

12

January 19, 2018 Letting

Notice to Bidders, Specifications and Proposal



**Illinois Department
of Transportation**

Springfield, Illinois 62764

**Contract No. 64M57
Various Counties
Section D2 GR (NORTH) 2018
Various Routes
District 2 Construction Funds**

Plans Included
Herein

Prepared by

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Checked by

(Printed by authority of the State of Illinois)



1. TIME AND PLACE OF OPENING BIDS. Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 10:00 a.m. January 19, 2018 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. 64M57
Various Counties
Section D2 GR (NORTH) 2018
Various Routes
District 2 Construction Funds**

"On Call" guardrail and fence repairs along various routes in the northern section of District 2.

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, 2018

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

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

SUPPLEMENTAL SPECIFICATIONS

<u>Std. Spec. Sec.</u>	<u>Page No.</u>
106 Control of Materials	1
403 Bituminous Surface Treatment (Class A-1, A-2, A-3)	2
404 Micro-Surfacing and Slurry Sealing	3
405 Cape Seal	14
420 Portland Cement Concrete Pavement	24
442 Pavement Patching	26
502 Excavation for Structures	27
503 Concrete Structures	29
504 Precast Concrete Structures	32
542 Pipe Culverts	33
586 Sand Backfill for Vaulted Abutments	34
630 Steel Plate Beam Guardrail	36
631 Traffic Barrier Terminals	39
670 Engineer's Field Office and Laboratory	40
701 Work Zone Traffic Control and Protection	41
704 Temporary Concrete Barrier	42
781 Raised Reflective Pavement Markers	44
888 Pedestrian Push-Button	45
1003 Fine Aggregates	46
1004 Coarse Aggregates	47
1006 Metals	50
1020 Portland Cement Concrete	51
1050 Poured Joint Sealers	53
1069 Pole and Tower	55
1077 Post and Foundation	56
1096 Pavement Markers	57
1101 General Equipment	58
1102 Hot-Mix Asphalt Equipment	59
1103 Portland Cement Concrete Equipment	61
1106 Work Zone Traffic Control Devices	63

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

<u>CHECK SHEET #</u>	<u>PAGE NO.</u>
1	64
2	67
3 X	68
4 X	78
5 X	83
6	89
7	90
8	91
9	92
10	95
11	98
12	100
13	104
14	106
15	107
16	109
17	111
18	112
19	114
20 X	116
21	117
22	118
23	119
24	120
25	128
26	144
27	146
28	147
29	153
30	154
31	155
32	156
33	157
34	160
35	164

TABLE OF CONTENTS

LOCATION OF PROJECT 1
DESCRIPTION OF PROJECT 1
TRAFFIC CONTROL PLAN 2
TRAFFIC CONTROL AND PROTECTION (SPECIAL)..... 4
TRAFFIC CONTROL INSPECTION AND DEFICIENCY DEDUCTION..... 4
KEEPING ROADS OPEN TO TRAFFIC 5
SCOPE OF WORK 5
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS..... 5
CONTRACTOR'S RESPONSIBILITY FOR DAMAGE TO EXISTING STRUCTURES 5
DAMAGE TO RIGHT-OF-WAY 6
DURATION OF CONTRACT 6
INTERPRETATION OF QUANTITIES 6
COMPLETION OF WORK 7
REGULAR WORK 7
NIGHTTIME WORK ZONE LIGHTING 8
EMERGENCY WORK CALL OUT 8
EXTRA WORK..... 9
WORK ORDERS 9
REMOVAL OR REPAIR OF GUARDRAIL OR FENCE 9
REALIGNING POSTS..... 10
TERMINAL MARKER 10
GUARDRAIL MARKERS, TYPE A 10
REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A..... 11
LONG POST FOR STEEL PLATE BEAM GUARDRAIL 12
STEEL POSTS (SPECIAL)..... 12
TUBULAR THRIE BEAM 13
REPAIR TRAFFIC BARRIER TERMINAL TYPE 2 5, 6, 6A, 6B, 8 AND 9..... 13
DELINEATORS..... 14
CHAIN LINK FENCE..... 14
CHAIN LINK FENCE POST 14
WOVEN WIRE FENCE, 4 FOOT 15
PULL POST ARRANGEMENT 15
CONCRETE STRUCTURE REPAIR 15

REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A, B OR C..... 16
REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT) 16
REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED) 17
TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL 18
STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)..... 19
FURNISHED EXCAVATION..... 19
REPLACE IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3.....20
REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL – POST20
AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE).....21
COMPENSABLE DELAY COSTS (BDE).....22
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE).....26
EQUIPMENT PARKING AND STORAGE (BDE)38
LIGHTS ON BARRICADES (BDE)39
PAYMENTS TO SUBCONTRACTORS (BDE)40
PORTABLE CHANGEABLE MESSAGE SIGNS (BDE)40
PORTLAND CEMENT CONCRETE (BDE)41
PROGRESS PAYMENTS (BDE)42
SPEED DISPLAY TRAILER (BDE).....43
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)44
WEEKLY DBE TRUCKING REPORTS (BDE).....44

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted April 1, 2016, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of Various Routes, Section D2 GR (North) 2018, Various Counties, Contract No. 64M57, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

Along all state maintained routes in Boone, Carroll, JoDaviess, Ogle, Stephenson, and Winnebago Counties.

DESCRIPTION OF PROJECT

The work in this contract consists of furnishing all labor, equipment, and materials necessary for the complete repair or replacement of damaged guardrail, fence, attenuators, and other highway appurtenances; also minor concrete repairs at locations throughout District 2. The damage to repair is generally a result of automobile accidents, therefore, the need and locations of any repairs are random in nature. Work includes providing proper traffic control. Some nighttime work may be required.

TRAFFIC CONTROL PLAN

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

Special attention is called to Articles 107.09 and 107.14 of the Standard Specifications for Road and Bridge Construction and the following Highway Standards relating to traffic control.

Standards:

701001	701006	701101	701106	701201	701301
701400	701401	701406	701411	701421	701426
701428	701501	701502	701601	701602	701606
701701	701901				

Additional traffic control and hour restrictions for closures may have to be imposed to facilitate the flow of traffic on certain sections of highways.

Signs:

No bracing shall be allowed on post-mounted signs.

Post-mounted signs shall be installed using standard 720011, 728001, 729001, on 4"x4" wood posts, or on any other "break away" connection if accepted by the FHWA and corresponding letter is provided to the resident.

The "WORKERS" (W21-1a(O)-48 signs shall be replaced with symbols "Right or Left Lane Closed Ahead" (W4-2R or L(O)-48 signs on multilane roadways.

When covering existing Department signs, no tape shall be used on the reflective portion of the sign. Contact the District sign shop for covering techniques.

All regulatory signs shall be maintained at a 5 foot minimum bottom (rural), 7 foot minimum (urban).

Any plates or direct applied sheeting used to alter signs shall have the same sheeting as the base sign.

No more than one kind of alteration shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.

Devices:

A minimum of 3 drums spaced at 4 feet shall be placed at each return when the sideroad is open.

On all standards, and the devices listed in Section 701 of the Standard Specifications, the device spacing shall be revised to the following dimensions:

Where the spacing shown on the standard is 25 feet, the devices shall be placed at 20 feet.

Where the spacing shown on the standard is 50 feet, the devices shall be placed at 40 feet.

Where the spacing shown on the standard is 100 feet, the devices shall be placed at 80 feet.

Direction Indicator Barricades shall exclusively be used in lane closure tapers. The backside of the direction indicator barricades shall be striped like a type II barricade when opposing traffic is within 12 feet of the device. The taper shall be continuous. It shall not be broken for access to turn lanes, side roads, ramps, or large commercial driveways. The taper shall be moved further away and shall be completed prior to the access point.

Vertical barricades shall not be used in weaves, and in the gore areas on Highway Standard 701411.

Vertical barricades shall not be used as a device where the existing speed limit is 65 mph or greater.

Flagger at Sideroads and Commercial Entrances:

Effective: August 1, 2011

Revised: December 29, 2015

Flaggers shall comply with all requirements and signaling methods contained in the Department's "Traffic Control Field Manual" current at the time of letting. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers.

All workers and flaggers shall wear ANSI Class E pants and an ANSI Class 2 vest that in combination meet the requirements of ANSI/ISEA 107-2004 for Conspicuity Class 3 garments during hours of darkness.

When the mainline flagger is within 200 feet of an intersection, the sideroad flagger shall be required.

When the road is closed to through traffic and it is necessary to provide access for local traffic, all flaggers as shown on the applicable standards will be required. No reduction in the number of flaggers shall be allowed.

Revise Article 701.20(i) of the Standard Specifications to read:

"Signs, barricades, other traffic control devices, or flaggers required by the Engineer, over and above those shown in the contract documents, will be paid for according to Article 109.04."

TRAFFIC CONTROL AND PROTECTION (SPECIAL)

This work shall be completed in accordance with all applicable portions of Section 701 of the Standard Specifications for Road and Bridge Construction, as stated herein, and as directed by the Engineer.

Each work order will require traffic control specific to its location and repair requirements. Even though there will be an unknown number of work orders with this contract, all traffic control costs for this contract shall be included in this lump sum pay item.

Due to the Department's Work Zone Safety and Mobility Policy, designated significant routes have been established. A color coded map of our District's designated significant routes can be found at IDOT's website.

Follow this path to the map:

http://www.dot.il.gov/illinoisshsp/WorkZoneSafetyMobility/03092009_Appendix_B.pdf

Scroll down to IDOT District 2 Map.

It will be the Contractor's responsibility to check the work order location with this map.

If the work location is in a yellow or red zone, the Contractor will be required to contact the District's Operation Traffic Section, at least 72 hours in advance of anticipated work, at 815/284-5474 for instructions and possible work time restrictions.

All Traffic Control and protection costs for this contract shall be considered to be included in the Lump Sum bid for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

TRAFFIC CONTROL INSPECTION AND DEFICIENCY DEDUCTION

Any work on State right-of-way shall not begin unless proper work zone traffic control, in accordance with the plans, is utilized. When the engineer is notified or determines a traffic control deficiency exists, (s)he shall be the sole judge as to whether or not the deficiency is an immediate safety hazard. When judged an immediate safety hazard, repair/replacement work shall be immediately stopped and all equipment, personnel, and material that constitute the hazard shall be removed from the right-of-way until the traffic control deficiency is corrected.

For each incident judged to be an immediate hazard, \$400.00 shall be deducted from the compensation due to the contractor. For deficiencies not judged an immediate hazard, the contractor shall correct deficiencies within four (4) hours of notification. No extension of time for completion of regular or emergency work shall be allowed for time used to correct traffic control deficiencies.

When directed by the engineer, the contractor shall submit for approval to the District 2 Office of Traffic Operations, in writing, a schedule showing the location and day of any repair/replacement (s)he intends to perform. Twenty four hours notice is required in advance of any regular work performed. Verbal notice is acceptable for emergency work orders.

KEEPING ROADS OPEN TO TRAFFIC

All roads shall be kept open to two-way traffic at all times, except when construction operations require, as directed by the engineer, temporary closing of one lane. All lanes will be required to be open to traffic overnight, on weekends, and on holidays. The contractor shall give the appropriate IDOT Area Maintenance Field Engineer 24 hours notice before any lane closure. The field engineer will be the sole judge as to the necessity of lane closures and the length and duration of same.

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

SCOPE OF WORK

The work in this contract consists of removing damaged guardrail, fencing, or attenuators and replacing it with new material as approved by the engineer and as specified elsewhere. This may also include the minor adjustment of connecting parts of the installation as specified elsewhere. Work also includes repair or replacement of damaged highway appurtenances and replacing minor concrete damaged to structures.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS

Whenever a question arises regarding the existence or location of buried utility, call the toll free J.U.L.I.E. telephone number, 1-800-892-0123, before starting excavation. Allow 48 hours for other than emergency assistance.

CONTRACTOR'S RESPONSIBILITY FOR DAMAGE TO EXISTING STRUCTURES

The Contractor is hereby advised that there may be drainage structures, storm sewers, sign foundations, culverts, electrical conduits, and other existing objects within the immediate work limits of this project and that he should use extreme care when driving posts.

The Contractor shall be held responsible for any damages to existing structures resulting from the operations of his equipment and employees. The Contractor shall, at his own expense, restore the damaged structures to a condition equal to that existing before damage was done, by repairing, rebuilding or replacing it as directed by the Engineer.

No extra compensation will be permitted the Contractor for compliance with the requirements specified herein.

