to McCormick Rd	3.8
<b>NB34</b>	Niles Center Rd	Main St to Church Rd	2.2
<b>NB35</b>	Lincoln Ave	Devon Ave to Linder Ave	10.8
<b>NB36</b>	McCormick Rd	Golf Rd to Devon Ave including: Oakton St. from McCormick Rd. to east end of the North Shore Channel	7.6
<b>NB37</b>	IL-43 (Harlem Ave)	Devon Ave to Touhy Ave	2.0
<b>NB38</b>	US-14 (Cadwell Ave)	Devon Ave to Oakton St	4.2
<b>NB39</b>	Lehigh Ave	Devon Ave to Touhy Ave	1.3
<b>NB40</b>	Lehigh Ave	Mulford St to Howard St	0.3
<b>NB41</b>	Howard St	Gross Point Rd to Lehigh Rd	0.7
<b>NB42</b>	Gross Point Rd	Howard St to Oakton St	1.2
<b>NB43</b>	Touhy Ave	East end of the North Shore Channel (east of McCormick) to Central Ave	7.6
<b>NB44</b>	Carpenter Rd	Devon Ave to Lincoln Ave	4.0
<b>NB45</b>	Devon Ave	Harlem Ave to Canfield Ave	1.6
<b>NB46</b>	Devon Ave	McCormick to IL-43	12.4
<b>NB47</b>	Crawford Ave	Devon Ave to Lincoln Ave	0.8
<b>NB48</b>	Dearlove Rd	Milwaukee Ave to Central Rd	0.9
<b>NB49</b>	Central Rd	Wolf Rd to Huber Lane	2.3
<b>NB50</b>	Gross Point Rd	Church Rd to Crawford	2.2

**Total Northbrook Curb Miles**

**271.4**

**ARTERIAL HIGHWAYS TO BE CLEANED**

**OAKBROOK TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>OB1</b>	IL-19	Rohlwing Rd to Cook County Line	14.1
<b>OB2</b>	US-20	Bloomingtondale Rd. to York Rd	26.4
<b>OB3</b>	Highland Ave	IL-38 to 20th St	3.2
<b>OB4</b>	IL-53 (Rohlwing Rd)	US-20 to IL-56	13.7
<b>OB5</b>	IL-64 (North Ave)	Berteau Ave to Main St (Glendale Heights)	24.1
<b>OB6</b>	IL-38 (Roosevelt Rd)	Harrison St to IL-53 (including Monterey Frontage Rd.)	18.0
<b>OB7</b>	North Frontage Rd.	IL-56 to Salt Creek	0.6
<b>OB8</b>	York Rd	Elmhurst City Limit to 50 FT north of IL-38 westbound off ramp for northbound York Rd	1.4
<b>OB9</b>	IL-56 (Butterfield Rd)	DuPage/Cook County Line to IL-53 including Downers Frontage Rd. from Downers Dr. to 0.3 mile south east	19.5
<b>OB10</b>	22nd St	DuPage /Cook County Line to IL-56	13.2
<b>OB11</b>	IL-83	Devon Ave to Bluff Rd (including all ramps and West Frontage Rd. located north of IL-64 from IL-83 to Forest Preserve driveway which is Fay Ave and all marked connecting roads between IL-83 and IL- 19)	46.3
<b>OB12</b>	US-34	Cook/Dupage County Line (W/O I-294) to Belmont Ave	13.6
<b>Total Oakbrook Curb Miles</b>			<b>194.1</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**NORTHSIDE TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>NS1</b>	Mannheim Rd	Lake St to Oakton Ave	25.3
<b>NS2</b>	Des Plaines River Rd	Oakton St to Touhy Ave	2.0
<b>NS3</b>	Canfield Rd	Foster Ave to Devon Ave	3.0
<b>NS4</b>	Devon Ave	Dee Rd to Des Plaines River Rd	0.6
<b>NS5</b>	Avondale Ave	Bryn Mawr Ave to Oshkosh Ave	4.0
<b>NS6</b>	IL-72	Austin Ave to Wolf Rd	18.8
<b>NS7</b>	Talcott Ave	Touhy to east abutment of bridge over Des Plaines River Rd	2.5
<b>NS8</b>	Northwest Hwy	Oshkosh to Foster Ave	6.2
<b>NS9</b>	Cumberland Ave	Belmont Ave to Higgins Rd	10.4
<b>NS10</b>	Lawrence Ave	Harlem Ave to Mannheim Rd	7.9
<b>NS11</b>	Gunnison St	Harlem Ave to Austin Ave	3.0
<b>NS12</b>	IL-19	Pulaski Rd to Cook/DuPage County Line	17.9
<b>NS13</b>	Nagel- Narragansett Ave.	Avondale Ave to IL-64	10.4
<b>NS14</b>	25th Ave	US-20 (Lake St) to Grand Ave	5.6
<b>NS15</b>	Belmont Ave	Harlem Ave to 25th St	5.2
<b>NS16</b>	Addison St	Harlem Ave to Cumberland Ave	3.0
<b>NS17</b>	Forest Preserve Dr/Montrose	Belmont Ave to Narragansett Ave	7.0
<b>NS18</b>	Wolf Rd	Winters Dr. to Franklin Ave	1.4
<b>NS19</b>	Grand Ave	Mannheim Rd to County Line Rd	3.6
<b>NS20</b>	IL-50 (Cicero Ave)	IL-64 to Devon Ave	12.2
<b>NS21</b>	5th Ave	Winston Dr. to IL-64	1.2

<b>NS22</b>	1st Ave	End of divided highway to Chicago Ave	3.0
<b>NS23</b>	IL-64 (North Ave)	Harlem Ave to Berteau N. Frontage Rd. from Naples Dr to 5th Ave.	22.8
<b>NS24</b>	Chicago Ave	Lake St to 1st Ave	2.0
<b>NS25</b>	US-20 (Lake St)	9th Ave to I-290	8.2
<b>NS26</b>	IL-43 (Harlem Ave)	IL-64 to Devon Ave	13.0
<b>NS27</b>	US-14	Cicero Ave to Devon Ave	2.4
<b>NS28</b>	Central Ave	Devon Ave to Elston Ave	1.6
<b>NS29</b>	Touhy Ave	IL-72 to Talcott Ave	4.0
<b>NS30</b>	Bryn Mawr Ave	Central Ave to IL-72	5.0
<b>NS31</b>	Austin Ave	IL-19 to Gunniston St	2.2
<b>NS32</b>	Oak Park Ave	IL-19 to Forest Preserve Rd	0.8
<b>NS33</b>	Foster Ave	Harlem Ave to Pulaski Rd	8.2
<b>NS34</b>	Fullerton Ave	Mannheim Rd to 25th Ave	0.1
<b>NS35</b>	Thatcher Ave	Bloomington Ave to IL-64	0.4
<b>NS36</b>	Talcott Ave	Canfield Ave to IL-43	1.8
<b>NS37</b>	New Taft Rd	IL-19 to 697 FT southwest of IL-19	0.2
<b>NS38</b>	25th Ave	Belmont Ave to Addison St	0.7
<b>NS39</b>	Addison St	Cicero Ave to Natoma Ave	4.6
<b>NS40</b>	Grand Ave	Elm St to 80th Ave & 74th Ave to Harlem Ave	3.0
<b>NS41</b>	Des Plaines River Rd	Foster Ave to 5th Ave	5.8
<b>NS42</b>	Talcott Ave	Gregory St (Kenndey S. Frontage Rd.) to IL-72	0.2
<b>Total Northside Curb Miles</b>			<b>241.2</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**NAPERVILLE TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>NA1</b>	IL-64	Main St (Glen Ellyn Rd) to IL-59	23.7
<b>NA2</b>	IL-38	Kirk Rd to IL-53	22.5
<b>NA3</b>	IL-59	IL-64 to 143rd St the IL-59/IL-38 interchange) (including	67.1
<b>NA4</b>	Gary's Mill Rd	IL-38 to IL-59	0.3
<b>NA5</b>	IL-31	Grey St to Fox Valley Sanitary District Treatment Plant	3.6
<b>NA6</b>	IL-25	Hazel Ave to Kendall County Line (Riverbend Rd)	0.7
<b>NA7</b>	IL-53	IL-56 to Will County Line	21.2
<b>NA8</b>	Hill St	US-34 to Montgomery Rd	1.1
<b>NA9</b>	IL-56	IL-53 to IL-25	21.2
<b>NA10</b>	US-34	Divided Pavement SW of US-30 to Belmont Rd.	41.1
<b>NA11</b>	US-30	US-34 to 143rd St	0.2
<b>NA12</b>	US-30	IL-47 to US-34	14.6
<b>Total Naperville Curb Miles</b>			<b>217.3</b>



