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April 24, 2026 Letting

Notice to Bidders, Specifications and Proposal



**Contract No. 74E31
Various Counties
Section D7 ELECTRICAL REPAIRS 2026-1
Various Routes
District 7 Construction Funds**

Prepared by

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Checked by

(Printed by authority of the State of Illinois)



NOTICE TO BIDDERS

- 1. TIME AND PLACE OF OPENING BIDS.** Electronic bids are to be submitted to the electronic bidding system (iCX-Integrated Contractors Exchange). All bids must be submitted to the iCX system prior to 12:00 p.m. April 24, 2026 prevailing time at which time the bids will be publicly opened from the iCX SecureVault.
- 2. DESCRIPTION OF WORK.** The proposed improvement is identified and advertised for bids in the Invitation for Bids as:

**Contract No. 74E31
Various Counties
Section D7 ELECTRICAL REPAIRS 2026-1
Various Routes
District 7 Construction Funds**

Repairing, replacing, servicing and maintaining the electrical systems in good operating conditions throughout District 7.

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

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

By Order of the
Illinois Department of Transportation

Gia Biagi,
Secretary

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FOR
SUPPLEMENTAL SPECIFICATIONS
AND RECURRING SPECIAL PROVISIONS

Adopted January 1, 2026

This index contains a listing of SUPPLEMENTAL SPECIFICATIONS, frequently used RECURRING SPECIAL PROVISIONS, and LOCAL ROADS AND STREETS RECURRING SPECIAL PROVISIONS.

ERRATA Standard Specifications for Road and Bridge Construction
(Adopted 1-1-22) (Revised 1-1-26)

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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the “Standard Specifications for Road and Bridge Construction, Adopted January 1, 2022”, the latest edition of the “Manual on Uniform Traffic Control Devices for Streets and Highways”, and the “Manual of Test Procedures for Materials” in effect on the date of invitation for bids, and the “Supplemental Specifications and Recurring Special Provisions” indicated on the Check Sheet included herein, which apply to and govern the construction of Various Routes, Section D7 Electrical Repairs 2026-1, Various Counties, Contract No. 74E31, and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

Various Routes
Section D7 Electrical Repairs 2026-1
Various Counties
Contract No. 74E31

LOCATION OF PROJECT

This project is located in District 7 the following counties: Macon, Moultrie, Shelby, Fayette Coles, Cumberland, Clark, Effingham, Jasper, Crawford, Clay, Richland, Lawrence, Wayne, Edwards, and Wabash.

DESCRIPTION OF PROJECT

This project consists of maintaining electrical highway lighting and warning systems, ITS devices, and fiber optic cable along state-maintained right-of-way. The Contractor shall provide all material, equipment, and labor necessary to perform the electrical needs that are requested at the locations described in a work order from the Department.

COMPLETION DATE

All work on this contract shall be completed on or before June 30, 2027. Should the Contractor fail to complete all work by June 30, 2027, the Contractor shall be liable in accordance with Article 108.09 of the Standard Specifications.

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, and any special details and highway standards contained herein and in the plans.

Special attention is called to Articles 107.09, 107.14, and 107.15 of the Standard Specifications for Road and Bridge Construction, the following highway standards, and Recurring Special Provisions relating to traffic control:

Highway Standards:

701001	701006	701011	701101	701106	701201	701206	701301	701400
701401	701406	701411	701421	701426	701427	701428	701456	701501
701502	701601	701602	701606	701611	701701	701801	701901	

Conformance to these traffic control and protection standards and this special provision will not be paid for separately but shall be considered included in the various contract items.

It is the intention of the Department that the various routes be kept open to traffic at all times during the construction of this section. A single lane closure will be permitted in the immediate work areas during construction. At all other times, no lane closures are allowed. Overnight lane closures are not allowed.

The Contractor shall utilize the proper traffic control and protection procedures required by the applicable highway standards listed above, to properly protect its workmen and the motoring public, when work is being performed on or near the roadway.

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

APPRENTICE ELECTRICIAN

Apprentice electricians utilized as part of this contract must follow the criteria listed below:

1. All apprentice electricians shall work within the guidelines of the Apprentice Program.
2. Apprentice electricians may only be utilized for routine maintenance tasks included but not limited to traffic camera lens cleaning, filter cleaning and/or replacement, light post inspection and repair, and other various duties associated with routine maintenance.
3. Apprentice electricians will be allowed to respond to emergency calls to assist a journeyman electrician when needed.
4. Apprentice electricians must be directly supervised at all times by a qualified vendor representative.

5. The Department reserves the right to limit the number of apprentices used in execution of this contract.
6. The Department reserves the right to restrict work performed for this contract by apprentice electricians.

This work shall consist of an apprentice electrician's labor, tools, equipment, and other incidentals necessary or convenient to the successful completion of work orders and the carrying out of all duties and obligations imposed by the contract unless already provided by the journeyman electrician.

Labor will be measured to the nearest 0.25 hour for each apprentice electrician approved for use on the applicable work order. Labor rates for apprentice electrician shall be inclusive of (but not limited to) all regular and premium time, insurance, benefits, overhead, and profit.

This work will be paid for at the contract unit price per HOUR for APPRENTICE ELECTRICIAN.

ASSIGNMENT OF WORK

Nothing in this contract shall be construed to provide the Contractor the exclusive right to service the Department's electrical facilities in District 7. The Department reserves the right to perform any and all work on these electrical devices with its own forces or to assign another contractor to work within District 7.

BORROW AREAS, USE AREAS, AND/OR WASTE AREAS

In addition to the provisions contained in Article 107.22 of the Standard Specifications, the Contractor shall submit all required documents to the District electronically. All photos shall be in color.

CONFINED SPACE ENTRY

The enclosed areas of bridge structures and pylons are confined spaces. The Contractor shall comply with all OSHA requirements relative to confined space entry. An oxygen deficient, toxic, explosive, or flammable atmosphere may exist within this confined space. Atmosphere testing shall be conducted prior to entry and continuously while employees are working within a confined space. The Contractor shall inform the Department of who will serve as the rescue responder in an emergency and what system will be used to notify the responder that an emergency exists.

CONTRACTOR'S REPRESENTATIVE

The Contractor shall designate a service representative to serve as the key contact person for the Department in the execution of this contract. The service representative shall monitor the daily activities of the contract and be available to discuss and respond to any problems that may arise. The services of this person shall be included in the contract, and no additional compensation shall be allowed.

CONTRACTOR REQUIREMENTS

The Contractor shall be available to respond to calls for service at all times, including Saturdays, Sundays and holidays, to correct any malfunction of equipment or effect any temporary emergency repair to damaged equipment resulting from any cause. The Contractor shall designate at least two responsible representatives of its organization of whom the Department may issue work orders and instructions. The Contractor shall provide necessary information (names and telephone numbers) of these representatives. One of these representatives shall be available at all times.

The Contractor must occupy an office and be engaged primarily in the provision of electrical services. The business or employees of this business should be located no more than a three hour drive time from the site where services are to be rendered. Response time to an emergency call shall be no more than three and one-half hours. Response time begins with the receipt of the call from the Department.

When the Contractor dispatches only one person to perform the work, that person will be an International Brotherhood of Electrical Workers journeyman, tradesman, or equivalent. When the job requires more than one person, an apprentice or aid may accompany the journeyman.

The Contractor shall report the existence of any defective equipment, controls, and/or accessories which may require replacement or repairing. This information shall be given to the Department representative and shall include the location of the defective item and the impact on the project.

The Contractor will be required to perform the specified work with his/her own workforce. Subcontracting of work will not be allowed without prior approval from the Department. The Contractor must provide justification for subcontracting work when requesting approval. In the event subcontracting of work is approved, the Contractor will submit actual invoices and receipts or bills from the subcontractor documenting the cost for labor, materials, supplies, and components.

CONTRACTOR RESPONSIBILITY

When repairing a damaged highway lighting standard, the Contractor shall reinstall any existing pole identification signs which were attached to the standard. If these signs were damaged to the extent they cannot be reused, the Contractor shall immediately notify the Department so that a replacement sign can be installed. This requirement shall be considered included in this contract, and no additional compensation shall be allowed.

The Contractor shall be solely responsible for any damage to existing structures or to the right-of-way resulting from the operation of their equipment or employees while making repairs. The Contractor shall, at his/her own expense, restore any damage to a condition equal to that existing before the damage was done as directed by the Engineer.

CONTROL OF WORK

The Department will conduct frequent inspections of the respective systems and installations to determine if the servicing is being performed by the Contractor promptly, satisfactorily, and in the manner specified in the contract.

DETECTOR LOOP LEAD-IN CABLE IN CONDUIT, CONOGA-30003

Description: This work consists of furnishing and installing loop detector lead-in cables or interconnect cables of the number of pairs specified in the conduit in accordance with the requirements of Section 886 of the Standard Specifications and the following exceptions or additions:

Materials: The traffic count detector loop lead-in cable shall be Canoga 30003 or equivalent.

Installation: Each end of the cable shall be identified with wire markers as directed by the Engineer.

The drain wire of each pair shall be grounded to chassis ground in the cabinet only for interference suppression.

The electrical values of the cable shall be metered by the Contractor, in the presence of the Engineer, after they are spliced to the detector loop. Acceptance of the cable as metered shall be determined by the Engineer.

Basis for Payment: This work will be paid for at the contract unit price per FOOT for ELECTRIC CABLE IN CONDUIT, CONOGA-30003.

DETECTOR LOOP, TYPE I

Description: This item shall consist of furnishing, installing and testing 6' X 8' rectangular detector loops at the locations shown on the plans. The detector loops shall be installed in accordance with all details shown on the plans and applicable portions of Section 886 of the Standard Specifications. All saw cutting, detector loop installation, joint sealing, lead-ins, and testing necessary to complete the installation shall conform to the following requirements:

Materials: The cable used for detector loop shall be #14-7 strand XHHW XLP-600V, encased in orange Detecta-duct tubing as manufactured by Kris-Tech Wire Company, Inc or an approved equivalent. All loop wire shall be UL listed. Lead-ins shall be Conoga-30003 cable or an approved equivalent from the handhole to the cabinet. The jacket shall be made of high-density polyethylene.

