



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 18, 2012

SUBJECT: FAP Route 373 (IL 171)
Section 2011-077-BR
Cook County
Contract No. 60R03
Item No. 110, January 20, 2012 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 the Recurring Special Provision Check Sheet.
2. Revised the Table of Contents to the Special Provisions.
3. Revised pages 3 - 6 & 129 of the Special Provisions.
4. Added page 130 to the Special Provisions.

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,

John Baranzelli,
Acting Bureau Chief of Design and Environment

A handwritten signature in black ink, appearing to read "Ted B. Walschleger" 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; Mike Renner; D.Carl Puzey;
Estimates

TBW:MS:jc

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

<u>CHECK SHEET #</u>		<u>PAGE NO.</u>
1	Additional State Requirements for Federal-Aid Construction Contracts (Eff. 2-1-69) (Rev. 1-1-10)	1
2	Subletting of Contracts (Federal-Aid Contracts) (Eff. 1-1-88) (Rev. 5-1-93)	4
3	X EEO (Eff. 7-21-78) (Rev. 11-18-80)	5
4	X Specific Equal Employment Opportunity Responsibilities Non Federal-Aid Contracts (Eff. 3-20-69) (Rev. 1-1-94)	15
5	X Required Provisions - State Contracts (Eff. 4-1-65) (Rev. 1-1-12)	20
6	Asbestos Bearing Pad Removal (Eff. 11-1-03)	25
7	Asbestos Waterproofing Membrane and Asbestos Hot-Mix Asphalt Surface Removal (Eff. 6-1-89) (Rev. 1-1-09)	26
8	Haul Road Stream Crossings, Other Temporary Stream Crossings, and In-Stream Work Pads (Eff. 1-2-92) (Rev. 1-1-98)	27
9	Construction Layout Stakes Except for Bridges (Eff. 1-1-99) (Rev. 1-1-07)	28
10	Construction Layout Stakes (Eff. 5-1-93) (Rev. 1-1-07)	31
11	Use of Geotextile Fabric for Railroad Crossing (Eff. 1-1-95) (Rev. 1-1-07)	34
12	Subsealing of Concrete Pavements (Eff. 11-1-84) (Rev. 1-1-07)	36
13	Hot-Mix Asphalt Surface Correction (Eff. 11-1-87) (Rev. 1-1-09)	40
14	Pavement and Shoulder Resurfacing (Eff. 2-1-00) (Rev. 1-1-09)	42
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Method of Measurement: All traffic control (except Traffic Control and Protection (Expressways)) and temporary pavement markings) indicated on the traffic control plan details and specified in the Special Provisions will be measured for payment on a lump sum basis.

Basis of Payment: All traffic control and protection will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

Temporary pavement markings will be paid for separately unless shown on a Standard.

TRAFFIC CONTROL PLAN

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

STANDARDS: 701400, 701401, 701411, 701421, 701422, 701446, 701606, 701901, 704001, 780001

DETAILS: TC-08, TC-09, TC-12, TC-13, TC-17, TC-21, and TC-22

SPECIAL PROVISIONS:

Traffic Control Plan,
Traffic Control and Protection (Arterials),
Keeping Expressways Open to Traffic,
Failure to Open Traffic Lanes to Traffic,
Traffic Control and Protection (Expressways),
Type III Temporary Tape for Wet Conditions,
Temporary Information Signing
IMPACT ATTENUATORS, TEMPORARY (BDE),
NIGHTTIME WORK ZONE LIGHTING (BDE)
POST MOUNTING OF SIGNS (BDE)
TRAFFIC CONTROL DEFICIENCY DEDUCTION (BDE)
TRAFFIC CONTROL SURVEILLANCE (BDE)
TRUCK MOUNTED / TRAILER MOUNTED ATTENUATORS (BDE)

Signs:

Post-mounted signs shall be installed using standard 720011, 728001, and 729001, or on any other "break away" connection meeting the applicable requirements of NCHRP Report 350, Test Level 3 if accepted by the FHWA and corresponding letter is provided to the Engineer.

Signs which are placed along the roadway and/or within the construction zone shall be installed according to the requirements of Article 701.14 and Article 720.04. The signs shall be 7 ft (2.1 m) above the near edge of the pavement and shall be a minimum of 2 ft (600 mm) beyond the edge of the paved shoulder. A minimum of two (2) posts shall be used.

