

197

Letting April 24, 2020

Notice to Bidders, Specifications and Proposal



**Contract No. 72H83
PIKE County
Section (20,107)RS-8,ADA
Route FAP 321
Project NHPP-HSIP-P3Z4(920)
District 6 Construction Funds**

Prepared by

Checked by

F

(Printed by authority of the State of Illinois)



- 1. TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 10:00 a.m. April 24, 2020 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. 72H83
PIKE County
Section (20,107)RS-8,ADA
Project NHPP-HSIP-P3Z4(920)
Route FAP 321
District 6 Construction Funds**

Resurfacing, ADA ramp improvements, signal improvements and geometric design improvements on US 54 / IL 106 through Pittsfield. Also includes pavement patching at the Pittsfield Weigh Station.

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

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

By Order of the
Illinois Department of Transportation

Omer Osman,
Acting Secretary

INDEX
 FOR
 SUPPLEMENTAL SPECIFICATIONS
 AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2020

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

ERRATA Standard Specifications for Road and Bridge Construction (Adopted 4-1-16) (Revised 1-1-20)

SUPPLEMENTAL SPECIFICATIONS

<u>Std. Spec. Sec.</u>	<u>Page No.</u>
106 Control of Materials	1
107 Legal Regulations and Responsibility to Public	2
109 Measurement and Payment	3
205 Embankment	4
403 Bituminous Surface Treatment (Class A-1, A-2, A-3)	5
404 Micro-Surfacing and Slurry Sealing	6
405 Cape Seal	17
406 Hot-Mix Asphalt Binder and Surface Course	27
420 Portland Cement Concrete Pavement	28
424 Portland Cement Concrete Sidewalk	30
442 Pavement Patching	31
502 Excavation for Structures	32
503 Concrete Structures	35
504 Precast Concrete Structures	38
506 Cleaning and Painting New Steel Structures	39
522 Retaining Walls	40
542 Pipe Culverts	41
586 Sand Backfill for Vaulted Abutments	42
602 Catch Basin, Manhole, Inlet, Drainage Structure, and Valve Vault Construction, Adjustment, and Reconstruction	44
603 Adjusting Frames and Grates of Drainage and Utility Structures	45
630 Steel Plate Beam Guardrail	46
631 Traffic Barrier Terminals	49
670 Engineer's Field Office and Laboratory	50
701 Work Zone Traffic Control and Protection	51
704 Temporary Concrete Barrier	53
780 Pavement Striping	55
781 Raised Reflective Pavement Markers	56
888 Pedestrian Push-Button	57
1001 Cement	58
1003 Fine Aggregates	59
1004 Coarse Aggregates	60
1006 Metals	63
1020 Portland Cement Concrete	65
1043 Adjusting Rings	67
1050 Poured Joint Sealers	69
1069 Pole and Tower	71
1077 Post and Foundation	72
1096 Pavement Markers	73
1101 General Equipment	74
1102 Hot-Mix Asphalt Equipment	75
1103 Portland Cement Concrete Equipment	77
1105 Pavement Marking Equipment	79
1106 Work Zone Traffic Control Devices	81

RECURRING SPECIAL PROVISIONS

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

<u>CHECK SHEET #</u>	<u>PAGE NO.</u>
1 X Additional State Requirements for Federal-Aid Construction Contracts	83
2 X Subletting of Contracts (Federal-Aid Contracts)	86
3 X EEO	87
4 Specific EEO Responsibilities Non Federal-Aid Contracts	97
5 Required Provisions - State Contracts	102
6 Asbestos Bearing Pad Removal	108
7 Asbestos Waterproofing Membrane and Asbestos HMA Surface Removal	109
8 Temporary Stream Crossings and In-Stream Work Pads	110
9 Construction Layout Stakes Except for Bridges	111
10 X Construction Layout Stakes	114
11 Use of Geotextile Fabric for Railroad Crossing	117
12 Subsealing of Concrete Pavements	119
13 Hot-Mix Asphalt Surface Correction	123
14 X Pavement and Shoulder Resurfacing	125
15 Patching with Hot-Mix Asphalt Overlay Removal	126
16 Polymer Concrete	128
17 PVC Pipeliner	130
18 Bicycle Racks	131
19 Temporary Portable Bridge Traffic Signals	133
20 Work Zone Public Information Signs	135
21 X Nighttime Inspection of Roadway Lighting	136
22 English Substitution of Metric Bolts	137
23 X Calcium Chloride Accelerator for Portland Cement Concrete	138
24 X Quality Control of Concrete Mixtures at the Plant	139
25 X Quality Control/Quality Assurance of Concrete Mixtures	147
26 Digital Terrain Modeling for Earthwork Calculations	163
27 Reserved	165
28 Preventive Maintenance – Bituminous Surface Treatment (A-1)	166
29 Reserved	172
30 Reserved	173
31 Reserved	174
32 Temporary Raised Pavement Markers	175
33 Restoring Bridge Approach Pavements Using High-Density Foam	176
34 Portland Cement Concrete Inlay or Overlay	179
35 Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	183
36 Longitudinal Joint and Crack Patching	186

TABLE OF CONTENTS

LOCATION OF THE PROJECT 1

DESCRIPTION OF PROJECT 1

TRAFFIC CONTROL PLAN 1

CHANGEABLE MESSAGE SIGN 4

STATUS OF UTILITIES TO BE ADJUSTED 5

GRADING 7

EARTH EXCAVATION 8

TEMPORARY RAMP 8

CURB RAMPS 8

CURB REMOVAL 9

SIDEWALK REMOVAL 9

COMBINATION CONCRETE CURB AND GUTTER REMOVAL 9

WATER VALVES TO BE ADJUSTED 10

COMBINATION CONCRETE CURB AND GUTTER 10

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED) 10

SIDEWALK REPAIR (SPECIAL) 11

HOT-MIX ASPHALT SURFACE REMOVAL, 3” 11

HOT-MIX ASPHALT SURFACE REMOVAL, RESTRICTIONS 11

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH 12

MILLING RESTRICTIONS 12

PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH) 13

HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL 13

SAW CUTS 13

HANDRAIL REMOVAL 13

CONCRETE REMOVAL (SPECIAL) 14

CONCRETE RETAINING WALL REMOVAL 14

CONNECTION TO EXISTING SEWER 14

PLUG EXISTING STORM SEWERS 15

LANDSCAPING, SPECIAL 15

MULCH 16

HANDHOLE 17

SEALING ABANDONED MONITORING WELLS 17

TRAFFIC SIGNAL POST 17

PEDESTRIAN SIGNAL HEAD, POLYCARBONATE 18

ELECTRIC CABLE 19

FULL-ACTUATED CONTROLLER..... 19

COMBINATION MAST ARM ASSEMBLY AND POLE 21

CONDUIT 21

FIBER OPTIC CABLE..... 22

TRANSCEIVER – FIBER OPTIC: 23

GULFBOX JUNCTION..... 23

MASTER CONTROLLER IN TYPE V CABINET: 24

MASTER CONTROLLER..... 24

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT 25

CAMERA MOUNTING ASSEMBLY 25

TRAFFIC SIGNAL BATTERY BACK-UP SYSTEM 25

TRAFFIC SIGNAL BACKPLATE 30

UNDERGROUND FACILITIES 30

MODIFY EXISTING CONTROLLER CABINET 30

VIDEO VEHICLE DETECTION SYSTEM..... 31

PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, L.E.D., BRACKET MOUNTED WITH
 COUNT DOWN TIMER..... 36

PEDESTRIAN PUSH-BUTTON 37

REMOVE EXISTING SERVICE INSTALLATION 37

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION..... 38

RELOCATE VIDEO VEHICLE DETECTION SYSTEM..... 38

CAT 5 ETHERNET CABLE 38

ETHERNET SWITCH..... 39

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES 43

PIPE UNDERDRAINS FOR STRUCTURES 46

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)..... 47

COMPENSABLE DELAY COSTS (BDE) 48

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) 51

DISPOSAL FEES (BDE)..... 60

EMULSIFIED ASPHALTS (BDE) 61

ENGINEER’S FIELD OFFICE AND LABORATORY (BDE)..... 64

EQUIPMENT PARKING AND STORAGE (BDE)67
 GEOTECHNICAL FABRIC FOR PIPE UNDERDRAINS AND FRENCH DRAINS (BDE)67
 HOT-MIX ASPHALT – BINDER AND SURFACE COURSE (BDE)69
 HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE).....76
 HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (MODIFIED FOR I-FIT DATA COLLECTION) (BDE).....80
 HOT MIX ASPHALT – QUALITY CONTROL FOR PERFORMANCE (BDE)83
 LUMINAIRES, LED (BDE)88
 MANHOLES, VALVE VAULTS, AND FLAT SLAB TOPS (BDE)97
 MATERIAL TRANSFER DEVICE (BDE)98
 PORTLAND CEMENT CONCRETE (BDE)99
 RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE) 100
 REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE) 109
 SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE) 120
 SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)..... 120
 TEMPORARY PAVEMENT MARKING (BDE)..... 121
 TRAFFIC CONTROL DEVICES - CONES (BDE)..... 123
 TRAINING SPECIAL PROVISIONS (BDE) 124
 IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION. 126
 WARM MIX ASPHALT (BDE) 128
 WEEKLY DBE TRUCKING REPORTS (BDE)..... 130
 WORK ZONE TRAFFIC CONTROL DEVICES (BDE)..... 130
 WORKING DAYS (BDE)..... 132
 MOBILIZATION (BDE)..... 132

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction, Adopted April 1, 2016, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways", and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the "Supplemental Specifications and Recurring Special Provisions" indicated on the Check Sheet included herein, which apply to and govern the construction of FAP Route 321 (US 54, IL 106), Project NHPP-HSIP-P3Z4(920), Section (20, 107) RS-8, ADA, Pike County, Contract No. 72H83 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 THE PROJECT

FAP Route 321 (US 54, IL 106), 510' West of Archer Street to 1575' North of Benson Street in Pittsfield, in Pike County.

DESCRIPTION OF PROJECT

This work consists of 1.7 miles of hot-mix asphalt surface removal and resurfacing and removal and replacement of deteriorated and non-compliant ADA sidewalk at fifty-one (51) corners, traffic signal improvements, and associated work.

General work includes resurfacing existing hot-mix asphalt pavement, side road pavement and entrance improvements, sidewalk accessibility improvements, traffic signal improvements, storm sewers, inlets, pavement marking, traffic control, seeding, and miscellaneous appurtenances as shown in the plans and as specified herein.

TRAFFIC CONTROL PLAN

Traffic Control shall be in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control devices for Streets and Highways, these Special Provisions, any special details and Highway Standards contained herein and in the Plans.

Special attention is called to Sections 107, 701, and 703 of the Standard Specifications for Road and Bridge Construction, and as amended by the Supplemental Specifications, Recurring Special Provisions, the Special Provisions contained herein, and the following Highway Standards relating to traffic control:

- 701501
- 701502
- 701701
- 701801
- 701901
- BLR 21
- BLR 22

Limitations of Construction: The Contractor shall coordinate the items of work in order to keep hazards and traffic inconveniences to a minimum, as specified below.

1. During the construction of this improvement on US 54, the roadway shall be kept open to at least one-lane at all times, in accordance with the applicable portions of the Standard Specifications.
2. Prior to beginning any work, the Contractor shall erect break away post mounted "Road Construction Ahead" signs, 20-1(O)48.
3. Traffic Control and Protection Standards included in these plans shall be installed and operational at all times during construction of this section. The Bureau of Operations shall be notified of the width of the open lane 21 calendar days prior to the application of stage construction.
4. The Contractor shall provide, erect, and maintain all the necessary barricades, cones, drums, and lights for the warning and protection of traffic, as required by Sections 107 and 701 through 703 of the Standard Specifications, and as modified.
5. All advance warning signs shall be in new or like new condition at the start of the project. All warning signs shall be 48"x48" and have a black legend on a fluorescent orange reflectorized background.
6. Changeable message boards shall be installed two weeks prior to the start of the project.
7. The Contractor will be responsible for the traffic control devices at all times during construction activities and shall coordinate the items of work in order to keep hazards and traffic inconveniences to a minimum.
8. The Contractor shall be responsible for the traffic devices at all times during the construction activities and throughout any winter shutdown periods.
9. Parking of personal vehicles within the road right-of-way will be strictly prohibited. Parking of construction equipment within the right-of-way will be permitted only at locations approved by the Engineer.
10. The Contractor shall contact the District 6 Operations for "No Passing Zone" field verification.
11. All debris shall be removed from the pavement prior to removal of traffic control.
12. Sign posts must be 4"x4" wood posts according to Article 1007.05. The use of metal posts will not be permitted.
13. All staggered Type III barricades shall be equipped with bi-directional steady burning Type A lights and have high intensity striping on both sides.

14. In addition to the signs required under various traffic control standards, "Uneven Lanes" signs W8-11(O)48 will be required any time there is a difference in elevation at the centerline of the open roadway. The signs shall be placed just prior to the work that will result in the drop-off and shall remain in place until the drop-off is eliminated. These signs will not be paid for separately but cost considered included in the various traffic control and protection pay items.
15. Also, "Bump" signs W8-1(O)48 will be required at locations to be determined by the Engineer. These signs will not be paid for separately but cost considered included in the various traffic control and protection pay items.
16. The Contractor shall contact District 6 Operations at (217) 785-5323 at least 3 weeks prior to beginning of work.

Suitable Access: All commercial and private entrances along US 54, which are part of this improvement, shall have suitable access, as determined by the Engineer, at all times during construction of this project.

Access to Commercial and Residential Properties: All commercial and private entrances shall have all weather access at all times and be stage constructed. All weather access shall be a minimum of 10.0 foot wide. The Contractor may not deviate from this provision, except when he/she has written permission from the owner/tenant to cut off access to their property for a specific period of time.

Allowable Side Street Closures: Side Street Closures will be as directed by the Engineer according to applicable Standards.

Sequence of Construction for FAP Route 321 (US 54): The Contractor is responsible for planning and executing the construction which shall be subject to the approval of the Engineer. At all times US 54 shall be open to a minimum of one-lane two-way traffic at all times except as shown in the plans and as described herein. Day Only Operations will be permitted. At locations where construction operations result in a differential in elevation between edge of pavement or edge of shoulder, drums shall be placed at 100-foot centers during working and non-working times when traffic is adjacent to the drop-off.

Measurement and Payment for Traffic Control and Protection: Traffic Control and Protection Standards 701501, 701502, 701701, 701801, BLR 21, and BLR 22 will be measured on a lump sum basis and paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, STANDARD 701501; TRAFFIC CONTROL AND PROTECTION, STANDARD 701502; TRAFFIC CONTROL AND PROTECTION, STANDARD 701701; TRAFFIC CONTROL AND PROTECTION, STANDARD 701801; TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21; and TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 22.

Traffic Control Surveillance will be measured and paid for as specified in the Standard Specifications.

All permanent signing will be paid for separately. All temporary signing required per Traffic Control and Protection Standards and as required per these special provisions will not be paid for separately and will be considered included in the contract cost for traffic control and protection pay items.

All temporary and permanent pavement markings will be measured and paid for separately.

All pavement markings removal will be measured and paid for separately.

Changeable Message Boards will be measured and paid for separately.

Additional flaggers as needed for various standards, as determined necessary by the Engineer, will not be paid for separately in accordance with Article 109.04 of the Standard Specifications, but cost considered included in the associated traffic control and protection pay item.

Additional drums required at locations where construction operations result in a differential in elevation between edge of pavement or edge of shoulder, will not be paid for separately, but cost considered included in the traffic control and protection pay items.

All other traffic control and protection required for the completion of this project will not be paid for separately, but will be considered as part of the unit bid prices for the pay items included in the contract.

CHANGEABLE MESSAGE SIGN

This work shall consist of furnishing, placing, relocating, and maintaining portable changeable message signs in accordance with Section 701 of the Standard Specifications as shown in the plans and as directed by the Engineer.

Method of Measurement: Portable changeable message signs will be measured for payment on a calendar day basis. This work will include relocating each sign up to three (3) times during the contract period.

Basis of Payment: This work will be paid for at the contract unit price per calendar day for each sign as CHANGEABLE MESSAGE SIGN.

STATUS OF UTILITIES TO BE ADJUSTED

The following utilities are involved in this project. The utility companies have provided the estimated dates.

<u>Name & Address of Utility</u>	<u>Type</u>	<u>Location</u>	<u>Estimated Date of Relocation Completed</u>
Mr. Charles Jenkins Verizon North, Inc./Frontier 330 West Beecher Ave., ILLRAOL Jacksonville, Illinois 62650 Phone: 217-243-0211 E-Mail: Charles.Jenkins@ftr.com	Fiber Optic		
Mr. Quinton Snyder Supervisor Gas Operations AmerenCIPS 700 Jersey Street Quincy, IL 62301 Phone: 1-217-221-0854 Cell: 1-217-653-1439 E-Mail: QSnyder@ameren.com	GAS		
Mr. Larry Watson Supervisor Electric Engineer AmerenCIPS 700 Jersey Street. Quincy, Illinois 62301 Phone: (217) 221-0850 Cell: 1-217-257-3963 Electrical Engineer E-Mail: LWatson@ameren.com	Electric		February 28, 2020
Mr. Sean Middleton SEND 2 SETS OF PLANS 1 FOR ELECTRIC & 1 FOR FIBER Illinois Rural Electric Coop. 2 South Main Street Winchester, Illinois 62694 Phone: 1-800-468-4732 or 742-3128 Ext. 35 Cell: 1-217-370-2566 EMAIL: sean@e-co-op.com	Electric		

Mr. Robert Dolen
Illinois Rural Electric Coop.
2 South Main Street
Winchester, Illinois 62694
Phone: 1-800-468-4732 Electric
or 742-3128 Ext. 129
Cell: 1-217-370-2566
E-Mail: robert@e-co-op.com

Mr. Mark Clayton
Prairie Power Inc OR
2103 South Main
Jacksonville, IL 62651-610 Electric
Phone: 245-6161
Cell: 1-217-370-6404
E-Mail: mclayton@ppi.coop

Jennifer Morales, Executive Asst.
SEND ALL PLANS
Send 3 copies for Tel & Cable
Cass Communications
Management, Inc.
100 Redbud Road – PO Box 200 Tel &
Virginia, IL 62691 Cable
Phone: 217-452-4104
Fax: 217-452-7797
Email: [jennifer.morales@casscab
letv.com](mailto:jennifer.morales@casscabletv.com)

Mr. David Smith
SEND ALL PLANS
Send 2 copies for Tel & Cable
Cass Telephone Co.
100 Redbud Road Tel &
P.O. Box 200 Cable
Virginia, Illinois 62691
Phone: 217-452-4118
Mobile: 1-217-370-0933
E-Mail: dsmith@casscom.com

Mr. Frank Walters
CMS Fiber
120 West Jefferson ST. Fiber
Springfield, IL 62702 Optic
Phone: 1-217-785-7500
Frank.Walters@illinois.gov

Mr. Bruce Mckee
City of Pittsfield
215 North Monroe
Pittsfield, IL 62363
Phone: 1-217-285-6850
Cell: 1-217-242-8453
E-Mail: bmckee@pittsfieldil.org

Water
& Gas

Mr. Jeff Griggs
City of Pittsfield
215 North Monroe
Pittsfield, IL 62363
Phone: 1-217-285-4243
Cell: 1-217-242-8452
E-Mail: jgriggs@pittsfieldil.org

Sewer

Heather Bender
AT&T OSP Design Engineer-
Outstate IL
1640 E Hazel Dell
Springfield, IL 62703
Office: (217)789-5504
Cell: (309) 679-7604
Email: hf3764@att.com

Fiber
Optic

The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Sections 102, 103, and Articles 105.07, 107.20, 107.39, and 108.02 of the Standard Specifications for Road and Bridge Construction shall apply.

The estimated utility relocation dates should be part of the progress schedule submitted by the Contractor. If any utility adjustments or relocations have not been completed by the above dates specified and when required by the Contractor's operations after these dates, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's critical path schedule is affected.

GRADING

Grading shall be done by hand around light poles, utility poles, sign posts, existing shrubs and trees, or other objects where shallow fill or cuts are adjacent to the items. The decision as to if items are to remain in place or not shall be as directed by the Engineer.

Basis of Payment: This work shall be considered as included in the contract unit price per cubic yard for EARTH EXCAVATION.

EARTH EXCAVATION

This work shall consist of excavating earth, gravel, hot-mix asphalt, etc. in accordance with Section 202 of the Standard Specifications. Work includes cutting or filling to the subgrade limits shown in the plans.

This work shall also include the removal and disposal of all oil and chip pavements, paved driveway pavement, sidewalk, debris, brush, riprap, stone, concrete slabs, etc. not paid for specifically in the plans.

Basis of Payment: This work will be paid for at the contract unit price per cubic yard for EARTH EXCAVATION.

TEMPORARY RAMP

This work shall consist of constructing temporary hot-mix asphalt ramps in accordance with Article 406.08 of the Standard Specifications, as shown in the plans, and as directed by the Engineer. This item shall include furnishing, maintaining, and removing the hot-mix asphalt required for each temporary ramp.

Basis of Payment: This work shall be paid for at the contract unit price per square yard for TEMPORARY RAMP.

CURB RAMPS

This work shall consist of constructing sidewalks and curb ramps in accordance with Section 424 of the Standard Specifications, as shown in the plans, and as directed by the Engineer.

This work includes the construction of side curbs, integral to the sidewalk/ramps or not, that is adjacent to sidewalks and curb ramps as shown in the plans.

Basis of Payment: This work shall be paid for at the contract unit price per square foot for PORTLAND CEMENT CONCRETE SIDEWALK of the thickness specified which price will include varying side ramp thickness and/or height as shown in the plans and as directed by the Engineer.

Detectable Warnings will be paid for as specified in Section 424 of the Standard Specifications.

CURB REMOVAL

This work shall consist of saw cutting, removal and satisfactory disposal of the existing concrete or bituminous curb in accordance with applicable portions of Section 440 of the Standard Specifications, as shown on the plans, and as directed by the Engineer.

Required saw cuts shall not be measured for payment.

Any damage to the existing pavement shall be repaired by the Contractor at his/her own expense and to the approval of the Engineer.

Basis of Payment: This work shall be paid for at the contract unit price per foot for CURB REMOVAL which price includes the cost of the saw cuts.

SIDEWALK REMOVAL

This work shall consist of saw cutting, removing and the satisfactory disposal of the existing concrete sidewalk in accordance with applicable provisions of Section 440 of the Standard Specifications and as shown on the plans.

Required saw cuts shall not be measured for payment. No adjustments shall be made for variations in thickness

Basis of Payment: This work will be paid for at the contract unit price per square foot for SIDEWALK REMOVAL which price includes the cost of the saw cuts.

COMBINATION CONCRETE CURB AND GUTTER REMOVAL

This work shall consist of saw cutting, removal and satisfactory disposal of the existing combination concrete curb and gutter in accordance with applicable portions of Section 440 of the Standard Specifications, as shown on the plans, and as directed by the Engineer.

Required saw cuts shall not be measured for payment.

Any damage to the existing pavement shall be repaired by the Contractor at his/her own expense and to the approval of the Engineer.

Basis of Payment: This work shall be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER REMOVAL which price includes the cost of the saw cuts.

WATER VALVES TO BE ADJUSTED

This work shall consist of adjusting valves to the new grade lines shown in the plans in accordance with applicable portions of Section 561 of the Standard Specifications and as directed by the Engineer.

The work shall be performed in a manner approved by the Engineer of the Municipality or the Water District.

Basis of Payment: This work shall be paid for at the contract unit price per each for WATER VALVES TO BE ADJUSTED.

COMBINATION CONCRETE CURB AND GUTTER

This work will consist of constructing concrete curb and gutter as shown in the plans in accordance with applicable portions of Section 606 of the Standard Specifications and as directed by the Engineer.

This work will include transitions from existing concrete curb and/or gutter to proposed concrete curb and/or gutter.

Concrete curb and/or gutter will be dowelled into adjacent existing concrete curb and/or gutter to remain.

Basis of Payment: This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER, of the type specified.

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED)

This work will consist of constructing concrete curb and gutter as shown in the plans in accordance with applicable portions of Section 606 of the Standard Specifications and as directed by the Engineer.

Gutter flag slope will be as shown in the plans.

This work will include transitions from existing concrete curb and/or gutter to proposed concrete curb and/or gutter.

Concrete curb and/or gutter will be dowelled into adjacent existing concrete curb and/or gutter to remain.

Basis of Payment: This work will be paid for at the contract unit price per foot for COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MODIFIED).

SIDEWALK REPAIR (SPECIAL)

This work shall consist of saw cutting, removing and satisfactory disposal of the existing concrete sidewalk in accordance with applicable provisions of Section 440 of the Standard Specifications and the construction of portland cement concrete sidewalk on a prepared subgrade in accordance with Section 424 of the Standard Specifications at locations as directed by the Engineer.

No adjustments shall be made for removal of sidewalk with variations in thickness.

Thickness of portland cement concrete sidewalk is 4".

Basis of Payment: This work shall be paid for at the contract unit price per square foot for SIDEWALK REPAIR (SPECIAL).

HOT-MIX ASPHALT SURFACE REMOVAL, 3"

This work includes removing hot-mix asphalt (HMA) to expose the bare concrete pavement surface at locations shown in the plans. This work shall be done according to Section 440 of the Standard Specifications. The removal depth shall be considered a nominal depth based on pavement core data and existing plan information. Variations will be required to completely remove HMA for existing concrete. No additional compensation will be allowed for deviations in the actual thickness.

HOT-MIX ASPHALT SURFACE REMOVAL, RESTRICTIONS

No traffic shall be allowed on the driving lane milled surfaces and hot-mix asphalt binder shall be placed the same day as milling within the following limits:

Washington Street Station 28+97 to Station 55+84
Jackson Street Station 0+29.1 to Station 30+63.5

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

This work shall consist of the removal of hot-mix asphalt (HMA) surfaces in preparation for subsequent resurfacing in accordance with applicable provisions of Section 440 of the Standard Specifications, as specified herein, and as directed by the Engineer.

The existing hot-mix asphalt surface shall be removed based on the proposed thickness, grade, and cross slope shown in the plans.

The Contractor shall make a saw cut at the ends of the surface removal equal to the depth of the surface removal. The saw cut shall be straight and perpendicular.

Required saw cuts and butt joints shall not be measured for payment.

Basis of Payment: This work will be measured and paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH, which price includes the cost of the saw cuts.

MILLING RESTRICTIONS

Vertical drop-offs occurring at centerline greater than 1 ½", due to milling operations, shall be addressed by one of the following options:

- Option #1: Vertical drop-offs at centerline shall be eliminated by milling both directions of traffic in a given work day.
- Option #2: Vertical drop-offs at centerline shall have a milled sloped edge treatment cut at a minimum of 1:3 to eliminate the vertical edge before being opened to traffic. Milled slope edge treatments at centerline shall be in place prior to re-opening the lane to traffic.
- Option #3: Any vertical drop-off greater than 1 ½" at centerline caused by milling operations shall have the level binder lift and hot-mix asphalt binder course lift installed prior to reopening the lane to traffic.

At no time shall traffic have to traverse a vertical drop-off greater than 1 ½" at centerline. The Contractor will be required to reduce or eliminate the drop-off by one of the options mentioned above. This work shall be considered included in the Hot-Mix Asphalt Surface Removal pay items. No additional compensation will be allowed.

PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)

This work shall consist of the removal of portland cement concrete (PCC) surfaces in preparation for subsequent resurfacing in accordance with applicable provisions of Section 440 of the Standard Specifications, as specified herein, and as directed by the Engineer.

The existing portland cement concrete surface shall be removed based on the proposed thickness, grade, and cross slope shown in the plans.

The Contractor shall make a saw cut at the ends of the surface removal equal to the depth of the surface removal. The saw cut shall be straight and perpendicular.

Required saw cuts and butt joints shall not be measured for payment.

Basis of Payment: This work will be measured and paid for at the contract unit price per square yard for PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH), which price includes the cost of the saw cuts.

HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL

This work shall consist of the removal of hot-mix asphalt (HMA) down to bare concrete where existing concrete curb and gutter have been filled with HMA in accordance with applicable provisions of Section 440 of the Standard Specifications, as specified herein, and as directed by the Engineer.

Any damage to the existing pavement or existing concrete curb and gutter shall be repaired by the Contractor at his/her own expense and to the approval of the Engineer.

Basis of Payment: The work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL, which shall include all material, equipment and labor necessary to complete the work.

SAW CUTS

Saw cuts required for removal items shall not be paid for separately. The cost of the saw cuts will be included in the respective removal pay item.

HANDRAIL REMOVAL

This work shall consist of removing and the satisfactory disposal of existing handrail and foundations in accordance with applicable provisions of Section 440 of the Standard Specifications, as shown on the plans, and as directed by the Engineer.

Basis of Payment: This work will be paid for at the contract unit price per foot for HANDRAIL REMOVAL.