At ambient air temperatures above 50 °F, joint sealer shall have a minimum tensile strength of 100 P.I.E. when tested. ASTM Method D638-58T shall be used. The sealer shall have sufficient strength and resiliency to withstand stresses caused by vibrations and pavement expansion and contraction due to temperature changes. Adhesion of the sealer to Portland cement concrete shall be at least equal to the tensile strength of the concrete. The joint sealer shall have a maximum cure time of 30 minutes. Curing shall be defined as the capability of withstanding normal traffic loads without degradation. The sealer shall meet or exceed the specifications of OZ GEDNEY DOZSeal 230 filling compound.

If the ambient air temperature is below 50 °F, a hard asphalt-base filling and insulating compound having a high softening point and a high pouring temperature shall be used. The filling compound shall have a softening point of not less than 235 °F, a summer pouring temperature of 375 °F, and a winter pouring temperature of 425 °F.

Installation Details: The Engineer shall be contacted regarding proposed changes in loop locations necessitated by badly deteriorated pavement. The Engineer may relocate such loops. Detector loops may not be installed before permanent striping is completed on a newly resurfaced section of road.

Slots in the pavement shall be cut with a concrete sawing machine in accordance with the applicable portions of Section 420.05 of the Standard Specifications. The slot must be clean, dry, and oil-free. Wire shall be inserted in the pavement slot with a blunt tool which will not damage the insulation. Loops shall not be dry cut. Loops shall not be installed at an outside temperature below 50 °F unless directed by Engineer.

All excess joint sealer shall be removed so that the level of the sealer in the sawcut is at the same level as the adjoining pavement.

Plastic sleeving shall be used to insulate the wire where loop wire crosses cracks and joints in the pavement. The sleeving shall be properly sealed with electrical tape to prevent joint sealer from entering sleeves. Sleeving shall extend a minimum of 8 inches each side of joint.

Detector loops shall be centered in all traffic lanes unless designated otherwise on the plans or by the Engineer. Traffic lanes shall be referred to by number, and loop wire shall be color-coded and labeled accordingly. Lane #1 shall be the southbound (westernmost) or westbound

(northernmost) outside lane. Subsequent lanes are to be coded sequentially towards the opposite outside shoulder. A chart which shows the coding for each installation shall be included in each cabinet. Core holes will not be allowed at corners of loops. Saw cuts for all detector loops and lead-ins shall not be greater than 2 3/4 inches in depth.

All detector loops shall contain four turns of #14 wire. Detector loops shall not be connected in series with other loops. Each detector loop shall have its own lead-in cable to the cabinet when said detector loop is over 150 feet from the cabinet. The loop lead-in shall be a Canoga 30003 cable or equivalent. Loop and lead-in wires shall be free from kinks or any insulation abrasions. Lead-ins shall be twisted in such a manner to prevent mechanical movement between the individual cables. Lead-in cable shall be brought into a cabinet or handhole at the time the detector loop is placed in the pavement. Where lead-in runs are less than 150 feet, the loop wire shall be utilized as lead-in to the point of termination without splices, being twisted 5 turns per foot. The loop wire will be paid for as lead-in from the handhole to the point of termination in the cabinet.

Loop lead-ins placed in handholes shall be coiled, taped, and secured to the upper portion of the handhole to protect against water damage. The excess coiled wire should not exceed 6' in length. Any other method of installation will require prior written approval of the Engineer. Each loop lead-in shall be color coded and tagged at each angled drilled hole, handhole, and junction box through which it passes and at the termination point in the cabinet.

An angled hole shall be drilled at least 12 inches in from the edge of pavement through which the 1 1/4-inch PVC conduit containing the loop lead-in cable shall be installed (see plan detail).

The loop shall be spliced to the lead-in wire with a barrel sleeve, crimped, and soldered. Adhesive-lined heat shrink tubing shall be used to provide waterproof protection for the splice. The soldered connection shall be made with a soldering iron or gun. No other method will be acceptable, i.e. the use of a torch to solder will not be acceptable. The heat shrink tubing shall be shrunk with a heat gun. No other method will be acceptable, i.e. the use of a torch will not be acceptable. No burrs shall be left on the wire when soldering is finished. Cold solder joints will not be acceptable.

The traffic count detector loop color code shall be as follows:

LOOP #1	GRAY
LOOP #2	ORANGE
LOOP #3	PURPLE
LOOP #4	BLUE
LOOP #5	GREEN
LOOP #6	YELLOW
LOOP #7	BROWN
LOOP #8	WHITE

At locations where there are more than eight loops, loops number 9 through number 16 shall repeat the same color code, but all loops shall additionally be marked to identify the lane.

In addition to color codes, each loop shall be identified with a written label attached to the loop wire, or lead-in wire. The tags shall be Panduit #MP250W175-C or equivalent. All wires and cables shall be identified in each handhole or cabinet the cable passes through or terminates in. The labels shall be attached to the cable by using two cable ties.

Protection of Work: Electrical work, equipment, and appurtenances shall be protected from damage during construction until final acceptance. Electrical duct openings shall be capped or sealed to prevent the entrance of water and dirt. Wiring shall be protected from mechanical injury.

Standards of Installation: Electrical work shall be completed in a neat and workmanlike manner in accordance with the best practices of the trade. Unless otherwise indicated, materials and equipment shall be new and installed in accordance with the manufacturer's recommendations. Except as specified elsewhere herein, materials and equipment shall be in conformance with the requirements of Section 106 of the Standard Specifications.

Testing: Detector loops shall be tested immediately upon installation at each automated traffic recording station and again at the time of final acceptance inspection in the presence of the Engineer. Items which fail to test satisfactorily shall be repaired or replaced before final acceptance.

An electronic test instrument capable of measuring large values of electrical resistance, such as a megger, shall be used to measure the resistance of the detector loop and its lead-in. The resistance of the loop and its lead-in shall be a minimum of 100 megohms above ground under any conditions of weather or moisture. The resistance tests and all electronic tests shall be performed in the presence of the Engineer any number of times as specified by the Engineer. The loop and loop lead-in shall have an inductance between 100 microhenries and 350 microhenries. The continuity test of the loop and loop lead-in shall not indicate a resistance greater than 2 ohms. The Contractor shall conduct all testing in the presence of the Engineer, and all readings will be recorded by the Engineer. Testing shall be done with an approved loop tester.

Method of Measurement: The detector loop measurement shall be the length of sawcut in the pavement which contains loop wire. The actual length of wire used in the sawcut shall not be considered in any measurement.

Basis for Payment: This item will be paid at the contract unit price per FOOT for DETECTOR LOOP, TYPE I.

IDOT Installation Instructions for the Roadtrax BI Traffic Sensors (or Approved Equivalent)

Equipment Required. The sensors should be supplied with sufficient lengths of lead-in cable to avoid splicing. No splices are allowed in the cable. The lead-in cable length should not exceed 300 feet without consulting the manufacturer. Installation brackets are included when the sensors are shipped from the manufacturer. If splicing is required, only similar grades of RG-58 cable should be used. Splices must be soldered, and an approved splice kit is to be used to waterproof the splice.

Personnel from the Illinois Department of Transportation Data Management Lab must be present to supervise installation of axle sensors.

The following tools and accessories are required for sensor installation:

- A heavy duty (at least 35 horsepower) self-propelled concrete cutting saw equipped with a 3/4" diamond blade. If a blade of this width is not available, multiple blades can be used to form a dado.
- A water supply for blade cooling and slot washing.

- A ½-inch electric or air hammer drill, ½-inch masonry bit, hand sledgehammer and 1 inch chisel.
- Air compressor with hose and nozzle for cleaning and drying the slot and to power any air tools used.
- Straight edge, chalk line, minimum 1/8" diameter cord or rope for laying out the lines, upside-down pavement fluorescent spray paint, wax crayon, measuring tape to mark locations of saw cuts to be made for sensor(s) and lead-in wire.
- 0.5 inch variable speed drill, industrial grade mixing paddles (one for mixing sensor grout & hardener and one for mixing loop sealant & hardener. Do not cross contaminate sensor grout and loop sealant by using the same mixing paddles.)
- Wire strippers, knife type blade strippers, pliers ,and diagonal cutters.
- Disk grinder or heavy-duty sander to remove high spots of epoxy after installation and curing.
- Wire brush to remove any remaining debris from the sawed slot and to rough up the sides of the slot after the saw cuts are completed.
- Broom to keep work area clear of debris.
- Clean rags and isopropyl alcohol to clean and prime concrete surface of the sawed slots.
- Plumbers putty or duct seal to form dams at the end of the sensor slot to contain the resin (grout).
- PU 200 Resin (or approved equal) for encapsulating the sensors (one can for every 6 feet of sensor)
- Two-part cold mix loop sealant for encapsulating the loop and lead wire(s). Hot tar is not acceptable.
- Duct tape (2" minimum width) to protect the pavement edge from excess resin end loop sealant along edges of sawed slots during installation of sensors and lead wire.
- Putty knives (3" to 4") to remove excess epoxy_or work epoxy around sensor and small point trowel for putting resin (grout) into the slot if necessary.
- The Contractor must provide_a generator suitable for any power tools since AC power is not available at most traffic count stations.
- 100 foot fish tape.
- Heavy duty extension cord.
- Chemical proof rubber work gloves, heavy duty work gloves, dust filter mask, and goggles & safety glasses for eye protection.
- Trenching equipment as required to bury conduit.
- Cleaning materials for hands and equipment.
- All necessary instructions.
- All necessary safety data (MSDS, etc)

ELECTRONIC MAIL AND FACSIMILE MACHINE

The Contractor shall have electronic mail receiving and sending capabilities and a fax machine available. The Department will utilize these communication media to reduce errors in communications, to send/receive work orders, and to receive daily contract work activity sheets, various drawings, and estimate sheets as needed. This requirement shall be included in the contract, and no additional compensation shall be allowed.