**ARTERIAL HIGHWAYS TO BE CLEANED**

**HILLSIDE TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
H1	St. Charles Rd	West Abutment of I-290 to Speechley Blvd	2.8
H2	Taft Ave	Butterfield Rd to St. Charles Rd	2.0
H3	Butterfield Rd	US-45 (Mannheim Rd) to DuPage County Line (Cadwell Ave)	3.0
H4	IL-38 (Roosevelt Rd)	Harrison St to IL-171 including both Frontage Rds. East of Mannheim Rd.	9.8
H5	Harrison St	Wolf Rd to Roosevelt Rd	0.5
H6	Wolf Rd	22nd St to Harrison St	3.8
H7	22nd St	Harlem Ave to DuPage County Line Including: All Frontage Rds At Gardner Rd and 25th Ave.	17.2
H8	31st St	17th Ave to DuPage County Line	7.4
H9	Mannheim Rd	US-34 to Lake St. (US-20)	15.0
H10	25th Ave	I-290 to 26th St	4.1
H11	17th Ave	Harvard Ave to 31st St	4.4
H12	1st Ave	Chicago Ave to 43rd St. (including Frontage and Cut-Off Rds)	12.1
H13	Forest Ave./Ridgewood Ave.	Golf Rd. Groveland Ave	0.7
H14	IL-50 (Cicero Ave)	IL-64 to 87th St Including: Cicero-Ogden interchange.	29.5
H15	IL-38 (Roosevelt Rd)	Lombard Ave. to IL-50	3.4
H16	22nd St	Lombard Ave to Cicero Ave	6.8
H17	26th St	Lombard Ave. to BRC Railroad	4.4
H18	US-34 (Ogden Ave)	BRC Railroad to Lombard Ave	4.8
H19	31st St & Frontage Rds	Cicero Ave to Kostner Ave	2.0
H20	US-34 (Ogden Ave)	Gilbert Ave to DuPage County Line	3.0
H21	US-34 (Ogden Ave)	Custer Ave to Harlem Ave	4.2

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<b>H22</b>	39th St	Cicero Ave to IL-43	7.6
<b>H23</b>	1st Ave	44th St to Joliet Rd	2.2
<b>H24</b>	Joliet Rd	55th St to Harlem Ave	6.2
<b>H25</b>	47th St	East Ave to Harlem Ave	6.4
<b>H26</b>	East Ave	47th St to Joliet Rd	3.0
<b>H27</b>	55th St	DuPage County Line (County Line Rd) to Joliet Rd	6.2
<b>H28</b>	Willow Springs Rd	53rd Place (LaGrange City Limits) to Archer Ave	5.0
<b>H29</b>	US-45	Plainfield Rd to 87th St	12.2
<b>H30</b>	Joliet Rd	Wolf Rd to East Ave.	4.4
<b>H31</b>	IL-171 (Archer Ave)	Harlem Ave to Willow Springs Rd Including: Archer Ave & 79th St interchange Frontage Rd. S/O 63rd St.	13.4
<b>H32</b>	Center Ave	55th st to Stepp St	0.2
<b>H33</b>	IL-43 (Harlem Ave)	US-34 to 87th St Including: 63rd St. Cut-Off and 65th St. Cut-Off	16.3
<b>H34</b>	63rd St	IL-171 to IL-43	1.8
<b>H35</b>	47th St	IL-50 to Central Ave	2.0
<b>H36</b>	Central Ave	47th St to 63rd St	4.0
<b>H37</b>	79th St	Archer Ave/IL-171 to Cicero Ave	12.0
<b>H38</b>	State Rd	79th St to Cicero Ave	2.2
<b>Total Hillside Curb Miles</b>			<b>246.0</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**JOLIET TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>J1</b>	IL-53	Old Chicago Dr to Ruby St	15.9
<b>J2</b>	US-30 (Plainfield Rd)	IL-59 to Black Rd	17.7
<b>J3</b>	Theodore St	Larkin Ave to IL-53	4.0
<b>J4</b>	IL-7 (Larkin Ave.)	US-6 to US-30	8.6
<b>J5</b>	US-52 (Jefferson St.)	Larkin Ave to Kendall County Line (County Line Rd.) Including: Channahon St. from Dante Ct. to SW Frontage Rd. (I-55 Frontage Rd.)	11.6
<b>J6</b>	IL-171	E.J.&E. Railroad to State St	10.1
<b>J7</b>	US-6	Henderson Ave to Wolf Rd	5.1
<b>J8</b>	IL-7	IL-53 to Wolf Rd	7.9
<b>J9</b>	IL-59	143rd St to I-55	26.7
<b>J10</b>	143rd St	US-30 to IL-59	2.1
<b>J11</b>	IL-126	Kendall County Line to I-55	2.1
<b>J12</b>	Stateville Rd	IL-53 to Prison Loop Dr.	1.2
<b>J13</b>	Joliet Rd	IL-53 to I-55	3.0
<b>J14</b>	New Ave	Lemont Rd/State St to IL-171	1.0
<b>J15</b>	US-6	Grundy County Line to McDonough St.	11.2
<b>Total Joliet Curb Miles</b>			<b>128.2</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**ALSIP TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>A1</b>	IL-83	Bluff Rd to 127th St (including all bridges and intersections)	7.3
<b>A2</b>	95th St	IL-43 intersection to IL-171	8.0
<b>A3</b>	IL-7	Ridgeland Ave to 143rd St (including all ramps and intersections)	9.4
<b>A4</b>	143rd St	Will County Line (Will Cook Rd) to Southwest Highway	3.3
<b>A5</b>	Pulaski Rd	87th St to 127th St	11.4
<b>A6</b>	Kedzie Ave	127th St to 115th St & 131st St to 135th St	4.4
<b>A7</b>	127th St	Kedzie Ave to IL-43	8.8
<b>A8</b>	IL-43 (Harlem Ave)	87th St to US-30 (including all ramps and intersections)	47.4
<b>A9</b>	IL-50 (Cicero Ave)	111th St to 159th St	14.7
<b>A10</b>	111th St	US-45 to Central Ave	9.1
<b>A11</b>	135th St	IL-50 to IL-43	2.0
<b>A12</b>	104th Ave (Flavan Rd)	107th St to IL-171	0.2
<b>A13</b>	IL-171	Willow Springs Rd to IL-83 (including all ramps and intersections)	0.5
<b>A14</b>	115th St	Rockwell St to Pulaski Rd & IL-50 to Keeler Ave	4.2
<b>A15</b>	Southwest Hwy	Duffy Rd to 87th St	0.5
<b>A16</b>	US-45	87th St to 179th St (including all ramps and intersections)	46.4
<b>A17</b>	US-6 (159th St.)	IL-7 to IL-50 (including all ramps and intersections)	17.8
<b>A18</b>	143rd St	IL-43 (Harlem Ave) to Justamere Rd	2.0
<b>A19</b>	123rd St	IL-7 to IL-43	1.8
<b>A20</b>	Chicago Joliet Rd/Main St.	IL-171 to N/O McCarthy (Including Bell Rd from IL-83 to Main St)	0.6
<b>A21</b>	Wolf Rd	143rd St to 187th St	0.9
<b>A22</b>	Kean Ave	95th St to 111th St (including cut off road at 107th)	0.2

