



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 23, 2009

SUBJECT: Various Routes  
Section 2009-0411  
Various Counties  
Contract No. 60G47  
Item No. 132, July 31, 2009 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 pages 11 - 13 & 15 - 20 of the Special Provisions.
3. Revised sheets 3, 4 & 5 of 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,

Charles Ingersoll, Chief  
Bureau of Design and Environment

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

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

cc: Diane O'Keefe, Region 1, District 1; Bill Frey; Estimates

TBW:MS:jc



701.19 - Method of Measurement: Revise this Article to read:

“Traffic Control and Protection will not be measured for payment.”

701.20 - Basis of Payment: Revise this Article to read:

"(a) Traffic Control and Protection will not be paid for as separate items, but the costs shall be considered as included in the contract unit prices for the cleaning items involved and no additional compensation will be allowed.

(b) Should the Engineer require additional signs, flaggers, barricades or other traffic control devices over and above those specified, they will be paid for according to Article 109.04.

When the contractor requests a change in the traffic control, any additional flaggers will be at the contractor's expense.

(c) Traffic control and protection required for Supplemental Sweeping authorized for Expressway and Inner City Expressway Night Cleaning Only locations shall be paid for separately in accordance with Article 109.04.”

## **KEEPING THE EXPRESSWAYS OPEN TO TRAFFIC**

### **1. GENERAL**

The Contractor shall not park any equipment or vehicles unnecessarily on the shoulder. Whenever work is in progress adjacent to the traveled way, the Contractor shall provide necessary traffic control signs to warn the public and protect the work site as required herein or as provided in the Standards. The Contractor shall remove all equipment from the shoulder and median after working hours every day of the week. Also, the contractor's personnel shall be prohibited from crossing the roadway and all pedestrian movements on the Freeway will be limited to barricaded areas.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer (847-705-4151 or 4155) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent closures on all Freeways and/or Expressways in District One.

All lane closures shall be removed during adverse weather conditions such as rain, snow and/or fog and as determined by the Engineer. The contractor shall implement this contract requirement without Department instruction.

Additional lane and shoulder closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events. Major construction projects may also require additional restrictions on some expressways.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed below. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

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The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures within one (1) mile of each other in one direction of the expressway shall be on the same side of the pavement and any lane closure within a half (1/2) mile of each other should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be five (5) 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.

## 2. EXPRESSWAY NIGHT CLEANING

One lane closures, shoulder closures and partial ramp closures shall only be permitted between 9:00 PM and 5:00 AM on the following expressways:

1. Kennedy (I-90/94 & I-190), Entire Limits
2. Eisenhower (I-290), Austin Blvd. to 25<sup>th</sup> Ave. left hand side only and from 25<sup>th</sup> Ave. to IL 83 entire limits except the eastbound collector-distributor lanes and all ramps at the U.S. 12/20/45 (Mannheim Rd.) interchange and to Roosevelt Rd. on its extension.
3. Dan Ryan (I-90/94), Entire Limits
4. Bishop Ford (I-94), Cottage Grove Ave. to 103<sup>rd</sup> St. northbound left hand side only.

The Contractor is required to erect stationary left lane closures in order to sweep the following locations:

1. Kennedy (I-90/94), I-290 to East River Rd.
2. Eisenhower (I-290), Austin Blvd. to IL 83
3. Bishop Ford (I-94), Cottage Grove Ave. to 103<sup>rd</sup> St. northbound left hand side only
4. Dan Ryan (I-90/94), a.) I-290 to 31<sup>st</sup> St.;  
b.) Local Lanes 31<sup>st</sup> St. to 67<sup>th</sup> St.

The maximum length of all stationary left lane closures shall be 5 miles. Truck Mounted Attenuator Follow Vehicle Protection shall be provided for any personnel working inside the stationary left lane closure.

## 3. EXPRESSWAY DAY CLEANING

One lane closures, shoulder closures and partial ramp closures shall only be permitted between 9:00 AM and 1:00 PM for all outbound traffic and 10:00 AM and 2:00PM for all inbound traffic on Monday through Friday, and between 5:00 AM and 2:30 PM on Saturday and Sunday on the following expressways:

1. Edens (I-94 & US 41), Montrose Ave. to 700 Lineal feet north of IL 137
2. I-290 Extension/IL 53, IL 83 to Lake-Cook Rd.
3. Elgin-O'Hare, Entire Limits
4. Stevenson Entire Limits
5. I 55, Entire Limits
6. I-57, Entire Limits

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7. Bishop Ford (I-94 & IL 394), Entire Limits except northbound left hand side from Cottage Grove Ave. to 103<sup>rd</sup> St.
8. Kingery (I-80/94), IL 394 to State Line
9. I-80, I-294 to DuPage River
10. Eisenhower (I-290), Wells to Austin in its entirety, Austin to 25<sup>th</sup> St. right hand side and all ramps, the collector-distributor system and ramps at the U.S 12/20/45 (Mannheim Rd.) interchange and to Roosevelt road on its extension and Lower Wacker Drive from Lake St. to the Eisenhower Expressway.

