



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 9, 2006

SUBJECT: FAI Route 80/94
Section 2626.2 R-2
Cook County, IL and Lake County, IN
Contract No. 62114
Item No. 4P, January 20, 2006 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 viii of the Table of Contents.
2. Revised pages 2, 10, 11 and 30 of the Special Provisions.
3. Added pages 507 - 508 to the Special Provisions.
4. Revised sheet 2 of the Plans. Note that sheet 37 is deleted from the Plans.

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

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

Michael L. Hine
Engineer of Design
and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E." with a small "P.E." to the right.

By: Ted B. Walschleger, P. E.
Engineer of Project Management

cc: Diane O'Keefe, Region 1, District 1; N. R. Stoner; Roger Driskell; R. E. Anderson; Estimates; Design & Environment File

TBW:TK:jc

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Calumet Interchange on the south and from the State Line to the Calumet Interchange on the north. The work to be performed under this contract also includes earth excavation, furnished excavation, construction of storm sewers and drainage structures, pavement markings, landscaping, signing, erosion control and all incidental and collateral work necessary to complete the project as shown on the plans and described herein. Roadway Lighting and surveillance is being performed under a separate contract.

COMPLETION DATE PLUS GUARANTEED WORKING DAYS

The Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM, June 22, 2007, except as specified herein.”

This contract includes an interim completion date. The Contractor shall complete all work for I-80/94 EB, Stage 2 (as shown in the plans) and safely open the I-80/94 EB lanes and shoulders and realign I-80/94 WB lanes as described in the Special Provision “Winter Traffic Restrictions”, by 11:59 PM November 15, 2006, except as specified herein.

The Contractor will be allowed to complete all clean-up work, punch list items, and landscaping within 10 guaranteed working days after the completion date for opening the roadway to traffic. Under extenuating circumstances, the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the guaranteed working days allowed for clean-up work and punch list items. Temporary lane closures for this work may be allowed during the allowable hours as provided in the Special Provision “Keeping the Expressway Open to Traffic” at the discretion of the Engineer.

Article 108.09 of the Standard Specifications or the Special Provision for Failure to Complete the Work on Time, if included in this contract, shall apply to the completion date, and the number of guaranteed working days.

INDIANA SPECIFICATIONS AND SUPPLEMENTS

It is the intent of this contract that work in the State of Indiana shall be controlled by the State of Indiana Standard Specifications, Standard Drawings, Recurring Special Provisions and Supplemental Specifications. Transient work including removals and Maintenance of Traffic will be governed by the Illinois Standard Specifications and related documents regardless of the location of the work. In the event of a conflict or redundancy in the specifications for the permanent work in Indiana the Indiana Documents shall control the work.

COORDINATION WITH CONCURRENT CONTRACTS

This contract abuts and /or overlaps prior contracts, which may not be completed at the start date of this Contract. Close coordination is required regarding the sequence and timing for execution of work items that affect the future staging of traffic on the entire project. Some of the critical work items on these prior contracts that may affect the staging of traffic and the completion date of this Contract #62114 are listed after each contract.

1. Contract #62110 - I-80/94 from west of Torrence Ave. to Burnham Ave. Mainline paving and bridge reconstruction during 2005/2006

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INCENTIVE PAYMENT PLAN

The Contractor shall be entitled to an incentive payment for completing all contract items and safely opening all roadways, in accordance with the requirements of the special provision "Completion Date Plus Guaranteed Working Days".

The incentive payment shall be paid at the rate of \$21,000 per calendar day for completion of work, as specified above, each day prior to the completion date, as indicated in TABLE A. The maximum payment under this incentive plan will be limited to 30 calendar days.