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<b>A23</b>	107th St	Kean Ave to IL-171	1.2
<b>A24</b>	Justamere Rd.	143rd St to 147th St	0.2
<b>A25</b>	147th St	IL-50 to Justamere Rd	1.1
<b>A26</b>	131st St	IL-43 to IL-7	0.6
<b>A27</b>	123rd St	IL-171 to IL-7	2.4
<b>A28</b>	Oak Park Ave	183rd St to IL-43	0.6
<b>A29</b>	Kean Ave	119th St. to IL-83	0.1
<b>A30</b>	Archer Ave	IL-83 (111th St) to State St	2.1
<b>A31</b>	119th St	US-45 to IL-83	0.1
<b>Total Alsip Curb Miles</b>			<b>209.3</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**HARVEY TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>HY1</b>	139th St	Bridge over Railroad west of Western Ave/Dixie Hwy	0.4
<b>HY2</b>	Dixie Hwy	139th St to 167th St	5.8
<b>HY3</b>	Ashland Ave/ Wood St	Vermont St to 161st St	4.1
<b>HY4</b>	Halsted St	127th St to 15th St	29.9
<b>HY5</b>	Indiana Ave	138th St to 147th St	2.8
<b>HY6</b>	Michigan City Rd	138th St to 154th St	5.0
<b>HY7</b>	Dolton Ave (142nd St)	Indiana Ave to I-94	4.4
<b>HY8</b>	147th St	IL-50 to Torrence Ave	20.8
<b>HY9</b>	Burnham Ave	Brainard Ave to Dyer St (including all ramps)	13.9
<b>HY10</b>	Torrence Ave	0.2 mile N/O 136th St to Steger Rd	18.0
<b>HY11</b>	Dixie Hwy	IL-1 to 187th St	2.4
<b>HY12</b>	Indiana Ave (State St)	US-6 to Armory Dr	1.5
<b>HY13</b>	Wentworth Ave	167th St to 177th St	1.8
<b>HY14</b>	183rd St	Cicero Ave to Ridgeland Ave	0.6
<b>HY15</b>	IL-50 (Cicero Ave)	159th St to Steger Rd (County Line)	19.0
<b>HY16</b>	Broadway Ave	Joe Orr Rd to Cul-De-Sac End	0.1
<b>HY17</b>	Crawford Ave	159th St to Cook County Line	9.6
<b>HY18</b>	Park Ave	IL-1 to 167th St	4.8
<b>HY19</b>	IL-1 (Cut Off)	Halsted St to Riegler Rd	0.8
<b>HY20</b>	Glenwood Rd	IL-1 to Holbrook Rd	0.4
<b>HY21</b>	Dyer Rd	Gleenwood-Lansing Rd to US-30	2.8
<b>HY22</b>	Riegel Rd	Holbrook Rd to US-30	2.8
<b>HY23</b>	IL-1 (Chicago Rd)	US-30 to Steger Rd	5.4
<b>HY24</b>	Joe Orr Rd	Ashland Ave to State St	5.0

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<b>HY25</b>	US-30	Harlem Ave to Indiana State Line	37.0
<b>HY26</b>	Brainard Ave	Burnham Ave to Indiana State Line	0.1
<b>HY27</b>	159th St	Cicero Ave to Torrence Ave	23.9
<b>HY28</b>	Rexford Dr/ Claire Blvd	I-294 to Crawford Ave	0.1
<b>HY29</b>	Loomis Ave	150th St to Thornton Rd	0.8
<b>HY30</b>	Thornton Rd	Ashland Ave to 147th St	0.2
<b>HY31</b>	Dixie Hwy	171st St to 175th St	1.0
<b>HY32</b>	Cottage Grove Ave	147th St to 154th St	1.0
<b>HY33</b>	Williams St/ Vincennes St	Main St to Armory Dr	2.6
<b>HY34</b>	154th St	I-94 to Michigan City Rd	0.4
<b>HY35</b>	Wood Ave	Dixie Highway to 171st St.	1.2
<b>HY36</b>	Thornton - Lansing Rd	Torrence Ave to IL-1	1.8
<b>HY37</b>	Eleanor St	Williams St/Vincennes Rd to S. Park Ave/Chicago Rd	0.6
<b>HY38</b>	South Park Ave/ Chicago Rd	Eleanor St to Lincoln Ave.	9.2
<b>HY39</b>	East End Ave	25th St to 30th St	1.0
<b>HY40</b>	State St	Steger Rd to Sauk Trail	0.3
<b>HY41</b>	Governors Hwy	Heather Rd to US-30	1.8
<b>HY42</b>	186th St	Wentworth Ave to Torrence Ave	1.8
<b>HY43</b>	Sauk Trail	Torrence Ave to US-30	0.8
<b>HY44</b>	26th St.	Western Ave. to East End Ave.	0.3
<b>HY45</b>	Western Ave	Steger Rd to 183rd St	8.1
<b>Total Harvey Curb Miles</b>			<b>256.1</b>

**ARTERIAL HIGHWAYS TO BE CLEANED**

**NEW LENOX TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>NL1</b>	Washington St	Briggs St to US-30	0.6
<b>NL2</b>	IL-53	5th St to Grundy County Line (Kankakee St)	6.5
<b>NL3</b>	Richards St	5th St to US-52	1.7
<b>NL4</b>	US-30	Page St to IL-43	42.2
<b>NL5</b>	Meadow Ave	Rockdale City Limit to DeKalb St	4.0
<b>NL6</b>	US-45	179th St to Kankakee County Line (W County Line Rd)	19.2
<b>NL7</b>	IL-50	Steger Rd to Kankakee County Line (W County Line Rd)	5.3
<b>NL8</b>	IL-1	Steger Rd to Kankakee County Line (County Line Rd)	10.6
<b>NL9</b>	Coal City Rd	IL-53 to Division St	1.4
<b>NL10</b>	IL-102	IL-53 to Kankakee County Line (Warner Bridge Rd)	1.0
<b>NL11</b>	Governors Hwy	Cook County Line to IL-50	0.3
<b>NL12</b>	US-52	IL-53 to US-45	4.3
<b>NL13</b>	IL-129	Grundy County Line (Kankakee St) to I-55	0.3
<b>NL14</b>	IL-113	Coal City Rd to Kankakee County Line (Limestone Rd)	2.1
<b>NL15</b>	South Chicago Rd	IL-102 to North End of "S" Curve	0.1
<b>NL16</b>	Manhattan/ Monee Rd	US-52 to Center St	0.6
<b>NL17</b>	Draper Ave.	Belle Ave. to south bridge abutment (north of Stein Ave)	0.1
<b>Total New Lenox Curb Miles</b>			<b>100.3</b>



**ARTERIAL HIGHWAYS TO BE CLEANED**

**RODENBURG TEAM SECTION CLEANING LOCATIONS**

<b>KEY LOC.</b>	<b>ROUTE</b>	<b>LIMITS</b>	<b>EST. CURB MILES</b>
<b>R1</b>	IL-62	IL-68 to Barrington Rd	7.6
<b>R2</b>	IL-59	IL-62 to IL-58	9.0
<b>R3</b>	IL-25	IL-72 to Brandt St	5.9
<b>R4</b>	IL-72	IL-25 to Barrington Rd	6.8
<b>R5</b>	Barrington Rd	IL-62 to US-20	19.9
<b>R6</b>	IL-58	IL-59 to Barrington Rd	2.0
<b>R7</b>	Larkin Ave	US-20 to Airlite Rd	0.3
<b>R8</b>	US-20	Weld Rd to Bloomingdale Rd including all ramps	36.9
<b>R9</b>	Villa St	US-20 to Peck Rd	0.1
<b>R10</b>	Bluff City Rd	US-20 to Gifford Rd	0.1
<b>R11</b>	IL-19	Barrington Rd to Rohlwing Rd	11.0
<b>R12</b>	Rohlwing Rd	Biesterfield Rd (including the full intersection) to US-20 E. Service Rd (S/O Thorndale Ave) from IL-53 to parking lot. Norwood Ave from IL-53 to start of road bend to west	8.8
<b>R13</b>	Biesterfield Rd	Rohlwing Rd to Martha St	2.0
<b>R14</b>	Martha St	Biesterfield Rd to rear access gate of the Bridge Maintenance Yard	0.4

**Total Rodenburg Curb Miles**

**110.8**

## **SUPPLEMENTAL SWEEPING**

1. **LOCATION AND LIMITS OF CLEANING:** The intent of this work is to provide additional cleaning of the gutters of existing curb and gutter and stabilized surfaces during the term of this contract. The intent of this work is also to provide cleaning of the gutters and stabilized surfaces of additional curb and gutter and stabilized surfaces constructed during the term of this contract which is not specified for cleaning in these Special Provisions. Supplemental Sweeping shall not be limited to the various expressways and arterial routes within the limits of specified in these Special Provisions but shall include all expressways and arterial routes located within District One.

The work to be done under Supplemental Sweeping shall consist of the pickup, removal and satisfactory disposal of all sand, stones, debris, refuse, dead animal carcasses, grease, oil, and other rubbish, which has accumulated on the highways and right of ways do to unforeseen events that are not in sequence with the regularly scheduled cleaning categories of this contract.