DAMAGE TO RIGHT-OF-WAY

Any damage to the right-of-way caused by the Contractor's operations shall be repaired and/or restored to the satisfaction of the Engineer. All costs incurred to repair or restore the right-of-way shall be that of the Contractor and no additional compensation will be allowed.

DURATION OF CONTRACT

The work as specified in this contract shall begin upon the execution of the Contract, but no sooner than March 19, 2018, and continue until all work assigned prior to March 15, 2019 has been completed.

INTERPRETATION OF QUANTITIES

The quantities appearing in the Summary of Quantities of the plans are estimated for bidding purposes only.

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

The guardrail or fence installations must be satisfactorily completed, functional, and accepted by the Engineer before payment for any work is made in accordance with schedule of prices in the contract.

COMPLETION OF WORK

The work in accordance with this contract shall be considered either regular work or emergency work.

The contractor is allowed thirty (30) calendar days after the work authorization to complete regular work and have it accepted by the engineer. The contractor is allowed ten (10) calendar days after the work authorization to complete emergency work and have it accepted by the engineer. If work is not completed and accepted within these time limits, the contractor shall be liable to the Department the amount of \$50.00 per day per work order, not as a penalty but as liquidated damages for each day of overrun as specified herein.

The time (calendar days) required by the engineer to inspect the work will not be counted against the balance of days remaining for the contractor to perform the work.

A calendar day is every day on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, 24 hours later. No liquidated damages will be assessed for any day less than twenty-four hours.

Work associated with replacing damaged sand module impact attenuators (IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3) shall be as specified herein. The contractor is allowed 36 hours after authorization to complete the work replacing damaged sand modules. **Liquidated damages are then charged at \$200.00 per calendar day per sand module** until the work is completed and accepted.

REGULAR WORK

When used in conjunction with this contract, Regular Work involves those situations where the amount or nature of damage does not pose an immediate hazard to the public, in the opinion of the Engineer.

Regular work will be initiated by a written work order from an authorized representative of the Department. Work of this type shall be completed within thirty (30) calendar days of the authorization of work. This work will not be paid for separately, but shall be considered incidental to the type of repairs on the work order.

NIGHTTIME WORK ZONE LIGHTING

Due to the State's Work Zone Safety and Mobility Policy, several high traffic volume routes have been designated as a Significant Route. They are typically Interstate routes, but not exclusively interstates. When guardrail repairs are required along a Significant Route, and a traffic lane closure will be required to perform the repairs, nighttime work will be required to help prevent long traffic backups. The work order will indicate the times when the repairs can be made. When nighttime work is required, 1 each for Nighttime Work Zone Lighting will be used for repairing guardrail damage at one location during the restricted nighttime hours of one night. All workers will be required to wear pants and vests meeting the ANSI Class 3 requirements. The nighttime work zone lighting requirements shall conform to the requirements is in the BDE Special Provisions.

A map showing all designated Significant Routes in Region 2 can be found at:
http://www.dot.il.gov/illinoisshsp/WorkZoneSafetyMobility/03092009_Appendix_B.pdf

Scroll down to IDOT District 2 Map.

This work and requirements will be paid for at the contract unit price EACH for NIGHTTIME WORK ZONE LIGHTING.

EMERGENCY WORK CALL OUT

Emergency Work means work that is required to correct a condition which is a hazard to the public, or is designated by the Engineer to be a hazard of such severity that life and/or property are endangered and immediate corrective action is required.

Emergency work can generally be described, but is not limited to damage in one of the following categories:

- a. Guardrail damage consisting of any openings or exposed ends
- b. Guardrail elements including either posts or panels which are laying in a down position
- c. Any damage which could cause a spearing effect
- d. Terminal end sections which have damaged posts or panel elements
- e. Attenuator damage which exposes a hazardous situation

Emergency work will be initiated by a verbal order from an authorized representative of the Department. Work of this type should be acted upon immediately and shall be completed within ten (10) calendar days of the verbal authorization of the work.

The location of guardrail or fence damage to be repaired as emergency work shall be determined by the Engineer.

Any extra costs associated with completing the emergency work within the time specified after receiving a work order shall be paid for at the contract unit price each for EMERGENCY WORK CALL OUT.

EXTRA WORK

Extra work to repair motorist caused damage not included in this contract as a pay item, may be assigned to the contractor. Extra work will be paid for in accordance with article 109.04 of the Standard Specifications for Road and Bridge Construction.

WORK ORDERS

No work is to be performed by the Contractor unless he/she possesses a work order authorizing the repairs. All repairs are to be made using new material and include the removal and disposal of the damaged material. All work orders will be sent to the Contractor's place of business, generally by Fax machine.

All work orders will be filled out and signed by the Engineer or Technician in charge. A work order will show the date, file number, location, and quantity of materials needed to make the repairs. If special instructions are required, they will be written on the work order. If there is a discrepancy of items or quantities on a work order, a revised work order must be obtained from the Engineer, if he agrees, before the repairs are started.

After the repairs have been completed, the Contractor is to place the completion date on the work order, sign it, and return it to the department's district office. The repairs will be inspected and, if completed in accordance with the contract, the Engineer will sign and date the Work Order. The work order will then be processed for payment.

REMOVAL OR REPAIR OF GUARDRAIL OR FENCE

Guardrail or fence shall not be removed from the state right-of-way under this contract unless each rail element, fence, or post to be removed is designated for removal. The engineer in charge will advise on each piece. All damaged material that has been replaced in accordance with the work orders shall become the property of the Contractor and disposed of by him/her outside the limits of the right of way and will not be paid for separately, but shall be included in the various contract unit prices in this contract.

All damaged material shall be replaced with new material unless otherwise specified.

Damaged guardrail removal will not be allowed unless total and complete removal and replacement can be made during one continuous operation.

REALIGNING POSTS

For all work order locations of steel plate beam guardrail installation or repair and traffic terminal repair or replacement, existing adjacent undamaged posts and rail that are out of plumb or misaligned are to be realigned and restored to the proper alignment. The posts shall be plumbed/realigned by a method which does not require the pulling of the posts out of the ground. The posts shall be re-plumbed and set (using a tamping method approved by the Engineer) with their front faces on the line shown on the plans, Standards, or as ordered by the Engineer. The post tops and bolt holes are to be at the correct height so that the rail element plates bolted to them will be parallel to the surface of the shoulder.

The Contractor is hereby informed and shall understand that the work described under REALIGNING POSTS shall be considered included to adjacent work being performed with no additional compensation provided.

TERMINAL MARKER

The terminal marker as shown on Standard 635006 will not be paid for separately, but shall be considered to be included in the contract unit price for new or repair Traffic Barrier Terminal, Type 1, Special, of the type specified.

GUARDRAIL MARKERS, TYPE A

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

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

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

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A

This pay item is to be used for realigning lengths of **undamaged** guardrail which are out of alignment due to frost heave, erosion or other side slope failure. This type of work is maintenance in nature and shall only be performed at locations designed by the engineer.

This work consists of supplying all labor, materials and equipment to remove and re-erect existing steel plate beam guardrail. Work shall be in accordance with section 633 of the Standard Specifications for Road and Bridge Construction.

Existing steel block-outs shall be replaced with wooden block-outs during the removal and re-erect operations. The wood block-outs shall be according to the current standard applicable to the type of guardrail being re-erected.

The existing steel posts may be drilled to match the bolt pattern shown on Standard 630001 for the wood block-out or a new steel post shall be provided.

Any existing "C" posts shall be removed and new steel posts shall be provided for their replacement.

Work shall be measured and paid for at the contract unit price per foot for REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A.

LONG POST FOR STEEL PLATE BEAM GUARDRAIL

This work consists of removing and disposing of damaged posts and replacing it with new W6 x 9, W6 x 8.5, 10 foot long steel posts.

The new 10 foot long steel posts shall be used at guardrail locations directed by the engineer.

New steel posts shall be in accordance with Section 630 and Article 1006.04 of the Standard Specifications. Removing and disposing of damaged posts will not be paid for separately, but shall be considered included in the contract unit price.

This work will be paid for at the contract unit price per each for LONG POST FOR STEEL PLATE BEAM GUARDRAIL.

STEEL POSTS (SPECIAL)

This work consists of replacing posts attached to concrete structures by unbolting the rail elements, removing the post which is to be replaced, by furnishing and setting a new post in accordance with Standards 630101 or 509001. The replacement post(s) shall conform to the length, size and type of the original installation. Sheared expansion bolts shall be replaced in kind. Replacement of sheared bolts will not be paid for separately, but shall be considered incidental to the contract unit price for STEEL POSTS, (SPECIAL). New steel posts and base plates shall be galvanized after fabrication, and shall match the configuration of the existing installation.

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

TUBULAR THRIE BEAM

This work consists of removing all sections of damaged rail element plates and all bolts, nuts, washers, and other hardware connected with the damaged rail element, where directed by the Engineer, and furnishing and installing new thrie beam elements, bolts, nuts, washers and other hardware necessary to the plate installation. Plates, nuts, bolts, washers and other hardware are to match the original and adjacent installation in accordance with Standard 509001 and are to be galvanized to match the original and adjacent installation.

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

The furnishing and installing of all bolts, nuts, washers and other hardware necessary to comply with the above mentioned Special Provision will not be paid for separately, but shall be considered included in the contract unit price for Tubular Thrie Beam.

This work shall be paid for at the contract unit price per foot for TUBULAR THRIE BEAM, which price shall include realigning adjacent rail and/or posts as specified by the Engineer.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 2 5, 6, 6A, 6B, 8 AND 9

This work consists of removing all damaged components of existing Traffic Barrier Terminals Type 2, 5, 6, 8 or 9 in accordance with the applicable portions of Sections 630 and 631 of the Standard Specifications; Standards 631011, 631026, 631031, 631036, and 631041; the plans; and the work order at the locations as specified by the Engineer. All replaced components are to be new.

These pay items shall be used when, in the opinion of the Engineer, 50% or less of the above ground barrier terminal components are damaged.

Undamaged traffic barrier terminal components and hardware may be reused in the new work, with the approval of the Engineer. The Engineer will make the determination and inform the Contractor prior to commencing repairs. The Contractor's bid shall reflect this in his bid for this item.

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

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

DELINEATORS

This work shall consist of removing the damaged post and replacement and installation in accordance with Section 635 of the Standard Specifications and as shown in Standard 635001 with the exception that the post shall be rotated 180° and only metal backed delineators shall be permitted.

The metal post, delineators and all hardware shall be furnished by the Contractor.

This work will be paid for at the contract unit price per each for DELINEATORS.

CHAIN LINK FENCE

This work shall consist of removing and disposing of the damaged fence and posts and accessories, and installing new fence fabric and hardware to match the type of existing damaged fence in accordance with Standard 664001 and Section 664 of the Standard Specifications, and as directed by the Engineer.

This work includes all labor and materials, including splices to the existing fence, to make the required repairs as per the work order.

The work order will indicate the required fence size.

This work will be paid for at the contract unit price per foot for CHAIN LINK FENCE 4' or CHAIN LINK FENCE 6'.

CHAIN LINK FENCE POST

This work shall consist of removing damaged posts and concrete footings and installing new posts of the length required for 4' or 6' chain link fence in accordance with Standard 664001 and Section 664 of the Standard Specifications. The Class SI concrete required for the footings of the posts shall be included in the contract unit price. The work order will indicate the size of the post required.

Also included in this work is the realigning of posts in adjoining undamaged fence as directed by the Engineer. This work shall be considered incidental to the replacement item.

This work shall be paid for at the contract unit price per Each for CHAIN LINK FENCE POST, 4 FOOT or CHAIN LINK FENCE POST, 6 FOOT.

WOVEN WIRE FENCE, 4 FOOT

This work shall consist of the removal and disposal of the damaged fence and/or posts and installing a complete new fence, including line posts, in accordance with Standard 665001 and Section 665 of the Standard Specifications or as directed by the Engineer.

This work will be paid for at the contract unit price per foot for WOVEN WIRE FENCE, 4 FOOT.

PULL POST ARRANGEMENT

This work consists of the complete removal of the damaged pull post arrangement including existing concrete encasing the posts and bracing and its new replacement in accordance with Standard 665001 and Section 665 of the Standard Specifications.

Included in this work is the concrete for the anchoring the brace posts and pull post.

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

CONCRETE STRUCTURE REPAIR

This work consists of repairing concrete structures at locations determined by the engineer.

