



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 21, 2021

SUBJECT FAI Routes 80 & 57 (I-80/94 & I-57)
Section 2021-049-PP
Cook County
Contract No. 62N83
Item No. 14, July 30, 2021 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised the Schedule of Prices
2. Revised page ii of the Table of Contents to the Special Provisions
3. Revised pages 41, 42, 45, 46 & 56-59 of the Special Provisions
4. Added page 135 to the Special Provisions
5. Revised sheets 1-4, 10-17, 21-32, 34, 38, 39, 41-48 & 52-58 of the Plans
6. Added sheets 10A-10E, 16A, 24A, 40A, 40B & 58A to the Plans

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

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CONTRACTOR COOPERATION

It is anticipated that this contract will be constructed concurrently with other roadway projects within or at the project's improvement limits. These projects may under contract concurrent with this project as follows:

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The Contractor shall schedule his/her work in order to minimize any conflicts that may arise between contracts as specified in Article 105.08 of the Standard Specifications. No additional compensation will be allowed for delays or inconveniences resulting from activities of other contractors.

TRAFFIC CONTROL PLAN

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

STANDARDS: 701400, 701401, 701406, 701411, 701428, 701446, 701451, 701901

DETAILS:

Suggested Sequence of Operations and Maintenance of Traffic plans

Entrance and Exit ramp Closure Details (TC-08)

Traffic Control Details for Freeway Single & Multi-Lane Weave (TC-09)

Traffic Control for Shoulder Closures and Partial Ramp Closures (TC-17)

Freeway/Expressway Signing for Flagging Operations at Work Zone Openings on Freeways/
Expressways (TC-18)

Detour Signing for Closing State Highways (TC-21)

Traffic Control Details for Freeway Center Lane Closure Shoulder Lane (TC-25)

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SPECIAL PROVISIONS:

Public Convenience and Safety (D1)
Contractor Cooperation
Keeping Expressway Open to Traffic
Failure to Open Traffic Lanes to Traffic
Temporary Information Signing
Traffic Control and Protection (Arterials)
Traffic Control and Protection (Expressways)
Traffic Control and Surveillance (Expressways)
Traffic Control for Work Zone Areas
Traffic Control and Protection for Temporary Detour 1
Traffic Control and Protection for Temporary Detour 2
Traffic Control and Protection for Temporary Detour 3
Traffic Control and Protection for Temporary Detour 4
Traffic Control and Protection for Temporary Detour 5

Speed Display Trailer (D1)
Nighttime Work Zone Lighting (D1)
Temporary Pavement Marking (BDE)
Traffic Control Devices - Cones (BDE)
Traffic Spotters (BDE)
Work Zone Traffic Control Devices (BDE)

TEMPORARY INFORMATION SIGNING

Effective: November 13, 1996
Revised: January 29, 2020

Description.

This work shall consist of furnishing, installing, maintaining, relocating for various states of construction and eventually removing temporary informational signs. Included in this item may be ground mount signs, skid mount signs, truss mount signs, bridge mount signs, and overlay sign panels which cover portions of existing signs.

Materials.

Materials shall be according to the following Articles of Section 1000 - Materials:

	<u>Item</u>	<u>Article/Section</u>
a.)	Sign Base (Note 1)	1090
b.)	Sign Face (Note 2)	1091
c.)	Sign Legends	1091
d.)	Sign Supports	1093
e.)	Overlay Panels (Note 3)	1090.02

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KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996
 Revised: January 21, 2015

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and the District Freeway details. All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer at www.idotlcs.com twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and 7 days in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on workweek of Monday through Friday and shall not include weekends or Holidays.

LOCATION: I-80/94 Kingery from IN State Line to IL 394

WEEKNIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday – Thursday	1-Lane	8:00 PM	to	5:00 AM
	2-Lane	10:00 PM	to	5:00 AM
	3-Lane	11:59 PM	to	5:00 AM
Friday	1-Lane	9:00 PM (Fri)	to	10:00 AM (Sat)
	2-Lane	11:00 PM (Fri)	to	8:00 AM (Sat)
	3-Lane	1:00 AM (Sat)	to	6:00 AM (Sat)
Saturday	1-Lane	8:00 PM (Sat)	to	Noon (Sun)
	2-Lane	10:00 PM (Sat)	to	10:00 AM (Sun)
	3-Lane	11:59 PM (Sat)	to	8:00 (Sun)

Friday nights that include extended weekend closures for pavement demolition and pavement patching:
EB direction 2 lane closures may start at 10PM, 3 lane closures at 11PM, all lanes must be open to traffic on 5:00AM on Monday morning.
WB direction 2 lane closures may start at 7PM, 3 lane closures at 9PM, all lanes must be open to traffic no later than 12:00PM on Sunday. One lane in the local lanes shall remain open at all times.

