



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 13, 2014

CIRCULAR LETTER 2014-21

TRINITY HIGHWAY PRODUCTS, LLC ET-PLUS GUARDRAIL END TREATMENT ACTIVE CONSTRUCTION PROJECTS

COUNTY ENGINEERS/SUPERINTENDENT OF HIGHWAYS
MUNICIPAL ENGINEERS/DIRECTORS OF PUBLIC WORKS/MAYORS
CONSULTING ENGINEERS

As stated in BLRS Circular Letter CL2014-20, dated October 24, 2014, the Department has suspended the Trinity ET-Plus from the Approved List of Traffic Barrier Terminal, Type 1 Special. As of October 23, 2014, the Trinity ET-Plus will not be allowed on active or future contracts until further notice. Installations that were already constructed prior to October 23, 2014 may remain in place with payment made. Installations still to be constructed shall be with a traffic barrier terminal from the Approved List of Traffic Barrier Terminal, Type 1 Special revised on October 23, 2014.

Due to the immediate suspension on active contracts, the contractor may endure a lead time to procure an alternative approved traffic barrier terminal, thus an extension of contract time may be considered as allowed by Article 108.08 of the Standard Specifications for Road and Bridge Construction. Extensions of contract time should only be considered for the necessary lead time to obtain the alternative approved traffic barrier terminal once it has been ordered. The extension of contract time will be the sole relief provided for procuring an alternate traffic barrier terminal. No upcharge should be allowed for obtaining the alternate approved traffic barrier terminal.

For active contracts, if the local public agency directs the Contractor to open the roadway prior to guardrail and traffic barrier terminal installation, any hazards should be protected by temporary means such as concrete barrier or an acceptable impact attenuator. If the local public agency is satisfied that the Contractor has taken due diligence to procure an alternate guardrail end section in lieu of the ET-Plus, payment for a temporary installation can be made as extra work.

In locations where existing guardrail with a Trinity ET-Plus end treatment is damaged and must be repaired, work necessary to repair a damaged Trinity ET-Plus will be allowed and the Trinity ET-Plus may remain in place. If it is necessary to replace the entire traffic barrier terminal as part of the repair, a traffic barrier terminal from the above referenced approved list shall be used.

CIRCULAR LETTER 2014-21
Page 2
November 13, 2014

These policies apply to all local agency projects utilizing federal or state funding that were, or will be, included on a State or Local letting.

Please contact Mr. Thomas Winkelman, Acting Local Program Development Engineer at (217) 782 – 0675 or Tom.Winkelman@illinois.gov with any questions.

Sincerely,

A handwritten signature in cursive script that reads "James K. Klein".

James K. Klein, P.E., S.E.
Acting Engineer of Local Roads and Streets

TW/