2. **DEFINITION:**

Supplemental Sweeping is work that is required to correct a condition which is an immediate hazard to the public or any work as designated by the Department that requires first priority corrective action. The contractor shall be available on a 7 day a week, 24-hour –a- day basis to accomplish this work. The Contractor shall have sufficient resources at the location specified by the Engineer within two (2) hours of notification or within a time specified by the Engineer to accomplish the work. The location of work shall be as determined by the Engineer and may be required at any time.

The use of this item shall not in any way mitigate any liquidation damages associated with noncompliance to the First Full Expressway Cleaning Cycle or First Full Arterial Cleaning Cycle guarantee working days specified, or any other cleaning cycles.

3. **PARKING:** Parking is permitted along various routes within certain municipalities. It will be the Contractor's responsibility to ascertain these locations and to provide no parking signs as may be required to prohibit parking during the cleaning period. Enforcement assistance shall be solicited from the municipalities by the Contractor. The temporary no parking signs shall be approved by the Engineer prior to use. The Contractor shall remove the temporary no parking signs promptly after completing sweeping operations. Furnishing, installing and removing temporary no parking signs will not be paid for as separate items, but the costs shall be considered as included in the contract unit price for the cleaning cycle involved, and no additional compensation will be allowed.

## **SIGN CLEANING**

1. **LOCATION AND LIMITS OF CLEANING:** The intent of this work is to provide the cleaning of signs, on an as needed basis, as determined by the Engineer of various expressway and arterial routes during the full term of this contract January 1, 2016 to December 31, 2016. Sign cleaning shall not be limited to the expressway and arterial routes within the limits specified in these Special Provisions but shall include all expressways and arterial routes located in District One.
2. **DESCRIPTION OF WORK:** This work consists of the removal of all dirt, oil, grease, tar, stickers or any other foreign substance from the faces and backs of Expressway Partnership Recognition Signs, Guide, Regulatory and Warning Signs. Overhead, cantilever and signs with external illumination shall be omitted.
3. **SCOPE OF WORK:** The work involved consists of cleaning signs by high pressure detergent water or detergent water and brush method, all with environmentally safe detergent suitable to completely clean signs without any damage and to the satisfaction of the Engineer.

The Contractor is hereby notified and shall understand that signs damaged or destroyed by the Contractor's operations shall be replaced at the Contractor's expense.

Any trees, shrubs and seeded areas on or adjacent to the work should be protected from damage by the Contractor's operations in a manner satisfactory to the Engineer. 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 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 according to the requirements of the Special Provisions.

Damage to any property, public or private, shall be repaired by the Contractor to a condition equivalent to its original conditions at no expense to the Department.

4. **METHOD OF MEASUREMENT:**  
Signs to be cleaned vary in size and individual signs mounted in groups are considered separate signs.
5. **BASIS OF PAYMENT:**  
All work associated with Sign Cleaning will be paid for at the contract unit price per each regardless of size or shape for SIGN CLEANING.

**“NO PARKING” SIGN POSTINGS FOR ARTERIAL STREET SWEEPING**

<u>Team Section</u>	<u>Route</u>	<u>From</u>	<u>To</u>	<u>Municipality</u>
Alsip	(A14) 115 <sup>th</sup> St E/B	Pulaski St	Homan Ave	Chicago
Alsip	(A14) 115 <sup>th</sup> St W/B	Rockwell St	W/O Fairfield Ave	Chicago
Alsip	(A14) 115 <sup>th</sup> St W/B	Hamlin St	W/O Kedzie Ave	Merrionette Park
Arlington Hts.	(AH21) US-14 (W/B)	Waterman Ave	Dryden Pl	Arlington Hts
Arlington Hts.	(AH21) US-14 (W/B)	Evergreen Ave	Miner St	Arlington Hts
Arlington Hts.	(AH21) US-14 (W/B)	Yale Ave	Chicago Ave	Arlington Hts
Grayslake	(G5) IL-134 E/B	Goodnow Blvd	Cedar Lake Rd	Round Lake
Grayslake	(G9) US-45 N/B	Hawley St	IL-176	Mundelein
Grayslake	(G9) US-45 S/B	IL-176	Hawley St	Mundelein
Grayslake	(G17) Midlothain Rd N/B	Glenview Ave	Division St	Mundelein
Grayslake	(G19) IL-83 N/B	Lake St	Orchard St	Antioch
Grayslake	(G19) IL-83 S/B	Orchard St	Lake St	Antioch
Harvey	(HY4) Halsted St N/B	129 <sup>th</sup> St	127 <sup>th</sup> St	Chicago
Harvey	(HY4) Halsted St S/B	127 <sup>th</sup> St	129 <sup>th</sup> St	Chicago
Harvey	(HY4) Halsted St S/B	7 <sup>th</sup> Pl	Rte 1 Cut-off	Chicago Heights
Harvey	(HY4) Halsted St N/B	Rte 1 Cut-off	7 <sup>th</sup> Pl	Chicago Heights
Harvey	(HY4) Halsted St S/B	11 <sup>th</sup> St	Isa Ave	Chicago Heights
Harvey	(HY4) Halsted St N/B	Isa Ave	11th St	Chicago Heights
Harvey	(HY5) Indiana Ave N/B	140 <sup>th</sup> St	138 <sup>th</sup> St	Dolton
Harvey	(HY5) Indiana Ave S/B	138 <sup>th</sup> St	140 <sup>th</sup> St	Dolton
Harvey	(HY5) Indiana Ave N/B	146 <sup>th</sup> St	142 <sup>nd</sup> St	Dolton
Harvey	(HY5) Indiana Ave S/B	142 <sup>nd</sup> St	146 <sup>th</sup> St	Dolton
Harvey	(HY6) Lincoln Ave N/B	Grant St	138 <sup>th</sup> St	Dolton
Harvey	(HY6) Lincoln Ave S/B	138 <sup>th</sup> St	Grant St	Dolton
Harvey	(HY6) Lincoln Ave N/B	Woodlawn Ave	Sanderson Ave	Dolton

**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Harvey	(HY6) Lincoln Ave S/B	Sanderson Ave	Woodlawn Ave	Dolton
Harvey	(HY29) Loomis Ave N/B	148 <sup>th</sup> St	146 <sup>th</sup> St	Harvey
Harvey	(HY29) Loomis Ave S/B	146 <sup>th</sup> St	148 <sup>th</sup> St	Harvey
Harvey	(HY38) Chicago Rd N/B	Park Ln	Lincoln Ave	Dolton
Harvey	(HY38) Chicago Rd S/B	Lincoln Ave	Park Ln	Dolton
Harvey	(HY38) S. Park Ave N/B	161 <sup>st</sup> Pl	160 <sup>th</sup> Pl	South Holland
Harvey	(HY38) S. Park Ave S/B	160 <sup>th</sup> Pl	161 <sup>st</sup> Pl	South Holland
Hillside	(H1) St Charles Rd E/B	Lee Blvd	Speechley Blvd	Berkley
Hillside	(H1) St Charles Rd W/B	Speechley Blvd	Lee Blvd	Berkley
Hillside	(H1) St Charles Rd W/B	Sunnyside Dr	Ashbel Ave	Berkley
Hillside	(H2) Taft Ave N/B	IL-56	St Charles Rd	Hillside
Hillside	(H2) Taft Ave S/B	St Charles Rd	IL 56	Hillside
Hillside	(H3) Butterfield Rd E/B	Howard Ave	Wolf Rd	Hillside
Hillside	(H3) Butterfield Rd W/B	Wolf Rd	Howard Ave	Hillside
Hillside	(H4) IL-38 E/B	Highridge Pkwy	Haase Ave	Westchester
Hillside	(H4) IL-38 E/B	Portsmouth Ave	Bristol Ave	Broadview
Hillside	(H4) IL-38 E/B	23 <sup>rd</sup> Ave	18 <sup>th</sup> Ave	Broadview
Hillside	(H4) IL-38 E/B	16 <sup>th</sup> Ave	10 <sup>th</sup> Ave	Broadview
Hillside	(H4) IL-38 W/B	10 <sup>th</sup> Ave	16 <sup>th</sup> Ave	Broadview

