



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 11, 2024

SUBJECT FAP Route 344 (IL 83/Kingery Highway)  
Project NHPP-ARPW(718)  
Section 2020-182-BR  
DuPage County  
Contract No. 62M37  
Item No. 195, April 26, 2024 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 page ii of the Table of Contents to the Special Provisions
2. Revised pages 32-34 of the Special Provisions
3. Added pages 129-132 to the Special Provisions
4. Revised sheets 2 & 20 of 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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Revised 4/11/2024

**TEMPORARY CONCRETE BARRIER, CROSS-BOLT CONNECTION (ILLINOIS TOLLWAY)**

Replace Section 704 of the Standard Specifications in its entirety with the following.

**704.01 Description.** This work shall consist of furnishing, placing, maintaining, repairing, relocating, and removing precast concrete barrier at temporary locations.

**704.02 Materials.** Materials shall be according to the following.

Item	Article/Section
(a) Precast Temporary Concrete Barrier .....	1042
(b) Reinforcement Bars.....	1006.10(a)
(c) Anchor Pins (Note 1)	
(d) Connecting Rods and Hardware s (Note 2)	
(f) Fast Set Concrete (Note 3)	

**Note 1.** Anchor pins shall be according to the requirements of ASTM F 1554 Grade 36.

**Note 2.** Connecting Rods shall be threaded according to the requirements of ASTM A193 B7 and of the diameter and length shown in the plans. Plate Washers shall be according to the requirements of ASTM A36 and of the size shown in the plans. Washers shall be 7/8" and according to the requirements of ASTM F436. Nuts shall be 7/8" Heavy Hex and according to the requirements of ASTM A563.

**Note 3.** Fast set concrete shall be a product from the Illinois Tollway Approved List of Fast Set Concrete.

**704.03 General.** Precast concrete barrier shall be the F shape as detailed on the plans. Precast barrier units shall meet the following tolerances.

Dimension	Tolerance
Length	1 in.
Cross-Bolt insert placement	1/2 in. in either the vertical or horizontal direction.
Cross-Bolt leave-out block	1/4 in. in opening dimension width
Horizontal Alignment	1/8 in. per 10 feet of length
Horizontal Skew	1/4 in.
Vertical Batter	1/8 in. per foot of depth

**704.04 Installation.** The temporary concrete barrier shall be installed at the locations shown in the plans according to Illinois Tollway Highway Standard D10 and details shown in the Plans. The barriers shall be seated on bare, clean pavement or paved shoulder and connected with cross bolts in a smooth, continuous line at the locations provided by the Engineer.

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Units of free-standing barrier shall be connected to adjacent units using the cross-bolt connection hardware shown in the plans. Units of temporary concrete barrier shall be snug tight against adjacent units such that no light is visible between units. Cross bolts shall be inserted, washers placed, and nuts tightened. Nuts shall be impact wrench tight. At locations where temporary concrete barrier is placed on roadways with a curve, a variable gap of 0"- 2" will be allowed at the base of one edge of adjacent barrier units placed on curved alignments. The other edge shall be flush.

Except on bridge decks, or where alternate anchoring details are shown on the plans, the barrier unit at each end of an installation shall be anchored to the pavement or paved shoulder using six anchor pins and shielded with an impact attenuator as shown on the plans. When anchoring of additional barrier units within the installation is specified on the plans, three anchor pins shall be installed in the traffic side holes of the required barriers.

Where both anchored and free-standing barrier units are used in a continuous installation, a transition shall be provided between them. The transition from anchored to free-standing barrier shall consist of two anchor pins installed in the end holes on the traffic side of the first barrier beyond the anchored section and one anchor pin installed in the middle hole on the traffic side of the second barrier beyond the anchored section. The third barrier beyond the anchored section shall then be free-standing.

Improper installation, including anchoring, of the temporary concrete barrier shall be subject to penalty in accordance with Illinois Tollway Supplemental Specifications Article 701.08(b). An incident of non-compliance for the temporary concrete barrier installation shall be defined anytime the Engineer finds during the daily inspection, the temporary concrete barrier is missing anchors, missing cross bolts and hardware, improper cross-bolt connections, incorrect anchors, and/or has improper embedment depth of anchors.

Barriers located on bridge decks shall be restrained as shown in the plans. Anchor pins shall not be installed through bridge decks, bridge approach slabs or transition approach slabs, unless otherwise noted.

Temporary concrete barriers or attachments that are damaged during transportation, placement or relocation and determined to be unacceptable by the Engineer shall be repaired or replaced. The Engineer will be the sole judge in determining which units or attachments require repair or replacement.

The barriers shall be removed when no longer required by the contract. After removal, all anchor pin holes in the pavement or paved shoulder shall be completely filled with an approved fast setting concrete.

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**704.05 Inspection.** The Engineer is responsible for the inspection, documentation, and acceptance of the temporary concrete barrier. The Engineer will inspect the temporary concrete barrier prior to the transport of the temporary concrete barrier to the job site and will inspect the installation and anchorage of the temporary concrete barrier during placement.

