Questions & Answers
IRTBA- Illinois Tollway Standards and Manuals Revisions-Webinar- March 27, 2013

Q. Is all the Concrete Barrier Wall now 5' high? Didn’t see the standard clearly. thanks.
A. The crash walls used at median and shoulder piers have been increased to 5'-0” in height. The standard height for concrete median barrier and for single face barrier wall is 42”.

Q. I understand that the manufacturer of guardrail post will not be able or are not set up to place a 2" high number '9' on the 9' guardrail post. What will the installer be able to do if this 2" stencil is not available?
A. All material provided shall be in conformance with contract specifications. This has been discussed with several suppliers who have told us that this requirement can be met. In fact, other states have this same requirement.

Q. What is the purpose of the contract "end" date?
A. The Contract completion date specifies a date in which the Contractor shall complete all work under the contract agreement including punch list items. Tollway Supplemental specifications, Article 108.05 Date for Completion. The Contractor shall complete The Work on or before the Completion Date. The Tollway will give the Contractor prompt written notice of any change in the Completion Date.

Q. In my (limited) experience, the CONTRACT END date is typically a year or two after the Completion Date. You were on the subject of warranties so on, so do RR insurance policies, permits, so on, be tied to the Contract End date or the Completion date--or some other date, I guess, like final acceptance? What is the expectation for the "Contract End" date?
A. The contract end date is usually two years after the contract completion date and is the last day the contractor can work and expect reimbursement from the Tollway. Those two additional years provide time to balance quantities, work through force bills, any potential claims, etc.

Insurance, permits, etc. should run through the contract completion date (generally S.P. 103.1).

The warranty, bonds, etc. should start on the date the Chief Engineer accepts the work.

Q. I have seen inconsistencies on Tollway projects concerning reinforcement in PCC Pavements. Some projects require epoxy coated tie bars. Other projects do not require epoxy coating. Some projects require dowel bars to have patched ends. Others do not. Is this something that can be clarified through revisions to the A series sheets?
A. The Tollway references IDOT Standard 4200001 for Pavement Joints. The associated material requirements are found in IDOT Standard Specifications, Article 1006.14. Pavement longitudinal metal joints, dowel bars, and dowel bar assemblies shall be as follows: All dowel bars will be accepted according to the current Bureau of Materials and Physical Research’s Policy Memorandum, “Reinforcement Bar and/or Dowel Bar Plant Certification Procedure”. The Department will maintain an approved list of producers. The bars shall be epoxy coated according to AASHTO M 284, except patching of the ends will not be required. The epoxy coating applicator shall be certified according to the current Bureau of Materials and Physical Research’s Policy Memorandum, “Epoxy Coating Plant Certification Procedure”. The Department will maintain an approved list. The Tollway has intentionally removed material requirements from standards in order to avoid conflicts with updated specifications.
Questions & Answers (cont.)
IRTBA- Illinois Tollway Standards and Manuals Revisions-Webinar- March 27, 2013

Q. You brought up the single slope parapet, and you showed it on bridges and not on bridges. Are you going to a single slope parapet or are you going to still use F-Shaped Parapets? Contractors have made steel forms for the F-Shaped Parapets and have (as we do) and have 600' or more of F-Shaped Parapet. Where are going with this single slope parapet?
A. The Tollway standard for bridge parapets has been and will continue to be 42” Type F-shape. The 42” single slope parapet will be used atop a retaining wall when there is no moment slab used in conjunction with the parapet. Refer to Article 2.6.7 in Tollway Roadway Design Criteria for more information.

Q. At the beginning you mentioned a new design of a grate and you said Neenah is going to make that for you. When they are not in stock, we have to wait months to have them run grates that they do not keep in stock. That would not work out for the Tollway’s expedited schedules.
A. The frame and grate selected for the G2 Modified gutter is from their standard catalog of products. Although it is not a custom design, they may not have a large quantity in stock. Our suggestion is to order them as soon as you receive Notice to Proceed.

Q. Before you used IDOT’s manuals, and now you are coming up with all the new manuals. 10 years back you were going to follow IDOT’s manuals except for certain small changes for the Tollway, but now you are putting in the same design IDOT has but in a new format. Why are you trying to do that when IDOT’s manuals address the same things you are addressing.
A. Historically, the Tollway has always had their own manuals, standards and special provisions. During CRP the decision was made to adopt IDOT Standards and Specifications. The Tollway has many different design features in which IDOT standards were incompatible. The Tollway continues use of IDOT Standard Specifications however has maintained their own Supplemental Specifications, special provisions and Standard Drawings.