



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 15, 2010

SUBJECT: FAI Routes 57/70 (I-57/70)
Section (25-3)R,BY,BR
Effingham County
Contract No. 74296
Item No. 97, July 30, 2010 Letting
Addendum C

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 sheets 1, 1A, 2, 3, 4, 6, 8, 17, 33, 34, 36, 37, 78-81, 127, 129, 130 and 155 of the Plans.
3. Added sheets 1338A-1338I to the Plans.
4. Revised the Table of Contents to the Special Provisions.
5. Revised pages 2, 10, 13 - 21, 215 and 216 of the Special Provisions.
6. Added pages 254 - 265 to the Special Provisions.

P, rime 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,

Scott E. Stitt, 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: Roger Driskell, Region 4, District 7; Mike Renner; R. E. Anderson;
Estimates

TBW:DB:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
A2C050G5	T-QUER BICL SWO CG 5G	EACH	200.000				
A2C070G3	T-TAXODIUM DIS CG 3G	EACH	200.000				
B2001116	T-CERCIS CAN TF 2	EACH	350.000				
B2001464	T-CORNUS MAS SF 5'	EACH	200.000				
B2006316	T-SYRG RT IS TF 2	EACH	200.000				
C2C003G3	S-AMOUPHA FRUIT CG 3G	EACH	875.000				
C2C006G3	S-ARON MEL VIK CG 3G	EACH	875.000				
C2C05724	S-RHUS AROMA 2'C	EACH	875.000				
C2C11624	S-VIBURN CARL 2'C	EACH	875.000				
C2C11736	S-VIBURN DENT 3'C	EACH	860.000				
C2002048	S-CORYLUS AMER 4'	EACH	875.000				
C20059G5	S-RHUS GLABRA 5G	EACH	875.000				
D2002972	E-PINUS STROBUS 6'	EACH	210.000				
XZ193500	BR DK MIC C OVL 2 1/4	SQ YD	591.000				
X0321778	SEISMIC RESTRAINER	EACH	28.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0322729	MATL TRANSFER DEVICE	TON	1,257.000				
X0322936	REMOV EX FLAR END SEC	EACH	4.000				
X0323236	TEMPORARY INLET	EACH	3.000				
X0323388	TRAFFIC COUNTER	EACH	2.000				
X0323644	PAVT MKING GROOVING	FOOT	85,343.000				
X0323988	TEMP SOIL RETEN SYSTM	SQ FT	1,638.000				
X0324865	DIAMOND GRIND BR SEC	SQ YD	4,630.000				
X0325305	STR REP CON DP = < 5	SQ FT	862.000				
** X0325571	TRAF CONTR SUPERVISOR	CAL DA	760.000				
X0325605	PAVT MARKING GROOVING	SQ FT	401.000				
** X0326845	SERVICE PROVIDER	CAL MO	25.000				
X0358300	REM & RELAY END SECT	EACH	1.000				
X5020501	UNWAT STR EX PROT L1	EACH	1.000				
X5020502	UNWAT STR EX PROT L2	EACH	1.000				
X5020503	UNWAT STR EX PROT L3	EACH	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X5020504	UNWAT STR EX PROT L4	EACH	1.000				
X5041800	CONCRETE ANCHORS	EACH	30.000				
X5060601	C&D N-LEAD PT C RS N1	L SUM	1.000				
X5060602	C&D N-LEAD PT C RS N2	L SUM	1.000				
X5080600	MECHANICAL SPLICERS	EACH	1,752.000				
X6023840	REMOVE & REL INLETS	EACH	1.000				
X6370250	C BAR VAR X-SEC 42HT	FOOT	521.000				
** X7011008	TC-PROT ALT ROUTE SN	CAL MO	25.000				
** X7011012	TC-PROT ALT ROUTE	L SUM	1.000				
X7013015	TRAF CONT RD CLOSURE	L SUM	1.000				
** X7017026	TRAF CONT-PROT C I	EACH	12.000				
** X7017027	TRAF CONT-PROT C II	EACH	8.000				
** X7017028	TRAF CONT-PROT C III	EACH	12.000				
X7800610	URETH PAVT MK LINE 4	FOOT	66,911.000				
X7800630	URETH PAVT MK LINE 6	FOOT	11,031.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route

FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X7800640	URETH PAVT MK LINE 8	FOOT	6,213.000				
X7800650	URETH PAVT MK LINE 12	FOOT	1,190.000				
X7800700	PREF THPL PM SHIELD	EACH	4.000				
Z0012200	CONC BR DECK SCAR 1/2	SQ YD	652.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0016002	DECK SLAB REP (FD-T2)	SQ YD	25.000				
Z0017100	DOWEL BARS	EACH	1,204.000				
Z0018800	DRAINAGE SYSTEM	L SUM	1.000				
Z0030250	IMP ATTN TEMP NRD TL3	EACH	9.000				
Z0030330	IMP ATTN REL FRD TL3	EACH	1.000				
Z0030350	IMP ATTN REL NRD TL3	EACH	13.000				
Z0054505	ROCK FILL - REPLACE	TON	791.000				
Z0065730	SLOPEWALL SLUR PUMPNG	CU YD	341.000				
** Z0076502	TRAF MANAGEMENT SYS	CAL MO	25.000				
** Z0076504	TRAF MANAG SYS INSTAL	L SUM	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route

FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
Z0076850	UN SOUND CONCRETE REM	SQ YD	15.800				
20100110	TREE REMOV 6-15	UNIT	866.000				
20100210	TREE REMOV OVER 15	UNIT	869.000				
20100500	TREE REMOV ACRES	ACRE	16.750				
20200100	EARTH EXCAVATION	CU YD	119,780.000				
20201200	REM & DISP UNS MATL	CU YD	705.000				
20400800	FURNISHED EXCAVATION	CU YD	91,325.000				
20700220	POROUS GRAN EMBANK	CU YD	324.000				
20700400	POROUS GRAN EMB SPEC	CU YD	1,044.000				
20800150	TRENCH BACKFILL	CU YD	972.000				
21101615	TOPSOIL F & P 4	SQ YD	210,992.000				
25000200	SEEDING CL 2	ACRE	47.750				
25000300	SEEDING CL 3	ACRE	1.250				
25000350	SEEDING CL 7	ACRE	62.500				
25000400	NITROGEN FERT NUTR	POUND	4,411.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
25000500	PHOSPHORUS FERT NUTR	POUND	4,411.000				
25000600	POTASSIUM FERT NUTR	POUND	4,411.000				
25000700	AGR GROUND LIMESTONE	TON	2.500				
25000750	MOWING	ACRE	49.000				
25100120	MULCH METHOD 2	TON	98.000				
25100630	EROSION CONTR BLANKET	SQ YD	4,536.000				
28000200	EARTH EXC - EROS CONT	CU YD	30.000				
28000305	TEMP DITCH CHECKS	FOOT	7,380.000				
28000400	PERIMETER EROS BAR	FOOT	28,188.000				
28000500	INLET & PIPE PROTECT	EACH	65.000				
28001000	AGGREGATE - EROS CONT	TON	22.000				
28100105	STONE RIPRAP CL A3	SQ YD	976.000				
** 28100107	STONE RIPRAP CL A4	SQ YD	12,811.000				
** 28200200	FILTER FABRIC	SQ YD	12,811.000				
30200650	PROCESS MOD SOIL 12	SQ YD	132,106.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
30201500	LIME	TON	1,141.100				
30201800	SLAG-MOD PORT CEMENT	TON	1,724.500				
31101100	SUB GRAN MAT B	CU YD	2,757.000				
31200500	STAB SUBBASE HMA 4	SQ YD	136,991.000				
35100700	AGG BASE CSE A 8	SQ YD	5,116.000				
40201000	AGGREGATE-TEMP ACCESS	TON	400.000				
40300100	BIT MATLS PR CT	GALLON	2,060.000				
40300300	BIT MATLS C&S CT	GALLON	5,371.000				
40300500	COVER COAT AGG	TON	102.000				
40300600	SEAL COAT AGG	TON	51.000				
40600100	BIT MATLS PR CT	GALLON	1,288.000				
40600300	AGG PR CT	TON	26.300				
40600982	HMA SURF REM BUTT JT	SQ YD	588.000				
40600985	PCC SURF REM BUTT JT	SQ YD	111.000				
40600990	TEMPORARY RAMP	SQ YD	269.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40603550	P HMA SC "D" N105	TON	1,257.000				
40800010	BIT MATLS PR CT	GALLON	77.000				
40800030	AGG PR CT	TON	2.000				
40800050	INCIDENTAL HMA SURF	TON	349.000				
42000501	PCC PVT 10 JOINTED	SQ YD	4,594.000				
42000540	PCC PVT 12	SQ YD	31,393.000				
42001200	PAVEMENT FABRIC	SQ YD	31,415.000				
42001300	PROTECTIVE COAT	SQ YD	12,352.000				
42001420	BR APPR PVT CON (PCC)	SQ YD	284.000				
42001500	PCC BR APPR SHLD PAVT	SQ YD	11.000				
42100360	CONT REINF PCC PVT 13	SQ YD	124,143.000				
42100960	PAVT REINFORCEMENT 13	SQ YD	124,143.000				
42101080	WF BM TERM JT COM SPL	EACH	4.000				
42101300	PROTECTIVE COAT	SQ YD	126,011.000				
44000100	PAVEMENT REM	SQ YD	75,297.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44000192	HMA REMOVAL SPL	SQ YD	4,682.000				
44000198	HMA SURF REM VAR DP	SQ YD	16,468.000				
44000500	COMB CURB GUTTER REM	FOOT	2,397.000				
44000700	APPROACH SLAB REM	SQ YD	479.000				
44004000	PAVED DITCH REMOVAL	FOOT	1,532.000				
44004250	PAVED SHLD REMOVAL	SQ YD	38,208.000				
44004400	PAVT REMOVAL SPL	SQ YD	29,495.000				
44201043	CL B PATCH T2 16	SQ YD	492.000				
44201047	CL B PATCH T3 16	SQ YD	22.000				
44213200	SAW CUTS	FOOT	2,866.000				
48101500	AGGREGATE SHLDS B 6	SQ YD	7,528.000				
48102100	AGG WEDGE SHLD TYPE B	TON	81.000				
48203037	HMA SHOULDERS 10	SQ YD	214.000				
48203100	HMA SHOULDERS	TON	734.000				
50100100	REM EXIST STRUCT	EACH	2.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
50102400	CONC REM	CU YD	211.400				
50104400	CONC HDWL REM	EACH	7.000				
50104650	SLOPE WALL REMOV	SQ YD	1,826.000				
50105220	PIPE CULVERT REMOV	FOOT	296.000				
50157300	PROTECTIVE SHIELD	SQ YD	436.000				
50200100	STRUCTURE EXCAVATION	CU YD	1,477.000				
** 50200300	COFFERDAM EXCAVATION	CU YD	4,244.000				
50202901	COFFERDAM LOCATION 1	EACH	1.000				
50202902	COFFERDAM LOCATION 2	EACH	1.000				
50202903	COFFERDAM LOCATION 3	EACH	1.000				
50202904	COFFERDAM LOCATION 4	EACH	1.000				
50300100	FLOOR DRAINS	EACH	109.000				
** 50300225	CONC STRUCT	CU YD	1,816.000				
50300254	RUBBED FINISH	SQ FT	737.000				
50300255	CONC SUP-STR	CU YD	2,076.900				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
50300260	BR DECK GROOVING	SQ YD	5,605.000				
** 50300265	SEAL COAT CONC	CU YD	710.000				
50300280	CONCRETE ENCASMENT	CU YD	70.800				
50300300	PROTECTIVE COAT	SQ YD	7,135.400				
50400745	F&E PPC BULB T-BM 72	FOOT	6,387.000				
50500405	F & E STRUCT STEEL	POUND	17,305.000				
50500715	JACK & REM EX BEARING	EACH	26.000				
50600600	CLEAN & PT STL BR N1	L SUM	1.000				
50600700	CLEAN & PT STL BR N2	L SUM	1.000				
50800105	REINFORCEMENT BARS	POUND	141,080.000				
** 50800205	REINF BARS, EPOXY CTD	POUND	790,760.000				
50800515	BAR SPLICERS	EACH	4,015.000				
51100100	SLOPE WALL 4	SQ YD	400.000				
51201800	FUR STL PILE HP14X73	FOOT	17,566.000				
51202305	DRIVING PILES	FOOT	17,566.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
51203800	TEST PILE ST HP14X73	EACH	12.000				
51500100	NAME PLATES	EACH	4.000				
52000110	PREF JT STRIP SEAL	FOOT	334.000				
52000320	NEOPRENE EXPAN JT 2	FOOT	232.000				
52100010	ELAST BEARING ASSY T1	EACH	26.000				
52100020	ELAST BEARING ASSY T2	EACH	28.000				
52100505	ANCHOR BOLTS 5/8	EACH	56.000				
52100520	ANCHOR BOLTS 1	EACH	36.000				
52100530	ANCHOR BOLTS 1 1/4	EACH	166.000				
52100540	ANCHOR BOLTS 1 1/2	EACH	16.000				
54002020	EXPAN BOLTS 3/4	EACH	248.000				
54003000	CONC BOX CUL	CU YD	891.500				
542A0220	P CUL CL A 1 15	FOOT	121.000				
542A0229	P CUL CL A 1 24	FOOT	204.000				
542A0253	P CUL CL A 1 48	FOOT	9.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route

FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
542A1069	P CUL CL A 2 24	FOOT	297.000				
542A1081	P CUL CL A 2 36	FOOT	27.000				
542A1093	P CUL CL A 2 48	FOOT	88.000				
542A1099	P CUL CL A 2 54	FOOT	83.000				
542A1129	P CUL CL A 2 84	FOOT	16.000				
542A1921	P CUL CL A 3 36	FOOT	40.000				
542A2809	P CUL CL A 4 84	FOOT	67.000				
542D0220	P CUL CL D 1 15	FOOT	36.000				
542D0229	P CUL CL D 1 24	FOOT	94.000				
542D0241	P CUL CL D 1 36	FOOT	39.000				
54213660	PRC FLAR END SEC 15	EACH	4.000				
54213669	PRC FLAR END SEC 24	EACH	4.000				
54213681	PRC FLAR END SEC 36	EACH	2.000				
54213693	PRC FLAR END SEC 48	EACH	4.000				
54213729	PRC FLAR END SEC 84	EACH	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
54215424	CIP RC END SEC 24	EACH	2.000				
54215448	CIP RC END SEC 48	EACH	2.000				
54215454	CIP RC END SEC 54	EACH	1.000				
54215484	CIP RC END SEC 84	EACH	1.000				
54215550	MET END SEC 15	EACH	3.000				
54215553	MET END SEC 18	EACH	1.000				
54215559	MET END SEC 24	EACH	6.000				
54215571	MET END SEC 36	EACH	3.000				
54217680	R C PIPE TEE 24P 24R	EACH	4.000				
54248500	CONCRETE HEADWALLS	CU YD	1.700				
54248510	CONCRETE COLLAR	CU YD	9.500				
550A0070	STORM SEW CL A 1 15	FOOT	2,420.000				
550A0120	STORM SEW CL A 1 24	FOOT	231.000				
550A0410	STORM SEW CL A 2 24	FOOT	1,415.000				
55101200	STORM SEWER REM 24	FOOT	136.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
58700300	CONCRETE SEALER	SQ FT	14,436.000				
59000200	EPOXY CRACK INJECTION	FOOT	102.000				
59100100	GEOCOMPOSITE WALL DR	SQ YD	614.000				
60100060	CONC HDWL FOR P DRAIN	EACH	103.000				
60100955	PIPE DRAINS 15	FOOT	98.000				
60100965	PIPE DRAINS 18	FOOT	94.000				
60100985	PIPE DRAINS 24	FOOT	147.000				
60101305	PIPE DRAINS 36	FOOT	27.000				
60107600	PIPE UNDERDRAINS 4	FOOT	3,353.000				
60107700	PIPE UNDERDRAINS 6	FOOT	40,190.000				
60108100	PIPE UNDERDRAIN 4 SP	FOOT	76.000				
60108200	PIPE UNDERDRAIN 6 SP	FOOT	902.000				
60109580	P UNDR FOR STRUCT 4	FOOT	599.000				
60218400	MAN TA 4 DIA T1F CL	EACH	1.000				
60221100	MAN TA 5 DIA T1F CL	EACH	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
60234200	INLETS TA T1F OL	EACH	1.000				
60240220	INLETS TB T3F&G	EACH	15.000				
60246605	MED INLET (604101)	EACH	4.000				
60255500	MAN ADJUST	EACH	1.000				
60262700	INLETS RECONST	EACH	1.000				
60270055	DR STR T5 W/2 T22F&G	EACH	9.000				
60500040	REMOV MANHOLES	EACH	1.000				
60500060	REMOV INLETS	EACH	5.000				
60500305	FILL INLETS	EACH	1.000				
60605000	COMB CC&G TB6.24	FOOT	3,222.000				
60618324	CONC MEDIAN SURF 6 SP	SQ FT	27,820.000				
60900230	TC INLT BX 609001 SPL	EACH	1.000				
60900515	CONC THRUST BLOCKS	EACH	9.000				
63000001	SPBGR TY A 6FT POSTS	FOOT	14,250.000				
63000005	SPBGR TY B	FOOT	50.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
63000025	SPBGR ATTACH TO STR	FOOT	36.000				
63100045	TRAF BAR TERM T2	EACH	13.000				
63100085	TRAF BAR TERM T6	EACH	14.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	15.000				
63200310	GUARDRAIL REMOV	FOOT	12,267.000				
63200400	CABLE ROAD GD REM	FOOT	2,193.000				
63301210	REM RE-E SPBGR TY A	FOOT	1,479.000				
63500105	DELINEATORS	EACH	241.000				
63700275	CONC BAR 2F 42HT	FOOT	1,349.000				
63700900	CONC BARRIER BASE	FOOT	1,870.000				
64200105	SHOULDER RUMBLE STRIP	FOOT	53,872.000				
66500105	WOV W FENCE 4	FOOT	2,149.000				
66700205	PERM SURV MKRS T1	EACH	48.000				
66700305	PERM SURV MKRS T2	EACH	2.000				
67000400	ENGR FIELD OFFICE A	CAL MO	27.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route

FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
67000600	ENGR FIELD LAB	CAL MO	27.000				
67100100	MOBILIZATION	L SUM	1.000				
70100420	TRAF CONT-PROT 701411	EACH	2.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				
70100800	TRAF CONT-PROT 701401	L SUM	1.000				
70100825	TRAF CONT-PROT 701456	L SUM	1.000				
70101800	TRAF CONT & PROT SPL	L SUM	1.000				
70101900	TRAF CONT & PROT D1	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	50.000				
** DELETED							
** 70106810	CHANGE MESSAGE SN SPL	CAL MO	625.000				
70300100	SHORT-TERM PAVT MKING	FOOT	3,993.000				
70300220	TEMP PVT MK LINE 4	FOOT	67,193.000				
70300240	TEMP PVT MK LINE 6	FOOT	11,066.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70300250	TEMP PVT MK LINE 8	FOOT	6,213.000				
70300260	TEMP PVT MK LINE 12	FOOT	1,190.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	33,704.000				
70400100	TEMP CONC BARRIER	FOOT	26,762.500				
70400200	REL TEMP CONC BARRIER	FOOT	29,512.500				
70500100	TEMP SPBGR TY A	FOOT	395.000				
72000100	SIGN PANEL T1	SQ FT	95.000				
72000200	SIGN PANEL T2	SQ FT	48.000				
72000300	SIGN PANEL T3	SQ FT	2,945.000				
72400330	REMOV SIGN PANEL T3	SQ FT	1,213.000				
72700100	STR STL SIN SUP BA	POUND	9,440.000				
72700200	TUB STL SN SUPPORT BA	POUND	307.000				
73000100	WOOD SIN SUPPORT	FOOT	130.000				
73300100	OVHD SIN STR-SPAN T1A	FOOT	286.000				
73305000	OVHD SIN STR WALKWAY	FOOT	174.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route

FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
73400100	CONC FOUNDATION	CU YD	70.200				
73400200	DRILL SHAFT CONC FDN	CU YD	34.900				
73600100	REMOV OH SIN STR-SPAN	EACH	4.000				
73700100	REM GR-MT SIN SUPPORT	EACH	7.000				
73700200	REM CONC FDN-GR MT	EACH	7.000				
73700300	REM CONC FDN-OVHD	EACH	8.000				
78006100	PREF THPL PM LTR-SYM	SQ FT	119.200				
78100100	RAISED REFL PAVT MKR	EACH	1,091.000				
78100105	RAISED REF PVT MKR BR	EACH	29.000				
78200410	GUARDRAIL MKR TYPE A	EACH	112.000				
78201000	TERMINAL MARKER - DA	EACH	15.000				
80400100	ELECT SERV INSTALL	EACH	2.000				
81021550	CON AUGERED 2 PVC	FOOT	154.000				
81021570	CON AUGERED 3 PVC	FOOT	592.000				
81100600	CON AT ST 2 GALVS	FOOT	640.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
81100605	CON AT ST 2 PVC GALVS	FOOT	50.000				
81300530	JUN BX SS AS 12X10X6	EACH	18.000				
81603000	UD 2#8 #8G XLPUSE 3/4	FOOT	3,187.000				
81603030	UD 2#4 #6G XLPUSE 1	FOOT	12,046.000				
81603040	UD 2#6 #8G XLPUSE 1	FOOT	21,770.000				
81702120	EC C XLP USE 1C 8	FOOT	1,145.000				
81702130	EC C XLP USE 1C 6	FOOT	1,120.000				
81800200	A CBL 2-1C4 MESS WIRE	FOOT	2,210.000				
81900200	TR & BKFIL F ELECT WK	FOOT	30,120.000				
82102400	LUM SV HOR MT 400W	EACH	116.000				
82103900	LUM SV MM 250W	EACH	16.000				
82107300	UNDERPAS LUM 150W HPS	EACH	2.000				
82109105	SIGN LIGHTING (HPS)	EACH	17.000				
82500360	LT CONT BASEM 480V100	EACH	1.000				
82500380	LT CONT BASEM 480V200	EACH	1.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 74296

State Job # - C-97-042-08
 PPS NBR - 7-01900-0400
 County Name - EFFINGHAM- -
 Code - 49 - -
 District - 7 - -
 Section Number - (25-3)R,BY,BR

Project Number

Route
 FAI 57/70

** REVISED : JULY 16, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
83004600	LT P A 50MH 15DA	EACH	116.000				
83057310	LT P WD 55 CL 4	EACH	16.000				
83600357	LP F M 15BC 8" X 8'	EACH	113.000				
83800650	BKWY DEV COU SS SCRN	EACH	308.000				
84100110	REM TEMP LIGHT UNIT	EACH	16.000				
84200600	REM LT U NO SALV	EACH	9.000				
84200804	REM POLE FDN	EACH	3.000				
84500110	REMOV LIGHTING CONTR	EACH	3.000				
84500120	REMOV ELECT SERV INST	EACH	2.000				