Concrete removal equipment shall comply with the following:

- The concrete saw shall be capable of sawing to a minimum depth of 1-1/2 inches.
- Suitable power driven hand tools will be permitted with the approval of the engineer.
- Concrete adhering to reinforcement bars shall be removed with a wire brush or other means approved by the engineer.

Class SI concrete in accordance with Section 503 of the Standard Specifications shall be used.

This work is intended to only make small areas of concrete repair where the post(s) were dislodged, not to reconstruct the structure. Only enough concrete is required to reattach the post or plate.

Included in this work the removal and satisfactory disposal of the damaged portions of the structure as directed.

Once the concrete has been poured, three days cure time will be required.

This work will be paid for at the contract unit price per Cubic Foot for CONCRETE STRUCTURE REPAIR.

REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A, B OR C

This work shall be completed in accordance with the applicable portions of Section 630 of the Standard Specifications, Standard 630001, as directed by the engineer, and as specified herein.

Work shall consist of removing and replacing all damaged steel plate beam guardrail (including posts) and components with new component parts.

Type C guardrail is an obsolete type of guardrail that is mounted on a concrete structure with block-outs spaced at approximately 3 foot centers and anchored to the concrete structure with two unit expansion anchors. Steel posts are not utilized in this installation. The repair is to be done to match the original installation.

This work will be measured and paid for at the contract unit price per Foot for REPAIR STEEL PLATE BEAM GUARDRAIL, of the type specified.

REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

This work occurs when the engineer determines that less than 50% of the above ground barrier terminal installation needs repair and consists of furnishing all labor and equipment to repair the damaged terminal. Work shall be done in accordance with applicable parts of Sections 630 and 631 of the Standard Specifications. Work includes providing all new components and hardware (nuts, bolts, and washers) in accordance with the manufacturer's specifications and re-assembling the terminal in accordance with the manufacturer's instructions.

Undamaged traffic barrier terminal components and hardware may be reused in the repair work, with the approval of the Engineer

Please note that the contract unit price for REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT) is to include the terminal marker shown on Standard 635006.

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

REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)

This work occurs when the engineer determines that less than 50% of the above ground barrier terminal installation needs repair and consists of furnishing all labor and equipment to repair the damaged terminal. Work shall be done in accordance with applicable parts of Sections 630 and 631 of the Standard Specifications. Work includes providing all new components and hardware (nuts, bolts, and washers) in accordance with the manufacturer's specifications and re-assembling the terminal in accordance with the manufacturer's instructions.

Undamaged traffic barrier terminal components and hardware may be reused in the repair work, with the approval of the Engineer.

Please note that the contract unit price for REPAIR TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED) is to include the terminal marker shown on Standard 635006.

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

TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL

This work shall consist of finishing and installing all new component parts for the Traffic Barrier Terminal Type 1 Special (Tangent) or (Special) according to Section 631 of the Standard Specifications, as directed by the engineer, and as stated herein.

See the attached recurring special provision for TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL.

The contractor shall remove all damaged material and adjust and realign existing rail element plates and posts adjacent to the new traffic barrier terminal. Unbolting, bolting, adjusting, realigning, or any other work necessary to accomplish the desired realignment shall be considered included to the installation of the new traffic barrier terminal.

If a Traffic Barrier Terminal Type 1, Special is used to replace an obsolete traffic barrier commonly known as "bull nose", "turn down" or "Texas twist" end section, removal shall include the additional 25' of guardrail necessary to accommodate the full length of the new Type 1 Special. This work shall not be paid for separately, but shall be included in the contract unit price for a Traffic Barrier Terminal Type 1, Special (tangent or flared). The work order will show if this obsolete terminal is to be removed.

If a Traffic Barrier Terminal Type 4 assembly is damaged beyond repair, all remaining undamaged guardrail shall be removed up to the bridge terminal or as specified by the engineer. A NCHRP 350 approved terminal with a designed length of need will replace the Type 4 assembly. New guardrail, paid for separately, shall be erected to satisfy the length of need.

Included for payment at the contract unit price for TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL is the terminal marker shown on Standard 725001.

This work will be paid for at the contract unit price Each for TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL, of the type specified (tangent or flared).

STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)

This work consists of removing all sections of damaged rail including all posts and associated hardware, and furnishing and installing new radius guardrail including all necessary hardware where directed by the Engineer. Posts, plates, nuts, bolts, washers, and other hardware shall be galvanized and shall match the original and adjacent installation as to type and design.

The Contractor shall adjust and realign existing posts and rail adjacent to this work as directed by the Engineer. Unbolting, bolting, adjusting, realigning or any other work necessary to accomplish the desired realignment shall be considered included in the contract unit price.

The furnishing and installing of all bolts, nuts, washers and other hardware necessary to comply with the above mentioned Special Provision will not be paid for separately, but shall be considered included in the contract unit price.

The guardrail shall be factory fabricated to the radius of curvature necessary to match the existing guardrail configuration or as specified by the Engineer. The work order will show the radius needed for the rail element.

This work shall be paid for at the contract unit price per foot for STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS).

FURNISHED EXCAVATION

This work shall be completed in accordance with the applicable portions of Section 204 of the Standard Specifications for Road and Bridge Construction, as directed by the Engineer, and as stated here in.

Description of work: Work will consist of providing furnished excavation to the work sight, shaping and compacting the material to the required needs of the guardrail installation. All disturbed areas in the right of way are to be seeded using Class 2A salt tolerant roadside mix.

Method of Measurement: Quantities for this pay item will be measured by the truck load. Prior to the start of the contract, the Contractor and the Engineer shall agree to a standard volume for the truck(s) to be utilized by the Contractor. When quantities are computed, a shrinkage factor of 25% shall be used.

This work will be paid for at the contract unit price per Cubic Yard for FURNISHED EXCAVATION, which will include all labor, equipment and material costs.

REPLACE IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3

This work shall be completed in accordance with Section 631 of the Standard Specifications for Road and Bridge Construction, as stated herein, and as directed by the Engineer.

This work includes replacing sand module impact attenuators damaged by traffic at various locations. Impact Attenuators shall meet the testing criteria contained in National Cooperative Highway Research Program (NCHRP) Report 350 for test level 3 and shall be on the Department's approved list. The attenuators are installed on existing base pads located on various multilane highways throughout the district/region.

Work shall include removing and disposing of each damaged sand module impact attenuator and its contents off the right of way, cleaning up any remaining debris from the damaged attenuator, and replacing the damaged attenuator with one of the matching the kind/type of the remaining attenuators. Mixing sand module impact attenuators of different manufacturers at any one location shall not be permitted. The replacement module(s) shall be filled with the designed weight of sand matching the number painted on the base pad or the weight shown in the manufacturer's detail.

Adjacent sand module impact attenuators that are not damaged, but have been shifted laterally from their original position shall be realigned or moved back to their original position, as directed by the Engineer.

Each individual replacement module, complete with the required hardware, filled with sand and properly installed, shall constitute one each. Realignment or moving adjacent undamaged modules back to their original positions shall not be paid for separately, but shall be considered included in the cost of replacement. This work to realign or shift undamaged modules shall be included with each replaced sand module impact attenuator.

This work will be paid for at the contract unit price Each for REPLACE IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3.

REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL – POST

This work shall consist of repairing / replacing the end post on Traffic Barrier Terminal Type 1 Special of the type specified (tangent or flared). The contractor shall repair or replace the damaged post and then reconnect the terminal head to the new or repaired post. This work may also include the reconnection of the cable from the head to the post.

This work shall be paid for per EACH for REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL – POST.

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008

Description. This work shall consist of furnishing and operating automated flagger assistance devices (AFADs) as part of the work zone traffic control and protection for two-lane highways where two-way traffic is maintained over one lane of pavement. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be according to the FHWA memorandum, "MUTCD - Revised Interim Approval for the use of Automated Flagger Assistance Devices in Temporary Traffic Control Zones (IA-4R)", dated January 28, 2005. The devices shall be mounted on a trailer or a moveable cart and shall meet the requirements of NCHRP 350, Category 4.

The AFAD shall be the Stop/Slow type. This device uses remotely controlled "STOP" and "SLOW" signs to alternately control right-of-way.

Signs for the AFAD shall be according to Article 701.03 of the Standard Specifications and the MUTCD. The signs shall be 24 x 24 in. (600 x 600 mm) having an octagon shaped "STOP" sign on one side and a diamond shaped "SLOW" sign on the opposite side. The letters on the signs shall be 8 in. (200 mm) high. If the "STOP" sign has louvers, the full sign face shall be visible at a distance of 50 ft (15 m) and greater.

The signs shall be supplemented with one of the following types of lights.

- (a) Flashing Lights. When flashing lights are used, white or red flashing lights shall be mounted within the "STOP" sign face and white or yellow flashing lights within the "SLOW" sign face.
- (b) Stop and Warning Beacons. When beacons are used, a stop beacon shall be mounted 24 in. (600 mm) or less above the "STOP" sign face and a warning beacon mounted 24 in. (600 mm) or less above, below, or to the side of the "SLOW" sign face. As an option, a Type B warning light may be used in lieu of the warning beacon.

A "WAIT ON STOP" sign shall be placed on the right hand side of the roadway at a point where drivers are expected to stop. The sign shall be 24 x 30 in. (600 x 750 mm) with a black legend and border on a white background. The letters shall be at least 6 in. (150 mm) high.

This device may include a gate arm or mast arm that descends to a horizontal position when the "STOP" sign is displayed and rises to a vertical position when the "SLOW" sign is displayed. When included, the end of the arm shall reach at least to the center of the lane being controlled. The arm shall have alternating red and white retroreflective stripes, on both sides, sloping downward at 45 degrees toward the side on which traffic will pass. The stripes shall be 6 in. (150 mm) in width and at least 2 in. (50 mm) in height.

Flagging Requirements. Flaggers and flagging requirements shall be according to Article 701.13 of the Standard Specifications and the following.

AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The flaggers shall be able to view the face of the AFAD and approaching traffic during operation.

To stop traffic, the "STOP" sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall descend to a horizontal position. To permit traffic to move, the "SLOW" sign shall be displayed, the corresponding lights/beacon shall flash, and when included, the gate arm shall rise to a vertical position.

If used at night, the AFAD location shall be illuminated according to Section 701 of the Standard Specifications.

When not in use, AFADs will be considered nonoperating equipment and shall be stored according to Article 701.11 of the Standard Specifications.

Basis of Payment. This work will not be paid for separately but shall be considered as included in the cost of the various traffic control items included in the contract.

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."

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)

Effective: September 1, 2000

Revised: July 2, 2016

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** 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 consideration, 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 is receives as a result of the lease arrangement.
- (e) DBE as a material supplier:
 - (1) 60 percent goal credit for the cost of the materials or supplies purchased from a DBE regular dealer.
 - (2) 100 percent goal credit for the cost of materials of supplies obtained from a DBE manufacturer.
 - (3) 100 percent credit for the value of reasonable fees and commissions for the procurement of materials and supplies if not a DBE regular dealer or DBE manufacturer.

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

- (a) **NO AMENDMENT.** No amendment to the Utilization Plan may be made without prior written approval from the Department's Bureau of Small Business Enterprises. All requests for amendment to the Utilization Plan shall be 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, then 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) PAYMENT RECORDS. The Contractor shall maintain a record of payments for work performed to the DBE participants. The records shall be made available to the Department for inspection upon request. 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.

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” (W8-1107) 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.”

PORTABLE CHANGEABLE MESSAGE SIGNS (BDE)

Effective: November 1, 2016

Revised: April 1, 2017

Revise the second paragraph of Article 701.20(h) of the Standard Specifications to read:

“For all other portable changeable message signs, this work will be paid for at the contract unit price per calendar day for each sign as CHANGEABLE MESSAGE SIGN.”

Revise this second sentence of the first paragraph of Article 1106.02(i) of the Standard Specifications to read:

“The message panel shall be a minimum of 7 ft (2.1 m) above the edge of pavement in urban areas and a minimum of 5 ft (1.5 m) above the edge of pavement in rural areas, present a level appearance, and be capable of displaying up to eight characters in each of three lines at a time.”

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2017

Revise the Air Content % of Class PP Concrete in Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

"TABLE 1. CLASSES OF CONCRETE AND MIX DESIGN CRITERIA		
Class of Conc.	Use	Air Content %
PP	Pavement Patching	4.0 - 8.0"
	Bridge Deck Patching (10)	
	PP-1	
	PP-2	
	PP-3	
	PP-4	
PP-5		

Revise Note (4) at the end of Table 1 Classes of Concrete and Mix Design Criteria in Article 1020.04 of the Standard Specifications to read:

“(4) For all classes of concrete, the maximum slump may be increased to 7 in (175 mm) when a high range water-reducing admixture is used. For Class SC, the maximum slump may be increased to 8 in. (200 mm). For Class PS, the maximum slump may be increased to 8 1/2 in. (215 mm) if the high range water-reducing admixture is the polycarboxylate type.”

