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April 25, 2025 Letting

Notice to Bidders, Specifications and Proposal

Illinois Department of Transportation

Contract No. 64T76
Various Counties
Section D2 GR 2025
Various Routes
District 2 Construction Funds

Prepared by

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Checked by

(Printed by authority of the State of Illinois)

Illinois Department of Transportation

NOTICE TO BIDDERS

1. **TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 12:00 p.m. April 25, 2025 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. 64T76
   Various Counties
   Section D2 GR 2025
   Various Routes
   District 2 Construction Funds

   Various routes on-call guardrail.

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

Gia Biagi,
Acting Secretary

INDEX
FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2025

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

SUPPLEMENTAL SPECIFICATIONS

RECURRING SPECIAL PROVISIONS

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

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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the “Standard Specifications for Road and Bridge Construction, adopted January 1, 2022”, the latest edition of the “Manual on Uniform Traffic Control Devices for Streets and Highways”, and the “Manual of Test Procedures 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 2025, Various Counties, Contract No. 64T76 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 District 2.

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:

Cones or reflectorized cones shall not be used during hours of darkness.

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

Flagger at Sideroads and Commercial Entrances:

Effective: August 1, 2011

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.

In addition to the flaggers shown on applicable standards, on major sideroads, flaggers shall be required on all legs corresponding legs of intersections.

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.

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. Contact the Districts Operation Traffic Section at 815-284-5474 for route location.

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.

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. Forty-Eight 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 48 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. The contractor shall call the Districts Operation Office to obtain the appropriate name and number for the Field Engineer.

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, 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 June 13, 2025, and continue until all work assigned prior to June 12, 2026 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 the 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 in the amount of $200.00 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 LSUM 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 ANSII Class 3 requirements.

This work and requirements will be paid for at the contract unit price per LSUM 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 EMAIL.

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 725001 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 REFLECTORS, 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 REFLECTORS, 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 or plastic block-outs during the removal and re-erect operations. The wood or plastic 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 or plastic 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, 6A, 6B, 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 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 completely 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 the 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 is 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 furnishing 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.

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 MASH 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 635006.

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 the Manual for Assessing Safety Hardware (MASH) 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.

REPAIRING OF HIGH-TENSION CABLE MEDIAN BARRIER SYSTEMS

This item shall consist of repairing high tension cable median barrier system when damaged. District 2 has a system, the Gibraltar System on Interstate 74 in Rock Island County.

Repair shall consist of removing and replacing damaged items to the existing system. The Contractor will be required to provide all new materials required for making repairs. The Department has a tension meter that may be used in resetting the tension in the cables, if needed, to match the manufacturer's specifications.

The cable tension meter is located at our Milan Maintenance Yard (309/762-7851).

It shall be the contractor's responsibility to gain a working knowledge of the Gibraltar System so that they may repair the system according to the manufacturer's specifications. The Gibraltar System contact person is Jay Winn (phone 800/495-8957).

The repair of damaged cable, using all new materials, along with required cable splice turnbuckles and proper cable re-tensioning, shall be paid for at the contract unit price per Foot as REPAIR HIGH TENSION CABLE (GIBRALTAR).

Measurement for REPAIR HIGH TENSION CABLE (GIBRALTAR):

Measurement for payment shall be the distance between the closest two undamaged posts (one on each side of the impact area) or the distance between the High-Tension Barrier Terminal (Gibraltar) and the closest undamaged post to the impact area.

The repair of the high-tension barrier terminal end sections and hardware, shall be paid for at the contract unit price Each for REPAIR HIGH TENSION BARRIER TERMINAL (GIBRALTAR).

All damaged posts shall be replaced with new posts. Work shall include the removal and proper disposal of the damaged posts then installing new post(s) as required. This work shall be paid for at the contract unit price Each for REMOVE AND REPLACE POSTS (GIBRALTAR), which price shall include checking and resetting the tension in the cable as described above.

REPAIR HAIRPINS (GIBRALTAR) / REPAIR LOCK PLATES (GIBRALTAR)

This work shall consist of removing and repairing Hairpins, Lock Plates, or both on posts for high tension cable median barrier systems where it is not necessary to replace the entire post following a vehicular impact.

The contractor shall remove damaged Hairpins and Lock Plates and replace with new materials per the manufacturer's specifications.

This work shall be paid for at the contract unit price per EACH for REPAIR HAIRPINS (GIBRALTAR) and/or REPAIR LOCK PLATES (GIBRALTAR).

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.

NOTIFICATION OF WORK

The contractor shall be required to notify the Engineer, Operations Supervisor 1 and the District 2 Traffic Operations Technician (as stated in TRAFFIC CONTROL INSPECTION AND DEFICIENCY DEDUCTION),48 hours before any work shall be performed. This notification shall be by FAX or EMAIL, phone calls will not be accepted as a form of notification except in an emergency. The notification shall include the location of the work to be performed. If the contractor fails to notify the above personnel and performs the work, the contractor shall be liable to the Department in the amount of $2,000.00 per work order in which the contractor fails to give proper notification.

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008 Revised: April 1, 2023

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 in segments where no sideroads or entrances require deployment of additional flaggers. Use of these devices shall be at the option of the Contractor.

Equipment. AFADs shall be the STOP/SLOW or Red/Yellow Lens type mounted on a trailer or moveable cart meeting the requirements of the MUTCD and NCHRP 350 or MASH 2016, Category 4.

General. AFADs shall be placed at each end of the traffic control, where a flagger is shown on the plans. The AFAD shall be setup within five degrees of vertical.

Flagger symbol signs as shown on the plans shall be replaced with “BE PREPARED TO STOP” signs when the AFAD is in operation.

Personal communication devices shall not be used to operate the AFAD.

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

Each AFAD shall be operated by a flagger trained to operate the specific AFAD to be deployed. A minimum of two flaggers shall be on site at all times during operation. Each flagger shall be positioned outside the lane of traffic and near each AFAD’s location.

Flagging equipment required for traditional flagging shall be available near each AFAD location in the event of AFAD equipment malfunction/failure.

For nighttime flagging, the AFAD and flagger shall be illuminated according to Article 701.13 of the Standard Specifications.

When not in use, AFADs will be considered non-operating 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.