TABLE OF CONTENTS

LOCATION OF PROJECT 1

DESCRIPTION OF PROJECT 1

COOPERATION BETWEEN CONTRACTORS..... 2

ENDANGERED AND THREATENED SPECIES 2

SEQUENCE OF CONSTRUCTION..... 2

RESTRICTIONS TO THE CONTRACTORS OPERATIONS 3

EMBANKMENT 4

BORROW AREAS, USE AREAS, AND/OR WASTE AREAS 5

CLASS BS AGGREGATE OPTIMIZATION 5

EXTENDED LIFE CONCRETE..... 5

PAVEMENT JOINTS, TIE-BARS AND DOWEL BARS 6

WIDE FLANGE BEAM TERMINAL JOINT COMPLETE (SPECIAL)..... 6

REMOVAL OF EXISTING RAISED REFLECTIVE PAVEMENT MARKERS 7

APPROACH SLAB REMOVAL 7

PAVEMENT REMOVAL..... 7

PAVEMENT REMOVAL (SPECIAL) 7

HOT-MIX ASPHALT REMOVAL (SPECIAL) 8

AGGREGATE SHOULDERS, TYPE B 6" 8

REMOVE EXISTING FLARED END SECTION..... 8

CONCRETE HEADWALL REMOVAL 9

REMOVE AND RELAY END SECTIONS 9

REMOVE AND RELAY PIPE CULVERTS..... 9

PIPES TO BE ABANDONED 9

CONCRETE HEADWALLS..... 10

METAL END SECTIONS 10

CONCRETE COLLAR..... 10

CONCRETE THRUST BLOCKS..... 11

CONCRETE ANCHORS 11

PIPE UNDERDRAINS (SPECIAL)..... 11

REMOVE AND RELOCATE INLETS..... 11

TYPE C INLET BOX, STANDARD 609001 (SPECIAL)..... 12

TEMPORARY INLETS..... 12

CONCRETE MEDIAN SURFACE, 6 INCH (SPECIAL) 12

TRAFFIC BARRIER TERMINALS 13

Revised 07/15/2010

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A 13

TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A 13

GUARDRAIL REMOVAL..... 13

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3..... 14

TRAFFIC CONTROL PLAN 14

KEEPING THE ROADS OPEN TO TRAFFIC..... 15

TRAFFIC CONTROL PLAN (FOR BRIDGE PROJECTS)..... 17

CONTRACTOR ACCESS OPENINGS..... 22

LIGHTING FOR NIGHTTIME HIGHWAY CONSTRUCTION 22

LINEAR DELINEATION PANELS 25

TRAFFIC CONTROL FOR ROAD CLOSURE..... 26

TRAFFIC CONTROL AND PROTECTION (DETOUR 1) 26

TRAFFIC CONTROL AND PROTECTION, (SPECIAL) 27

WET REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE, TYPE III 27

WET REFLECTIVE TEMPORARY TAPE, TYPE III, INTERSTATE SHIELD 28

PAVEMENT MARKING GROOVING..... 29

URETHANE PAVEMENT MARKING..... 30

PREFORMED THERMOPLASTIC PAVEMENT MARKING SHIELD..... 35

TRAFFIC COUNTER 37

PVC CONDUIT 38

LUMINAIRE TESTING 38

LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 100AMP 40

LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 200AMP 40

SEISMIC RESTRAINERS..... 40

UN SOUND CONCRETE REMOVAL 44

DRAINAGE SYSTEM..... 45

JACK AND REMOVE EXISTING BEARINGS 46

CLEANING AND PAINTING CONTACT SURFACE AREAS OF EXISTING STEEL STRUCTURES..... 47

CLEANING AND PAINTING NEW METAL STRUCTURES..... 52

CLEANING AND PAINTING EXISTING STEEL STRUCTURES 60

DECK SLAB REPAIR..... 79

BRIDGE DECK MICROSILICA CONCRETE OVERLAY 84

UNDERWATER STRUCTURE EXCAVATION PROTECTION 95

TEMPORARY SOIL RETENTION SYSTEM 96

PIPE UNDERDRAINS FOR STRUCTURES 97

POROUS GRANULAR EMBANKMENT, SPECIAL..... 98

Revised 07/15/2010

STRUCTURAL REPAIR OF CONCRETE 98

MECHANICAL SPLICERS..... 107

DIAMOND GRINDING AND SURFACE TESTING BRIDGE SECTIONS 107

CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES..... 115

DEMOLITION PLANS FOR REMOVAL OF EXISTING STRUCTURES 130

PILING..... 130

ALKALI-SILICA REACTION FOR CAST-IN-PLACE CONCRETE (BDE) 132

ALKALI-SILICA REACTION FOR PRECAST AND PRECAST PRESTRESSED CONCRETE (BDE) 135

APPROVAL OF PROPOSED BORROW AREAS, USE AREAS, AND/OR WASTE AREAS INSIDE ILLINOIS STATE BORDERS (BDE) 137

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)..... 138

CEMENT (BDE) 139

CONCRETE ADMIXTURES (BDE) 141

CONCRETE MIX DESIGNS (BDE) 144

CONSTRUCTION AIR QUALITY - DIESEL VEHICLE EMISSIONS CONTROL (BDE) 146

CONSTRUCTION AIR QUALITY - IDLING RESTRICTIONS (BDE)..... 147

DETERMINATION OF THICKNESS (BDE)..... 148

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) 158

DOWEL BARS (BDE) 165

ENGINEER’S FIELD OFFICE TYPE A (BDE) 165

EQUIPMENT RENTAL RATES (BDE)..... 167

HOT-MIX ASPHALT – ANTI-STRIPPING ADDITIVE (BDE) 168

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE) 169

HOT-MIX ASPHALT – DROP-OFFS (BDE) 170

HOT-MIX ASPHALT - FINE AGGREGATE (BDE) 170

HOT-MIX ASPHALT – PLANT TEST FREQUENCY (BDE) 171

HOT-MIX ASPHALT – QC/QA ACCEPTANCE CRITERIA (BDE) 172

HOT-MIX ASPHALT – TRANSPORTATION (BDE) 172

IMPACT ATTENUATORS (BDE)..... 173

IMPACT ATTENUATORS, TEMPORARY (BDE)..... 174

IMPROVED SUBGRADE (BDE)..... 176

LIQUIDATED DAMAGES (BDE)..... 178

MATERIAL TRANSFER DEVICE (BDE) 178

METAL HARDWARE CAST INTO CONCRETE (BDE)..... 179

MULTILANE PAVEMENT PATCHING (BDE)..... 180

Revised 07/15/2010

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE) 180

NOTIFICATION OF REDUCED WIDTH (BDE) 181

ORGANIC ZINC-RICH PAINT SYSTEM (BDE)..... 182

PARTIAL EXIT RAMP CLOSURE FOR FREEWAY/EXPRESSWAY (BDE) 185

PAVEMENT MARKING REMOVAL (BDE) 186

PAVEMENT PATCHING (BDE) 186

PAYMENTS TO SUBCONTRACTORS (BDE) 186

PERSONAL PROTECTIVE EQUIPMENT (BDE) 187

PIPE CULVERTS (BDE) 188

PORTLAND CEMENT CONCRETE PLANTS (BDE) 191

POST CLIPS FOR EXTRUDED ALUMINUM SIGNS (BDE) 192

PRECAST CONCRETE HANDLING HOLES (BDE) 192

RAISED REFLECTIVE PAVEMENT MARKERS (BDE) 194

RAMP CLOSURE FOR FREEWAY/EXPRESSWAY (BDE)..... 194

RECLAIMED ASPHALT PAVEMENT (RAP) (BDE) 195

REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE) 202

REINFORCEMENT BARS - STORAGE AND PROTECTION (BDE)..... 202

SEEDING (BDE) 203

SELF-CONSOLIDATING CONCRETE FOR PRECAST PRODUCTS (BDE)..... 205

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) 207

SURFACE TESTING OF PAVEMENTS (BDE) 207

TEMPORARY EROSION CONTROL (BDE) 213

TRAFFIC BARRIER TERMINAL, TYPE 6 (BDE) 215

TRUCK MOUNTED/TRAILER MOUNTED ATTENUATORS (BDE) 215

COMPLETION DATE PLUS GUARANTEED WORKING DAYS..... 215

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID) 216

FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 219

STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 223

PROJECT LABOR AGREEMENT 227

STORM WATER POLLUTION PREVENTION PLAN..... 241

ROCKFILL - REPLACEMENT 253

TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE 254

VEHICLE TOWING SERVICE 254

TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE SIGNING 255

Revised 07/15/2010

TRAFFIC CONTROL AND PROTECTION CASE I, II, III 255
CHANGEABLE MESSAGE SIGN, SPECIAL..... 256
TRAFFIC MANAGEMENT SYSTEM INSTALLATION 256
TRAFFIC MANAGEMENT SYSTEM 262
TRAFFIC CONTROL SUPERVISOR..... 263

Revised 07/15/2010

This work also consists of the Bridge Repair operations to the structures carrying Roadway C (FAI-57 Southbound) and Ramp F over Roadway B (FAI Route 70 Eastbound) including jacking and bearing replacement, seismic cable restrainers, bridge deck scarification, microsilica concrete overlay, miscellaneous concrete repair, and all necessary and collateral work required to complete the repairs as shown on the plans.

COOPERATION BETWEEN CONTRACTORS

The Contractor for this contract is advised that other projects within or adjacent to the limits of this contract section may be under construction during construction operations for this contract. The Contractor for this section shall cooperate with the Contractor for the other projects according to Article 105.08 of the Standard Specifications.

The following projects may be under construction while this contract is in force:

FAI Routes 57/70, Section (25-3,4)R, Effingham County, Contract No. 74299 - This project consists of the pavement reconstruction operations to expand the existing 4 lane roadway to a six lane fully access controlled facility with interchange reconstruction at Fayette Ave. This project is located at the eastern terminus of this contract and will require some coordination with the Traffic Management System for this contract (74296).

FAI Routes 57/70, Section (25-3) I-6 and (25-3HB-2)B, Contract No. 74293 - This project consists of 0.68 miles of pavement, interchange, and bridge reconstruction operations to facilitate the interstate and interchange reconstruction on FAI Routes 57 and 70 at Fayette Avenue. This project will have full mainline, FAI-57/70, roadway closures that will require coordination of the Traffic Management System for this contract (74296)

ENDANGERED AND THREATENED SPECIES

The Contractor for this project is advised of the presence of the Kirtland Snake within the limits of this project. The Kirtland snake is an endangered and threatened species and all applicable laws pertinent to the protection of the species shall be observed in accordance with Section 107 of the Standard Specifications.

The Contractor shall take whatever precautions necessary to prevent disturbance of any areas found to contain the Kirtland Snake and notify the Engineer of its location. The areas shall remain undisturbed until such time as the Engineer gives written permission to do so.

SEQUENCE OF CONSTRUCTION

The Contractor for this construction contract is advised that he/she will be required to conduct and coordinate construction operations for project as shown on the plans, as directed by the Engineer, in accordance with the applicable portions of the Standard Specifications, and as specified elsewhere in these provisions.

This contract is divided into three separate construction sections. A general sequence of construction has been outlined for each section with maintenance of traffic for each shown on the plans and as herein specified.

Stage construction operations are coordinated between the Set 1 and Set 2 plans for this project. Set 3 plans must be coordinated such that Roadway C bridge repairs are completed during the Pre-Stage 1 portion of the mainline contracts and that Ramp F repairs are completed during the road closure as specified elsewhere in these provisions.

Revised 07/15/2010

Holes may be placed in the top of the pipes to be abandoned in order to facilitate the filling of the pipe.

This work will not be measured for payment but considered as included in the costs of EARTH EXCAVATION.

CONCRETE HEADWALLS

This work consists of the construction of concrete headwalls at locations as shown on the plans, as directed by the Engineer, and in accordance with the applicable portions of Section 542 of the Standard Specifications.

Concrete headwalls to be constructed under this item are used in conjunction with pipe drain or culvert outflows as shown on the plans.

This work will be paid for at the contract unit price per cubic yard for CONCRETE HEADWALL as herein specified.

METAL END SECTIONS

This work consists of the construction of metal end sections as shown on the plans, as directed by the Engineer and in accordance with Section 542 of the Standard Specifications.

The Contractor shall have the option of constructing steel or aluminum sections as specified in Article 542.07(c) of the Standard Specifications.

This work will be paid for at the contract unit price each for METAL END SECTIONS, of the diameter specified.

CONCRETE COLLAR

This work consists of the construction of concrete connection collars at locations shown on the plans, as directed by the Engineer, and in accordance with the applicable portions of Section 542 of the Standard Specifications except as herein specified.

Concrete connection collars to be constructed under this item consist of reinforced concrete collars as detailed on the plans. The collars generally are required in the extension of pipe culverts and are used to join existing pipes with the proposed pipe extensions. The Contractor may elect to remove the existing pipe to the nearest satisfactory joint and provide the additional pipe length necessary to accommodate the extension at no additional costs.

Class SI Concrete shall be used throughout and reinforcement shall conform to AASHTO M 170 for Class III pipe or as otherwise directed by the Engineer.

This work will be paid for at the contract unit price per cubic yard for CONCRETE COLLAR including reinforcement as herein specified.

Revised 07/15/2010

TRAFFIC BARRIER TERMINALS

Holes required for attaching traffic barrier terminals to structures shall be formed or cored. Drilled holes will not be permitted.

REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A

This work consists of the removal and re-erecting of existing steel plate beam guard rail and guardrail terminals at locations shown on the plans, as directed by the Engineer, and in accordance with Section 633 of the Standard Specifications, except as herein specified.

Guardrail and terminals to be removed and re-erected under this item are existing guardrail installations that shall be removed and re-erected at another location during stage construction operations as shown on the plans. Vertical differences in elevation of pavements will occur during stage construction operations and the existing installations must be adjusted vertically. It is the intent to reuse all existing elements in the re-erection operation except that all new bolts, nuts, and washers shall be used throughout the work.

This work will be paid for at the contract unit price per foot for REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A as herein specified.

TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A

This work consists of the furnishing, erecting, maintaining, and the removal of temporary guardrail at locations shown on the plans, as directed by the Engineer, in accordance with the applicable portions of Sections 630 and 632 of the Standard Specifications, and as herein specified.

Temporary guardrail required under this item is that required during stage construction operations. Temporary guardrail will be required to extend lengths of installations to be performed under other items of work as specified elsewhere in these provisions.

Guardrail to be installed under this item shall meet the requirements of Type A Rail as shown on the plans except that existing elements may be salvaged or previously used and meet the approval of the Engineer. All bolts, nuts and washers shall be new.

This work will be paid for at the contract unit price per foot for TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A as herein specified.

GUARDRAIL REMOVAL

This work consists of the removal of existing guardrail at locations shown on the plans, as directed by the Engineer, in accordance with the applicable portions of Section 632 of the Standard Specifications, and as herein specified.

Revised 07/15/2010

Guardrail to be removed under this item is existing guardrail installations including traffic barrier terminals. Temporary guardrail removal, as specified elsewhere in these provisions, will not be measured for payment under this item.

This work will be paid for at the contract unit price per foot for GUARDRAIL REMOVAL, as herein specified.

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3

This work consists of the relocation of existing impact attenuator as shown on the plans, as directed by the Engineer as herein specified and as specified elsewhere in these provisions.

The attenuator to be relocated under this item is an existing galvanized all steel construction attenuator attached to the existing concrete barrier median. The Contractor shall exercise care in the relocation of the existing attenuator so as to not damage any portion of the exiting attenuator or the existing concrete barrier. All existing bolts shall be cut off and any damage or spalling of the concrete shall be repaired. All mounting hardware required for the new installation shall be new and a new concrete base will be required.

This work will be paid for at the contract unit price each for IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3, as herein specified.

