



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 13, 2007

SUBJECT: FAI Route 57 (I-57) & FAU Route 9629 (Old IL 13)  
Project ACIM-HSIP-057-2 (146) 053  
Section (X1-6-2)VB-2, (X1-6)HBK-2  
Williamson County  
Contract No. 98950  
Item No. 121, April 27, 2007 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 2 of the Schedule of Prices.
2. Revised sheets 7, 116, and 117 of the Plans.
3. Added sheet 58 to the Plans.
4. Revised page iv of the Table of Contents to the Special Provisions.
5. Revised pages 4, 5, 8, 38, and 152 of 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,

Eric E. Harm  
Interim Bureau Chief  
Bureau of Design and Environment

A handwritten signature in cursive script, appearing to read 'Ted B. Walschleger', followed by the initials 'P.E.'.

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

cc: Mary C. Lamie, Region 5, District 9; N. R. Stoner; Roger Driskell; R. E. Anderson; Estimates; Design & Environment File

TBW:DB:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 98950

State Job # - C-99-050-06  
 PPS NBR - 9-94860-0100  
 County Name - WILLIAMSON- -  
 Code - 199 - -  
 District - 9 - -  
 Section Number - (X1-6-2)VB-2,(X1-6)HBK-2

Project Number  
 ACIM-HSIP-0572/146/053

Route  
 FAI 57  
 FAU 9629

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X6370940	CONC BAR 2F 42HT	FOOT	3,116.000				
X7050169	TEMP TRBT T1 SPL FLAR	EACH	1.000				
X7240205	REMOV SIGN COMPLETE	EACH	21.000				
X7330105	OSS WALKWAY TY A	FOOT	57.000				
X7330110	OSS WALKWAY CANT TA	FOOT	14.000				
X7340100	CONC FOUNDATION GR MT	CU YD	24.400				
X8420220	REM EX HI MAST LT TOW	EACH	10.000				
X8420300	LGTING FDN REM LT TOW	EACH	6.000				
Z0016001	DECK SLAB REP (FD-T1)	SQ YD	3.000				
* Z0016002	DECK SLAB REP (FD-T2)	SQ YD	115.100				
* Z0016200	DECK SLAB REP (PART)	SQ YD	300.000				
Z0017202	DOWEL BARS 1 1/2	EACH	1,768.000				
Z0030130	IMPACT ATTEN PRD TL3	EACH	1.000				
Z0030250	IMP ATTN TEMP NRD TL3	EACH	9.000				
Z0030260	IMP ATTN TEMP FRN TL3	EACH	8.000				
* REVISED : APRIL 10, 2007							

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4. Plan Details:
- (a) Bridge Rehabilitation Old Ill. 13 Prestage 3
  - (b) Bridge Rehabilitation Old Ill. 13 Prestage 4
  - (c) Bridge Rehabilitation Ill. 13 PreStage 1A
  - (d) Bridge Rehabilitation Ill. 13 Prestage 1B
  - (e) Bridge Rehabilitation Ill. 13 Prestage 1C
  - (f) Stages 1, 1A, 2, 3, 4, 5, 6, 7, 7A, 7B, 7C and 8 I-57 Plan Sheets
  - (g) Stages 1, 2, 3, 4, and 5 Old Ill. 13 Plan Sheets
  - (h) Detour Plan Ramp FF Closed
  - (i) Detour Plan Ramp E & FF Closed
  - (j) Detour Plan Ramp E, F, & FF Closed
  - (k) Detour Plan Ramp E & EE Closed

Traffic control standards shall be applied as directed by the Engineer. Suggested applications for each standard are as follows:

- 701101 This standard should be used for work operations along FAI 57 such as guardrail installation, seeding, sign installation, and other operations that fall within the region 15' to 2' from the pavement edge.
- 701106 This standard should be used for work operations along FAI 57 that are more than 15' from the edge of the pavement. Work shall include seeding, earth excavation, and box culvert extensions.
- 701301 This standard should be used along Old Ill. 13 when short time work operations are being performed. Typical operations are hot mix density testing, application of temporary pavement marking, marking patches, and miscellaneous survey operations.
- 701311 This standard should be used along Old Ill. 13 for pavement marking or other continuous or intermittent moving operations where the average speed is greater than 3 mph.
- 701400 This standard should be used along FAI 57 where at any time a lane is closed.
- 701401 This standard should be used along FAI 57 for night time work operations requiring a lane closure.
- 701402 This standard should be used along FAI 57 for work requiring lane closures using temporary concrete barrier. Bridge Rehabilitation Old IL 13 Prestage 3 and 4.
- 701406 This standard should be used for bridge patching on FAI 57 at IL 13 for work requiring day time lane closures. Standard 701401 will be used for nighttime lane closures.
- 701411 This standard should be used along FAI 57 for any work operations requiring a lane closure near an entrance or exit ramp.

