



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 5, 2013

SUBJECT: FAU Route 1360(US 41/Foster Ave.)  
Section 2012-009RS  
Cook County  
Contract No. 60T51  
Item No. 133, June 14, 2013 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. Replaced the Schedule of Prices.
2. Revised page ii of the Table of Contents to the Special Provisions.
3. Revised page 38 of the Special Provisions.
4. Added pages 151-156 to the Special Provisions.
5. Revised sheets 1, 2, 4, 5, 10-13, 15, 16 & 18-20 of the Plans.
6. Added sheets 33A & 33B to 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,

John D. Baranzelli, P. E.  
Acting Engineer of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E.".

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

cc: John Fortmann, Region 1, District 1; Mike Renner; D. Carl Puzey;  
Estimates

dp

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 60T51

State Job # - C-91-368-12

Project Number

Route

County Name - COOK - -

FAU 1360

Code - 31 - -

\*REVISED: JUNE 5, 2013

District - 1 - -

Section Number - 2012-009RS

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X5537800	SS CLEANED 12	FOOT	1,100.000				
X6030310	FR & LIDS ADJUST SPL	EACH	220.000				
*ADD X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
Z0004562	COMB C C&G REM & REPL	FOOT	11,728.000				
Z0018500	DRAINAGE STR CLEANED	EACH	110.000				
Z0030850	TEMP INFO SIGNING	SQ FT	51.400				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0076604	TRAINEES TPG	HOUR	500.000		10.000		5,000.000
21101615	TOPSOIL F & P 4	SQ YD	682.000				
25200110	SODDING SALT TOLERANT	SQ YD	682.000				
40600200	BIT MATLS PR CT	TON	132.000				
40600300	AGG PR CT	TON	660.000				
40600400	MIX CR JTS FLANGEWYS	TON	247.000				
40600827	P LB MM IL-4.75 N50	TON	6,270.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40600982	HMA SURF REM BUTT JT	SQ YD	3,523.000				
40601005	HMA REPL OVER PATCH	TON	459.000				
40603595	P HMA SC "F" N90	TON	16,181.000				
42001300	PROTECTIVE COAT	SQ YD	3,876.000				
42300100	PCC DRIVEWAY PAVT 5	SQ YD	676.000				
42400200	PC CONC SIDEWALK 5	SQ FT	5,373.000				
44000156	HMA SURF REM 1 3/4	SQ YD	13,112.000				
44000159	HMA SURF REM 2 1/2	SQ YD	152,000.000				
44000200	DRIVE PAVEMENT REM	SQ YD	676.000				
44000600	SIDEWALK REM	SQ FT	5,373.000				
44002216	HMA RM OV PATCH 4	SQ YD	2,045.000				
44201765	CL D PATCH T2 10	SQ YD	253.000				
44201769	CL D PATCH T3 10	SQ YD	519.000				
44201771	CL D PATCH T4 10	SQ YD	984.000				
60257900	MAN RECONST	EACH	5.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
60265700	VV ADJUST	EACH	11.000				
60406520	FR & LIDS OL (CHGO)	EACH	27.000				
60406530	FR & LIDS CL (CHGO)	EACH	186.000				
67000400	ENGR FIELD OFFICE A	CAL MO	10.000				
67100100	MOBILIZATION	L SUM	1.000				
70102620	TR CONT & PROT 701501	L SUM	1.000				
70102625	TR CONT & PROT 701606	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70102640	TR CONT & PROT 701801	L SUM	1.000				
70300100	SHORT TERM PAVT MKING	FOOT	11,796.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	996.000				
*REV 70300220	TEMP PVT MK LINE 4	FOOT	25,100.000				
*REV 70300240	TEMP PVT MK LINE 6	FOOT	7,500.000				
70300250	TEMP PVT MK LINE 8	FOOT	417.000				
*REV 70300260	TEMP PVT MK LINE 12	FOOT	1,000.000				

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District - 1 - -

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*REV 70300280	TEMP PVT MK LINE 24	FOOT	21,500.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	56,566.000				
*ADD 72000100	SIGN PANEL T1	SQ FT	22.000				
*ADD 72900100	METAL POST TY A	FOOT	16.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	996.000				
*REV 78000200	THPL PVT MK LINE 4	FOOT	25,100.000				
*REV 78000400	THPL PVT MK LINE 6	FOOT	7,500.000				
78000500	THPL PVT MK LINE 8	FOOT	417.000				
*REV 78000600	THPL PVT MK LINE 12	FOOT	1,000.000				
*REV 78000650	THPL PVT MK LINE 24	FOOT	21,500.000				
78300200	RAISED REF PVT MK REM	EACH	773.000				