CEMENT, FINELY DIVIDED MINERALS, ADMIXTURES; CONCRETE, AND MORTAR (BDE)

Effective: January 1, 2025

Revise the first paragraph of Article 285.05 of the Standard Specifications to read:

"**285.05 Fabric Formed Concrete Revetment Mat.** The grout shall consist of a mixture of cement, fine aggregate, and water so proportioned and mixed as to provide a pumpable slurry. Fly ash or ground granulated blast furnace (GGBF) slag, and concrete admixtures may be used at the option of the Contractor. The grout shall have an air content of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The mix shall obtain a compressive strength of 2500 psi (17,000 kPa) at 28 days according to Article 1020.09."

Revise Article 302.02 of the Standard Specifications to read:

"**302.02 Materials.** Materials shall be according to the following.

	Item	Article/Section
(a)	Cement	1001
(b)	Water	1002
(c)	Hydrated Lime	1012.01
(d)	By-Product, Hydrated Lime	1012.02
(e)	By-Product, Non-Hydrated Lime	1012.03
(f)	Lime Slurry	1012.04
(g)	Fly Ash	1010
(h)	Soil for Soil Modification (Note 1)	1009.01
(i)	Bituminous Materials (Note 2)	1032

Note 1. This soil requirement only applies when modifying with lime (slurry or dry).

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250."

Revise Article 312.07(c) of the Standard Specifications to read:

"(c) Cement .....1001"

Add Article 312.07(i) of the Standard Specifications to read:

"(i) Ground Granulated Blast Furnace (GGBF) Slag .....1010"

Revise the first paragraph of Article 312.09 of the Standard Specifications to read:

"**312.09 Proportioning and Mix Design.** At least 60 days prior to start of placing CAM II, the Contractor shall submit samples of materials to be used in the work for proportioning and testing. The mixture shall contain a minimum of 200 lb (120 kg) of cement per cubic yard (cubic meter). Cement may be replaced with fly ash or ground granulated blast furnace (GGBF) slag according to Article 1020.05(c)(1) or 1020.05(c)(2), respectively, however the minimum cement content in the mixture shall be 170 lbs/cu yd (101 kg/cu m). Blends of coarse and fine aggregates will be permitted, provided the volume of fine aggregate does not exceed the volume of coarse aggregate. The Engineer will determine the proportions of materials for the mixture according to the "Portland Cement Concrete Level III Technician Course" manual. However, the Contractor may substitute their own mix design. Article 1020.05(a) shall apply, and a Level III PCC Technician shall develop the mix design."

Revise Article 352.02 of the Standard Specifications to read:

"**352.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement (Note 1)	1001
(b) Soil for Soil-Cement Base Course	1009.03
(c) Water	1002
(d) Bituminous Materials (Note 2)	1032

Note 1. Bulk cement may be used for the traveling mixing plant method if the equipment for handling, weighing, and spreading the cement is approved by the Engineer.

Note 2. The bituminous materials used for curing shall be emulsified asphalt RS-2, CRS-2, HFE 90, or HFE 150; rapid curing liquid asphalt RC-70; or medium curing liquid asphalt MC-70 or MC-250."

Revise Article 404.02 of the Standard Specifications to read:

"**404.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.08
(d) Bituminous Material (Tack Coat)	1032.06
(e) Emulsified Asphalts (Note 1) (Note 2)	1032.06
(f) Fiber Modified Joint Sealer	1050.05
(g) Additives (Note 3)	

Note 1. When used for slurry seal, the emulsified asphalt shall be CQS-1h according to Article 1032.06(b).

Note 2. When used for micro-surfacing, the emulsified asphalt shall be CQS-1hP according to Article 1032.06(e).

Note 3. Additives may be added to the emulsion mix or any of the component materials to provide the control of the quick-traffic properties. They shall be included as part of the mix design and be compatible with the other components of the mix.

Revise the last sentence of the fourth paragraph of Article 404.08 of the Standard Specifications to read:

"When approved by the Engineer, the sealant may be dusted with fine sand, cement, or mineral filler to prevent tracking."

Revise Note 2 of Article 516.02 of the Standard Specifications to read:

"Note 2. The sand-cement grout mix shall be according to Section 1020 and shall be a 1:1 blend of sand and cement comprised of a Type I, IL, or II cement at 185 lb/cu yd (110 kg/cu m). The maximum water cement ratio shall be sufficient to provide a flowable mixture with a typical slump of 10 in. (250 mm)."

Revise Note 2 of Article 543.02 of the Standard Specifications to read:

"Note 2. The grout mixture shall be 6.50 hundredweight/cu yd (385 kg/cu m) of cement plus fine aggregate and water. Fly ash or ground granulated blast furnace (GGBF) slag may replace a maximum of 5.25 hundredweight/cu yd (310 kg/cu m) of the cement. The water/cement ratio, according to Article 1020.06, shall not exceed 0.60. An air-entraining admixture shall be used to produce an air content, according to Article 1020.08, of not less than 6.0 percent nor more than 9.0 percent of the volume of the grout. The Contractor shall have the option to use a water-reducing or high range water-reducing admixture."

Revise Article 583.01 of the Standard Specifications to read:

"**583.01 Description.** This work shall consist of placing cement mortar along precast, prestressed concrete bridge deck beams as required for fairing out any unevenness between adjacent deck beams prior to placing of waterproofing membrane and surfacing."

Revise Article 583.02(a) of the Standard Specifications to read:

"(a) Cement .....1001"

Revise the first paragraph of Article 583.03 of the Standard Specifications to read:

" **583.03 General.** This work shall only be performed when the air temperature is 45 °F (7 °C) and rising. The mixture for cement mortar shall consist of three parts sand to one part cement by volume. The amount of water shall be no more than that necessary to produce a workable, plastic mortar."

Revise Note 2/ in Article 1003.01(b) of the Standard Specifications to read:

"2/ Applies only to sand. Sand exceeding the colorimetric test standard of 11 (Illinois Modified AASHTO T 21) will be checked for mortar making properties according to Illinois Modified ASTM C 87 and shall develop a compressive strength at the age of 14 days when using Type I, IL, or II cement of not less than 95 percent of the comparable standard.

Revise the second sentence of Article 1003.02(e)(1) of the Standard Specifications to read:

"The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.90 percent or greater."