CONCRETE REMOVAL (SPECIAL)

This work shall consist of saw cutting, removing and the satisfactory disposal of the existing concrete steps in accordance with applicable provisions of Section 440 of the Standard Specifications, as shown on the plans, and as directed by the Engineer.

No adjustments shall be made for variations in thickness, width, and/or length.

Basis of Payment: This work will be paid for at the contract unit price per square yard for CONCRETE REMOVAL (SPECIAL).

CONCRETE RETAINING WALL REMOVAL

This work will consist of the removal and satisfactory disposal of the existing concrete or block walls and/or foundations in accordance with applicable portions of Section 501 of the Standard Specifications, as shown in the plans, and as directed by the Engineer.

No adjustments shall be made for variations in thickness, width, and/or length.

Required saw cuts will not be measured for payment.

Basis of Payment: This work will be paid for at the contract unit price per foot for CONCRETE RETAINING WALL REMOVAL, which price includes the cost of the saw cuts.

CONNECTION TO EXISTING SEWER

This work will consist of connecting existing storm sewer to a proposed manhole or inlet in accordance with applicable portions of Section 501 of the Standard Specifications, as described herein, as shown in the plans, and as directed by the Engineer.

Basis of Payment: This work will be paid for at the contract unit price per each for CONNECTION TO EXISTING SEWER.

PLUG EXISTING STORM SEWERS

This work will consist of plugging existing storm sewers noted and located on the plans, as specified herein, and as directed by the Engineer.

The ends of the storm sewers will be excavated, if necessary, to the bottom flowline and to a minimum of 18" inside the barrel of the storm sewer. The inside of the storm sewer at the excavated end shall be cleaned of all earth and debris to the satisfaction of the Engineer.

The Contractor shall construct / install a suitable permanent or temporary bulkhead at the opening of the storm sewer consisting of an inflatable type plug capable of containing the proposed Controlled Low-Strength Material (CLSM) in accordance to Section 593 of the Standard Specifications.

The cost of cleaning the storm sewer end and constructing suitable permanent or temporary bulkheads and filling with CLSM will be paid for at the contract unit price per cubic yard for PLUG EXISTING STORM SEWERS.

LANDSCAPING, SPECIAL

This work shall consist of removing, stockpiling, and restoring the existing landscaping gravel at areas specified in the plans that will be disturbed by construction. Removal of said landscaping will be necessary for grading and to reconstruct the sidewalk. Removal and/or stockpiling of any excess landscape material shall be coordinated with the property owner and completed as directed. Materials that are damaged by said activities and deemed to be unfit for reuse by the Engineer shall be replaced with new materials of like kind.

Weed Barrier Fabric shall meet the requirements of Article 1081.14 of the Standard Specifications.

Weed barrier fabric shall be placed on the ground surface in a manner that does not damage the fabric. Fabric of insufficient width or length to fully cover the specified area shall be lapped a minimum of 6 inches.

Basis of Payment: This work will be paid for at the contract unit price per lump sum for LANDSCAPING SPECIAL, which price will be payment in full for removing and stockpiling of the existing landscape gravel, furnishing new materials as necessary, and installing the new and salvaged materials with no additional compensation or remuneration being made.

MULCH

This work shall consist of furnishing and installing a weed control barrier with shredded bark mulch in areas shown in the plans and as directed by the Engineer.

Mulch shall consist of shredded hardwood mulch. Material shall be uniform in size, color, quality and overall appearance. Mulch shall be free of material injurious to plant growth. Sources of mulch should be free of weeds and invasive plant parts or seeds. Sawdust, dirt, garbage, or other debris mixed in the mulch is not acceptable. Contractor shall submit two pounds of proposed mulch for inspection by Engineer.

Shredded bark mulch shall consist of shredded bark and wood. Maximum length of any individual component shall be two inches (2") and a minimum of seventy-five percent (75%) of the mulch shall pass through a one-inch (1") screen. Mulch shall be free of germination-inhibiting ingredients. The bark mulch shall have the characteristics of retaining moisture, forming a mat not susceptible to spreading by wind or rain, and providing a good growth medium for plants. Shredded bark mulch may contain up to fifty percent (50%) shredded wood material. Wood chips are not acceptable. Bark mulch containing shredded wood shall be aged a minimum of one year prior to installation. Bark mulch shall be free of soil, rocks, and weeds.

The weed control barrier shall meet the following requirements:

- Polyethylene Sheeting: ASTM D 4397, black, 0.006-inch minimum thickness.
- Composite Fabric: Woven, needle-punched polypropylene substrate bonded to a nonwoven polypropylene fabric, 5 oz./sq. yd.

Install weed-control barriers before mulching according to manufacturer's written instructions. Completely cover area to be mulched, overlapping edges a minimum of 6 inches. Tape or pin seams as recommended by manufacturer.

All finished mulch areas shall be left smooth and level to maintain uniform surface and appearance. After the mulch placement, any debris or piles of material shall be immediately removed from the right of way, including raking excess mulch out of turf areas.

Basis of Payment: This work will be paid for at the contract unit price per square yard for MULCH, which shall include all costs for materials, equipment and labor required to complete the work specified herein, including the cost of removing and disposing of any debris. Any mulch placement included as part of the work in other work items will not be measured separately for payment.

HANDHOLE

This work shall consist of furnishing the materials and installing a precast composite concrete handhole, heavy-duty handhole, or double handhole in accordance with Section 814 and Article 1088.05 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

Precast composite concrete handhole or double handhole: The frame and cover shall be constructed of a polymer concrete and reinforced with a heavy-weave fiberglass cloth. The material shall be in accordance with Article 1088.05 of the Standard Specifications for Road and Bridge Construction. The nominal dimensions of the handhole shall be a minimum 17"(W) x 30"(L) x 30"(D) and the nominal dimensions of the double handhole shall be a minimum 30"(W) x 48"(L) x 30"(D).

The cover shall contain the legend "TRAFFIC SIGNALS" and shall be held down by two stainless steel hex head bolts. The cover shall contain 2 recessed lift pins. The cover for a double handhole shall be a split lid, 2-piece cover.

Basis of Payment: This work will be paid for at the contract unit price each for HANDHOLE; HEAVY-DUTY HANDHOLE; or DOUBLE HANDHOLE.

SEALING ABANDONED MONITORING WELLS

The Contractor shall hire a licensed water well driller pursuant to the Water Well and Pump Installation Contractor's License Act. All monitoring wells removed shall be abandoned in accordance with the Illinois Water Well Construction Code 77 Illinois Administrative Code part 920. The Department has determined that 3 monitoring wells will be impacted by construction activities.

Method of Measurement. Sealing abandoned monitoring wells will be measured for payment assuming each monitoring well is a 2-inch diameter well installed at a maximum depth of 25 feet.

Basis of Payment. Monitoring well abandonment will be paid for at the contract unit price each for SEALING ABANDONED MONITORING WELLS.

TRAFFIC SIGNAL POST

Effective January 19, 2010

This work shall consist of furnishing and installing a traffic signal post of the type and length indicated on the plans in accordance with Sections 875 and 1077.01 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

An aluminum collar shall be attached where the post connects to the base. Minimum 1" diameter washers may be used between the post base and the anchor bolts to level the post.

Basis of Payment: This item will be paid for at the contract unit price each for TRAFFIC SIGNAL POST of the type and length indicated on the plans for supplying and installing the signal post.

PEDESTRIAN SIGNAL HEAD, POLYCARBONATE

Effective March 1, 2001

This work shall consist of furnishing and installing a pedestrian signal head with the number of faces indicated on the plans in accordance with Sections 881 and 1078.02 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

Approved Products: Manufactures of approved LED signals meeting this specification are GelCore and Dialight.

Housing: The pedestrian signal head housing shall be polycarbonate.

Optical Unit: All Walk and Don't Walk indications in conventional pedestrian signal heads shall be illuminated with light emitting diode (LED) modules. The LED modules shall display a portland orange filled hand and a lunar white filled walking person. LED modules shall conform to ITE specifications and standards for LED vehicle traffic signal modules and the following:

- 1) The LED module shall operate between -40° F and $+165^{\circ}$ F throughout an operating voltage range of 80VAC to 135 VAC.
- 2) The lens of each indication shall be tinted with a wavelength-matched color to reduce sun phantom effect and enhance on/off contrast. The tinting shall be uniform across the lens face. If a polymeric lens is supplied, a surface coating shall be applied to provide abrasion resistance.

LED modules shall not contain Aluminum Gallium Arsenide (AlGaAs) LED's.

LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set to a non-dimming operation.

In the event of a power outage, light output from the LED module shall cease instantaneously.

The LED module shall have a minimum life expectancy of 5 years.

Warranty Provisions: The LED modules which exhibit luminous intensities less than the minimum values specified within the first 60 months of the date of delivery shall be promptly replaced or repaired by the manufacturer at no cost to the state.

Basis of Payment: This item will be paid for at the contract unit price each for PEDESTRIAN SIGNAL HEAD, POLYCARBONATE of the number of faces indicated on the plans for supplying, installing and placing into operation the pedestrian signal head.

ELECTRIC CABLE

Effective November 1, 1984

Revised September 7, 2010

This work shall consist of furnishing and installing electric cable of the type size and number of conductors specified, in accordance with the requirements of Section 873 and 1076.04 of the Standard Specifications for Road and Bridge Construction except as described herein.

All stranded wire connections in signal heads, push buttons, terminal compartments shall be made with insulated spade connections.

Cables shall be identified by color coded tape applied at both the signal and controller ends. The color-coding shall be as shown on the plans.

Basis of Payment: This work will be paid for at the contract unit price per meter (foot) for ELECTRIC CABLE of the type, size, and number of conductors specified, which price shall be payment in full for furnishing the material and making all electrical connections and installing the cable complete.

FULL-ACTUATED CONTROLLER

Revised: February. 11, 2013

This item shall consist of furnishing, installing and placing into operation a multi-phase microprocessor based controller at the location(s) indicated on the plans, or as directed by the Engineer. The controller shall comply with the requirements of Sections 857, 1073.01 and 1074.03 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

General: The controller shall meet or exceed the requirements of the NEMA TS2 standards for a Type 1 controller. Data entry shall be by keyboard or personal computer. The controller shall be fully compatible with the NTCIP Standard.

If rivets are exposed on the outside of the cabinet, they shall be either stainless steel or aluminum to prevent oxidation.

Type V Cabinet: The bottom edge of the main back panel for Type V Cabinets shall be a minimum of 24" from the bottom of the cabinet enclosure to allow installation of an additional shelf and signal equipment if necessary.

The controller cabinet shall contain a pullout tray for placement of a laptop computer.

The controller cabinet shall have a door switch that will turn off the video detection monitor when the cabinet door is closed.

The controller timings shall be stored in a hot swappable storage device that can be inserted or removed without powering down the controller. The device shall be capable of storing the entire controller database and the controller shall be capable of functioning without the storage device present.

There shall be three communications ports. Port 1 shall be a high-speed serial bus for communications with the Malfunction Management Unit, Terminals and Facilities, and detection. Communications shall be SDLC format with defined protocol, EIA RS-485 interface. Port 2 shall be an EIA RS-232C interface to allow use of a personal computer for data entry and transfer of status and events or output of timing and operational data to a printer. Port 3 shall be for systems interface. The controller shall also have an Ethernet port that shall support 10/100 Base T networks.

Coordination: The coordinator shall provide a minimum of twenty timing plans with a minimum of one cycle length, one set of splits and three offsets per timing plan. Cycle lengths shall be adjustable from 30-255 seconds, splits and offsets shall be set in seconds or percent, and offsets reference to beginning of green of the first served coordinated phase.

Diagnostics: The controller and terminal facility shall have full diagnostics in accordance with the NEMA TS2 standard.

Malfunction Management Unit: The malfunction management unit shall be a Type 1 sixteen channel with three inputs per channel.

Terminals and Facilities: The terminal facilities shall have TS1 compatible load switches, flasher and flash transfer relay. The load switches shall contain two LED indicators per circuit to provide information concerning the circuit input and output states. The backpanel must accommodate 16 load switches.

All main panel wiring shall conform to the following wire size and color:

Green/Walk load switch output		brown wire, 14 gauge
Yellow load switch output		yellow wire, 14 gauge
Red/Don't Walk load switch output		red wire, 14 gauge
MMU (other than AC power)		violet wire, 22 gauge
Controller I/O		blue wire, 22 gauge
AC Line - power panel to main panel (1 for each 4 LS)		black wire, 10 gauge
AC Line – main panel		black wire, 14 gauge
AC Neutral – power panel to main panel		white wire, 10 gauge
Earth ground – power panel		green wire, 8 gauge
Flash programming	flasher terminal	orange wire, 14 gauge
	Red or yellow field terminal	black wire, 14 gauge

The main panel shall incorporate a relay to remove +24 VDC from the common side of the load switches when the intersection is placed into flash. The relay shall have a momentary pushbutton to apply power to the load switch input for troubleshooting.

A Bus Interface Unit (BIU) shall be used for I/O electronics.

Detection interface to the controller shall be through a BIU.

The surge suppression for the controller cabinet shall be an EDCO SHA 1250, base mounted. The normally open contacts of the suppressor shall be wired to the alarm 2 input of the controller for system monitoring.

Basis of Payment: This item will be paid for at the contract unit price each for FULL-ACTUATED CONTROLLER, of the sequence, phasing, and cabinet shown on the plans, which price shall be payment in full for furnishing the controller, cabinet, and all associated equipment required, installing the unit complete in place and placing the unit into operation to the satisfaction of the Engineer.

COMBINATION MAST ARM ASSEMBLY AND POLE

Revised: October 22, 2012

This work shall conform to the requirements of Section 877 and Article 1077.03 of the Standard Specifications and the following additions or exceptions.

The combination mast arm assembly shall be supplied with 15-foot luminaire mast arm for mounting the luminaire as indicated on the plans.

Basis of Payment: This work will be paid for at the contract unit price each for STEEL COMBINATION MAST ARM ASSEMBLY AND POLE of the signal arm length specified.

CONDUIT

This work shall consist of furnishing and installing a conduit of the type and size specified in accordance with Section 810 and Article 1088.01(b) or 1088.01(c) of the Standard Specifications for Road and Bridge Construction except as described herein.

PVC Conduits: When it is necessary to connect PVC conduit to steel conduit a heavy wall set screw connector with a PVC female adapter shall be installed and sealed by duct seal and plastic tape.

When conduits are installed in the excavation in back of curb, the conduit shall be installed below driveway and entrances at a depth which will prevent the conduit from protruding into the entrance pavement material.

PVC Conduit, Augered: The term augered shall cover both the pushed and bored method of installing conduit. Because of differences in equipment and techniques, the contractor may use either method to install the conduit for the term AUGERED.

In the event that latent subsurface physical conditions are encountered which prevents the conduit of pilot hole from being augered or pushed through the entire conduit run in three (3) sincere attempts, as determined by the Engineer, compensation for the proposed conduit run will be as follows:

The Department will delete the contract specified method of payment for the subject conduit run.

The Department will pay for the installation of the conduit run and the three unsuccessful attempts to install the conduit run, under Article 109.04 of the Standard Specification on the force account basis.

The Engineer will determine the method to be utilized to install the conduit run.

Basis of Payment: This work will be paid for at the contract unit price per foot (meter) for CONDUIT, of the size and type specified, which price shall be payment in full for furnishing and installing the conduit and fittings complete.

FIBER OPTIC CABLE

Revised: September 26, 2012

This work shall consist of furnishing and installing a fiber optic cable in accordance with the requirements of Section 871 and Article 1076.02 of the Standard Specifications for Road and Bridge Construction and the following additions.

All fibers within the cable shall be terminated. The multimode fiber shall be terminated with an ST connector and the single mode fiber shall be terminated with a SC connector. The connector type shall be either hot-melt, epoxy, or crimp-on. The connectors shall meet TIA/EIA 568B specifications and shall have an operating temperature range of -10°C (14°F) to 60°C (140°F). The connectors shall be free from defects in material and manufacture for 6 months. Unused fibers shall be secured within the distribution enclosure and readily available for use.

Locator Wire: A #14 AWG minimum, THHN wire shall be installed along side of the fiber optic cable. The wire shall be secured in the control cabinet to prevent accidental removal. The locator wire shall not be terminated to the control facility. If the existing interconnect cable remains in place in a continuous run between cabinets, then the locator wire may be omitted.

Basis of Payment: This work will be paid for at the contract unit price per meter (foot) for FIBER OPTIC CABLE, of the type, size, and number of fibers indicated on the plans, which price shall be payment in full for furnishing the material and making all fiber connections and installing the cable complete.

TRANSCEIVER – FIBER OPTIC:

Revised: June 19, 2013

This work shall consist of furnishing, installing and placing into operation a fiber optic transceiver in accordance to Section 864 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

The transceiver shall allow for communications with full upload download capabilities with the proposed master controller at Washington Street and Jackson Street. The transceiver shall enable 9600 baud communications between the controller and the master controller.

All fibers within the cable shall be terminated. The multimode fiber shall be terminated with an ST connector and the single mode fiber shall be terminated with a SC connector. The connector type shall be either hot-melt, epoxy, or crimp-on. The connectors shall meet TIA/EIA 568B specifications and shall have an operating temperature range of -10°C (14°F) to 60°C (140°F). The connectors shall be free from defects in material and manufacture for 6 months.

All fiber optic cable shall be secured within the distribution box and shall be connected to the distribution panel. In addition, each fiber shall be clearly labeled according to their colors in front of the distribution box and panel and shall be readily available for use.

Basis of Payment: This work will be paid for at the contract unit price each for TRANSCEIVER - FIBER OPTIC, which price shall be payment in full for furnishing, installing, and placing into operation the equipment specified herein.

GULFBOX JUNCTION

Effective September 14, 1990

Revised February 1, 2010

This work shall consist of furnishing and installing a composite concrete junction box at a location(s) shown on the plans in accordance with Sections 815 and 1088.07 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

The box shall be made of polymer concrete and fiber reinforced polyester. The nominal dimensions shall be 13" x 24" x 18" D. The box and cover shall have a design load of 15,000-lbs. minimum with a test load of 22,500-lbs. minimum. The lid logo shall be "TRAFFIC" and shall be held down by two stainless steel hex head bolts and have a skid resistant surface. The walls shall be straight. The box shall be set on 12 inches of compacted CA 6 for drainage. When the box is placed in a driveway or sidewalk, expansion material shall be placed around the box.

Basis of Payment: This work will be paid for at the contract unit price each for GULFBOX JUNCTION, which price shall be payment in full for furnishing and installing the junction box complete in place.

MASTER CONTROLLER IN TYPE V CABINET:

This item shall consist of furnishing, installing and placing into operation a Master Controller conforming to the requirements of Section 860 and Article 1073.04 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

The master shall have two telemetry channels, one shall be an RS-232C for communications over fiber optic cables and the other channel shall be FSK for communicating to existing controllers on existing twisted pairs. A cube tap shall be installed on the RS-232 output from the master to allow bi-directional input/output.

The communications between master and local controllers shall be at 9600-baud over the fiber optic telemetry and 1200-baud over the FSK telemetry.

The master shall be installed in an unpainted aluminum cabinet meeting the requirements of Article 1085.47 for a Type IV cabinet. The surge suppression shall be an EDCO 1210-IRS.

Software: IDOT shall be supplied with the latest version of master monitoring software available.

Telephone Communications: The master shall be equipped with a US Robotics 57,600-baud modem and a dial up communications controller capable of providing distinctive ring recognition to allow two masters to be addressed via a single phone line.

The cabinet shall have additional wiring harnesses for a second master controller and two telemetry channel outputs.

Basis of Payment: This item will be paid for at the contract unit price each for MASTER CONTROLLER IN TYPE IV CABINET, which price shall be payment in full for furnishing, installing and placing into operation the equipment specified herein.

MASTER CONTROLLER

This item shall consist of furnishing, installing and placing into operation a Master Controller conforming to the requirements of Articles 860 and 1073.04 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

The master shall have RS-232C for communications over fiber optic cables. The master shall communicate with existing ASC/2 controllers on Dirksen Parkway. A cube tap shall be installed on the RS-232 output from the master to allow bi-directional input/output.

The communications between master and local controllers shall be at 9600-baud over the fiber optic telemetry.

The master controller shall be supplied with the latest version of master monitoring software available.

Telephone Communications: The master shall be equipped with a 57,600-baud modem to allow 9600 baud communications from the master to the central office computer.

Basis of Payment: This item will be paid for at the contract unit price each for MASTER CONTROLLER, which price shall be payment in full for furnishing, installing and placing into operation the equipment specified herein.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

This work shall consist of removing the existing equipment indicated on each intersection plan sheet. The removed equipment becomes property of the Contractor.

Basis of Payment: This work will be paid for at the contract unit price each for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT, which price shall be payment in full for removing and delivering the equipment indicated on the plans.

CAMERA MOUNTING ASSEMBLY

This item shall consist of furnishing and installing a camera mounting assembly as shown on the plan details.

The assembly consists of two adjustable galvanized steel mast arm clamps, 8 feet of galvanized steel schedule 80 pipe, and a camera mounting bracket. The camera mounting bracket shall be affixed to the pipe with stainless steel ¾" banding.

Basis of Payment: This work will be paid for at the contract unit price each for CAMERA MOUNTING ASSEMBLY, which price shall be payment in full for furnishing and installing the equipment specified and shown on the plans to the satisfaction of the Engineer.

TRAFFIC SIGNAL BATTERY BACK-UP SYSTEM

This item shall consist of furnishing, installing and placing into operation a battery backup system for a traffic signal control installation conforming to the applicable portions of Section 802 and Article 1074.03 of the Standard Specifications for Road and Bridge Construction and the following requirements.

General: The battery back-up system (BBS) shall include, but not be limited to the following: inverter/charger, power transfer relay, batteries, a separate manually operated non-electronic bypass switch and all necessary hardware and interconnect wiring. The BBS shall provide reliable emergency power to a traffic signal in the event of a power failure or interruption.

The BBS shall be capable of providing power for full run-time operation for an "LED-only" intersection (all colors red, yellow, and green) or flashing mode operation for an intersection using Red LED's.

The BBS shall be designed for outdoor applications, and shall meet the environmental requirements of, "NEMA Standards Publication No. TS 2 – Traffic Controller Assemblies," or applicable successor NEMA specifications, except as modified herein.

Operation: The BBS shall provide a minimum two (2) hours of full run-time operation for an "LED-only" intersection (minimum 1000W continuous capacity, with 85% minimum inverter efficiency). The BBS shall be on line at all times and provide voltage regulation and power conditioning. The BBS shall be equipped with NEMA circular connectors for the AC input and output connections.

The maximum transfer time from loss of utility power to switchover to battery backed inverter power shall be 4 milliseconds under any load or line condition. The BBS shall provide the user with 4-sets of form c relay contact closures, available on a panel-mounted terminal block, rated at a minimum 120V/1A, and labeled so as to identify each contact. The first set of NO and NC contact closures shall be energized whenever the unit switches to battery power. Contact shall be labeled or marked "On Batt" and assigned to alarm 3 of the controller. The second set of NO and NC contact closures shall be energized whenever the battery approaches approximately 40% of remaining useful capacity. Contact shall be labeled or marked "Low Batt" and assigned to alarm 4 of the controller. The third set of NO and NC contact closures shall be energized two hours after the unit switches to battery power. Contact shall be labeled or marked "Timer" and assigned to alarm 5 of the controller. The BBS shall have a programmable front panel display that will enable the user to set the "Timer" to any preset percentage point of the available backup time and the alarm time after the BBS is on battery power. The fourth set of contacts shall indicate UPS failure and be assigned to alarm 6 of the controller.

Operating temperature for both the inverter/power transfer relay and manual bypass switch shall be -37° C to +74°C. Both the Power Transfer Relay and Manual Bypass Switch shall be rated at 240VAC/30 amps, minimum. The BBS shall use a temperature-compensated battery charging system. The charging system shall compensate over a range of 2.5 – 4.0 mV/°C per cell. The temperature sensor shall be external to the inverter/charger unit. The temperature sensor shall come with 2 meters (6'6") of wire. BBS shall bypass the utility line power whenever the utility line voltage is outside of the following voltage range: 100VAC to 130VAC (± 2 VAC). When utilizing battery power, the BBS output voltage shall be between 117 VAC and 125 VAC, pure sine wave output, $\leq 3\%$ THD, 60Hz ± 3 Hz under all load conditions.

BBS shall be compatible with Illinois DOT's traffic controller assemblies utilizing NEMA TS 1 or NEMA TS 2 controllers and cabinet components for full time operation.

When the utility line power has been restored at above 105 VAC ± 2 VAC for more than 30 seconds, the BBS shall dropout of battery backup mode and return to utility line mode. When the utility line power has been restored at below 125VAC ± 2 VAC for more than 30 seconds, the BBS shall dropout of battery backup mode and return to utility line mode. BBS shall be equipped to prevent a malfunction feedback to the cabinet or from feeding back to the utility service. In the event of inverter/charger failure, battery failure or complete battery discharge, the power transfer relay shall revert to the NC state, where utility line power is reconnected to the cabinet. Recharge time for the battery, from "protective low-cutoff" to 80% or more of full battery charge capacity, shall not exceed twenty (20) hours.

Mounting/Configuration Inverter/Charger Unit shall be rack or shelf-mounted. Power Transfer Relay and Manual Bypass Switch shall be mounted on the cabinet's standard Electronic Industries Association (EIA) rail. All interconnect wiring provided between Power Transfer Relay, Bypass Switch and Cabinet Terminal Service Block shall be no less than 2 meters (6'6") of #10 AWG wire. Relay contact wiring provided for each set of NO/NC relay contact closure terminals shall be 2 meters (6'6") of #18 AWG wire. All necessary hardware for mounting (shelf angles, rack, etc) shall be included in the bid price of the BBS. The manual bypass switch shall disconnect AC power and provide for an alternate power position. The switch shall have input and output connections using a NEMA circular connector. A minimum of 6 bolts/fasteners shall be used to secure swing-trays to the cabinet standard EIA 19" rack. All bolts/fasteners and washers shall meet the following requirements:

Screw type Pan Head Phillips machine; thread pitch: 10-32; material: 18-8 stainless steel (Type 316 stainless steel is acceptable as an alternate); washer: use one flat washer (18-8 stainless steel) under the head of each 10-32 screw (provided that the screws are properly tightened, lock washers are unnecessary.) minimum: 6 screws per swivel bracket spaced evenly along bracket, with one screw near each end.

External Battery Cabinet Inverter/Charger, Power Transfer Relay and manually operated Bypass Switch shall fit inside a typical fully equipped IDOT Type IV or Type V Cabinet that includes one NEMA TS 1 or NEMA TS 2 controller.

Batteries shall be housed in a NEMA 3R rated cabinet mounted to the side of the existing or proposed Type IV or Type V Cabinet. This external battery cabinet shall conform to the IDOT Standard Specifications for the construction and finish of the cabinet.

Batteries shall be mounted on individual shelves or cabinet bottom.

A minimum of two shelves shall be provided. There shall be a minimum of 12" clearance between shelves. Each shelf shall be a minimum of 9" x 24", and capable of supporting a minimum of 125 lbs.

The external battery cabinet shall mount to the Type IV or Type V Cabinet with a minimum of eight ¼" bolts. The bolts shall go through two steel support rails spaced a minimum of 16" apart inside of the controller cabinet. The bottom of the rails shall rest on the cabinet base or foundation and have sufficient length to reach to within one inch of the top of the battery cabinet (36" minimum).

The external battery cabinet shall be ventilated through the use of louvered vents (2), filters, and one thermostatically controlled fan as per IDOT Standard Specifications.

External battery cabinet fan shall be AC operated from the same line output of the Manual Bypass Switch that supplies power to the Type IV or Type V Cabinet.

The external battery cabinet shall have a door opening to the entire cabinet. The door shall be attached to the cabinet through the use of a continuous stainless steel or aluminum piano hinge. The door shall use a padlock clasp in order to lock the door. The BBS with external battery cabinet shall come with all bolts, conduits and bushings, gaskets, shelves, and hardware needed for mounting.

Maintenance, Displays, Controls and Diagnostics the BBS shall include an LCD display and/or meter to indicate current battery charge, AC line, alarm, test, load, timer, and event counter status and conditions. The BBS shall have lightning surge protection compliant with IEEE/ANSI C.62.41. The BBS shall be equipped with an integral system to prevent battery from destructive discharge and overcharge. The BBS and batteries shall be easily replaced with all needed hardware and shall not require any special tools for installation. The BBS shall include a resettable front-panel event counter display to indicate the number of times the BBS was activated and a front-panel hour meter to display the total number of hours the unit has operated on battery power. The BBS shall have an RS 232 9 pin connector for real time monitoring.

Manufacturer shall include two (2) sets of equipment lists, operation and maintenance manuals, and board-level schematic and wiring diagrams of the BBS, and the battery data sheets.