EXPENSES

Unless otherwise agreed upon and stated herein, this Contract does not allow for reimbursement of any expense incurred by Contractor, including but not limited to telephone or other communications device, postage, copying, travel, transportation, lodging, food, and per diem.

JOURNEYMAN ELECTRICIAN

This work shall consist of a journeyman electrician's labor, tools, equipment, and other incidentals necessary or convenient to the successful completion of work orders and the carrying out of all duties and obligations imposed by the contract. Also, the journeyman electrician shall be required to carry a cellular telephone to facilitate communications with work crews and to verify operation conditions of essential ITS facilities. The Department reserves the right to use the cellular telephone to contact the journeyman electrician for his or her location and to request a report on the status of a work order.

This work will be measured to the nearest 0.25 hour for each journeyman electrician approved for use on the applicable work order. Labor rates for journeyman electrician shall be inclusive of (but not limited to) all regular and premium time, insurance, benefits, overhead, and profit.

This work will be paid for at the contract unit price per HOUR for JOURNEYMAN ELECTRICIAN.

KNOCKDOWN DOCUMENTATION

The Contractor shall provide the Department with photographs of all onsite knockdown debris to document the damage for third party claims. The photographs shall be digital images and should have the number of views necessary to properly detail the motorist caused damage. Three or more photographs are required for adequate documentation. Identifying information should be included in the photographs as much as possible.

This requirement shall be considered included in this contract, and no additional compensation shall be allowed.

LABOR (LABORER)

This unit shall be eligible for payment only when labor is performed onsite at appropriate work locations. Labor will be measured to the nearest 0.25 hour for each person other than journeyman electrician or apprentice electrician (normally a laborer) approved for use on the applicable work order on items other than routine work items. Labor rates shall be inclusive of (but not limited to) all regular and premium time, insurance, benefits, overhead, and profit.

The laborer shall furnish all labor, tools, equipment, and other incidentals necessary or convenient to the successful completion of work orders and the carrying out of all duties and obligations imposed by the contract. Also, the laborer shall be required to carry a cellular telephone to

facilitate communications with work crews. The Department reserves the right to use the cellular telephone to contact the laborer for their location and for a report on the status of a work order.

This work will be paid for at the contract unit price per HOUR for LABOR.

If the Department authorizes the Contractor to utilize labor that does not have a contract unit price and is not considered incidental to the contract, payment shall be made in accordance with Article 109.04(b) of the Standard Specifications.

LABOR, TOOLS, AND EQUIPMENT

The Contractor shall furnish all labor, tools, equipment, and other incidentals necessary or convenient to successfully complete the work orders and carry out all duties and obligations imposed by the contract.

All Contractor work crews shall be equipped with a cellular telephone to facilitate communications with work crews and to verify operating conditions of key electrical facilities. Only the crew leader will be required to be equipped with a cellular telephone. The Contractor shall provide the Department with the cellular telephone number being used in the execution of each work order. The Department reserves the right to use the cellular telephone to contact a Contractor's work crew for their location and for a report on the status of a work order. No additional compensation for cellular telephone expenses will be allowed.

Only labor onsite at work locations shall be eligible for payment. The Department will specify if the journeyman electrician and/or apprentice electrician pay items will be utilized on each individual work order. Overtime work during nights, weekends, and holidays will be performed by the Contractor only at the direction of the Department.

The time allowed for the truck pay items included in this contract shall be the actual time the truck is onsite at the work location (while work is underway). Truck rates include (but not limited to) the cost of fuel, oil, lubrication, supplies, small tools, necessary attachments, repairs, overhaul and maintenance of any kind, depreciation, storage, overhead, profits, insurance, and all incidentals.

Arrowboard (trailer mounted) shall meet the requirements of Articles 701.15(i) and 1106.02. The time allowed for arrowboard (trailer mounted) shall be the actual time the arrow board is in use at the work location. Attenuator, crash (truck mounted) shall meet the requirements of Articles 701.15(h) and 1106.02. The time allowed for the attenuator, crash (trailer mounted) shall be the actual time the attenuator is in use at the work location.

Individual pieces of equipment not listed in the "Equipment Watch Rental Rate Blue Book" and having a replacement value of \$2500.00 or less shall be considered to be tools or small equipment, and no payment will be made for their use on this contract.

The Contractor should utilize the appropriate equipment to complete the repair as authorized by the Department. If the Contractor chooses to use equipment that in the opinion of the Department is above and beyond what is required, the Contractor shall be compensated at the appropriate amount as determined by the Department of what was necessary to complete the work order.

Method of Measurement: Truck usage will be measured to the nearest 0.25 hour for each pick-up truck, bucket truck (length less than 35 feet), or (bucket truck (length 35 feet to 65 feet) approved for use on the applicable work order.

Arrow board usage will be measured to the nearest 0.25 hour for each arrowboard (trailer mounted) approved for use on the applicable work order. Truck mounted attenuator usage will be measured to the nearest 0.25 hour for each attenuator, crash (truck mounted) approved for use on the applicable work order.

Basis of Payment: Truck usage will be paid for at the contract unit price per HOUR for PICK-UP TRUCK, BUCKET TRUCK (LENGTH LESS THAN 35 FEET), or (BUCKET TRUCK (LENGTH 35 FEET TO 65 FEET)).

Arrowboard usage will be paid for at the contract unit price per HOUR for ARROWBOARD (TRAILER MOUNTED). Truck mounted attenuator usage will be paid for at the contract unit price per HOUR for ATTENUATOR, CRASH (TRUCK MOUNTED) and shall include the cost of the truck driver.

LED CONVERSION COST INCENTIVE

When work orders are submitted to replace existing HPS luminaires with LED luminaires there is edibility for cost incentives from the energy provider. The Contractor shall contact the electric provider, complete the required paperwork and application for these incentives as part of the contract, and submit it to the utility provider. The reimbursement the Contractor receives from the energy provider shall be deducted from the invoice submitted to the Department for that work order. Documentation of the cost incentive reimbursement shall be provided with the invoices submitted to the Department for that work order.

NUMBERING SYSTEM

The Contractor shall maintain the Department's highway lighting numbering systems on all knockdowns. These numbers are to be used on all reports, correspondence, and billing invoices.

PARTS AND MATERIALS

Parts and materials supplied by the Contractor, which have a retail value under \$25.00 per unit, shall be considered included in the contract, and no additional compensation is allowed.

If parts and materials are required to complete a work order and are not already considered incidental within an existing contract pay item, then the Contractor shall receive the actual cost for parts and materials supplied (including transportation charges paid by the Contractor) in accordance with Article 109.04 of the Standard Specifications. The cost of all parts and materials shall be itemized on the invoice of each work order. The actual billing invoices from the suppliers of items greater than \$25.00 for any single unit must be submitted as documentation of parts and materials costs.

When such parts and materials are furnished by the Contractor, the material shall be the best grade of its respective kind for the intended purpose. The Contractor is expected to make a good faith effort to purchase the parts and materials supplied by them at the lowest possible price. The transportation of the parts and materials to the location on the work order by the Contractor shall be considered included with the contract, and no additional compensation shall be paid (except for when a special piece of equipment is required to properly transport the item(s)). All materials provided by the Contractor shall be new, unless otherwise stipulated, and in accordance with the standards specified.

The Department may request in writing that the Contractor order parts and materials not to be installed by the Contractor. These parts and materials will be used by the Department in the repair and/or maintenance completed by the Department's work force.

Parts and materials may be furnished by the Department when available and practical, unless otherwise specified by this contract. The transportation of department supplied parts and materials to the location on the work order by the Contractor shall be considered included with the contract, and no additional compensation shall be paid (except for when a special piece of equipment is required to properly transport the items). The Department, at its discretion, may expedite the repair of an installation and reserves the right to deliver parts, materials, and equipment directly to the Contractor's shop or to the jobsite.

PAYMENT TERMS AND CONDITIONS

By submitting an invoice, the Contractor certifies that the supplies or services provided meet all requirements of the Contract, and the amount billed and expenses incurred are as allowed in the contract. Invoices for services performed and expenses incurred through June 30 of any year must be submitted to the State no later than July 31 of that year; otherwise, Contractor may have to seek payment through the Illinois Court of Claims (30 ILCS 105/25). All invoices are subject to statutory offset (30 ILCS 210).

Payments, including late payment charges, will be paid in accordance with the State "Prompt Payment Act" (30 ILCS 540) and rules (74 Ill. Adm. Code 900) when applicable. Payments delayed at the beginning of the State's fiscal year (July and August payments) because of the appropriation process shall not be considered a breach.

PENALTY DURING PEAK HOURS

If the Contractor fails to have all lanes of traffic open during the peak hour for traffic or conducts operations that will impede the flow of traffic during peak hours, a monetary penalty shall be assessed to the Contractor. The penalty shall be \$500 for each 15-minute period or a portion thereof during peak hours.

PIEZO AXLE SENSORS, CLASS-II

Description: This item consists of installing one class II piezo axle sensor (AMP Model No. 0-1004673-0 BLC Sensor Class II or approved equivalent), in each lane indicated on the plans.

The use of global resin epoxy or an approved equivalent is necessary for proper bonding. A minimum of 30 days of cure time for new asphalt is required before the epoxy is used for bonding.

Piezo axle sensors may not be installed before permanent striping is completed on a newly resurfaced section of road. Installation of an automated traffic recorder must be completed no later than 60 days after installation has begun.

Material: The class II axle sensors, necessary RG58C/U transmission cable, and global epoxy, or approved equivalent for encapsulating sensors, shall be furnished by the Contractor. ROADTRAX BLC Traffic Sensors manufactured by AMP Incorporated or an approved equivalent shall be installed at this location. The axle sensor shall be flexible along its longitudinal axis to allow the sensor to easily conform to the profile of the lane in which it is being installed. Class II axle sensors shall be manufactured with suitable lengths of RG58C/U transmission cable for a continuous run from axle sensor through the handhole to the cabinet. Splicing of transmission cable to axle sensor shall not be permitted unless approved in advance and supervised by Mr. Rich Marx of the Illinois Department of Transportation.