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.”

SPEED DISPLAY TRAILER (BDE)

Effective: April 2, 2014

Revised: January 1, 2017

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

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

Add the following to Article 701.15 of the Standard Specifications:

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

Add the following to Article 701.20 of the Standard Specifications:

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

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

Add the following to Article 1106.02 of the Standard Specifications:

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

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

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

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

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

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%”

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.

FOR INDEX OF SHEETS & STATE STANDARDS
SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

CONTRACT NO. 64M57
D-92-002-18

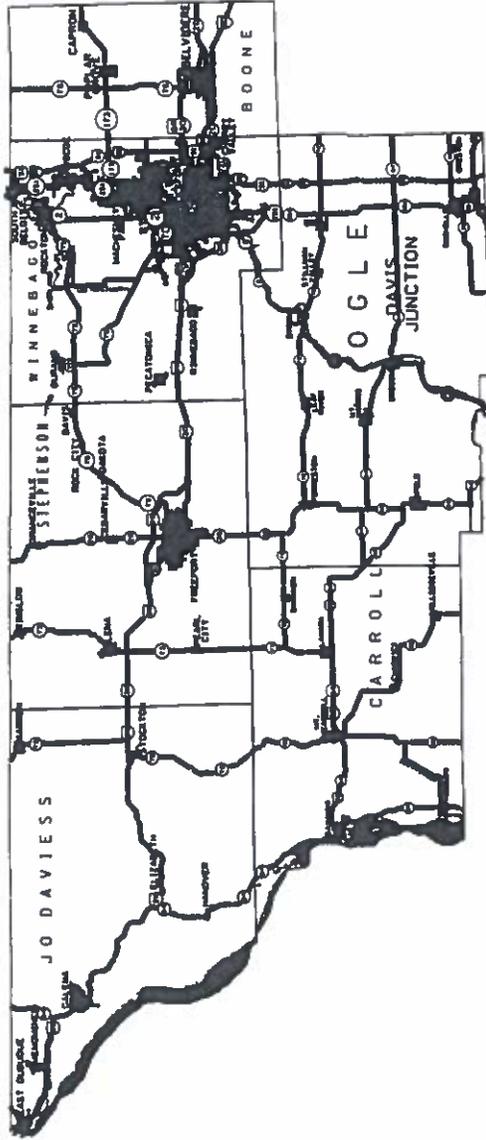
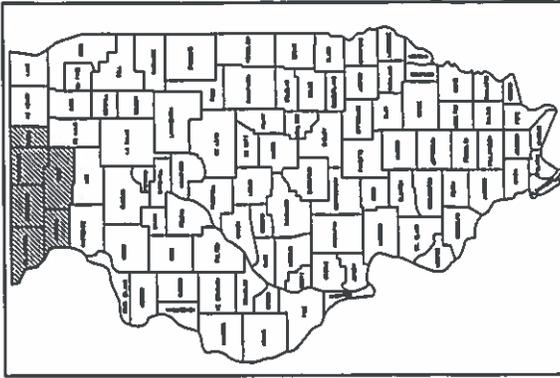
PROPOSED HIGHWAY PLANS

VARIOUS ROUTES
SECTION D2 GR (NORTH) 2018
VARIOUS COUNTIES
C-92-009-18

* 26 TOTAL SHEETS

SECTION	COUNTY	TOTAL SHEET NO.
VARIOUS	VARIOUS	1

NO. OF SHEETS 2018



SCALE
JOINT UTILITY LOCATION INFORMATION FOR EXISTING
1-888-682-6123

CONTRACT NO. 64M57

VARIOUS ROUTES SECTION D2 GR (NORTH) 2018 VARIOUS COUNTIES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 12, 2017

Kerri Mackelke
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

20

ENGINEER OF DESIGN AND ENVIRONMENT

20

DIRECTOR OF PROGRAM DEVELOPMENT

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INDEX OF SHEETS

1	Cover Sheet
2	Index of Sheets
3-5	Summary of Quantities
6	General Notes
7.	Repair Option for Damaged Traffic Barrier Terminal Type 4
8-11	Standard B.L.R. 26 (Standard shows old Type C guardrail)
12-13	Special Details for Buried Terminals) (Texas Twist)
14-15	Former State Standard (Traff. Barrier Term. Type 4) (For Information Only)
16.	Former State Standard (Traff. Barrier Term. Type 7) (For Information Only)
17.	Delineator and Post Orientation (District Standard 37.4)
18-21	Remove and Re-Erect Steel Plate Beam Guardrail
22-24	Former State Standard (Tubular Thrie Beam) (For Information Only)
25	Former State Standard (Traff. Barrier Term. Type 8) (For Information Only)
26	Former State Standard (Traff. Barrier Term. Type 9) (For Information Only)

STANDARDS

630001-12	Steel Plate Beam Guardrail
630101-10	Guardrail Mounted on Existing Culverts
630301-08	Shoulder Widening for Type 1 (Special) Guardrail Terminals
631011-10	Traffic Barrier Terminal, Type 2
631026-06	Traffic Barrier Terminal, Type 5
631031-15	Traffic Barrier Terminal, Type 6
631032-09	Traffic Barrier Terminal, Type 6A
631033-07	Traffic Barrier Terminal, Type 6B
631046-04	Traffic Barrier Terminal, Type 10
635001-02	Delineators
664001-02	Chain Link Fence
665001-02	Woven Wire Fence
701001-02	Typical Application of Traffic Control Devices
701006-05	Typical Application of Traffic Control Devices
701101-05	Typical Application of Traffic Control Devices
701106-02	Typical Application of Traffic Control Devices
701201-04	Typical Application of Traffic Control Devices
701301-04	Typical Application of Traffic Control Devices
701400-09	Typical Application of Traffic Control Devices
701401-11	Typical Application of Traffic Control Devices
701406-11	Typical Application of Traffic Control Devices
701411-09	Typical Application of Traffic Control Devices
701421-08	Typical Application of Traffic Control Devices
701426-09	Typical Application of Traffic Control Devices
701428-01	Traffic Control, Setup and Removal, Freeway/Expressway
701501-06	Typical Application of Traffic Control Devices
701502-08	Typical Application of Traffic Control Devices
701601-09	Typical Application of Traffic Control Devices
701602-09	Typical Application of Traffic Control Devices
701606-10	Typical Application of Traffic Control Devices
701701-10	Typical Application of Traffic Control Devices
701901-07	Traffic Control Devices
720011-01	Metal Posts For Signs, Markers, & Delineators
725001-01	Object and Terminal Markers
728001-01	Telescoping Steel Sign Support
729001-01	Application of Type A and B Metal Posts
782006	Guardrail and Barrier Wall Reflector Mounting Details

SUMMARY OF QUANTITIES

VARIOUS ROUTES
SECTION D2 GF (NORTH) 2018
VARIOUS COUNTIES
CONTRACT # 64M57
SHEET 3 OF 26

100% State
0021

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	MCHD FUND	CONTRACT MAINT
20400800	FURNISHED EXCAVATION	CUYD	150	100	50
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	3	2	1
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	2	1
63100105	TRAFFIC BARRIER TERMINAL, TYPE 10	EACH	3	2	1
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	30	20	10
63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	9	6	3
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	75	50	25
63500105	DELINEATORS	EACH	9	6	3
66400105	CHAIN LINK FENCE, 4'	FOOT	75	50	25
66400305	CHAIN LINK FENCE, 6'	FOOT	75	50	25
66500105	WOVEN WIRE FENCE, 4'	FOOT	750	500	250
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	0.67	0.33
78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	12	8	4

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES

VARIOUS ROUTES
SECTION D2 GR (NORTH) 2018
VARIOUS COUNTIES
CONTRACT # 64M57
SHEET 4 OF 26

100% State
0021

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	MCHD FUND	CONTRACT MAINT
X6320310	LONG POST FOR STEEL PLATE BEAM GUARDRAIL	EACH	30	20	10
X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	75	50	25
X6331101	TUBULAR THRIE BEAM	FOOT	75	50	25
X6331110	STEEL POSTS SPECIAL	EACH	30	20	10
X6432110	REPLACE IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3	EACH	20	15	5
X6640594	CHAIN LINK FENCE POST 4'	EACH	12	8	4
X6640601	CHAIN LINK FENCE POST 6'	EACH	12	8	4
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	0.5	0.5
Z0008760	EMERGENCY WORK CALL OUT	EACH	10	5	5
Z0012752	CONCRETE STRUCTURE REPAIR	CU FT	24	16	8
Z0020210	PULL POST ARRANGEMENT	EACH	3	2	1
Z0029558	REPAIR TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL - POST	EACH	80	20	60
Z0052000	REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	1700	1000	700
Z0052100	REPAIR STEEL PLATE BEAM GUARDRAIL, TYPE B	FOOT	50	25	25

* SPECIALTY ITEMS

GENERAL NOTES

When posts are required to be placed through bituminous shoulders, all costs to do so shall be considered included in the contract unit cost of the work being done. The final top 3 inches of the area around the post shall be capped with either bituminous material or grout.

Standard 631021 (Traffic Barrier Terminal, Type 4) is obsolete and can no longer be installed. Typically, a Type 4 Terminal was used in the median of multi-lane divided highway. They are, however, still in use and when damage to one occurs, it is to be removed and replaced with a Traffic Barrier Terminal, Type 1, Special, that is to be at least 12 feet off the edge of the pavement. To obtain the 12 foot distance, the existing SPBGR Type A will have to be removed and re-erected with a flair rate of 1:30 until the face of the guardrail is 12 feet out from the edge of the pavement. At this point, (where the SPBGR Type A is 12 feet off the edge of pavement), a new Traffic Barrier Terminal Type 1, Special (Tangent or Flared) is to be installed

The Contractor shall supply the Resident Engineer with the manufacturer's installation requirements for the Traffic Barrier Terminal Type 1, Special to be used on this contract, both tangent and flared.

Wood blockouts on wood posts shall be connected with one nail to prevent the blockout from moving.

All disturbed areas in the right of way, caused by the Contractors operations, shall be seeded with class 2A salt tolerant roadside mixture as stated in Section 250, Article 250.07 of the Standard Specifications for Road and Bridge Construction. All costs for seeding shall be considered included in the unit cost of the work being performed.

If the Contractor would like the work location listed with GPS coordinates on the work orders, we can do that with units provided by the Contractor. We would require five (5) units for this contract, one for each of our field engineers and field technicians. The Contractor would be responsible for all costs to keep the units in operational condition. Please note that if the same contractor wins both guardrail repair contracts for our District, the total number of GPS units required would be ten (10).