Battery System Individual batteries shall be 12V type, 65 amp-hour maximum, and shall be easily replaced and commercially available off the shelf. Batteries used for BBS shall consist of 4 to 8 batteries with a cumulative minimum rated capacity of 240 amp-hours. Batteries shall be deep cycle, sealed prismatic lead-calcium based AGM/VRLA (Absorbed Glass Mat/ Valve Regulated Lead Acid). Batteries shall be certified by the manufacturer to operate over a temperature range of -25°C to $+74^{\circ}\text{C}$. The batteries shall be provided with appropriate interconnect wiring and corrosion-resistant mounting trays and/or brackets appropriate for the cabinet into which they will be installed. Batteries shall indicate maximum recharge data and recharging cycles. Battery interconnect wiring shall be via modular harness. Batteries shall be shipped with positive and negative terminals pre-wired with red and black cabling that terminates into a typical power-pole style connector. Harness shall be equipped with mating power-pole style connectors for batteries and a single, insulated plug-in style connection to inverter/charger unit. Harness shall allow batteries to be quickly and easily connected in any order and shall be keyed and wired to ensure proper polarity and circuit configuration. Battery terminals shall be covered and insulated so as to prevent accidental shorting.

Quality Assurance Each BBS shall be manufactured in accordance with a manufacturer quality assurance (QA) program. The QA program shall include two types of quality assurance: (1) Design quality assurance and (2) Production quality assurance. The production quality assurance shall include statistically controlled routine tests to ensure minimum performance levels of BBS units built to meet this specification and a documented process of how problems are to be resolved. QA process and test results documentation shall be kept on file for a minimum period of seven years. Battery Backup System designs not satisfying design qualification testing and the production quality assurance testing performance requirements described below shall not be labeled, advertised, or sold as conforming to this specification.

Design Qualification Testing The manufacturer, or an independent testing lab hired by the manufacturer, shall perform design Qualification Testing on new BBS designs, and when a major design change has been implemented on an existing design. A major design change is defined as a design change (electrical or physical) which changes any of the performance characteristics of the system, or results in a different circuit configuration. Manufacturer's testing data shall be submitted with test units for IDOT's verification of Design Qualification Testing data.

For Design Qualification Testing, all specifications will be measured including, but not limited to:

Run time while in battery backup mode, at full load.
Proper operation of all relay contact closures (“On-Batt”, “Low-Batt” and “Timer”).
Inverter output voltage, frequency, harmonic distortion, and efficiency, when in battery backup mode.

All utility mode – battery backup mode transfer voltage levels
Power transfer time from loss of utility power to switchover to battery backed inverter power.
Backfeed voltage to utility when in battery backup mode.
IEEE/ANSI C.62.41 compliance.
Battery charging time.
Event counter and runtime meter accuracy.

Production Quality Control Testing Production Quality Control tests shall consist of all of the above listed tests and shall be performed on each new system prior to shipment. Failure to meet requirements of any of these tests shall be cause for rejection. The manufacturer shall retain test results for seven years. Each BBS shall be given a minimum 100-hour burn-in period to catch any premature failures.

Each system shall be visually inspected for any exterior physical damage or assembly anomalies. Any defects shall be cause for rejection.

Warranty Manufacturers shall provide a two (2) year factory-repair warranty for parts and labor on the BBS from date of acceptance by the State. Batteries shall be warranted for full replacement for two (2) years from date of purchase. The warranty shall be included in the total bid price of the BBS.

Basis of Payment: This work will be paid for at the contract unit price each for TRAFFIC SIGNAL BATTERY BACKUP SYSTEM, which price shall be payment in full for furnishing, installing, testing, and placing into operation the equipment specified to the satisfaction of the Engineer.

TRAFFIC SIGNAL BACKPLATE

Effective: July 1, 2009

Revised: January 19, 2017

This work shall consist of furnishing and installing a traffic signal backplate in accordance with Section 882 and Article 1078.03 of the Standard Specifications for Road and Bridge Construction and the following exceptions.

The traffic signal backplates shall be of the same material as the traffic signal heads as specified on the plans.

The following modifications shall be made to Art. 1078.03 TRAFFIC SIGNAL BACKPLATE paragraph 4: A three (3) inch wide strip of reflective sheeting shall be applied to the outside perimeter of the face of the backplates. The reflective tape shall be fluorescent yellow in color and shall consist of type ZZ sheeting.

Basis of Payment: This item will be paid for at the contract unit price each for TRAFFIC SIGNAL BACKPLATE for supplying and installing the traffic signal backplate with reflective tape to the satisfaction of the Engineer.

UNDERGROUND FACILITIES

Revised: February 1, 1996

The Contractor's attention is directed to the presence of state-owned underground electrical cable within the limits of the proposed improvement. The Contractor shall request the Illinois Department of Transportation in Springfield, Bureau of Traffic (217-524-9161), to locate the underground facilities, providing a minimum of 72 hours' notice. The Illinois Department of Transportation IS NOT a member of the Joint Utility Locating Information for Excavators (JULIE) System.

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

MODIFY EXISTING CONTROLLER CABINET

This work shall consist of removing the existing load switches from the controller cabinet and installing the latest load switches recommended by the manufacturer to appropriately operate LED signal modules. The removed load switches shall become property of the Contractor.

Basis of Payment: This work will be paid for at the contract unit price each for MODIFY EXISTING CONTROLLER CABINET, which price shall be payment in full for removing, installing and placing into operation the equipment specified

VIDEO VEHICLE DETECTION SYSTEM

Revised: January 1, 2008

This work shall consist of furnishing, installing and placing into operation a vehicle detection system, which detects vehicles by processing video images and providing detection outputs to a traffic signal controller. This equipment shall meet the NEMA environmental, power and surge ratings as set forth in NEMA TS1 and TS2 Specifications.

Hardware The sensor shall be four integrated imaging CCD arrays with optics, high-speed, color, image-processing hardware and a CPU bundled into a sealed enclosure. The environmental enclosure shall be waterproof and dust-tight to NEMA-4 specifications. The enclosure shall allow the sensor to operate satisfactorily over an ambient temperature range from -34 degrees C to +60 degrees C while exposed to precipitation as well as direct sunlight. The enclosure shall allow the image sensor horizon to be rotated during field installation. The enclosure shall include a provision at the rear of the enclosure for connection of the factory-fabricated power and communications cable. Input power to the environmental enclosure shall be 110/220 VAC and either 50 or 60 Hz. A heater shall be at the front of the enclosure to prevent the formation of ice and condensation in cold weather, as well as to assure proper operation of the lens' iris mechanism. The heater shall not interfere with the operation of the image sensor electronics, and it shall not cause interference with the video signal. The enclosure shall be light-colored and shall include a sun shield to minimize solar heating and glare. The front edge of the sunshield shall protrude beyond the front edge of the environmental enclosure and shall include provision to divert water flow to the sides of the sunshield. The amount of overhang of the sunshield shall be adjustable to prevent direct sunlight from entering the lens or hitting the faceplate.

The sensor shall process a minimum of twenty detector zones placed anywhere in the field of view of the sensor. The sensor shall have the ability to produce digital streaming MPEG-4 video output. The video output shall have the ability to selectively show overlaid graphics indicating the current real-time detection state of each individual detector defined in the video. The sensor output color video shall be viewed with any compatible video-display device.

Sensor Hardware As a minimum each image sensor shall produce images with a CCD sensing element with a horizontal resolution > 470 TVL NTSC. Images shall be output as video conforming to NTSC or PAL specifications and provide software MPEG-4 video compression. The sensor shall provide direct real-time iris and shutter speed control, be usable for video surveillance, provide an optical filter and appropriate electronic circuitry in the sensor to suppress "blooming" effects at night, and have gamma for the image sensor present at the factory to a value of 1.0.

Sensor Optics: The machine vision sensor shall be equipped with an integrated zoom lens with zoom and focus capabilities that can be changed using either configuration computer software or a hand-held controller.

Functional The sensor shall be able to be programmed with a variety of detector types that perform specific functions selectable by software. Detector types shall include stopline detectors capable of providing presence of moving vehicle detection based upon phase status, presence detectors, directional presence, and input detectors. Additionally, phase green or red shall be displayed. The sensor shall also have the capability of being programmed with dilemma zone detectors used to extend green time when vehicles are detected in advance of an intersection. The unit shall monitor a programmable contrast detector and apply video loss timing parameters to the output by implementing minimum, maximum, or user defined fixed time recall the assigned phase(s). The detector shall be capable of having Boolean logic applied to multiple detectors or a minimum number of detectors out of a total present, prior to placing a call.

Detector features shall include:

Count detection - outputs traffic volume statistics and generates traffic counts and occupancy.

Presence detection - indicate presence of a vehicle, stopped vehicle, or vehicles traveling in the wrong direction.

Dilemma Zone Detection – detect the presence of vehicles a specific distance from the intersection in order to extend green time

Speed detection - provide vehicle counts, speed, length, and classification.

Detector function combines - outputs of multiple detectors via Boolean logic functions.

Label displays - information on the machine video output and passes input information to other detectors.

Detector Station - collects and reports traffic data gathered over specified time intervals.

Incident detection - monitor traffic parameters for conditions that indicate an incident has occurred, such as an accident or a stalled vehicle that results in a sudden reduction in roadway capacity or throughput.

Schedulers - define plans that can be used by other detectors to specify different parameters for each time-of-day plan.

Contrast Loss detection - monitor the quality of the video image that the machine vision sensor is processing.

Speed Alarm - generates alarm outputs based on user-defined algorithms using speed.

External Interfaces The external interfaces to the sensor shall include an access point specifically to exchange detector state data with the cabinet interface devices.

Sensor Field Interface Equipment: An interface panel shall be provided for installation. The interface panel shall provide a terminal block for terminating power and wiring to the image sensor.

Supervisor Communications Port: There shall be an interface panel port to configure and provide general communications. The sensor shall use an RJ45 Ethernet connection to facilitate 10/100 Mbps communications via a network of rack cards to a remote or local PC client/server application. The communications port shall allow the user to update the embedded software with a new software release and interact with a PC client/server application for all of the various detection requests supported by the sensor.

Interface Panel: The interface panel shall provide a dedicated interface between the machine vision sensor and a detector port master such as a card rack or Access Point. The real-time state of phase inputs shall be transmitted to the sensor. The sensor shall exchange input and output state data with the detector port master every 100 ms. A detector port master shall subsequently translate the detection states in an electrically compatible manner to a traffic signal controller:

(1) The interface card immediately upon receipt of the state change shall apply single pin state outputs and each on or off pulse shall be guaranteed a minimum pulse width of 100 ms.

(2) Speed outputs from 2 pins shall reflect the true output of the delay proportional to measured speed within ± 1 ms.

Power The sensor shall operate on 110/220 VAC, 50/60 Hz at a maximum of 25 watts. The camera and processor electronics shall consume a maximum of 10 watts. The remaining 15 watts shall support an enclosure heater.

Sensor Operations Log: The machine vision sensor shall maintain a non-volatile operations log, which minimally contains:

- a. Revision numbers for the current machine vision sensor hardware and software components in operation.
- b. Title and comments for the detector configuration.
- c. Date and time the last detector configuration was downloaded to the machine vision sensor.
- d. Date and time the operation log was last cleared.
- e. Date and time communications were opened or closed with the machine vision sensor.
- f. Date and time of last power-up.
- g. Time-stamped, self-diagnosed hardware, and software errors that shall aid in system maintenance and troubleshooting.

Sensor Vehicle Detection Performance: The real time detection performance of the machine vision sensor shall be optimized by following the guidelines for the traffic application including, sensor mounting location; the number of traffic lanes to monitor; the sizing, placement, and orientation of vehicle detectors; traffic approaching and/or departing from the sensor 's field of view; and minimizing the effects of lane changing maneuvers.

Detection Zone Placement: The video detection system shall provide flexible detection zone placement anywhere and at any orientation within the field of view of the machine vision sensor. Preferred detector configurations shall be detection zones placed across lanes of traffic for optimal count accuracy, detection zones placed parallel to lanes of traffic for optimal presence detection accuracy of moving or stopped vehicles. A single detection zone shall be able to replace one or more conventional detector loops connected in series. Detection zones shall be able to be overlapped for optimal road coverage. In addition, selective groups of detectors shall be able to be logically combined into a single output by using optional delay and extend timing and signal state information. Optimal detection shall be achieved when the sensor placement provides an unobstructed view of each traffic lane where vehicle detection is required. Obstructions are not limited to fixed objects. Obstruction of the view can also occur when vehicles from a lane nearer to the sensor obscure the view of the roadway of a lane further away from the sensor.

Detection Zone Programming: Placement of detection zones shall be by means of a portable or desktop computer using a Windows operating system, a keyboard, and a mouse. The VGA monitor shall be able to show the detection zones superimposed on images of traffic scenes. The mouse and keyboard shall be used to place, size, and orient detection zones to provide optimal road coverage for vehicle detection; modify detector parameters for site geometry to optimize performance; edit previously defined detector configurations; adjust the detection zone size and placement; add detectors for additional traffic applications; reprogram the sensor for different traffic applications, changes in installation site geometry, or traffic rerouting.

It shall be possible to download detector configurations from the computer to the sensor; upload the current detector configuration that is running in the sensor; back up detector configurations by saving them to the computer's removable or fixed disks; perform the above upload, store, and retrieve functions for video snapshots of the sensors' view.

Optimal Detection: The sensor shall be able to view either approaching or departing traffic or both in the same field of view. The sensor, when placed at a mounting height that minimizes vehicle image occlusion and equipped with a lens to match the width of the road shall be able to monitor a maximum of 6 to 8 traffic lanes simultaneously.

Detection Zone Operation: The sensor's real-time detection operation shall be verifiable through the following means:

- a. View the video output of the sensor with any standard video display device (monitor).
- b. The video output of the sensor shall be capable of selectively transmitting:
 - (1) Camera video only.
 - (2) Analog video overlaid with the current real-time detection state of each detector.
 - (3) Camera video with overlaid, scaled cross-hairs that are used for aiming the sensor (during installation).
 - (4) Individual detectors shall have the option of being hidden.
- c. View the associated output LED state on the detector port master:
 - (1) An LED shall be ON when its assigned detector output or signal controller phase input is on.
 - (2) An LED shall be OFF when its assigned detector or signal controller input is off.

Count Detection Performance: Using a sensor installed within the optimal viewing specifications described above for count station traffic applications the system shall be able to accurately count vehicles with at least 96% accuracy under normal operating conditions (day and night) and at least 93% accuracy under adverse conditions. Adverse conditions are combinations of weather and lighting conditions that result from shadows, fog, rain, snow, etc.

Demand Presence Detection Performance: Using a sensor installed within the optimal viewing specifications described above for intersection control applications the system shall be able to accurately provide demand presence detection. The demand presence accuracy shall be based on the ability to enable a protected turning movement on an intersection stop line, when a demand exists. The probability of not detecting a vehicle for demand presence shall be less than 1-percent error under all operating conditions. In the presence of adverse conditions, the machine vision sensor shall minimize extraneous (false) protected movement calls to less than 7 %.

Speed Detection Performance: The sensor shall accurately measure average (arithmetic mean) speed of multiple vehicles with more than 98% accuracy under all operating conditions for approaching and departing traffic. The average speed measurement shall include more than 10 vehicles in the sample to ensure statistical significance. The sensor shall accurately measure individual vehicle speeds with more than 95% accuracy under all operating conditions for vehicles approaching the sensor (viewing the front end of vehicles), 90% accuracy for vehicles departing from the sensor (viewing the rear end of vehicles). These specifications shall apply to vehicles that travel through both the count and speed detector pair and shall not include partial detection situations created by lane changing maneuvers.

Sensor Electrical: The video output of the sensor shall be isolated from earth ground. All video connections from the sensor to the interface panel shall also be isolated from earth ground. The video output, communication, and power stages of the sensor shall include transient protection to prevent damage to the sensor due to voltage transients occurring on the cable leading from the machine vision sensor to other field terminations. Connections for video, communications and power shall be made to the image sensor using a “three wires only” branch cable connection and shall be installed to the interface panel with compression blocks. The machine vision sensor shall have passed requirements for and received the CE mark. The power to the sensor shall be fused in the controller cabinet.

Auxiliary Equipment: The system shall be supplied with a color 10-inch monitor in the controller cabinet to display a camera field of view with detection areas overlaid. The input to the monitor shall be selectable from any of the cameras in the system via a push button selector device. An Ethernet cable shall be supplied in the cabinet to allow for communications from the video detection system to a laptop computer.

Training: The supplier of the video detection system shall provide two days of training to maintenance and engineering personnel in the operation, setup and maintenance of the video detection system.

Basis of Payment: This work will be paid for at the contract unit price each for VIDEO VEHICLE DETECTION SYSTEM, which price shall be payment in full for furnishing, installing, and placing into operation the equipment specified to the satisfaction of the Engineer.

PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, L.E.D., BRACKET MOUNTED WITH COUNT DOWN TIMER

Effective January 19, 2010

This work shall consist of furnishing and installing a pedestrian signal head with countdown timer and with the number of faces indicated on the plans in accordance with Section 881 and Article 1078.02 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

Optical Unit: The optical unit shall be compliant with Section 4E.07 of the 2009 MUTCD. All Walk and Don't Walk indications shall be illuminated with light emitting diodes (LED). The LED's shall display a portland orange filled hand and a lunar white filled walking person. All countdown number indications shall consist of two (2) rows of LED's displaying portland orange numerals and shall have a minimum height of 6 inches. The countdown timer shall be capable of automatically adjusting to the programmed intervals in the traffic signal controller. LED modules shall conform to ITE specifications and standards for LED vehicle traffic signal modules and the following:

- 1) The LED module shall operate between -40° F and +165° F throughout an operating voltage range of 80 VAC to 135 VAC.
- 2) The lens of each indication shall be tinted with a wavelength-matched color or textured to reduce sun phantom effect and enhance on/off contrast. The tinting shall be uniform across the lens face. If a polymeric lens is supplied, a surface coating shall be applied to provide abrasion resistance.

LED modules shall not contain Aluminum Gallium Arsenide (AlGaAs) LED's.

LED modules shall provide constant light output under power. Modules with dimming capabilities shall have the option disabled or set to a non-dimming operation.

In the event of a power outage, light output from the LED module shall cease instantaneously. The LED module shall have a minimum life expectancy of 5 years.

Warranty Provisions: The LED modules which exhibit luminous intensities less than the minimum values specified within the first 60 months of the date of delivery shall be promptly replaced or repaired by the manufacturer at no cost to the state.

Basis of Payment: This item will be paid for at the contract unit price each for PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, L.E.D., BRACKET MOUNTED WITH COUNTDOWN TIMER with the number of faces indicated on the plans for supplying, installing and placing into operation the pedestrian signal head.

PEDESTRIAN PUSH-BUTTON

Effective September 7, 2001

Revised September 1, 2016

This work shall consist of furnishing and installing a pedestrian push-button in accordance with Section 888 and Article 1074.02 of the Standard Specifications for Road and Bridge Construction and the following additions or exceptions.

Housing: The housing shall be round with an approximate outside diameter of 3 inches and shall be made of aluminum. The mounting screws and terminal screws shall be stainless steel.

Push-button: The push-button shall be made of aluminum or stainless steel and meet ADA requirements for pedestrian crossing controls. The switch shall be solid state and have momentary signal duration to prevent the button from being stuck on. The switch shall be sealed for protection from all weather conditions and shall have an operating life of at least 20 million operations.

ADA Requirements: Mounting height of the pushbutton shall be between 3.5 feet and 2.5 feet. Preferred mounting height of the pushbutton is 3 feet. The reach of the pushbutton shall be maximum of 10 inches away from the edge of the sidewalk. Pushbutton shall be adjacent to all-weather surface to provide access from a wheelchair. In any case, 10-inch maximum distance is not achieved from the sidewalk, modular extension bracket shall be installed.

Modular Extension Bracket: The extension bracket shall be adjustable for various reach from the sidewalk, with maximum of 18 inches. Extension bracket shall be vandal and weather proof and shall be bolted or banded to the signal post or mast arm pole. In addition, brackets shall be Aluminum and/or stainless steel. The extension bracket shall be manufactured from the manufacturer.

Basis of Payment: This work will be paid for at the contract unit price each for PEDESTRIAN PUSH-BUTTON, which price shall be payment in full for furnishing and installing the pedestrian push-button to the satisfaction of the Engineer.

REMOVE EXISTING SERVICE INSTALLATION

Effective: October 19, 1990

This work shall consist of removing the existing service installation at the location shown on the Plans and disposing of the material as directed by the Engineer. The existing service installation material to be removed is to remain the property of the Contractor. The Contractor may use their discretion to remove the material assembled or disassembled. The removal of the existing wood service pole shall be removed as part of this item.

Basis of Payment: This work will be paid for at the contract unit price each for REMOVE EXISTING SERVICE INSTALLATION, which price shall be payment in full for removing the service installation and disposing of it as directed by the Engineer.

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

Effective: May 1, 1992

Revised: October 1, 1996

This work shall conform to Section 850 of The Standard Specifications for Road and Bridge Construction.

Basis of Payment: This work will be paid for at the contract unit price each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION, which price shall be payment in full for all materials, equipment, and labor needed to perform the work specified.

RELOCATE VIDEO VEHICLE DETECTION SYSTEM

This work shall consist of relocating the video vehicle detection system that is to be utilized in conjunction with the temporary traffic signals. Once the proposed traffic signals and equipment are operational, the video vehicle detection system shall be relocated to the mast arm locations as specified in the plans.

Basis of Payment: This work will be paid for at the contract unit price each for RELOCATE VIDEO VEHICLE DETECTION SYSTEM, which price shall be payment in full for all material and labor needed to perform the work specified.

CAT 5 ETHERNET CABLE

Revised: March 22, 2018

This work shall be in accordance with Sections 873, 1076, and 1088 of the Standard Specifications except as modified herein.

This work shall consist of furnishing and installing an outdoor rated CAT5E cable in conduits, handholes, and poles.

The cable shall be rated for outdoor use and conform to the following specifications:

- Outdoor CMX Rated Jacket (climate/oil resistant jacket)
- UV Resistant Outer Jacket Material (PVC-UV, UV Stabilized)
- Outer Jacket Ripcord
- Designed For Outdoor Above- Ground or Conduit Duct applications
- Cat5E rated to 350MHz (great for 10/100 or even 1000mbps Gigabit Ethernet)
- Meets TIA/EIA 568b.2 Standard
- Unshielded Twist Pair
- 4 Pairs, 8 Conductors
- 24AWG, Solid Core Copper
- UL 444 ANSI TIA/EIA-568.2 ISO/IEC 11801
- RoHS Compliant
- Water Blocking Gel

Basis of Payment:

This work will be paid for at the contract unit price per Foot for CAT 5 ETHERNET CABLE, which shall be payment in full for all labor, equipment, and materials required to provide and install the cable described above, complete.

ETHERNET SWITCH

Revised: March 22, 2018

Description:

This work shall consist of providing a hardened Ethernet Switch, including the applicable power supply. Two 10km single-mode fiber optic modules shall be supplied with each Ethernet switch.

The Contractor shall furnish the following equipment (MATERIAL ONLY) and deliver it to the Department:

There are no support requirements associated with this pay item.

The Ethernet Switch shall meet the following material specifications:

1. Overall switch station capacity and flexibility: Managed Gigabit Ethernet switch with 7 10/100BaseT(X) ports, and 3 10/100/1000BaseT(X) or 100/1000BaseSFP combo ports, with -40 to 75°C operating temperature. In addition, the switch shall include a SFP module with 1 1000BaseLX port with LC connector for 10 km transmission, with -40 to 85°C operating temperature.
2. Cabling options: The switch shall be able to utilize a variety of connecting interfaces including 10/100Base(T)X, 10/100/1000Base(T)X, and 1000BaseSX/LX/LHX/ZX (LC connector).
3. Port configuration options: Port configurations shall be accessible via a standard web browser without requiring special vendor software. Port configuration changes shall be possible by personnel without special IT training. The configuration can be done via a console UI, telnet connection or command line interface. All T(X) ports shall provide cable autocross capability.

The Ethernet Switch shall be compatible with following network and software requirements:

1. Networking and Software: The Ethernet switches shall be IEEE802.3/802.3u/802.3ab/802.3z/802.3x/802.1D-2004/802.1w/802.1s/802.1Q/802.1p/802.1X/802.3ad compliant. The switch shall support the following standards and software interfaces:
 - a. Redundant fast/Gigabit Ethernet ring capability
 - b. IGMP Snooping and GMRP for filtering multicast traffic from industrial Ethernet protocols
 - c. Supports IEEE 802.1Q VLAN and GVRP protocol to ease network planning
 - d. Supports QoS-IEEE 802.1p/1Q and TOS/DiffServ to increase determinism
 - e. Supports 802.3ad, LACP for optimum bandwidth utilization
 - f. Supports TACACS+, SNMPv3, IEEE 802.1X, HTTPS, and SSH to enhance network security

- g. Support EtherNet/IP, PROFINET, and Modbus/TCP protocols for device management and monitoring
 - h. SNMPv1/v2c/v3 for different levels of network management security
 - i. Bandwidth management to prevent unpredictable network status
 - j. Lock port for authorized MAC address access only
 - k. Port mirroring for online debugging
 - l. Automatic warning by exception through e-mail, relay output
 - m. Digital inputs to integrate a sensor and alarm with an IP network
 - n. Automatic recovery of connected device IP addresses
 - o. Line-swap fast recovery
2. Port Trunking for Flexible Network Connection: Maximum of four trunk groups for all Gigabit ports with maximum of 8 trunk ports for each trunk group shall be available. The user shall be able to either choose the type of the trunk group to be "Static" or "LACP."
 3. IP Addressing Approach Options: IP addresses shall be set over the network using BootP/DHCP. The user shall have the capability to disable BootP or DHCP network based IP address changes. In addition, the switch shall support both a serial port and web page based manual (static) addressing approach.
 4. Ethernet Packet Transfer Accuracy and Capacity: The switch shall be capable of forwarding valid Ethernet frames using the store and forward method or equivalent method and the address table shall have a maximum capacity of 8192 addresses.
 5. Quality of Service Functions Enhance Determinism: The switches shall be able to read IEEE 802.1Q VLAN priority tags, and support a minimum of a low, normal, medium and high priority buffer. High priority messages shall be able to process before low priority messages. It also shall support QoS-IEEE 802.1p/1Q and TOS/DiffServ.
 6. SNMP Traps: The switches shall support sending SNMP messages to maximum 2 SNMP "Trap" server and The SNMP traps IP addresses shall be settable through a web browser interface.
 7. Multicast Message Control for Filtering Multicast Traffic: The switches shall be able to support IEEE 802.1D-1998 GMRP (GARP Multicast Registration Protocol), and IGMP (Internet Group Management Protocol).
 8. Port Access Control Enhances User Authentication: The switches shall support IEEE 802.1X and Static Port Lock for Port-Base Access Control.
 9. Accessible IP Settings: It shall allow the user to add or remove "Legal" remote host IP addresses to prevent unauthorized access. Access to switch shall be controlled by IP address. That is, if a host's IP address is in the accessible IP table, then the host shall be allowed access to the switch.
 10. Additional network and software requirements shall be met:
 - a. IEEE 802.1X, HTTPS, and SSH to Enhance Network Security
 - b. Bandwidth Management Prevents Unpredictable Network Status
 - c. Port mirroring for Online Debugging
 - d. Automatic Warning by Exception through Email and Relay Output
 - e. Digital Inputs to Integrate Sensors and Alarms with IP Networks
 - f. Automatic Recovery of Connected Device's IP Addresses
 - g. Line-swap Fast Recovery
 - h. Support EDS-SNMP OPC Server Pro
 - i. Software based IEEE 1588 PTP (Precision Time Protocol) for precise time synchronization of networks
 - j. DHCP Option 82 for IP address assignment with different policies
 - k. Modbus/TCP / EtherNet/IP / PROFINET industrial Ethernet protocols supported

- l. Supports LLDP (Link Layer Discovery Protocol)
- m. Turbo Ring™ and Turbo Chain™ (< 20ms recovery time for fast Ethernet ports and < 50 ms recovery time for Gigabit Ethernet ports at full load) and STP/RSTP (IEEE 802.1w/D)+

The Ethernet Switch shall meet the following general installation requirements:

1. Mounting: The switch shall be DIN-Rail or wall mountable
2. Power supply: Low voltage ranges: 12/24/48 VDC (9.6-60 VDC). In addition, a provision shall be made such that the loss of a power supply may be user configurable to trigger a hardware (i.e. relay contact), SNMP, e-mail and web page alarms.
3. Environmental specifications: Temperature & humidity - The switch shall have operating temperature ranges of -10 to 60°C or -40 to 75°C. In addition, the switch shall be rated to withstand a maximum continuous operating humidity of 95% without condensation.
4. Electronical Noise Immunity: The switch will conform to the IEC61000-4-2 to 4-8 series of noise specifications as specified below:
 - IEC 61000-4-2Electrostatic Discharge: Criterion A
 - IEC 61000-4-3Radiated Noise Immunity: Criterion A
 - IEC 61000-4-4Fast Transient (Burst) Withstand: Criterion A
 - IEC 61000-4-5Surge Voltage: Criterion A
 - IEC 61000-4-6Conducted Noise Interference: Criterion A
 - IEC 61000-4-8Electromagnetic Field withstand: Criterion A
 - IEC 61000-4-12
 - IEC 61000-4-29
5. Shock & Vibration: The operating shock rating shall conform to IEC60068-2-27 and withstand a 15 g, 11 ms duration, and 18 shocks. In addition, the operating vibration spec shall conform to IEC60068-2-6 (Criterion 3) at 1 mm, 2 Hz - 13.2 Hz, 90 min.; 0.7g, 13.2 Hz - 100 Hz, 90 min.; 3.5 mm, 3 Hz - 9 Hz, 10 cycles, 1 octave/min.; 1g, 9 Hz - 150 Hz, 10 cycles, 1 octave/min.
6. Switch shall be compliant with IEC 62443-4-2.