Installation: Installation shall be in accordance with the attached instructions. The Engineer should be advised at least three days prior to installation. Contact Mr. Rich Marx of the Illinois Department of Transportation, telephone (217) 782-2065, to arrange a time and date for the installation.

Heated loop sealers shall not be used to seal the RG58C/U transmission cable in the pavement sawcut. Sealex or equivalent loop sealant shall be used.

Testing: Piezo axle sensors shall be tested immediately upon installation and again at the time of final acceptance inspection in the presence of the Engineer. The tests shall be performed utilizing an oscilloscope to ensure acceptable clean signals of proper amplitude and polarity. Sensors that fail to test satisfactorily shall be repaired or replaced before final acceptance.

Basis for Payment: This work will be paid for at the contract unit price per FOOT for PIEZO AXLE SENSOR, CLASS II, measured along the sawcut in the pavement containing the axle sensor.

The lead-in measured from the end of the axle sensor to the dive hole shall be paid for at the contract unit price per FOOT for DETECTOR LOOP TYPE 1. The lead-in from the dive hole to the cabinet shall be considered incidental since it is provided with the sensor.

VARIOUS ROUTES
SECTION D7 ELECTRICAL REPAIRS 2026-1
VARIOUS COUNTIES
CONTRACT NO. 74E31

POSSIBLE SOURCES FOR ITEMS – PERMANENT ATR

Material	Possible Source	Contact	Telephone Number	Location
Loop Detector wire encased in Orange Detecta-Duct Tubing	Kris-Tech Wire Company	Sales	(315) 339-5288	Rome, NY
Conoga 30003 2-pair shielded wire suitable for direct burial	3M Traffic Products Division	Sales	(612) 733-1110	Minneapolis, MI
RL-200 Polyurethane resin	International Road Dynamics Inc.	Scott Sherwood	(815) 675-1430	Spring Grove, IL
60J Solar Panel	Ameresco Solar	Sales	(855)-437-6527	OakBrook , IL
Class-II Peizo Sensor	Measurement Specialties Inc.	Don Halverson	(610) 650-1580	Valley Forge, PA
Class-II Peizo Sensor	International Road Dynamics	Scott Sherwood	(815) 675-1430	Spring Grove, IL
Sun Xtender Battery 12v 104ah Part # PVX-1040T	Concord Battery Corp.	Sales	(626) 813-1234	West Covina, CA
Sun Xtender Battery 12v 34ah Part # PVX-340T	Concord Battery Corp.	Sales	(626) 813-1234	West Covina, CA
SunSaver 10L solar charger Part # SS-10L-12V	Sunwize Power & Battery	Sales	(800)-817-6527	San Jose, CA
Precast Composite Concrete Handhole	Handhole.com	Sales	(800)-332-8114	Cedar Rapids, IA
Solar Panel Bracket Part # 007985	Sunwize Power & Battery	Sales	(800)-817-6527	San Jose, CA
RV 50 Wireless Modem & Antenna	CDS Office	Ron Clark	(217)-541-3410	Springfield, IL

PROSECUTION OF WORK

The Contractor shall begin the work to be performed under the contract on the date of contract execution or July 1, 2026, whichever is later.

QUANTITIES

The quantities specified in this contract indicate the estimated amount of work required for the duration of this contract. This is merely an estimate to allow contractors to establish unit prices and permit the Department to determine the low bidder. It shall be understood that the unit prices of this contract shall prevail throughout the period of this contract regardless of the quantity.

RESPONSE TIMES

The Department will define the expected response times at the time of issuing the work order based on the following:

Level 1 – Emergency Service Calls – Work crew/staff shall be at the location on the work order within three hours of notification during normal work hours and within three and one-half hours of notification after normal work hours. Normal work hours, for the purposes of this contract, shall be hours during which the Contractor is not required to pay overtime labor rates.

Level 2 – Priority Non-Emergency Service Calls – Respond within 24 hours of issuance, and complete work within five days.

Level 3 – Routine Work Items – Complete work within 15 days of the date work order was issued.

It shall be the Contractor's responsibility to promptly notify the Department, if for any reason, the Contractor cannot meet either the response time established at the issuance of the work order or the response times established herein. If the emergency response time exceeds three hours, the Department has the option of contacting another contractor.

FAILURE TO MEET RESPONSE TIME

Should the Contractor fail to respond and/or complete a work order on time, or such extended time as may have been allowed by the Department, a monetary deduction will be applied to monies due or that may become due to the Contractor. The value of the monetary deduction will be as follows:

For Level 1 (Emergency Service Calls):

Work Order Amount	Monetary Deduction for Each 15 Minutes*
From \$0 to \$500	\$25
From \$501 to \$1000	\$50
From \$1001 and over	\$100

* After applicable response time expires

For Level 2 (Priority Non-Emergency Service Calls) and Level 3 (Routine Work Items): \$75.00 per day per work order

For the purpose of calculating the level 2 and level 3 monetary deduction, a day shall be any (or portion of) excluding the following:

- (a) When adverse weather at the field work site prevents work on the controlling item of a work order.
- (b) When job conditions at the field work site due to recent weather conditions prevent work on the controlling item of a work order.
- (c) When work on the controlling item has been suspended by an act or omission by the Department or Engineer.

SCHEDULE OF WORK

Any work performed on state premises shall be done during the hours designated by the State and performed in a manner that does not interfere with the State and its personnel.

SOLAR POWER SYSTEM

Description: The solar power system shall consist of the solar panel (collector) all necessary mounting hardware, post, SunSaver 10L solar charge controller, and Life line SunXtender battery Model No. PVX-1040T or approved equivalent with bolt terminals. This battery shall be a 12-volt, 105 ampere hour absorbed electrolyte type battery. It shall have a completely sealed valve regulated construction. The battery shall be provided with an attached handle for carrying.

The systems must be of the following capacity. All continuous vehicle ATRs shall be equipped with 60-watt solar panel or larger. The system's capacity should enable it to operate the equipment for 30 consecutive days of heavily overcast weather without the power level of the battery dropping to a point at which it would no longer power or operate the equipment.

Material: The solar panel and all necessary mounting hardware shall be constructed of maintenance free materials which will not require painting. The solar panel surface shall be mounted at an angle of 65° referenced to the south horizon for maximum efficiency in this geographic region. Mounting height shall be a minimum of 9 feet above ground on a pressure-treated 4-inch x 6-inch post. Mounting in any other fashion will be as specified by the Engineer. A pullbox shall be installed in the conduit on the wood post approximately 3 feet above grade level to facilitate splicing the power wires to the solar panel.

Basis for Payment: This work will be paid for at the contract unit price per EACH for SOLAR POWER ASSEMBLY, which shall be payment in full for furnishing the post, the charge controller, the battery, and the conduit with electric cable attached to the new post.

STATUS OF UTILITIES TO BE ADJUSTED

NO UTILITIES TO BE ADJUSTED

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

If any utility adjustment or removal has not been completed when required by the Contractor's operation, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's operations were affected.

Utility adjustments or relocations should not be required by this project. The Illinois Underground Utility Facilities Damage Prevention Act requires people excavating to contact the one call system (J.U.L.I.E. 800-892-0123 or 811) before digging.

SUPERVISION OF WORK FORCE

The Contractor shall provide adequate supervision to their work force to ensure that workers and materials are utilized in an efficient manner. This is to include, but not limited to, ensuring knowledgeable and experienced workers are matched to related servicing tasks, the proper type of service vehicle is sent for each work order, and service vehicles are equipped with the parts, materials, and equipment required to complete the work order. No additional allowance will be made for general superintendence of the workforce used on this contract.

TAX

Contractor shall not bill for any taxes unless accompanied by proof that the State is subject to the tax. If necessary, Contractor may request the applicable Agency's Illinois tax exemption number and federal tax exemption information.

TERMINATION FOR CAUSE

The State may terminate this contract, in whole or in part, immediately upon notice to the Contractor if it is determined that the actions, or failure to act, of the Contractor, its agents, employees, or subcontractors have caused or reasonably could cause jeopardy to health, safety, or property. If Contractor fails to perform to the State's satisfaction any material requirement of this Contract or is in violation of a material provision of this contract, the State shall provide written notice to the Contractor requesting that the breach or noncompliance be remedied within the period of time specified in the State's written notice. If the breach or noncompliance is not remedied by that date, the State may either immediately terminate the contract without additional written notice or enforce the terms and conditions of the contract. In either event, the State may seek any available legal or equitable remedies and damages.

TERMINATION FOR CONVENIENCE

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

TEST EQUIPMENT

The Contractor shall provide all its own testing instruments, as required, to service the facilities of the Department. The Contractor shall use the established procedures as defined by the manufacturer or standard practice to determine the integrity of the equipment. The Department shall be provided with the testing procedures used upon request.

All required test equipment shall be included in the contract, and no additional compensation will be allowed.

TRAFFIC COUNTER – TIRTL

This work consists of furnishing and installing structural components and traffic counter system components at a location to be determined as directed by the Engineer and as herein specified.

The traffic counter system is installed on breakaway wide flange beam steel sign supports and foundations. The installed components will complete the traffic counter system as herein specified. All hardware, bolts, pipes, and conduits necessary to install the components will be provided by IDOT.

The components to be furnished under this item are as follows:

- Data collection system w/cables
- Wireless modem w/cables and 5' antenna cable
- Dual band cellular/PCS antenna
- TIRTL traffic counter
- TIRTL cabinets
- Solar panels 60W. Two each with mounts
- Solar charge regulators – two each
- Batteries
- Battery box
- Antenna and modem cables

Components to be furnished under this item shall conform to the following manufacturer's specification or approved equivalent:

Components:

TIRTL ver. 2 Traffic Counter with cellular antenna and cable and external modem cable
TIRTL Cabinets w/ir lenses (15" x 27" x 16") - Quantity 2
External Battery cabinet (16.5" x 16" x 11.5") BBA1M w/ #2 Police Lock
Sierra Wireless RV-50 Mobile 4G XTLE Gateway EVDO-Verizon
Panorama Low Profile Antenna LGAM-BC3G-3SG-26-3SP
SunSaver Solar Controller SS-10L-12V – Quantity 2
SunExtender PVX340T12 Volt 34 AH absorbed electrolyte battery
SunExtender PVX-1040T 12 Volt 104 AH absorbed electrolyte battery
60 Watt Solar Panel (#60J) – Quantity 2
Solar Panel Bracket (007985) – Quantity 2

The number of components necessary to complete each installation is shown on the plans. All components shall be sent to the Data Management Lab to be tested, configured, and installed by IDOT personnel.