**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Hillside	(H4) IL-38 W/B	18 <sup>th</sup> Ave	23 <sup>rd</sup> Ave	Broadview
Hillside	(H4) IL-38 W/B	Bristol Ave	Portsmouth Ave	Broadview
Hillside	(H11) 17 <sup>th</sup> Ave N/B	Salt Creek	22 <sup>nd</sup> St	Broadview
Hillside	(H11) 17 <sup>th</sup> Ave N/B	16 <sup>th</sup> St	Harvard Ave	Broadview
Hillside	(H11) 17 <sup>th</sup> Ave S/B	Harvard Ave	16 <sup>th</sup> St	Broadview
Hillside	(H11) 17 <sup>th</sup> St S/B	22 <sup>nd</sup> St	Salt Creek	Broadview
Hillside	(H13) Forest Ave W/B	IL-171	Golf Rd	Brookfield
Hillside	(H14) Cicero Ave N/B	RR N/O 22 <sup>nd</sup> St	Roosevelt Rd	Cicero
Hillside	(H14) Cicero Ave S/B	Roosevelt Rd	RR N/O 22 <sup>nd</sup> St	Cicero
Hillside	(H15) IL-38 E/B	Lombard Ave	Central Ave	Cicero
Hillside	(H15) IL-38 E/B	Laramie Ave	Cicero Ave	Cicero
Hillside	(H15) IL-38 W/B	Cicero Ave	Laramie Ave	Cicero
Hillside	(H15) IL-38 W/B	Central Ave	Lombard Ave	Cicero
Hillside	(H16) 22 <sup>nd</sup> St E/B	(H16) 22 <sup>nd</sup> St E/B	Cicero Ave	Cicero
Hillside	(H16) 22 <sup>nd</sup> St W/B	(H16) 22 <sup>nd</sup> St W/B	Lombard Ave	Cicero
Hillside	(H17) 26 <sup>th</sup> St E/B	Lombard Ave	53 <sup>rd</sup> Ave	Cicero
Hillside	(H17) 26 <sup>th</sup> St W/B	51 <sup>st</sup> Ave	Lombard Ave	Cicero
Hillside	(H22) 39 <sup>th</sup> St W/B	Central Ave	61 <sup>st</sup> Ave	Cicero
Hillside	(H22) 39 <sup>th</sup> St E/B	Clinton Ave	Ridgeland Ave	Stickney
Hillside	(H22) 39 <sup>th</sup> St W/B	Ridgeland Ave	Wisconsin Ave	Berwyn
Hillside	(H23) 1 <sup>st</sup> Ave S/B	44 <sup>th</sup> Pl	47 <sup>th</sup> St	Lyons
Hillside	(H31) IL-171 N/B	63 <sup>rd</sup> St	60 <sup>th</sup> Pl	Summit
Hillside	(H31) IL-171 S/B	60 <sup>th</sup> St	63 <sup>rd</sup> St	Summit
Hillside	(H33) IL-43 N/B	45 <sup>th</sup> St	41 <sup>st</sup> St	Forest View
Hillside	(H34) 63 <sup>rd</sup> St E/B	Archer Ave	3 <sup>rd</sup> Ave	Summit
Hillside	(H34) 63 <sup>rd</sup> St W/B	3 <sup>rd</sup> Ave	Archer Ave	Summit
Hillside	(H35) 47 <sup>th</sup> St E/B	Laramie Ave	Lacrosse Ave	Chicago
Hillside	(H35) 47 <sup>th</sup> St W/B	Lacrosse Ave	Laramie Ave	Chicago
Joliet	(J6) IL-171 N/B	12 <sup>th</sup> St	8 <sup>th</sup> St	Lockport
Joliet	(J6) IL-171 S/B	8 <sup>th</sup> St	11 <sup>th</sup> St	Lockport
Joliet	(J8) IL-7 E/B	IL-171	Hamilton St	Lockport
Joliet	(J8) IL-7 W/B	Hamilton St	IL-171	Lockport
Joliet	(J11) IL-126 W/B	Arnold St	Lockport St	Plainfield

**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Naperville	(NA4) Garys Mill Rd W/B	Appletree Ln	Windsor Ct	West Chicago
New Lenox	(NL8) IL-1 N/B	Division St	North St	Crete
New Lenox	(NL8) IL-1 S/B	North St	Division St	Crete
New Lenox	(NL10) IL-102 E/B	IL-53	Jefferson St	Wilmington
New Lenox	(NL12) US-52 E/B	Railroad St	2 <sup>nd</sup> St	Manhattan
New Lenox	(NL12) US-52 W/B	2 <sup>nd</sup> St	Railroad St	Manhattan
New Lenox	(NL14) IL-113 E/B	Lincoln St	IL-129	Braidwood
New Lenox	(NL14) IL-113 W/B	IL-129	Center St	Braidwood
Northbrook	(NB9) Forest Way Dr. (S/B)	IL-68	Willow Tree Ln	Glencoe
Northbrook	(NB22) IL-43 (S/B)	Harrison St	Colfax Ave	Glenview
Northbrook	(NB22) IL-43 (S/B)	Dewes St	Linneman St	Glenview
Northbrook	(NB22) IL-43 (N/B)	Glenview Rd	McLean Ct	Glenview
Northbrook	(NB22) IL-43 (S/B)	Lake Ave	Glenview Rd	Glenview
Northbrook	(NB23) Skokie Rd (S/B)	Jarvis Ave	Jarlath Ave	Skokie
Northbrook	(NB23) Skokie Rd (N/B)	Niles Center Rd	Church St	Skokie
Northbrook	(NB23) Skokie Rd (S/B)	Church St.	Niles Center Rd	Skokie
Northbrook	(NB24) Greenbay Rd (S/B)	Village Limit	16 <sup>th</sup> St	Kenilworth
Northbrook	(NB24) Greenbay Rd (N/B)	16 <sup>th</sup> St	Village Limit	Kenilworth
Northbrook	(NB25) Ridge Rd (S/B)	Lake St	Wilmette Ave	Wilmette
Northbrook	(NB25) Ridge Rd (N/B)	Wilmette Ave	Lake St	Wilmette
Northbrook	(NB26) IL-58 (E/B)	E/O Washington St	Ozanam Ave	Morton Grove
Northbrook	(NB33) Church St (E/B)	Niles Center Rd	Keystone Ave	Skokie
Northbrook	(NB33) Church St (W/B)	Keystone Ave	Niles Center Rd	Skokie
Northbrook	(NB33) Church St (E/B)	Central Park Ave	Lincolnwood D	Evanston
Northbrook	(NB33) Church St (W/B)	Lincolnwood Dr	Central Park Ave	Evanston
Northbrook	(NB34) Niles Center Rd (S/B)	Church St	Skokie Blvd	Skokie

**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Northbrook	(NB34) Niles Center Rd (N/B)	Skokie Blvd	Church St	Skokie
Northbrook	(NB34) Niles Center Rd (S/B)	Dempster St	Conrad St	Skokie
Northbrook	(NB35) Lincoln Ave (N/B)	Carpenter Rd	Cleveland St	Skokie
Northbrook	(NB35) Lincoln Ave (S/B)	Laramie Ave	Carpenter Rd	Skokie
Northbrook	(NB35) Lincoln Ave (S/B)	Jarvis Ave	Pratt Ave	Lincolnwood
Northbrook	(NB35) Lincoln Ave (N/B)	Pratt Ave	Jarvis Ave	Lincolnwood
Northbrook	(NB35) Lincoln Ave (S/B)	Crawford Ave	Devon Ave	Lincolnwood
Northbrook	(NB35) Lincoln Ave (N/B)	Devon Ave	Harding Ave	Lincolnwood
Northbrook	(NB38) Caldwell Ave (W/B)	Devon Ave	Algonquin Ave	Chicago
Northbrook	(NB39) Lehigh Ave (S/B)	Algonquin Ave	Devon Ave	Chicago
Northbrook	(NB39) Lehigh Ave (N/B)	Devon Ave	Algonquin Ave	Chicago
Northbrook	(NB43) Touhy Ave (E/B)	Kildare Ave	Keystone Ave	Lincolnwood
Northbrook	(NB43) Touhy Ave (W/B)	Keystone Ave	Kildare Ave	Lincolnwood
Northbrook	(NB43) Touhy Ave (E/B)	East Prairie Rd	Ridgeway Ave	Lincolnwood
Northbrook	(NB43) Touhy Ave (W/B)	Hamlin Ave	East Prairie Rd	Lincolnwood
Northbrook	(NB44) Carpenter Rd (N/B)	Devon Ave	Tahoma Ave	Chicago
Northbrook	(NB44) Carpenter Rd (S/B)	Tahoma Ave	Devon Ave	Chicago
Northbrook	(NB44) Carpenter Rd (N/B)	Tahoma Ave	Hiawatha Ave	Chicago
Northbrook	(NB44) Carpenter Rd (S/B)	Hiawatha Ave	Tahoma Ave	Chicago
Northbrook	(NB45) Devon Ave (W/B)	Avondale Ave	Canfield Rd	Chicago
Northbrook	(NB45) Devon Ave (E/B)	Canfield Rd	Avondale Ave	Chicago
Northbrook	(NB46) Devon Ave (W/B)	Christiana Ave	St. Louis Ave	Lincolnwood
Northbrook	(NB46) Devon Ave (E/B)	St. Louis Ave	Christiana Ave	Lincolnwood
Northbrook	(NB46) Devon Ave (W/B)	Spokane Ave	Caldwell Ave	Chicago
Northbrook	(NB46) Devon Ave (E/B)	Kinzua Ave	Spokane Ave	Chicago
Northbrook	(NB46) Devon Ave (W/B)	W/O Chicago River	Harlem Ave	Chicago
Northbrook	(NB46) Devon Ave (E/B)	Harlem Ave	Milwaukee Ave	Chicago