LOCATION: IL 394: Sauk Trail to I-80

WEEKNIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday – Thursday	1-Lane	8:00 PM	to	5:00 AM
Friday	1-Lane	9:00 PM (Fri)	to	9:00 AM (Sat)
Saturday	1-Lane	8:00 PM (Sat)	to	11:00 AM (Sun)

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LOCATION: I-94 Bishop Ford: I-80 to 96th

WEEKNIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday - Thursday	1-Lane*	8:00 PM	to	5:00 AM	10:00 PM	to	7:00 AM
	2-Lane	11:00 PM	to	5:00 AM	11:59 PM	to	6:00 AM
Friday	1-Lane*	11:00 PM (Fri)	to	8:00 AM (Sat)	11:00 PM (Fri)	to	8:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)	1:00 AM (Sat)	to	7:00 AM (Sat)
Saturday	1-Lane*	10:00 PM (Sat)	to	9:00 AM (Sun)	10:00 PM (Sat)	to	10:00 AM (Sun)
	2-Lane	11:59 PM (Sat)	to	7:00 AM (Sun)	1:00 AM (Sun)	to	8:00 AM (Sun)

***NOTE: 1-Lane closures in the two-lane section of I-94 shall follow the two-lane closure hours listed in the table above.**

LOCATION: I-57 (Kankakee County Line to I-80)

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS			
Sunday - Thursday	1-Lane	9:00 PM	to	5:00 AM	
Friday	1-Lane	10:00 PM (Fri)	to	8:00 AM (Sat)	
Saturday	1-Lane	10:00 PM (Sat)	to	10:00 AM (Sun)	

LOCATION: I-57 (I-80 to Wentworth)

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday - Thursday	1-Lane	8:00 PM	to	5:00 AM	9:00 PM	to	6:00 AM
	2-Lane	11:00 PM	to	5:00 AM	11:59 PM	to	6:00 AM
Friday	1-Lane	9:00 PM (Fri)	to	10:00 AM (Sat)	9:00 PM (Fri)	to	11:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)	11:59 PM (Fri)	to	7:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	10:00 AM (Sun)	10:00 PM (Sat)	to	Noon (Sun)
	2-Lane	11:59 PM (Sat)	to	8:00 AM (Sun)	1:00 AM (Sun)	to	9:00 AM (Sun)

For weekend patching, lanes may be closed per the Maintenance of Traffic Plans between 10:00 PM Friday and 5:00 AM Monday.

In addition to the hours noted above, temporary shoulder and non-system interchange partial ramp closures are allowed weekdays between 9:00 A.M. and 3:00 P.M. and between 7:00 P.M. and 5:00 A.M.

Narrow Lanes and permanent shoulder closures will not be allowed between Dec. 1st and April 1st.

All stage changes requiring the stopping and/or the pacing of traffic shall take place during the allowable hours for Full Expressway Closures and shall be approved by the Department. The Contractor shall notify the District One Expressway Traffic Control Supervisor at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of any proposed stage change.

A Maintenance of Traffic Plan shall be submitted to the District One Expressway Traffic Control Supervisor 14 days in advance of any stage changes or full expressway closures. The Maintenance of Traffic Plan shall include, but not be limited to: lane and ramp closures, existing geometrics, and equipment and material location.

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer. Also, the contractor shall promptly remove their lane closures when Maintenance forces are out for snow and ice removal.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

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Method of Measurement.

Traffic Control Surveillance will be measured on calendar day basis. One calendar day is equal to a minimum of six (6) inspections. The inspections shall start within 4 hours after the lane is closed to traffic, a hazard exists within 10 foot from the edge of pavement, or as directed by the Engineer and shall end when the lane closure or hazard is removed or as directed by the Engineer.

Basis of Payment.