TRAFFIC CONTROL PLAN

Effective: July 12, 1993

Revised: May 12, 1997

Traffic control shall be in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction", the applicable guidelines contained in the "Manual on Uniform Traffic Control Devices for Streets and Highways", Illinois Supplement to the Manual of Uniform Traffic Control Devices, these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction and the following Highway Standards relating to traffic control:

701101	701106	701201	701301	701400	701401	701402	701406
701411	701426	701451	701456	701901	704001	BLR 21	BLR 22

In addition, the following Special Provision(s) will also govern traffic control for this project:

**SEQUENCE OF CONSTRUCTION
RESTRICTION TO THE CONTRACTORS OPERATIONS
KEEPING THE ROADS OPEN TO TRAFFIC
TRAFFIC CONTROL PLAN (FOR BRIDGE PROJECTS)
CONTRACTOR ACCESS OPENINGS
LIGHTING FOR NIGHTTIME HIGHWAY CONSTRUCTION**

Revised 07/15/2010

**LINEAR DELINEATION PANELS
TRAFFIC CONTROL FOR ROAD CLOSURE
TRAFFIC CONTROL AND PROTECTION DETOUR 1
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
WET REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE, TYPE III
WET REFLECTIVE TEMPORARY TAPE, TYPE III, INTERSTATE SHIELD
AUTOMATED FLAGGER ASSISTANCE DEVICE (BDE)
MULTILANE PAVEMENT PATCHING (BDE)
NOTIFICATION OF REDUCED WIDTH (BDE)
PARTIAL EXIT RAMP CLOSURE FOR FREEWAYS/EXPRESSWAYS (BDE)
PAVEMENT PATCHING (BDE)
PERSONAL PROTECTIVE EQUIPMENT (BDE)
REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)
TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE
TRAFFIC CONTROL FOR ALTERNATE ROUTE SIGNING
VEHICLE TOWING SERVICE
TRAFFIC CONTROL AND PROTECTION CASE I, II, III
CHANGEABLE MESSAGE SIGN, SPECIAL
TRAFFIC MANAGEMENT SYSTEM INSTALLATION
TRAFFIC MANAGEMENT SYSTEM
TRAFFIC CONTROL SUPERVISOR**

KEEPING THE ROADS OPEN TO TRAFFIC

The Contractor for this Section is advised that he/she will be required to conduct and coordinate the construction operations for this project in such a manner so as to cause the least interference or inconvenience to the motoring public and to otherwise maintain traffic as herein specified.

FAI Route 70 West Approach to South Tri-Level Complex

Two lanes of traffic in each direction shall be maintained at all times except when stage construction operations require the closure of one lane of traffic in each direction and appropriate traffic control is installed as shown on the plans and as specified elsewhere in these provisions.

FAI Routes 57 and 70 South Tri-Level Roadways

Two lanes of traffic in each direction shall be maintained at all times except when stage construction operations require the closure of one lane of traffic in each direction and appropriate traffic control is installed as shown on the plans and as specified elsewhere in these provisions.

FAI Route 57/70 East Approach:

Two lanes of traffic in each direction shall be maintained at all times except when stage construction operations require the closure of one lane of traffic in each direction and appropriate traffic control is installed as shown on the plans and as specified elsewhere in these provisions.

Revised 07/15/2010

South Tri-Level Ramp F:

One lane of traffic shall be maintained at all times during construction operations except for Stage Pre-Stage 1 operations and Stage 1 Roadway A operations when the ramp may be closed and all traffic detoured as shown on the plans and as specified elsewhere in these provisions.

South Tri-Level Ramp G:

One lane of traffic shall be maintained at all times during stage construction operations and traffic control installed as shown on the plans and as directed by the Engineer.

US Route 40:

One lane of traffic in each direction shall be maintained at all times except when construction operations for the proposed lighting require the closure of a lane of traffic during working hours only and appropriate traffic control is installed meeting the approval of the Engineer.

Frontage Roads:

Traffic patterns for the frontage roads shall be maintained at all times except when construction operations require the closure of the frontage roads to traffic and appropriate traffic control meeting the approval of the Engineer is installed. The Contractor is advised that the primary use of the frontage roads is that associated with agricultural operations with the exception of one private residence. Access to the private residence by means of Frontage Road 2 must be maintained at all times. The Contractor shall also cooperate and coordinate with the agricultural operations in the local area such to minimize the restrictions to access to the west side of the interstate. The closure or otherwise restrictions to access to the west side will be limited to actual construction operations for the extension of the subway tunnel structures. Access shall be provided at all other times.

General:

No stoppage of traffic or lane closures will be permitted on any roadway or ramp within the projects limits except as authorized directly in the Traffic Control Plan for this project.

No overnight lane closures will be permitted on any of the roadways or ramps within the project limits except as outlined for Pre-Stage 1 operations, Bridge Repair, and resurfacing operations as specified elsewhere in these provisions.

Advance warning signs shall be installed on all ramps, roadways, and frontage roads within the limits of this project. These signs shall be installed prior to performing work on this project and shall remain in place for the duration of this contract unless otherwise directed by the Engineer. Costs for the advance warning signs will not be paid for separately but considered included in the other items of work.

Revised 07/15/2010

Lane restrictions or closures for the construction of this project are subject to stage construction and traffic management operations as shown on the plans and as indicated in the Sequence of Construction for this project. The Contractor is advised that with the exception bridge repair operation outlined for Plan Set 3 of 3, construction of temporary pavements for mainline roadways as outlined for Pre-Stage 1, and resurfacing operations the lane restriction shall be performed at night during off-peak hours. All lanes shall be re-opened to traffic during peak hours for Pre-Stage 1, resurfacing, and for holidays or weekends as specified in Article 107.09. For the purposes of this provision, peak hours are defined as follows: From 7:00 am to 7:00 pm.

Removal of paved shoulder, required for Pre-Stage 1 construction of temporary pavements, shall be limited to a length of removed shoulder that can be filled in the same night. No open trenches or holes adjacent to lanes open to traffic will be permitted during daylight hours.

The Contractor shall take into account the requirements for maintaining traffic as herein specified in submitting the contract unit prices for the various items of work, as no additional compensation will be allowed for any cost or delays that result from compliance with this provision.

TRAFFIC CONTROL PLAN (FOR BRIDGE PROJECTS)

Traffic Control shall be in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09, 107.14 and 107.15 of the Standard Specifications for Road and Bridge Construction, the Highway Standards and Special Provisions relating to traffic control as specified in the Traffic Control Plan elsewhere in these special provisions.

The following provisions shall also apply to the traffic control for this project:

Bridge Width Restriction Signs: The contractor shall furnish and install the following signs to advise motorists of the width restriction created by the stage construction bridge work. The signs shall be installed on posts or skids, unless otherwise specified, at the locations listed below:

Pre-Stage 1 (WB):

Two each "BRIDGE CONSTRUCTION 2 MILES AHEAD, MAXIMUM WIDTH 10 FT 6 IN." with the sign dimensions (60" x 48" each) with I-57 Route Shield. To be installed on entrance ramps (2) from Fayette Avenue onto I-57/70 WB (Exit 159).

One each "BRIDGE CONSTRUCTION 3 MILES AHEAD, MAXIMUM WIDTH 10 FT 6 IN." with the sign dimensions (60" x 48") with I-57 Route Shield. To be installed on entrance ramp from Keller Avenue onto I-57/70 WB (Exit 160).

One each "BRIDGE CONSTRUCTION 5 MILES AHEAD, MAXIMUM WIDTH 10 FT 6 IN." with the sign dimensions (60" x 48") with I-57 Route Shield. To be installed on entrance ramp from US Route 45 onto I-57/70 WB (Exit 162).

Revised 07/15/2010

Two each "BRIDGE CONSTRUCTION 5 MILES AHEAD, MAXIMUM WIDTH 10 FT 6 IN." with the sign dimensions (60" x 48" each) with I-57 Route Shield. To be installed along I-57/70 WB just east of US Route 45 (Exit 162).

One each "BRIDGE CONSTRUCTION 20 MILES AHEAD, MAXIMUM WIDTH 10 FT 6 IN." with the sign dimensions (60" x 48"). To be installed along I-57 SB just north of US Route 45 (County Road 500E) (Exit 177).

One each "BRIDGE CONSTRUCTION 20 MILES AHEAD, MAXIMUM WIDTH 10 FT 6 IN." with the sign dimensions (60" x 48"). To be installed on entrance ramp from US Route 45 (County Road 500E) onto I-57 SB (Exit 177).

Stage 1 (EB):

Two each "BRIDGE CONSTRUCTION 9 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48" each). To be installed along I-70 just west of IL 128 (Exit 82).

One each "BRIDGE CONSTRUCTION 9 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48"). To be installed on entrance ramp from IL 128 onto I-70 West (Exit 82).

Two each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48" each). To be installed along I-70 West just west of County Road 7 (Exit 76).

One each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48"). To be installed on entrance ramp from County Road 7 onto I-70 West (Exit 76).

Stage 1 (WB):

Two each "BRIDGE CONSTRUCTION 3 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48" each) with I-70 Route Shield. To be installed on entrance ramps (2) from Fayette Avenue onto I-57/70 WB (Exit 159).

One each "BRIDGE CONSTRUCTION 4 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48") with I-70 Route Shield. To be installed on entrance ramp from Keller Avenue onto I-57/70 WB (Exit 160).

One each "BRIDGE CONSTRUCTION 6 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48") with I-70 Route Shield. To be installed on entrance ramp from US Route 45 onto I-57/70 WB (Exit 162).

Two each "BRIDGE CONSTRUCTION 6 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48" each) with I-70 Route Shield. To be installed along I-57/70 WB just east of US Route 45 (Exit 162).

One each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48"). To be installed along I-70 WB just east of County Road 2300E (Exit 105).

One each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 11 FT 6 IN." with the sign dimensions (60" x 48"). To be installed on entrance ramp from County Road 2300E onto I-70 WB (Exit 105).

Revised 07/15/2010

Stage 2 (EB):

Two each "BRIDGE CONSTRUCTION 9 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48" each). To be installed along I-70 EB just west of IL 128 (Exit 82).

One each "BRIDGE CONSTRUCTION 9 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48"). To be installed on entrance ramp from IL 128 onto I-70 West (Exit 82).

Two each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48" each). To be installed along I-70 EB just west of County Road 7 (Exit 76).

One each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48"). To be installed on entrance ramp from County Road 7 onto I-70 West (Exit 76).

Stage 2 (WB):

One each "BRIDGE CONSTRUCTION 1 MILE AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48"). To be installed on ramp from I-57 NB to I-70 WB (Exit 157).

One each "BRIDGE CONSTRUCTION 2 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48") with I-70 Route Shield. To be installed along I-57 NB just south of exit ramp to I-70 WB (Exit 157).

Two each "BRIDGE CONSTRUCTION 3 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48" each) with I-70 Route Shield. To be installed on entrance ramps (2) from Fayette Avenue onto I-57/70 WB (Exit 159).

One each "BRIDGE CONSTRUCTION 4 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48") with I-70 Route Shield. To be installed on entrance ramp from Keller Avenue onto I-57/70 WB (Exit 160).