Shoulder closures and partial ramp closures will only be permitted between 9:00 AM and 3:00 PM on Monday through Friday, and between 7:00 AM and 3:00 PM on Saturday and Sunday for the purpose LITTER PICKING only on the following expressway:

1. All expressways covered in this contract for the entire limits covered in the contract. (see Expressway Cleaning section for locations)

### **NIGHTTIME WORK ZONE LIGHTING (DISTRICT ONE)**

Effective: November 1, 2008

Revised: May 22, 2009

Description. This work shall consist of furnishing, installing, maintaining, moving, and removing lighting for nighttime work zones. Nighttime shall be defined as occurring shortly before sunset until after sunrise.

Materials. The lighting shall consist of mobile and/or stationary lighting systems as required herein for the specific type of construction. Mobile lighting systems shall consist of luminaires attached to construction equipment or moveable carts. Stationary lighting systems shall consist of roadway luminaires mounted on temporary poles or trailer mounted light towers at fixed locations. Some lighting systems, such as balloon lights, may be adapted to both mobile and stationary applications.

Equipment. The Contractor shall furnish an illuminance meter for use by the Engineer. The meter shall have a digital display calibrated to NIST standards, shall be cosine and color corrected, and shall have an accuracy of  $\pm$  five percent. The sensor shall have a level indicator to ensure measurements are taken in a horizontal plane.

### **CONSTRUCTION REQUIREMENTS**

General. At the preconstruction conference, the Contractor shall submit the type(s) of lighting system to be used and the locations of all devices.

Before nighttime construction may begin, the lighting system shall be demonstrated as being operational.

Nighttime Flagging. The requirements for nighttime flagging shall be according to Article 701.13 of the Standard Specifications and the glare control requirements contained herein.

Lighting System Design. The lighting system shall be designed to meet the following.

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- (d) Sweeping. The required lighting level shall be mounted on the sweeping train vehicles during the sweeping operations. Headlights may be operated in the work zone.
- (e) Layout, Testing, and Inspection. The required lighting level shall be provided for each active area of construction layout, material testing, and inspection. The work area shall be defined as 15 ft (7.6 m) in front and back of the individual(s) performing the tasks.

Nighttime Work Zone Lighting will not be paid for as a separate item, but the cost shall be considered as included in the contract unit prices for the construction items involved, and no additional compensation will be allowed.

## **EXPRESSWAY CLEANING**

1. LOCATION: Full cleaning cycles shall be performed on the following expressways:

EISENHOWER EXPRESSWAY

EDENS EXPRESSWAY

DAN RYAN EXPRESSWAY

BISHOP FORD/KINGERY EXPRESSWAY

KENNEDY EXPRESSWAY

STEVENSON EXPRESSWAY

I 290 EXTENSION/ ELGIN O'HARE EXPRESSWAY

I 55 EXPRESSWAY

I 57 EXPRESSWAY

I 80 EXPRESSWAY

The areas of work on each expressway are all parts of the expressway. Areas to be cleaned are those with hard surfaces and will include stabilized surfaces under guardrail, ramps, curbs, gutters, medians (striped, raised, corrugated, barrier), gores, stabilized shoulders, wheel guards, bridge decks, bridge medians, bridge sidewalks, walkways underneath bridges and traveled lanes as required. Rubbish shall be removed from all stabilized surface areas and under any guardrail.

Located in the plans are typical cross sections of the expressways showing, in general, the areas which are to be cleaned.

2. LIMITS OF CLEANING: The limits of each expressway to be cleaned with the Full Cleaning Cycle, of the expressway specified, shall include all entrance and exit ramps up to the crossroads and all accident investigation sites and are specified as follows:

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Day Cleaning Only:

Bishop Ford/Kingery Expressway

Interstate 94 from Cottage Grove Avenue to the Indiana State line excluding northbound left hand side from Cottage Grove Avenue to 103<sup>rd</sup> St., Illinois 394 from Interstate 94 to the Cook-Will County line, the entire Stony Island Avenue - 103rd Street Interchange. Interstate 80 from Interstate 94 to Interstate 294 and all accident investigation sites.

Stevenson Expressway

Interstate 55 (Stevenson Expressway) from Lake Shore Dr. to the Cook – DuPage county line, including First Avenue, from 43rd Street to Archer Avenue and all accident investigation sites.

