DS-01060
(DS-01042)

Iowa Department of Transportation

DEVELOPMENTAL SPECIFICATIONS
FOR
LANE RENTAL (HOURLY) WITH INCENTIVE/DISINCENTIVE

Effective Date
March 15, 2005

THE STANDARD SPECIFICATIONS, SERIES 2001, ARE AMENDED BY THE FOLLOWING MODIFICATIONS AND ADDITIONS. THESE ARE DEVELOPMENTAL SPECIFICATIONS AND THEY SHALL PREVAIL OVER THOSE PUBLISHED IN THE STANDARD SPECIFICATIONS.

01060.0l GENERAL.
These specifications describe lane rental with incentive/disincentive under which the Contractor will be assessed rental time and rental rate for each lane closure on an hourly basis.

01060.02 DEFINITION OF TERMS.

A. Allowed Time.
The amount of time, rental hours, that has been determined by the Contracting Authority for lane rental and will be stated in the proposal form.

B. Hourly Rental Rate.
The amount, as determined by the Contracting Authority and shown in the proposal form, which represents the average hourly cost of interference and inconvenience to the road user for each lane closure.

The proposal form may identify separate daytime, nighttime, and weekend rental rates. Unless otherwise stated in the contract documents, the daytime rate will commence at 6:00 a.m. and end at 6:00 p.m.; the nighttime rate will commence at 6:00 p.m. and end at 6:00 a.m.

C. Rental Hour.
Any 60 minute period or portion of a 60 minute period beginning at the time a lane is closed by the Contractor's operation.

01060.03 CHARGING OF CONTRACT TIME.

The proposal form will identify which portions of the project lane rental applies.

Work not identified in the proposal form as requiring lane rental will have working days charged according to Article 1108.02, D of the Standard Specifications.

The Contractor shall record the time a lane is closed, whether work is being performed or not. The Contractor shall submit to the Engineer, in writing, a log of lane closure activity. This report shall be submitted to the Engineer daily (reporting the previous days activities) and shall include station location (beginning and ending) of every closure, and hours of use (beginning time, ending time, and total hours per closure). This report shall also include a written statement of any objections to rental hours or rates charged.

A lane closure will be identified as any of the following instances:

- Lane closure commencing with a taper or when access to a lane is denied
- Access is denied to a turning lane (left or right)
- Ramp closure (does not include narrowing of a ramp where traffic is allowed access)

Rental periods for multiple lane closures may be assessed simultaneously.

01060.04 LANE RENTAL PAYMENT OR ASSESSMENT.

Lane rental payment or assessment will be as follows:

A. Incentive Payment.
The Contractor will be paid an amount equal to the hourly rental rate multiplied by the time remaining if the time used is less than the allowed time. Maximum incentive payment will not exceed the amount specified on the proposal form. If not shown, there will be no maximum amount for incentive payment. Incentive payments will be made in accordance with Article 1109.09 of the Standard Specifications.

B. Disincentive Assessment.
The Contractor will be assessed an amount equal to the hourly rental rate multiplied by the time used that is in excess of the allowed time. There will be no maximum amount for disincentive assessment.

01060.05 CONSIDERATION FOR EXTRA WORK OR DELAYS DURING LANE RENTAL CHARGES.

A. Lane Rental by Hour.
No consideration for additional time will be considered for the first 10 consecutive hours of delay for each extraordinary circumstance. The Contractor will be responsible for obtaining necessary weather forecasts prior to the lane or shoulder closure.

B. Additional Time.
Additional time will be given by the Engineer for extra work, overruns of contract items, or extraordinary circumstances meeting the following requirements:

1. Approved extra work or overruns of contract items that extend the duration of the closure shall be documented and included in the critical path of the project. The revised critical path diagram shall be submitted to the Engineer for approval.

2. Non-weather related extraordinary circumstances that delay the Contractor during the lane closure shall be documented by the Contractor and a written request for additional closure time shall be submitted to the Engineer within 72 hours of the beginning of the delay. The Engineer

will approve or deny all requests for additional closure time resulting from non-weather related extraordinary circumstances.

Non-weather related extraordinary circumstances will be limited to the following:

a. Strikes.
Strikes which are not directed against the Contractor.

b. Legal Stoppages.
Legal Stoppages will be allowed if they result from legal action against the Contracting Authority or against the Contractor if not based on a specification violation.

c. Late Delivery of Material.
Procurement of material for a project is the sole responsibility of the Contractor. Late delivery will be considered an extraordinary circumstance only when the Contractor can show that orders were placed with a reliable supplier in sufficient time for materials to be delivered when needed and only when there is:

1) A nationwide shortage; or
2) An industry wide strike; or
3) Transportation strike which delays the delivery of material; or
4) Delays due to a change in material commitments when caused by a Federal emergency or order.

d. Natural Disaster.
A suspension order may be issued on any project in a declared disaster area, if the disaster causes conditions that do not allow productive work.

3. Adverse weather related extraordinary circumstances including rain, snow, wind, flood, and the results thereof, such as inaccessibility or non-workability of materials, is only considered as extraordinary circumstance if the Contractor is ready to work on the contract and the adverse weather conditions do not allow productive work on the critical path. Adverse weather that delays the Contractor during the lane closure shall be documented by the Contractor and a written request for additional closure time shall be submitted to the Engineer within 72 hours of the beginning of the delay.