One each "BRIDGE CONSTRUCTION 6 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48") with I-70 Route Shield. To be installed on entrance ramp from US Route 45 onto I-57/70 WB (Exit 162).

Two each "BRIDGE CONSTRUCTION 6 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48" each) with I-70 Route Shield. To be installed along I-57/70 WB just east of US Route 45 (Exit 162).

One each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48"). To be installed along I-70 WB just east of County Road 2300E (Exit 105).

One each "BRIDGE CONSTRUCTION 15 MILES AHEAD, MAXIMUM WIDTH 13 FT 0 IN." with the sign dimensions (60" x 48"). To be installed on entrance ramp from County Road 2300E onto I-70 WB (Exit 105).

The Engineer shall approve the exact locations of all proposed signs and barricades prior to installation. Installation shall be in accordance with Standard 701901.

The Contractor is responsible for furnishing all signs for this project including route markers. The signs shall be furnished by the Contractor and shall conform to the dimensions and text as shown on the drawing included herein.

Revised 07/15/2010

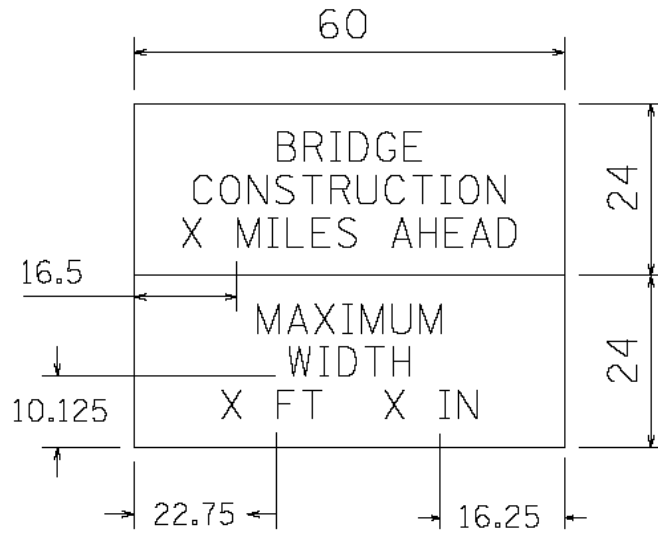
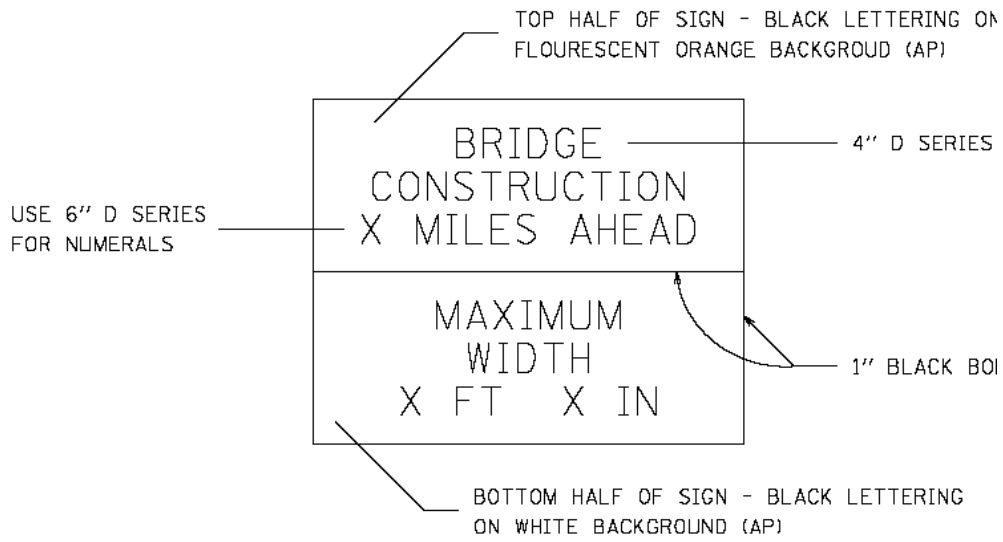
When the width displayed on the signs must be changed as determined by the Engineer for the second stage of construction, materials to modify the signs shall be furnished and installed by the contractor.

The Contractor shall be responsible for the maintenance of the barricades and signs during the life of the project. The Contractor shall ensure the continual visibility of these signs is maintained and not obstructed by vegetation or other obstacles.

The signs shall be promptly removed when the restriction is no longer in effect.

The cost of furnishing, installing, maintaining and removing width restriction signs and wing barricades as herein specified will not be paid for separately, but considered as included in the costs of TRAFFIC CONTROL AND PROTECTION (SPECIAL), as specified elsewhere in these provisions.

Revised 07/15/2010



NOTE: ALL DIMINSIONS ARE IN INCHES

Revised 07/15/2010

Revise the second sentence of the first paragraph of Article 1081.15(e) of the Standard Specifications to read:

“The upstream facing of the aggregate ditch check shall be constructed of gradation CA 3. The remainder of the ditch check shall be constructed of gradation RR 3.”

TRAFFIC BARRIER TERMINAL, TYPE 6 (BDE)

Effective: January 1, 2010

Delete the fourth paragraph of Article 631.07 of the Standard Specifications.

TRUCK MOUNTED/TRAILER MOUNTED ATTENUATORS (BDE)

Effective: January 1, 2010

Revise Article 701.03(k) of the Standard Specifications to read:

“(k) Truck Mounted/Trailer Mounted Attenuators 1106.02”

Revise Article 701.15(h) of the Standard Specifications to read:

“(h) Truck Mounted/Trailer Mounted Attenuators (TMA). TMA units shall have a roll ahead distance in the event of an impact. The TMA shall be between 100 and 200 ft (30 and 60 m) behind the vehicle ahead or the workers. This distance may be extended by the Engineer.

TMA host vehicles shall have the parking brake engaged when stationary.

The driver and passengers of the TMA host vehicle should exit the vehicle if the TMA is to remain stationary for 15 minutes or more in duration.”

Revise Article 1106.02(g) of the Standard Specifications to read:

“(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be a NCHRP 350 approved unit for Test Level 3. Test Level 2 may be used as directed by the Engineer for normal posted speeds less than or equal to 45 mph.”

COMPLETION DATE PLUS GUARANTEED WORKING DAYS

The Contractor shall complete all contract items and safely open all roadways to traffic by July 1, 2012, except as specified herein.

The Contractor will be allowed to complete resurfacing operations (night time only), highway lighting, seeding, all clean-up work, and punch list items within sixty(60) guaranteed working days after the completion date for opening the roadway to traffic.

Revised 07/15/2010

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 resurfacing operations (night time only), highway lighting, seeding, clean-up work, and punch list items. Temporary lane closures for this work may be allowed 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 both the completion date and the number of working days.

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)

Effective: November 2, 2006

Revised: April 1, 2009

Description. Bituminous material cost adjustments will be made to provide additional compensation to the Contractor, or credit to the Department, for fluctuations in the cost of bituminous materials when optioned by the Contractor. The adjustments shall apply to permanent and temporary hot-mix asphalt (HMA) mixtures, bituminous surface treatments (cover and seal coats), and pavement preservation type surface treatments. The adjustments shall not apply to bituminous prime coats, tack coats, crack filling/sealing, or joint filling/sealing.

The bidder shall indicate on the attached form whether or not this special provision will be part of the contract and submit the completed form with his/her bid. Failure to submit the form, or failure to fill out the form completely, shall make this contract exempt of bituminous materials cost adjustments.

Method of Adjustment. Bituminous materials cost adjustments will be computed as follows.

$$CA = (BPI_P - BPI_L) \times (\%AC_V / 100) \times Q$$

Where: CA = Cost Adjustment, \$.

BPI_P = Bituminous Price Index, as published by the Department for the month the work is performed, \$/ton (\$/metric ton).

BPI_L = Bituminous Price Index, as published by the Department for the month prior to the letting, \$/ton (\$/metric ton).

%AC_V = Percent of virgin Asphalt Cement in the Quantity being adjusted. For HMA mixtures, the % AC_V will be determined from the adjusted job mix formula. For bituminous materials applied, a performance graded or cutback asphalt will be considered to be 100% AC_V and undiluted emulsified asphalt will be considered to be 65% AC_V.

Q = Authorized construction Quantity, tons (metric tons) (see below).

Revised 07/15/2010

TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE

This item consists of furnishing and installing alternate route signing as shown on the overall detour plans, as directed by the Engineer, in accordance with Section 701 of the Standard Specifications and as herein specified.

Traffic control and protection required under this item is that required to effect temporary detours in conjunction with the construction operations on mainline, FAI-57/70 roadways as shown on the plans.

Traffic control and protection required under this item shall include barricades/drums, changeable message signs, and all signing including sign supports. Signing requirements for the temporary detours shall be as shown on the overall detour plans. All sign panels, including route markers, required for the detour signing as herein specified shall be furnished by the Contractor.

It is the intent of this provision to effect alternate route detours for the motoring public to avoid significant delays due to the construction operations for this overall project. All traffic control and protection, including changeable message signs, and detour signing installed under this provision shall remain in place and become the property of the Department upon completion of this contract. Provisions have been included elsewhere in these provisions for the maintenance of the Alternate Route Signing as herein specified.

This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE.

VEHICLE TOWING SERVICE

This item consists of providing on call vehicle towing service for the removal of disabled vehicles from traffic control zones as directed by the Engineer and as herein specified.

Towing service required under this item shall conform to the following:

- On call service will be required 24 hours a day everyday including weekends and holidays.
- Service shall include the ability to respond to a minimum of two events at a time.
- Service shall be capable of handling various size and type of vehicles including tractor trailer combinations of legal length and loads.
- Service response time shall be within 15 minutes of notification.

It is the intent of this provision that the towing service provider will remove disabled vehicles from controlled traffic control zones. Disabled vehicles that are the result of accidents shall not be moved or removed from the project area until authorized by the Illinois State Police. The vehicles shall be taken to an area outside the immediate project limits approved by the Engineer for owner recovery. The towing service provider is under no obligation to remove the vehicles from the right of way for the vehicle owner unless otherwise directed by the Engineer.