The Ethernet Switch shall meet the following hardware based diagnostics and user interfaces requirements:

1. Alarm contact: The switch shall contain an alarm contact that can be configured via standard web browser to annunciate the drop out of either or both power supply inputs and/or to annunciate the active link status of any combination of ports. A Fault LED will be provided to indicate the status of the alarm contact.
2. LED Indications
3. Diagnostic display for internal switch status
4. Serial Port: The switch shall include a USB serial port that can be accessed by computers with hyper terminal or equivalent capability. The serial console connection manner shall require a short USB cable applied to connect the switch to a PC's USB port.

The Ethernet switch shall meet the following security requirements:

1. Port Disable: unused ports shall be able to be disabled to prevent unauthorized access.
2. It shall support IEEE 802.1X and SSL to enhance network security.
3. Switch configuration password protection
4. https/SSL

The Ethernet switch shall have following communication redundancy:

1. The switch shall be able to detect and compensate for the failure of another switch, cable disruption or hardware failure of one or more ports.
2. IEEE standards based redundancy, including IEEE 802.1D/W spanning tree
Turbo Ring: Gigabit Ethernet redundant ring capability (Turbo Ring V2: recovery time <20ms for fast Ethernet ports; < 50 ms for Gigabit Ethernet ports). Ring coupling function to integrate different Turbo Ring for distributed application
3. Turbo Chain function for a multiple-ring architecture (recovery time <20ms for fast Ethernet ports; <50 ms for Gigabit Ethernet ports)

The Ethernet switch shall be compatible with following software suite that assists with installation, operation, maintenance, and diagnostics of the existing network:

1. The switch must be compliant with a mass configuration tool:
 - a. The tool must contain a security wizard for convenient setup of security-related parameters.
 - b. The tool must allow for topology analysis to eliminate manual setting errors
 - c. The tool must contain a configuration overview for efficient management
2. The switch shall be compliant with network management software (NMS).
 - a. The NMS must allow for auto-discovery of network devices and physical connections.
 - b. The NMS must allow for event playback for quick troubleshooting
 - c. The NMS must allow for color-coded VLAN/IGMP groups and other visualized network data.
 - d. The NMS must allow for a security view for the security status of network devices.
 - e. The NMS must support a mobile app for remote monitoring and notification.
3. The switch must be compliant with a stand-alone data collection tool to take network snapshots for quick troubleshooting.
 - a. The collection tool must allow for the ability to compare network and device data and then highlight the differences.

Construction:

The Contractor shall deliver the Ethernet Switches, power supplies, and fiber optic modules, to the District 6 Bureau of Operations, Traffic Signal Section, 650 North Lincoln Avenue – Bldg. E, Springfield, IL. It is the Contractor's responsibility to coordinate the delivery location and time with District 6 Operations.

Phone Numbers: 217-558-6718 (Stan Clow) or 217-558-6695 (Bill Shaw)

Basis of Payment:

This work will be paid for at the contract unit price per each for ETHERNET SWITCH which price shall be payment in full for all labor, materials, and equipment required to provide the equipment specified above and deliver it to the Department.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Description. This work shall consist of the removal and disposal of regulated substances according to Section 669 of the Standard Specifications as revised below.

Contract Specific Work Areas. The excavated soil and groundwater within the work areas listed below shall be managed as either “uncontaminated soil”, hazardous waste, special waste or non-special waste. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

Site 3308-3 – Wheels Unlimited, 314 West Washington Street, Pittsfield, Pike County

- Station 24+17 to Station 24+37 (CL US 54/IL 106), 0 to 40 feet RT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-5 – Church of the Nazarene, 227 West Washington Street, Pittsfield, Pike County

- Station 23+71 to Station 24+01 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-6 – Community Center, 224 West Washington Street, Pittsfield, Pike County

- Station 23+75 to Station 24+00 (CL US 54/IL 106), 0 to 40 feet RT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-7 – Ayerco Convenience Center, 101 North Memorial Street, Pittsfield, Pike County

- Station 20+30 to Station 20+63 (CL US 54/IL 106), 0 to 40 feet RT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-8 – Farmers National Bank of Griggsville, 201 West Washington Street, Pittsfield, Pike County

- Station 20+34 to Station 20+56 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-9 – First Baptist Church, 104 South Memorial Street, Pittsfield, Pike County

- Station 19+62 to Station 19+95 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-10 – Commercial Building, 128 West Washington Street, Pittsfield, Pike County

- Station 19+52 to Station 19+86 (CL US 54/IL 106), 0 to 40 feet RT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-14 – Commercial Building, 100 Block of West Washington Street, Pittsfield, Pike County

- Station 16+18 to Station 16+73 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-15 – Commercial Building, 101 to 107 West Washington Street, Pittsfield, Pike County

- Station 15+31 to Station 15+68 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-17 – Pike County Governmental Building, 121 East Washington Street, Pittsfield, Pike County

- Station 12+00 to Station 12+22 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-18 – United Community Bank, 1 Professional Plaza, Pittsfield, Pike County

- Station 11+18 to Station 11+44 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-19 – Vacant Lot, 200 Block of East Washington Street, Pittsfield, Pike County

- Station 11+06 to Station 11+57 (CL US 54/IL 106), 0 to 40 feet RT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-20 – Commercial Building, 224 East Washington Street, Pittsfield, Pike County

- Station 7+86 to Station 8+73 (CL US 54/IL 106), 0 to 40 feet RT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-21 – Jiffi Stop, 105 South Jackson Street, Pittsfield, Pike County

- Station 7+63 to Station 8+08 (CL US 54/IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-22 – Casey’s Gas Station, 321 East Washington Street, Pittsfield, Pike County

- Station 1000+20 to Station 1000+42 (CL IL 106), 0 to 40 feet RT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-23 – Residence, 302 East Washington Street, Pittsfield, Pike County

- Station 1000+28 to Station 100+86 (CL IL 106), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-24 – Parking Lot, 100 Block of North Jackson Street, Pittsfield, Pike County

- Station 3+76 to Station 4+02 (CL IL 107), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 3308-27 – St. Mary’s Catholic Church, 226 East Adams Street, Pittsfield, Pike County

- Station 4+55 to Station 4+95 (CL IL 107), 0 to 40 feet LT: The Engineer has determined that this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Work Zones

Three distinct OSHA HAZWOPER work zones (exclusion, decontamination, and support) shall apply to projects adjacent to or within sites with documented leaking underground storage tank (LUST) incidents, or sites under management in accordance with the requirements of the Site Remediation Program (SRP), Resource Conservation and Recovery Act (RCRA), or Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or as deemed necessary. For this project, the work zones apply for the following ISGS PESA Sites: **Site 3308-5 (Church of the Nazarene), Site 3308-6 (Community Center), Site 3308-7 (Ayerco), Site 3308-8 (Farmer National Bank of Griggsville), Site 3308-10 (Commercial Building), Site 3308-18 (United Community Bank), Site 3308-19 (Vacant Lot), Site 3308-20 (Commercial Building), Site 3308-21 (Jiffi Stop), Site 3308-22 (Casey’s Gas Station), Site 3308-23 (Residence).**

Additional information on the above sites collected during the Phase I Engineering process is available through the District’s Environmental Studies Unit (DESU).

PIPE UNDERDRAINS FOR STRUCTURES

Effective: May 17, 2000

Revised: January 22, 2010

Description. This work shall consist of furnishing and installing a pipe underdrain system as shown on the plans, as specified herein, and as directed by the Engineer.

Materials. Materials shall meet the requirements as set forth below:

The perforated pipe underdrain shall be according to Article 601.02 of the Standard Specifications. Outlet pipes or pipes connecting to a separate storm sewer system shall not be perforated.

The drainage aggregate shall be a combination of one or more of the following gradations, FA1, FA2, CA5, CA7, CA8, CA11, or CA13 thru 16, according to Sections 1003 and 1004 of the Standard Specifications.

The fabric surrounding the drainage aggregate shall be Geotechnical Fabric for French Drains according to Article 1080.05 of the Standard Specifications.

Construction Requirements. All work shall be according to the applicable requirements of Section 601 of the Standard Specifications except as modified below.

The pipe underdrains shall consist of a perforated pipe drain situated at the bottom of an area of drainage aggregate wrapped completely in geotechnical fabric and shall be installed to the lines and gradients as shown on the plans.

Method of Measurement. Pipe Underdrains for Structures shall be measured for payment in feet (meters), in place. Measurement shall be along the centerline of the pipe underdrains. All connectors, outlet pipes, elbows, and all other miscellaneous items shall be included in the measurement. Concrete headwalls shall be included in the cost of Pipe Underdrains for Structures, but shall not be included in the measurement for payment.

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for PIPE UNDERDRAINS FOR STRUCTURES of the diameter specified. Furnishing and installation of the drainage aggregate, geotechnical fabric, forming holes in structural elements and any excavation required, will not be paid for separately, but shall be included in the cost of the pipe underdrains for structures.

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)

Effective: November 2, 2006

Revised: August 1, 2017

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The bidder shall indicate with their bid whether or not this special provision will be part of the contract.

The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and preventative maintenance type surface treatments that are part of the original proposed construction, or added as extra work and paid for by agreed unit prices. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, joint filling/sealing, or extra work paid for at a lump sum price or by force account.

Method of Adjustment. Bituminous materials cost adjustments will be computed as follows.

$$CA = (BPI_P - BPI_L) \times (\%AC_V / 100) \times Q$$

Where: CA = Cost Adjustment, \$.
BPI_P = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).
BPI_L = Bituminous Price Index, as published by the Department for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, \$/ton (\$/metric ton).
%AC_V = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC_V will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC_V and undiluted emulsified asphalt will be considered to be 65% AC_V.
Q = Authorized construction Quantity, tons (metric tons) (see below).

For HMA mixtures measured in square yards: $Q, \text{ tons} = A \times D \times (G_{mb} \times 46.8) / 2000$. For HMA mixtures measured in square meters: $Q, \text{ metric tons} = A \times D \times (G_{mb} \times 1) / 1000$. When computing adjustments for full-depth HMA pavement, separate calculations will be made for the binder and surface courses to account for their different G_{mb} and % AC_V.

For bituminous materials measured in gallons: $Q, \text{ tons} = V \times 8.33 \text{ lb/gal} \times SG / 2000$
For bituminous materials measured in liters: $Q, \text{ metric tons} = V \times 1.0 \text{ kg/L} \times SG / 1000$

Where: A = Area of the HMA mixture, sq yd (sq m).
D = Depth of the HMA mixture, in. (mm).
G_{mb} = Average bulk specific gravity of the mixture, from the approved mix design.
V = Volume of the bituminous material, gal (L).
SG = Specific Gravity of bituminous material as shown on the bill of lading.

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

$$\text{Percent Difference} = \{(BPI_L - BPI_P) \div BPI_L\} \times 100$$

Bituminous materials cost adjustments will be calculated for each calendar month in which applicable bituminous material is placed; and will be paid or deducted when all other contract requirements for the work placed during the month are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

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: March 2, 2019

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

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

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

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

- (a) Withholding progress payments;
- (b) Assessing sanctions;
- (c) Liquidated damages; and/or
- (d) Disqualifying the Contractor from future bidding as non-responsible.

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

CONTRACT GOAL TO BE ACHIEVED BY THE CONTRACTOR. This contract includes a specific DBE utilization goal established by the Department. The goal has been included because the Department has determined the work of this contract has subcontracting opportunities that may be suitable for performance by DBE companies. The determination is based on an assessment of the type of work, the location of the work, and the availability of DBE companies to do a part of the work. The assessment indicates, in the absence of unlawful discrimination and in an arena of fair and open competition, DBE companies can be expected to perform **6.00%** of the work. This percentage is set as the DBE participation goal for this contract. Consequently, in addition to the other award criteria established for this contract, the Department will only award this contract to a bidder who makes a good faith effort to meet this goal of DBE participation in the performance of the work. A bidder makes a good faith effort for award consideration if either of the following is done in accordance with the procedures set for in this Special Provision:

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

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

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

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

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

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

- (a) The following is a list of types of action that the Department will consider as part of the evaluation of the bidder's good faith efforts to obtain participation. These listed factors are not intended to be a mandatory checklist and are not intended to be exhaustive. Other factors or efforts brought to the attention of the Department may be relevant in appropriate cases and will be considered by the Department.
- (1) Soliciting through all reasonable and available means (e.g. attendance at pre-bid meetings, advertising and/or written notices) the interest of all certified DBE companies that have the capability to perform the work of the contract. The bidder must solicit this interest within sufficient time to allow the DBE companies to respond to the solicitation. The bidder must determine with certainty if the DBE companies are interested by taking appropriate steps to follow up initial solicitations.
 - (2) Selecting portions of the work to be performed by DBE companies in order to increase the likelihood that the DBE goals will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate DBE participation, even when the Contractor might otherwise prefer to perform these work items with its own forces.
 - (3) Providing interested DBE companies with adequate information about the plans, specifications, and requirements of the contract in a timely manner to assist them in responding to a solicitation.
 - (4) a. Negotiating in good faith with interested DBE companies. It is the bidder's responsibility to make a portion of the work available to DBE subcontractors and suppliers and to select those portions of the work or material needs consistent with the available DBE subcontractors and suppliers, so as to facilitate DBE participation. Evidence of such negotiation includes the names, addresses, and telephone numbers of DBE companies that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why additional agreements could not be reached for DBE companies to perform the work.
 - b. A bidder using good business judgment would consider a number of factors in negotiating with subcontractors, including DBE subcontractors, and would take a firm's price and capabilities as well as contract goals into consideration. However, the fact that there may be some additional costs involved in finding and using DBE companies is not in itself sufficient reason for a bidder's failure to meet the contract DBE goal, as long as such costs are reasonable. Also the ability or desire of a bidder to perform the work of a contract with its own organization does not relieve the bidder of the responsibility to make good faith efforts. Bidders are not, however, required to accept higher quotes from DBE companies if the price difference is excessive or unreasonable. In accordance with the above Bidding Procedures, the documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

- (5) Not rejecting DBE companies as being unqualified without sound reasons based on a thorough investigation of their capabilities. The bidder's standing within its industry, membership in specific groups, organizations, or associations and political or social affiliations (for example union vs. non-union employee status) are not legitimate causes for the rejection or non-solicitation of bids in the bidder's efforts to meet the project goal.
 - (6) Making efforts to assist interested DBE companies in obtaining bonding, lines of credit, or insurance as required by the recipient or Contractor.
 - (7) Making efforts to assist interested DBE companies in obtaining necessary equipment, supplies, materials, or related assistance or services.
 - (8) Effectively using the services of available minority/women community organizations; minority/women contractors' groups; local, state, and federal minority/women business assistance offices; and other organizations as allowed on a case-by-case basis to provide assistance in the recruitment and placement of DBE companies.
- (b) If the Department determines the bidder has made a good faith effort to secure the work commitment of DBE companies to meet the contract goal, the Department will award the contract provided it is otherwise eligible for award. If the Department determines the bidder has failed to meet the requirements of this Special Provision or that a good faith effort has not been made, the Department will notify the responsible company official designated in the Utilization Plan that the bid is not responsive. The notification will also include a statement of reasons for the adverse determination. If the Utilization Plan is not approved because it is deficient as a technical matter, unless waived by the Department, the bidder will be notified and will be allowed no more than a five calendar day period to cure the deficiency.
- (c) The bidder may request administrative reconsideration of an adverse determination by emailing the Department at "DOT.DBE.UP@illinois.gov" within the five calendar days after the receipt of the notification of the determination. The determination shall become final if a request is not made on or before the fifth calendar day. A request may provide additional written documentation or argument concerning the issues raised in the determination statement of reasons, provided the documentation and arguments address efforts made prior to submitting the bid. The request will be reviewed by the Department's Reconsideration Officer. The Reconsideration Officer will extend an opportunity to the bidder to meet in person to consider all issues of documentation and whether the bidder made a good faith effort to meet the goal. After the review by the Reconsideration Officer, the bidder will be sent a written decision within ten working days after receipt of the request for reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. A final decision by the Reconsideration Officer that a good faith effort was made shall approve the Utilization Plan submitted by the bidder and shall clear the contract for award. A final decision that a good faith effort was not made shall render the bid not responsive.

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

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

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

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

- (2) The DBE is aware its work will be deleted or will experience underruns and has agreed in writing to the change. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so; or
- (3) The DBE is not capable of performing the replacement work or has declined to perform the work at a reasonable competitive price. If this occurs, the Contractor shall substitute other work of equivalent value to a certified DBE or provide documentation of good faith efforts to do so.

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

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

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

- (1) The listed DBE subcontractor fails or refuses to execute a written contract;
- (2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided, however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the Contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the Contractor's reasonable, nondiscriminatory bond requirements;

- (4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
- (5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant 2 CFR Parts 180, 215 and 1200 or applicable state law.
- (6) The Contractor has determined the listed DBE subcontractor is not a responsible contractor;
- (7) The listed DBE subcontractor voluntarily withdraws from the projects and provides written notice to the Contractor of its withdrawal;
- (8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- (9) A DBE owner dies or becomes disabled with the result that the listed DBE subcontractor is unable to complete its work on the contract;
- (10) Other documented good cause that compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the Contractor seeks to terminate a DBE it relied upon to obtain the contract so that the Contractor can self-perform the work for which the DBE contractor was engaged or so that the Contractor can substitute another DBE or non-DBE contractor after contract award.

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

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

- (g) **ENFORCEMENT.** The Department reserves the right to withhold payment to the Contractor to enforce the provisions of this Special Provision. Final payment shall not be made on the contract until such time as the Contractor submits sufficient documentation demonstrating achievement of the goal in accordance with this Special Provision or after liquidated damages have been determined and collected.
- (h) **RECONSIDERATION.** Notwithstanding any other provision of the contract, including but not limited to Article 109.09 of the Standard Specifications, the Contractor may request administrative reconsideration of a decision to deduct the amount of the goal not achieved as liquidated damages. A request to reconsider shall be delivered to the Contract Compliance Section and shall be handled and considered in the same manner as set forth in paragraph (c) of "Good Faith Effort Procedures" of this Special Provision, except a final decision that a good faith effort was not made during contract performance to achieve the goal agreed to in the Utilization Plan shall be the final administrative decision of the Department. The result of the reconsideration process is not administratively appealable to the U.S. Department of Transportation.

DISPOSAL FEES (BDE)

Effective: November 1, 2018

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

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

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

- a. Name, classification, date, daily hours, total hours, rate, and extension for each laborer and foreman. Payrolls shall be submitted to substantiate actual wages paid if so requested by the Engineer.

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

EMULSIFIED ASPHALTS (BDE)

Effective: August 1, 2019

Revise Article 1032.06 of the Standard Specifications to read:

"1032.06 Emulsified Asphalts. Emulsified asphalts will be accepted according to the current Bureau of Materials Policy Memorandum, "Emulsified Asphalt Acceptance Procedure". These materials shall be homogeneous and shall show no separation of asphalt after thorough mixing, within 30 days after delivery, provided separation has not been caused by freezing. They shall coat the aggregate being used in the work to the satisfaction of the Engineer and shall be according to the following requirements.

- (a) Anionic Emulsified Asphalt. Anionic emulsified asphalts RS-1, RS-2, HFRS-2, SS-1h, and SS-1 shall be according to AASHTO M 140, except as follows.
 - (1) The cement mixing test will be waived when the emulsion is being used as a tack coat.
 - (2) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.

(b) Cationic Emulsified Asphalt. Cationic emulsified asphalts CRS-1, CRS-2, CSS-1h, and CSS-1 shall be according to AASHTO M 208, except as follows.

- (1) The cement mixing test will be waived when the emulsion is being used as a tack coat.
- (2) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.

(c) High Float Emulsion. High float emulsions HFE-90, HFE-150, and HFE-300 are medium setting and shall be according to the following table.

Test	HFE-90	HFE-150	HFE-300
Viscosity, Saybolt Furol, at 122 °F (50 °C), (AASHTO T 59), SFS ^{1/}	50 min.	50 min.	50 min.
Sieve Test, No. 20 (850 µm), retained on sieve, (AASHTO T 59), %	0.10 max.	0.10 max.	0.10 max.
Storage Stability Test, 1 day, (AASHTO T 59), %	1 max.	1 max.	1 max.
Coating Test (All Grades), (AASHTO T 59), 3 minutes	stone coated thoroughly		
Distillation Test, (AASHTO T 59): Residue from distillation test to 500 °F (260 °C), % Oil distillate by volume, %	65 min. 7 max.	65 min. 7 max.	65 min. 7 max.
Characteristics of residue from distillation test to 500 °F (260 °C): Penetration at 77 °F (25 °C), (AASHTO T 49), 100 g, 5 sec, dmm	90-150	150-300	300 min.
Float Test at 140 °F (60 °C), (AASHTO T 50), sec.	1200 min.	1200 min.	1200 min.

1/ The emulsion shall be pumpable.

(d) Penetrating Emulsified Prime. Penetrating Emulsified Prime (PEP) shall be according to AASHTO T 59, except as follows.

Test	Result
Viscosity, Saybolt Furol, at 77 °F (25 °C), SFS	75 max.
Sieve test, retained on No. 20 (850 µm) sieve, %	0.10 max.
Distillation to 500 °F (260 °C) residue, %	38 min.
Oil distillate by volume, %	4 max.

The PEP shall be tested according to the current Bureau of Materials Illinois Laboratory Test Procedure (ILTP), "Sand Penetration Test of Penetrating Emulsified Prime (PEP)". The time of penetration shall be equal to or less than that of MC-30. The depth of penetration shall be equal to or greater than that of MC-30.

- (e) Delete this subparagraph.
- (f) Polymer Modified Emulsified Asphalt. Polymer modified emulsified asphalts, e.g. SS-1hP, CSS-1hP, CRS-2P (formerly CRSP), CQS-1hP (formerly CSS-1h Latex Modified) and HFRS-2P (formerly HFP) shall be according to AASHTO M 316, except as follows.
- (1) The cement mixing test will be waived when the polymer modified emulsion is being used as a tack coat.
 - (2) CQS-1hP (formerly CSS-1h Latex Modified) emulsion for micro-surfacing treatments shall use latex as the modifier.
 - (3) Upon examination of the storage stability test cylinder after standing undisturbed for 24 hours, the surface shall show minimal to no white, milky colored substance and shall be a homogenous brown color throughout.
 - (4) The distillation for all polymer modified emulsions shall be performed according to AASHTO T 59, except the temperature shall be 374 ± 9 °F (190 ± 5 °C) to be held for a period of 15 minutes and measured using an ASTM 16F (16C) thermometer.
 - (5) The specified temperature for the Elastic Recovery test for all polymer modified emulsions shall be 50.0 ± 1.0 °F (10.0 ± 0.5 °C).
 - (6) The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent.
- (g) Non-Tracking Emulsified Asphalt. Non-tracking emulsified asphalt NTEA (formerly SS-1vh) shall be according to the following.

Test	Requirement
Saybolt Viscosity at 77 °F (25 °C), (AASHTO T 59), SFS	20-100
Storage Stability Test, 24 hr, (AASHTO T 59), %	1 max.
Residue by Distillation, 500 ± 10 °F (260 ± 5 °C), or Residue by Evaporation, 325 ± 5 °F (163 ± 3 °C), (AASHTO T 59), %	50 min.
Sieve Test, No. 20 (850 µm), (AASHTO T 59), %	0.3 max.
Tests on Residue from Evaporation	
Penetration at 77 °F (25 °C), 100 g, 5 sec, (AASHTO T 49), dmm	40 max.
Softening Point, (AASHTO T 53), °F (°C)	135 (57) min.
Ash Content, (AASHTO T 111), % ^{1/}	1 max.

1/ The Solubility in Trichloroethylene test according to AASHTO T 44 may be run in lieu of Ash Content and shall meet a minimum of 97.5 percent

The different grades are, in general, used for the following.

Grade	Use
SS-1, SS-1h, RS-1, RS-2, CSS-1, CRS-1, CRS-2, CSS-1h, HFE-90, SS-1hP, CSS-1hP, NTEA (formerly SS-1vh)	Tack Coat
PEP	Prime Coat
RS-2, HFE-90, HFE-150, HFE-300, CRS-2P (formerly CRSP), HFRS-2P (formerly HFP), CRS-2, HFRS-2	Bituminous Surface Treatment
CQS-1hP (formerly CSS-1h Latex Modified)	Micro-Surfacing Slurry Sealing Cape Seal”

ENGINEER’S FIELD OFFICE AND LABORATORY (BDE)

Effective: January 1, 2020

Revise the last sentence of the first paragraph of Article 670.01 of the Standard Specifications to read:

“The building shall remain available for use until released by the Engineer.”

Revise the fifth and sixth paragraphs of Article 670.02 of the Standard Specifications to read:

“Sanitary facilities shall include hot and cold potable running water, lavatory and toilet as an integral part of the office where available. A portable toilet, if necessary, shall be serviced once per week. Solid waste disposal consisting of two waste baskets and an outside trash container of sufficient size to accommodate a weekly provided pick-up service.

In addition, the following furniture and equipment meeting the approval of the Engineer shall be furnished.”

Revise Article 670.02(b) through 670.02(r) of the Standard Specifications to read:

- “(b) One desk with minimum working surface of 48 x 72 in. (1.2 x 1.8 m).
- (c) Two free standing four drawer legal size file cabinets with lock and an underwriters’ laboratories insulated file device 350 degrees one hour rating.
- (d) Table(s) and chairs capable of seating 10 people.
- (e) One equipment cabinet of minimum inside dimension of 44 in. (1100 mm) high x 24 in. (600 mm) wide x 30 in. (750 mm) deep with lock. The walls shall be of steel with a 3/32 in. (2 mm) minimum thickness with concealed hinges and enclosed lock constructed in such a manner as to prevent entry by force. The cabinet assembly shall be permanently attached to a structural element of the field office in a manner to prevent theft of the entire cabinet.

- (f) One refrigerator with a minimum size of 14 cu ft (0.40 cu m) with a freezer unit.
- (g) One electric desk type tape printing calculator.
- (h) A minimum of two communication paths. The configuration shall include:
 - (1) Internet Connection. An internet service connection with a wireless router capable of providing service to a minimum of five devices. The internet service shall be for unlimited data with a minimum internet data download speed of 25 megabits per second. For areas where this minimum download speed is not available, the maximum speed available for the area shall be provided.
 - (2) Telephone Line. One landline touch tone telephone with voicemail or answering machine. The telephone shall have an unpublished number.
- (i) One plain paper wireless color printer capable of reproducing prints up to 11 x 17 in. (280 x 432 mm) with an automatic feed tray. Separate paper trays for letter size and 11 x 17 in. (280 x 432 mm) paper shall be provided. The wireless printer shall also be equipped to copy in color and scan documents.
- (j) One electric water cooler dispenser.
- (k) One first-aid cabinet fully equipped.
- (l) One microwave oven (minimum 700 watt) with a turntable and 1 cu ft (0.03 cu m) minimum capacity.
- (m) One fire-proof safe, 0.5 cu ft (0.01 cu m) minimum capacity.
- (n) One electric paper shredder.
- (o) One post mounted rain gauge, located on the project site for each 5 miles (8 km) of project length.”

Revise the last sentence of the first paragraph of Articles 670.04 and 670.05 of the Standard Specifications to read:

“Doors and windows shall be equipped with locks.”

Revise Article 670.04(c) through 670.04(n) of the Standard Specifications to read:

“(c) Two folding chairs.

- (d) One equipment cabinet of minimum inside dimension of 44 in. (1100 mm) high x 24 in. (600 mm) wide x 30 in. (750 mm) deep with lock. The walls shall be of steel with a 3/32 in. (2 mm) minimum thickness with concealed hinges and enclosed lock constructed to prevent entry by force. The cabinet assembly shall be permanently attached to a structural element of the field office to prevent theft of the entire cabinet.

(e) A minimum of two communication paths. The configuration shall include:

(1) Internet Connection. An internet service connection with a wireless router capable of providing service to a minimum of five devices. The internet service shall be for unlimited data with a minimum internet download speed of 25 megabits per second. For areas where this minimum download speed is not available, the maximum speed available for the area shall be provided.

(2) Telephone Line. One land line touch tone telephone with voicemail or answering machine. The telephone shall have an unpublished number.

(f) One electric desk type tape printing calculator.

(g) One first-aid cabinet fully equipped.