**704.06 Repairs.** Repairs on temporary concrete barrier damaged on site from placement or impacts by vehicles shall be repaired using lane closures. Repairs to temporary concrete barrier adjacent to a travel lane shall not be performed without prior approval of the Engineer. Materials used for repairs shall be in accordance with the materials specified herein.

Spalled or Delaminated Concrete shall be repaired as follows:

(a) Concrete spalling and delamination of depths less than 1 inch will not require patching if the exposed cavity has side slopes of at least 1:3. Grinding of the concrete cavity perimeter will be allowed to satisfy the required 1:3 (V:H) side slope.

(b) Concrete spalling and delamination of a depth 1 inch to a depth of 2 inches shall be repaired utilizing approved fast set concrete.

(c) Concrete spalling and delamination of depths greater than 2 inches will be considered for repair by methods proposed by the Contractor and approved by the Engineer.

Connecting rods, plate washers, or anchor nuts which are bent, cracked, or deformed shall be replaced with hardware meeting the requirements specified in 704.02 Note 2.

**704.07 Method of Measurement.** This work will be measured for payment in feet in place along the centerline of the barrier. When the barrier is relocated within the limits of the jobsite, the relocated barrier will be measured for payment in feet in place along the centerline of the barrier.

Anchor pins and any required repairs to the anchor pin holes will not be measured for payment.

Impact attenuators will be measured separately.

**704.08 Basis of Payment.** This work will be paid for at the contract unit price per foot for TEMPORARY CONCRETE BARRIER (SPECIAL). All repairs shall be included in the contract unit price.

Furnishing and installing anchor pins will not be paid for separately but will be included in the unit price for TEMPORARY CONCRETE BARRIER (SPECIAL).

Impact attenuators will be paid for separately.

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## **WORK ZONE TRAFFIC CONTROL AND PROTECTION (ILLINOIS TOLLWAY)**

### Description

This work shall consist of furnishing, installation, maintenance, relocation, and removal of work zone traffic control devices systemwide for maintenance of traffic in accordance with Section 701 of the Illinois Tollway Supplemental Specifications, plans, details, and as further defined and prescribed herein.

### General Requirements

Special attention is called to Sections 701 of the Illinois Tollway Supplemental Specifications and the following Highway Standard related to traffic control:

The governing factor in the execution and staging of work for this project is to provide the motoring public with the safest possible travel conditions through the construction zone. The Contractor shall arrange his/her operations to keep the closing of lanes and/or load to a minimum.

### Possible Lane Closures

Temporary lane closures within the contract limits will be permitted only with the Tollway's approval. All temporary lane and shoulder closures must be approved by the Tollway and shall be submitted by the Contractor to the Engineer by 7:00 AM weekdays at least one business day before the closure. The lane closure coordination must be routed through the Engineer and no contact should be made directly with the Illinois Tollway. Closures within Illinois Tollway jurisdiction shall be in accordance with the Tollway's Standard E2, Lane Closure Details.

Permitted hours for shoulder closures will only be between the hours of 9:00 AM and 3:00 PM.

All closures require approval by the Illinois Tollway Incident Manager, in conjunction with approved work orders. The lane closure request and approval process timelines must be factored into the Contractor's completion of Work Orders. Late submittals of Lane Closure requests will not relinquish the Contractor's responsibilities for meeting the requirements of SP 103.4 and thus will not be considered justification for not enforcing liquidated damages.

### Construction Sequencing and Traffic Staging

For the work proposed under this Contract, the Contractor will need to set up various arrangements of moving operations in addition to shoulder, single-lane, two-lane and three-lane closures pursuant to the work specified herein.

The Contractor shall employ the required maintenance of traffic arrangement(s), stage operations so that all ramps will remain open to traffic, and ensure that all work areas are properly restored to safe conditions before continuing the moving operations and/or removing the traffic control devices in order to allow re-opening the roadway to traffic.

The Contractor will be required to submit a separate written request to the Illinois Tollway should a non-moving / extended work time (in excess of one hour) be needed to complete work at a specific site. Should this request be granted, the Contractor will be required to set up and maintain the appropriate closure(s), as provided herein. However, any closure and all attentive signing must be completely removed and roadway fully opened within the time frames as given below.