Revise the first sentence of the second paragraph of Article 1003.02(e)(3) of the Standard Specifications to read:

"The ASTM C 1293 test shall be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.80 percent or greater."

Revise the second sentence of Article 1004.02(g)(1) of the Standard Specifications to read:

"The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($Na_2O + 0.658K_2O$) of 0.90 percent or greater."

Revise Article 1017.01 of the Standard Specifications to read:

"**1017.01 Requirements.** The mortar shall be high-strength according to ASTM C 387 and shall have a minimum 80.0 percent relative dynamic modulus of elasticity when tested by the Department according to Illinois Modified AASHTO T 161 or AASHTO T 161 when tested by an independent lab. The high-strength mortar shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the high-strength mortar shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the high-strength mortar shall be according to the manufacturer's specifications. The Department will maintain a qualified product list."

Revise the fourth sentence of Article 1018.01 of the Standard Specifications to read:

"The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department."

Revise Article 1019.02 of the Standard Specifications to read:

"**1019.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate for Controlled Low-Strength Material (CLSM)	1003.06
(d) Fly Ash	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag	1010
(f) Admixtures (Note 1)	

Note 1. The air-entraining admixture may be in powder or liquid form. Prior to approval, a CLSM air-entraining admixture will be evaluated by the Department. The admixture shall be able to meet the air content requirements of Mix 2. The Department will maintain a qualified product list."

Revise Article 1019.05 of the Standard Specifications to read:

"**1019.05 Department Mix Design.** The Department mix design shall be Mix 1, 2, or 3 and shall be proportioned to yield approximately one cubic yard (cubic meter).

Mix 1	
Cement	50 lb (30 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2900 lb (1720 kg)
Water	50-65 gal (248-322 L)
Air Content	No air is entrained

Mix 2	
Cement	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (173-248 L)
Air Content	15-25 %

Mix 3	
Cement	40 lb (24 kg)
Fly Ash – Class C or F, and/or GGBF Slag	125 lb (74 kg)
Fine Aggregate – Saturated Surface Dry	2500 lb (1483 kg)
Water	35-50 gal (179-248 L)
Air Content	15-25 %"

Revise Article 1020.04, Table 1, Note (8) of the Standard Specifications to read:

"(8) In addition to the Type III portland cement, 100 lb/cu yd of ground granulated blast-furnace slag and 50 lb/cu yd of microsilica (silica fume) shall be used. For an air temperature greater than 85 ºF, the Type III portland cement may be replaced with Type I, IL, or II portland cement."

Revise Article 1020.04, Table 1 (Metric), Note (8) of the Standard Specifications to read:

"(8) In addition to the Type III portland cement, 60 kg/cu m of ground granulated blast-furnace slag and 30 kg/cu m of microsilica (silica fume) shall be used. For an air temperature greater than 30 ºC, the Type III portland cement may be replaced with Type I, IL, or II portland cement."

Revise the second paragraph of Article 1020.05(a) of the Standard Specifications to read:

"For a mix design using a portland-pozzolan cement, portland blast-furnace slag cement, portland-limestone cement, or replacing portland cement with finely divided minerals per Articles 1020.05(c) and 1020.05(d), the Contractor may submit a mix design with a minimum portland cement content less than 400 lbs/cu yd (237 kg/cu m), but not less than 375 lbs/cu yd (222 kg/cu m), if the mix design is shown to have a minimum relative dynamic modulus of elasticity of 80 percent determined according to AASHTO T 161. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete."

Revise the first sentence of the first paragraph of Article 1020.05(b) of the Standard Specifications to read:

"Corrosion inhibitors and concrete admixtures shall be according to the qualified product lists."

Delete the fourth and fifth sentences of the second paragraph of Article 1020.05(b) of the Standard Specifications.

Revise the third sentence of the second paragraph of Article 1020.05(b)(5) of the Standard Specifications to read:

"The qualified product lists of concrete admixtures shall not apply."

Revise second paragraph of Article 1020.05(b)(10) of the Standard Specifications to read:

"When calcium nitrite is used, it shall be added at the rate of 4 gal/cu yd (20 L/cu m) and shall be added to the mix immediately after all compatible admixtures have been introduced to the batch. Other corrosion inhibitors shall be added per the manufacturer's specifications."

Delete the third paragraph of Article 1020.05(b)(10) of the Standard Specifications.

Revise Article 1020.15(b)(1)c. of the Standard Specifications to read:

"c. The minimum portland cement content in the mixture shall be 375 lbs/cu yd (222 kg/cu m). When the total of organic processing additions, inorganic processing additions, and limestone addition exceed 5.0 percent in the cement, the minimum portland cement content in the mixture shall be 400 lbs/cu yd (237 kg/cu m). For a drilled shaft, foundation, footing, or substructure, the minimum portland cement may be reduced to as low as 330 lbs/cu yd (196 kg/cu m) if the concrete has adequate freeze/thaw durability. The Contractor shall provide freeze/thaw test results according to AASHTO T 161, and the relative dynamic modulus of elasticity of the mix design shall be a minimum of 80 percent. Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. Freeze/thaw testing will not be required for concrete that will not be exposed to freezing and thawing conditions as determined by the Engineer."

Revise Article 1021.01 of the Standard Specifications to read:

"**1021.01 General.** Admixtures shall be furnished in liquid or powder form ready for use. The admixtures shall be delivered in the manufacturer's original containers, bulk tank trucks or such containers or tanks as are acceptable to the Engineer. Delivery shall be accompanied by a ticket which clearly identifies the manufacturer, the date of manufacture, and trade name of the material. Containers shall be readily identifiable as to manufacturer, the date of manufacture, and trade name of the material they contain.

Concrete admixtures shall be on one of the Department's qualified product lists. Unless otherwise noted, admixtures shall have successfully completed and remain current with the AASHTO Product Eval and Audit Concrete Admixture (CADD) testing program. For admixture submittals to the Department; the product brand name, manufacturer name, admixture type or types, an electronic link to the product's technical data sheet, and the NTPEP testing number which contains an electronic link to all test data shall be provided. In addition, a letter shall be submitted certifying that no changes have been made in the formulation of the material since the most current round of tests conducted by AASHTO Product Eval and Audit. After 28 days of testing by AASHTO Product Eval and Audit, air-entraining admixtures may be provisionally approved and used on Departmental projects. For all other admixtures, unless otherwise noted, the time period after which provisionally approved status may be earned is 6 months.