The wide flange beam breakaway sign supports will be paid for separately as Structural Steel Sign Support – Breakaway, as specified in Section 727 of the Standard Specifications.

The Office of Planning and Programming Data Management Lab must be contacted two weeks prior to any work being done to ensure proper post placement. If this is not done, any installation discrepancies determined by the Office of Planning and Programming Data Management Lab must be rectified prior to the equipment installation.

Full manufacturer's specifications of the components to be furnished under this item shall be approved in writing prior to ordering components. Warranty information shall be provided to the Engineer at the time of delivery of components.

Contact Information for the Office of Planning and Programming Data Management Lab:

Mr. Rich Marx
126 E. Ash Street
Springfield, IL
Phone 217 782-2065
Richard.marx@illinois.gov

Method of Installation

1. Mark the position of the sensor slots to be cut perpendicular to the traffic flow. Cable runs on the pavement should also be clearly marked using wax crayons or line and fluorescent pavement paint.
2. Cut a slot 3/4" wide ($\pm 1/16$ ") and 7/8" deep ($\pm 1/8$ "). The slot should be 6" longer than the sensor. The lead out should be centered on the slot.
3. The slot must be cut in one pass using one 3/4" wide diamond blade or two 3/8" blades may be ganged together. The slot should be wet cut to minimize damage to the roadway surface.
4. Cut the cable slots to the edge of the roadway.
5. Clear away debris and wash the slots thoroughly. Use air supply to dry. The slots and surrounding surface must be completely clean and dry before any adhesive is poured.
6. Apply two layers of 2" duct tape on the pavement along the perimeter of the slot.
7. Position the sensor on the duct tape next to the slot. Ensure that the sensor is straight and flat. Place the clips on the sensor about every 8".
8. Place the sensor in the slot, with the brass element about 1/4" below the road surface, and the top of the brackets about 1/8" below the road surface. Ensure the ends of the sensors are pushed down sufficiently.
9. Block the ends of the slot using plumber's putty or duct seal. Ensure that there are adequate 'dams' at both ends so that the encapsulation material (P5G Resin or approved equal) does not flow out. On the passive cable end, dam should be about 3 1/2" past the end of the lead attachment area.
 - a. Ensure that you are wearing rubber gloves suitable for this type of application. The sealant should not come in contact with the skin.
10. Mix the grout according to the manufacturer's instructions. Be sure to pre-mix the resin before combining the two parts since the filled materials tend to settle. Fill the slot full of the encapsulation material. Using a trowel, distribute the encapsulation material along the sensor. Remove the tape on the sides of the slot as soon as the adhesive starts to cure.
11. Carefully remove the plumber's putty or duct seal used to form the dams at both ends of the sensor.
12. Route the lead in cable through the slot cut for it and cover with loop sealant. Hot tar must not be used since the temperature is difficult to control, and it can burn the cable. Scatter clean dry sand to prevent sticking. The lead-in cable slot shall run to the edge of pavement.
13. When the encapsulation material is fully cured (see manufacturer's recommended cure time), grind the top of the encapsulation material flush with the road using an angle grinder. The profile should be flat or with a slight 'mound', provided that there is no concave portion to the curve.
14. Remove all work-related debris from the site. When the encapsulation material is fully cured, lanes may be opened to traffic.
15. Follow the manufacturers recommended cure time.

Furnishing the components necessary to complete the traffic counter – TIRTL system will be paid for at the contract unit price per EACH for TRAFFIC COUNTER and shall include all components necessary to complete each installation as herein specified.

TRAFFIC SIGNS

When repairing a damaged flashing beacon or highway lighting standard, the Contractor shall reinstall any traffic signs that were attached to the standard. If these signs are damaged to the extent they cannot be reused, the Contractor shall immediately notify the Department so that replacement signs can be installed.

TRAVEL EXPENSE

The Contractor shall not be reimbursed for travel expenses, including "port to port" charges, incurred in fulfilling obligations under this contract. All such charges are to be included and paid for as part of the unit costs contained herein.

TRENCH AND BACKFILL FOR ELECTRICAL WORK

Description: This work shall consist of constructing and backfilling a trench for the accommodation of raceways, unit duct, and cables.

Materials: Materials shall be according to the following.

Item	Article/Section
(a) Fine Aggregate	1003.04
(b) Underground Cable Marking Tape	1066.05

CONSTRUCTION REQUIREMENTS

Trench: Trenching shall be as follows.

Trenches shall have a minimum depth of 2 ft or as otherwise indicated on the plans and shall not exceed 1 ft in width without prior approval of the Engineer. The trenches shall be constructed to permit easy installation of cable or unit duct without twisting kinks or sharp bends. The bottom of the trench shall be built up with suitable compacted backfill material, so the raceway, unit duct, or cable will have a smooth bed.

If the trench depth is less than 1 ft because of rock or concrete, the Contractor shall cut a groove in the obstructing material, so the trench is 1 ft deep. The unit duct shall be laid in this groove and covered to grade with class SI concrete.

Where the trench depth exceeds 1 ft but less than 2 ft because of rock, the bottom shall be made smooth and free of short radius dips by filling low sections with fine aggregate.

Where separate circuit runs are to be installed parallel with each other, one common trench shall be used.

At the locations where a trench crosses other existing cable systems, the trench shall be hand dug 6.5 ft to either side of the crossing.

The Contractor shall be responsible for damage incurred in any area of the project such as medians, pavement, shoulders, backslopes, driveways, and sidewalks and shall restore them to their original condition as directed by the Engineer.

Except where trenching is specifically indicated on the plans, the Contractor shall have the option to plow coilable nonmetallic conduit and unit duct or cable by lay-in plow-feeding. The installation depth shall be 2 ft below the finished grade or as shown on the plans. The coilable nonmetallic conduit, duct, or cable shall be round and free of kinks when fed into the plow.

When more than one coilable nonmetallic conduit, duct, or cable is placed into a single plowed cavity, they shall be free of twists. Before final wire and cable connections are made, the Contractor shall demonstrate that all conductors within the coilable nonmetallic conduit or duct are free to move.

Where another circuit is plowed in parallel to the first, the distance between the two shall be no less than 1 ft nor more than 2 ft.

Backfill: Backfill material shall be free of brick, rock, or any material that could damage the cable, duct, or conduit. Backfill material for trenches in the subgrade of the proposed improvement and for trenches outside of the subgrade where the inner edge of the trench is within 2 ft of the edge of the proposed pavement, curb, gutter, curb and gutter, stabilized shoulder, or sidewalk shall be fine aggregate gradation FA 6.

Backfill shall be deposited in uniform lifts not exceeding 6 in. thick loose measure. The material in each lift shall be mechanically compacted by tamping with power tools approved by the Engineer in such a manner as not to disturb, kink, or crush the cables, conductor, duct, or conduit.

Disposal of surplus material shall be according to Article 202.03.

Cable Marking Tape: Underground cable marking tape shall be installed at a minimum of 6 in. and no more than 1 ft below finished grade for all underground cable and raceway runs.

Underground cable marking tape with a reinforced metallic detection strip shall be used when specified.

Splicing of the underground cable marking tape shall be accomplished with metal clips to maintain electrical continuity along the entire length of the tape. In addition to metal clips, all splices must be wrapped with a waterproof adhesive tape to prevent corrosion of the metal core.

Basis of Payment: Trench and backfill will be included in the cost of Concrete Foundation, Type-D.

Excavation in rock will be paid for according to Article 502.13.

UNDERGROUND FACILITIES

The Contractor's attention is directed at the possible presence of state-owned underground electrical cable within the limits of the proposed improvement. The Contractor shall request the Illinois Department of Transportation in Effingham (217-342-3951) to locate the underground facilities, providing a minimum of 72 hours of 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 their failure to contact the Illinois Department of Transportation as specified above or from negligent operation, shall be repaired to the satisfaction of the Department at the Contractor's expense, including temporary repairs which may be required to keep the facility operational while material is being obtained to make permanent repairs. Splicing of electric cable will not be allowed. Electric cable shall be replaced from pole to pole or controller.

WAIVER OF LIEN

The Department may, at its discretion, require waivers of lien for materials or authorized subcontracted work prior to payment for any goods or services.

WARRANTIES FOR SUPPLIES AND SERVICES

Contractor warrants that the supplies furnished under this contract will conform to the State's manufacturing standards, specifications, drawing, samples, or descriptions furnished by the State, including but not limited to all specifications attached as exhibits hereto; will be merchantable, of good quality and workmanship, free from defects for a period of 12 months or longer if specified in writing, and fit and sufficient for the intended use; will comply with all federal and state laws, regulations and ordinances pertaining to the manufacturing, packing, labeling, sale and delivery of the supplies; will be of good title and be free and clear of all liens and encumbrances; and will not infringe any patent, copyright or other intellectual property rights of any third party. Contractor agrees to reimburse the State for any losses, costs, damages or expenses, including without limitations, reasonable attorney's fees and expenses, arising from failure of the supplies to meet such warranties. Contractor shall ensure that all manufacturers' warranties are transferred to the State and shall provide a copy of the warranty. These warranties shall be in addition to all other warranties (express, implied, or statutory) and shall survive the State's payment, acceptance, inspection, or failure to inspect the supplies.

WORK DURING PEAK HOURS

Contractor will be permitted to work on any day from dawn to dusk unless work requires a lane restriction in a high-volume area in which work may be restricted to non-rush hours.

The Contractor shall have all lanes of traffic open during peak hours in the appropriate direction. The Contractor will not be allowed to conduct any type of operation in the open lanes or any type of operation that would impede the flow of traffic during peak hours.

Peak hours, if applicable, will be shown in the work order and will be determined by the Engineer.