Surveillance will be paid for at the contract unit price per calendar day or fraction thereof for TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS). The price shall include all labor and equipment necessary to provide the required inspection and maintenance on the expressway and on all cross streets which are included in the project. The cost of the materials for the maintenance of traffic control devices shall be included in the traffic control pay items.

SMART TRAFFIC MONITORING SYSTEM

Effective: September 1, 2021

701.16T

Description: This work shall consist of furnishing, installing, maintaining, removing, and programming various components of an automated Smart Traffic Monitoring (STM) System. The STM System shall cover IDOT Contract 62N83. This work shall be done according to Section 701 of the Standard Specification, described herein, and as directed by the Engineer.

Lane Closures: the STM System shall display messages from the System for lane closures in place on I-80/94/US 6, IL 394, I-57 on the following Contract:

ROUTE: FAI Route 80: I-80/94/US 6, IL 394 to Illinois/Indiana State Lane, FAI Route 57: I-57 at I-80

SECTION: 2021-049-PP

COUNTY: Cook

DESCRIPTION OF WORK: Patching

Schedule: The STM System shall be 100% operable prior to lane closures going in place for the patching on I-80/94/US 6, IL 394, and I-57. The STM System shall be in operation during the allowable lane closure hours specified under the Keeping the Expressway Open to Traffic Special Provision for extended weekend closures only. The STM System shall not be required during the times lanes are closed other than the extended weekend periods.

Function: The components include Smart Traffic Monitoring Devices (SMD), portable changeable message signs (PCMS) control software, and communications system.

The STM System shall collect real time vehicle travel data at strategic locations prior to and within the work zones to provide drivers with advance information about travel time and delay through the work zone and stopped traffic ahead. The real time vehicle travel data shall be automatically transmitted and processed by control software which remotely commands PCMS to display programmed messages based on the travel data.

The STM System shall be capable of providing dynamic lane merging by use of pre-programmed conditions to allow the system to determine when early merging should be required (generally low volumes and high speed), and when late merging should be required (generally high volumes and low speeds). The STM System components shall have the capacity and the accuracy to determine to implement the specific messages for each type of merging and to prevent frequent and unnecessary changes in merge type. Dynamic lane merging will require PCMS throughout the expected queue area, as well as advance warning signing.

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The messages shall be in real time and dynamically based on the data collected by SMD. In addition, the STM System shall also have the capability to inform the District Office of traffic delays via the internet or through the District' Operations and Communications Center.

The STM System shall calculate and notify drivers via PCMS of the actual traffic backup delay time for the entire work zone. The calculation method of the backup delay time shall be submitted to the Engineer for approval. The STM System shall notify drivers of multiple levels of travel time delay based on user-definable speed thresholds (e.g. speeds less than 30 mph) and shall be capable of displaying the distance to slow or stopped traffic with an accuracy of a half mile a minimum of two miles in advance of slowed or stopped traffic by displaying messages on PCMS located on mainline I-80/94/US 6, IL 394, and I-57 as shown herein and directed by the Engineer. The message library and number of PCMS displaying travel time delay related messages will be determined by the Engineer.

Smart Monitoring Devices: The Contractor shall provide a device that is MUTCD compliant consistent with the work zone channelizing devices used throughout the regular construction work zone. The SMD shall be crashworthy as defined by NCHRP 350 or MASH, easy to carry and deploy, and lightweight so that it can be positioned by any one member of a construction crew with no special skill requirements or lifting machinery. The SMD shall be independent of all local or regional power and communications networks to provide continuous, uninterrupted, data collection even during power or communication interruptions. The SMD shall communicate in series and real time with multiple other SMD and PCMS. The SMD shall gather real-time data, provide 95% accuracy on all vehicle detection, have GPS functionality, transfer data to web-based communications for monitoring, and communicate with the PCMS during the allowable weekend lane closure hours specified under the Keeping the Expressway Open to Traffic SP when lanes are closed. The web-based interface shall provide vehicle speed, volume, and queue at each device location and maintain data history for a minimum of 12 months. The number and proper location of SMD needed to provide dynamic, travel time messages from the System shall be recommend by the manufacturer and approved by the Engineer. The limit of this systems detection is intended to extend beyond the limits of queuing from the project and suggest using an alternate route.