**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Northbrook	(NB50) Gross Point Rd (N/B)	Kenton Ave	Kolmar Ave	Skokie
Northside	(NS1) Mannheim Rd (S/B)	Soffel Ave	N/O US-20	Stone Park
Northside	(NS1) Mannheim Rd (N/B)	S/O LeMoynes Ave	IL-64	Stone Park
Northside	(NS3) Canfield Ave (N/B)	Foster Ave	Serbian Dr	Chicago
Northside	(NS3) Canfield Ave (S/B)	Serbian Dr	Foster Ave	Chicago
Northside	(NS3) Canfield Ave (N/B)	Ardmore Ave	Devon Ave	Chicago
Northside	(NS3) Canfield Ave (S/B)	Devon Ave	Ardmore Ave	Chicago
Northside	(NS5) Avondale Ave (E/B)	IL-43	Bryn Mawr	Chicago
Northside	(NS5) Avondale Ave (W/B)	Bryn Mawr	IL-43	Chicago
Northside	(NS5) Avondale Ave (W/B)	Palatine Ave	Oshkosh Ave	Chicago
Northside	(NS5) Avondale Ave (E/B)	Oshkosh Ave	Palatine Ave	Chicago
Northside	(NS6) IL-72 (W/B)	Oriole Ave	Crescent Ave	Chicago
Northside	(NS6) IL-72 (E/B)	Melvina Ave	Austin Ave	Chicago
Northside	(NS6) IL-72 (W/B)	McVicker Ave	Melvina Ave	Chicago
Northside	(NS6) IL-72 (E/B)	Nagle Ave	Normandy Ave	Chicago
Northside	(NS6) IL-72 (W/B)	Normandy Ave	Nagle Ave	Chicago
Northside	(NS6) IL-72 (W/B)	Newcastle Ave	IL-43	Chicago
Northside	(NS6) IL-72 (E/B)	IL-43	Newcastle Ave	Chicago
Northside	(NS8) Northwest Hwy (E/B)	Oshkosh Ave	Olympia Ave	Chicago
Northside	(NS8) Northwest Hwy (W/B)	Olympia Ave	Oshkosh Ave	Chicago
Northside	(NS8) Northwest Hwy (E/B)	Olympia Ave	Devon Ave	Chicago
Northside	(NS8) Northwest Hwy (W/B)	Devon Ave	Olympia Ave	Chicago
Northside	(NS8) Northwest Hwy (E/B)	IL-43	Parkside Ave	Chicago
Northside	(NS8) Northwest Hwy (W/B)	Parkside Ave	IL-43	Chicago
Northside	(NS9) Cumberland Ave (N/B)	Addison St	Berteau Ave	Chicago
Northside	(NS10) Lawrence Ave (W/B)	Oconto Ave	Olcott Ave	Harwood Hts
Northside	(NS10) Lawrence Ave (E/B)	Olcott Ave	Oconto Ave	Harwood Hts
Northside	(NS11) Gunnison St (W/B)	Austin Ave	Nagle Ave	Chicago
Northside	(NS11) Gunnison St (E/B)	Nagle Ave	Austin Ave	Chicago

**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Northside	(NS12) IL-19 (W/B)	Pulaski Ave	Natchez Ave	Chicago
Northside	(NS12) IL-19 (E/B)	IL-43	Pulaski Ave	Chicago
Northside	(NS12) IL-19 (W/B)	Forest Preserve Dr	Ozanam Ave	Chicago
Northside	(NS12) IL-19 (E/B)	Ozanam Ave	Forest Preserve Dr	Chicago
Northside	(NS12) IL-19 (E/B)	Pontiac Ave	Page Ave	Chicago
Northside	(NS12) IL-19 (W/B)	Pioneer Ave	Pontiac Ave	Chicago
Northside	(NS13) Nagle Ave (N/B)	Bryn Mawr Ave	Avondale Ave	Chicago
Northside	(NS13) Nagle Ave (S/B)	Gregory St	Gunnison St	Chicago
Northside	(NS13) Nagle Ave (N/B)	Gunnison St	Catalpa Ave	Chicago
Northside	(NS13) Narragansett Ave (N/B)	Nagle Ave	Wrightwood Ave	Chicago
Northside	(NS13) Narragansett Ave (S/B)	Diversey Ave	Addison St	Chicago
Northside	(NS13) Narragansett Ave (S/B)	Grand Ave	IL-64	Chicago
Northside	(NS13) Narragansett Ave (N/B)	IL-64	Grand Ave	Chicago
Northside	(NS15) Belmont Ave (W/B)	IL-43	Pacific Ave	Chicago
Northside	(NS15) Belmont Ave (E/B)	Pacific Ave	IL-43	Chicago
Northside	(NS16) Addison St (W/B)	IL-43	Cumberland Ave	Chicago
Northside	(NS16) Addison St (E/B)	Cumberland Ave	IL-43	Chicago
Northside	(NS17) Forest Preserve Dr (W/B)	Nagle Ave	Montrose Ave	Chicago
Northside	(NS20) IL-50 (N/B)	Wabansia Ave	St. Paul Ave	Chicago
Northside	(NS20) IL-50 (N/B)	Armitage Ave	Patterson Ave	Chicago
Northside	(NS20) IL-50 (N/B)	Belle Plaine Ave	Montrose Ave	Chicago
Northside	(NS20) IL-50 (N/B)	Forest Glen Ave	Devon Ave	Chicago
Northside	(NS20) IL-50 (S/B)	Devon Ave	Peterson Ave	Chicago
Northside	(NS20) IL-50 (S/B)	Catalpa Ave	Foster Ave	Chicago
Northside	(NS-20) IL-50 (S/B)	Pensacola Ave	Grace St	Chicago
Northside	(NS20) IL-50 (S/B)	Patterson Ave	Cortland Ave	Chicago
Northside	(NS23) IL-64 (W/B)	72 <sup>nd</sup> Ct	Thatcher Ave	Elmwood Park
Northside	(NS24) Chicago Ave (E/B)	17 <sup>th</sup> Ave	11 <sup>th</sup> Ave	Melrose Park
Northside	(NS24) Chicago Ave (W/B)	13 <sup>th</sup> Ave	17 <sup>th</sup> Ave	Melrose Park