Added 07/15/2010

The Traffic Control Supervisor will conduct incident management and provide direct notification to the towing service provider.

The towing service provider shall become familiar with and shall be fully briefed by the Contractor of access points to traveled roadways where disabled vehicles are to be removed.

This item will be paid for at the contract unit price per calendar month for SERVICE PROVIDER, as herein specified.

TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE SIGNING

This item consists of the maintenance of alternate route signing as shown on the overall Alternate Route Detour plans, as directed by the Engineer, in accordance with Section 701 of the Standard Specifications and as herein specified.

Traffic control and protection maintenance required under this item is that required to maintain temporary detours in conjunction with the construction operations on mainline, FAI-57/70 roadways as shown on the plans.

Traffic control and protection maintenance required under this item shall include barricades/drums, changeable message signs, and all signing including sign supports.

It is the intent of this provision to maintain alternate route detours for the motoring public to avoid significant delays due to the construction operations for this overall project. All traffic control and protection, including changeable message signs, and detour signing to be maintained under this provision shall remain in place and become the property of the Department upon completion of this contract.

The maintenance required under this item will be paid for at the contract unit price per calendar month for TRAFFIC CONTROL AND PROTECTION FOR ALTERNATE ROUTE SIGNING.

TRAFFIC CONTROL AND PROTECTION CASE I, II, III

This item consists of furnishing, installing, and maintaining traffic control and protection for the Approach to Lane Closure details as shown on the plans, as directed by the Engineer, in accordance with Section 701 of the Standard Specifications and as herein specified.

Traffic control and protection required under this item shall include all signing, barricades/drums, Type III barricades, temporary rumble strips, arrow boards and all other necessary and collateral work to install the traffic control and protection as herein specified. The Approach to Lane Closure details provide for three (3) different cases or conditions to be applied on the approaching roadways.

The Approach to Lane Closure details indicate the use of Changeable Message Signs, Special in conjunction with traffic control and protection as herein specified. The Changeable Message Signs, Special will be paid for separately as specified elsewhere in these provisions.

Added 07/15/2010

It is the intent of this provision to provide additional traffic control and protection on the approach to lane closures for the approach roadways to the construction operations for this overall project. All traffic control and protection installed under this provision shall remain in place and become the property of the Department upon completion of this contract.

This work will be paid for at the contract unit price each for TRAFFIC CONTROL AND PROTECTION, of the case specified.

CHANGEABLE MESSAGE SIGN, SPECIAL

This work consists of furnishing, installation, maintenance, and removal of Changeable Message Signs, Special as directed by the Engineer, in accordance with Section 701 of the Standard Specifications, and as herein specified.

Changeable Message Signs, Special to be installed under this item are those to be used in conjunction with the Traffic Management System and Approach to Lane Closure Details as specified elsewhere in these provisions.

The approximate location of remote video cameras, Changeable Message Signs, Special and traffic sensors for the various construction phases will be as approved by the Engineer.

The signs shall also meet the following requirements:

- The message panel shall be Light Emitting Diode (LED) matrix design controlled by on board computer capable of storing 99 programmed messages for instant recall.
- Software to be utilized shall be fully integrated and compatible with operations of the Traffic Management System as specified elsewhere in these provisions.
- The message sign shall provide for remote sign operation via central computer base station and/or web-site allowing operators or Department personnel to manually override the automated messaging in order to display a message at any time. The operator shall be able to cancel this override and initiate the systems automated messaging feature.
- All messages are to be center-justified.
- Messages to be displayed shall have the capability to be timed to changes at various times of the day and days of the week.

This work will be paid for at the contract unit price per calendar month for each sign as CHANGEABLE MESSAGE SIGN, SPECIAL, as herein specified.

TRAFFIC MANAGEMENT SYSTEM INSTALLATION

This item shall consist of furnishing, installing, testing, and removal of an automated, portable, real-time work zone system meeting the requirements of the Traffic Management System as directed by the Engineer and as herein specified.

Added 07/15/2010

The Contractor is advised that it is the intent of the Department that a Traffic Management System be installed that is capable of managing traffic conditions for the overall FAI-57/70 reconstruction project which includes four separate construction contracts. The Traffic Management System shall also have the capability to monitor and manage traffic conditions for Alternate Route Detours as provided for elsewhere in these provisions. The Approach to Lane Closure details indicate the overall limits and management area as herein specified. The Traffic Management System must be fully coordinated with the Approach to Lane Closure details and Alternate Route Detours.

Included in the installation requirements is the assumption of all initial communication costs such as FCC licensing, cellular telephone, satellite and internet subscription charges. All software license and initial software maintenance fees shall also be included.

The goal of this system is to monitor this projects work zones and Alternate Route Detours and disseminate real-time information to the traveling public. It is anticipated that traffic conditions will deteriorate due to queuing caused by high traffic volumes, work zone vehicle interference, weather, grade changes, etc. It is also a requirement that operation of the Traffic Management System will require incident management notification directly to the Traffic Control Supervisor for assessment and any necessary coordination of towing or emergency services.

The Traffic Management System shall be installed and tested under full operating conditions for a period of two weeks unless otherwise directed by the Engineer. In the event that any critical component fails to operate properly the Contractor shall make necessary adjustments or replacement of critical components within the 24 hour notification period as herein specified. Damages may be assessed for each calendar day that a component is not operating properly. If any critical component or any portion of the Traffic Management System is not operating properly for a period of 5 days during the testing period as herein specified, the Engineer may direct that the critical component or the entire Traffic Management System be removed from the project area and replaced with a new component or entire new Traffic Management System meeting the requirements as herein specified. In the event that the Engineer directs the entire system be removed and replaced, liquidated damages and ascertained damages will be assessed for each calendar day until the new system is installed, operational, and fully tested as herein specified.

The Contractor's responsibility under this item is to furnish the complete system as herein specified and install the necessary monitoring and operational portion of the Traffic Management System in a location approved by the Engineer in its entirety. In addition, a sufficient amount of the traffic sensors, cameras, changeable message signs and all other collateral equipment necessary to manage traffic flow for the South Tri-Level Project area including the North Tri-Level approaches, as shown on the plans, shall be installed, tested, and fully operational prior to commencement of any stage construction operation as outlined in the Sequence of Construction for this project.

TRAFFIC MANAGEMENT SYSTEM REQUIREMENTS

The Traffic Management System shall consist of the following (as a minimum):

- 25 Changeable Message Signs, Special remotely controlled via central computer base station.

Added 07/15/2010

- 25 portable traffic sensors linked to central computer base station.
- 20 remote video cameras linked to central computer base station.
- 1 central base station equipped with appropriate software and either wireless or dedicated phone line communications to "link" with the Traffic Management System.
- The Traffic Management System shall be capable of providing current operational status (i.e. current traffic data and messages, communications system, video system, signs and sensors) via the central base station computer with direct monitors with complete operational capability at the Engineers Field Office and via the internet to a dedicated project web-site established for the purpose of monitoring the traffic flow and the Traffic Management System equipment. Operational capability of the internet web site shall be as follows:
 - The web-site shall have the capability of providing a password protected "link" for approved personnel to have limited access to the operational characteristics of the system to manually override errant messages on the Changeable Message Signs, Special due to communication interruptions or other system failures.
 - The web-site shall have the capability of providing a password protected "link" for approved personnel to have access to retrieve the volume and speed data the system is collecting.
 - The web-site for the Traffic Management System shall be capable of verifying and validating the real-time messages on the Changeable Message Signs, Special for password approved personnel.
 - The dedicated project web-site shall have full capability to display video camera images.
 - The dedicated project web-site shall provide a full color map depicting the project area with locations of traffic sensors and Changeable Message Signs, Special.
 - Using color-coding, the map shall reflect the current traffic conditions at each traffic sensor and display the entire information message being shown by each Changeable Message Sign, Special.
 - The web-site shall provide for remote sign operation allowing password-protected Contractor and Department personnel to manually override the automated messaging in order to display a message at any time. The operator shall be able to send a pre-programmed or custom message to one sign or multiple signs without sending the identical message to individual Changeable Message Sign, Special. The operator shall be able to cancel this manual override and initiate any and all of the systems automated messaging features at anytime.

Added 07/15/2010

- The web-site shall have a "Contact Us" link with user entry fields that include, but are not limited to:
Name, Address, City, State, Zip, E-mail Address, Phone, Questions/Comments
- The address these comments shall be submitted to will be furnished by the Department at the start of the project.
- The web-site address shall be as directed by the Engineer.
- The software shall be configured to assess any type of malfunction that has occurred. This assessment includes communication disruption between any device in the system configuration, Changeable Message Signs, Special malfunctioning, speed sensor malfunction, video signal malfunction etc. The Traffic Management System shall be capable of notifying the Engineer and the Traffic Control Supervisor of any system malfunction.

The exact locations for the installation of all monitoring devices shall be determined as part of an initial on-site traffic management analysis with project personnel. The final locations and any necessary relocation of equipment shall be approved by the Engineer.

OPERATION METHODS

- The Contractor shall provide a Traffic Control Supervisor, as specified elsewhere in these provisions that will assist in the day to day operation of as well as on call responsibility to all notifications from the Traffic Management System.
- The Traffic Management System and dedicated project web site will operate continuously (24 hours, 7 days a week). It shall be in the "data collection" mode when the queue sensors are not activated.
- To support incident management operations as well as event (weekends and holidays), the Traffic Management System shall allow operators to manually override motorists' information messages for a user-specified duration, after which automatic operation will resume with display of messages appropriate to the prevailing traffic conditions.
- Critical system operator control functions shall be password protected.
- The Traffic Management System shall be capable of providing current operational status (i.e. current traffic data and messages, communications system, signs, video system, and sensors) via the dedicated project web-site.
- The Traffic Management System shall be capable of acquiring traffic volume and speed data, developing travel times, and selecting motorist information messages automatically without operator intervention after system initialization.

