How many pins does it take to properly install temporary concrete barrier wall?

SIX

52%
Design and Construction Topics

Bridget Malinowski
Temporary Concrete Barrier
Temporary Concrete Barrier (TCB)

- DO NOT modify anchor pins

TCB installation shall be secured to the pavement or paved shoulder using anchoring pins per IDOT Standard Drawing 704001
IDOT Safety Policy 4-15

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

Safety Engineering Policy Memorandum 4-15

Work Zone Safety and Mobility Supplemental Policy-Moving Ahead for Progress in the 21st Century Act (MAP-21) and Subpart K to Title 23 CFR Part 630: Positive Protection of Workers, Drop-offs and Temporary Concrete Barrier (TCB)

Effective December 4, 2008
Revised March 1, 2015

Illinois Tollway is evaluating the memo
Damage to Tollway Property
Notify Tollway of All Property Damage

Includes:

- Structures being repaired or replaced
- Items in or outside of a work zone
Approval of Repairs

- Required from Tollway prior to starting repairs for items:
  - Damaged by contractor’s equipment
  - Damaged by public traffic
Lane Closure Requests and Revisions
When are They Due?

All requests and revisions:

- Includes Tollway and local road lane closures
- Requests after 9:00 am will not be approved

9:00 a.m., day before closure
Lane Closure
Maintenance of Traffic
DSE Manual, 4.5.6 Maintenance of Traffic

- DSE will:
  - Determine temporary/allowable lane closure hours
  - Assess impact of taking a lane out of service
  - Review with Tollway
  - Coordinate early
Railroad Flagging
DSE Railroad Flagging Procedures

- Contacts railroad agency to determine requirements
  - Flagging, insurance and any others
- Works with the Project Manager (PM)
- Calculate the number of days needed
  - Consider anticipated construction schedule and access requirements
  - Prepare and submit calculations
DSE Railroad Flagging Procedures

- Document any communication with railroad agency of which the number of flagger days are agreed to by both the Tollway and railroad

- Obtains an estimate of cost and time from the railroad(s) involved based on the flagging needs
Ramps
Work Zone
Speed Limit

(MOT Manual - 5.3.2.4m)
Service Interchange/Diamond/Outer/Loops

- No posted regulatory speed limits
- Tollway may post an advisory speed
- No work zone speed limits
Directional Ramps/CD Roadway

Tollway may consider a work zone speed limit on ramps:

- With a design speed of 50 MPH or greater and the work zone length exceeds ½ mile
Designer Responsibilities (MOT 5.3.2.3n)

The designer must submit the work zone speed limit form for:

- Each MOT stage
- Work on ramps
- Facility work off of the mainline
Schedule

Requirements
### Baseline Schedule

- **Article 108.02, Tollway supplemental specifications**
- **Contractor shall submit within 14 calendar days of NTP**
- **Utilize the latest version of**

![PRIMAVERA Logo](image)

![Move Illinois Logo](image)
Baseline Schedule Submittal

- Construction Schedule Review (CSR) process (via e-BUILDER)
  - Subsequent review and acceptance
Revised Baseline Schedule (RBS)

- Contractor shall submit a RBS if:
  - Contractor requests changes to the accepted Baseline Schedule
  - Actual critical path contains 14 or more calendar days negative float

- RBS shall show
  - Actual project history
  - Contractors proposed plan to complete work by contract completion date
Monthly Schedule Update (MSU)

- After acceptance of the contractor's baseline schedule, the contractor shall monitor progress of the work and update the schedule every 30 calendar days.

- Completed work must not be removed from the MSU.
Monthly Schedule Update (MSU)

- A progress narrative shall be submitted along with the Contractor’s MSU:
  - Describes progress made since the last update
  - Special emphasis on critical and near critical activities
  - Actual and potential delays to contract milestones and
  - Utilization of any critical resources
Time Extension Request (TER)
Request for Extension of Time

- Supplemental Specifications; Article 108.08,
  - Extra work orders, change orders and supplemental agreements
- Delays
Common TER Issues

- Sufficient information on the cause is not provided
- Request for extension of time is not submitted in a timely manner
- Rains, floods, windstorms of reasonable expectancy are not Acts of God, no extension of time will be granted
Time Extension Request

- Contractor deems an extension due to:
  - Revisions in the work required to be performed
  - Revisions to material required to be furnished

- Notify Tollway in writing before:
  - Beginning work
  - Furnishing material
All extension of time requests received from the Contractor shall be reviewed and evaluated by the CM.
Unforeseen Delays

- Contractor requests time extension for:
  - Material delay due to unforeseen causes
  - Acts of God – earthquake, flood, cloudburst, tornado
  - Acts of public enemy or fires
  - Strikes not caused by improper acts or omissions by contractor
Time Extension Request

- Chief Engineer shall consider and rule upon all such requests for extensions of time and the decision of the Chief Engineer shall be final.
Time Extension Request

- Within 14 calendar days following the Chief Engineer’s determination of the Time Extension Request:
  - Contractor shall provide a revised detailed schedule to the Engineer that reflects the Chief Engineer’s disposition of the contractor’s time extension request
  - Monthly updates still required
Raised Pavement Markers (RPMs)
150,000
1974
Raised Pavement Markers

- Raised pavement markers must be installed properly

One keel of the casting in front of the quarter is about 1/8" above the pavement.
Industry Reviewers

American Council of Engineering Companies

Illinois Road & Transportation Builders Association
Thank You!

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