Added 4/11/2024

**The Hours of Permitted Lane Closures Shall be as**

***follows: Permitted I-88 Lane Closure Times***

DAY	ALLOWABLE 1-LANE CLOSURE TIMES I-88	
	Eastbound	Westbound
Monday	12:00 AM–5:00 AM, 11:00 AM-2:00 PM, 6:00 PM-12:00 AM	12:00 AM-6:00 AM, 7:00 PM-12:00 AM
Tuesday	12:00 AM–5:00 AM, 11:00 AM-2:00 PM, 6:00 PM-12:00 AM	12:00 AM-6:00 AM, 7:00 PM-12:00 AM
Wednesday	12:00 AM–5:00 AM, 6:00 PM-12:00 AM	12:00 AM-6:00 AM, 7:00 PM-12:00 AM
Thursday	12:00 AM–5:00 AM, 6:00 PM-12:00 AM	12:00 AM-6:00 AM, 8:00 PM-12:00 AM
Friday	12:00 AM–5:00 AM, 6:00 PM-12:00 AM	12:00 AM-6:00 AM, 8:00 PM-12:00 AM
Saturday	12:00 AM-10:00 AM, 5:00 PM-12:00 AM	12:00 AM-11:00 AM, 6:00 PM-12:00 AM
Sunday	12:00 AM – 12:00 PM	12:00 AM-12:00 PM, 5:00 PM-12:00 AM

DAY	ALLOWABLE 2-LANE CLOSURE TIMES I-88	
	Eastbound	Westbound
Monday	12:00 AM-5:00 AM, 7:00 PM-12:00 AM	12:00 AM-6:00 AM, 8:00 PM-12:00 AM
Tuesday	12:00 AM-5:00 AM, 7:00 PM-12:00 AM	12:00 AM-6:00 AM, 9:00 PM-12:00 AM
Wednesday	12:00 AM-5:00 AM, 8:00 PM-12:00 AM	12:00 AM-6:00 AM, 10:00 PM-12:00 AM
Thursday	12:00 AM-5:00 AM, 8:00 PM-12:00 AM	12:00 AM-6:00 AM, 10:00 PM-12:00 AM
Friday	12:00 AM-5:00 AM, 8:00 PM-12:00 AM	12:00 AM-6:00 AM, 10:00 PM-12:00 AM
Saturday	12:00 AM-8:00 AM-8:00 PM-12:00 AM	12:00 AM-8:00 AM, 11:00 PM-12:00 AM
Sunday	12:00 AM-9:00 AM, 8:00 PM-12:00 AM	12:00 AM-10:00 AM, 10:00 PM-12:00 AM

Added 4/11/2024

The Contractor shall strictly adhere to the temporary lane closure hours set out above throughout the duration of the contract. Temporary lane closures will not be allowed, or must be removed, if so directed by the Engineer, due to inclement weather or heavy traffic, in accordance with the Standard Specifications.

No lane closure signs shall be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

In all cases, the Contractor is expected to be working in the areas closed due to the temporary lane closures. The Contractor shall remove the temporary lane closure when the scheduled work shift is over or when so required by the Contract Documents, whichever occurs first.

#### Contractor Vehicular and Pedestrian Movement

Per Article 701.06(i) of the Illinois Tollway Supplemental Specifications with the following modifications to the third sentence of the first paragraph.

U-turns will not be permitted at the existing crossovers within the Contract Limits.

Should the Contractor fail to re-open the shoulders or lanes of traffic, in accordance with any of the above time limits, the Contractor shall be considered Non-Compliant with the Maintenance of Traffic Specifications, per articles 701.08(a) & (e) of the Illinois Tollway Supplemental Specifications. For this Contract, it is understood "incident" is defined as every 10 minute interval, or portion thereof, where the Contractor fails to re-open the lanes of traffic by the time limit specified.

#### Allowable Plaza Lane Closures:

Toll Plaza Cash lanes can be closed weekdays from 10:00 PM to 6:00 AM. A minimum of one (1) cash lane must always remain open. Cash lane closures are not allowed on weekends except for the closures detailed in this special provision. Open Road Tolling lanes can be closed during allowable lane closure hours and during a special weekend event, if approved by Illinois Tollway Incident Manager, on case-by-case basis. The Contractor must notify the Illinois Tollway Plaza Manager in advance regarding any toll plaza lane closures.

#### Traffic Staging on Ramps:

Maintenance of traffic shall be set up on ramp when work is in progress. When no work is in progress on a ramp, all traffic control devices and equipment shall be removed from the ramp.

Added 4/11/2024



Holiday Periods:

Holiday periods shall be per Tollway Supplemental Specifications Article 701.07 with the following additions.

Christmas Day - 2024

12:00 Noon Tuesday December 24, 2024 through 9:00 A.M. Saturday December 28, 2024

New Years Day – 2024/2025

12:00 Noon Tuesday December 31, 2024 through 9:00 A.M. Saturday January 4, 2024

Independence Day - 2024

12:00 Noon Monday July 1, 2024 through 9:00 A.M. Friday July 5, 2024

Christmas Day - 2025

12:00 Noon Tuesday December 23, 2025 through 9:00 A.M. Saturday December 27, 2025

New Years Day – 2025/2026

12:00 Noon Tuesday December 30, 2025 through 9:00 A.M. Saturday January 3, 2026

Independence Day - 2025

12:00 Noon Monday June 30, 2025 through 9:00 A.M. Saturday July 5, 2025

Method of Measurement.

This work will be measured as a Lump Sum.

Basis of Payment

This work will be paid for at the contract lump sum price for MAINTENANCE OF TRAFFIC (ILLINOIS TOLLWAY).

Added 4/11/2024