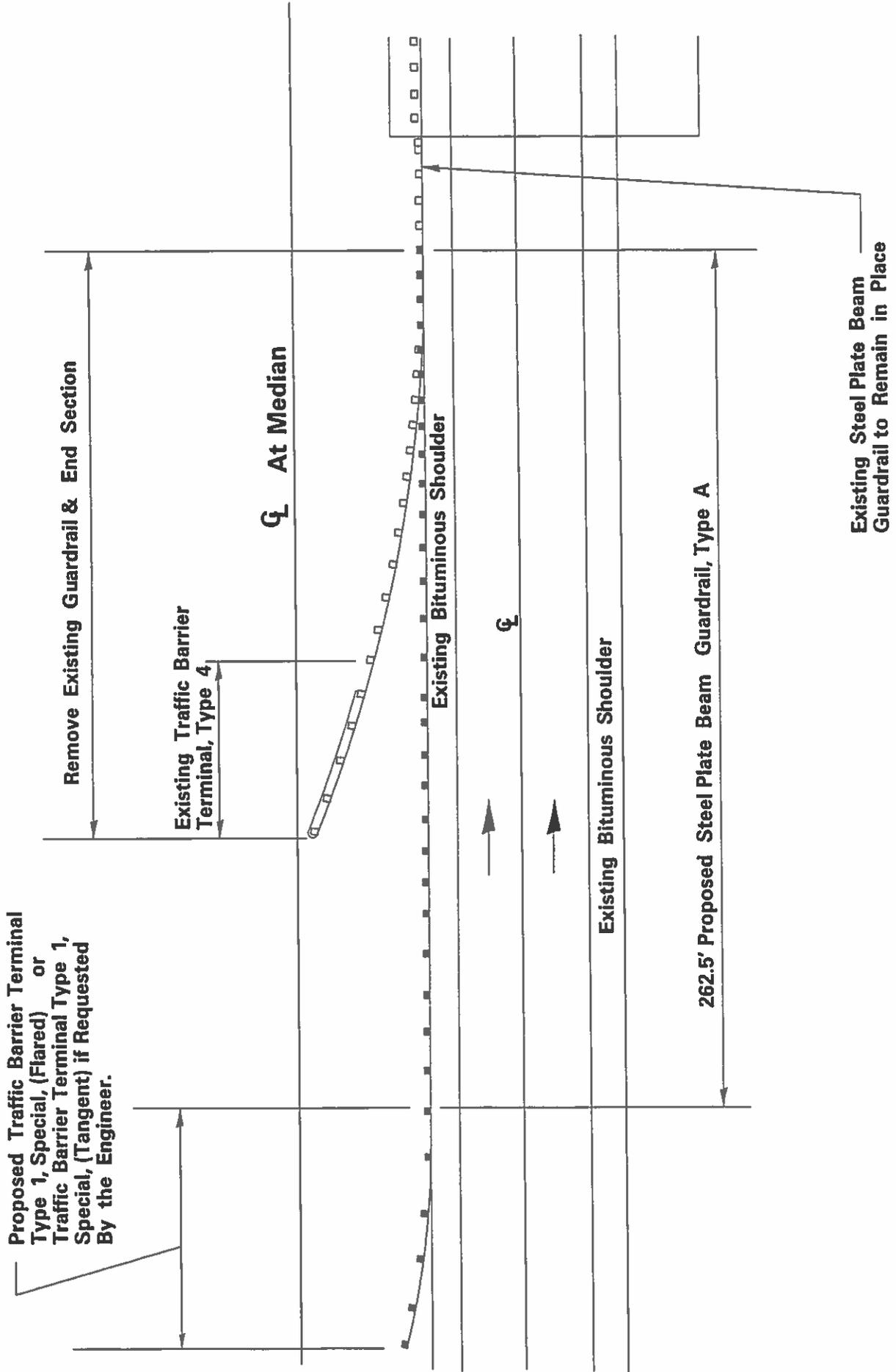
Delineators shall be installed as shown in Standard 635001, except that the post shall be rotated 180° and only metal-backed delineators shall be permitted. Delineators shall be placed at the ends of approach guardrail terminal sections. This work will be paid for at the contract unit price each for DELINEATORS.

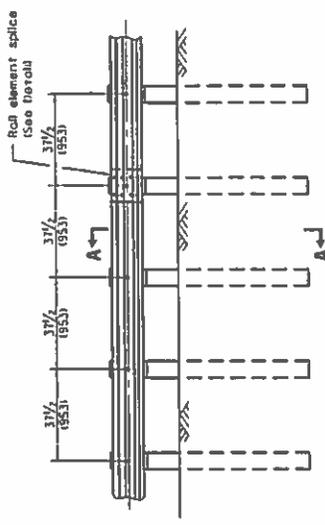
The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123.

IDOT is not a member of JULIE. If you are near any overhead lighting, intersection lighting or traffic signals, contact the IDOT Traffic Office at 815/284-5469 at least 48 hours prior to work.

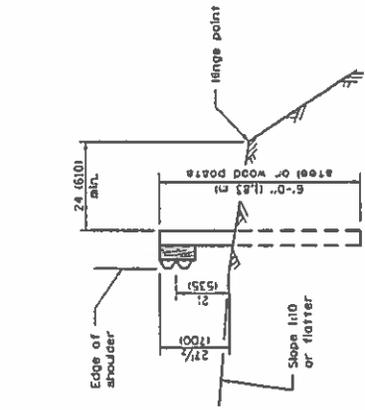
Additional Options for Repair to Damaged Obsolete Traffic Barrier Terminal Type 4

Various Routes
D2 GR (North) 2018
Various Counties
Sheet 7 of 26
Contract Number: 64M57

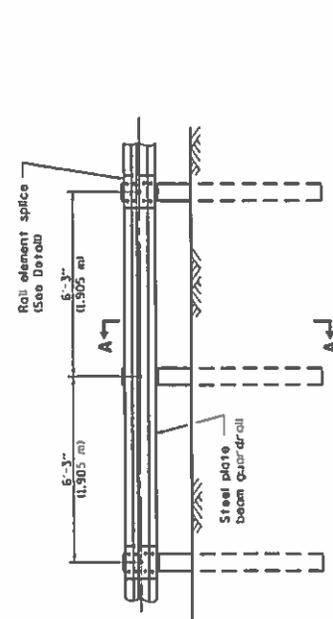




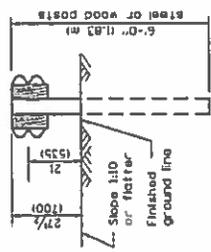
ELEVATION
TYPE B
3 1/2" (95.3) Closed post spacing



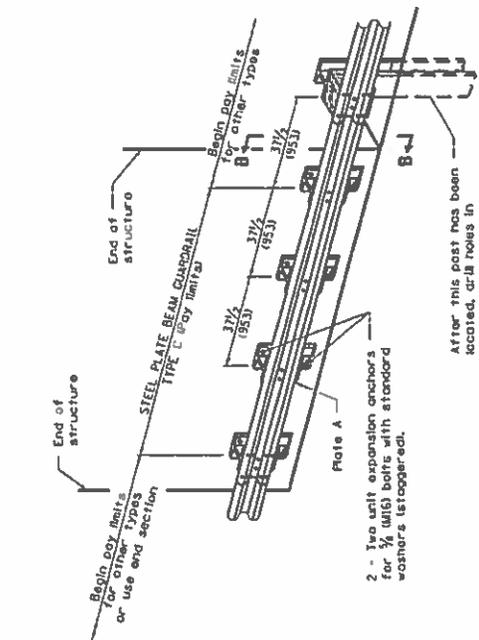
SECTION A-A



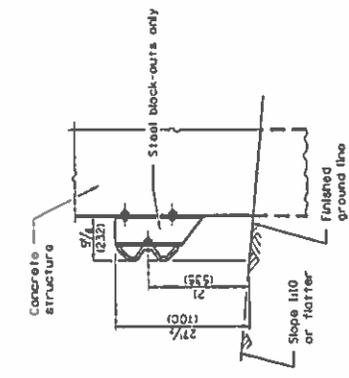
ELEVATION
TYPE A
6'-3" (1.905 m) Typical post spacing



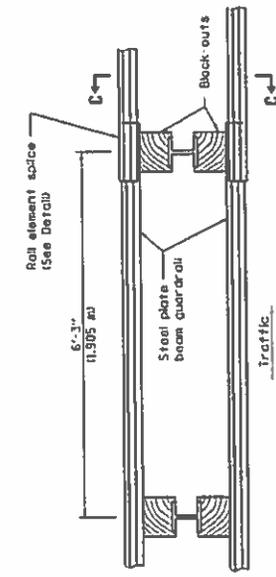
SECTION C-C



TYPE C
3 1/2" (95.3) Back-out spacing



SECTION B-B



PLAN

TYPE D
1000# steel plate beam guardrail
6'-3" (1.905 m) typical post spacing

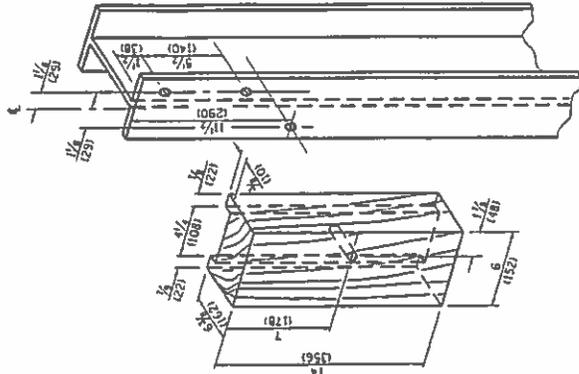
GENERAL NOTES
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (1:50).
All dimensions are in inches (millimeters) unless otherwise shown.

Various Routes D2 GR (North) 2018 Various Counties Sheet 8 of 26 Contract #64M57	STEEL PLATE BEAM GUARDRAIL
	27 1/2" (700mm) HEIGHT

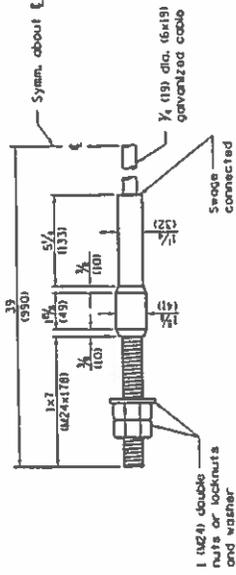
STANDARD B.L.R. 26-2
(Sheet 1 of 4)

Illinois Department of Transportation
ISSUED 1-1-08

APPROVED: [Signature] 2008
ENGINEER OF LOCAL ROADS AND STREETS
APPROVED: [Signature] 2008
PROJECT: [Signature] 2008
DESIGNED BY: [Signature] 2008

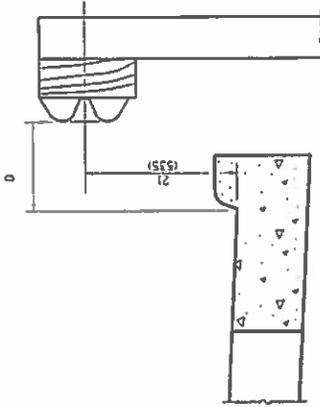


WOOD BLOCK-OUT AND STEEL POST DETAILS



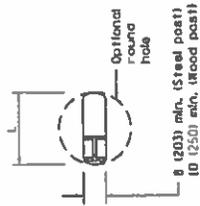
CABLE ASSEMBLY

140,000 lbs. (63,000 kg) min. breaking strength)
Tighten to half tension.

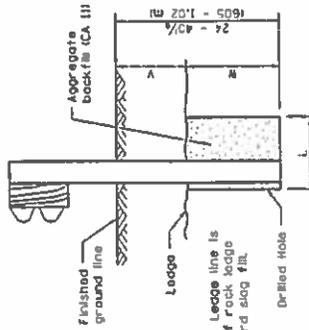


Note:
If it is necessary for D to be more than 12 (305) and less than 10'-0" (3.0 m), Type M-2 (M-5) curb and gutter (Std. 606000) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB
D = 0 according to 12 (305) minimum



PLAN



ELEVATION

Note: Ledge line is top of rock ledge or hard slag fill.

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

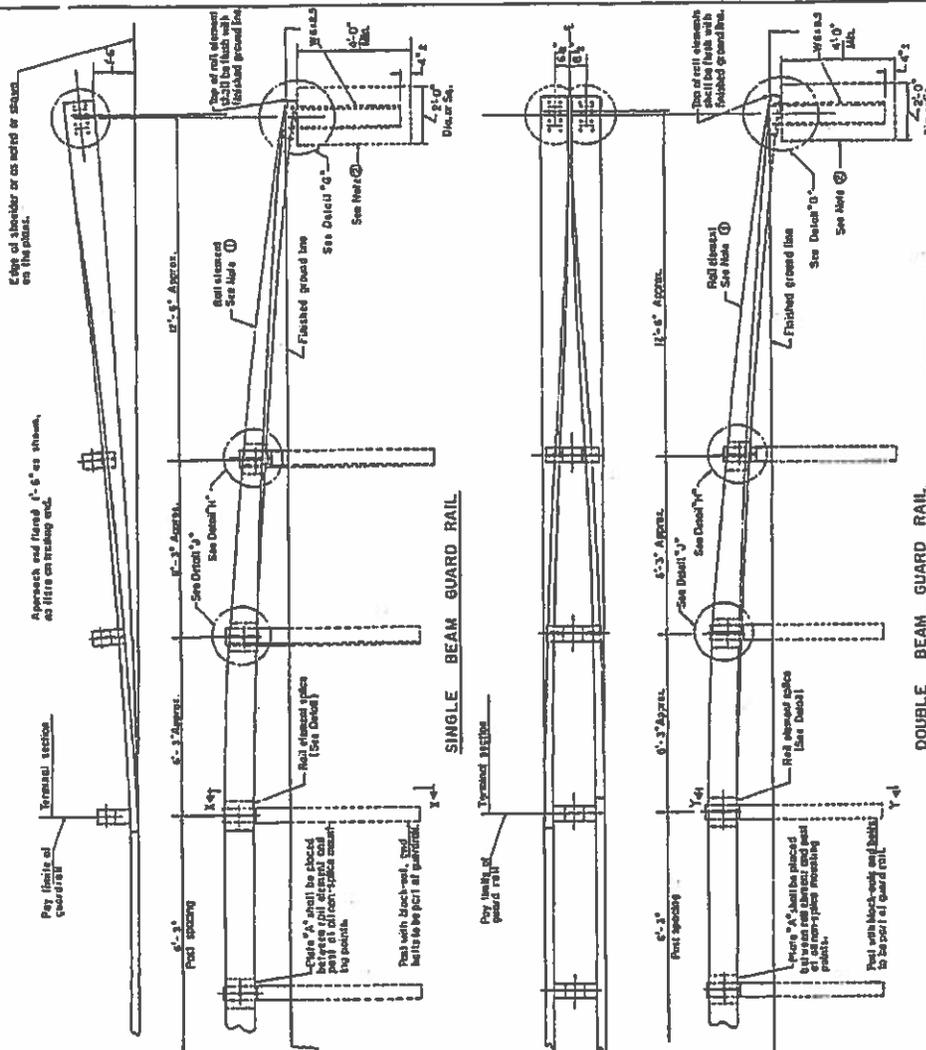
V	M	L
0 - 187/	24	Steel Post Wood Post
0 - 410	24	21
187/ - 207/	34	21
1940 - 2140	34	21
3207/ - 407/	34	21
3274 - 3102 m	34	21