Vehicle detection shall cover a distance along EB I-294/I-80 from I-57 (on I-294)/Pulaski Road (on I-80) to Torrence Avenue, NB IL 394 from US 30 to I-80, SB I-94 from 130th Street to I-80, NB I-57 from Sauk Trail to I-57, and SB I-57 from Thornton Road to I-57. Portable Changeable Message Signs and traffic detectors shall be strategically placed in sufficient quantity and frequency to provide travel time delay and queue length data within 0.5 mile accuracy.

Traffic monitoring and messaging is anticipated to be needed at the following locations and areas for weekend closures only:

EB I-80/94 Weekend Lane Closures between IL-394 and the Indiana State Line:

- Along SB I-294 from south of the I-57 interchange to IL-394, with sensors placed every ½ mile and PCMS placed every 1 mile.
- EB I-80 from 1 mile west of I-57 to I-294 with sensors placed every ½ mile and PCMS placed every 1 mile.
- EB I-94 from Sibley Blvd to I-80 with sensors placed every ½ mile and PCMS placed every 1 mile.
- NB IL-394 with 1 PCMS place ½ mile south of I-80.

WB I-80/94 Weekend Lane Closures between the Indiana State Line to Torrence Ave:

- Along WB I-80/94 from 1 mile east of I-65 to the Illinois State Line with sensors placed every ½ mile and PCMS placed every 1 mile.
- 1 PCMS placed along WB I-94 1 mile east of the WB I-90 Indiana Toll Road exit ramp.

NB IL-394 Weekend Lane Closures between Glenwood Dyer Rd. and I-80

- Along NB IL-394 from 1 mile south of Glenwood Dyer Rd. to the beginning of the lane closure taper with sensors placed every ½ mile and PCMS placed every 1 mile.

SB IL-394 Weekend Lane Closures between I-80 and Glenwood Dyer Rd.

- Along EB I-94 from north of 159th St. to I-80 with sensors placed every ½ mile and PCMS placed every 1 mile.
- 1 PCMS along EB I-80/SB I-294 west of Chicago Rd.
- 1 PCMS along WB I-80/94 east of Torrence Ave.

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NB I-57 Weekend Lane Closures between 183rd St. and I-80

- Along NB I-57 from US-30 to I-80 with sensors placed every ½ mile and PCMS placed every 1 mile.

SB I-57 Weekend Lane Closures between 175th and I-80

- Along SB I057 from I-294 to I-80 with sensors placed every ½ mile and PCMS placed every 1 mile.

Control Software: The control software shall be web-based. Authorized IDOT personnel shall be enabled to view all devices via the Internet. The software shall be configurable to meet project requirements. The software shall offer both a public information side and a password protected agency-only side.

The control software shall include a map feature showing real time traffic conditions. This shall be offered in an easy to understand visual format via the Internet, such as color coding. It shall also display the devices on the project. By “clicking” on any device, the user shall be able to learn its current condition and operating properties. SMD shall display current speeds and/or volumes and changeable message signs shall display current message(s). The device information will also include a data and time stamp showing when they last reported to the control software. The software shall include user-settable parameters to dynamically trigger in real time new messages to be displayed on the roadside changeable message signs. The software shall also make it easy for authorized personnel to override the current message with a new one in emergencies or when conditions warrant it.

The software shall provide email and/or text alerts to specified IDOT personnel when speeds or queue lengths exceed IDOT defined parameters.

The software shall provide an XML data feed to IDOT on request and shall hold an archive of data for a period of not less than 1 year in a manner that is readily accessible to IDOT personnel with no additional assistance and at no additional cost.

All public agencies authorized by IDOT shall be granted user accounts at no additional cost to IDOT or the agencies.

Portable Changeable Message Signs: The PCMS shall meet the requirements of Article 701 of the Standard Specifications. The signs shall be equipped with communications equipment fully compatible with the STM System and shall wirelessly communicate with the SMDs and control software independent of the PCMS manufacturer. PCMS shall be provided in sufficient quantity and strategic placement to cover the variable level conditions approaching and within the work zone. The placement plan shall include advance PCMS. Preferred locations of PCMS may be suggested by the Engineer. The final number and location of the PCMS shall be recommended by the Contractor and approved by the Engineer. The trailer shall be installed beyond the edge of shoulder and shall not block any part of a lane or shoulder. The Contractor may have to temporarily widen embankments with sandbags or other temporary material to properly install the trailer. The costs associated with temporarily widening embankments and restoring the embankment upon completion shall be according to Section 109 of the Standard Specifications.