Eisenhower Expressway

Interstate 290 and its appurtenances from Wells St. to Austin Blvd. in its entirety, from Austin Blvd. to 25<sup>th</sup> Ave. right hand side and all ramps, the eastbound collector-distributor lane and ramps at the U.S. 12/20/45 (Mannheim Rd.) interchange and to Roosevelt Rd. on its extension and Lower Wacker Rd. from Lake St. to the Eisenhower Expressway.

I 290 Extension/ Elgin-O'Hare Expressway

I-290 extension from Illinois 83 to Northwest Tollway, Illinois 53 from Northwest Tollway to Lake Cook Road including I-355 from I-290 to Army Trail Road and the Elgin-O'Hare Expressway from the east side of the bridge over I-290 to U.S. Route 20.

I 55 Expressway

Interstate 55 from Cook - DuPage county line. to I-80, including all ramps to and from Illinois Route 53. Also included are the ramps and collector-distributor lanes at the Route 83 Interchange; and the ramps to and from Joliet Road from I-55 to east of the N.B. Tollway bridge and the Ramps from NB I-55 to NB Tollway and from SB Tollway to NB I-55 (Limits of cleaning on these Ramps are from I-55 to the first median crossover North of Joliet Rd.) and all accident investigation sites.

I 57 Expressway

Interstate 57 from Halsted Street to Steger Road including the entire I 57 – I 80 Interchange and all accident investigation sites.

I 80 Expressway

Interstate 80 from Tri-State Tollway/ Interstate 294 to the DuPage River (West of Interstate 55).

Night Cleaning Only:

Eisenhower Expressway

Interstate 290 from Austin Blvd. to 25<sup>th</sup> Ave. left hand side only and from 25<sup>th</sup> Ave to Illinois 83 including the ramps in its entirety except the eastbound collector-distributor lanes at the U.S. 12/20/45 Interchange and to Roosevelt Road on its extension.

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Kennedy Expressway

Interstate 90/94 from Taylor Street to Interstate 90/94 junction at Edens Expressway, Interstate 90 from Interstate 90/94 junction at Edens Expressway to Interstate 90/190, Interstate 190 from Interstate 90/190 junction to the east limits of O'Hare International Airport, Interstate 90 from the Interstate 90/190 junction to the tollway turnaround, the Ohio Street Feeder, from Orleans Street to Interstate 90/94 and all accident investigation sites located along Interstate 90/94 and all accident investigation sites.

Dan Ryan Expressway

Interstate 94 from Taylor Street to Cottage Grove Avenue, Interstate 57 from Interstate 94 to Halsted Street, Franklin Street connector from 22<sup>nd</sup> Street to Interstate 94 and all accident investigation sites.

Bishop Ford Expressway

Interstate 94 from Cottage Grove Ave. to 103<sup>rd</sup> St. northbound left hand side only.

3. DEFINITIONS:

A. Full Expressway Cleaning Cycle: Complete cleaning of all contract areas within the limits of all the expressways specified herein, including debris and rubbish which has accumulated over the winter season, shall be considered an Full Expressway Cleaning Cycle. Mechanical and/or hand sweeping will be required to remove debris from winter accumulation.

4. SCHEDULE OF CLEANING: The First Full Expressway Cleaning Cycle shall be completed before starting work on any subsequent Full Expressway Cleaning Cycles. Full Expressway Cleaning Cycles shall start in close conformity with the schedule of starting dates shown in the plans.

5. SEQUENCE OF WORK: The Contractor shall submit at the preconstruction meeting, a sequence of work (by expressway) for the First Full Expressway Cleaning Cycle. The sequence of work shall be approved by the Engineer prior to commencing operations. It is required that the First Full Expressway Cleaning Cycle be completed to the satisfaction of the Engineer before commencing any subsequent Full Expressway Cleaning Cycle. The Contractor may be required to alter the sequence of work at any time throughout the duration of the contract upon instruction from the Engineer.

6. CLEANING CYCLE ADJUSTMENT BASIS:

The total shoulder and curb miles for a complete Full Expressway Cleaning Cycle and a is estimated to be approximately 1429.8 miles and is the basis to be used in computations when a cleaning cycle cannot be completed due to unforeseen highway operational reasons.

The total shoulder and curb miles for each individual Expressway Cleaning Cycle is estimated as follows:

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- Eisenhower Expressway approximately 154.5 miles
- Edens Expressway approximately 122.6 miles
- Dan Ryan Expressway approximately 136.0 miles
- Bishop Ford/Kingery Expressway approximately 143.2 miles
- Kennedy Expressway approximately 145.6 miles
- Stevenson Expressway approximately 110.2 miles
- I 290 Extension/ Elgin O'Hare Expressway approximately 169.2 miles
- I 55 Expressway approximately 183.3 miles
- I 57 Expressway approximately 143.5 miles
- I 80 Expressway approximately 184.4 miles

## **LITTER PICKING**

Effective: 05/18/2009

### Description.

This work consists of removal of any and all debris regardless of surface type out to a line parallel with the right of way for the roadway or ramp to a point ten (10) feet beyond the edge of any type of stabilizing surface (pavement, hard shoulder, stone shoulder or turf), or ten (10) feet behind any curb, gutter or guardrail from along the contract Expressway location limits.