The manufacturer shall include the following in the submittal to the AASHTO Product Eval and Audit CADD testing program: the manufacturing range for specific gravity, the midpoint and manufacturing range for residue by oven drying, and manufacturing range of pH. The submittal shall also include an infrared spectrophotometer trace no more than five years old.

For air-entraining admixtures according to Article 1021.02, the specific gravity allowable manufacturing range established by the manufacturer shall be according to AASHTO M 194. For residue by oven drying and pH, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

For admixtures according to Articles 1021.03, 1021.04, 1021.05, 1021.06, 1021.07, and 1021.08, the pH allowable manufacturing range established by the manufacturer shall be according to ASTM E 70. For specific gravity and residue by oven drying, the allowable manufacturing range and test methods shall be according to AASHTO M 194.

All admixtures, except chloride-based accelerators, shall contain a maximum of 0.3 percent chloride by weight (mass) as determined by an appropriate test method. To verify the test result, the Department will use Illinois Modified AASHTO T 260, Procedure A, Method 1.

Prior to final approval of an admixture, the Engineer reserves the right to request a sample for testing. The test and reference concrete mixtures tested by the Engineer will contain a cement content of 5.65 cwt/cu yd (335 kg/cu m). For freeze-thaw testing, the Department will perform the test according to Illinois Modified AASHTO T 161. The flexural strength test will be performed according to AASHTO T 177. If the Engineer decides to test the admixture, the manufacturer shall submit AASHTO T 197 water content and set time test results on the standard cement used by the Department. The manufacturer may select their lab or an independent lab to perform this testing. The laboratory is not required to be accredited by AASHTO.

Random field samples may be taken by the Department to verify an admixture meets specification. A split sample will be provided to the manufacturer if requested. Admixtures that do not meet specification requirements or an allowable manufacturing range established by the manufacturer shall be replaced with new material."

Revise Article 1021.03 of the Standard Specifications to read:

"**1021.03 Retarding and Water-Reducing Admixtures.** The admixture shall be according to the following.

(a) Retarding admixtures shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).

(b) Water-reducing admixtures shall be according to AASHTO M 194, Type A.

(c) High range water-reducing admixtures shall be according to AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding)."

Revise Article 1021.05 of the Standard Specifications to read:

"**1021.05 Self-Consolidating Admixtures.** Self-consolidating admixture systems shall consist of either a high range water-reducing admixture only or a high range water-reducing admixture combined with a separate viscosity modifying admixture. The one or two component admixture system shall be capable of producing a concrete that can flow around reinforcement and consolidate under its own weight without additional effort and without segregation.

High range water-reducing admixtures shall be according to AASHTO M 194, Type F.

Viscosity modifying admixtures shall be according to AASHTO M 194, Type S (specific performance)."

Revise Article 1021.06 of the Standard Specifications to read:

"**1021.06 Rheology-Controlling Admixture.** Rheology-controlling admixtures shall be capable of producing a concrete mixture with a lower yield stress that will consolidate easier for slipform applications used by the Contractor. Rheology-controlling admixtures shall be according to AASHTO M 194, Type S (specific performance)."

Revise Article 1021.07 of the Standard Specifications to read:

"**1021.07 Corrosion Inhibitor.** The corrosion inhibitor shall be according to one of the following.

(a) Calcium Nitrite. Corrosion inhibitors shall contain a minimum 30 percent calcium nitrite by weight (mass) of solution and shall comply with either the requirements of AASHTO M 194, Type C (accelerating) or the requirements of ASTM C 1582. The corrosion inhibiting performance requirements of ASTM C 1582 shall not apply.

(b) Other Materials. The corrosion inhibitor shall be according to ASTM C 1582.

For submittals requiring testing according to ASTM M 194, Type C (accelerating), the admixture shall meet the requirements of the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01.

For submittals requiring testing according to ASTM C 1582, a report prepared by an independent laboratory accredited by AASHTO re:source for portland cement concrete shall be provided. The report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications. However, ASTM G 109 test information specified in ASTM C 1582 is not required to be from an independent accredited lab. All other information in ASTM C 1582 shall be from an independent accredited lab. Test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall instead be submitted directly to the Department."

Add Article 1021.08 of the Standard Specifications as follows:

"**1021.08 Other Specific Performance Admixtures.** Other specific performance admixtures shall, at a minimum, be according to AASHTO M 194, Type S (specific performance). The Department also reserves the right to require other testing, as determined by the Engineer, to show evidence of specific performance characteristics.

Initial testing according to AASHTO M 194 may be conducted under the AASHTO Product Eval and Audit CADD testing program according to Article 1021.01, or by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete. In either case, test data and other information required to be submitted to AASHTO Product Eval and Audit according to Article 1021.01, shall also be submitted directly to the Department. The independent accredited lab report shall show the results of physical tests conducted no more than five years prior to the time of submittal, according to applicable specifications."

Revise Article 1024.01 of the Standard Specifications to read:

"**1024.01 Requirements for Grout.** The grout shall be proportioned by dry volume, thoroughly mixed, and shall have a minimum temperature of 50 °F (10 °C). Water shall not exceed the minimum needed for placement and finishing.

Materials for the grout shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fine Aggregate	1003.02
(d) Fly Ash	1010
(e) Ground Granulated Blast Furnace (GGBF) Slag	1010
(f) Concrete Admixtures	1021"

Revise Note 1 of Article 1024.02 of the Standard Specifications to read:

"Note 1. Nonshrink grout shall be according to Illinois Modified ASTM C 1107.

The nonshrink grout shall have a water-soluble chloride ion content of less than 0.40 lb/cu yd (0.24 kg/cu m). The test shall be performed according to ASTM C 1218, and the grout shall have an age of 28 to 42 days at the time of test. The ASTM C 1218 test shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. Mixing of the nonshrink grout shall be according to the manufacturer's specifications. The Department will maintain a qualified product list."

Revise Article 1029.02 of the Standard Specifications to read:

" **1029.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Cement	1001
(b) Fly Ash	1010
(c) Ground Granulated Blast Furnace (GGBF) Slag	1010
(d) Water	1002
(e) Fine Aggregate	1003
(f) Concrete Admixtures	1021
(g) Foaming Agent (Note 1)	

Note 1. The manufacturer shall submit infrared spectrophotometer trace and test results indicating the foaming agent meets the requirements of ASTM C 869 in order to be on the Department's qualified product list. Submitted data/results shall not be more than five years old."