Protection: All communications in the STM System shall be protected to prevent unauthorized personnel from accessing the data or changing the displays on the PCMS.

Performance Requirements: Device shall gather and report real-time data during the work zone hours or as required as a single unit or as a system. Website shall report data overlaying work zones onto an interactive map. Work zones shall be represented by a single symbol and present data in a pop-up window when selected. Data shall include the data, time, and average speed through the work zone. Symbols shall also be color coded to represent general speed conditions. Website shall have web access granted accounts for all public-sector entities. For strategic speed enforcement, law enforcement agencies shall be granted an account in their jurisdiction at their request at no additional cost. Web access shall allow stakeholders to download archive data such as counts, travel time, speed bin, and speed history.

System Communications: All communication networks used in the STM System shall be provided by the Contractor. When any part of the STM System has not been functions for ten minutes, the System shall notify the Engineer of the malfunction. Upon direction of the Engineer, the System shall also notify the Contractor and/or the District's Operations and Communications Center.

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Penalties: The Engineer shall notify the Contractor when any components of the STM System is not functions properly at any time 24 hours a day and 7 days per week. Once the Contractor has been notified that the STM System is not functioning properly, the Contractor shall have four hours to repair the System. After four hours a monetary penalty shall be assessed to the Contractor. The penalty shall be \$2,000 for each hour or portion thereof until the System is functioning properly.

Method of Measurement: This work will be measured for payment on a lump sum basis.

Basis of Payment: This work will be paid for at the contract unit price per lump sum for SMART TRAFFIC MONITORING SYSTEM.

- (a) After the STM System is set up and 100% operable, 25% of the pay item will be paid.
- (b) After each month of use, 65% of the pay item will be paid on a prorated monthly basis.
- (c) After the STM System is completely removed, 10% of the pay item will be paid.

TEMPORARY RUMBLE STRIPS (SPECIAL)

Description. This work shall consist of the furnishing, installation, maintenance, and removal of temporary rumble strips.

Materials. Material shall be according to the following.

Item	Article/Section
(a) Prefomed Plastic Pavement Markings	780.07

CONSTRUCTION REQUIREMENTS

The rumble strips shall consist of six (6) layers of Prefomed Plastic Pavement Marking, Type B-Inlaid – Line 6” (White). The temporary rumble strips shall be placed as shown on the IDOT District One Standard TC-33 or as directed by the Engineer.

Method of Measurement.

This work will be measured as payment as each, where each is defined as a set of three temporary rumble strips across a single lane of payment; and each set of temporary rumble strips will be measured for payment once.

Basis of Payment. This work shall be paid for at the contract unit price per EACH for TEMPORARY RUMBLE STRIPS (SPECIAL)

SIGN SHOP DRAWING SUBMITTAL

Effective: January 22, 2013
Revised: July 1, 2015
720.02TS

Add the following paragraph to Article 720.03 of the Standard Specifications:

Shop drawings will be required, according to Article 105.04, for all Arterials/Expressways signs except standard highway signs covered in the MUTCD. Shop drawings shall be submitted to the Engineer for review and approval prior to fabrication. The shop drawings shall include dimensions, letter sizing, font type, colors and materials.

Revised 7/21/2021

TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR 5

Specific traffic detour plans and Special Provisions have been prepared for this contract. This work shall include all labor, materials, transportation, handling and incidental work necessary to furnish, install, maintain and remove all traffic detours signs required for Detour 5 as indicated in the plans and as approved by the Engineer.

The Contractor shall furnish, erect, maintain and remove all applicable detour signage along the detour route according to the Maintenance of Traffic Suggested Construction Sequence and Notes in the Plans or as directed by the Engineer.

The intent of this Special Provision is to provide an optional Detour for the Engineer to implement based on the construction times indicated in the plans. This item shall not be implemented without consent of the Engineer first.

Method of Measurement: All Detour 5 work as described in the plans and detailed herein in the Special Provisions will be measured for payment on an each basis.

Basis of Payment: All Detour 5 work will be paid for at the contract unit price per each for TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR 5.

Added 7/21/2021