### Basis of Payment.

This work will be paid for at the contract unit price per MILE for LITTER PICKING

## **KEEPING THE ARTERIALS OPEN TO TRAFFIC**

### **1. GENERAL**

The Contractor shall not park any equipment or vehicles unnecessarily on the shoulder. Whenever work is in progress adjacent to the traveled way, the Contractor shall provide necessary traffic control signs to warn the public and protect the work site as required herein or as provided in the Standards. The Contractor shall remove all equipment from the shoulder and median after working hours every day of the week. Also, the contractor's personnel shall be prohibited from crossing the roadway and all pedestrian movements on the Freeway will be limited to barricaded areas.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Arterial Traffic Operations Engineer (847-705-4170) twenty-four (24) hours in advance of all lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent closures on all Arterials in District One.

All lane closures shall be removed during adverse weather conditions such as rain, snow and/or fog and as determined by the Engineer. The Contractor shall implement this contract requirement without Departmental instruction.

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Additional lane and shoulder closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events. Major construction projects may also require additional restrictions on some expressways.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed below. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

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.

## 2. ARTERIAL CLEANING

One lane closures and shoulder closures shall NOT be permitted between 6:00 AM to 8:00 AM and 4:00 PM to 6:00 PM on Arterial Highways.

### ARTERIAL HIGHWAY CLEANING

1. **LOCATION AND LIMITS OF CLEANING:** The limits of each arterial to be cleaned with the Full Arterial Cleaning Cycles shall be the portions of the arterials as specified in these special provisions (Arterial Highways to be cleaned) and as indicated in the plans. Areas to be cleaned are those with hard surfaces, including stabilized surfaces under guardrail and (10) feet beyond the guardrail or to the State right-of-way whichever is shorter, islands (including thermoplastic striped and painted), turn bays, ramps, roadway crossovers, medians (striped, raised, corrugated, barrier and painted), curbs, gutters, gores (including thermoplastic striped and painted), stabilized shoulders, wheel guards, bridge decks, bridge medians, bridge sidewalks, walkways underneath bridges and traveled lanes as required including all ramps and interchanges. Corrugated medians shall require hand laboring. Sidewalks that are not on or underneath bridges are not to be cleaned under the terms of this contract.

The Contractor's attention is called to the fact that the limits shown do not necessarily reflect continuous cleaning operations. Those portions with guardrail (regardless of surface type), paved shoulders, aggregate shoulders, medians, islands, including painted and striped, or curb and gutter are to be cleaned as evidenced by the entire route limits. These are numbered by Team Section and are shown on the location maps in the plans.

## 2. DEFINITIONS:

- A. Full Arterial Cleaning Cycle: Complete cleaning of all contract areas within the limits of all the arterial highways specified herein, including debris and rubbish which has accumulated over the winter season, shall be considered an Full Arterial Cleaning Cycle. Mechanical and/or hand sweeping will be required to remove debris from winter accumulation.

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3. SCHEDULE OF CLEANING: The First Full Arterial Cleaning Cycle shall be completed before starting work on any subsequent Full Arterial Cleaning Cycle. Full Arterial Cleaning Cycles shall start in close conformity with the schedule of starting dates shown in the plans.
4. SEQUENCE OF WORK: The Contractor shall submit at the preconstruction meeting, a sequence of work for the First Full Arterial Cleaning Cycle. The sequence of work shall be approved by the Engineer prior to commencing operations. It is required that the First Full Arterial Cleaning Cycle be completed to the satisfaction of the Engineer before commencing any subsequent Arterial Cleaning Cycle begins. The Contractor may be required to alter the sequence of work at any time throughout the duration of the contract upon instruction from the Engineer.
5. PARKING: Parking is permitted along various routes within certain municipalities. It will be the Contractor's responsibility to ascertain these locations and to provide no parking signs as may be required to prohibit parking during the cleaning period. Enforcement assistance shall be solicited from the municipalities by the Contractor. The temporary no parking signs shall be approved by the Engineer prior to use. The Contractor shall remove the temporary no parking signs promptly after completing sweeping operations. Furnishing, installing and removing temporary no parking signs will not be paid for as separate items, but the costs shall be considered as included in the contract unit price for the cleaning cycle involved, and no additional compensation will be allowed.
6. CLEANING CYCLE ADJUSTMENT BASIS: The total curb miles for a complete Full Arterial Cleaning Cycle is estimated to be approximately 2,624.3 miles and is the basis to be used in computations when a cleaning cycle cannot be completed due to unforeseen highway operational reasons.

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