STEEL PLATE BEAM GUARDRAIL
27 1/2" (700mm) HEIGHT
Various Routes
D2 GR (North), 2018
Various Counties
Sheet 11 of 26
Contract #64M57
STANDARD B.L.R. 28-2
(Sheet 4 of 4)

Illinois Department of Transportation
APPROVED: [Signature] JUNE 1, 2000
ENGINEER OF LOCAL ROADS AND STREETS
APPROVED: [Signature] JUNE 1, 2000
CONTRACT # 64M57 (MATERIALS AND EQUIPMENT)

Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 12 of 26
 Contract #64M57

STANDARD DESIGN
 STEEL PLATE BEAM GUARD RAIL



SINGLE BEAM GUARD RAIL

DOUBLE BEAM GUARD RAIL

GENERAL NOTE

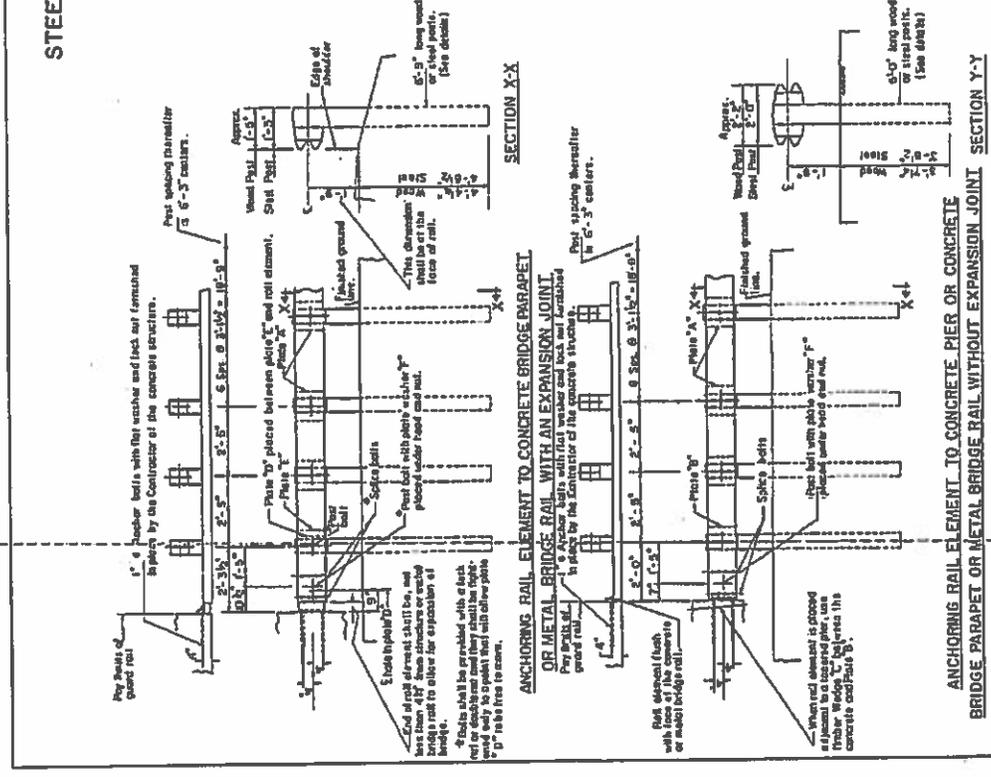
1. Rail section shall be installed 90° to 25 feet. Care shall be exercised to provide a smooth curve with no kinks.

2. Rail element joints may be constructed and positioned to proper alignment prior to placing concrete parapet.

3. Rail element joints, including steel anchors, steel bolts, and steel nuts, shall be provided with additional locks on that they remain tight and shall be made tight and left hand.

4. Steel anchors, bolts, and nuts may be fabricated from W 4 x 4 beam (See Detail 'A' and 'B').

5. Steel anchors, bolts, and nuts shall be installed with the following dimensions and tolerances as shown.



ANCHORING RAIL ELEMENT TO CONCRETE BRIDGE PARAPET OR METAL BRIDGE RAIL WITH AN EXPANSION JOINT

ANCHORING RAIL ELEMENT TO CONCRETE PIER OR CONCRETE BRIDGE PARAPET OR METAL BRIDGE RAIL WITHOUT EXPANSION JOINT

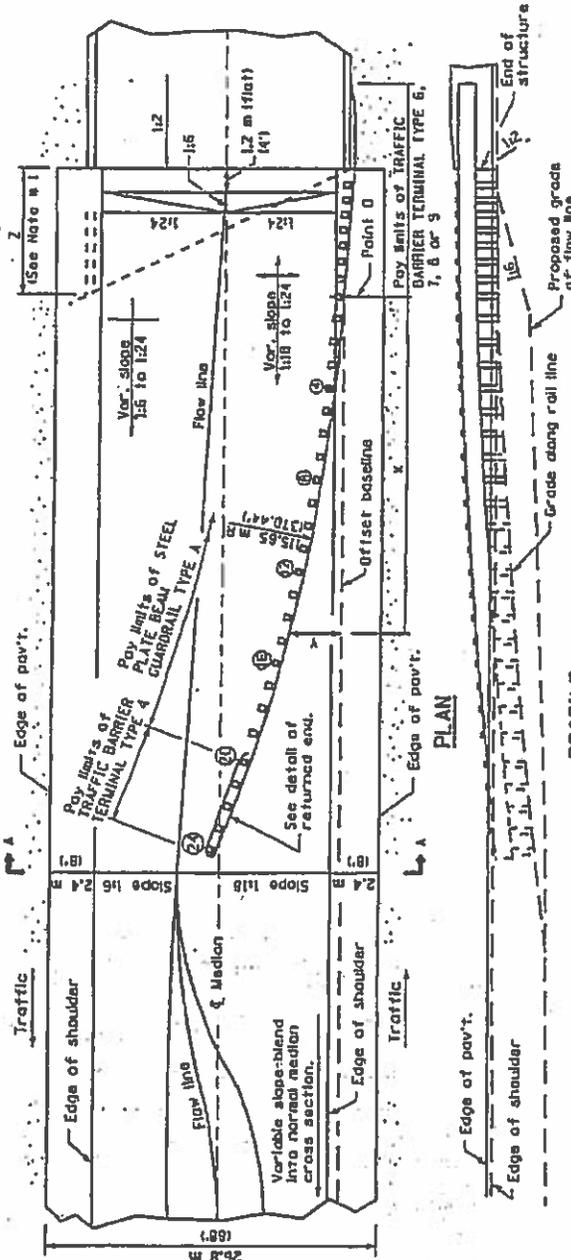
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF BRIDGE ENGINEERING
 CHICAGO, ILLINOIS

ISSUED 2-14-55
 REVISORS
 D.W.W. 7-11-54
 D.W.W. 3-4-55

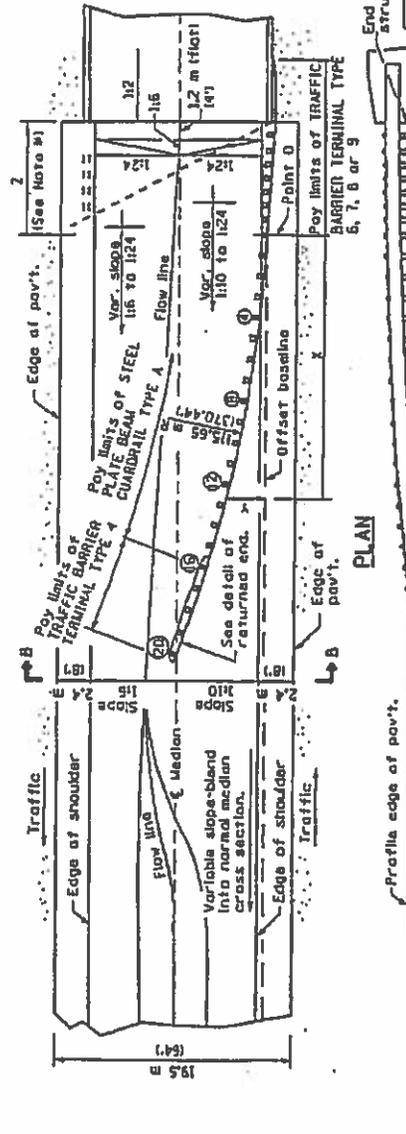
APPROVED: [Signature]
 DIVISION ENGINEER

REVISION 7-11-55

Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 14 of 26
 Contract #64M57



PROFILE
 ASSEMBLY FOR 26.8 m (88 ft.) MEDIAN



PROFILE
 ASSEMBLY FOR 19.5 m (64 ft.) MEDIAN

POINT	DISTANCE X (ft.)	OFFSET Y (ft.)
0	0	0
4	7.60	0.56
	(24.93)	(1.83)
8	15.14	1.60
	(49.68)	(5.28)
12	22.60	3.16
	(74.15)	(10.37)
16	29.94	5.20
	(98.23)	(17.05)
20	37.13	7.71
	(121.83)	(25.31)
24	44.14	10.70
	(144.83)	(35.09)

Offsets (Y) are measured between the face of rail and the offset baseline, which is parallel to the pavement edge and passes through point 0.

The location of point 0 will vary, being dependent on structure details and the type of traffic barrier terminal utilized.

GENERAL NOTES

See Standard 630001 for details of guard-rail not shown.

* For dual structures skewed right forward, the nose of the Type 4 terminal shall be placed and the structure shall be placed in the position Z. Appropriate adjustments to the length of the Type 4 guardrail and its offsets (Y) shall be calculated and used. An additional length of guardrail shall be in increments of 3.81 m (12'-6").

For dual structures that are 90°, or skewed left forward, the length of guardrail is appropriate.

The bearing plate X shall be held in position by 20 x 80 mm (3/4" x 3 1/8") bolts driven into the post and bent over the top of the plate.

All slopes are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

DATE	REVISIONS
10-1-98	Revised distance in offset table.
1-1-97	Revised Standard 2339-4.