WORK ORDERS


No work of any kind is to be performed by the Contractor unless a work order authorizing the work has been issued by the Engineer. Requests for emergency service calls may be initiated, by the Department, with a telephone call, faxed message, or email and followed by a written work order authorizing the work. The work order shall show the date and time of issuance, type of facility, location, a description of the service required or the problem reported, and pay item(s). The work order will indicate a Department district contact and telephone number for the Contractor to contact with any questions regarding the work order.

If at the time of service being performed, additional work of a minor nature (not to exceed \$500) appears to be needed, the Contractor shall proceed with that work. If it appears that the additional work could result in a substantial addition or change to the current work order, the Contractor shall contact the Department's district contact before proceeding with the additional work.

The date and time the Contractor's work crew arrives at the location and the date and time the requested work is completed shall be noted on the Contractor's billing invoice submitted to the Department for payment. If the work is not completed on the first trip, the Contractor shall record on the invoice the arrival and departure dates and times for all subsequent work crews until the work order is completed.

The Contractor shall advise the Department's District contact upon arrival and departure of the site of all service calls and provide the status of work. The Contractor will be provided with an after-hours telephone number for the Department's district contact.

WORK ORDER, ELECTRICAL MAINTENANCE

 Illinois Department of Transportation Division of Highways/District 7 400 West Wabash Effingham, IL 62401 Telephone: 217-342-3951				Electrical Maintenance Work Order _____			
Contractor		Date/Time Issued		Contractor Invoice No.			
County/City		Route		Date/Time Completed			
General Location			Date Submitted for Payment				
Work To Be Performed							
Special Instructions							
<p>* Please be reminded to follow the appropriate IDOT Traffic Control Standards when performing this work.</p>							
Is work performed as a result of an accident? <input type="checkbox"/> Yes <input type="checkbox"/> No				Accident Reference Number			
Work Authorized By		Invoice Reviewed By		Supervisor Authorization			
Date		Date		Date			

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)

Effective: January 1, 2008

Revised: April 1, 2023

Description. This work shall consist of furnishing and operating automated flagger assistance devices (AFADs) as part of the work zone traffic control and protection for two-lane highways where two-way traffic is maintained over one lane of pavement in segments where no sideroads or entrances require deployment of additional flaggers. Use of these devices shall be at the option of the Contractor.

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

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

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

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

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

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

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

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

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

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

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

Effective: January 1, 2025

Revised: January 1, 2026

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

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

Revise Article 302.02 of the Standard Specifications to read:

“302.02 Materials. Materials shall be according to the following.

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

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

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

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

“(c) Cement1001”

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

“(i) Ground Granulated Blast Furnace (GGBF) Slag1010”

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

“312.09 Proportioning and Mix Design. At least 60 days prior to start of placing CAM II, the Contractor shall submit samples of materials to be used in the work for proportioning and testing. The mixture shall contain a minimum of 200 lb (120 kg) of cement per cubic yard (cubic meter). Cement may be replaced with fly ash or ground granulated blast furnace (GGBF) slag according to Article 1020.05(c)(1) or 1020.05(c)(2), respectively, however the minimum cement content in the mixture shall be 170 lbs/cu yd (101 kg/cu m). Blends of coarse and fine aggregates will be

permitted, provided the volume of fine aggregate does not exceed the volume of coarse aggregate. The Engineer will determine the proportions of materials for the mixture according to the “Portland Cement Concrete Level III Technician Course” manual. However, the Contractor may substitute their own mix design. Article 1020.05(a) shall apply, and a Level III PCC Technician shall develop the mix design.”

Revise Article 352.02 of the Standard Specifications to read:

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

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

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

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

Revise Article 404.02 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

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

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

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

Revise Article 583.01 of the Standard Specifications to read:

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

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

“(a) Cement1001”

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

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

Revise Article 606.02(h) of the Standard Specifications to read:

“(h) Fibers (Note 1)1014”

Revise Note 1 in Article 606.02(h) of the Standard Specifications to read:

“Note 1. Fibers, when required, shall only be used in the concrete mixture for slipform applications.”

Revise the third paragraph in Article 606.10 of the Standard Specifications to read:

“Welded wire fabric shall be 6 x 6 in. (150 x 150 mm) mesh, #4 gauge (5.74 mm), 58 lb (26 kg) per 100 sq ft (9 sq m).”

Revise Article 1001.01(d) of the Standard Specifications to read:

“(d) Rapid Hardening Cement. Rapid hardening cement shall be according to the Bureau of Materials Policy Memorandum “Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants”, and ASTM C 1600, Type URH, Type VRH, or Type RH-CAC. It shall be used according to Article 1020.04 or when approved by the Engineer. The Contractor shall submit a report from the manufacturer or an independent lab that contains results for testing according to ASTM C 1600 which shows the cement meets the requirements of either Type URH, Type VRH, or Type RH-CAC. Test data shall be less than 1 year old from the date of submittal.

Revise Article 1001.01(e) of the Standard Specifications to read:

“(e) Other Cements. Other cements shall be according to the Bureau of Materials Policy Memorandum “Portland or Blended Cement Acceptance Procedure for Qualified and Non-Qualified Plants”, and ASTM C 1157 or ASTM C 1600, as applicable. Other cements shall be used according to Article 1020.04 or when approved by the Engineer. For cements according to ASTM C 1157, the Contractor shall submit a report from the manufacturer or an independent lab that contains results of tests which shows the cement meets the requirements Type GU, HE, MS, MH, or LH. For cements according to ASTM C 1600, the Contractor shall submit a report from the manufacturer or an independent lab that contains results of tests which shows the cement meets the requirements Type MRH or GRH. Test data shall be less than 1 year old from the date of submittal.”

Revise Article 1002.02 of the Standard Specifications to read:

“**1002.02 Quality.** Water used with cement in concrete or mortar and water used for curing concrete shall be clean, clear, and free from sugar. In addition, water shall be tested and evaluated for acceptance according to one of the following options.

OPTION 1.

(a) Acceptable limits for acidity and alkalinity when tested according to ITP T 26.

- (1) Acidity -- 0.1 Normal NaOH 2 ml max.*
- (2) Alkalinity -- 0.1 Normal HCl..... 10 ml max.*

*To neutralize 200 ml sample.

(b) Acceptable limits for solids when tested according to the following.

- (1) Organic (ITP T 26)..... 0.02% max.
- (2) Inorganic (ITP T 26)..... 0.30% max.
- (3) Sulfate (SO₄) (ASTM D 516-82) 0.05% max.
- (4) Chloride (ASTM D 512) 0.06% max.

(c) The following tests shall be performed on the water sample and on deionized water. The same cement and sand shall be used for both tests.

- (1) Unsoundness (ASTM C 151).
- (2) Initial and Final Set Time (ASTM C 266).
- (3) Strength (ASTM C 109).

The test results for the water sample shall not deviate from the test results for the deionized water, except as allowed by the precision in the test method.

OPTION 2. Water shall meet the requirements ASTM C 1602 Tables 1 and 2 as outlined in Sections 5.1, 5.2, and 5.4.”

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

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

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

“The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$) of 0.90 percent or greater.”

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

“The ASTM C 1293 test shall be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$) of 0.80 percent or greater.”

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

“The test will be performed with Type I, IL, or II portland cement having a total equivalent alkali content ($\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$) of 0.90 percent or greater.”

Add the following Section to the Standard Specifications.

“SECTION 1014. FIBERS FOR CONCRETE

1014.01 General. Fibers used in concrete shall be Type II or Type III (polyolefin or carbon) according to ASTM C 1116. The testing required for Type II fibers or Type III polyolefin fibers shall be performed by an independent lab a minimum of once every five years, and the test results provided to the Department. Manufacturers of Type III carbon fibers shall provide materials certification documentation not more than 6 years old a minimum of once every 5 years to the Department. The Department will maintain a qualified product list. The method of inclusion of fibers into concrete mixtures shall be according to the manufacturer’s specifications.

At the discretion of the Engineer, the concrete mixture shall be evaluated in a field demonstration for fiber clumping, ease of placement, and ease of finishing. The field demonstration shall consist of a minimum 2 cu yd (1.5 cu m) trial batch placed in a 12 ft x 12 ft (3.6 m x 3.6 m) slab.

1014.02 Concrete Gutter, Curb, Median and Paved Ditch. Fibers shall be Type III. Fibers shall have a minimum length of 1/2 in. (13 mm) and a maximum length of 0.75 in. (19 mm). The maximum dosage rate in the concrete mixture shall not exceed 1.5 lb/cu yd (0.9 kg/cu m). The minimum dosage rate shall be per the manufacturer’s recommendation.

1014.03 Concrete Inlay or Overlay. Fibers shall be Type III. Fibers shall have a minimum length of 1.0 in. (25 mm), a maximum length of 2 1/2 in. (63 mm), and a maximum aspect ratio (length divided by the equivalent diameter of the fiber) of 150. The maximum dosage rate shall not exceed 5.0 lb/cu yd (3.0 kg/cu m). The minimum dosage rate shall be per the manufacturer's recommendation.

1014.04 Bridge Deck Fly Ash, Ground Granulated Blast Furnace (GGBF) Slag, High Reactivity Metakaolin, or Microsilica (Silica Fume) Concrete Overlay. Fibers shall be Type III. The dosage rate shall be a minimum of 3.0 lb/cu yd (1.8 kg/cu m), unless a field demonstration according to Article 1014.01 indicates that a lower dosage rate is necessary. Based on the results of the field demonstration, the Department has the option to reduce the dosage rate of fibers, but the dosage will not be reduced to less than 2.0 lb / cu yd (1.2 kg/cu m).

1014.05 Bridge Deck Latex Concrete Overlay. Fibers shall be Type II or III. Fibers shall have a minimum length of 0.75 in. (19 mm), a maximum length of 1.75 in. (45 mm), and an aspect ratio (length divided by the equivalent diameter of the fiber) of between 70 and 100. The dosage rate shall be a minimum of 3.0 lb/cu yd (1.8 kg/cu m), unless a field demonstration according to Article 1014.01 indicates that a lower dosage rate is necessary. Based on the results of the field demonstration, the Department has the option to reduce the dosage rate of fibers, but the dosage will not be reduced to less than 2.0 lb/cu yd (1.2 kg/cu m)."

