



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 3, 2008

SUBJECT: Various Routes
Section 2008-050 PP
Cook County
Contract No. 60E99
Item No. 33, September 19, 2008 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised the entire Schedule of Prices.
2. Revised pages 1, 8, 9, 10 & 11 of the Special Provisions.
3. Revised pages 1 – 12 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,

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

A handwritten signature in cursive script, reading "Ted B. Walschleger" followed by a small "P.E." to the right.

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

cc: Diane O'Keefe, Region 1, District 1; Mike Renner; Estimates

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 60E99

State Job # - C-91-556-08
 PPS NBR - 1-78055-0002
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - 2008-050PP

Project Number

Route

VARIOUS

* REVISED : SEPTEMBER 2, 2008

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
40600200	BIT MATLS PR CT	TON	3.000				
40600300	AGG PR CT	TON	14.000				
40600400	MIX CR JTS FLANGEWYS	TON	21.000				
40600895	CONSTRUC TEST STRIP	EACH	1.000				
40600982	HMA SURF REM BUTT JT	SQ YD	619.000				
40601005	HMA REPL OVER PATCH	TON	26.000				
40603340	HMA SC "D" N70	TON	759.000				
44000157	HMA SURF REM 2	SQ YD	6,701.000				
44002216	HMA RM OV PATCH 4	SQ YD	115.000				
44201765	CL D PATCH T2 10	SQ YD	29.000				
44201769	CL D PATCH T3 10	SQ YD	36.000				
44201771	CL D PATCH T4 10	SQ YD	100.000				
67000400	ENGR FIELD OFFICE A	CAL MO	3.000				
67100100	MOBILIZATION	L SUM	1.000				

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of Various Routes; Section: 2008-050 PP ; Cook County and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

Route: Various Routes
Section: 2008-050 PP
Counties: Cook
Contract No: 60E99

LOCATION OF IMPROVEMENT

This improvement is on various ramp locations on Interstate 55, Interstate 290 Ramps, and Interstate 290/Congress Parkway within Cook County.

DESCRIPTION OF IMPROVEMENT

This is various locations resurfacing and pavement patching improvement and the work to be performed under this contract consists of hot-mix asphalt surface removal, resurfacing with hot-mix asphalt surface course, placement of pavement markings all incidental and collateral work necessary to complete the project as shown on the plans and as described herein.

MAINTENANCE OF ROADWAYS

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

Revised 09/03/2008

1031.08 RAP in Aggregate Surface Course and Aggregate Shoulders. The use of RAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Other". The testing requirements of Article 1031.03 shall not apply.
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

FINE AGGREGATE FOR HOT-MIX ASPHALT (HMA) (DISTRICT ONE)

Effective: May 1, 2007

Revise Article 1003.03 (c) to read:

"Gradation. The fine aggregate gradation for all HMA shall be FA1, FA 2, FA 20, or FA 21. When Reclaimed Asphalt Pavement (RAP) is incorporated in the HMA design, the use of FA 21 Gradation will not be permitted.

HOT MIX ASPHALT – DENSITY TESTING OF LONGITUDINAL JOINTS (D-1)

Effective: January 1, 2007

Revised: February 26, 2008

Description: This work shall consist of testing the density of longitudinal joints as part of the quality control / quality assurance (QC/QA) of hot-mix asphalt (HMA). This work shall be according to Section 1030 of the Standard Specifications except as follows.

Definitions:

Density Test Location: The station location used for density testing.

Density Test Site: Individual test site where a single density value is determined.

Density Reading: A single, one minute nuclear density reading.

Density Value: The density determined at a given density test site from the average of two "density readings".

Quality Control / Quality Assurance (QC/QA)

1030.05(d) (3) add the following paragraphs:

Longitudinal joint density testing shall be performed at each random "density test location". Longitudinal joint testing shall be located at a distance equal to the lift thickness, or a minimum of two inches, from each pavement edge. For Example, on a four inch HMA lift the near edge of the nuclear gauge or core barrel shall be within four inches from the edge of pavement. The remaining 3 density test sites shall be equally spaced between the two edge readings. Documentation shall indicate whether the joint was confined or unconfined.