(h) One plain paper wireless color printer capable of reproducing prints up to 11 x 17 in. (280 x 432 mm) with an automatic feed tray. Separate paper trays for letter size and 11 x 17 in. (280 x 432 mm) paper shall be provided. The wireless printer shall also be equipped to copy in color and scan documents.

(i) A portable toilet meeting Federal, State, and local health department requirements shall be provided, maintained clean and in good working condition, and shall be stocked with lavatory and sanitary supplies at all times. The portable toilet shall be serviced once per week.

(j) One electric water cooler dispenser.

(k) One refrigerator with a minimum size of 14 cu ft (0.45 cu m) with a freezer unit.

(l) One microwave oven (minimum 700 watt) with a turntable and 1 cu ft (0.03 cu m) minimum capacity.”

Revise Article 670.05(f) of the Standard Specifications to read:

“(f) One landline touch tone telephone with voicemail or an answering machine. The telephone shall have an unpublished number.”

Delete the last sentence of the second paragraph of Article 670.06 of the Standard Specifications.

Revise the fifth sentence of the first paragraph of Article 670.07 of the Supplemental Specifications to read:

“This price shall include all utility costs and shall reflect the salvage value of the building or buildings, equipment, and furniture which remain the property of the Contractor after release by the Engineer, except the Department will pay that portion of the monthly long distance and monthly local telephone, when combined, exceed \$250.”

EQUIPMENT PARKING AND STORAGE (BDE)

Effective: November 1, 2017

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

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

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

GEOTECHNICAL FABRIC FOR PIPE UNDERDRAINS AND FRENCH DRAINS (BDE)

Effective: November 1, 2019

Revise Article 1080.01(a) of the Standard Specifications to read:

- “ (a) Fabric Materials. Fabric materials shall be as follows.
- (1) Knitted Fabric. Knitted fabric envelope shall be Type A according to ASTM D 6707 and be a continuous one piece knitted polymeric material that fits over the pipe underdrain like a sleeve. It shall be free from any chemical treatment or coating that might significantly reduce porosity and permittivity.
 - (2) Woven or Nonwoven Fabric. The fabric shall be Class 3 according to AASHTO M 288 and consist of woven yarns or nonwoven filaments of polyolefins or polyesters. Woven slit film geotextiles (i.e. geotextiles made from yarns of a flat, tape like character) shall not be permitted. The yarns or filaments shall be dimensionally stable (i.e. maintain their relative position with respect to each other) and resistant to delamination. The yarns or filaments shall be free from any chemical treatment or coating that might significantly reduce porosity and permittivity.

(3) Physical Properties. The physical properties for knitted, woven, and nonwoven fabrics shall be according to the following.

PHYSICAL PROPERTIES			
	Knitted ^{1/}	Woven ^{2/}	Nonwoven ^{2/}
Grab Strength, lb (N) ASTM D 4632 ^{3/}	--	180 (800) min.	112 (500) min.
Elongation/Grab Strain, % ASTM D 4632 ^{3/}	--	49 max.	50 min.
Trapezoidal Tear Strength, lb (N) ASTM D 4533 ^{3/}	--	67 (300) min.	40 (180) min.
Puncture Strength, lb (N) ASTM D 6241 ^{3/}	180 (800) min.	370 (1650) min.	222 (990) min.
Apparent Opening Size, Sieve No. (mm) ASTM D 4751 ^{4/}	30 (0.60) max.	40 (0.425) max.	40 (0.425) max.
Permittivity, sec ⁻¹ ASTM D 4491	1.0 min.		
Ultraviolet Stability, % retained strength after 500 hours of exposure ASTM D 4355	--	50 min.	50 min.

1/ Manufacturer's certification to meet test requirements.

2/ NTPEP results or manufacturer's certification to meet test requirements.

3/ Values represent the minimum average roll value (MARV) in the weaker principle direction [machine direction (MD) or cross-machine direction (XD)].

4/ Values represent the maximum average roll value."

Revise Article 1080.05 of the Standard Specifications to read:

“1080.05 Geotechnical Fabric for French Drains and Pipe Underdrains, Type 2. Geotechnical fabric for french drains and pipe underdrains, Type 2 shall be Class 3 according to AASHTO M 288 and consist of woven yarns or nonwoven filaments of polyolefins or polyesters. Woven slit film geotextiles (i.e. geotextiles made from yarns of a flat, tape-like character) shall not be permitted. The yarns or filaments shall be dimensionally stable (i.e. maintain their relative position with respect to each other) and resistant to delamination. The yarns or filaments shall be free from any chemical treatment or coating that might significantly reduce porosity and permittivity.

The fabric shall be according to the following.

PHYSICAL PROPERTIES ^{1/}		
	Woven	Nonwoven
Grab Strength, lb (N) ASTM D 4632 ^{2/}	180 (800) min.	112 (500) min.
Elongation/Grab Strain, % ASTM D 4632 ^{2/}	49 max.	50 min.
Trapezoidal Tear Strength, lb (N) ASTM D 4533 ^{2/}	67 (300) min.	40 (180) min.
Puncture Strength, lb (N) ASTM D 6241 ^{2/}	370 (1650) min.	222 (990) min.
Apparent Opening Size, Sieve No. (mm) ASTM D 4751 ^{3/}	60 (0.25) max.	
Permittivity, sec ⁻¹ ASTM D 4491	0.2 min.	
Ultraviolet Stability % retained strength after 500 hours of exposure - ASTM D 4355	50 min.	

- 1/ NTPEP results to meet test requirements. Manufacturer shall have public release status and current reports on laboratory results in Test Data of NTPEP's DataMine.
- 2/ Values represent the minimum average roll value (MARV) in the weaker principle direction [machine direction (MD) or cross-machine direction (XD)].
- 3/ Values represent the maximum average roll value."

HOT-MIX ASPHALT – BINDER AND SURFACE COURSE (BDE)

Effective: July 2, 2019

Revised: November 1, 2019

Description. This work shall consist of constructing a hot-mix asphalt (HMA) binder and/or surface course on a prepared base. Work shall be according to Sections 406 and 1030 of the Standard Specifications, except as modified herein.

Materials. Add the following after the second paragraph of Article 1003.03(c):

“For mixture IL-9.5FG, at least 67 percent of the required fine aggregate fraction shall consist of either stone sand, slag sand, steel slag sand, or combinations thereof meeting FA 20 gradation.”

Revise Article 1004.03(c) to read:

“(c) Gradation. The coarse aggregate gradations shall be as listed in the following table.

Use	Size/Application	Gradation No.
Class A-1, A-2, & A-3	3/8 in. (10 mm) Seal	CA 16 or CA 20
Class A-1	1/2 in. (13 mm) Seal	CA 15
Class A-2 & A-3	Cover Coat	CA 14
HMA High ESAL	IL-19.0	CA 11 ^{1/}
	SMA 12.5 ^{2/}	CA 13, CA 14, or CA 16
	SMA 9.5 ^{2/}	CA 13 or CA 16 ^{3/}
	IL-9.5	CA 16
	IL-9.5FG	CA 16
HMA Low ESAL	IL-19.0L	CA 11 ^{1/}
	IL-9.5L	CA 16

1/ CA 16 or CA 13 may be blended with the CA 11.

2/ The coarse aggregates used shall be capable of being combined with stone sand, slag sand, or steel slag sand meeting the FA/FM 20 gradation and mineral filler to meet the approved mix design and the mix requirements noted herein.

3/ The specified coarse aggregate gradations may be blended.”

HMA Nomenclature. Revise the “High ESAL” portion of the table in Article 1030.01 to read:

“High ESAL	Binder Courses	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75, SMA 12.5, SMA 9.5
	Surface Courses	IL-9.5, IL-9.5FG, SMA 12.5, SMA 9.5”

Mixture Design. Revise the table in Article 1030.04(a)(1) and add SMA 9.5 and IL-9.5FG mixture compositions as follows:

"HIGH ESAL, MIXTURE COMPOSITION (% PASSING) ^{1/}						
Sieve Size	SMA 12.5 ^{5/}		SMA 9.5 ^{5/}		IL-9.5FG	
	min.	max.	min.	max.	min.	max.
1 in. (25 mm)						
3/4 in. (19 mm)		100		100		
1/2 in. (12.5 mm)	90	99	95	100		100
3/8 in. (9.5 mm)	50	85	70	95	90	100
#4 4.75 mm)	20	40	30	50	60	75
#8 (2.36 mm)	16	24 ^{4/}	20	30	45	60
#16 (1.18 mm)				21	25	40
#30 (600 μm)				18	15	30
#50 (300 μm)				15	8	15
#100 (150 μm)					6	10
#200 (75 μm)	8.0	11.0 ^{3/}	8.0	11.0 ^{3/}	4.0	6.5
#635 (20 μm)		≤ 3.0		≤ 3.0		
Ratio of Dust/Asphalt Binder						1.0

- 1/ Based on percent of total aggregate weight.
- 2/ The mixture composition shall not exceed 44 percent passing the #8 (2.36 mm) sieve for surface courses with N_{design} = 90.
- 3/ Additional minus No. 200 (0.075 mm) material required by the mix design shall be mineral filler, unless otherwise approved by the Engineer.
- 4/ When establishing the adjusted job mix formula (AJMF) the percent passing the #8 (2.36 mm) sieve shall not be adjusted above 24 percent.
- 5/ When the bulk specific gravity (G_{sb}) of the component aggregates vary by more than 0.2, the blend gradations shall be based on volumetric percentage."

Revise the table in Article 1030.04(b)(1) to read:

"VOLUMETRIC REQUIREMENTS, High ESAL				
Ndesign	Voids in the Mineral Aggregate (VMA), % minimum			Voids Filled with Asphalt Binder (VFA), %
	IL-19.0	IL-9.5 IL-9.5FG	IL-4.75 ^{1/}	
50	13.5	15.0	18.5	65 - 78 ^{2/}
70			65 - 75 ^{3/}	
90				

- 1/ Maximum draindown for IL-4.75 shall be 0.3 percent.
- 2/ VFA for IL-4.75 shall be 76-83 percent.
- 3/ VFA for IL-9.5FG shall be 65-78 percent."

Revise the table in Article 1030.04(b)(3) to read:

"VOLUMETRIC REQUIREMENTS, SMA 12.5 ^{1/} and SMA 9.5 ^{1/}				
ESALs (million)	Ndesign	Design Air Voids Target, %	Voids in the Mineral Aggregate (VMA), % min.	Voids Filled with Asphalt (VFA), %
≤ 10	50	4.0	16.0	75 - 80
> 10	80	4.0	17.0	75 - 80

- 1/ Maximum draindown shall be 0.3 percent."

Quality Control/Quality Assurance (QC/QA). Revise the third paragraph of Article 1030.05(d)(3) to read:

"If the Contractor and Engineer agree the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined according to the QC/QA document "Determination of Random Density Test Site Locations". Core densities shall be determined using the Illinois Modified AASHTO T 166 or T 275 procedure."

Add the following paragraphs to the end of Article 1030.05(d)(3):

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement). Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location.

When a longitudinal joint sealant (LJS) is applied, longitudinal joint density testing will not be required on the joint(s) sealed.”

Revise the second table in Article 1030.05(d)(4) and its notes to read:

“DENSITY CONTROL LIMITS			
Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density, minimum
IL-4.75	Ndesign = 50	93.0 – 97.4 % ^{1/}	91.0%
IL-9.5FG	Ndesign = 50 - 90	93.0 – 97.4 %	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0 %	90.0%
IL-9.5, IL-9.5L,	Ndesign < 90	92.5 – 97.4 %	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0 %	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} – 97.4 %	90.0%
SMA	Ndesign = 50 or 80	93.5 – 97.4 %	91.0%

1/ Density shall be determined by cores or by correlated, approved thin lift nuclear gauge.

2/ 92.0 % when placed as first lift on an unimproved subgrade.”

Equipment. Add the following to Article 1101.01 of the Standard Specifications:

“(h) Oscillatory Roller. The oscillatory roller shall be self-propelled and provide a smooth operation when starting, stopping, or reversing directions. The oscillatory roller shall be able to operate in a mode that will provide tangential impact force with or without vertical impact force by using at least one drum. The oscillatory roller shall be equipped with water tanks and sprinkling devices, or other approved methods, which shall be used to wet the drums to prevent material pickup. The drum(s) amplitude and frequency of the tangential and vertical impact force shall be approximately the same in each direction and meet the following requirements:

- (1) The minimum diameter of the drum(s) shall be 42 in. (1070 mm);
- (2) The minimum length of the drum(s) shall be 57 in. (1480 mm);
- (3) The minimum unit static force on the drum(s) shall be 125 lb/in. (22 N/m); and
- (4) The minimum force on the oscillatory drum shall be 18,000 lb (80 kN).”

CONSTRUCTION REQUIREMENTS

Add the following to Article 406.03 of the Standard Specifications:

“(j) Oscillatory Roller1101.01”

Revise the third paragraph of Article 406.05(a) to read:

“All depressions of 1 in. (25 mm) or more in the surface of the existing pavement shall be filled with binder. At locations where heavy disintegration and deep spalling exists, the area shall be cleaned of all loose and unsound material, tacked, and filled with binder (hand method).”

Revise Article 406.05(c) to read.

“(c) Binder (Hand Method). Binder placed other than with a finishing machine will be designated as binder (hand method) and shall be compacted with a roller to the satisfaction of the Engineer. Hand tamping will be permitted when approved by the Engineer.”

Revise the special conditions for mixture IL-4.75 in Article 406.06(b)(2)e. to read:

“e. The mixture shall be overlaid within 5 days of being placed.”

Revise Article 406.06(d) to read:

“(d) Lift Thickness. The minimum compacted lift thickness for HMA binder and surface courses shall be as follows.

MINIMUM COMPACTED LIFT THICKNESS	
Mixture Composition	Thickness, in. (mm)
IL-4.75	3/4 (19) - over HMA surfaces ^{1/} 1 (25) - over PCC surfaces ^{1/}
IL-9.5FG	1 1/4 (32)
IL-9.5, IL-9.5L	1 1/2 (38)
SMA 9.5	1 1/2 (38)
SMA 12.5	2 (51)
IL-19.0, IL-19.0L	2 1/4 (57)

1/ The maximum compacted lift thickness for mixture IL-4.75 shall be 1 1/4 in. (32 mm).”

Revise Table 1 and Note 3/ of Table 1 in Article 406.07(a) of the Standard Specifications to read:

“TABLE 1 - MINIMUM ROLLER REQUIREMENTS FOR HMA				
	Breakdown Roller (one of the following)	Intermediate Roller	Final Roller (one or more of the following)	Density Requirement
Binder and Surface ^{1/}	V _D , P ^{3/} , T _B , 3W, O _T , O _B	P ^{3/} , O _T , O _B	V _S , T _B , T _F , O _T	As specified in Articles: 1030.05(d)(3), (d)(4), and (d)(7).
IL-4.75 and SMA ^{4/ 5/}	T _B , 3W, O _T	--	T _F , 3W, O _T	
Bridge Decks ^{2/}	T _B	--	T _F	As specified in Articles 582.05 and 582.06.

3/ A vibratory roller (V_D) or oscillatory roller (O_T or O_B) may be used in lieu of the pneumatic-tired roller on mixtures containing polymer modified asphalt binder.”

Add the following to EQUIPMENT DEFINITION in Article 406.07(a) contained in the Errata of the Supplemental Specifications:

- “O_T - Oscillatory roller, tangential impact mode. Maximum speed is 3.0 mph (4.8 km/h) or 264 ft/min (80 m/min).
- O_B - Oscillatory roller, tangential and vertical impact mode, operated at a speed to produce not less than 10 vertical impacts/ft (30 impacts/m).”

Basis of Payment. Replace the second through the fifth paragraphs of Article 406.14 with the following:

“HMA binder and surface courses will be paid for at the contract unit price per ton (metric ton) for MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS; HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE (HAND METHOD), of the Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, of the mixture composition, friction aggregate, and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition, friction aggregate, and Ndesign specified.”

HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: August 1, 2018

Revised: November 1, 2019

Add the following to Article 406.02 of the Standard Specifications.

- “(d) Longitudinal Joint Sealant (LJS)1032”

Add the following to Article 406.03 of the Standard Specifications.

- “(k) Longitudinal Joint Sealant (LJS) Pressure Distributor (Note 2)
- (l) Longitudinal Joint Sealant (LJS) Melter Kettle (Note 3)

Note 2. When a pressure distributor is used to apply the LJS, the distributor shall be equipped with a heating and recirculating system along with a functioning auger agitating system or vertical shaft mixer in the hauling tank to prevent localized overheating. The distributor shall be equipped with a guide or laser system to aid in proper placement of the LJS application.

Note 3. When a melter kettle is used to transport and apply the LJS, the melter kettle shall be an oil jacketed double-boiler with agitating and recirculating systems. Material from the kettle may be dispensed through a pressure feed wand with an applicator shoe or through a pressure feed wand into a hand-operated thermal push cart.”

Revise Article 406.06(g)(2) of the Standard Specifications to read:

“(2) Longitudinal Joints. Unless prohibited by stage construction, any HMA lift shall be complete before construction of the subsequent lift. The longitudinal joint in all lifts shall be at the centerline of the pavement if the roadway comprises two lanes in width, or at lane width if the roadway is more than two lanes in width.

When stage construction prohibits the total completion of a particular lift, the longitudinal joint in one lift shall be offset from the longitudinal joint in the preceding lift by not less than 3 in. (75 mm). The longitudinal joint in the surface course shall be at the centerline of the pavement if the roadway comprises two lanes in width, or at lane width if the roadway is more than two lanes in width.

A notched wedge longitudinal joint shall be used between successive passes of HMA binder course that has a difference in elevation of greater than 2 in. (50 mm) between lanes on pavement that is open to traffic.

The notched wedge longitudinal joint shall consist of a 1 to 1 1/2 in. (25 to 38 mm) vertical notch at the lane line, a 9 to 12 in. (230 to 300 mm) wide uniform taper sloped toward and extending into the open lane, and a second 1 to 1 1/2 in. (25 to 38 mm) vertical notch at the outside edge.

The notched wedge longitudinal joint shall be formed by the strike off device on the paver. The wedge shall then be compacted by the joint roller.

Tack coat shall be applied to the entire surface of the notched wedge joint immediately prior to placing the adjacent lift of binder. The material shall be uniformly applied at a rate of 0.05 to 0.1 gal/sq yd (0.2 to 0.5 L/sq m).

When the use of longitudinal joint sealant (LJS) is specified, the surface to which the LJS is applied shall be thoroughly cleaned and dry. The LJS may be placed before or after the tack coat. When placed after the tack coat, the tack shall be fully cured prior to placement of the LJS.

The LJS shall be applied in a single pass with a pressure distributor, melter kettle, or hand applied from a roll. At the time of installation, the pavement surface temperature and the ambient temperature shall be a minimum of 40 °F (4 °C) and rising.

The LJS shall be applied at a width of 18 in. (450 mm) \pm 1 1/2 in. (38 mm) and centered \pm 2 in. (\pm 50 mm) under the joint of the next HMA lift to be constructed. If the LJS flows more than 2 in. (50 mm) from the initial placement width, LJS placement shall stop and remedial action shall be taken.

When starting another run of LJS placement, suitable release paper shall be placed over the previous application of LJS to prevent doubling up of thickness of LJS.

The application rate of LJS shall be according to the following.

LJS Application Table			
Overlay Thickness in. (mm)	Coarse Graded Application Rate ^{1/} (IL-19.0, IL-19.0L, IL-9.5, IL-9.5L, IL-4.75) lb/ft (kg/m)	Fine Graded Application Rate ^{1/} lb/ft (kg/m)	SMA Mixtures ^{1/2/}
3/4 (19)	0.88 (1.31)		
1 (25)	1.15 (1.71)		
1 1/4 (32)	1.31 (1.95)	0.88 (1.31)	
1 1/2 (38)	1.47 (2.19)	0.95 (1.42)	1.26 (1.88)
1 3/4 (44)	1.63 (2.43)	1.03 (1.54)	1.38 (2.06)
2 (50)	1.80 (2.68)	1.11 (1.65)	1.51 (2.25)
≥ 2 1/4 (60)	1.96 (2.92)		

1/ The application rate has a surface demand for liquid included within it. The thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application, provided the correct width and application rate are maintained.

2/ If the joint is between SMA and either Coarse Graded or Fine Graded, the SMA rate shall be used.

The Contractor shall furnish to the Engineer a bill of lading for each tanker supplying material to the project. The application rate of LJS shall be verified within the first 1000 ft (300 m) of the day's placement and every 12,000 ft (3600 m) thereafter. A suitable paper or pan shall be placed at a random location in the path of the LJS. After application of the LJS, the paper or pan shall be picked up, weighed, and the application rate calculated. The tolerance between the application rate shown in the LJS Application Table and the calculated rate shall be ± 10 percent. The LJS shall be replaced in the area where the sample was taken.

A 1 qt (1 L) sample shall be taken from the pressure distributor or melting kettle at the jobsite once for each contract and sent to the Central Bureau of Materials.

The LJS shall be suitable for construction traffic to drive on without pickup or tracking of the LJS within 30 minutes of placement. If pickup or tracking occurs, LJS placement shall stop and damaged areas shall be repaired.

Prior to paving, the Contractor shall ensure the paver end plate and grade control device is adequately raised above the finished height of the LJS.

The LJS shall not flush to the final surface of the HMA pavement.”

Add the following paragraph after the second paragraph of Article 406.13(b) of the Standard Specifications.

“Application of longitudinal joint sealant (LJS) will be measured for payment in place in feet (meters).”

Add the following paragraph after the first paragraph of Article 406.14 of the Standard Specifications.

“Longitudinal joint sealant will be paid for at the contract unit price per foot (meter) for LONGITUDINAL JOINT SEALANT.”

Add the following to Section 1032 of the Standard Specifications.

“1032.12 Longitudinal Joint Sealant (LJS). Longitudinal joint sealant (LJS) will be accepted according to the current Bureau of Materials and Physical Research Policy Memorandum, “Performance Graded Asphalt Binder Acceptance Procedure” with the following exceptions: Article 3.1.9 and 3.4.1.4 of the policy memorandum will be excluded. The bituminous material used for the LJS shall be according to the following table. Elastomers shall be added to a base asphalt and shall be either a styrene-butadiene diblock or triblock copolymer without oil extension, or a styrene-butadiene rubber. Air blown asphalt, acid modification, or other modifiers will not be allowed. LJS in the form of pre-formed rollout banding may also be used.

Test	Test Requirement	Test Method
Dynamic shear @ 88°C (unaged), G*/sin δ, kPa	1.00 min.	AASHTO T 315
Creep stiffness @ -18°C (unaged), Stiffness (S), MPa m-value	300 max. 0.300 min.	AASHTO T 313
Ash, %	1.0 – 4.0	AASHTO T 111
Elastic Recovery, 100 mm elongation, cut immediately, 25°C, %	70 min.	ASTM D 6084 (Procedure A)
Separation of Polymer, Difference in °C of the softening point (ring and ball)	3 max.	ITP Separation of Polymer from Asphalt Binder”

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (MODIFIED FOR I-FIT DATA COLLECTION) (BDE)

Effective: January 1, 2019

Revised: January 2, 2020

Description. This special provision requires the Illinois Flexibility Index Test (I-FIT) be used during mixture design verification and production testing for all hot-mix asphalt (HMA) mixtures.

Mixture Design. Add the following to the list of referenced standards in Article 1030.04 of the Standard Specifications:

“Illinois Modified AASHTO TP 124 Determining the Fracture Potential of Asphalt Mixtures Using the Illinois Flexibility Index Test (I-FIT)”

Revise Article 1030.04(d) of the Standard Specifications to read:

“(d) Verification Testing. During mixture design, prepared samples shall be submitted to the District laboratory for verification testing. The required testing, and number and size of prepared samples submitted, shall be according to the following tables.

High ESAL – Required Samples for Verification Testing ^{1/}		
Mixture	Hamburg Wheel Testing and I-FIT Testing	Tensile Strength Testing
Binder	total of 3 - 160 mm tall bricks ^{2/}	6 - 95 mm tall bricks
Surface	total of 4 - 160 mm tall bricks ^{2/}	6 - 95 mm tall bricks

Low ESAL – Required Samples for Verification Testing ^{1/}		
Mixture	I-FIT Testing	Tensile Strength Testing
Binder	1 - 160 mm tall brick ^{2/}	6 - 95 mm tall bricks
Surface	2 - 160 mm tall bricks ^{2/}	6 - 95 mm tall bricks

1/ Prepared samples shall be compacted gyratory bricks yielding test specimens with 7.0 ± 1.0% air voids.

2/ If the Contractor does not possess the equipment to prepare the 160 mm tall brick(s), twice as many 115 mm tall compacted gyratory bricks will be acceptable.

New and renewal mix designs shall meet the following requirements for verification testing.

- (1) Hamburg Wheel Test Criteria. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements ^{1/}	
PG Grade	Minimum Number of Wheel Passes
PG 58-xx (or lower)	5,000
PG 64-xx	7,500
PG 70-xx	15,000
PG 76-xx (or higher)	20,000

1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or less, loose Warm Mix Asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg Wheel specimens.

- (2) Tensile Strength Criteria. Tensile strength testing shall be according to the Illinois Modified AASHTO T 283 procedure. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder. The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa).
- (3) I-FIT Flexibility Index (FI) Criteria. I-FIT testing will be according to Illinois Modified AASHTO TP 124 and the results will be for informational purposes only.

If a mix fails the Department’s verification testing, the Contractor shall make necessary changes to the mix and provide passing Hamburg Wheel and Tensile Strength test results from a private lab. The Department will verify the passing results.”

Start of HMA Production and Job Mix Formula (JMF) Adjustments. Revise Article 1030.06(a) of the Standard Specifications to read:

- “(a) High ESAL Mixtures. A test strip will be required at the beginning of HMA production for each mixture according to the Manual of Test Procedures for Materials “Hot Mix Asphalt Test Strip Procedures”. A test strip will not be required for shoulder applications or HMA mixtures with a quantity less than 3000 tons (2750 metric tons); however, such mixtures shall still be sampled on the first day of production for the Hamburg Wheel and I-FIT testing.

Before start-up, target values shall be determined by applying gradation correction factors to the JMF when applicable. These correction factors shall be determined from previous experience. The target values, when approved by the Engineer, shall be used to control HMA production. Plant settings and control charts shall be set according to target values.

Before constructing the test strip, target values shall be determined by applying gradation correction factors to the JMF when applicable. After any JMF adjustment, the JMF shall become the Adjusted Job Mix Formula (AJMF). Upon completion of the first acceptable test strip, the JMF shall become the AJMF regardless of whether or not the JMF has been adjusted. If an adjustment/plant change is made, the Engineer may require a new test strip to be constructed. If the HMA placed during the initial test strip is determined to be unacceptable to remain in place by the Engineer, it shall be removed and replaced.

The limitations between the JMF and AJMF are as follows.

Parameter	Adjustment
1/2 in. (12.5 mm)	± 5.0 %
No. 4 (4.75 mm)	± 4.0 %
No. 8 (2.36 mm)	± 3.0 %
No. 30 (600 µm)	*
No. 200 (75 µm)	*
Asphalt Binder Content	± 0.3 %

* In no case shall the target for the amount passing be greater than the JMF.

Adjustments outside the above limitations will require a new mix design.

Mixture sampled to represent the test strip shall include approximately 60 lb (27 kg) of additional material for the Department to conduct Hamburg Wheel testing and approximately 80 lb (36 kg) of additional material for the Department to conduct I-FIT testing. Within one working day after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the Hamburg Wheel and I-FIT testing shall be according to the "High ESAL - Required Samples for Verification Testing" table in Article 1030.04(d) above.

Mixture sampled during production for Hamburg Wheel and I-FIT will be tested by the Department. The Hamburg Wheel results shall meet the requirements specified in Article 1030.04(d) above.

Upon notification by the Engineer of a failing Hamburg Wheel test and prior to restarting production, the Contractor shall make necessary adjustments approved by the Engineer to the mixture production and submit another mixture sample for the Department to conduct Hamburg testing. Prior produced material may be paved out provided all other mixture criteria is being met. Upon consecutive failing Hamburg Wheel tests, no additional mixture shall be produced until the Engineer receives passing Hamburg Wheel test results.

The Department may conduct additional Hamburg Wheel testing on production material as determined by the Engineer."

Add the following to the end of Article 1030.06(b) of the Standard Specifications:

“I-FIT testing will be performed for Low ESAL mixtures (excluding Class D patches, pavement patching and incidental HMA) during mixture production. Within one working day after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the I-FIT testing shall be according to the “Low ESAL - Required Samples for Verification Testing” table in Article 1030.04(d) above.”

HOT MIX ASPHALT – QUALITY CONTROL FOR PERFORMANCE (BDE)

Effective: April 1, 2017

Revised: July 2, 2019

Description. This special provision describes the procedures for production, placement and payment of hot-mix asphalt (HMA) under the quality control for performance (QCP) program; as well as the requirements for intelligent compaction. This special provision shall apply to the HMA mixtures specified in the plans. This work shall be according to the Standard Specifications and the special provision, “Hot-Mix Asphalt Binder and Surface Course” except as modified herein.