Maintenance of Traffic:

When performing Ramp Work (i.e. Substage IA, Substage IB, and Substage IC), the Contractor may not implement more than one (1) ramp substage concurrently.

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The ramp substages shall be implemented as shown in the “Detour Plan” sheets and related special provisions.

Hour restrictions for Ramp Closures shall conform to the “Keeping the Expressway Open to Traffic” Special Provision.

Any changes to the aforementioned Maintenance of Traffic Plan shall be submitted and approved by the Engineer before implementation.

TEMPERATURE CONTROL FOR CONCRETE PLACEMENT (DISTRICT ONE)

Effective: May 1, 2007

Delete the second and third sentences of the second paragraph of Article 1020.14(a) of the Standard Specifications.

TYPE III TEMPORARY TAPE FOR WET CONDITIONS

Effective: February 1, 2007

Revised: February 1, 2011

Description. This work shall consist of furnishing, installing, and maintaining Type III Temporary Pavement Marking Tape for Wet Conditions.

Materials. Materials shall be according to the following.

Item	Article/Section
(a)	Pavement Marking Tape 1095.06

Initial minimum reflectance values under dry and wet conditions shall be as specified in Article 1095.06. The marking tape shall maintain its reflective properties when submerged in water. The wet reflective properties will be verified by a visual inspection method performed by the Department. The surface of the material shall provide an average skid resistance of 45 BPN when tested according to ASTM E 303.

CONSTRUCTION REQUIREMENTS

Type III Temporary Tape for Wet Conditions shall meet the requirements of Article 703.03 and 703.05. Application shall follow manufacturer’s recommendations.

Method of Measurement. This work will be measured for payment in place, in feet (meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for WET REFLECTIVE TEMPORARY TAPE TYPE III of the line width specified, and at the contract unit price per square foot (square meter) for WET REFLECTIVE TEMPORARY TAPE TYPE III, LETTERS AND SYMBOLS.

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996

Revised: February 9, 2005

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and the District Freeway details.

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All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer (847-705-4151) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on workweek of Monday through Friday and shall not include weekends or Holidays.

LOCATION: I-55

WEEKDAY	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday thru Thursday	One Lane	9:00 P.M.	to	5:00 A.M.
	Two Lanes	11:00 P.M.		5:00 A.M.
Friday	One Lane	10:00 P.M. (FRI.)		7:00 A.M. (SAT.)
	Two Lanes	11:59 P.M. (FRI.)		6:00 A.M. (SAT.)
Saturday	One Lane	10:00 P.M. (SAT.)		10:00 A.M. (SUN.)
	Two Lanes	11:00 P.M. (SAT.)		8:00 A.M. (SUN.)

LOCATION: All Ramps

WEEKDAY	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Friday thru Monday	Ramp	8:00 P.M. (FRI)	to	5:00 A.M. (MON.)

In addition to the hours noted above, temporary shoulder and partial ramp closures are allowed weekdays between 9:00 A.M. and 3:00 P.M.

Narrow lanes and permanent shoulder closures will not be allowed between Dec. 1st and April 1st.

Full Expressway Closures will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of 1:00 A.M. to 5:00 A.M. Monday thru Friday and from 1:00 A.M. to 7:00 A.M. on Sunday. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. Police forces should be notified and requested to close off the remaining lane at which time the work item may be removed or set in place. The District One Traffic Operations Department shall be notified (847-705-4151) at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of the proposed road closure and will coordinate the closure operations with police forces.

All stage changes requiring the stopping and/or the pacing of traffic shall take place during the allowable hours for Full Expressway Closures and shall be approved by the Department.

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

All lane closure signs shall not 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.

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures (includes the taper lengths) without a three (3) mile gap between each other, in one direction of the expressway, shall be on the same side of the pavement. Lane closures on the same side of the pavement with a half (1/2) mile or less gap between the end of one work zone and the start of taper of next work zone should be connected.

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The maximum length of any lane closure on the project and combined with any adjacent projects shall be three (3) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at the locations approved by the Engineer.

FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC

Effective: March 22, 1996

Revised: February 9, 2005

Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified under the Special Provisions for "Keeping the Expressway Open to Traffic", the Contractor shall be liable to the Department for the amount of:

One lane or ramp blocked = \$2,300
Two lanes blocked = \$4,800

Not as a penalty but as liquidated and ascertained damages for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time.

TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

Effective: 3/8/96

Revised: 4/20/10

Description. This work shall include furnishing, installing, maintaining, replacing, relocating, and removing all traffic control devices used for the purpose of regulating, warning, or directing traffic. Traffic control and protection shall be provided as called for in the plans, applicable Highway Standards, District One Expressway details, Standards and Supplemental Specifications, these Special Provisions, or as directed by the Engineer.

General. 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 on the expressway through the construction zone. The Contractor shall arrange his operations to keep the closing of lanes and/or ramps to a minimum.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices. Special attention shall be given to existing warning signs and overhead guide signs during all construction operations. Warning signs and existing guide signs with down arrows shall be kept consistent with the barricade placement at all times. The Contractor shall immediately remove, completely cover, or turn from the motorist's view all signs which are inconsistent with lane assignment patterns.

The Contractor shall coordinate all traffic control work on this project with adjoining or overlapping projects, including barricade placement necessary to provide a uniform traffic detour pattern. When directed by the Engineer, the Contractor shall remove all traffic control devices that were furnished, installed, or maintained by him under this contract, and such devices shall remain the property of the Contractor. All traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

Additional requirements for traffic control devices shall be as follows.

(a) Traffic Control Setup and Removal. The setting and removal of barricades for the taper portion of a lane closure shall be done under the protection of a vehicle with a crash attenuator and arrow board.

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- (1) Minor Delay. Labor idled which cannot be used on other work will be paid for according to Article 109.04(b)(1) and (2) for the time between start of the delay and the minimum remaining hours in the work shift required by the prevailing practice in the area.

Equipment idled which cannot be used on other work, and which is authorized to standby on the project site by the Engineer, will be paid for according to Article 109.04(b)(4).

- (2) Major Delay. Labor will be the same as for a minor delay.

Equipment will be the same as for a minor delay, except Contractor-owned equipment will be limited to three weeks plus the cost of move-out to either the Contractor's yard or another job, whichever is less. Rental equipment may be paid for longer than three weeks provided the Contractor presents adequate support to the Department (including lease agreement) to show retaining equipment on the job is the most economical course to follow and in the public interest.

- (3) Reduced Rate of Production Delay. The Contractor will be compensated for the reduced productivity for labor and equipment time in excess of the 25 percent threshold for that portion of the delay in excess of seven days. Determination of compensation will be in accordance with Article 104.02, except labor and material additives will not be permitted.

Whether covered by (1), (2) or (3) above, additional traffic control required as a result of the operation(s) delayed will be paid for according to Article 109.04 for the total length of the delay.

If the delay is clearly shown to have caused work, which would have otherwise been completed, to be done after material or labor costs have increased, such increases may be paid. Payment for materials will be limited to increased cost substantiated by documentation furnished by the Contractor. Payment for increased labor rates will include those items in Article 109.04(b)(1) and (2), except the 35 percent and ten percent additives will not be permitted. On a working day contract, a delay occurring between November 30 and May 1, when work has not started, will not be considered as eligible for payment of measured labor and material costs.

Project overhead (not including interest) will be allowed when all progress on the contract has been delayed, and will be calculated as 15 percent of the delay claim.

- (d) Other Obligations of Contractor. Upon payment of a claim under this provision, the Contractor shall assign subrogation rights to the Department for the Department's efforts of recovery from any other party for monies paid by the Department as a result of any claim under this Provision. The Contractor shall fully cooperate with the Department in its efforts to recover from another party any money paid to the Contractor for delay damages under this Provision."

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COMPLETION DATE (VIA CALENDAR DAYS) PLUS WORKING DAYS (BDE)

Effective: April 1, 2008

The Contractor shall complete work on or before the completion date of this contract which will be based upon 60 calendar days. After the completion date, an additional 5 working days will be allowed to complete punchlist items.

The completion date will be determined by adding the specified number of calendar days to the date the Contractor begins work, or to the date ten days after execution of the contract, whichever is the earlier, unless a delayed start is granted by the Engineer.

** The contractor shall complete all work, including ramp closures within the specified calendar days **

Added 01/18/12