Revise the second paragraph of Article 1103.03(a)(4) the Standard Specifications to read:

"The dispenser system shall provide a visual indication that the liquid admixture is actually entering the batch, such as via a transparent or translucent section of tubing or by independent check with an integrated secondary metering device. If approved by the Engineer, an alternate indicator may be used for admixtures dosed at rates of 25 oz/cwt (1630 mL/100 kg) or greater, such as accelerating admixtures, corrosion inhibitors, and viscosity modifying admixtures."

Revise the first two sections of Check Sheet #11 of the Supplemental Specifications and Recurring Special Provisions to read:

"Description. This work shall consist of filling voids beneath rigid and composite pavements with cement grout.

Materials. Materials shall be according to the following Articles of Division 1000 - Materials of the Standard Specifications:

Item	Article/Section
(a) Cement	1001
(b) Water	1002
(c) Fly Ash	1010
(d) Ground Granulated Blast Furnace (GGBF) Slag	1010
(e) Admixtures	1021
(f) Packaged Rapid Hardening Mortar or Concrete	1018"

Revise the third paragraph of Materials Note 2 of Check Sheet #28 of the Supplemental Specifications and Recurring Special Provisions to read:

"The Department will maintain a qualified product list of synthetic fibers, which will include the minimum required dosage rate. For the minimum required fiber dosage rate based on the Illinois Modified ASTM C 1609 test, a report prepared by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete shall be provided. The

report shall show results of tests conducted no more than five years prior to the time of submittal."

COMPENSABLE DELAY COSTS (BDE)

Effective: June 2, 2017 Revised: April 1, 2019

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

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

(1) Minor Delay. A minor delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two hours, but not to exceed two weeks.

(2) Major Delay. A major delay occurs when the work in conflict with the utility in an unanticipated location is completely stopped for more than two weeks.

(3) Reduced Rate of Production Delay. A reduced rate of production delay occurs when the rate of production on the work in conflict with the utility in an unanticipated location decreases by more than 25 percent and lasts longer than seven calendar days."

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

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

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

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

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

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

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

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

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

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

(1) When adverse weather prevents work on the controlling item.

(2) When job conditions due to recent weather prevent work on the controlling item.

(3) When conduct or lack of conduct by the Department or its consultants, representatives, officers, agents, or employees; delay by the Department in making the site available; or delay in furnishing any items required to be furnished to the Contractor by the Department prevents work on the controlling item.

(4) When delays caused by utility or railroad adjustments prevent work on the controlling item.

(5) When strikes, lock-outs, extraordinary delays in transportation, or inability to procure critical materials prevent work on the controlling item, as long as these delays are not due to any fault of the Contractor.

(6) When any condition over which the Contractor has no control prevents work on the controlling item."

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

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

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

Add the following to Section 109 of the Standard Specifications.

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

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

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

(a) Escalated Material and/or Labor Costs. When the delay causes work, which would have otherwise been completed, to be done after material and/or labor costs have increased, such increases will be paid. Payment for escalated material costs will be limited to the increased costs substantiated by documentation furnished by the Contractor. Payment for escalated labor costs will be limited to those items in Article 109.04(b)(1) and (2), except the 35 percent and 10 percent additives will not be permitted.

(b) Extended Project Overhead. For the duration of the delay, payment for extended project overhead will be paid as follows.

(1) Direct Jobsite and Offsite Overhead. Payment for documented direct jobsite overhead and documented direct offsite overhead, including onsite supervisory and administrative personnel, will be allowed according to the following table.

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

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

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

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

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

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)
Effective: September 1, 2000 Revised: January 2, 2025

1. OVERVIEW AND GENERAL 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 in accordance with the requirements of 49 CFR Part 26 and listed in the Illinois Unified Certification Program (IL UCP) DBE Directory. Award of the contract is conditioned on meeting the requirements of 49 CFR Part 26, and failure by the Contractor to carry out the requirements of Part 26 is a material breach of the contract and may result in the termination of the contract or such other remedies as the Department deems appropriate.

2. CONTRACTOR ASSURANCE. All assurances set forth in FHWA 1273 are hereby incorporated by reference and will be physically attached to the final contract and all subcontracts.

3. CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. The Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies and 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 in accordance with the requirements of 49 CFR 26.53 and SBE Memorandum No. 24-02.

4. IDENTIFICATION OF CERTIFIED DBE. Information about certified DBE Contractors can be found in the Illinois UCP Directory. Bidders can obtain additional information and assistance with identifying DBE-certified companies at the Department's website or by contacting the Department's Bureau of Small Business Enterprises at (217) 785-4611.

5. BIDDING PROCEDURES. Compliance with this Special Provision and SBE Policy Memorandum 24-02 is a material bidding requirement. The following shall be included with the bid.

   (a) DBE Utilization Plan (form SBE 2026) documenting enough DBE participation has been obtained to meet the goal, or a good faith effort has been made to meet the goal even though the efforts did not succeed in obtaining enough DBE participation to meet the goal.

   (b) Applicable DBE Participation Statement (form SBE 2023, 2024, and/or 2025) for each DBE firm the bidder has committed to perform the work to achieve the contract goal.

   The required forms and documentation shall be submitted as a single .pdf file using the "Integrated Contractor Exchange (iCX)" application within the Department's "EBids System".

   The Department will not accept a bid if it does not meet the bidding procedures set forth herein and the bid will be declared non-responsive. A bidder declared non-responsive for failure to meet the bidding procedures will not give rise to an administrative reconsideration. In the event the bid is declared non-responsive, the Department may elect to cause the forfeiture of the penal sum of the bidder's proposal guaranty and may deny authorization to bid the project if re-advertised for bids.

6. UTILZATION PLAN EVALUATION. The contract will not be awarded until the Utilization Plan is approved. All information submitted by the bidder must be complete, accurate, and adequately document the bidder has committed to DBE participation sufficient to meet the goal, or that the bidder has made good faith efforts to do so, in the event the bidder cannot meet the goal, in order for the Department to 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 Department determines, based upon the documentation submitted, that the bidder has made a good faith effort to meet the contract goal pursuant to 49 CFR Part 26, Appendix A and the requirements of SBE 2026.