**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Northside	(NS25) US-20 (E/B)	24 <sup>th</sup> Ave	9 <sup>th</sup> Ave	Melrose Park
Northside	(NS25) US-20 (W/B)	9 <sup>th</sup> Ave	24 <sup>th</sup> Ave	Melrose Park
Northside	(NS26) IL-43 (S/B)	Fullerton Ave	Cortland Ave	Elmwood Park
Northside	(NS26) IL-43 (N/B)	Wabansia Ave	Medill Ave	Elmwood Park
Northside	(NS26) IL-43 (N/B)	Altgeld St	Byron St	Chicago
Northside	(NS26) IL-43 (S/B)	Diversey Ave	Altgeld St	Elmwood Park
Northside	(NS26) IL-43 (S/B)	Byron St	George St	Chicago
Northside	(NS26) IL-43 (N/B)	Argyle St	Rascher Ave	Chicago
Northside	(NS30) Bryn Mawr Ave (W/B)	Central Ave	Oleander Ave	Chicago
Northside	(NS30) Bryn Mawr Ave (E/B)	Northwest Hwy	Central Ave	Chicago
Northside	(NS31) Austin Ave (N/B)	IL-19	Eastwood Ave	Chicago
Northside	(NS31) Austin Ave (S/B)	Eastwood Ave	IL-19	Chicago
Northside	(NS33) Foster Ave (E/B)	IL-43	Menard Ave	Chicago
Northside	(NS33) Foster Ave (W/B)	Menard Ave	IL-43	Chicago
Northside	(NS33) Foster Ave (E/B)	Lovejoy Ave	Leclaire Ave	Chicago
Northside	(NS33) Foster Ave (W/B)	Leclaire Ave	Lovejoy Ave	Chicago
Northside	(NS34) Fullerton Ave (W/B)	Atlantic Ave	Ruby St	Franklin Park
Northside	(NS34) Fullerton Ave (W/B)	George St	Mannheim Rd	Franklin Park
Northside	(NS34) Fullerton Ave (E/B)	Mannheim Rd	George St	Franklin Park
Northside	(NS36) Talcott Ave (E/B)	Canfield Ave	Oriole Ave	Chicago
Northside	(NS36) Talcott Ave (W/B)	Oriole Ave	Canfield Ave	Chicago
Northside	(NS36) Talcott Ave (W/B)	IL-43	Oketo Ave	Chicago
Northside	(NS38) 25 <sup>th</sup> Ave (S/B)	Addison Ave	King Ave	Franklin Park
Northside	(NS38) 25 <sup>th</sup> Ave (N/B)	Britta Ave	Addison Ave	Franklin Park
Northside	(NS39) Addison St (W/B)	IL-50	Central Ave	Chicago
Northside	(NS39) Addison St (E/B)	Central Ave	IL-50	Chicago
Northside	(NS39) Addison St (W/B)	Major Ave	Oak Park Ave	Chicago
Northside	(NS39) Addison St (E/B)	Oak Park Ave	Major Ave	Chicago
Northside	(NS40) Grand Ave (E/B)	Marwood St	RR Tracks	River Grove
Northside	(NS40) Grand Ave (W/B)	RR Tracks	Marwood St	River Grove

**“No Parking” Sign Postings for Arterial Street Sweeping**

<b><u>Team Section</u></b>	<b><u>Route</u></b>	<b><u>From</u></b>	<b><u>To</u></b>	<b><u>Municipality</u></b>
Northside	(NS40) Grand Ave (E/B)	73 <sup>rd</sup> Ave	IL-43	Elmwood Park
Northside	(NS40) Grand Ave (W/B)	IL-43	73 <sup>rd</sup> Ave	Elmwood Park
Northside	(NS41) Des Plaines River Rd (S/B)	Eastwood Ave	River Rd	Schiller Park
Northside	(NS41) Des Plaines River Rd (S/B)	Franklin Ave	Chestnut Ave	River Grove
St Charles	(SC9) IL 47 N/B	RR	Shannon St	Elburn
St Charles	(SC9) IL 47 S/B	Shannon St	RR	Elburn
St Charles	(SC18) IL 56 E/B	IL-31	Grant St	Aurora
St Charles	(SC18) IL 56 W/B	Grant St	IL-31	Aurora
Woodstock	(W1) IL-47 S/B	Bigelow Ave	McKinely Ave	Hebron
Woodstock	(W1) IL-47 N/B	3 <sup>rd</sup> St	IL-173	Hebron
Woodstock	(W2) IL-120 E/B	Court St	Riverside Dr	McHenry
Woodstock	(W2) IL-120 W/B	Riverside Dr	Court St	McHenry
Woodstock	(W2) IL-120 W/B	Millstream Dr	E/O IL-31 (South)	McHenry
Woodstock	(W2) IL-120 W/B	Madison St	Clay St	Woodstock
Woodstock	(W2) IL-120 E/B	Clay St	Madison St	Woodstock
Woodstock	(W2) IL-120 W/B	Main St	Throop St	Woodstock
Woodstock	(W3) IL-31 S/B	Main St	S/O John St	McHenry
Woodstock	(W4) US-14 W/B	Algonquin Rd	Opatrny Dr	Fox River Grove
Woodstock	(W4) US-14 W/B	Main St	W/O Main St	Cary
Woodstock	(W5) US-12 E/B	Liberty St	George St	Richmond
Woodstock	(W5) US-12 W/B	George St	Liberty St	Richmond
Woodstock	(W10) IL-23 S/B	Municipal Dr	US-20	Marengo
Woodstock	(W10) IL-23 N/B	US-20	Municipal Dr	Marengo



# Illinois Department of Transportation

Division of Highways/District 1  
201 West Center Court/Schaumburg, Illinois 60196-1096

Cleaning --- \_\_\_\_\_ (Year)

## Expressway & Arterial Cleaning

### WORK ORDER

- This is an authorization to clean.
- Initial \_\_\_\_\_ Expressway
- Full Cycle \_\_\_\_\_ Arterial
- Inner City \_\_\_\_\_ Signs

Remarks: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Date of Work Order: \_\_\_\_\_

Number of Production Report and/or Work Order: \_\_\_\_\_

Cycle to be completed by: \_\_\_\_\_

Authorized by: \_\_\_\_\_

\_\_\_\_\_  
For the Engineer Date

1-White copy, R.E.  
1-Yellow copy, Contractor  
1-Pink copy, Yard Engineer  
1-Gold copy, Office

**COMPENSABLE DELAY COSTS (BDE)**

Effective: June 2, 2017

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 working day contracts the payment will be made according to Article 109.04. For completion date contracts, an adjustment will be determined as follows.

Extended Traffic Control occurs between April 1 and November 30:

$$\text{ETCP Adjustment (\$)} = \text{TE} \times (\% / 100 \times \text{CUP} / \text{OCT})$$

Extended Traffic Control occurs between December 1 and March 31:

$$\text{ETCP Adjustment (\$)} = \text{TE} \times 1.5 (\% / 100 \times \text{CUP} / \text{OCT})$$

Where: TE = Duration of approved time extension in calendar days.

% = Percent maintenance for the traffic control, % (see table below).

CUP = Contract unit price for the traffic control pay item in place during the delay.

OCT = Original contract time in calendar days.

Original Contract Amount	Percent Maintenance
Up to \$2,000,000	65%
\$2,000,000 to \$10,000,000	75%
\$10,000,000 to \$20,000,000	85%
Over \$20,000,000	90%

When an ETCP 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."

**CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)**

Effective: June 1, 2010

Revised: November 1, 2014

The reduction of emissions of particulate matter (PM) for off-road equipment shall be accomplished by installing retrofit emission control devices. The term “equipment” refers to diesel fuel powered devices rated at 50 hp and above, to be used on the jobsite in excess of seven calendar days over the course of the construction period on the jobsite (including rental equipment).

Contractor and subcontractor diesel powered off-road equipment assigned to the contract shall be retrofitted using the phased in approach shown below. Equipment that is of a model year older than the year given for that equipment’s respective horsepower range shall be retrofitted:

Effective Dates	Horsepower Range	Model Year
June 1, 2010 <sup>1/</sup>	600-749	2002
	750 and up	2006
June 1, 2011 <sup>2/</sup>	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006
June 1, 2012 <sup>2/</sup>	50-99	2004
	100-299	2003
	300-599	2001
	600-749	2002
	750 and up	2006

1/ Effective dates apply to Contractor diesel powered off-road equipment assigned to the contract.

2/ Effective dates apply to Contractor and subcontractor diesel powered off-road equipment assigned to the contract.

The retrofit emission control devices shall achieve a minimum PM emission reduction of 50 percent and shall be:

- a) Included on the U.S. Environmental Protection Agency (USEPA) *Verified Retrofit Technology List* (<http://www.epa.gov/cleandiesel/verification/verif-list.htm>), or verified by the California Air Resources Board (CARB) (<http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>); or
- b) Retrofitted with a non-verified diesel retrofit emission control device if verified retrofit emission control devices are not available for equipment proposed to be used on the project, and if the Contractor has obtained a performance certification from the retrofit device manufacturer that the emission control device provides a minimum PM emission reduction of 50 percent.

Note: Large cranes (Crawler mounted cranes) which are responsible for critical lift operations are exempt from installing retrofit emission control devices if such devices adversely affect equipment operation.

Diesel powered off-road equipment with engine ratings of 50 hp and above, which are unable to be retrofitted with verified emission control devices or if performance certifications are not available which will achieve a minimum 50 percent PM reduction, may be granted a waiver by the Department if documentation is provided showing good faith efforts were made by the Contractor to retrofit the equipment.