Add the following Section to the Standard Specifications:

"SECTION 1015. HIGH PERFORMANCE SHOTCRETE

1015.01 Packaged Shotcrete With Aggregate. The packaged shotcrete with aggregate shall be a pre-blended dry combination of materials for the wet-mix shotcrete method according to ASTM C 1480, Type FA or CA, Grade FR, Class I. The fibers shall be Type III according to Article 1014.01. The cement and finely divided minerals in the mixture shall be a minimum 6.65 cwt/cu yd (395 kg/cu m), and the portland cement shall not be below 4.70 cwt/cu yd (279 kg/cu m). Microsilica is required in the mixture and shall be a minimum of 5 percent by weight (mass) of cementitious material, and a maximum of 10 percent. Strength requirements shall be according to ASTM C 1480 except that the strength at 28 days shall be at least 4000 psi (27,500 kPa). Strength testing shall be according to ASTM C 1140. The air content as shot shall be 4.0 – 8.0 percent when tested according to AASHTO T 152, and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm).

The packaged shotcrete shall have a water soluble chloride ion content of less than 0.15% by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260.

The testing according to ASTM C 1480, ASTM C 1140, AASHTO 152, and ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Batching and mixing shall be per the manufacturer's recommendations.

1015.02 Packaged Shotcrete Without Aggregate. The packaged shotcrete that does not include pre-blended aggregate shall be according to Article 1015.01, except the added aggregate shall be according to Articles 1003.02 and 1004.02. The aggregate gradation shall be according to the manufacturer. The Department will maintain a qualified product list. Batching and mixing shall be per the manufacturer's recommendations."

Revise Section 1017 of the Standard Specifications to read:

“SECTION 1017. PACKAGED, DRY, COMBINED MATERIALS FOR MORTAR AND CONCRETE

1017.01 Mortar. The mortar shall be high-strength according to ASTM C 387 and shall have a minimum 80.0 percent relative dynamic modulus of elasticity when tested according to AASHTO T 161. For prestressed concrete applications, the mortar shall have a water-soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260; and for non-prestressed concrete applications, the water soluble chloride content shall be less than 0.15 percent by weight of cementitious material. The testing according to ASTM C 387, AASHTO T 161, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing of the high-strength mortar shall be according to the manufacturer’s specifications.

1017.02 Concrete. The materials, testing, and preparation of aggregate for the “high slump” packaged concrete mixture shall be according to ASTM C 387. The mixture shall be air entrained, the slump shall be 5-10 in. (125-250 mm), and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). Strength requirements shall be according to ASTM C 387 except that the strength at 28 days shall be at least 4000 psi (27,500 kPa). The “high slump” packaged concrete mixture shall have a water soluble chloride ion content of less than 0.15% by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260. The testing according to ASTM C 387, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing shall be per the manufacturer’s recommendations.

1017.02 Self-Consolidating Concrete. The materials, testing, and preparation of aggregate for the “self-consolidating concrete” packaged concrete mixture shall be according to ASTM C 387. The mixture shall be air entrained, it should be uniformly graded, and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). Strength requirements shall be according to ASTM C 387 except that the strength at 28 days shall be at least 4000 psi (27,500 Pa). Slump flow range shall be 22 in. (550 mm) minimum to 28 in. (700 mm) maximum when tested according to AASHTO T 347. The visual stability index shall be a maximum of 1 when tested according to AASHTO T 351. At the option of the manufacturer, either the J-Ring value shall be a maximum of 2 in. (50 mm) when tested according to AASHTO T 347 or the L-Box blocking ratio shall be a minimum of 80 percent when tested according AASHTO T 419. The hardened visual stability index shall be a maximum of 1 when tested according to AASHTO R 81.

The “self -consolidating concrete” packaged concrete mixture shall have a water soluble chloride ion content of less than 0.15 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260.

The testing according to ASTM C 387, AASHTO T 347, AASHTO T 351, AASHTO T 419, AASHTO R 81, ASTM C 1218 and AASHTO T 260 shall be performed by an independent lab a minimum of once every 5 years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing shall be per the manufacturer’s recommendations.”

Revise Article 1018.01 of the Standard Specifications to read:

“1018.01 Requirements. The rapid hardening mortar or concrete shall be according to ASTM C 928 and shall have successfully completed and remain current with the AASHTO Product Eval and Audit Rapid Hardening Concrete Patching Materials (RHCP) testing program. R1, R2, or R3 concrete shall be air entrained, the slump shall be 5-10 in. (125-250 mm), and the coarse aggregate shall be a maximum size of 1/2 in. (12.5 mm). For prestressed concrete applications, the mortar or concrete shall have a water-soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260; and for non-prestressed concrete applications, the water soluble chloride content shall be less than 0.15 percent by weight of cementitious material. The Department will maintain a qualified product list. Mixing of the mortar or concrete shall be according to the manufacturer’s specifications..”

Revise Article 1019.02 of the Standard Specifications to read:

“1019.02 Materials. Materials shall be according to the following.

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

Note 1. The air-entraining admixture may be in powder or liquid form. The air content produced by the admixture shall be 15-25 percent when incorporated into Mix 2 or an equivalent mixture as determined by the Department and tested according to AASHTO T 121 or AASHTO T 152. The testing according to AASHTO T 121 or AASHTO T 152 shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. The Department will maintain a qualified product list.”

Revise the third paragraph of Article 1019.04 of the Standard Specifications to read:

“The Engineer will instruct the Contractor to adjust the proportions of the mix design in the field as needed to meet the design criteria, provide adequate flowability, maintain proper solid suspension, or other criteria established by the Engineer.”

Revise Article 1019.05 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

Revise Note 9 of Table 1 of Article 1020.04 of the Standard Specifications to read:

“(9) The cement shall be a rapid hardening according to Article 1001.01(d). Minimum or maximum cement factor may be adjusted when approved by the Engineer.”

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

“For a mix design using a portland-pozzolan cement, portland blast-furnace slag cement, portland-limestone cement, or replacing portland cement with finely divided minerals per Articles 1020.05(c) and 1020.05(d), the Contractor may submit a mix design with a minimum portland cement content less than 400 lbs/cu yd (237 kg/cu m), but not less than 375 lbs/cu yd (222 kg/cu m), if the mix design is shown to have a minimum relative dynamic modulus of elasticity of 80 percent determined according to AASHTO T 161.

Testing shall be performed by an independent laboratory accredited by AASHTO re:source for Portland Cement Concrete.”

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

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

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

Revise Article 1020.05(b)(5) of the Standard Specifications to read:

“(5) For Class PP-4 concrete, a high range water-reducing admixture, retarder, and/or hydration stabilizer may be used in addition to the air-entraining admixture. The Contractor also has the option to use a water-reducing admixture with the high range water-reducing admixture. An accelerator shall not be used. A mobile portland cement concrete plant shall be used to produce the patching mixture.

For PP-5 concrete, a non-chloride accelerator, high range water-reducing admixture, retarder, hydration stabilizer, and/or air-entraining admixture may be used. The accelerator, high range water-reducing admixture, retarder, hydration stabilizer, and/or air-entraining admixture shall be per the Contractor’s recommendation and dosage. The qualified product list of concrete admixtures shall not apply. A mobile portland cement concrete plant shall be used to produce the patching mixture.”

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

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

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

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

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

Revise Article 1021.01 of the Standard Specifications to read:

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

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

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

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

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

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

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

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

Revise Article 1021.03 of the Standard Specifications to read:

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

- (a) Retarding admixtures shall be according to AASHTO M 194, Type B (retarding) or Type D (water-reducing and retarding).
- (b) Water-reducing admixtures shall be according to AASHTO M 194, Type A.
- (c) High range water-reducing admixtures shall be according to AASHTO M 194, Type F (high range water-reducing) or Type G (high range water-reducing and retarding).”

Revise Article 1021.05 of the Standard Specifications to read:

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

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

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

Revise Article 1021.06 of the Standard Specifications to read:

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

Revise Article 1021.07 of the Standard Specifications to read:

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

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

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

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

Add Article 1021.08 of the Standard Specifications as follows:

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

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

Add Article 1021.09 of the Standard Specifications as follows:

“**1021.09 Latex Admixtures.** The latex admixture shall be a uniform, homogeneous, non-toxic, film-forming, polymeric emulsion in water to which all stabilizers have been added at the point of manufacture. The latex admixture shall not contain any chlorides and shall contain 46-49 percent solids.

In lieu of meeting the requirements of Article 1021.01, the Contractor shall submit a manufacturer's certification that the latex emulsion meets the requirements of FHWA Research Report RD-78-35, Chapter VI. The certificate shall include the date of manufacture of the latex admixture, batch or lot number, quantity represented, manufacturer's name, and the location of the manufacturing plant. The latex emulsion shall be sampled and tested in accordance with RD-78-35, Chapter VII, Certification Program.

The latex admixture shall be packaged and stored in containers and storage facilities which will protect the material from freezing and from temperatures above 85°F (30°C). Additionally, the material shall not be stored in direct sunlight and shall be shaded when stored outside of buildings during moderate temperatures.”

Revise Article 1024.01 of the Standard Specifications to read:

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

Materials for the grout shall be according to the following.

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

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

“Note 1. Nonshrink grout shall be according to ASTM C 1107.

For prestressed concrete applications, the nonshrink grout shall have a water soluble chloride ion content of less than 0.06 percent by weight of cementitious material when tested according to ASTM C 1218 or AASHTO T 260; and for non-prestressed concrete applications, the water soluble chloride ion content shall be less than 0.15 percent by weight of cementitious material. The testing according to ASTM 1107, and either ASTM C 1218 or AASHTO T 260 shall be performed by an independent lab a minimum of once every five years, and the test results shall be provided to the Department. The Department will maintain a qualified product list. Mixing of the nonshrink grout shall be according to the manufacturer’s specifications.”