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- 701422 This standard should be used along Ill. 13 for any work operations requiring a lane closure. Work shall include the removal of the existing protective shield under structures 100-0008 and 100-0009 and placement of the proposed protective shield.
- 701426 This standard shall be used along FAI 57 for any work that is continuous or intermittent moving operations where the average speed is greater than 1 mph.
- 701502 This standard should be used along Old Ill. 13 for work operations requiring a lane closure in the region from Station 776+00 to Station 784+40.
- 701602 This standard should be used along westbound Old Ill. 13 for work operations requiring a lane closure in the region from Station 753+20 to Station 776+00. Case IV of this standard shall also be used for the eastbound lane addition. The arrow board will not be required and the existing lane shall be shifted a few feet. The "Right Lane Closed Ahead" sign shall be replaced with a lane shift sign W1-4L(0).
- 701606 This standard should be used along Old Ill. 13 for work requiring a lane closure. Work shall include final resurfacing.
- 701701 This standard should be used along Old Ill. 13 for work encroaching on the pavement during radius work and shoulder work at the intersections with Ramp E/EE and Ramp F/FF.

During the entire construction period, the road shall be kept open to traffic as follows:

- (a) During the bridge patching at IL 13 Interchange, FAI 57 shall be kept open to at least one lane in each direction. Exit ramps, Ramps AA, B, CC, and D, shall remain open at all times. Entrance ramps, Ramps BB, and DD, shall be closed.
- (b) During Bridge Rehabilitation Old Ill. 13 Prestage 3 and 4 FAI 57 shall be kept open to at least one lane of traffic in each direction. Exit ramps, Ramps EE and F, shall remain open at all times. Entrance ramps, Ramp E and FF shall be closed.
- (c) FAI 57 shall be kept open to two lanes of traffic during daylight hours for Stages 1-8. FAI 57 may be closed to one lane in each direction during night time work during the hours of 7:00 PM to 7:00 AM for Stages 1-8.
- (d) Old Ill. 13 shall be kept open to at least one lane of traffic in each direction to the greatest extent possible.
- (e) Old Ill. 13 shall be closed to traffic during the removal of the existing beams on SN 100-0004 and SN 100-0005 and setting the proposed beams for SN 100-0084 and SN 100-0085. The maximum time of closure shall be 30 minutes.
- (f) Entrance Ramp FF shall be closed to traffic. This ramp shall not be closed until all the detour signing shown in the plans is in place. The maximum closure time for Ramp FF shall be 14 months.

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## **EQUIPMENT PARKING AND STORAGE**

Revise the first paragraph of Article 701.04(b)(3) to read: During working hours, all vehicles and/or non-operating equipment which are parked, 2 hours or less, shall be parked at least 8 feet from the open traffic lane. For other periods of time during working or non-working hours, all vehicles, materials, and equipment shall be parked or stored in a protected area, if the protected area is within a distance of 1,000 feet of the work operation. If there is no protected area within the 1,000 feet, the Contractor may park the equipment 30 feet from the edge of the open lane providing there is no part of the equipment within the 30 feet. The 30 feet is acceptable for 4:1 slopes and flatter. If the distance to a protected area or clear zone region requires the equipment to be moved more than the 1,000 feet, then the Contractor shall load and transport the equipment to the protected area or beyond clear zone region. A protected area is defined as behind temporary concrete barrier, temporary bridge rail, or other man-made or natural barriers.

## **THREE WEEK NOTIFICATION PRIOR TO STARTING WORK**

Effective December 2005

Revise the first sentence of Article 107.09 Public Convenience and Safety to the following "The Contractor shall notify the Engineer at least 21 days in advance of starting any construction work.

This additional notification is required so that the public can be notified of the pending construction.

## **PROSECUTION AND PROGRESS**

Time is of the essence in this contract. It may be necessary for the Contractor to work longer hours, use additional crews, and work during weekends in order to complete the work within the required time limit. The Contractor will not be allowed any extra compensation for working longer hours, using extra shifts or working on weekends to meet the specified Completion Date.