   If the Department determines that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan of that determination in accordance with SBE Policy Memorandum 24-02.

7. CALCULATING DBE PARTICIPATION. The Utilization Plan values represent work the bidder commits to have performed by the specified DBEs 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 firms. 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 guidelines for counting goal credit are provided in 49 CFR Part 26.55. In evaluating Utilization Plans for award the Department will count goal credit as set forth in Part 26 and in accordance with SBE Policy Memorandum 24-02.

8. CONTRACT COMPLIANCE. The Contractor must utilize the specific DBEs listed to perform the work and supply the materials for which each DBE is listed in the Contractor's approved Utilization Plan, unless the Contractor obtains the Department's written consent to terminate the DBE or any portion of its work. The DBE Utilization Plan approved by SBE is a condition-of-award, and any deviation to that Utilization Plan, the work set forth therein to be performed by DBE firms, or the DBE firms specified to perform that work, must be approved, in writing, by the Department in accordance with federal regulatory requirements. Deviation from the DBE Utilization Plan condition-of-award without such written approval is a violation of the contract and may result in termination of the contract or such other remedy the Department deems appropriate. The following administrative procedures and remedies govern the compliance by the Contractor with the contractual obligations established by the Utilization Plan.

   (a) NOTICE OF DBE PERFORMANCE. The Contractor shall provide the Engineer with at least three days advance notice of when all DBE firms are expected to perform the work committed under the Contractor's Utilization Plan.

   (b) SUBCONTRACT. If awarded the contract, the Contractor is required to enter into written subcontracts with all DBE firms indicated in the approved Utilization Plan and must provide copies of fully executed DBE subcontracts to the Department upon request. Subcontractors shall ensure that all lower tier subcontracts or agreements with DBEs to supply labor or materials be performed in accordance with this Special Provision.

   (c) PAYMENT TO DBE FIRMS. 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 goal has been paid to the DBE. The Contractor shall document and report all payments for work performed by DBE certified firms in accordance with Article 109.11 of the Standard Specifications. All records of payment for work performed by DBE certified firms shall be made available to the Department upon request.

   (d) FINAL PAYMENT. After the performance of the final item of work or trucking, or delivery of material by a DBE and final payment to the DBE by the Contractor, but not later than 30 calendar days after payment has been made by the Department to the Contractor for such work or material, the Contractor shall submit a DBE Payment Agreement (form SBE 2115) to the Engineer. 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.

   (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.

ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)

Effective: June 2, 2021 Revised: April 2, 2024

Illinois Works Jobs Program Act (30 ILCS 559/20-1 et seq.). For contracts having an awarded contract value of $500,000 or more, the Contractor shall comply with the Illinois Works Apprenticeship Initiative (30 ILCS 559/20-20 to 20-25) and all applicable administrative rules. The goal of the Illinois Apprenticeship Works Initiative is that apprentices will perform either 10% of the total labor hours actually worked in each prevailing wage classification or 10% of the estimated labor hours in each prevailing wage classification, whichever is less. Of this goal, at least 50% of the labor hours of each prevailing wage classification performed by apprentices shall be performed by graduates of the Illinois Works Pre-Apprenticeship Program, the Illinois Climate Works Pre-Apprenticeship Program, or the Highway Construction Careers Training Program.

The Contractor may seek from the Department of Commerce and Economic Opportunity (DCEO) a waiver or reduction of this goal in certain circumstances pursuant to 30 ILCS 559/20-20(b). The Contractor shall ensure compliance during the term of the contract and will be required to report on and certify its compliance. An apprentice use plan, apprentice hours, and a compliance certification shall be submitted to the Engineer on forms provided by the Department and/or DCEO.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024 Revised: April 1, 2024

Revise the first paragraph of Article 669.04 of the Standard Specifications to read:

"**669.04 Regulated Substances Monitoring.** Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities. The excavated soil and groundwater within the work areas shall be managed as either uncontaminated soil, hazardous waste, special waste, or non-special waste.

As part of the regulated substances monitoring, the monitoring personnel shall perform and document the applicable duties listed on form BDE 2732 "Regulated Substances Monitoring Daily Record (RSMDR)"."

Revise the first two sentences of the nineteenth paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall coordinate waste disposal approvals with the disposal facility and provide the specific analytical testing requirements of that facility. The Contractor shall make all arrangements for collection, transportation, and analysis of landfill acceptance testing."

Revise the last paragraph of Article 669.05 of the Standard Specifications to read:

"The Contractor shall select a permitted landfill facility or CCDD/USFO facility meeting the requirements of 35 Ill. Admin. Code Parts 810-814 or Part 1100, respectively. The Department will review and approve or reject the facility proposed by the Contractor based upon information provided in BDE 2730. The Contractor shall verify whether the selected facility is compliant with those applicable standards as mandated by their permit and whether the facility is presently, has previously been, or has never been, on the United States Environmental Protection Agency (U.S. EPA) National Priorities List or the Resource Conservation and Recovery Act (RCRA) List of Violating Facilities. The use of a Contractor selected facility shall in no manner delay the construction schedule or alter the Contractor's responsibilities as set forth."

Revise the first paragraph of Article 669.07 of the Standard Specifications to read:

"**669.07 Temporary Staging.** Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option. All other soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) shall be managed and disposed of without temporary staging to the greatest extent practicable. If circumstances beyond the Contractor's control require temporary staging of these latter materials, the Contractor shall request approval from the Engineer in writing.

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option."

Add the following paragraph after the sixth paragraph of Article 669.11 of the Standard Specifications.

"The sampling and testing of effluent water derived from dewatering discharges for priority pollutants volatile organic compounds (VOCs), priority pollutants semi-volatile organic compounds (SVOCs), or priority pollutants metals, will be paid for at the contract unit price per each for VOCS GROUNDWATER ANALYSIS using EPA Method 8260B, SVOCS GROUNDWATER ANALYSIS using EPA Method 8270C, or RCRA METALS GROUNDWATER ANALYSIS using EPA Methods 6010B and 7471A. This price shall include transporting the sample from the job site to the laboratory."

Revise the first sentence of the eight paragraph of Article 669.11 of the Standard Specifications to read:

"Payment for temporary staging of soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) to be managed and disposed of, if required and approved by the Engineer, will be paid according to Article 109.04."