Added 07/15/2010

TRAFFIC MANAGEMENT SYSTEM TRAFFIC DATA ACQUISITION

- Each traffic queue sensor shall communicate with the computer base station to activate the appropriate Changeable Message Sign, Special whenever the prevailing traffic speed slows to 55 miles per hour. Once activated, the preprogrammed messages shall be automatically displayed on the Changeable Message Sign, Special. The message content shall be as directed by the Engineer.
- The Traffic Management System shall be capable of calculating and having "real time" delay information displayed on the Changeable Message Signs, Special. This "real time" delay shall be calculated and displayed on the Changeable Message Signs, Special to the nearest minute for delays up to 15 minutes after the initial 5 minute delay. For delays exceeding 15 minutes, the delay information displayed on the Changeable Message Signs, Special shall be rounded to the nearest 5 minute increment.
- The Traffic Management System shall be capable of calculating and having travel time information displayed on the Changeable Message Signs, Special from interchange to interchange (beginning and ending of Alternate Routes Detour) along the mainline, FAI-57/70, roadway as well as Alternate Route Detours within the project area.
- The "real time" delay and travel time information displayed on the Changeable Message Signs, Special is to be updated every 1 minute.
- The web-site delay information is to be updated simultaneously with the delay and travel time information displayed on the Changeable Message Signs, Special. The web-site shall be capable of displaying both "real time" delay and travel time information simultaneously.
- To allow for motorist information messages of high specificity, the Traffic Management System shall acquire quantitative traffic data using an accurate speed measurement technique that includes the capability of detecting stopped traffic and counting traffic volume.
- The Traffic Management System traffic sensors shall be of a type whose accuracy is not degraded by inclement weather or degraded visibility conditions including precipitation, fog, darkness, excessive dust, and road debris.
- The Traffic Management System shall be capable of acquiring traffic data from up to six lanes of traffic in multiple directions.
- All traffic data acquired by the Traffic Management System shall be archived in log file with time and date stamps. At the completion of the project, the Traffic Management System vendor shall provide the Department this logged information on CD-ROM or DVD in Microsoft Excel.

Added 07/15/2010

TRAFFIC MANAGEMENT SYSTEM MOTORIST INFORMATION MESSAGES

- The Traffic Management System shall be capable of providing speed, delay, length of traffic queue, travel time and lane closure advisories to motorists.
- Records of all motorist information messages displayed by the Traffic Management System shall be recorded in log files with time and date stamps. This information shall be provided to the Department on CD-ROM or DVD in Microsoft Excel at the completion of the project.
- System must have capacity to preset up to 10 different default or automatic advisory messages for each Changeable Message Sign, Special, for a total capacity of at least 250 different default and automatic messages (10 for each of the 25 Changeable Message Signs, Special).
- Default and advisory message content shall be programmable from the central base station.
- For later use, the Traffic Management System shall be capable of storing messages created by an authorized user in overriding any default or automatic advisory message.

SYSTEM COMMUNICATIONS

Communications between central computer base station and any individual Changeable Message Signs, Special and sensor shall be independent through the full range of deployed locations and shall not rely upon communications with any other Changeable Message Sign, Special or sensor.

- The Traffic Management System communication system shall incorporate an error detection/correction mechanism to insure the integrity of all traffic conditions data and motorist information messages.
- Any required configuration of the Traffic Management System communications system shall be performed automatically during system initialization.

CHANGEABLE MESSAGE SIGNS, SPECIAL

Changeable Message Signs, Special shall meet the requirements as specified elsewhere in these provisions.

The approximate location of remote video cameras, Changeable Message Signs, Special and traffic sensors for the various construction phases will be as approved by the Engineer.

Any request to change the messages on the Changeable Message Signs, Special shall be approved by the Department.

Added 07/15/2010

SYSTEM PERFORMANCE

To ensure a prompt response to incidents involving the integrity of the Traffic Management System devices and Changeable Message Signs, Special during the initial set up and testing periods, the Contractor shall be required to make all necessary corrections to the essential components of the system within 24 hours of notification by the Department. For the purposes of this provision, essential components are all the Changeable Message Signs, Special, Communications Equipment, and Speed and Volume Sensors, Computer Base Station hardware and software required to place the real time information on the signs and the project's web-site.

In the event that essential component operations during the initial set up and testing period are not fully restored for any portion of the Traffic Management System as herein specified, liquidated damages based upon the total contract amount shall be assessed per calendar day or portion thereof in accordance with Liquidated Damages, as specified elsewhere in these provisions.

In the event that during the testing period, the Engineer directs that the entire Traffic Management System be removed and a new system furnished, installed and tested, liquidated damages and ascertained damages in the amount of \$5,000 per calendar day will be assessed beginning the day the Engineer directs the entire Traffic Management System be removed to the date that testing as herein specified is completed and acceptance of the new Traffic Management System is granted. These damages will be deducted from monies due or to become due to the Contractor.

BASIS OF PAYMENT

The Traffic Management System as herein specified, will be paid for at the contract lump sum price for TRAFFIC MANAGEMENT SYSTEM INSTALLATION which price shall constitute full compensation for furnishing, installing, testing and the removal of the complete system as herein specified.

TRAFFIC MANAGEMENT SYSTEM

This item consists of the complete maintenance, relocation, and operation of the Traffic Management System as directed by the Engineer and as herein specified.

Requirements and specifications for furnishing, installation, testing, and removal of the Traffic Management System are specified elsewhere in these provisions.

The Contractor will be responsible for the complete maintenance and operation of the Traffic Management System. In addition, the Contractor shall provide a Traffic Control Supervisor meeting the requirements specified elsewhere in these provisions that will assist in the day to day operation of as well as on call responsibility to incident management and all notifications from the Traffic Management System.

Added 07/15/2010

The Traffic Control Supervisor shall function as the contact person for all coordination of Traffic Management System needs for the other contracts. As other projects initiate construction activities within the overall Traffic Management Area, it will be necessary to relocate or install Traffic Management System devices that were not in place for the initial set up.

For the purposes of this provision, maintenance and operation of the Traffic Management System shall mean all components of the Traffic Management System including the dedicated web site as provide for in these provisions.

Maintenance and operation shall include all fees required for maintaining FCC licensing, cellular telephone, satellite and internet subscription charges, and all software license and software maintenance fees.

To ensure a prompt response to incidents involving the integrity of the Traffic Management System devices and Changeable Message Signs, Special during normal operations, the Contractor shall be required to make all necessary corrections to the essential components of the system within 24 hours of notification by the Department. For the purposes of this provision, essential components are all the Changeable Message Signs, Special, Communications Equipment, Speed and Volume Sensors, and Computer Base Station hardware and software required to place the real time information on the signs and the project's web-site.

In the event that essential component operations are not fully restored for any portion of the Traffic Management System as herein specified, liquidated damages based upon the total contract amount shall be assessed per calendar day or portion thereof in accordance with Liquidated Damages as specified elsewhere in these provisions.

The Department reserves the right to remove the Traffic Management System complete at any time if it determines the system is not performing in accordance with these specifications. In the event that the Engineer directs that the entire Traffic Management System be removed and a new system furnished, installed, and tested as specified elsewhere in these provisions, liquidated damages and ascertained damages in the amount of \$5,000 per calendar day will be assessed beginning the day the Engineer directs the entire Traffic Management System be removed to the date that testing is completed and acceptance of the new Traffic Management System is granted. These damages will be deducted from monies due or to become due to the Contractor.

This item will be paid for at the contract unit price per calendar month for TRAFFIC MANAGEMENT SYSTEM, which price shall be payment for the complete maintenance, relocation, and operation as herein specified.

TRAFFIC CONROL SUPERVISOR

A Traffic Control Supervisor will be required for the project. The Traffic Control Supervisor shall meet the requirements as directed by the Engineer and as herein specified.

Added 07/15/2010

The Traffic Control Supervisor shall be responsible for assisting in the day to day maintenance, relocation, and operation of the Traffic Management System as specified elsewhere in these provisions, serving as contact person for coordination of Traffic Management System needs with other projects, assisting in incident management for towing vehicles or emergency request as necessary, responding to all notifications of the Traffic Management System including critical component failures, day to day inspection and adjustment of all Traffic Control and Protection for Alternate Route Detours, Traffic Control and Protection Case I, II, III for the Approach to Lane Closure Roadways, and all components of the Traffic Management System.

A Traffic Control Supervisor shall be present anytime workers are present and shall be on call with a 10 minute response time for all notifications from the Traffic Management System, for all incident management requirements and anytime requested by the Engineer.

The following requirements shall also apply:

- Name, address, office telephone number, portable telephone number, & 24 hour emergency phone number shall be furnished to the Engineer at the preconstruction meeting.
- The primary Traffic Control Supervisor shall attend the preconstruction meeting.
- If the Contractor designates more than one Traffic Control Supervisor for the project, the Engineer shall be given a weekly schedule of the Traffic Control Supervisor in charge of traffic management system on a daily basis.
- During active work operations, the Traffic Control Supervisor shall not perform the duties or functions of a flagger. The Traffic Control Supervisor shall be dedicated to the duties and responsibilities as described in this specification, and shall not be assigned to any other responsibility relating to the project. The presence or absence of the Traffic Control Supervisor does not relieve the Contractor of the responsibility to adhere to the traffic control plan for the project or Article 107.14 of the Standard Specifications for Road and Bridge Construction, Maintenance of Traffic.
- Certification: Each Traffic Control Supervisor shall be certified minimum Traffic Control Technician by the American Traffic Safety Services Association (ATSSA) or equivalent. Each Traffic Control Supervisor shall be a certified Illinois flagger.
- Equipment: While performing duties on the project, the Traffic Control Supervisor shall be assigned a vehicle equipped with a roof or post mounted strobe light visible for 360 degrees. The Traffic Control Supervisor shall have ready access to, and understand the requirements of,
 - Part VI of the current Manual of Uniform Traffic Control Devices (MUTCD)
 - Contract plans, proposal, traffic control plans, Traffic Management System, and special provisions
 - Standard Specifications for Road and Bridge Construction

Added 07/15/2010

- Highway Standards
- IDOT Flagger handbook
- IDOT Quality Standard for Work Zone Traffic Control Devices

This item will be paid for at the contract unit price per calendar day for TRAFFIC CONTROL SUPERVISOR, as herein specified.

Added 07/15/2010