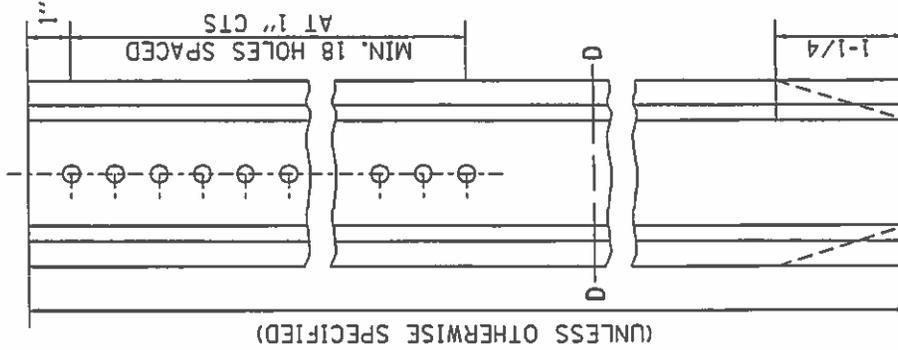
TRAFFIC BARRIER TERMINAL TYPE 4

STANDARD 631021-01

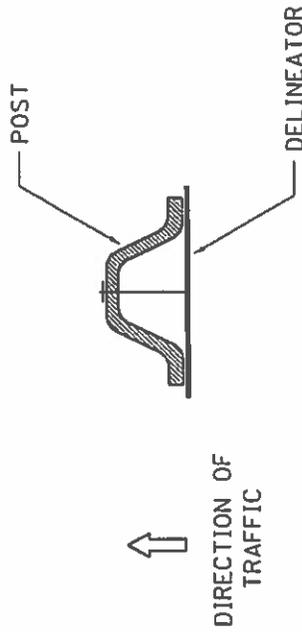
(Sheet 1 of 2)

PAVED
 Ontario
 DESIGN BY
 APPROVED
 CHECKED BY
 DATE

DELINEATOR AND POST ORIENTATION



SECTION D-D

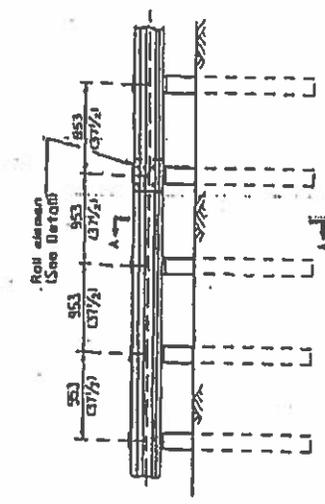


DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

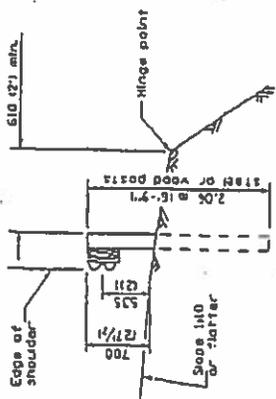
REVISED - 10-3-11	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
REVISED -			VAR	D2 GR INDRTH 2018	VARIOUS	26
REVISED -						17
REVISED -						CONTRACT NO. 64M57
PLOT DATE = Sep-11-2017 10:25:23 AM			SCALE: 7/9.5880 "/ft		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
			TO STA.		SHEETS OF	

Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 18 of 26
 Contract #64M57

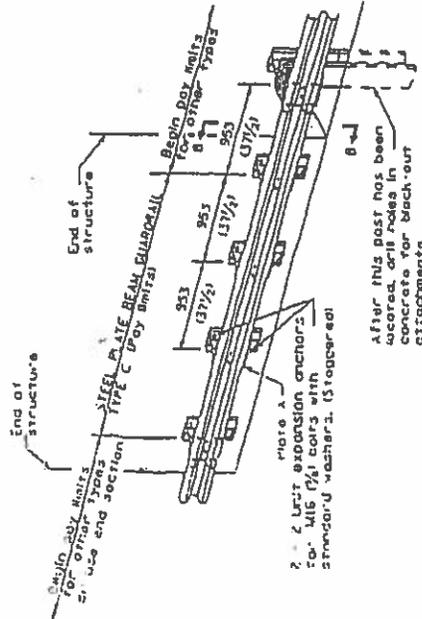


ELEVATION
 TYPE B
 953 (31 1/2) Closed post spacing

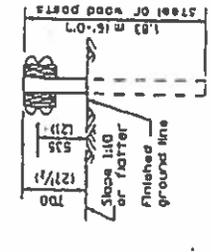
ELEVATION
 TYPE A
 1.905 m (6'-3") Typical post spacing



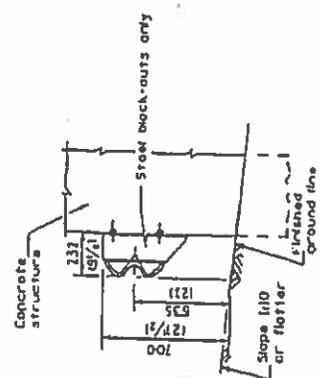
SECTION A-A



ELEVATION
 TYPE C
 953 (31 1/2) Back-out spacing



SECTION C-C



SECTION B-B

PLAN
 TYPE D
 Double steel plate beam guardrail
 1.905 m (6'-3") typical post spacing

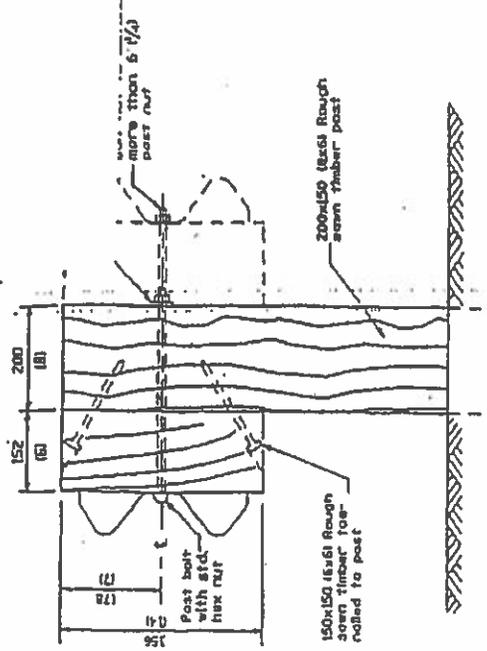
GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V/H).
 All dimensions are in millimeters (rounded upward unless otherwise stated).
 The existing steel posts may be drilled to match the Bolt Pattern shown herein for the wood back-out, or a new steel post shall be provided.
 This detail is applicable to the guardrail systems used prior to January 1, 2002. For details on the Midwest Guardrail System, see Standard S3000.

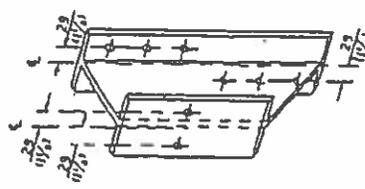
REMOVE AND REERECT
 STEEL PLATE BEAM GUARDRAIL
 (Sheet 1 of 4)

DETAIL

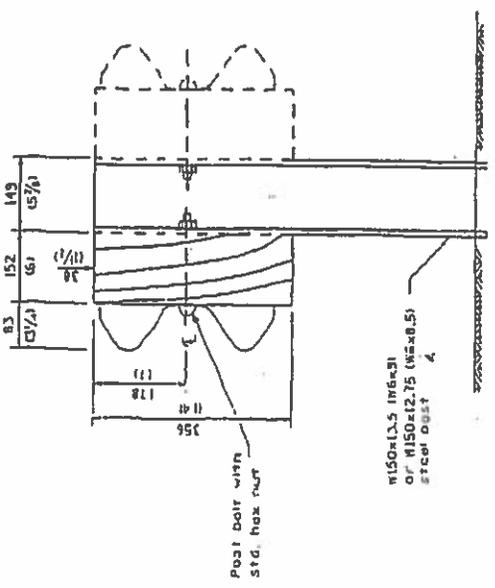
Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 19 of 26
 Contract #64M57



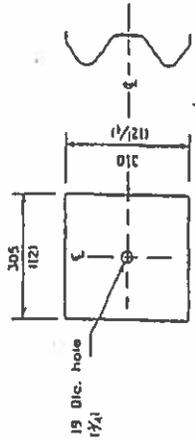
WOOD POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



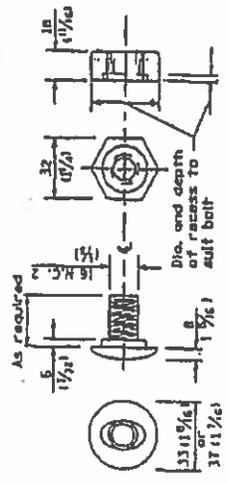
STEEL POST CONSTRUCTION



NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A

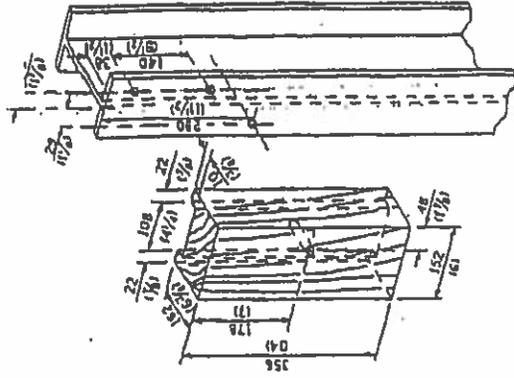


POST OR SPLICE BOLT & NUT

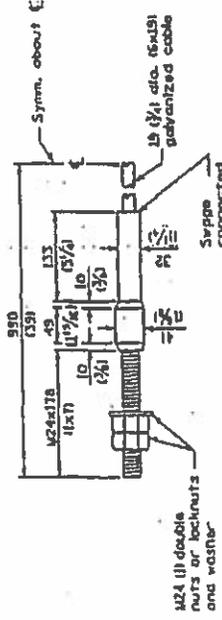
REMOVE AND REERECT
 STEEL PLATE BEAM GUARDRAIL
 Sheet 2 of 2

DETAIL

Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 21 of 26
 Contract #64M57

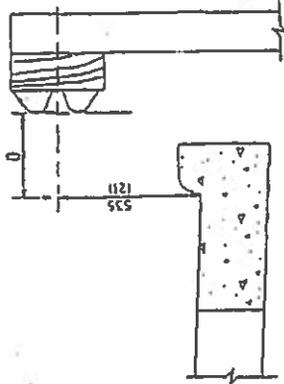


**WOOD BLOCK-OUT AND
 STEEL POST DETAILS**



CABLE ASSEMBLY

118,100 kg (40,000 lbs.) min. breaking strength
 Tighten to full tension.

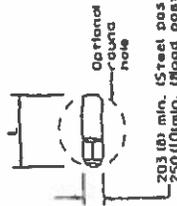


Notes:
 If it is necessary for D to be more than 300 (12) and less than 3.0 x (10'-0") type M-5 (4-2) curb and gutter (536, 605001) shall be used in front of curb in advance of the guard-rail.

GUARDRAIL PLACED BEHIND CURB

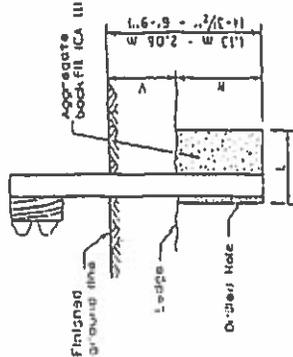
D = 0 desirable to 300 (12) maximum

V	V	L	
		Steel Post	Wood Post
0 - 460 (0 - 18)	610 (241)	530 (21)	580 (23)
3460 - 824 (138 - 41.5)	305 (12)	203 (8)	250 (10)
3025 - 113 m (101.5 - 33.5)	305 - 0 (12 - 0)	203 (8)	250 (10)



203 (8) min. (Steel post)
 250 (10) min. (Wood post)

PLAN



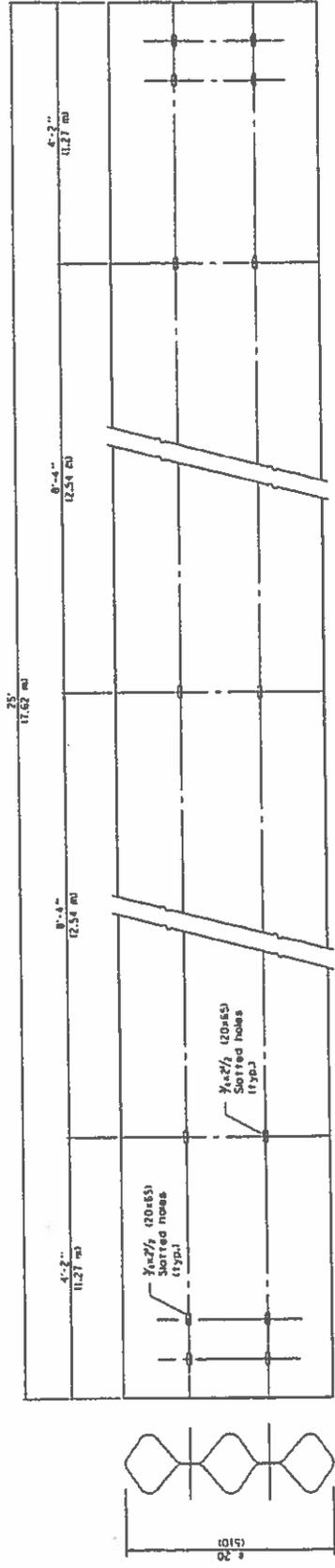
Notes:
 Ledge line is top of rock ledge or hard soil fill.