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## **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:

701101, 701301, 701311, 701427, 701501, 701606, 701701, 701801, 701901

### DETAILS:

Traffic Control and Protection for Side Roads, Intersections and Driveways (TC-10)

Traffic Control and Protection at Turn Bays (To Remain Open to Traffic) (TC-14)

Pavement Markings Letters and Symbols for Traffic Staging (TC-16)

Arterial Road Information Signing (TC-22)

City of Chicago Typical Pavement Markings (TC-24)

Entrance and Exit Ramp Closure Details (TC-08)

Partial Ramp and Shoulder Closure Detail (TC-17)

### SPECIAL PROVISIONS:

Maintenance of Roadways

Public Convenience and Safety (Dist-1)

Temporary Information Signing

Pavement Marking Removal (BDE)

Pavement Patching (BDE)

Traffic Control Deficiency Deduction (BDE)

Keeping Expressway Open to Traffic

Failure to Open Traffic Lanes to Traffic

Traffic Control and Protection (Expressways)

Revised 6-5-13

**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. 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-90 Kennedy: @ Foster Ave**

WEEKNIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-Lane	9:00 PM	to	5:00 AM
Friday	1-Lane	10:00 (Fri)	to	8:00 AM (Sat)
Saturday	1-Lane	9:00PM (Sat)	to	10:00 AM (Sun)

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. and between 7:00 P.M. and 5:00 A.M.

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

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.

Temporary ramp closures for service interchanges will only be permitted at night during the restricted hours listed for temporary one-lane closures within the project limits. However, no two (2) adjacent entrance and exit ramps in one direction of the expressway shall be closed at the same time.



Should the Contractor fail to completely open, and keep open, the ramps to traffic in accordance with the above limitations, the Contractor shall be liable to the Department for liquidated damages as noted under the Special Provision, "Failure to Open traffic Lanes to Traffic".

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. 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 = \$1,000

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: 2/20/13

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.

Added pages 6-5-13

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 truck/trailer mounted attenuator and arrow board. The attenuator vehicle shall be positioned in the live lane that is being closed or opened in advance of the workers and shall have the arrow panel directing traffic to the adjacent open lane. Failure to meet this requirement will be subject to a Traffic Control Deficiency charge. The deficiency will be calculated as outlined in Article 105.03 of the Standard Specifications and the Traffic Control Deficiency Deduction (BDE special provision). Truck/trailer mounted attenuators shall comply with Article 1106.02(g) or shall meet the requirements of NCHRP 350 Test Level 3 with vehicles used in accordance with manufacturer's recommendations and requirements.

(b) Sign Requirements

(1) Sign Maintenance. Prior to the beginning of construction operations, the Contractor will be provided a sign log of all existing signs within the limits of the construction zone. The Contractor is responsible for verifying the accuracy of the sign log. Throughout the duration of this project, all existing traffic signs shall be maintained by the Contractor. All provisions of Article 107.25 of the Standard Specifications shall apply except the third paragraph shall be revised to read: "The Contractor shall maintain, furnish, and replace at his own expense, any traffic sign or post which has been damaged or lost by the Contractor or a third party. The Contractor will not be held liable for third party damage to large freeway guide signs".

Added pages 6-5-13

- (2) Work Zone Speed Limit Signs. Work zone speed limit signs shall be installed as required in Article 701.14(b) and as shown in the plans and Highway Standards. Based upon the existing posted speed limit, work zone speed limits shall be established and signed as follows.
- a. Existing Speed Limit of 55mph or higher. The initial work zone speed limit assembly, located approximately 3200' before the closure, and shall be 55mph as shown in 701400. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans. WORK ZONE SPEED LIMIT 55 PHOTO ENFORCED assemblies may be omitted when this assembly would normally be placed within 1500 feet of the END WORK ZONE SPEED LIMIT sign.
  - b. Existing Speed Limit of 45mph. The advance 55mph work zone speed limit assembly shown in 701400 shall be replaced with a 45mph assembly. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans. WORK ZONE SPEED LIMIT 55 PHOTO ENFORCED assemblies shall be eliminated in all cases. END WORK ZONE SPEED LIMIT signs are required.
- (3) Exit Signs. The exit gore signs as shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 12 inch capital letters and a 20 inch arrow. EXIT OPEN AHEAD signs shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 8 inch capital letters.
- (4) Uneven Lanes Signs. The Contractor shall furnish and erect "UNEVEN LANES" signs (W8-11) on both sides of the expressway, at any time when the elevation difference between adjacent lanes open to traffic equals or exceeds one inch. Signs shall be placed 500' in advance of the drop-off, within 500' of every entrance, and a minimum of every mile.
- (c) Drums/Barricades. Check barricades shall be placed in work areas perpendicular to traffic every 1000', one per lane and per shoulder, to prevent motorists from using work areas as a traveled way. Check barricades shall also be placed in advance of each open patch, or excavation, or any other hazard in the work area, the first at the edge of the open traffic lane and the second centered in the closed lane. Check barricades, either Type I or II, or drums shall be equipped with a flashing light.