The Contractor shall complete all bridge patching, Prestage 1A,1B, 1C, 3, and 4 work before any other work begins.

## **LANE RENTAL**

Description. The Contractor will be charged a monetary assessment for each day or part of a day that each northbound and southbound lane is closed to traffic in excess of an accumulated total allowed of 30 days to perform all patching to SN 100-0005, all bridge deck patching to SN 100-0008, and deck patching to SN 100-0009. Lane Rental will be assessed a minimum of one day for the time the Contractor occupies or obstructs part of the roadway. Lane Rental in excess of allotted number of days will be deducted from the monthly progress payments.

Lane Rental. The Contractor will be assessed a minimum of a one day Lane Rental charge for each lane closure or obstruction during the calendar day or partial calendar day.

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## **GRADING AND SHAPING FORESLOPES**

This work shall consist of cleaning existing ditches and corresponding slopes to drain.

The grading and shaping foreslope limits as shown on the plans is approximate. Actual grading and shaping foreslope limits shall be determined by the Engineer.

Any trees 6" diameter or larger removed in order to drain the ditches shall be paid for as TREE REMOVAL (6 TO 15 UNITS DIAMETER) or TREE REMOVAL (OVER 15 UNITS DIAMETER).

Immediately after grading and shaping foreslopes is completed the erosion protection specified and scheduled in the plans will be put in place. Failure to place specified erosion control will result in additional reshaping of the ditches and slopes by the Contractor at his/her expense.

Grading and shaping foreslopes will be measured for payment in place, and the area computed in square yards.

This work will be paid for at the contract unit price per square yard for GRADING AND SHAPING FORESLOPES.

## **EMERGENCY PATCHING**

This work shall consist of patching the existing decks of structures 100-0004, 100-0005, 100-0006, and 100-0007 at any time during the contract when the condition of the decks requires patching as determined by the Engineer. Concrete barriers to close a lane will not be required. Traffic control shall be in accordance with Standard 701401. Exit ramps shall remain open, but entrance ramps shall be closed.

This work shall consist of patching the existing decks of structures 100-0008 and 100-0009 at any time during the contract when the condition of the decks requires patching as determined by the Engineer. Concrete barriers to close a lane will not be required. Traffic control shall be in accordance with Standard 701401. There will be no daytime ramp closures for this work, however daytime lane closures on I-57 are acceptable.

The patching mixture used shall be of the type that is rapid setting and the accelerator used shall meet the Departments approved list.

Patches will be measured in place and the area computed in square yards.

Partial depth and full depth patching shall be done in accordance with the special provision for Deck Slab Repair. The patching shall be paid for in accordance with Article 109.04 (b).

Traffic control shall be paid for per lump sum for TRAFFIC CONTROL AND PROTECTION, STANDARD 701401.

There will be no Lane Rental Days charged for this work.

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be required to provide assistance in pacing traffic on FAI 57. The Illinois State Police shall also be used in the establishment of the temporary ramp closures within the zone of the rolling closures of FAI 57.

- The Contractor shall be required to contact the following offices two (2) weeks prior to the implementation of a rolling closure:

Illinois Department of Transportation  
13  
P.O. Box 100  
Carbondale, IL 62903  
(618) 549-2171

Illinois State Police, District  
1391 S. Washington Street  
DuQuoin, IL 62832  
(618) 542-2171

This item shall be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL), which will include the cost of any additional traffic control devices as required by the ENGINEER in the completion of this work. The cost for the provision of the Illinois State Police Assistance shall be paid in accordance with Article 109.05 with no other compensation nor remuneration being made to complete this item of work.

There will be no **LANE RENTAL** charged for this TRAFFIC CONTROL AND PROTECTION SPECIAL.

#### **WORKING DAYS (BDE)**

Effective: January 1, 2002

The Contractor shall complete the work within 310 working days.

#### **DEMOLITION PLANS FOR REMOVAL OF EXISTING STRUCTURES**

Effective March 26, 2007

Add to the beginning of Article 501.02 of the Standard Specifications.

“For work adjacent to or over an active roadway, railroad or navigable waterway, the Contractor shall submit a demolition plan to the Engineer for approval, detailing the proposed methods of demolition and the amount, location(s) and type(s) of equipment to be used. The demolition plan shall include an assessment of the structure’s condition and an evaluation of the structure’s strength and stability during demolition and shall be sealed by an Illinois Licensed Structural Engineer.”

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