ELEVATION

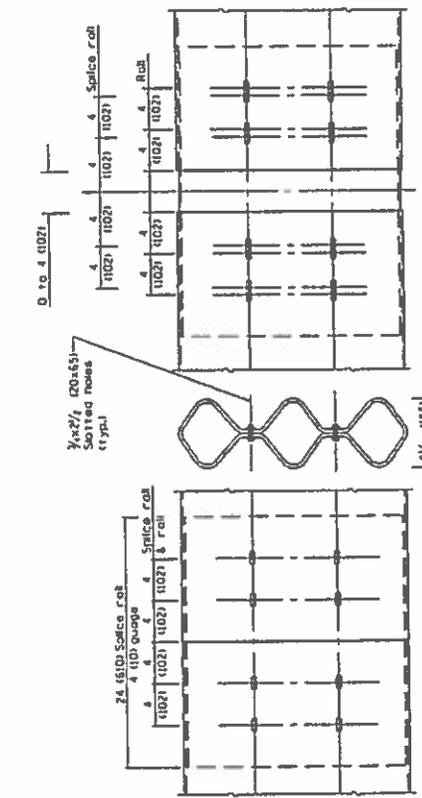
**FOOTING FOR POST WHEN IMPERVIOUS
 MATERIAL IS ENCOUNTERED**

**REMOVE AND REERECT
 STEEL PLATE BEAM GUARDRAIL**

Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 22 of 26
 Contract #64M57

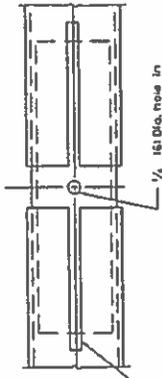


TUBULAR THRIE BEAM FOR INTERNAL SPICE JOINT



INTERNAL EXPANSION SPICE JOINT

INTERNAL SPICE JOINT



BOTTOM VIEW OF INTERNAL EXPANSION SPICE JOINT

GENERAL NOTES

Note spacers B are to be placed under both ends of the splice rail for internal splice and internal expansion splice joint.
 Note spacers C are to be placed under both ends and nuts of splicing bolts for internal expansion and internal splice joint.
 See Standard E3001 for details of general rail shown.
 All dimensions are in inches (millimeters) unless otherwise shown.

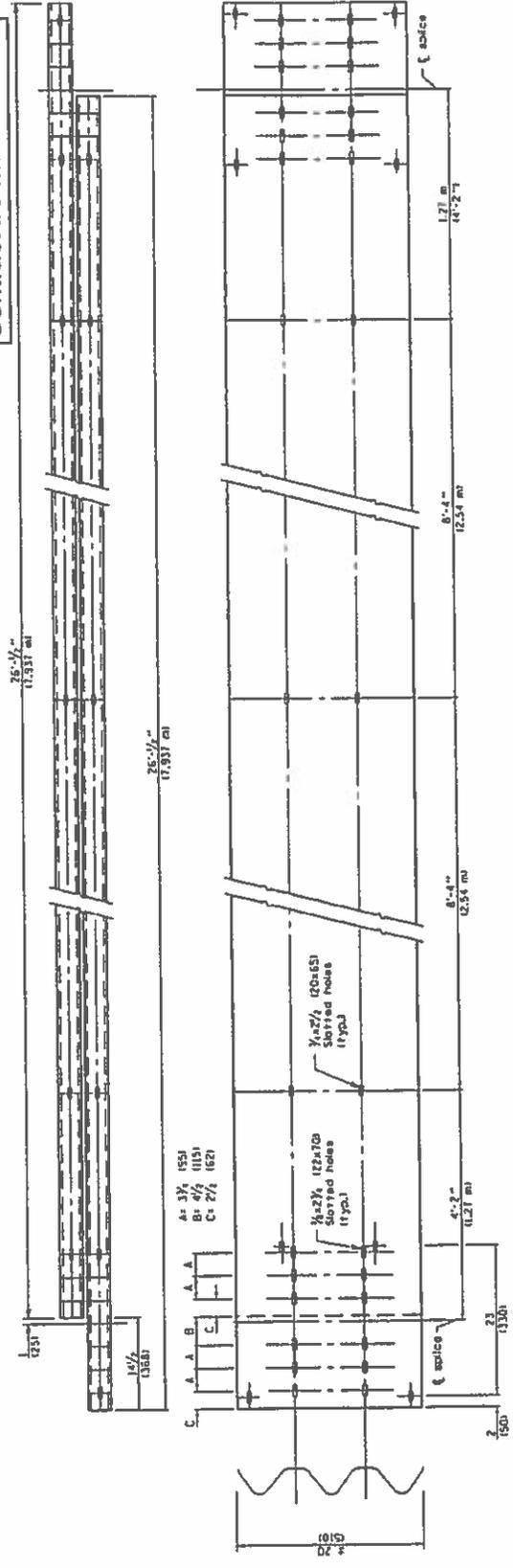
DATE	REVISIONS
1-1-11	Corrected note on "Plate Washer B" detail.
1-1-09	Switched units to English (metric) added Plate Washer F detail.

TUBULAR THRIE BEAM RETROFIT RAIL FOR BRIDGES

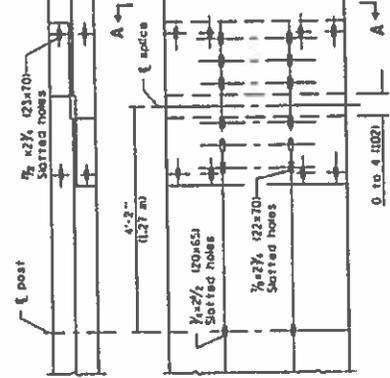
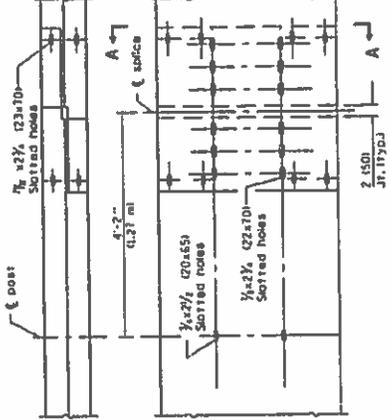
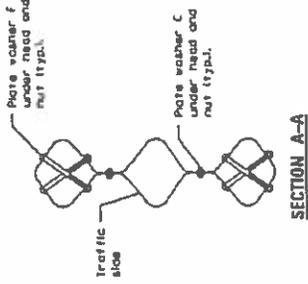
(Sheet 1 of 3)
 STANDARD 509001-02

Issue Department of Transportation
 PASSED: [Signature]
 PROJECT ENGINEER AND INSPECTOR: [Signature]
 APPROVED: [Signature]
 ISSUED 1-1-97
 DIVISION OF HIGHWAY AND TRANSPORTATION

Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 23 of 26
 Contract #64M57



TUBULAR THRIE BEAM FOR LAP SPICE JOINT



TUBULAR THRIE BEAM
 RETROFIT RAIL FOR BRIDGES
 (Sheet 2 of 3)
 STANDARD 509001-02

Missouri Department of Transportation
 PROJECT NO. 64M57
 COUNTY OF []
 SHEET NO. 23 OF 26
 DATE: 1-1-97

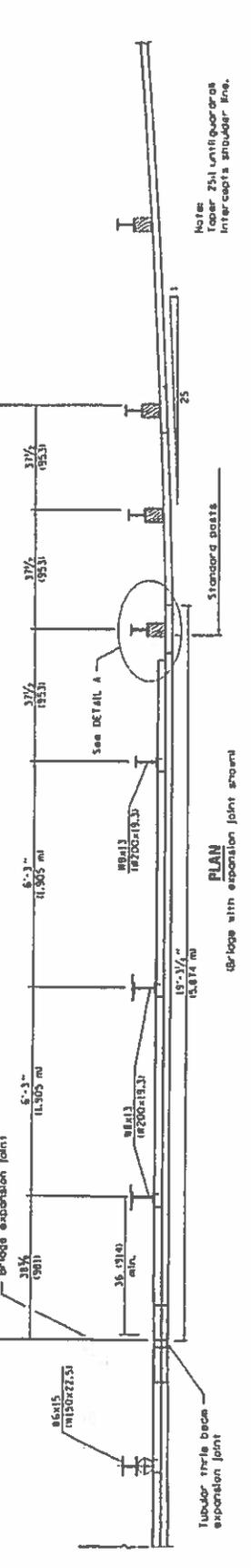
Various Routes
 D2 GR (North) 2018
 Various Counties
 Sheet 26 of 26
 Contract #64M57

For limits of other types

Pay limits of TRAFFIC BARRIER TERMINAL TYPE 9 II shown

Leadoff strips been retrofitted

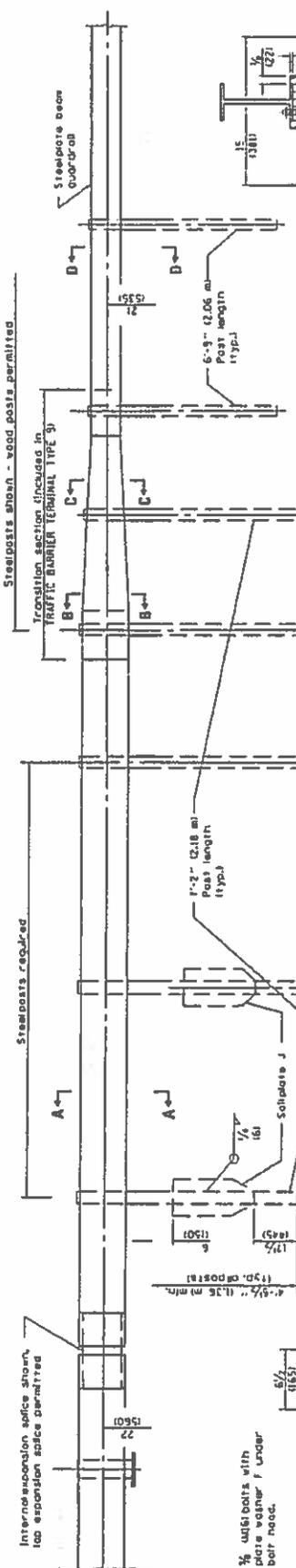
Tubular struts been expansion joint



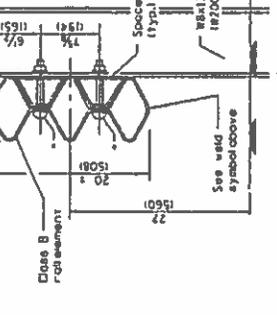
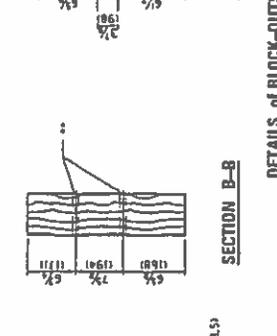
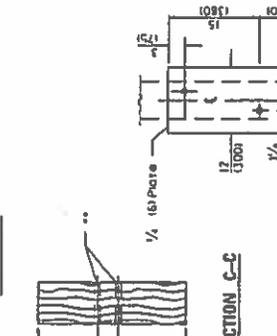
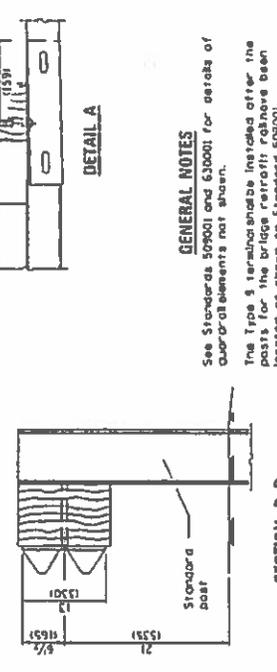
Note:
 Leadoff strips and tubular struts intercept shoulder line.

Steelposts shown - wood posts permitted

Transition section (included in TRAFFIC BARRIER TERMINAL TYPE 9)



ELEVATION



GENERAL NOTES

See Standards 505001 and 630001 for details of components not shown.
 The Type 9 Terminal shall be installed after the posts for the bridge retrofit have been located as shown on Standard 505001.
 All dimensions are in inches (millimeter) unless otherwise shown.

DATE	REVISIONS
1-1-11	Revised 3/4" (19) dimension from Section D-D.
1-1-09	Switched units to English metric.

TRAFFIC BARRIER
 TERMINAL TYPE 9
 STANDARD 631041-03

DETAILS OF BLOCK-OUTS
 ** 1/4" (6.3) Dia. hole

SOIL PLATE J & ALTERNATE CONNECTION DETAILS

PAID	ISSUED	1-1-97
DESIGNED BY	CHECKED BY	
DRAWN BY	APPROVED BY	
PROJECT OF ROUTE 201 (20100000)		

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.