Construction shall not proceed until the Contractor submits a certified list of the diesel powered off-road equipment that will be used, and as necessary, retrofitted with emission control devices. The list(s) shall include (1) the equipment number, type, make, Contractor/rental company name; and (2) the emission control devices make, model, USEPA or CARB verification number, or performance certification from the retrofit device manufacturer. Equipment reported as fitted with emissions control devices shall be made available to the Engineer for visual inspection of the device installation, prior to being used on the jobsite.

The Contractor shall submit an updated list of retrofitted off-road construction equipment as retrofitted equipment changes or comes on to the jobsite. The addition or deletion of any diesel powered equipment shall be included on the updated list.

If any diesel powered off-road equipment is found to be in non-compliance with any portion of this special provision, the Engineer will issue the Contractor a diesel retrofit deficiency deduction.

Any costs associated with retrofitting any diesel powered off-road equipment with emission control devices shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed. The Contractor's compliance with this notice and any associated regulations shall not be grounds for a claim.

### **Diesel Retrofit Deficiency Deduction**

When the Engineer determines that a diesel retrofit deficiency exists, a daily monetary deduction will be imposed for each calendar day or fraction thereof the deficiency continues to exist. The calendar day(s) will begin when the time period for correction is exceeded and end with the Engineer's written acceptance of the correction. The daily monetary deduction will be \$1,000.00 for each deficiency identified.

The deficiency will be based on lack of diesel retrofit emissions control.

If a Contractor accumulates three diesel retrofit deficiency deductions for the same piece of equipment in a contract period, the Contractor will be shutdown until the deficiency is corrected. Such a shutdown will not be grounds for any extension of the contract time, waiver of penalties, or be grounds for any claim.

### **DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (DBE)**

Effective: September 1, 2000

Revised: April 2, 2018

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 that 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 that 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 that, 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 that enough DBE participation has been obtained to meet the goal or,
- (b) The bidder documents that 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 required prior to the award of the contract and the failure of the low bidder to comply will render the bid not responsive.

In order to assure the timely award of the contract, the low bidder shall submit:

- (a) The bidder shall submit a DBE Utilization Plan on completed Department forms SBE 2025 and 2026.
  - (1) The final Utilization Plan must be submitted within five calendar days after the date of the letting in accordance with subsection (a)(2) of Bidding Procedures herein.
  - (2) To meet the five day requirement, the bidder may send the Utilization Plan electronically by scanning and sending to [DOT.DBE.UP@illinois.gov](mailto:DOT.DBE.UP@illinois.gov) or faxing to (217) 785-1524. The subject line must include the bid Item Number and the Letting date. The Utilization Plan should be sent as one .pdf file, rather than multiple files and emails for the same Item Number. It is the responsibility of the bidder to obtain confirmation of email or fax delivery.

Alternatively, the Utilization Plan may be sent by certified mail or delivery service within the five calendar day period. If a question arises concerning the mailing date of a Utilization Plan, the mailing date will be established by the U.S. Postal Service postmark on the certified mail receipt from the U.S. Postal Service or the receipt issued by a delivery service when the Utilization Plan is received by the Department. It is the responsibility of the bidder to ensure the postmark or receipt date is affixed within the five days if the bidder intends to rely upon mailing or delivery to satisfy the submission day requirement. The Utilization Plan is to be submitted to:

Illinois Department of Transportation  
Bureau of Small Business Enterprises  
Contract Compliance Section  
2300 South Dirksen Parkway, Room 319  
Springfield, Illinois 62764

The Department will not accept a Utilization Plan if it does not meet the five day submittal requirement and the bid will be declared not responsive. In the event the bid is declared not responsive due to a failure to submit a Utilization Plan or failure to comply with the bidding procedures set forth herein, 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. The Department reserves the right to invite any other bidder to submit a Utilization Plan at any time for award consideration.

- (b) The Utilization Plan shall indicate that the bidder either has obtained sufficient DBE participation commitments to meet the contract goal or has not obtained enough DBE participation commitments in spite of a good faith effort to meet the goal. The Utilization Plan shall further provide the name, telephone number, and telefax number of a responsible official of the bidder designated for purposes of notification of Utilization Plan approval or disapproval under the procedures of this Special Provision.
- (c) The Utilization Plan shall include a DBE Participation Commitment Statement, Department form SBE 2025, for each DBE proposed for the performance of work to achieve the contract goal. For bidding purposes, submission of the completed SBE 2025 forms, signed by the DBEs and scanned or faxed to the bidder will be acceptable as long as the original is available and provided upon request. All elements of information indicated on the said form shall be provided, including but not limited to the following:
- (1) The names and addresses of DBE firms that will participate in the contract;
  - (2) A description, including pay item numbers, of the work each DBE will perform;
  - (3) The dollar amount of the participation of each DBE firm participating. The dollar amount of participation for identified work shall specifically state the quantity, unit price, and total subcontract price for the work to be completed by the DBE. If partial pay items are to be performed by the DBE, indicate the portion of each item, a unit price where appropriate and the subcontract price amount;
  - (4) DBE Participation Commitment Statements, form SBE 2025, signed by the bidder and each participating DBE firm documenting the commitment to use the DBE subcontractors whose participation is submitted to meet the contract goal;
  - (5) If the bidder is a joint venture comprised of DBE companies and non-DBE companies, the Utilization Plan must also include a clear identification of the portion of the work to be performed by the DBE partner(s); and,
  - (6) If the contract goal is not met, evidence of good faith efforts; 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.



GOOD FAITH EFFORT PROCEDURES. The contract will not be awarded until the Utilization Plan submitted by the apparent successful bidder is approved. All information submitted by the bidder must be complete, accurate and adequately document that enough DBE participation has been obtained or document that 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. The Utilization Plan will not be approved by the Department if the Utilization Plan does not document sufficient DBE participation to meet the contract goal unless the apparent successful bidder documented in the Utilization Plan that it made a good faith effort to meet the goal. This means that 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 that 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 prime 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 subsection (c)(6) of 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 that the apparent successful 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 that it is otherwise eligible for award. If the Department determines that 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 shall include a statement of reasons for the 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 in order to cure the deficiency.
- (c) The bidder may request administrative reconsideration of a determination adverse to the bidder within the five working days after the receipt of the notification date of the determination by delivering the request to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764 (Telefax: (217) 785-1524). Deposit of the request in the United States mail on or before the fifth business day shall not be deemed delivery. The determination shall become final if a request is not made and delivered. 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 forwarded to the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person in order 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 prime Contractor or its affiliates. Work that a DBE subcontractor in turn subcontracts to a non-DBE does not count toward the DBE goal.
- (d) DBE as a trucker: 100 percent goal credit for trucking participation provided the DBE is responsible for the management and supervision of the entire trucking operation for which it is responsible. At least one truck owned, operated, licensed, and insured by the DBE must be used on the contract. Credit will be given for the following:
  - (1) The DBE may lease trucks from another DBE firm, including an owner-operator who is certified as a DBE. The DBE who leases trucks from another DBE receives credit for the total value of the transportation services the lessee DBE provides on the contract.
  - (2) The DBE may also lease trucks from a non-DBE firm, including from an owner-operator. The DBE who leases trucks from a non-DBE is entitled to credit only for the fee or commission it receives as a result of the lease arrangement.
- (e) DBE as a material supplier:
  - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
  - (2) 100 percent goal credit for the cost of materials or supplies obtained from a DBE manufacturer.
  - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a DBE regular dealer or DBE manufacturer.

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

- (a) NO AMENDMENT. No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be submitted to the Department of Transportation, Bureau of Small Business Enterprises, Contract Compliance Section, 2300 South Dirksen Parkway, Room 319, Springfield, Illinois 62764. Telephone number (217) 785-4611. Telefax number (217) 785-1524.
- (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, than a new Request for Approval of Subcontractor shall not be required. However, the Contractor must document efforts to assure that 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 DBE subcontracts to IDOT 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) That 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) That the DBE is aware that 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) That 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 prime contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the prime 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) You have determined that the listed DBE subcontractor is not a responsible contractor;
- (7) The listed DBE subcontractor voluntarily withdraws from the projects and provides to you written notice 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 prime Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the prime Contractor can self-perform the work for which the DBE contractor was engaged or so that the prime 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 shall 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 thirty 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 that 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.”

**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

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

“This mobilization payment shall be made at least 14 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.