Delete Articles:	406.06(b)(1), 2 nd Paragraph	(Temperature Requirements)
	406.06(b)(2)d.	(Temperature Requirements)
	406.06(b)(3)b.	(Temperature Requirements)
	406.06(e), 3 rd Paragraph	(Paver Speed Requirements)
	406.07(b)	(Rolling)
	406.07(c)	(Density)
	1030.05(a)(4, 5, 9,)	(QC/QA Documents)
	1030.05(d)(2)a.	(Plant Tests)
	1030.05(d)(2)b.	(Dust-to-Asphalt and Moisture Content)
	1030.05(d)(2)d.	(Small Tonnage)
	1030.05(d)(2)f.	(HMA Sampling)
	1030.05(d)(3)	(Required Field Tests)
	1030.05(d)(4)	(Control Limits)
	1030.05(d)(5)	(Control Charts)
	1030.05(d)(7)	(Corrective Action for Field Tests (Density))
	1030.05(e)	(Quality Assurance by the Engineer)
	1030.05(f)	(Acceptance by the Engineer)
	1030.06(a), 2 nd paragraph	(Before start-up...)

Definitions.

- (a) Quality Control (QC). All production and construction activities by the Contractor required to achieve the required level of quality.
- (b) Quality Assurance (QA). All monitoring and testing activities by the Engineer required to assess product quality, level of payment, and acceptability of the product.
- (c) Pay Parameters. Pay parameters shall be field voids in the mineral aggregate (Field VMA), voids, and density. Field VMA will be calculated using the combined aggregates bulk specific gravity (G_{sb}) from the mix design.

- (d) Mixture Lot. A mixture lot shall begin once an acceptable test strip has been completed and the adjusted job mix formula has been determined. If the test strip is waived, a mixture lot shall begin with the start of production. A mixture lot shall consist of four sublots unless it is the last or only lot, in which case it may consist of as few as one subplot.
- (e) Mixture Sublot. A mixture subplot for Field VMA, voids, and dust/AC shall be a maximum of 1000 tons (910 metric tons).
- (1) If the remaining quantity is greater than 200 tons (180 metric tons) but less than 1000 tons (910 metric tons), the last mixture subplot will be that quantity.
- (2) If the remaining quantity is 200 tons (180 metric tons) or less, the quantity shall be combined with the previous mixture subplot.
- (f) Density Interval. Density intervals shall be every 0.2 miles (320 m) for lift thicknesses of 3 in. (75 mm) or less and 0.1 miles (160 m) for lift thicknesses greater than 3 in. (75 mm). If a density interval is less than 200 ft (60 m), it will be combined with the previous density interval.
- (g) Density Sublot. A density subplot shall be the average of five consecutive density intervals.
- (1) If less than three density intervals remain outside a density subplot, they shall be included in the previous density subplot.
- (2) If three or more density intervals remain, they shall be considered a density subplot.
- (h) Density Test. A density test shall consist of a core taken at a random location within each density interval.

When establishing the target density, the HMA maximum theoretical gravity (G_{mm}) shall be based on the running average of four Department test results. Initial G_{mm} shall be based on the average of the first four test results. If less than four G_{mm} results are available, an average of all available Department G_{mm} test results shall be used.

Pre-Production Meeting. The Engineer will schedule a pre-production meeting prior to the start of production. The HMA QC Plan, test frequencies, and responsibilities of all parties involved in testing will be addressed. The Engineer will provide the random locations, tonnages, and subplot selected from each lot in a sealed envelope for the Contractor to sign at the pre-production meeting or prior to paving. The locations, tonnages, and subplot selected from each lot may be adjusted due to field conditions according to the Department's Manual of Test Procedures for Materials "PFP and QCP Hot-Mix Asphalt Random Jobsite Sampling" and "PFP and QCP Random Density Procedure". The signed sealed envelope will be given to the Contractor after paving is complete, along with documentation of any adjustments. Personnel attending the meetings may include the following:

- (a) Resident Engineer
- (b) District Mixture Control Representative
- (c) QC Manager
- (d) Contractor Paving Superintendent
- (e) Any consultant involved in any part of the HMA sampling or testing on this project

Quality Control (QC) by the Contractor. The Contractor’s QC plan shall include the schedule of testing for both pay parameters and non-pay parameters required to control the product such as asphalt binder content and mixture gradation. The minimum test frequency shall be according to Table 1.

Table 1

Minimum Quality Control Sampling and Testing Requirements		
Quality Characteristic	Minimum Test Frequency	
Mixture Gradation	1 per subplot	
Asphalt Binder Content		
Dust/AC Ratio		
Field VMA		
Voids		G_{mb}
		G_{mm}

The Contractor’s splits in conjunction with other quality control tests shall be used to control production.

The Contractor shall submit split jobsite mix sample test results to the Engineer within 48 hours of the time of sampling. All QC testing shall be performed in a qualified laboratory by personnel who have successfully completed the Department’s HMA Level I training.

Intelligent Compaction. When a “Number of Roller Passes” is specified in the HMA Mixture Requirements table on the plans, the Contractor may opt to use intelligent compaction (IC) in lieu of density testing. Coring according to the Department’s Manual of Test Procedures for Materials “PFP and QCP Random Density Procedure” is required and will be used for pay adjustments for density sublots that are not in compliance with the contract specifications.

The IC equipment shall be mounted on the breakdown roller(s) and shall record GPS location data, roller pass counts, roller speeds, and HMA mat temperatures. Each day, the accuracy of the GPS and temperature data shall be verified and documented. If the verification fails or is not performed, the IC data will not be used for the affected density sublots.

The IC data for each density subplot shall be analyzed using Veta software to determine the average roller speed, percent roller coverage, and average mat surface temperature for the initial roller pass. The Contractor shall submit these summary results, and if requested the raw data from the IC equipment and the data analysis software, to the Engineer within 24 hours of each day of paving using IC.

The required number of roller passes shall be as specified on the plans. The roller speeds shall be according to Article 406.07. The minimum roller coverage shall be 90 percent. The average HMA mat temperature for the initial break down roller pass shall be according to Table 2.

Table 2

Asphalt Mixture Type	Temperature Range (°F (°C))
Warm Mix Asphalt	215-275 °F (102-135 °C)
IL-4.75	300-350 °F (155-175 °C)
HMA using SBS PG76-22	300-350 °F (155-175 °C)
HMA using SBS PG76-28	300-350 °F (155-175 °C)
HMA using SBS PG70-22	300-350 °F (155-175 °C)
HMA using SBS PG70-28	300-350 °F (155-175 °C)
Other HMA not listed above	260-325 °F (125-165 °C)

Quality Assurance (QA) by the Engineer. Quality Assurance by the Engineer will be as follows.

- (a) Voids, Field VMA, and Dust/AC Ratio. The Engineer will determine the random tonnage and the Contractor shall be responsible for obtaining the sample according to the Department’s Manual of Test Procedures for Materials “PFP and QCP Hot-Mix Asphalt Random Jobsite Sampling Procedure”.
- (b) Density: After final rolling, the Engineer will identify the random core locations within each density testing interval according to the Department’s Manual of Test Procedures for Materials “PFP and QCP Random Density Procedure”.

The Contractor shall cut the 4 in. (100 mm) cores within the same day and prior to opening to traffic unless otherwise approved by the Engineer. All core holes shall be filled immediately upon completion of coring. All water shall be removed from the core holes prior to filling. All core holes shall be filled with a rapid hardening mortar or concrete which shall be mixed in a separate container prior to placement in the hole. Any depressions in the surface of the filled core holes greater than 1/4 in. (6 mm) at the time of final inspection will require removal of the fill material to the depth of the lift thickness and replacement.

The Engineer will witness and secure all mixture and density samples. The Contractor shall transport the secured sample to a location designated by the Engineer.

The Engineer will select at random one split sample from each lot for testing of voids, Field VMA and dust/AC ratio. The Engineer will test a minimum of one sample per project. The Engineer will test all of the pavement cores for density unless intelligent compaction is used. All QA testing will be performed in a qualified laboratory by personnel who have successfully completed the Department’s HMA Level I training. QA test results will be available to the Contractor within ten working days from receipt of secured cores and split mixture samples and after the last subplot from each lot.

The Engineer will maintain a complete record of all Department test results and copies will be provided to the Contractor with each set of subplot results. The records will contain, at a minimum, the originals of all Department test results and raw data, random numbers used and resulting calculations for sampling locations, and quality level analysis calculations.

If the QA results for a subplot meet the precision limits listed in Table 3, the QA results will be defined as the final mixture QA results for that subplot. If QA results for a subplot do not meet the precision limits listed in Table 3, the Department will verify the results by retesting the retained split sample. The retest will replace the original results and will be defined as the final mixture QA results for that subplot.

If the final mixture QA results for the random subplot do not meet the 100 percent subplot pay factor limits or do not compare to QC results within the precision limits in Table 3, the Engineer will test all split subplot mix samples for the lot.

Table 3

Test Parameter	Limits of Precision
G _{mb}	0.030
G _{mm}	0.026
Field VMA	1.0 %

Acceptance by the Engineer. All of the Department's tests shall be within the acceptable limits listed in Table 4.

Table 4

Parameter		Acceptable Limits
Field VMA		-1.0 – +3.0% ^{1/}
Voids		2.0 – 6.0%
Density	IL-19.0, IL-9.5, IL-9.5FG, IL-4.75	90.0 – 98.0%
	SMA 12.5, SMA 9.5	92.0 – 98.0%
Dust / AC Ratio		0.4 – 1.6 ^{2/}

1/ Based on minimum required VMA from mix design

2/ Does not apply to SMA.

In addition, no visible pavement distresses shall be present such as, but not limited to, segregation, excessive coarse aggregate fracturing or flushing.

Basis of Payment. Payment will be based on the calculation of the composite pay factor using QA test results for each mixture according to the Department’s Manual of Test Procedures for Materials “QCP Pay Calculation” document.

If intelligent compaction is successfully implemented, the Contractor will receive 100 percent for the density pay factor in Equation 1 of the “QCP Pay Calculation” document for each applicable HMA mixture; otherwise, the density tests and pay adjustments will apply. The pay factor for each density subplot will be based upon either intelligent compaction or density tests and the two will not be mixed.

Dust/AC Ratio. A monetary deduction will be made using the pay adjustment table below for dust/AC ratios that deviate from the 0.6 to 1.2 range. If the tested mixture subplot is outside of this range, the Department will test the remaining sublots for dust/AC pay adjustment.

Table 5

Dust/AC Pay Adjustment Table ^{1/}	
Range	Deduct / subplot
$0.6 \leq X \leq 1.2$	\$0
$0.5 \leq X < 0.6$ or $1.2 < X \leq 1.4$	\$1000
$0.4 \leq X < 0.5$ or $1.4 < X \leq 1.6$	\$3000
$X < 0.4$ or $X > 1.6$	Shall be removed and replaced

1/ Does not apply to SMA.

LUMINAIRES, LED (BDE)

Effective: April 1, 2019

Description. This work shall consist of furnishing and installing light emitting diode (LED) luminaires. Work shall be according to Sections 801, 821, and 1067 of the Standard Specifications, except as modified herein.

Submittals. In addition to the requirements listed in Article 801.05(a), submittals for LED luminaires shall include the following.

- Completed manufacturer’s luminaire ordering form with the full catalog number provided.
- Descriptive literature and catalog cuts for the luminaire, driver, and surge protective device.
- Lighting calculations generated with AGi32 software demonstrating compliance with the Luminaire Performance Table shown in the contract. These calculations shall be performed to the following criteria: photopic units shall be used; calculations shall be performed to an accuracy of two digits (x.xx cd/m²); point-by-point illuminance, luminance, and veiling luminance ratios demonstrating that the submitted luminaire meets the lighting metrics specified in the Luminaire Performance Table using IES RP-8 methods.

Upon request by the Engineer, submittals for LED Luminaires shall also include any or all the following.

- IES file associated with each submitted luminaire in IES LM-63 format.
- TM-21 calculator spreadsheet (XLSX or PDF format) and if available, TM-28 report for the specified luminaire or luminaire family. Both reports shall be for 50,000 hours at an ambient temperature of 77 °F (25 °C).
- LM-79 report with National Voluntary Laboratory Accreditation Program (NVLAP) current at the time of testing in PDF format inclusive of the following: isofootcandle diagram with half candela contour and maximum candela point; polar plots through maximum plane and maximum cone; coefficient of utilization graph; candela table; and spectral distribution graph and chromaticity diagram.
- LM-80 report for the specified LED package in PDF format and if available, LM-84 report for the specified luminaire or luminaire family in PDF format. Both reports shall be conducted by a laboratory with NVLAP certification current at the time of testing.
- In Situ Temperature Measurement Test (ISTMT) report for the specified luminaire or luminaire family in PDF format.
- Vibration test report in accordance with ANSI C136.31 in PDF format.
- ASTM B117/ASTM D1654 (neutral salt spray) test and sample evaluation report in PDF format.
- ASTM G154 (ASTM D523) gloss test report in PDF format.
- LED drive current, total luminaire input wattage, and current over the operating voltage range at an ambient temperature of 77 °F (25 °C).
- Power factor (pf) and total harmonic distortion (THD) at maximum and minimum supply and at nominal voltage for the dimmed states of 70%, 50%, and 30% full power.
- Ingress protection (IP) test reports, conducted according to ANSI C136.25 requirements, for the driver and optical assembly in PDF format.
- Installation, maintenance, and cleaning instructions in PDF format, including recommendations on periodic cleaning methods.
- Documentation in PDF format that the reporting laboratory is certified to perform the required tests.

Warranty. Replace the last sentence of Article 801.14(a) with the following.

“The warranty, including the maintained minimum luminance, for LED signal head modules, optically programmed LED signal head modules, and LED pedestrian signal head modules shall cover a minimum of 60 months from the date of delivery. The warranty for LED roadway luminaires, LED highmast luminaires, LED underpass luminaires, LED sign lighting luminaires, LED obstruction warning luminaires, and all of their components shall cover a minimum of ten years from the date of delivery.”

Roadway Luminaires. Revise Article 821.02(d) to read.

“(d) Light Source1067.06”

Revise the third paragraph of Article 821.03 to read.

“Each luminaire driver and/or driver arrangement shall be checked to assure compatibility with the project power supply. When the luminaire driver has a readily accessible electrical compartment, the driver shall be attached so as to be easily removed for maintenance.”

Replace the fifth paragraph of Article 821.03 with the following.

“No luminaire shall be installed before it is approved. When independent luminaire testing is required, full approval will not be given until complete test results which demonstrate compliance with the contract documents have been reviewed and accepted by the Engineer. Independent luminaire testing will be required, and shall be conducted, according to Article 1067.01(k)”.

Revise the last paragraph of Article 821.03 to read.

“When installing or adjusting the luminaire, care shall be taken to avoid touching the lenses or allowing contaminants to be deposited on any part of the optical assembly. Each lens shall be free of all dirt, smudges, etc. Should the luminaire require cleaning, the luminaire manufacturer’s cleaning instructions shall be strictly followed.”

Revise Article 821.08 to read.

“821.08 Basis of Payment. This work will be paid for at the contract unit price per each for LUMINAIRE, LED, ROADWAY, of the output designation specified; LUMINAIRE, LED, HIGHMAST, of the output designation specified; LUMINAIRE, LED, UNDERPASS, WALLMOUNT, of the output designation specified; LUMINAIRE, LED, UNDERPASS, SUSPENDED, of the output designation specified; LUMINAIRE, LED, SIGN LIGHTING, of the output designation specified.

When independent luminaire testing is required, the work will be paid for at the contract lump sum price for INDEPENDENT LUMINAIRE TESTING.”

Luminaires. Revise Articles 1067.01 through 1067.06 to read.

“1067.01 General. The luminaire shall be mechanically strong and easy to maintain. The size, weight, and shape of the luminaire shall be designed so as not to incite detrimental vibrations in its respective pole and it shall be compatible with the pole and arm. All electrical and electronic components of the luminaire shall comply with the requirements of Restriction of Hazardous Materials (RoHS) regulations. The luminaire shall be listed for wet locations by an NRTL and shall meet the requirements of UL 1598 and UL 8750.

- (a) Labels. An internal label shall be provided indicating the luminaire is suitable for wet locations and indicating the luminaire is an NRTL listed product to UL1598 and UL8750. The internal label shall also comply with the requirements of ANSI C136.22.

An external label consisting of two black characters on a white background with the dimensions of the label and the characters as specified in ANSI C136.15 for HPS luminaires. The first character shall be the alphabetical character representing the initial lumen output as specified in Table 1 of Article 1067.06(c). The second character shall be the numerical character representing the transverse light distribution type as specified in IES RP-8 (i.e. Types 1, 2, 3, 4, or 5).

- (b) Surge Protection. The luminaire shall comply the requirements of ANSI C136.2 for electrical transient immunity at the “Extreme” level (20KV/10KA) and shall be equipped with a surge protective device (SPD) that is UL1449 compliant with indicator light. An SPD failure shall open the circuit to protect the driver.
- (c) Optical Assembly. The optical assembly shall have an IP66 or higher rating in accordance with ANSI C136.25. The circuiting of the LED array shall be designed to minimize the effect of individual LED failures on the operation of other LEDs. All optical components shall be made of glass or a UV stabilized, non-yellowing material.
- (d) Housing. All external surfaces shall be cleaned in accordance with the manufacturer’s recommendations and be constructed in such a way as to discourage the accumulation of water, ice, and debris.
- (e) Driver. The driver shall be integral to the luminaire and shall be capable of receiving indefinite open and short circuit output conditions without damage.

The driver shall incorporate the use of thermal foldback circuitry to reduce output current under abnormal driver case temperature conditions and shall be rated for a lifetime of 100,000 hours at an ambient temperature exposure of 77 °F (25 °C) to the luminaire. If the driver has a thermal shut down feature, it shall not turn off the LEDs when operated at 104 °F (40 °C) or less.

The driver shall have an input voltage range of 120 to 277 volts ($\pm 10\%$) or 347 to 480 volts ($\pm 10\%$) according to the contract documents. When the driver is operating within the rated input voltage range and in an un-dimmed state, the power factor measurement shall be not less than 0.9 and the THD measurement shall be no greater than 20%.

The driver shall meet the requirements of the FCC Rules and Regulations, Title 47, Part 15 for Class A devices with regard to electromagnetic compatibility. This shall be confirmed through the testing methods in accordance with ANSI C63.4 for electromagnetic interference.

The driver shall be dimmable using the protocol listed in the Luminaire Performance Table shown in the contract.

- (f) Photometric Performance. The luminaire shall be IES LM-79 tested by a laboratory holding accreditation from the NVLAP for IES LM-79 testing procedures. At a minimum the LM-79 report shall include a backlight/uplight/glare (BUG) rating and a luminaire classification system (LCS) graph showing lumen values and percent lumens by zone as described in IES RP-8. The uplight of the BUG rating shall be U=0.

The luminaire shall also meet the requirements of the Luminaire Performance Table shown in the contract.

- (g) Finish. The luminaire shall have a baked acrylic enamel finish. The color of the finish shall be gray, bronze, or black to match the pole or tower on which the luminaire is mounted.

The finish shall have a rating of six or greater according to ASTM D1654, Section 8.0 Procedure A – Evaluation of Rust Creepage for Scribed Samples after exposure to 1000 hours of testing according to ASTM B117 for painted or finished surfaces under environmental exposure.

The luminaire finish shall have less than or equal to 30% reduction of gloss according to ASTM D523 after exposure of 500 hours to ASTM G154 Cycle 6 QUV® accelerated weathering testing.

- (h) Hardware. All hardware shall be stainless steel or of other corrosion resistant material approved by the Engineer.

Luminaires shall be designed to be easily serviced, having fasteners such as quarter-turn clips of the heavy spring-loaded type with large, deep straight slot heads, complete with a receptacle and shall be according to military specification MIL-f-5591.

All hardware shall be captive and not susceptible to falling from the luminaire during maintenance operations. This shall include lens/lens frame fasteners as well hardware holding the removable driver and electronic components in place.

- (i) Vibration Testing. All luminaires shall be subjected to and pass vibration testing requirements at “3G” minimum zero to peak acceleration in accordance with ANSI C136.31 requirements using the same luminaire. To be accepted, the luminaire housing, hardware, and each individual component shall pass this test with no noticeable damage and the luminaire must remain fully operational after testing.

- (j) Wiring. All wiring in the luminaire shall be rated for operation at 600V, 221 °F (105 °C).

- (k) Independent Luminaire Testing. When a contract has 30 or more luminaires of the same manufacturer's catalog number, that luminaire shall be independently tested to verify it will meet the contract requirements. The quantity of luminaires requiring testing shall be one luminaire for the first 30 plus one additional luminaire for each additional 50 luminaires of that catalog number. Testing is not required for temporary lighting luminaires.

Prior to testing the Contractor shall propose a properly accredited laboratory and a qualified independent witness, submitting their qualifications to the Engineer for approval. After approval, the Contractor shall coordinate the testing and pay all associated costs, including travel expenses, for the independent witness.

- (1) Independent Witness. The independent witness shall select from the project luminaires at the manufacturer's facility the luminaires for testing. In all cases, the selection of luminaires shall be a random selection from the entire completed lot of luminaires required for the contract. Selections from partial lots will not be allowed. The independent witness shall mark each sample luminaire's shipping carton with the IDOT contract number and a unique sample identifier.

At the time of random selection, the independent witness shall inspect the luminaire(s) for compliance with all physical, mechanical, and labeling requirements for luminaires according to Sections 821 and 1067. If deficiencies are found during the physical inspection, the Contractor shall have all luminaires of that manufacturer's catalog number inspected for the identified deficiencies and shall correct the problem(s) where found. Random luminaire selection and physical inspection must then be repeated. When the physical inspection is successfully completed, the independent witness shall mark the project number and sample identifier on the interior housing and driver of the luminaires and have them shipped to the laboratory.

The independent witness shall be present when testing is approved to be performed by the luminaire manufacturer. If the tests are performed by a laboratory independent of the luminaire manufacturer, distributor, and Contractor, the independent witness need not be present during the testing.

- (2) Laboratory Testing. Luminaires shall be tested at an NVLAP accredited laboratory approved for each of the required tests. The testing shall include photometric, colorimetric, and electrical testing according to IES LM-79. Colorimetric values shall be determined from total spectral radiant flux measurements using a spectroradiometer. Photometric testing shall be according to IES recommendations and as a minimum, shall yield an isofootcandle chart, with max candela point and half candela trace indicated, an isocandela diagram, maximum plane and maximum cone plots of candela, a candlepower table (house and street side), a coefficient of utilization chart, a luminous flux distribution table, BUG rating report, and complete calculations based on specified requirements and test results.

All testing shall cover the full spherical light output at a maximum of 5 degree intervals at the vertical angles. The vertical angles shall run from 0 to 180 degrees. There shall be a minimum of 40 lateral test planes listed in Fig. 1 of IES LM-31 plus the two planes containing the maximum candela on the left and right sides of the luminaire axis. Before testing, the luminaire when mounted on the goniometer shall be scanned for vertical and horizontal angles of maximum candela and these planes included in the test. The luminaire shall be checked for a bi-symmetric light distribution. Individual tests must be conducted for each hemisphere, quadrant, and left/right sides.

The results for each photometric and colorimetric test performed shall be presented in a standard IES LM-79 report that includes the contract number, sample identifier, and the outputs listed above. The calculated results for each sample luminaire shall meet or exceed the contract specified levels in the luminaire performance table(s). The laboratory shall mark its test identification number on the interior of each sample luminaire.

Electrical testing shall be in according to IES LM-79 as well as NEMA and ANSI standards. The report shall list luminaire characteristics including input amperes, watts, power factor, total harmonic distortion, and LED driver current for full and partial power.

- (3) Summary Test Report. The summary test report shall consist of a narrative documenting the test process, highlight any deficiencies and corrective actions, and clearly state which luminaires have met or exceeded the test requirements and may be released for delivery to the jobsite. Photographs shall also be used as applicable to document luminaire deficiencies and shall be included in the test report. The summary test report shall include the Luminaire Physical Inspection Checklist (form BDE 5650), photometric and electrical test reports, and point-by-point photometric calculations performed in AGi32 sorted by luminaire manufacturers catalog number. All test reports shall be certified by the independent test laboratory's authorized representative or the independent witness, as applicable, by a dated signature on the first page of each report. The summary test reports shall be delivered to the Engineer and the Contractor as an electronic submittal. Hard copy reports shall be delivered to the Engineer for record retention.
- (4) Approval of Independent Testing Results. Should any of the tested luminaires fail to satisfy the specifications and perform according to approved submittal information, all luminaires of that manufacturers catalog number shall be deemed unacceptable and shall be replaced by alternate equipment meeting the specifications. The submittal and testing process shall then be repeated in its entirety. The Contractor may request in writing that unacceptable luminaires be corrected in lieu of replacement. The request shall identify the corrections to be made and upon approval of the request, the Contractor shall apply the corrections to the entire lot of unacceptable luminaires. Once the corrections are completed, the testing process shall be repeated, including selection of a new set of sample luminaires. The number of luminaires to be tested shall be the same quantity as originally tested.

The process of retesting, correcting, or replacing luminaires shall be repeated until luminaires for each manufacturers catalog number are approved for the project. Corrections and re-testing shall not be grounds for additional compensation or extension of time. No luminaires shall be shipped from the manufacturer to the jobsite until all luminaire testing is completed and approved in writing.

Submittal information shall include a statement of intent to provide the testing as well as a request for approval of the chosen independent witness and laboratory. All summary test reports, written reports, and the qualifications of the independent witness and laboratory shall be submitted for approval to the Engineer with a copy to the Bureau of Design and Environment, 2300 S Dirksen Parkway, Room 330 Springfield, IL 62764.

1067.02 Roadway Luminaires. Roadway luminaires shall be according to Article 1067.01 and the following.

The luminaire shall be horizontally mounted and shall be designed to slip-fit on a 2-3/8 in. (60 mm) outside diameter pipe arm with a stop to limit the amount of insertion to 7 in. (180 mm). It shall not be necessary to remove or open more than the access door to mount the luminaire.

The effective projected area (EPA) of the luminaire shall not exceed 1.6 sq ft (0.149 sq m) and the weight, including accessories, shall not exceed 40 lb (18.14 kg). If the weight of the luminaire is less than 20 lb (9.07 kg), weight shall be added to the mounting arm or a supplemental vibration damper installed as approved by the Engineer.

The luminaire shall be equipped with both internal and external leveling indicators. The external leveling indicator shall be clearly visible in daylight to an observer directly under the luminaire at a mounting height of 50 ft (15.2 m).

The luminaire shall be fully prewired to accept a seven-pin, twist-lock receptacle that is compliant with ANSI C136.41. All receptacle pins shall be connected according to TALQ Consortium protocol.

The luminaire shall be provided with an installed shorting cap that is compliant with ANSI C136.10.

1067.03 Highmast Luminaires. Highmast luminaires shall be according to Article 1067.01 and the following.

The luminaire shall be horizontally mounted and shall be designed and manufactured for highmast tower use. The EPA of the luminaire shall not exceed 3.0 sq ft (0.279 sq m) and the weight, including accessories, shall not exceed 85 lb (38.6 kg).

The optical assembly shall be capable of being rotated 360 degrees. A vernier scale shall be furnished on the axis of rotation for aiming the luminaire in relation to its mounting tenon arm. The scale shall be graduated in 5 degree increments or less. The luminaire shall be clearly marked at the vernier as to 'house-side' and 'street-side' to allow proper luminaire orientation.

1067.04 Underpass Luminaires. Underpass luminaries shall be according to Article 1067.01 and the following.

The underpass luminaire shall be complete with all supports, hardware, and appurtenant mounting accessories. The underpass luminaire shall be suitable for lighting a roadway underpass at an approximate mounting height of 15 ft (4.5 m) from a position suspended directly above the roadway edge of pavement or attached to a wall or pier. The underpass luminaire shall meet the requirements of ANSI C136.27.

It shall not be necessary to remove more than the cover, reflector and lens to mount the luminaire. The unit shall be heavy duty, suitable for highway use and shall have no indentations or crevices in which dirt, salt, or other corrosives may collect.

- (a) Housing. The housing and lens frame shall be made of heavy duty die cast aluminum or 16 gauge (1.5 mm) minimum thickness Type 304 stainless steel. All seams in the housing enclosure shall be welded by continuous welds.

The housing shall have an opening for installation of a 3/4 in. (19 mm) diameter conduit.

- (b) Lens and Lens Frame. The frame shall not overlap the housing when closed. The luminaire shall have a flat glass lens to protect the LEDs from dirt accumulation or be designed to prevent dirt accumulation. The optic assembly shall be rated IP 66 or higher.

1067.05 Sign Lighting Luminaires. Sign lighting luminaries shall be suitable for lighting overhead freeway and expressway guide signs; and shall be according to Article 1067.01.