Revise Article 1029.02 of the Standard Specifications to read:

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

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

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

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

“The dispenser system shall provide a visual indication that the liquid admixture is actually entering the batch, such as via a transparent or translucent section of tubing or by independent check with an integrated secondary metering device. If approved by the Engineer, an alternate indicator may be used for admixtures dosed at rates of

25 oz/cwt (1630 mL/100 kg) or greater, such as accelerating admixtures, corrosion inhibitors, and viscosity modifying admixtures.”

Revise Article 1103.04 of the Standard Specifications to read:

“ **1103.04 Mobile Portland Cement Concrete Plants.** The mobile concrete plant shall be according to AASHTO M 241 and the Bureau of Materials Policy Memorandum “Approval of Volumetric Mobile Mixers for Concrete”. The mixer shall be capable of carrying sufficient unmixed materials to produce not less than 6 cu yd (4.6 cu m) of concrete.”

Revise the first two sections of Check Sheet #11 “Subsealing of Concrete Pavements” of the Recurring Special Provisions to read:

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

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications:

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

Revise the Materials section of Check Sheet #28 “Portland Cement Concrete Inlay or Overlay” of the Recurring Special Provisions to read:

“Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Portland Cement Concrete (Note 1)	1020
(b) Fibers for Concrete.....	1014
(c) Protective Coat.....	1023.01

Note 1. Class PV concrete shall be used, except the cement factor for central mixed concrete shall be 6.05 cwt/cu yd (360 kg/cu m). A cement factor reduction according to Article 1020.05(b)(8) of the Standard Specifications will be permitted. CA 5 shall not be used and CA 7 may only be used for overlays that are a minimum of 4.5 in. (113 mm) thick. The Class PV concrete shall have a minimum flexural strength of 550 psi (3800 kPa) or a minimum compressive strength of 3000 psi (20,700 kPa) at 14 days.”

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.

VARIOUS ROUTES
SECTION D7 ELECTRICAL REPAIRS 2026-1
VARIOUS COUNTIES
CONTRACT NO. 74E31

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."

ILLINOIS WORKS APPRENTICESHIP INITIATIVE – STATE FUNDED CONTRACTS (BDE)

Effective: June 2, 2021

Revised: April 2, 2024

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

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

PAVEMENT MARKING (BDE)

Effective: April 1, 2025

Revised: November 1, 2025

Revise the fourth sentence of the fourth paragraph of Article 780.05 of the Standard Specifications to read:

"Grooves for letters and symbols shall be cut in a rectangular shape or in the shape of the proposed marking so the entire marking will fit within the limits of the grooved area."

Revise the last sentence of the third paragraph of Article 780.08 of the Standard Specifications to read:

"The Contractor shall install the preformed plastic pavement markings according to the manufacturer's recommendations."

Revise the second sentence of the first paragraph of Article 780.13 of the Standard Specifications to read:

“In addition, thermoplastic, preformed plastic, epoxy, preformed thermoplastic, polyurea, and modified urethane pavement markings will be inspected following a winter performance period that extends from November 15 to April 1 of the next year.”

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)

Effective: January 1, 2024

Revised: April 1, 2026

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

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

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

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

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

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

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

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

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

Topsoil for re-use as final cover which has been field screened and found not to exhibit PID readings over daily background readings as documented on the BDE 2732, visual staining or

odors, and is classified according to Articles 669.05(a)(2), (a)(3), (a)(4), (b)(1), or (c) may be temporarily staged at the Contractor's option."

Add the following paragraph after the fourth paragraph of Article 669.10 of the Standard Specifications.

"Regulated substances monitoring will be measured for payment per calendar day, where 4 or more hours of monitoring activities is defined as 1.0 calendar day and less than 4 hours of monitoring activities is defined as 0.5 calendar day."

Revise the second paragraph of Article 669.11 of the Standard Specification to read:

"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 for REGULATED SUBSTANCES MONITORING. In no case will more than 1.0 calendar day be paid on a given calendar day."

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

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

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

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

SHORT TERM AND TEMPORARY PAVEMENT MARKINGS (BDE)

Effective: April 1, 2024

Revised: April 2, 2024

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

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

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

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

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

“(c) Pavement Marking Tapes (Note 1)1095.06”

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

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

Revise Article 1095.06 of the Standard Specifications to read:

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

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

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

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

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

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

x	0.490	0.475	0.485	0.530
y	0.470	0.438	0.425	0.456

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

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

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

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

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

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

- (e) Durability. Type IV and blackout tape shall be capable of performing for the duration of a normal construction season and shall then be capable of being removed intact or in large sections at pavement temperatures above 40 °F (4 °C) either manually or with a roll-up device without the use of sandblasting, solvents, or grinding. The Contractor shall provide a manufacturer's certification that the material meets the requirements for being removed after the following minimum traffic exposure based on transverse test decks with rolling traffic.
 - (1) Time in place - 400 days
 - (2) ADT per lane - 9,000 (28 percent trucks)
 - (3) Axle hits - 10,000,000 minimum

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

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

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

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

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

(f) Sampling and Inspection.

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

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

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

SIGN PANELS AND APPURTENANCES (BDE)

Effective: January 1, 2025

Revised: January 1, 2026

Add Article 720.02(c) of the Standard Specifications to read:

"(c) Aluminum Epoxy Mastic1008.03"

Revise the second and third paragraphs of Article 720.02 of the Standard Specifications to read:

"The sign mounting support channel shall be manufactured from steel or aluminum and shall be according to Standard 720001.

Steel support channels shall be according to ASTM A 1011 (A 1011M), ASTM A 635 (A 635M), ASTM A 568 (A 568M), or ASTM A 684 (A 684M), and shall be galvanized. Galvanizing shall be according to ASTM A 653 (A 653M) when galvanized before fabrication, and AASHTO M 111 (M 111M) when galvanized after fabrication. Field or post fabricated drilled holes shall be spot painted with one coat of aluminum epoxy mastic paint prior to installation.”

Revise the fifth paragraph of Article 720.02 of the Standard Specifications to read:

“The stainless steel banding for mounting signs or sign support channels to light or signal standards shall be according to ASTM A 240 (A 240M) Type 302 stainless steel.”

Revise the first sentence of the tenth paragraph of Article 720.03 of the Standard Specifications to read:

“The backs of all sign panels shall be marked in a manner designed to last as long as the sign face material, in letters and numerals at least 3/8 in. (9.5 mm) but no more than 3/4 in. (19 mm) in height with the month and year of manufacture, the name of the sign manufacturer, the name of the sign sheeting manufacturer, the method of manufacture (“screened”, “EC film”, “direct applied”, or “digital print”), and the initials IDOT.”

Revise the first sentence of the fourth paragraph of Article 1091.03(a)(10) of the Standard Specifications to read:

“Transparent colors screened, or transparent acrylic electronic cutting films, or digital printing on white sheeting, shall meet the minimum initial coefficient of retroreflection values of the 0.2 degree observation angle, -4.0 degree entrance angle values as listed in the previous tables for the color being applied.”

Add the following after the fourth paragraph of Article 1091.03(a)(10) of the Standard Specifications:

“Digitally printed signs shall be produced using digital print technologies and ink systems, products and processes that comply with the sheeting manufacturer’s recommendation. The digitally printed signs shall be fabricated with a full sign protective overlay film designed to provide a smooth surface needed for retroreflectivity, and to protect the sign from fading and UV degradation. The overlamine shall comply with the sheeting manufacturer’s recommendations to ensure proper adhesion and transparency.”

Add the following after the third paragraph of Article 1106.01 of the Standard Specifications:

“Digitally printed signs may omit protective overlay film.”

SPEED DISPLAY TRAILER (BDE)

Effective: April 2, 2014

Revised: January 1, 2022

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

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

Add the following to Article 701.15 of the Standard Specifications:

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

Add the following to Article 701.20 of the Standard Specifications:

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

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

Add the following to Article 1106.02 of the Standard Specifications:

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

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

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

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

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

SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)

Effective: April 2, 2018

Add the following to Section 109 of the Standard Specifications.

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

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

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

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)

Effective: November 2, 2017

Revised: April 1, 2019

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

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

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

SUBMISSION OF BIDDERS LIST INFORMATION (BDE)

Effective: January 2, 2025

Revised: March 2, 2025

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

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

SUBMISSION OF PAYROLL RECORDS – STATE CONTRACT (BDE)

Effective: April 1, 2021

Revised: April 1, 2026

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

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

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

SURVEYING SERVICES (BDE)

Effective: April 1, 2025

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

Delete Section 668 of the Standard Specifications.

VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)

Effective: November 1, 2021

Revised: November 1, 2022

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

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

WORK ZONE TRAFFIC CONTROL DEVICES (BDE)

Effective: March 2, 2020

Revised: January 1, 2026

Add the following to Article 701.03 of the Standard Specifications:

“(q) Temporary Sign Supports1106.02”

Revise Article 701.03(p) of the Standard Specifications to read:

“(p) Detectable Pedestrian Channelizing Barricades 1106.02(m)”

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

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

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

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

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

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

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

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

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

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

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

Revise the first paragraph of Section 1106.02(a) of the Standard Specifications to read:

“(a) Lights. Lights shall meet the requirements of Chapter 13 of the “Equipment and Materials Standards of the Institute of Transportation Engineers,” 1998, Institute of Transportation Engineers, and shall be visible on a clear night from a distance of 3000 ft (900 m). Lights are classified as follows.”

Revise Articles 1106.02(g), 1106.02(k), 1106.02(l), and 1106.02(m) of the Standard Specifications 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.

- (m) Detectable Pedestrian Channelizing Barricades. The top panel or handrail shall be continuous and there should be at least a 2 in. (50 mm) gap between the hand trailing edge and its support. When visible to vehicular traffic, the top rail shall have alternating white and orange retroreflective stripes sloping at 45 degrees. The bottom panel shall be continuous and have alternating white and orange retroreflective stripes sloping at 45 degrees. Barricade stripes shall be 6 in. (150 mm) in width. The predominant color for other barricade components shall be white, orange, or silver.”

REVISIONS TO THE ILLINOIS PREVAILING WAGE RATES

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

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