SHORT TERM AND TEMPORARY PAVEMENT MARKINGS (BDE)

Effective: April 1, 2024 Revised: April 2, 2024

Revise Article 701.02(d) of the Standard Specifications to read:

"(d) Pavement Marking Tapes (Note 3) .....1095.06"

Add the following Note to the end of Article 701.02 of the Standard Specifications:

"Note 3. White or yellow pavement marking tape that is to remain in place longer than 14 days shall be Type IV tape."

Revise Article 703.02(c) of the Standard Specifications to read:

"(c) Pavement Marking Tapes (Note 1) .....1095.06"

Add the following Note to the end of Article 703.02 of the Standard Specifications:

"Note 1. White or yellow pavement marking tape that is to remain in place longer than 14 days shall be Type IV tape."

Revise Article 1095.06 of the Standard Specifications to read:

"**1095.06 Pavement Marking Tapes.** Type I white or yellow marking tape shall consist of glass spheres embedded into a binder on a foil backing that is precoated with a pressure sensitive adhesive. The spheres shall be of uniform gradation and distributed evenly over the surface of the tape.

Type IV tape shall consist of white or yellow tape with wet reflective media incorporated to provide immediate and continuing retroreflection in wet and dry conditions. The wet retroreflective media shall be bonded to a durable polyurethane surface. The patterned surface shall have approximately 40 ± 10 percent of the surface area raised and presenting a near vertical face to traffic from any direction. The channels between the raised areas shall be substantially free of exposed reflective elements or particles.

Blackout tape shall consist of a matte black, non-reflective, patterned surface that is precoated with a pressure sensitive adhesive.

(a) Color. The white and yellow markings shall meet the following requirements for daylight reflectance and color, when tested, using a color spectrophotometer with 45 degrees circumferential/zero degree geometry, illuminant D65, and two degree observer angle. The color instrument shall measure the visible spectrum from 380 to 720 nm with a wavelength measurement interval and spectral bandpass of 10 nm.

Color	Daylight Reflectance %Y
White	65 min.
Yellow *	36 - 59

*Shall match Aerospace Material Specification Standard 595 33538 (Orange Yellow) and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

(b) Retroreflectivity. The white and yellow markings shall be retroreflective. Reflective values measured in accordance with the photometric testing procedure of ASTM D 4061 shall not be less than those listed in the table below. The coefficient of retroreflected luminance, R_L, shall be expressed as average millicandelas/footcandle/sq ft (millicandelas/lux/sq m), measured on a 3.0 x 0.5 ft (900 mm x 150 mm) panel at 86 degree entrance angle.

Coefficient of Retroreflected Luminance, R_L, Dry					
Type I			Type IV		
Observation Angle	White	Yellow	Observation Angle	White	Yellow
0.2°	2700	2400	0.2°	1300	1200
0.5°	2250	2000	0.5°	1100	1000

Wet retroreflectance shall be measured for Type IV under wet conditions according to ASTM E 2177 and meet the following.

Wet Retroreflectance, Initial R_L	
Color	R_L 1.05/88.76
White	300
Yellow	200

(c) Skid Resistance. The surface of Type IV and blackout markings shall provide a minimum skid resistance of 45 BPN when tested according to ASTM E 303.

(d) Application. The pavement marking tape shall have a precoated pressure sensitive adhesive and shall require no activation procedures. Test pieces of the tape shall be applied according to the manufacturer's instructions and tested according to ASTM D 1000, Method A, except that a stiff, short bristle roller brush and heavy hand pressure will be substituted for the weighted rubber roller in applying the test pieces to the metal test panel. Material tested as directed above shall show a minimum adhesion value of 750 g/in. (30 g/mm) width at the temperatures specified in ASTM D 1000. The adhesive shall be resistant to oils, acids, solvents, and water, and shall not leave objectionable stains or residue after removal. The material shall be flexible and conformable to the texture of the pavement.

(e) Durability. Type IV and blackout tape shall be capable of performing for the duration of a normal construction season and shall then be capable of being removed intact or in large sections at pavement temperatures above 40 °F (4 °C) either manually or with a roll-up device without the use of sandblasting, solvents, or grinding. The Contractor shall provide a manufacturer’s certification that the material meets the requirements for being removed after the following minimum traffic exposure based on transverse test decks with rolling traffic.

(1) Time in place - 400 days
(2) ADT per lane - 9,000 (28 percent trucks)
(3) Axle hits - 10,000,000 minimum

Samples of the material applied to standard specimen plates will be measured for thickness and tested for durability in accordance with ASTM D 4060, using a CS-17 wheel and 1000-gram load, and shall meet the following criteria showing no significant change in color after being tested for the number of cycles indicated.

Test	Type I	Type IV	Blackout
Minimum Initial Thickness, mils (mm)	20 (0.51)	65 (1.65) 1/ 20 (0.51) 2/	65 (1.65) 1/ 20 (0.51) 2/
Durability (cycles)	5,000	1,500	1,500

1/ Measured at the thickest point of the patterned surface.

2/ Measured at the thinnest point of the patterned surface.

The pavement marking tape, when applied according to the manufacturer's recommended procedures, shall be weather resistant and shall show no appreciable fading, lifting, or shrinkage during the useful life of the marking. The tape, as applied, shall be of good appearance, free of cracks, and edges shall be true, straight, and unbroken.

(f) Sampling and Inspection.

(1) Sample. Prior to approval and use of Type IV pavement marking tape, the manufacturer shall submit a notarized certification from an independent laboratory, together with the results of all tests, stating that the material meets the requirements as set forth herein. The independent laboratory test report shall state the lot tested, the manufacturer’s name, and the date of manufacture.

After initial approval by the Department, samples and certification by the manufacturer shall be submitted for each subsequent batch of Type IV tape used. The manufacturer shall submit a certification stating that the material meets the requirements as set forth herein and is essentially identical to the material sent for qualification. The certification shall state the lot tested, the manufacturer’s name, and the date of manufacture.

(2) Inspection. The Contractor shall provide a manufacturer’s certification to the Engineer stating the material meets all requirements of this specification. All material samples for acceptance tests shall be taken or witnessed by a representative of the Bureau of Materials and shall be submitted to the Engineer of Materials, 126 East Ash Street, Springfield, Illinois 62704-4766 at least 30 days in advance of the pavement marking operations.”