1067.06 Light Sources. The light sources in all luminaires shall be LED according to Article 1067.01 and the following.

- (a) The light source shall be according to ANSI C136.37 for solid state light sources used in roadway and area lighting.
- (b) The light source shall have a minimum color rendering index (CRI) of 70 and a nominal correlated color temperature (CCT) of 4000 K.
- (c) The rated initial luminous flux (lumen output) of the light source, as installed in the luminaire, shall be according to the following table for each specified output designation.

Output Designations and Initial Luminous Flux		(for information only)
Output Designation	Initial Luminous Flux (lm)	Approximate High Pressure Sodium (HPS) Equivalent Wattage
A	2,200	35 (Low Output)
B	3,150	50 (Low Output)
C	4,400	70 (Low Output)
D	6,300	100 (Low Output)
E	9,450	150 (Low Output)
F	12,500	200 (Med Output)
G	15,500	250 (Med Output)
H	25,200	400 (Med Output)
I	47,250	750 (High Output)
J	63,300	1,000 (High Output)
K	80,000+	1,000+ (High Output)

Luminaires with an initial luminous flux less than the values listed in the above table may be acceptable if they meet the requirements given in the Luminaire Performance Table shown in the contract.”

MANHOLES, VALVE VAULTS, AND FLAT SLAB TOPS (BDE)

Effective: January 1, 2018

Revised: March 1, 2019

Description. In addition to those manufactured according to the current standards included in this contract, manholes, valve vaults, and flat slab tops manufactured prior to March 1, 2019, according to the previous Highway Standards listed below will be accepted on this contract:

Product	Previous Standards		
Precast Manhole Type A, 4' (1.22 m) Diameter	602401-05	602401-04	602401-03
Precast Manhole Type A, 5' (1.52 m) Diameter	602402-01	602402	602401-03
Precast Manhole Type A, 6' (1.83 m) Diameter	602406-09	602406-08	602406-07
Precast Manhole Type A, 7' (2.13 m) Diameter	602411-07	602411-06	602411-05
Precast Manhole Type A, 8' (2.44 m) Diameter	602416-07	602416-06	602416-05
Precast Manhole Type A, 9' (2.74 m) Diameter	602421-07	602421-06	602421-05
Precast Manhole Type A, 10' (3.05 m) Diameter	602426-01	602426	
Precast Valve Vault Type A, 4' (1.22 m) Diameter	602501-04	602501-03	602501-02
Precast Valve Vault Type A, 5' (1.52 m) Diameter	602506-01	602506	602501-02
Precast Reinforced Concrete Flat Slab Top	602601-05	602601-04	

The following revisions to the Standard Specifications shall apply to manholes, valve vaults, and flat slab tops manufactured according to the current standards included in this contract:

Revise Article 602.02(g) of the Standard Specifications to read:

“(g) Structural Steel (Note 4)..... 1006.04

Note 4. All components of the manhole joint splice shall be galvanized according to the requirements of AASHTO M 111 or M 232 as applicable.”

Add the following to Article 602.02 of the Standard Specifications:

“(s) Anchor Bolts and Rods (Note 5)..... 1006.09

Note 5. The threaded rods for the manhole joint splice shall be according to the requirements of ASTM F 1554, Grade 55, (Grade 380).”

Revise the second paragraph of Article 1042.10 of the Standard Specifications to read:

“Catch basin Types A, B, C, and D; Manhole Type A; Inlet Types A and B; Drainage Structures Types 1, 2, 3, 4, 5, and 6; Valve Vault Type A; and reinforced concrete flat slab top (Highway Standard 602601) shall be manufactured according to AASHTO M 199 (M 199M), except as shown on the plans. Additionally, catch basins, inlets, and drainage structures shall have a minimum concrete compressive strength of 4500 psi (31,000 kPa) at 28 days and manholes, valve vaults, and reinforced concrete flat slab tops shall have a minimum concrete compressive strength of 5000 psi (34,500 kPa) at 28 days.”

MATERIAL TRANSFER DEVICE (BDE)

Effective: June 15, 1999

Revised: August 1, 2014

Description. This work shall consist of placing hot-mix asphalt (HMA) surface course (1 1/2”) along Washington Street and Jackson Street driving lanes only, except that these materials shall be placed using a material transfer device (MTD).

Materials and Equipment. The MTD shall have a minimum surge capacity of 15 tons (13.5 metric tons), shall be self-propelled and capable of moving independent of the paver, and shall be equipped with the following:

- (a) Front-Dump Hopper and Conveyor. The conveyor shall provide a positive restraint along the sides of the conveyor to prevent material spillage. MTDs having paver style hoppers shall have a horizontal bar restraint placed across the foldable wings which prevents the wings from being folded.
- (b) Paver Hopper Insert. The paver hopper insert shall have a minimum capacity of 14 tons (12.7 metric tons).
- (c) Mixer/Agitator Mechanism. This re-mixing mechanism shall consist of a segmented, anti-segregation, re-mixing auger or two full-length longitudinal paddle mixers designed for the purpose of re-mixing the hot-mix asphalt (HMA). The longitudinal paddle mixers shall be located in the paver hopper insert.

CONSTRUCTION REQUIREMENTS

General. The MTD shall be used for the placement of the HMA surface course (1 1/2") along Washington Street and Jackson Street driving lanes only. The MTD speed shall be adjusted to the speed of the paver to maintain a continuous, non-stop paving operation.

Use of a MTD with a roadway contact pressure exceeding 25 psi (172 kPa) will be limited to partially completed segments of full-depth HMA pavement where the thickness of binder in place is 10 in. (250 mm) or greater.

Structures. The MTD may be allowed to travel over structures under the following conditions:

- (a) Approval will be given by the Engineer.
- (b) The vehicle shall be emptied of HMA material prior to crossing the structure and shall travel at crawl speed across the structure.
- (c) The tires of the vehicle shall travel on or in close proximity and parallel to the beam and/or girder lines of the structure.

Method of Measurement. This work will be measured for payment in tons (metric tons) for the HMA surface course (1 1/2") along Washington Street and Jackson Street driving lanes only materials placed with a material transfer device.

Basis of Payment. This work will be paid for at the contract unit price per ton (metric ton) for MATERIAL TRANSFER DEVICE.

The various HMA mixtures placed with the MTD will be paid for as specified in their respective specifications. The Contractor may choose to use the MTD for other applications on this project; however, no additional compensation will be allowed.

PORTLAND CEMENT CONCRETE (BDE)

Effective: November 1, 2017

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

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

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

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

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)

Effective: November 1, 2012

Revised: January 2, 2020

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material produced by cold milling or crushing an existing hot-mix asphalt (HMA) pavement. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Central Bureau of Materials Policy Memorandum, “Reclaimed Asphalt Shingle (RAS) Sources”, by weight of RAS. All RAS used shall come from a Central Bureau of Materials approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 93 percent passing the #4 (4.75 mm) sieve based on a dry shake gradation. RAS shall be uniform in gradation and asphalt binder content and shall meet the testing requirements specified herein. In addition, RAS shall meet the following Type 1 or Type 2 requirements.
 - (1) Type 1. Type 1 RAS shall be processed, preconsumer asphalt shingles salvaged from the manufacture of residential asphalt roofing shingles.
 - (2) Type 2. Type 2 RAS shall be processed post-consumer shingles only, salvaged from residential, or four unit or less dwellings not subject to the National Emission Standards for Hazardous Air Pollutants (NESHAP).

1031.02 Stockpiles. RAP and RAS stockpiles shall be according to the following.

(a) RAP Stockpiles. The Contractor shall construct individual, sealed RAP stockpiles meeting one of the following definitions. No additional RAP shall be added to the pile after the pile has been sealed. Stockpiles shall be sufficiently separated to prevent intermingling at the base. Stockpiles shall be identified by signs indicating the type as listed below (i.e. "Homogeneous Surface").

Prior to milling, the Contractor shall request the District provide documentation on the quality of the RAP to clarify the appropriate stockpile.

(1) Fractionated RAP (FRAP). FRAP shall consist of RAP from Class I, HMA (High and Low ESAL) mixtures. The coarse aggregate in FRAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. All FRAP shall be fractionated prior to testing by screening into a minimum of two size fractions with the separation occurring on or between the #4 (4.75 mm) and 1/2 in. (12.5 mm) sieves. Agglomerations shall be minimized such that 100 percent of the RAP shall pass the sieve size specified below for the mix into which the FRAP will be incorporated.

Mixture FRAP will be used in:	Sieve Size that 100 % of FRAP Shall Pass
IL-19.0	1 1/2 in. (37.5 mm)
SMA 12.5	1 in. (25.0 mm)
IL-9.5, IL-9.5FG, SMA 9.5	3/4 in. (19.0 mm)
IL-4.75	1/2 in. (12.5 mm)

(2) Homogeneous. Homogeneous RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) mixtures and represent: 1) the same aggregate quality, but shall be at least C quality; 2) the same type of crushed aggregate (either crushed natural aggregate, ACBF slag, or steel slag); 3) similar gradation; and 4) similar asphalt binder content. If approved by the Engineer, combined single pass surface/binder millings may be considered "homogeneous" with a quality rating dictated by the lowest coarse aggregate quality present in the mixture.

(3) Conglomerate. Conglomerate RAP stockpiles shall consist of RAP from Class I, HMA (High and Low ESAL) mixtures. The coarse aggregate in this RAP shall be crushed aggregate and may represent more than one aggregate type and/or quality, but shall be at least C quality. This RAP may have an inconsistent gradation and/or asphalt binder content prior to processing. All conglomerate RAP shall be processed prior to testing by crushing to where all RAP shall pass the 5/8 in. (16 mm) or smaller screen. Conglomerate RAP stockpiles shall not contain steel slag.

(4) Non-Quality. RAP stockpiles that do not meet the requirements of the stockpile categories listed above shall be classified as "Non-Quality".

RAP/FRAP containing contaminants, such as earth, brick, sand, concrete, sheet asphalt, bituminous surface treatment (i.e. chip seal), pavement fabric, joint sealants, etc., will be unacceptable unless the contaminants are removed to the satisfaction of the Engineer. Sheet asphalt shall be stockpiled separately.

- (b) RAS Stockpiles. Type 1 and Type 2 RAS shall be stockpiled separately and shall not be intermingled. Each stockpile shall be signed indicating what type of RAS is present.

Unless otherwise specified by the Engineer, mechanically blending manufactured sand (FM 20 or FM 22) up to an equal weight of RAS with the processed RAS will be permitted to improve workability. The sand shall be "B Quality" or better from an approved Aggregate Gradation Control System source. The sand shall be accounted for in the mix design and during HMA production.

Records identifying the shingle processing facility supplying the RAS, RAS type, and lot number shall be maintained by project contract number and kept for a minimum of three years.

1031.03 Testing. RAP/FRAP and RAS testing shall be according to the following.

- (a) RAP/FRAP Testing. When used in HMA, the RAP/FRAP shall be sampled and tested either during or after stockpiling.

(1) During Stockpiling. For testing during stockpiling, washed extraction samples shall be run at the minimum frequency of one sample per 500 tons (450 metric tons) for the first 2000 tons (1800 metric tons) and one sample per 2000 tons (1800 metric tons) thereafter. A minimum of five tests shall be required for stockpiles less than 4000 tons (3600 metric tons).

(2) After Stockpiling. For testing after stockpiling, the Contractor shall submit a plan for approval to the District proposing a satisfactory method of sampling and testing the RAP/FRAP pile either in-situ or by restockpiling. The sampling plan shall meet the minimum frequency required above and detail the procedure used to obtain representative samples throughout the pile for testing.

Each sample shall be split to obtain two equal samples of test sample size. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall extract the other test sample according to Department procedure. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

- (b) RAS Testing. RAS or RAS blended with manufactured sand shall be sampled and tested during stockpiling according to Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Shingle (RAS) Source".

Samples shall be collected during stockpiling at the minimum frequency of one sample per 200 tons (180 metric tons) for the first 1000 tons (900 metric tons) and one sample per 250 tons (225 metric tons) thereafter. A minimum of five samples are required for stockpiles less than 1000 tons (900 metric tons). Once a ≤ 1000 ton (900 metric ton), five-sample/test stockpile has been established it shall be sealed. Additional incoming RAS or RAS blended with manufactured sand shall be stockpiled in a separate working pile as designated in the Quality Control plan and only added to the sealed stockpile when the test results of the working pile are complete and are found to meet the tolerances specified herein for the original sealed RAS stockpile.

Before testing, each sample shall be split to obtain two test samples. One of the two test samples from the final split shall be labeled and stored for Department use. The Contractor shall perform a washed extraction and test for unacceptable materials on the other test sample according to Department procedures. The Engineer reserves the right to test any sample (split or Department-taken) to verify Contractor test results.

If the sampling and testing was performed at the shingle processing facility in accordance with the QC Plan, the Contractor shall obtain and make available all of the test results from start of the initial stockpile.

1031.04 Evaluation of Tests. Evaluation of test results shall be according to the following.

- (a) Evaluation of RAP/FRAP Test Results. All of the extraction results shall be compiled and averaged for asphalt binder content and gradation, and when applicable G_{mm} . Individual extraction test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	FRAP/Homogeneous/ Conglomerate
1 in. (25 mm)	
1/2 in. (12.5 mm)	$\pm 8 \%$
No. 4 (4.75 mm)	$\pm 6 \%$
No. 8 (2.36 mm)	$\pm 5 \%$
No. 16 (1.18 mm)	
No. 30 (600 μm)	$\pm 5 \%$
No. 200 (75 μm)	$\pm 2.0 \%$
Asphalt Binder	$\pm 0.4 \%$ ^{1/}
G_{mm}	± 0.03

1/ The tolerance for FRAP shall be $\pm 0.3 \%$.

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, the RAP/FRAP shall not be used in HMA unless the RAP/FRAP representing the failing tests is removed from the stockpile. All test data and acceptance ranges shall be sent to the District for evaluation.

With the approval of the Engineer, the ignition oven may be substituted for extractions according to the ITP, "Calibration of the Ignition Oven for the Purpose of Characterizing Reclaimed Asphalt Pavement (RAP)".

- (b) Evaluation of RAS and RAS Blended with Manufactured Sand Test Results. All of the test results, with the exception of percent unacceptable materials, shall be compiled and averaged for asphalt binder content and gradation. Individual test results, when compared to the averages, will be accepted if within the tolerances listed below.

Parameter	RAS
No. 8 (2.36 mm)	± 5 %
No. 16 (1.18 mm)	± 5 %
No. 30 (600 µm)	± 4 %
No. 200 (75 µm)	± 2.0 %
Asphalt Binder Content	± 1.5 %

If more than 20 percent of the individual sieves and/or asphalt binder content tests are out of the above tolerances, or if the percent unacceptable material exceeds 0.5 percent by weight of material retained on the # 4 (4.75 mm) sieve, the RAS or RAS blend shall not be used in Department projects. All test data and acceptance ranges shall be sent to the District for evaluation.

1031.05 Quality Designation of Aggregate in RAP/FRAP.

- (a) RAP. The aggregate quality of the RAP for homogeneous and conglomerate stockpiles shall be set by the lowest quality of coarse aggregate in the RAP stockpile and are designated as follows.
- (1) RAP from Class I, Superpave/HMA (High ESAL), or (Low ESAL) IL-9.5L surface mixtures are designated as containing Class B quality coarse aggregate.
 - (2) RAP from Class I binder, Superpave/HMA (High ESAL) binder, or (Low ESAL) IL-19.0L binder mixtures are designated as containing Class C quality coarse aggregate.

- (b) FRAP. If the Engineer has documentation of the quality of the FRAP aggregate, the Contractor shall use the assigned quality provided by the Engineer.

If the quality is not known, the quality shall be determined as follows. Coarse and fine FRAP stockpiles containing plus #4 (4.75 mm) sieve coarse aggregate shall have a maximum tonnage of 5000 tons (4500 metric tons). The Contractor shall obtain a representative sample witnessed by the Engineer. The sample shall be a minimum of 50 lb (25 kg). The sample shall be extracted according to Illinois Modified AASHTO T 164 by a consultant laboratory prequalified by the Department for the specified testing. The consultant laboratory shall submit the test results along with the recovered aggregate to the District Office. The cost for this testing shall be paid by the Contractor. The District will forward the sample to the Central Bureau of Materials Aggregate Lab for MicroDeval Testing, according to ITP 327. A maximum loss of 15.0 percent will be applied for all HMA applications.

1031.06 Use of RAP/FRAP and/or RAS in HMA. The use of RAP/FRAP and/or RAS shall be the Contractor's option when constructing HMA in all contracts.

- (a) RAP/FRAP. The use of RAP/FRAP in HMA shall be as follows.

- (1) Coarse Aggregate Size. The coarse aggregate in all RAP shall be equal to or less than the nominal maximum size requirement for the HMA mixture to be produced.
- (2) Steel Slag Stockpiles. Homogeneous RAP stockpiles containing steel slag will be approved for use in all HMA (High ESAL and Low ESAL) Surface and Binder Mixture applications.
- (3) Use in HMA Surface Mixtures (High and Low ESAL). RAP/FRAP stockpiles for use in HMA surface mixtures (High and Low ESAL) shall be FRAP or homogeneous in which the coarse aggregate is Class B quality or better. FRAP from Conglomerate stockpiles shall be considered equivalent to limestone for frictional considerations. Known frictional contributions from plus #4 (4.75 mm) homogeneous FRAP stockpiles will be accounted for in meeting frictional requirements in the specified mixture.
- (4) Use in HMA Binder Mixtures (High and Low ESAL), HMA Base Course, and HMA Base Course Widening. RAP/FRAP stockpiles for use in HMA binder mixtures (High and Low ESAL), HMA base course, and HMA base course widening shall be FRAP, homogeneous, or conglomerate, in which the coarse aggregate is Class C quality or better.
- (5) Use in Shoulders and Subbase. RAP/FRAP stockpiles for use in HMA shoulders and stabilized subbase (HMA) shall be FRAP, homogeneous, or conglomerate.
- (6) When the Contractor chooses the RAP option, the percentage of RAP shall not exceed the amounts indicated in Article 1031.06(c)(1) below for a given Ndesign.

- (b) RAS. RAS meeting Type 1 or Type 2 requirements will be permitted in all HMA applications as specified herein.
- (c) RAP/FRAP and/or RAS Usage Limits. Type 1 or Type 2 RAS may be used alone or in conjunction with RAP or FRAP in HMA mixtures up to a maximum of 5.0 percent by weight of the total mix.
- (1) RAP/RAS. When RAP is used alone or RAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

RAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures ^{1/2/}	RAP/RAS Maximum ABR %		
Ndesign	Binder	Surface	Polymer Modified Binder or Surface
30	30	30	10
50	25	15	10
70	15	10	10
90	10	10	10

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the RAP/RAS ABR shall not exceed 50 percent of the mixture.
- 2/ When RAP/RAS ABR exceeds 20 percent, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28). If warm mix asphalt (WMA) technology is utilized and production temperatures do not exceed 275 °F (135 °C), the high and low virgin asphalt binder grades shall each be reduced by one grade when RAP/RAS ABR exceeds 25 percent (i.e. 26 percent RAP/RAS ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).
- (2) FRAP/RAS. When FRAP is used alone or FRAP is used in conjunction with RAS, the percentage of virgin asphalt binder replacement shall not exceed the amounts listed in the following table.

FRAP/RAS Maximum Asphalt Binder Replacement (ABR) Percentage

HMA Mixtures ^{1/2/}	FRAP/RAS Maximum ABR %		
Ndesign	Binder	Surface	Polymer Modified Binder or Surface
30	50	40	10
50	40	35	10
70	40	30	10
90	40	30	10
SMA	--	--	20
IL-4.75	--	--	30

- 1/ For Low ESAL HMA shoulder and stabilized subbase, the FRAP/RAS ABR shall not exceed 50 percent of the mixture.
- 2/ When FRAP/RAS ABR exceeds 20 percent for all mixes, the high and low virgin asphalt binder grades shall each be reduced by one grade (i.e. 25 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28). If warm mix asphalt (WMA) technology is utilized and production temperatures do not exceed 275 °F (135 °C), the high and low virgin asphalt binder grades shall each be reduced by one grade when FRAP/RAS ABR exceeds 25 percent (i.e. 26 percent ABR would require a virgin asphalt binder grade of PG 64-22 to be reduced to a PG 58-28).

1031.07 HMA Mix Designs. At the Contractor’s option, HMA mixtures may be constructed utilizing RAP/FRAP and/or RAS material meeting the detailed requirements specified herein.

- (a) RAP/FRAP and/or RAS. RAP/FRAP and/or RAS mix designs shall be submitted for verification. If additional RAP/FRAP and/or RAS stockpiles are tested and found that no more than 20 percent of the results, as defined under “Testing” herein, are outside of the control tolerances set for the original RAP/FRAP and/or RAS stockpile and HMA mix design, and meets all of the requirements herein, the additional RAP/FRAP and/or RAS stockpiles may be used in the original mix design at the percent previously verified.
- (b) RAS. Type 1 and Type 2 RAS are not interchangeable in a mix design.

The RAP, FRAP, and RAS stone bulk specific gravities (G_{sb}) shall be according to the “Determination of Aggregate Bulk (Dry) Specific Gravity (G_{sb}) of Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)” procedure in the Department’s Manual of Test Procedures for Materials.

1031.08 HMA Production. HMA production utilizing RAP/FRAP and/or RAS shall be as follows.

- (a) RAP/FRAP. The coarse aggregate in all RAP/FRAP used shall be equal to or less than the nominal maximum size requirement for the HMA mixture being produced.

To remove or reduce agglomerated material, a scalping screen, gator, crushing unit, or comparable sizing device approved by the Engineer shall be used in the RAP feed system to remove or reduce oversized material.

If the RAP/FRAP control tolerances or QC/QA test results require corrective action, the Contractor shall cease production of the mixture containing RAP/FRAP and either switch to the virgin aggregate design or submit a new RAP/FRAP design.

- (b) RAS. RAS shall be incorporated into the HMA mixture either by a separate weight depletion system or by using the RAP weigh belt. Either feed system shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes. The portion of RAS shall be controlled accurately to within ± 0.5 percent of the amount of RAS utilized. When using the weight depletion system, flow indicators or sensing devices shall be provided and interlocked with the plant controls such that the mixture production is halted when RAS flow is interrupted.

- (c) RAP/FRAP and/or RAS. HMA plants utilizing RAP/FRAP and/or RAS shall be capable of automatically recording and printing the following information.

(1) Dryer Drum Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Accumulated weight of dry aggregate (combined or individual) in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- d. Accumulated dry weight of RAP/FRAP/RAS in tons (metric tons) to the nearest 0.1 ton (0.1 metric ton).
- e. Accumulated mineral filler in revolutions, tons (metric tons), etc. to the nearest 0.1 unit.
- f. Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
- g. Residual asphalt binder in the RAP/FRAP material as a percent of the total mix to the nearest 0.1 percent.
- h. Aggregate and RAP/FRAP moisture compensators in percent as set on the control panel. (Required when accumulated or individual aggregate and RAP/FRAP are printed in wet condition.)

(2) Batch Plants.

- a. Date, month, year, and time to the nearest minute for each print.
- b. HMA mix number assigned by the Department.
- c. Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram).
- d. Mineral filler weight to the nearest pound (kilogram).
- e. RAP/FRAP/RAS weight to the nearest pound (kilogram).
- f. Virgin asphalt binder weight to the nearest pound (kilogram).
- g. Residual asphalt binder in the RAP/FRAP/RAS material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.09 RAP in Aggregate Surface Course and Aggregate Wedge Shoulders, Type B.

The use of RAP in aggregate surface course (temporary access entrances only) and aggregate wedge shoulders, Type B shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Non-Quality" and "FRAP". The testing requirements of Article 1031.03 shall not apply. RAP used shall be according to the current Central Bureau of Materials Policy Memorandum, "Reclaimed Asphalt Pavement (RAP) for Aggregate Applications".
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2019

Revised: January 1, 2020

Revise Section 669 of the Standard Specifications to read:

"SECTION 669. REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

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

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

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

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

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

- (a) **Regulated Substances Monitoring.** Qualification for environmental observation and field screening of regulated substances work and environmental observation of UST removal shall require either pre-qualification in Hazardous Waste by the Department or demonstration of acceptable project experience in remediation and operations for contaminated sites in accordance with applicable Federal, State, or local regulatory requirements using BDE 2730.

Qualification for each individual performing regulated substances monitoring shall require a minimum of one-year of experience in similar activities as those required for the project.

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

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

The Engineer will require up to 21 calendar days for review of the RSPCP. The review may involve rejection or revision and resubmittal; in which case, an additional 21 days will be required for each subsequent review. Work shall not commence until the RSPCP has been approved by the Engineer. After approval, the RSPCP shall be revised as necessary to reflect changed conditions in the field and documented using BDE 2730A "Regulated Substances Pre-Construction Plan (RSPCP) Addendum" and submitted to the Engineer for approval.

CONSTRUCTION REQUIREMENTS

669.04 Regulated Substances Monitoring. Regulated substances monitoring includes environmental observation and field screening during regulated substances management activities at the contract specific work areas. 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)".

- (a) Environmental Observation. Prior to beginning excavation, the Contractor shall mark the limits of the contract specific work areas. Once work begins, the monitoring personnel shall be present on-site continuously during the excavation and loading of material.
- (b) Field Screening. Field screening shall be performed during the excavation and loading of material from the contract specific work areas, except for material classified according to Article 669.05(b)(1) or 669.05(c) where field screening is not required.

Field screening shall be performed with either a photoionization detector (PID) (minimum 10.6eV lamp) or a flame ionization detector (FID), and other equipment as appropriate, to monitor for potential contaminants associated with regulated substances. The PID or FID shall be calibrated on-site, and background level readings taken and recorded daily, and as field and weather conditions change. Field screen readings on the PID or FID in excess of background levels indicates the potential presence of regulated substances requiring handling as a non-special waste, special waste, or hazardous waste. PID or FID readings may be used as the basis of increasing the limits of removal with the approval of the Engineer but shall in no case be used to decrease the limits.

669.05 Regulated Substances Management and Disposal. The management and disposal of soil and/or groundwater containing regulated substances shall be according to the following:

- (a) Soil Analytical Results Exceed Most Stringent MAC. When the soil analytical results indicate detected levels exceed the most stringent maximum allowable concentration (MAC) for chemical constituents in soil established pursuant to Subpart F of 35 Ill. Adm. Code 1100.605, the soil shall be managed as follows:
 - (1) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC, but still considered within area background levels by the Engineer, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable. If the soils cannot be utilized within the right-of-way, they shall be managed and disposed of at a landfill as a non-special waste.
 - (2) When analytical results indicate inorganic chemical constituents exceed the most stringent MAC but do not exceed the MAC for a Metropolitan Statistical Area (MSA) County identified in 35 Ill. Admin. Code 742 Appendix A. Table G, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of at a clean construction and demolition debris (CCDD) facility or an uncontaminated soil fill operation (USFO) within an MSA County provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.

- (3) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, or the MAC within the Chicago corporate limits, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site at a CCDD facility or an USFO within an MSA County excluding Chicago or within the Chicago corporate limits provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (4) When analytical results indicate chemical constituents exceed the most stringent MAC but do not exceed the MAC for an MSA County excluding Chicago, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site at a CCDD facility or an USFO within an MSA County excluding Chicago provided the pH of the soil is within the range of 6.25 - 9.0, inclusive.
 - (5) When the Engineer determines soil cannot be managed according to Articles 669.05(a)(1) through (a)(4) above and the materials do not contain special waste or hazardous waste, as determined by the Engineer, the soil shall be managed and disposed of at a landfill as a non-special waste.
 - (6) When analytical results indicate soil is hazardous by characteristic or listing pursuant to 35 Ill. Admin. Code 721, contains radiological constituents, or the Engineer otherwise determines the soil cannot be managed according to Articles 669.05(a)(1) through (a)(5) above, the soil shall be managed and disposed of off-site as a special waste or hazardous waste as applicable.
- (b) Soil Analytical Results Do Not Exceed Most Stringent MAC. When the soil analytical results indicate that detected levels do not exceed the most stringent MAC, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO for any of the following reasons.
- (1) The pH of the soil is less than 6.25 or greater than 9.0.
 - (2) The soil exhibited PID or FID readings in excess of background levels.
- (c) Soil Analytical Results Exceed Most Stringent MAC but Do Not Exceed Tiered Approach to Corrective Action Objectives (TACO) Residential. When the soil analytical results indicate that detected levels exceed the most stringent MAC but do not exceed TACO Tier 1 Soil Remediation Objectives for Residential Properties pursuant to 35 Ill. Admin. Code 742 Appendix B Table A, the excavated soil can be utilized within the right-of-way as embankment or fill, when suitable, or managed and disposed of off-site according to Article 202.03. However, the excavated soil cannot be taken to a CCDD facility or an USFO.