TABLE A

<u>Date Completed</u>	<u>Incentive Payment</u>	<u>Cooperative Payment</u>	<u>Date Completed</u>	<u>Disincentive Deduction</u>
June 22, 2007	*	*	June 22, 2007	*
June 21, 2007	\$21,000	\$21,000	June 23, 2007	\$21,000
June 20, 2007	\$42,000	\$42,000	June 24, 2007	\$42,000
June 19, 2007	\$63,000	\$63,000	June 25, 2007	\$63,000
June 18, 2007	\$84,000	\$84,000	June 26, 2007	\$84,000
June 17, 2007	\$105,000	\$105,000	June 27, 2007	\$105,000
June 16, 2007	\$126,000	\$126,000	June 28, 2007	\$126,000
June 15, 2007	\$147,000	\$147,000	June 29, 2007	\$147,000
June 14, 2007	\$168,000	\$168,000	June 30, 2007	\$168,000
June 13, 2007	\$189,000	\$189,000	July 1, 2007	\$189,000
June 12, 2007	\$210,000	\$210,000	July 2, 2007	\$210,000
June 11, 2007	\$231,000	\$231,000	July 3, 2007	\$231,000
June 10, 2007	\$252,000	\$252,000	July 4, 2007	\$252,000
June 9, 2007	\$273,000	\$273,000	July 5, 2007	\$273,000
June 8, 2007	\$294,000	\$294,000	July 6, 2007	\$294,000
June 7, 2007	\$315,000	\$315,000	July 7, 2007	\$315,000
June 6, 2007	\$336,000	\$336,000		**
June 5, 2007	\$357,000	\$357,000		
June 4, 2007	\$378,000	\$378,000		
June 3, 2007	\$399,000	\$399,000		
June 2, 2007	\$420,000	\$420,000		
June 1, 2007	\$441,000	\$441,000		
May 31, 2007	\$462,000	\$462,000		
May 30, 2007	\$483,000	\$483,000		
May 29, 2007	\$504,000	\$504,000		
May 28, 2007	\$525,000	\$525,000		
May 27, 2007	\$546,000	\$546,000		
May 26, 2007	\$567,000	\$567,000		
May 25, 2007	\$588,000	\$588,000		
May 24, 2007	\$609,000	\$609,000		
May 23, 2007	\$630,000	\$630,000		

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* The completion date specified in the contract.

**The disincentive deduction shall be charged until work is completed.

A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends the following 12:00 midnight, twenty-four hours later.

Should the Contractor be delayed in the commencement, prosecution or completion of the work for any reason, there shall be no extension of the incentive payment completion date even though there may be granted an extension of time for completion of the work. No incentive will be paid if the Contractor fails to complete the work before the specified completion date. Failure by the Contractor to complete all work as specified above before November 19, 2006 shall release and discharge the State, the Department and all of its officers, agents and employees from any and all claims and demands for payment of any incentive amount or damages arising from the refusal to pay an incentive amount.

The Contractor and the Department recognize that the prosecution of work by other contractors may not be effectively under the control of the Contractor; however, it is also recognized and agreed that the nature of the project is such that use of the highway cannot safely and efficiently begin until all sections are completed.

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Stage 3– I-80/94 WB

Traffic: Shift I-80/94 WB traffic from the existing WB lanes to the newly constructed EB inside lanes from east of Calumet Ave. (US 41) to west of Burnham Ave. Signing and barricading shall be according to the MOT, Stage 3 Plan sheets. Additional lane closures will be needed on the night of the stage change to revise the pavement markings at each crossover. These closures and the shifting of traffic shall be coordinated with the adjacent contractors. Signing and barricading shall be according to State Standards 701400, 701401, 701411, and 701446.

Work: Reconstruct all westbound lanes and bridges.

Upon completion of all westbound work, the Contractor shall move traffic back to the final conditions, as shown on the plans, in the reverse order of setting up. The proposed westbound left lane remains closed (three lanes open) until the crossovers are removed and the permanent shoulders and concrete barrier are installed. Signing and barricading for this lane closure shall be according to State Standards 701400, 701401, 701411, and 701446. The opening of the I-80 WB lanes shall be coordinated with the three mainline I-80 Contractors.

This suggested sequence of operations and summary for Traffic Staging does not, nor is it intended to, depict all the work that will be required by the Contractor for the maintenance of traffic during this Contract. This summary is given as an aid and guide for the Contractor's use to establish the necessary guidelines to insure a safe and as smooth as possible traffic operation during the duration of the Contract.

WORK RESTRICTIONS

The Contractor shall not proceed with any construction operations, which would require permanent (24 hour per day) lane closures, lane shifts, and / or shoulder closures on the expressway, arterial routes and local streets prior to April 1, 2006.

In addition, the Contractor shall not proceed with any construction operations, which would require permanent (24 hour per day) lane closures, lane shifts, and / or inside shoulder closures on the expressway for Stage 3 work (work on the westbound lanes and bridges) prior to March 3, 2007.

The Engineer's written approval shall be obtained by the Contractor before proceeding with any work that interferes with traffic prior to the above date. Off-road work may proceed prior to the above date if approved by the Engineer.

The Contractor, the Erosion and Sediment Control Manager, and all sub-contractors are required to attend an Erosion and Sediment Control/Environmental Training meeting. The Department will present this meeting at a location to be determined by the Department. No work shall be performed on the contract before this meeting has taken place and all erosion control and environmental issues have been completed to the satisfaction of the Engineer.