SPEED DISPLAY TRAILER (BDE)

Effective: April 2, 2014 Revised: January 1, 2022

Revise the last 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 AND DBE PAYMENT REPORTING (BDE)
Effective: April 2, 2018

Add the following to Section 109 of the Standard Specifications.

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

(a) first tier subcontractors;

(b) lower tier subcontractors affecting disadvantaged business enterprise (DBE) goal credit;

(c) material suppliers or trucking firms that are part of the Contractor's submitted DBE utilization plan.

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

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017
Revised: April 1, 2019

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

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

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

SUBMISSION OF BIDDERS LIST INFORMATION (BDE)
Effective: January 2, 2025 Revised: March 2, 2025

In accordance with 49 CFR 26.11(c) all DBE and non-DBEs who bid as prime contractors and subcontractors shall provide bidders list information, including all DBE and non-DBE firms from whom the bidder has received a quote or bid to work as a subcontractor, whether or not the bidder has relied upon that bid in placing its bid as the prime contractor.

The bidders list information shall be submitted with the bid using the link provided within the "Integrated Contractor Exchange (iCX)" application of the Department's "EBids System".

SUBMISSION OF PAYROLL RECORDS (BDE)

Effective: April 1, 2021 Revised: November 2, 2023

FEDERAL AID CONTRACTS. Revise the following section of Check Sheet #1 of the Recurring Special Provisions to read:

"STATEMENTS AND PAYROLLS

The payroll records shall include the worker's name, social security number, last known address, telephone number, email address, classification(s) of work actually performed, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof), daily and weekly number of hours actually worked in total, deductions made, and actual wages paid.

The Contractor and each subcontractor shall submit certified payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers, last known addresses, telephone numbers, and email addresses shall not be included on weekly submittals. Instead, the payrolls need only include an identification number for each employee (e.g., the last four digits of the employee's social security number). The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

STATE CONTRACTS. Revise Item 3 of Section IV of Check Sheet #5 of the Recurring Special Provisions to read:

"3. Submission of Payroll Records. The Contractor and each subcontractor shall, no later than the 15th day of each calendar month, file a certified payroll for the immediately preceding month to the Illinois Department of Labor (IDOL) through the Illinois Prevailing Wage Portal in compliance with the State Prevailing Wage Act (820 ILCS 130). The portal can be found on the IDOL website at https://www2.illinois.gov/idol/Laws-Rules/CONMED/Pages/Prevailing-Wage-Portal.aspx. Payrolls shall be submitted in the format prescribed by the IDOL.

In addition to filing certified payroll(s) with the IDOL, the Contractor and each subcontractor shall certify and submit payroll records to the Department each week from the start to the completion of their respective work, except that full social security numbers shall not be included on weekly submittals. Instead, the payrolls shall include an identification number for each employee (e.g., the last four digits of the employee's social security number). In addition, starting and ending times of work each day may be omitted from the payroll records submitted. The submittals shall be made using LCPtracker Pro software. The software is web-based and can be accessed at https://lcptracker.com/. When there has been no activity during a work week, a payroll record shall still be submitted with the appropriate option ("No Work", "Suspended", or "Complete") selected."

SURVEYING SERVICES (BDE)
Effective: April 1, 2025

Delete the fourth paragraph of Article 667.04 of the Standard Specifications.

Delete Section 668 of the Standard Specifications.

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021 Revised: November 1, 2022

Add the following paragraph after the first paragraph of Article 701.08 of the Standard Specifications:

"The Contractor shall equip all vehicles and equipment with high-intensity oscillating, rotating, or flashing, amber or amber-and-white, warning lights which are visible from all directions. In accordance with 625 ILCS 5/12-215, the lights may only be in operation while the vehicle or equipment is engaged in construction operations."

WEEKLY DBE TRUCKING REPORTS (BDE)
Effective: June 2, 2012 Revised: January 2, 2025

The following applies to all Disadvantaged Business Enterprise (DBE) trucks on the project, whether they are utilized for DBE goal credit or not.

The Contractor shall notify the Engineer at least three days prior to DBE trucking activity.

The Contractor shall submit a weekly report of DBE trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Sunday through Saturday 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.

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020 Revised: January 1, 2025

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports .....1106.02"

Revise the third paragraph of Article 701.14 of the Standard Specifications to read:

"For temporary sign supports, the Contractor shall provide a FHWA eligibility letter for each device used on the contract. The letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device. The signs shall be supported within 20 degrees of vertical. Weights used to stabilize signs shall be attached to the sign support per the manufacturer's specifications."

Revise the first paragraph of Article 701.15 of the Standard Specifications to read:

" **701.15 Traffic Control Devices.** For devices that must meet crashworthiness standards, the Contractor shall provide a manufacturer's self-certification or a FHWA eligibility letter for each Category 1 device and a FHWA eligibility letter for each Category 2 and Category 3 device used on the contract. The self-certification or letter shall provide information for the set-up and use of the device as well as a detailed drawing of the device."

Revise the first six paragraphs of Article 1106.02 of the Standard Specifications to read:

" **1106.02 Devices.** Work zone traffic control devices and combinations of devices shall meet crashworthiness standards for their respective categories. The categories are as follows.

Category 1 includes small, lightweight, channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. These include cones, tubular markers, plastic drums, and delineators, with no attachments (e.g. lights). Category 1 devices shall be MASH compliant.

Category 2 includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. These include vertical panels with lights, barricades, temporary sign supports, and Category 1 devices with attachments (e.g. drums with lights). Category 2 devices shall be MASH compliant.

Category 3 includes devices that are expected to cause significant velocity changes or other potentially harmful reactions to impacting vehicles. These include crash cushions (impact attenuators), truck mounted attenuators, and other devices not meeting the definitions of Category 1 or 2. Category 3 devices manufactured after December 31, 2019 shall be MASH compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350, may be used on contracts let before December 31, 2029. Category 3 devices shall be crash tested for Test Level 3 or the test level specified.

Category 4 includes portable or trailer-mounted devices such as sign supports, speed feedback displays, arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH compliant is available, an NCHRP 350 compliant device may be used, even if manufactured after December 31, 2019."

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

"(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department's qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis."

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.