

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

June 19, 2019

CONSTRUCTION BULLETIN No. 19-01

SUBJECT: Elimination of Friday-Saturday and Saturday-Sunday Overnight Full-Stop Closures

Construction Bulletin No. 19-01 is hereby issued to advise all parties that, effective immediately, it is no longer the policy of the Illinois Tollway to allow full-stop closures on Friday-Saturday and Saturday-Sunday overnight shifts. The Illinois Tollway Supplemental Specifications, Lane Closure Request Forms, and the following special provisions: Tollway GBSP Demolition of Structures, Tollway GBSP Erection of Girders, and Tollway GBSP Erection of Structural Steel (all attached), have been edited to reflect this change.

The Supplemental Specifications have been revised to include the language shown below.

Section 701.14 has been revised to include the following:

701.14 Work Above Active Roadways. Procedures to enable erection or removal of any items of work above roadways with vehicular and/or pedestrian traffic shall be subject to the provisions of Articles 733.05 (c) and 733.05 (g) of these Supplemental Specifications. The Contractor shall submit to the Engineer the erection and maintenance of traffic methods he proposes to use.

Along with erection drawings or demolition plans, the Contractor shall submit for the Illinois Tollway's approval a detailed traffic control plan for the erection or demolition period. Although specific requirements are dependent upon the Agency(s) whose facility the beams/girders or trusses are to be erected over, the number of lanes, the type of erection equipment used, etc., the following minimum requirements shall be complied with by the Contractor.

- (a) Any erection or removal of beams/girders over an Illinois Tollway road shall require a complete closure to traffic, regardless of location or time of day.
- (b) The Contractor shall erect or remove beams/girders only between the hours of 12:00 A.M. and 5:00 A.M., Monday through Friday. Forty-eight (48) hours advance written notice to the Illinois Tollway, together with the Engineer's written approval, will be required prior to erection or removal of any beam/girder.
- (c) The maximum allowable time limit for a full closure on an Illinois Tollway road shall be fifteen (15) minutes, ten (10) minutes for sign truss erection.
- (d) For any Beam/Girder and truss erection or for any Beam/Girder removal over a non-Illinois Tollway road or facility, written approval from the appropriate Agency shall accompany the submission to the Illinois Tollway for its approval.
- (e) The Contractor shall not reopen lanes below newly erected members until the members are securely in place. In the event the full-width Illinois Tollway closure exceeds the allowable time period, the Contractor will be subject to a penalty cited in Article 701.01(b)(1) per minute for any part of a minute exceeding the allowable time.

Additionally, Section 733.05 has been revised to include the following:


c) Full Span Trusses. The erection and maintenance of traffic procedure for overhead sign trusses shall be as follows, and shall be in accordance with the Special Provisions and applicable provisions of Section 701, unless otherwise authorized by the Illinois Tollway.

(1) The Contractor shall erect the trusses only between the hours of 12:00 A.M. and 5:00 A.M., Monday through Friday. Forty-eight (48) hours advance written notice to the Illinois Tollway, together with the Engineer's written approval, will be required prior to erection of any truss.

(g) Monotube Frames. The erection and maintenance of traffic procedure for overhead monotube frames shall be as follows, and shall be in accordance with the Special Provisions and applicable provisions of Section 701, unless otherwise authorized by the Illinois Tollway.

(1) The Contractor shall erect the monotube frames only between the hours of 12:00 A.M. and 5:00 A.M., Monday through Friday. Forty-eight (48) hours advance written notice to the Illinois Tollway, together with the Engineer's written approval, will be required prior to erection of any frames.

This change is effective immediately. All standard procedures for establishing and cancelling full-stop closures remain in effect and should be followed with care.



Paul D. Kovacs, P.E.
Chief Engineering Officer

06/19/19
Date