**CIVIL
APPROACH SLAB REMOVAL**

Description. This item shall consist of full depth approach slab removal and disposal at locations designated on the plans and in accordance with the applicable portions of Sections 440 and 501 of the Standard Specification.

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WINTER TRAFFIC RESTRICTIONS

The Contractor shall develop the maintenance of traffic plan for the winter shut down period between November 2006 and March 2007. This plan shall be according to the Manual on Uniform Traffic Control Devices, IDOT Standards and specifications and shall reflect the traffic patterns as listed below. Three (3) copies of the plan shall be submitted to IDOT for their review and approval a minimum of two months prior to implementation. Upon completion of the I-80/94 EB lanes the contractor shall implement this winter maintenance of traffic plan. All traffic control devices required in this plan shall be maintained throughout the winter.

I-80/94 EB, Burnham Ave. to Calumet Ave.

- Minimum 4 lanes open to traffic. Each lane shall be 3.6 meters wide.
- Right lane striped for an exit only lane to Calumet Ave.
- Inside shoulder shall be a minimum of 1.2 meters wide.
- Outside shoulder shall be a minimum of 2.4 meters wide.
- Temporary concrete barrier shall be installed along the inside shoulder at the location shown in the plans under Stage 3.
- All ramps to Calumet Ave. shall be open.

I-80/94 WB, Calumet Ave to Wentworth Ave.

- Minimum 3 lanes open to traffic. Each lane shall be 3.6 meters wide.
- Inside shoulder shall be a minimum of 1.2 meters wide.
- Outside shoulder shall be a minimum of 2.4 meters wide, except at the retaining walls along the north side of the expressway. The contractor will be permitted a permanent shoulder closure at these retaining walls. The length of this permanent shoulder closure shall be limited to no more than 700 consecutive meters at a given time. The shoulder closure may be moved as long as no more than 700 consecutive meters are closed and only one closure will be permitted within this area.
- All ramps from Calumet Ave. along with merge lane shall be open.

I-80/94 WB, Wentworth Ave. to Burnham Ave.

- Maintenance of traffic shall be as shown under Stages 1 and 2 in the plans.

The development of the plan, and the furnishing, installing and maintaining of the traffic control devices, which are required in this plan, shall be included in the lump sum price for TRAFFIC CONTROL AND PROTECTION, EXPRESSWAYS. All pavement marking removal, temporary pavement markings, and temporary concrete barrier, which may be required to implement the plan, will be paid for at the contract unit prices for the pay items used.

Added 01/09/2006

TRAFFIC CONTROL REQUIREMENTS FOR STAGE 3

The Contractor shall develop the maintenance of traffic plan along I-80/94 EB and I-80/94 WB between Railroad Ave. and Burnham Ave. for Stage 3 work. This plan shall reflect the traffic patterns and lane closures as listed below. Three (3) copies of the plan shall be submitted to IDOT for their review and approval a minimum of two months prior to implementation. The Contractor may implement the approved plan on the date listed in the Special Provision “Work Restrictions”.

I-80/94 EB, West of Burnham Ave.

- Close the left two lanes. Signing and barricading shall be according to State Standards 701400 and 701446.
- Eastbound C-D system under Torrence Ave. to merge with I-80/94 EB. Signing and barricading shall be according to State Standard 701411.
- Shift the three open lanes to the right in order to match the MOT at Burnham Ave. as shown in the plans under Stage 3. Signing and barricading shall be according to the District One Multilane Weave Detail.

I-80/94 EB, Burnham Ave. to Calumet Ave.

- MOT shall be as shown in the plans for Stage 3.

I-80/94 WB, Calumet Ave to Burnham Ave.

- MOT shall be as shown in the plans for Stage 3.

I-80/94 WB, West of Burnham Ave.

- The three WB lanes shall be shifted from the eastbound inside lanes back to the westbound lanes. Signing and barricading shall be according to the District One Multilane Weave Detail.
- At the end of the crossover the right lane should be directed to I-94 WB, the left lane should be directed to I-80 WB and the center lane should have the option of going to either I-80 WB or I-94 WB.

The furnishing, installing and maintaining of the additional traffic control devices west of Burnham Ave. required for Stage 3, shall be included in the lump sum price for TRAFFIC CONTROL AND PROTECTION, EXPRESSWAYS. All pavement marking removal, temporary pavement markings, and temporary concrete barrier required to implement Stage 3, will be paid for at the contract unit prices for the pay items used.

Added 01/09/2006