- (d) Groundwater. When groundwater analytical results indicate the detected levels are above Appendix B, Table E of 35 Ill. Admin. Code 742, the most stringent Tier 1 Groundwater Remediation Objectives for Groundwater Component of the Groundwater Ingestion Route for Class 1 groundwater, the groundwater shall be managed off-site as a special waste or hazardous waste as applicable. Special waste groundwater shall be containerized and trucked to an off-site treatment facility, or may be discharged to a sanitary sewer or combined sewer when permitted by the local sewer authority. Groundwater discharged to a sanitary sewer or combined sewer shall be pre-treated to remove particulates and measured with a calibrated flow meter to comply with applicable discharge limits. A copy of the permit shall be provided to the Engineer prior to discharging groundwater to the sanitary sewer or combined sewer.

Groundwater encountered within trenches may be managed within the trench and allowed to infiltrate back into the ground. If the groundwater cannot be managed within the trench, it may be discharged to a sanitary sewer or combined sewer when permitted by the local sewer authority, or it shall be containerized and trucked to an off-site treatment facility as a special waste or hazardous waste. The Contractor is prohibited from discharging groundwater within the trench through a storm sewer. The Contractor shall install backfill plugs within the area of groundwater contamination.

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

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

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

The Contractor shall obtain all documentation including any permits and/or licenses required to transport the material containing regulated substances to the disposal facility. The Contractor shall coordinate with the Engineer on the completion of all documentation. The Contractor shall make all arrangements for collection and analysis of landfill acceptance testing. The Contractor shall coordinate waste disposal approvals with the disposal facility.

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

Transportation and disposal of material classified according to Article 669.05(a)(5) or 669.05(a)(6) shall be completed each day so that none of the material remains on-site by the close of business, except when temporary staging has been approved.

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

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

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

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

- (1) a potentially infectious medical waste;
- (2) a hazardous waste as defined in 35 Ill. Admin. Code 721;
- (3) an industrial process waste or pollution control waste that contains liquids, as determined using the paint filter test set forth in subdivision (3)(A) of subsection (m) of 35 Ill. Admin. Code 811.107;
- (4) a regulated asbestos-containing waste material, as defined under the National Emission Standards for Hazardous Air Pollutants in 40 CFR Part 61.141;
- (5) a material containing polychlorinated biphenyls (PCB's) regulated pursuant to 40 CFR Part 761;

- (6) a material subject to the waste analysis and recordkeeping requirements of 35 Ill. Admin. Code 728.107 under land disposal restrictions of 35 Ill. Admin. Code 728;
 - (7) a waste material generated by processing recyclable metals by shredding and required to be managed as a special waste under Section 22.29 of the Environmental Protection Act; or
 - (8) an empty portable device or container in which a special or hazardous waste has been stored, transported, treated, disposed of, or otherwise handled.
- (b) Certification Information. All information used to determine the waste is not a special waste shall be attached to the certification. The information shall include but not be limited to:
- (1) the means by which the generator has determined the waste is not a hazardous waste;
 - (2) the means by which the generator has determined the waste is not a liquid;
 - (3) if the waste undergoes testing, the analytic results obtained from testing, signed and dated by the person responsible for completing the analysis;
 - (4) if the waste does not undergo testing, an explanation as to why no testing is needed;
 - (5) a description of the process generating the waste; and
 - (6) relevant material safety data sheets.

669.07 Temporary Staging. Soil classified according to Articles 669.05(a)(2), (b)(1), or (c) may be temporarily staged at the Contractor's option. 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.

Temporary staging shall be accomplished within the right-of-way and the Contractor's means and methods shall be described in the approved or amended RSPCP. Staging areas shall not be located within 200 feet (61 m) of a public or private water supply well; nor within 100 feet (30 m) of sensitive environmental receptor areas, including wetlands, rivers, streams, lakes, or designated habitat zones.

The method of staging shall consist of containerization or stockpiling as applicable for the type, classification, and physical state (i.e., liquid, solid, semisolid) of the material. Materials of different classifications shall be staged separately with no mixing or co-mingling.

When containers are used, the containers and their contents shall remain intact and inaccessible to unauthorized persons until the manner of disposal is determined. The Contractor shall be responsible for all activities associated with the storage containers including, but not limited to, the procurement, transport, and labeling of the containers. The Contractor shall not use a storage container if visual inspection of the container reveals the presence of free liquids or other substances that could cause the waste to be reclassified as a hazardous or special waste.

When stockpiles are used, they shall be covered with a minimum 20-mil plastic sheeting or tarps secured using weights or tie-downs. Perimeter berms or diversionary trenches shall be provided to contain and collect for disposal any water that drains from the soil. Stockpiles shall be managed to prevent or reduce potential dust generation.

When staging non-special waste, special waste, or hazardous waste, the following additional requirements shall apply:

- (a) Non-Special Waste. When stockpiling soil classified according to Article 669.05(a)(1) or 669.05(a)(5), an impermeable surface barrier between the materials and the ground surface shall be installed. The impermeable barrier shall consist of a minimum 20-mil plastic liner material and the surface of the stockpile area shall be clean and free of debris prior to placement of the liner. Measures shall also be taken to limit or discourage access to the staging area.
- (b) Special Waste and Hazardous Waste. Soil classified according to Article 669.05(a)(6) shall not be stockpiled but shall be containerized immediately upon generation in containers, tanks or containment buildings as defined by RCRA, Toxic Substances Control Act (TSCA), and other applicable State or local regulations and requirements, including 35 Ill. Admin. Code Part 722, Standards Applicable to Generators of Hazardous Waste.

The staging area(s) shall be enclosed (by a fence or other structure) to restrict direct access to the area, and all required regulatory identification signs applicable to a staging area containing special waste or hazardous waste shall be deployed.

Storage containers shall be placed on an all-weather gravel-packed, asphalt, or concrete surface. Containers shall be in good condition and free of leaks, large dents, or severe rusting, which may compromise containment integrity. Containers must be constructed of, or lined with, materials that will not react or be otherwise incompatible with the hazardous or special waste contents. Containers used to store liquids shall not be filled more than 80 percent of the rated capacity. Incompatible wastes shall not be placed in the same container or comingled.

All containers shall be legibly labeled and marked using pre-printed labels and permanent marker in accordance with applicable regulations, clearly showing the date of waste generation, location and/or area of waste generation, and type of waste. The Contractor shall place these identifying markings on an exterior side surface of the container.

Storage containers shall be kept closed, and storage pads covered, except when access is needed by authorized personnel.

Special waste and hazardous waste shall be transported and disposed within 90 days from the date of generation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Regulated substances monitoring, including completion of form BDE 2732 for each day of work, will be paid for at the contract unit price per calendar day, or fraction thereof to the nearest 0.5 calendar day, for REGULATED SUBSTANCES MONITORING.

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

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

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

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

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

Payment for temporary staging of soil classified according to Articles 669.05(a)(1), (a)(3), (a)(4), (a)(5), (a)(6), or (b)(2) will be paid for according to Article 109.04. The Department will not be responsible for any additional costs incurred, if mismanagement of the staging area, storage containers, or their contents by the Contractor results in excess cost expenditure for disposal or other material management requirements.

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

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

When the waste material for disposal requires sampling for landfill disposal acceptance, the samples shall be analyzed for TCLP VOCs, SVOCs, RCRA metals, pH, ignitability, and paint filter test. The analysis will be paid for at the contract unit price per each for SOIL DISPOSAL ANALYSIS using EPA Methods 1311 (extraction), 8260B for VOCs, 8270C for SVOCs, 6010B and 7470A for RCRA metals, 9045C for pH, 1030 for ignitability, and 9095A for paint filter.

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

SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)

Effective: April 2, 2018

Add the following to Section 109 of the Standard Specifications.

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

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

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

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017

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%”

TEMPORARY PAVEMENT MARKING (BDE)

Effective: April 1, 2012

Revised: April 1, 2017

Revise Article 703.02 of the Standard Specifications to read:

“703.02 Materials. Materials shall be according to the following.

- (a) Pavement Marking Tape, Type I and Type III 1095.06
- (b) Paint Pavement Markings 1095.02
- (c) Pavement Marking Tape, Type IV 1095.11”

Revise the second paragraph of Article 703.05 of the Standard Specifications to read:

“Type I marking tape or paint shall be used at the option of the Contractor, except paint shall not be applied to the final wearing surface unless authorized by the Engineer for late season applications where tape adhesion would be a problem. Type III or Type IV marking tape shall be used on the final wearing surface when the temporary pavement marking will conflict with the permanent pavement marking such as on tapers, crossovers and lane shifts.”

Revise Article 703.07 of the Standard Specifications to read:

“703.07 Basis of Payment. This work will be paid for as follows.

- a) Short Term Pavement Marking. Short term pavement marking will be paid for at the contract unit price per foot (meter) for SHORT TERM PAVEMENT MARKING. Removal of short term pavement markings will be paid for at the contract unit price per square foot (square meter) for SHORT TERM PAVEMENT MARKING REMOVAL.
- b) Temporary Pavement Marking. Where the Contractor has the option of material type, temporary pavement marking will be paid for at the contract unit price per foot (meter) for TEMPORARY PAVEMENT MARKING of the line width specified, and at the contract unit price per square foot (square meter) for TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS.

Where the Department specifies the use of pavement marking tape, the Type III or Type IV temporary pavement marking will be paid for at the contract unit price per foot (meter) for PAVEMENT MARKING TAPE, TYPE III or PAVEMENT MARKING TAPE, TYPE IV of the line width specified and at the contract unit price per square feet (square meter) for PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS or PAVEMENT MARKING TAPE, TYPE IV – LETTERS AND SYMBOLS.

Removal of temporary pavement markings will be paid for at the contract unit price per square foot (square meter) for TEMPORARY PAVEMENT MARKING REMOVAL.

When temporary pavement marking is shown on the Standard, the cost of the temporary pavement marking and its removal will be included in the cost of the Standard.”

Add the following to Section 1095 of the Standard Specifications:

“1095.11 Pavement Marking Tape, Type IV. The temporary, preformed, patterned markings shall consist of a white or yellow tape with wet retroreflective media incorporated to provide immediate and continuing retroreflection during both wet and dry conditions. The tape shall be manufactured without the use of heavy metals including lead chromate pigments or other similar, lead-containing chemicals.

The white and yellow Type IV marking tape shall meet the Type III requirements of Article 1095.06 and the following.

- (a) Composition. The retroreflective pliant polymer pavement markings shall consist of a mixture of high-quality polymeric materials, pigments and glass beads distributed throughout its base cross-sectional area, with a layer of wet retroreflective media bonded to a durable polyurethane topcoat surface. The patterned surface shall have approximately 40% ± 10% 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 beads or particles.
- (b) Retroreflectance. The white and yellow markings shall meet the following for initial dry and wet retroreflectance.
 - (1) Dry Retroreflectance. Dry retroreflectance shall be measured under dry conditions according to ASTM D 4061 and meet the values described in Article 1095.06 for Type III tape.
 - (2) Wet Retroreflectance. Wet retroreflectance shall be measured under wet conditions according to ASTM E 2177 and meet the values shown in the following table.

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

- (c) Color. The material 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 a 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 minimum
*Yellow	36-59

*Shall match Federal 595 Color No. 33538 and the chromaticity limits as follows.

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

- (d) Skid Resistance. The surface of the markings shall provide an average minimum skid resistance of 50 BPN when tested according to ASTM E 303.
- (e) Sampling, Testing, Acceptance, and Certification. Prior to approval and use of the wet reflective, temporary, removable 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 certification test report shall state the lot tested, manufacturer's name, and date of manufacture.

After approval by the Department, samples and certification by the manufacturer shall be submitted for each batch 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, manufacturer's name, and date of manufacture.

All costs of testing (other than tests conducted by the Department) shall be borne by the manufacturer."

TRAFFIC CONTROL DEVICES - CONES (BDE)

Effective: January 1, 2019

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

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

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

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

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

TRAINING SPECIAL PROVISIONS (BDE)

Effective: October 15, 1975

This Training Special Provision supersedes Section 7b of the Special Provision entitled "Specific Equal Employment Opportunity Responsibilities," and is in implementation of 23 U.S.C. 140(a).

As part of the Contractor's equal employment opportunity affirmative action program, training shall be provided as follows:

The Contractor shall provide on-the-job training aimed at developing full journeyman in the type of trade or job classification involved. The number of trainees to be trained under this contract will be 2. In the event the Contractor subcontracts a portion of the contract work, he shall determine how many, if any, of the trainees are to be trained by the subcontractor, provided however, that the Contractor shall retain the primary responsibility for meeting the training requirements imposed by this special provision. The Contractor shall also insure that this Training Special Provision is made applicable to such subcontract. Where feasible, 25 percent of apprentices or trainees in each occupation shall be in their first year of apprenticeship or training.

The number of trainees shall be distributed among the work classifications on the basis of the Contractor's needs and the availability of journeymen in the various classifications within the reasonable area of recruitment. Prior to commencing construction, the Contractor shall submit to the Illinois Department of Transportation for approval the number of trainees to be trained in each selected classification and training program to be used. Furthermore, the Contractor shall specify the starting time for training in each of the classifications. The Contractor will be credited for each trainee employed by him on the contract work who is currently enrolled or becomes enrolled in an approved program and will be reimbursed for such trainees as provided hereinafter.

Training and upgrading of minorities and women toward journeyman status is a primary objective of this Training Special Provision. Accordingly, the Contractor shall make every effort to enroll minority trainees and women (e.g. by conducting systematic and direct recruitment through public and private sources likely to yield minority and women trainees) to the extent such persons are available within a reasonable area of recruitment. The Contractor will be responsible for demonstrating the steps that he has taken in pursuance thereof, prior to a determination as to whether the Contractor is in compliance with this Training Special Provision. This training commitment is not intended, and shall not be used, to discriminate against any applicant for training, whether a member of a minority group or not.

No employee shall be employed as a trainee in any classification in which he has successfully completed a training course leading to journeyman status or in which he has been employed as a journeyman. The Contractor should satisfy this requirement by including appropriate questions in the employee application or by other suitable means. Regardless of the method used, the Contractor's records should document the findings in each case.

The minimum length and type of training for each classification will be as established in the training program selected by the Contractor and approved by the Illinois Department of Transportation and the Federal Highway Administration. The Illinois Department of Transportation and the Federal Highway Administration shall approve a program, if it is reasonably calculated to meet the equal employment opportunity obligations of the Contractor and to qualify the average trainee for journeyman status in the classification concerned by the end of the training period. Furthermore, apprenticeship programs registered with the U.S. Department of Labor, Bureau of Apprenticeship and Training, or with a State apprenticeship agency recognized by the Bureau and training programs approved by not necessarily sponsored by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training shall also be considered acceptable provided it is being administered in a manner consistent with the equal employment obligations of Federal-aid highway construction contracts. Approval or acceptance of a training program shall be obtained from the State prior to commencing work on the classification covered by the program. It is the intention of these provisions that training is to be provided in the construction crafts rather than clerk-typists or secretarial-type positions. Training is permissible in lower level management positions such as office engineers, estimators, timekeepers, etc., where the training is oriented toward construction applications. Training in the laborer classification may be permitted provided that significant and meaningful training is provided and approved by the Illinois Department of Transportation and the Federal Highway Administration. Some offsite training is permissible as long as the training is an integral part of an approved training program and does not comprise a significant part of the overall training.

Except as otherwise noted below, the Contractor will be reimbursed 80 cents per hour of training given an employee on this contract in accordance with an approved training program. As approved by the Engineer, reimbursement will be made for training of persons in excess of the number specified herein. This reimbursement will be made even though the Contractor receives additional training program funds from other sources, provided such other source does not specifically prohibit the Contractor from receiving other reimbursement. Reimbursement for offsite training indicated above may only be made to the Contractor where he does one or more of the following and the trainees are concurrently employed on a Federal-aid project; contributes to the cost of the training, provides the instruction to the trainee or pays the trainee's wages during the offsite training period.

No payment shall be made to the Contractor if either the failure to provide the required training, or the failure to hire the trainee as a journeyman, is caused by the Contractor and evidences a lack of good faith on the part of the Contractor in meeting the requirement of this Training Special Provision. It is normally expected that a trainee will begin his training on the project as soon as feasible after start of work utilizing the skill involved and remain on the project as long as training opportunities exist in his work classification or until he has completed his training program.

It is not required that all trainees be on board for the entire length of the contract. A Contractor will have fulfilled his responsibilities under this Training Special Provision if he has provided acceptable training to the number of trainees specified. The number trained shall be determined on the basis of the total number enrolled on the contract for a significant period.

Trainees will be paid at least 60 percent of the appropriate minimum journeyman's rate specified in the contract for the first half of the training period, 75 percent for the third quarter of the training period, and 90 percent for the last quarter of the training period, unless apprentices or trainees in an approved existing program are enrolled as trainees on this project. In that case, the appropriate rates approved by the Departments of Labor or Transportation in connection with the existing program shall apply to all trainees being trained for the same classification who are covered by this Training Special Provision.

The Contractor shall furnish the trainee a copy of the program he will follow in providing the training. The Contractor shall provide each trainee with a certification showing the type and length of training satisfactorily complete.

The Contractor shall provide for the maintenance of records and furnish periodic reports documenting his performance under this Training Special Provision.

Method of Measurement. The unit of measurement is in hours.

Basis of Payment. This work will be paid for at the contract unit price of 80 cents per hour for TRAINEES. The estimated total number of hours, unit price, and total price have been included in the schedule of prices.

IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION

Effective: August 1, 2012

Revised: February 2, 2017

In addition to the Contractor's equal employment opportunity (EEO) affirmative action efforts undertaken as required by this Contract, the Contractor is encouraged to participate in the incentive program described below to provide additional on-the-job training to certified graduates of the IDOT pre-apprenticeship training program, as outlined in this Special Provision.

IDOT funds, and various Illinois community colleges operate, pre-apprenticeship training programs throughout the State to provide training and skill-improvement opportunities to promote the increased employment of minority groups, disadvantaged persons and women in all aspects of the highway construction industry. The intent of this IDOT Pre-Apprenticeship Training Program Graduate (TPG) special provision (Special Provision) is to place these certified program graduates on the project site for this Contract in order to provide the graduates with meaningful on-the-job training. Pursuant to this Special Provision, the Contractor must make every reasonable effort to recruit and employ certified TPG trainees to the extent such individuals are available within a practicable distance of the project site.

Specifically, participation of the Contractor or its subcontractor in the Program entitles the participant to reimbursement for graduates' hourly wages at \$15.00 per hour per utilized TPG trainee, subject to the terms of this Special Provision. Reimbursement payment will be made even though the Contractor or subcontractor may also receive additional training program funds from other non-IDOT sources for other non-TPG trainees on the Contract, provided such other source does not specifically prohibit the Contractor or subcontractor from receiving reimbursement from another entity through another program, such as IDOT through the TPG program. With regard to any IDOT funded construction training program other than TPG, however, additional reimbursement for other IDOT programs will not be made beyond the TPG Program described in this Special Provision when the TPG Program is utilized.

No payment will be made to the Contractor if the Contractor or subcontractor fails to provide the required on-site training to TPG trainees, as solely determined by IDOT. A TPG trainee must begin training on the project as soon as the start of work that utilizes the relevant trade skill and the TPG trainee must remain on the project site through completion of the Contract, so long as training opportunities continue to exist in the relevant work classification. Should a TPG trainee's employment end in advance of the completion of the Contract, the Contractor must promptly notify the IDOT District EEO Officer for the Contract that the TPG's involvement in the Contract has ended. The Contractor must supply a written report for the reason the TPG trainee involvement terminated, the hours completed by the TPG trainee on the Contract, and the number of hours for which the incentive payment provided under this Special Provision will be, or has been claimed for the separated TPG trainee.

Finally, the Contractor must maintain all records it creates as a result of participation in the Program on the Contract, and furnish periodic written reports to the IDOT District EEO Officer that document its contractual performance under and compliance with this Special Provision. Finally, through participation in the Program and reimbursement of wages, the Contractor is not relieved of, and IDOT has not waived, the requirements of any federal or state labor or employment law applicable to TPG workers, including compliance with the Illinois Prevailing Wage Act.

Method of Measurement: The unit of measurement is in hours.

Basis of Payment: This work will be paid for at the contract unit price of \$15.00 per hour for each utilized certified TPG Program trainee (TRAINEES TRAINING PROGRAM GRADUATE). The estimated total number of hours, unit price, and total price must be included in the schedule of prices for the Contract submitted by Contractor prior to beginning work. The initial number of TPG trainees for which the incentive is available for this contract is 2.

The Department has contracted with several educational institutions to provide screening, tutoring and pre-training to individuals interested in working as a TPG trainee in various areas of common construction trade work. Only individuals who have successfully completed a Pre-Apprenticeship Training Program at these IDOT approved institutions are eligible to be TPG trainees. To obtain a list of institutions that can connect the Contractor with eligible TPG trainees, the Contractor may contact: HCCTP TPG Program Coordinator, Office of Business and Workforce Diversity (IDOT OBWD), Room 319, Illinois Department of Transportation, 2300 S. Dirksen Parkway, Springfield, Illinois 62764. Prior to commencing construction with the utilization of a TPG trainee, the Contractor must submit documentation to the IDOT District EEO Officer for the Contract that provides the names and contact information of the TPG trainee(s) to be trained in each selected work classification, proof that that the TPG trainee(s) has successfully completed a Pre-Apprenticeship Training Program, proof that the TPG is in an Apprenticeship Training Program approved by the U.S. Department of Labor Bureau of Apprenticeship Training, and the start date for training in each of the applicable work classifications.

To receive payment, the Contractor must provide training opportunities aimed at developing a full journeyworker in the type of trade or job classification involved. During the course of performance of the Contract, the Contractor may seek approval from the IDOT District EEO Officer to employ additional eligible TPG trainees. In the event the Contractor subcontracts a portion of the contracted work, it must determine how many, if any, of the TPGs will be trained by the subcontractor. Though a subcontractor may conduct training, the Contractor retains the responsibility for meeting all requirements imposed by this Special Provision. The Contractor must also include this Special Provision in any subcontract where payment for contracted work performed by a TPG trainee will be passed on to a subcontractor.

Training through the Program is intended to move TPGs toward journeyman status, which is the primary objective of this Special Provision. Accordingly, the Contractor must make every effort to enroll TPG trainees by recruitment through the Program participant educational institutions to the extent eligible TPGs are available within a reasonable geographic area of the project. The Contractor is responsible for demonstrating, through documentation, the recruitment efforts it has undertaken prior to the determination by IDOT whether the Contractor is in compliance with this Special Provision, and therefore, entitled to the Training Program Graduate reimbursement of \$15.00 per hour.

Notwithstanding the on-the-job training requirement of this TPG Special Provision, some minimal off-site training is permissible as long as the offsite training is an integral part of the work of the contract, and does not compromise or conflict with the required on-site training that is central to the purpose of the Program. No individual may be employed as a TPG trainee in any work classification in which he/she has previously successfully completed a training program leading to journeyman status in any trade, or in which he/she has worked at a journeyman level or higher.

WARM MIX ASPHALT (BDE)

Effective: January 1, 2012

Revised: April 1, 2016

Description. This work shall consist of designing, producing and constructing Warm Mix Asphalt (WMA) in lieu of Hot Mix Asphalt (HMA) at the Contractor's option. Work shall be according to Sections 406, 407, 408, 1030, and 1102 of the Standard Specifications, except as modified herein. In addition, any references to HMA in the Standard Specifications, or the special provisions shall be construed to include WMA.

WMA is an asphalt mixture which can be produced at temperatures lower than allowed for HMA utilizing approved WMA technologies. WMA technologies are defined as the use of additives or processes which allow a reduction in the temperatures at which HMA mixes are produced and placed. WMA is produced by the use of additives, a water foaming process, or combination of both. Additives include minerals, chemicals or organics incorporated into the asphalt binder stream in a dedicated delivery system. The process of foaming injects water into the asphalt binder stream, just prior to incorporation of the asphalt binder with the aggregate.

Approved WMA technologies may also be used in HMA provided all the requirements specified herein, with the exception of temperature, are met. However, asphalt mixtures produced at temperatures in excess of 275 °F (135 °C) will not be considered WMA when determining the grade reduction of the virgin asphalt binder grade.

Equipment.

Revise the first paragraph of Article 1102.01 of the Standard Specifications to read:

“1102.01 Hot-Mix Asphalt Plant. The hot-mix asphalt (HMA) plant shall be the batch-type, continuous-type, or dryer drum plant. The plants shall be evaluated for prequalification rating and approval to produce HMA according to the current Bureau of Materials and Physical Research Policy Memorandum, “Approval of Hot-Mix Asphalt Plants and Equipment”. Once approved, the Contractor shall notify the Bureau of Materials and Physical Research to obtain approval of all plant modifications. The plants shall not be used to produce mixtures concurrently for more than one project or for private work unless permission is granted in writing by the Engineer. The plant units shall be so designed, coordinated and operated that they will function properly and produce HMA having uniform temperatures and compositions within the tolerances specified. The plant units shall meet the following requirements.”

Add the following to Article 1102.01(a) of the Standard Specifications.

“(11) Equipment for Warm Mix Technologies.

- a. Foaming. Metering equipment for foamed asphalt shall have an accuracy of ± 2 percent of the actual water metered. The foaming control system shall be electronically interfaced with the asphalt binder meter.
- b. Additives. Additives shall be introduced into the plant according to the supplier’s recommendations and shall be approved by the Engineer. The system for introducing the WMA additive shall be interlocked with the aggregate feed or weigh system to maintain correct proportions for all rates of production and batch sizes.”

Mix Design Verification.

Add the following to Article 1030.04 of the Standard Specifications.

“(e) Warm Mix Technologies.

- (1) Foaming. WMA mix design verification will not be required when foaming technology is used alone (without WMA additives). However, the foaming technology shall only be used on HMA designs previously approved by the Department.
- (2) Additives. WMA mix designs utilizing additives shall be submitted to the Engineer for mix design verification.”

Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

“The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C). WMA shall be delivered at a minimum temperature of 215 °F (102 °C).”

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012

Revised: April 2, 2015

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

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

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

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Add the following to Article 701.03 of the Standard Specifications:

"(q) Temporary Sign Supports1106.02"

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 manufactured after December 31, 2019 shall be MASH-16 compliant. Category 1 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

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 manufactured after December 31, 2019 shall be MASH-16 compliant. Category 2 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, may be used on contracts let before December 31, 2024.

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-16 compliant. Category 3 devices manufactured on or before December 31, 2019, and compliant with NCHRP 350 or MASH 2009, 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 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-16 compliant is available, an NCHRP 350 or MASH-2009 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."

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within **180** working days.

MOBILIZATION (BDE)

Effective: April 1, 2020

Replace Articles 671.02(a), (b), and (c) of the Standard Specifications with the following:

- "(a) Upon execution of the contract, 90 percent of the pay item will be paid.
- (b) When 90 percent of the adjusted contract value is earned, the remaining ten percent of the pay item will be paid along with any amount bid in excess of six percent of the original contract amount."

REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor

performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection

for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.

b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#).

The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each

classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b. (1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a

separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b. (1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g. , the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at <http://www.dol.gov/esa/whd/forms/wh347instr.htm> or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency..

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under §5.5 (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under §5.5 (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice

performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes concerning labor standards. Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one

and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.

3. Withholding for unpaid wages and liquidated damages. The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:

(1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;

(2) the prime contractor remains responsible for the quality of the work of the leased employees;

(3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and

(4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.

2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of

Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of

Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

Contract Provision - Cargo Preference Requirements

In accordance with Title 46 CFR § 381.7 (b), the contractor agrees—

“(1) To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels.

(2) To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, ‘on-board’ commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b) (1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590.

(3) To insert the substance of the provisions of this clause in all subcontracts issued pursuant to this contract.”

Provisions (1) and (2) apply to materials or equipment that are acquired solely for the project. The two provisions do not apply to goods or materials that come into inventories independent of the project, such as shipments of Portland cement, asphalt cement, or aggregates, when industry suppliers and contractors use these materials to replenish existing inventories.

**MINIMUM WAGES FOR FEDERAL AND FEDERALLY
ASSISTED CONSTRUCTION CONTRACTS**

This project is funded, in part, with Federal-aid funds and, as such, is subject to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Sta. 1494, as amended, 40 U.S.C. 276a) and of other Federal statutes referred to in a 29 CFR Part 1, Appendix A, as well as such additional statutes as may from time to time be enacted containing provisions for the payment of wages determined to be prevailing by the Secretary of Labor in accordance with the Davis-Bacon Act and pursuant to the provisions of 29 CFR Part 1. The prevailing rates and fringe benefits shown in the General Wage Determination Decisions issued by the U.S. Department of Labor shall, in accordance with the provisions of the foregoing statutes, constitute the minimum wages payable on Federal and federally assisted construction projects to laborers and mechanics of the specified classes engaged on contract work of the character and in the localities described therein.

General Wage Determination Decisions, modifications and supersedes decisions thereto are to be used in accordance with the provisions of 29 CFR Parts 1 and 5. Accordingly, the applicable decision, together with any modifications issued, must be made a part of every contract for performance of the described work within the geographic area indicated as required by an applicable DBRA Federal prevailing wage law and 29 CFR Part 5. The wage rates and fringe benefits contained in the General Wage Determination Decision shall be the minimum paid by contractors and subcontractors to laborers and mechanics.