To provide sufficient lane widths (10' minimum) for traffic and also working room, the Contractor shall furnish and install vertical barricades with steady burn lights, in lieu of Type II or drums, along the cold milling and asphalt paving operations. The vertical barricades shall be placed at the same spacing as the drums.

- (d) Vertical Barricades. Vertical barricades shall not be used in lane closure tapers, lane shifts, and exit ramp gores. Also, vertical barricades shall not be used as patch barricades or check barricades. Special attention shall be given, and ballast provided per manufacture's specification, to maintain the vertical barricades in an upright position and in proper alignment.
- (e) Temporary Concrete Barrier Wall. Prismatic barrier wall reflectors shall be installed on both the face of the wall next to traffic, and the top of sections of the temporary concrete barrier wall as shown in Standard 704001. The color of these reflectors shall match the color of the edgelines (yellow on the left and crystal or white on the right). If the base of the temporary concrete barrier wall is 12 inches or less from the travel lane, then the lower slope of the wall shall also have a 6 inch wide temporary pavement marking edgeline (yellow on the left and white on the right).

Method of Measurement. This item of work will be measured on a lump sum basis for furnishing, installing, maintaining, replacing, relocating, and removing traffic control devices required in the plans and these Special Provisions. Traffic control and protection required under Standards 701101, 701400, 701401, 701402, 701406, 701411, 701416, 701426, 701446, 701901 and District details TC-8, TC-9, TC-17, TC-18 and TC-25 will be included with this item.

Basis of Payment.

- (a) This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). This price shall be payment in full for all labor, materials, transportation, handling, and incidental work necessary to furnish, install, maintain, replace, relocate, and remove all Expressway traffic control devices required in the plans and specifications.

In the event the sum total value of all the work items for which traffic control and protection is required is increased or decreased by more than ten percent (10%), the contract bid price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) will be adjusted as follows:

$$\text{Adjusted contract price} = .25P + .75P [1 \pm (X - 0.1)]$$

Where: "P" is the bid unit price for Traffic Control and Protection

Where: "X" =	$\frac{\text{Difference between original and final sum total value of all work items for which traffic control and protection is required}}{\text{Original sum total value of all work items for which traffic control and protection is required.}}$
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The value of the work items used in calculating the increase and decrease will include only items that have been added to or deducted from the contract under Article 104.02 of the Standard Specifications and only items which require use of Traffic Control and Protection.

Added pages 6-5-13

- (b) The Engineer may require additional traffic control be installed in accordance with standards and/or designs other than those included in the plans. In such cases, the standards and/or designs will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for any additional traffic control required will be in accordance with Article 109.04 of the Standard Specifications.
- (c) Revisions in the phasing of construction or maintenance operations, requested by the Contractor, may require traffic control to be installed in accordance with standards and/or designs other than those included in the plans. Revisions or modifications to the traffic control shown in the contract shall be submitted by the Contractor for approval by the Engineer. No additional payment will be made for a Contractor requested modification.
- (d) Temporary concrete barrier wall will be measured and paid for according to Section 704.
- (e) Impact attenuators, temporary bridge rail, and temporary rumble strips will be paid for separately.
- (f) Temporary pavement markings shown not shown on the Standard will be measured and paid for according to Section 703 and Section 780.
- (g) All pavement marking removal will be measured and paid for according to Section 703 or Section 783.
- (h) Temporary pavement marking on the lower slope of the temporary concrete barrier wall will be measured and paid for as TEMPORARY PAVEMENT MARKING, 6".
- (i) All prismatic barrier wall reflectors will be measured and paid for according to the Recurring Special Provision Guardrail and Barrier Wall Delineation.