Revised 09/03/2008

The joint density value shall be determined using either a correlated nuclear gauge or cores. When using a correlated nuclear gauge, two “density readings” shall be taken at the given density test site. The gauge shall be rotated 180 degrees between “density readings”. If the two “density readings” are not within 1.5 lb/cu ft (23 kg/cu m) then one additional “density reading” shall be taken. Additional “density readings” taken at a given site shall not be allowed to replace the original “density readings” unless an error has occurred (i.e. the nuclear gauge was sitting on debris).

1030.05(d) (4) Replace the density control limits table with the following:

DENSITY CONTROL LIMITS			
Mixture Composition	Parameter	Individual Test ^{2/}	Minimum Joint Density Value
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0 %	90.0 %
IL-9.5,IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4 %	90.0 %
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0 %	90.0 %
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4 %	90.0 %
All Other	Ndesign = 30	93.0 ^{1/} - 97.4 %	90.0 %

1/ 92.0 % when placed as first lift on an unimproved subgrade.

2/ “Density values” shall meet the “Individual Test” density control limits specified herein.

TRAFFIC CONTROL PLAN

Effective: September 30, 1985

Revised: January 1, 2007

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

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

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

STANDARDS: 701400, 701401, 701901

DETAILS: Entrance Ramp Closure Details
 Freeway Shoulder Closures and Partial Ramp Closures

Revised 09/03/2008

SPECIAL PROVISIONS: Maintenance of Roadways
 Keeping the Expressway Open to Traffic
 Failure To Open Traffic Lanes to Traffic
 Traffic Control and Protection (Expressways)
 Reflective Sheeting on Channelizing Devices (BDE)

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996

Revised: February 9, 2005

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and the District Freeway details. All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

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

LOCATION: Various

Partial ramp and shoulder closures will **NOT** be permitted during the hours listed below:

WEEKNIGHT	TYPE OF CLOSURE	HOURS CLOSURES <u>NOT</u> PERMITTED		
Monday – Friday	Partial Ramp & Shoulder Closures	5:00 AM	to	9:00 AM
Monday – Friday		3:00 PM	to	8:00 PM
Saturday & Sunday		11:00 AM	to	8:00 PM

LOCATION: I-290 (Congress Parkway at Wells Street)

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE WORK HOURS		
Sunday - Thursday	One Lane	8:00 P.M.	to	5:00 A.M.
	Two Lanes	10:00 P.M.	to	5:00 A.M.
Friday	One Lane	8:00 P.M. (Fri)	to	6:00 AM (Sat)
	Two Lanes	10:00 P.M. (Fri)	to	6:00 A.M. (Sat)
Saturday	One Lane	8:00 P.M. (Sat)	to	8:00 AM (Sun)
	Two Lanes	10:00 P.M. (Sat)	to	8:00 AM (Sun)

LOCATION: I-90/94 @ I-290 & Congress Parkway (Circle Interchange)

Interstate to Interstate ramp closures are only permitted during the hours listed below:

WEEKNIGHT	TYPE OF CLOSURE	ALLOWABLE CLOSURE HOURS		
Monday – Friday	Interstate to Interstate Ramp Closure	11:30 PM	to	4:30 AM
Saturday		12:01 AM	to	6:00 AM
Sunday		12:01 AM	to	7:00 AM

Revised 09/03/2008

The Contractor shall inform the Expressway Traffic Control Engineer at least three (3) business days prior to scheduling the closure. The Contractor shall also furnish and install large (48" X 48") "DETOUR with arrow" signs as directed by the Engineer for all interstate ramp closures. The cost of these signs shall be considered incidental to traffic control and protection (6 signs maximum per closure).

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

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

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

Whenever possible, the contractor should maintain traffic flow on the ramps while performing the contract work utilizing Detail TC-17. For any ramp work that necessitates the full closure of the ramp, the Contractor shall obtain prior approval from the Expressway Traffic Control Engineer. The Contractor will be required to cooperate with all other contractors when erecting ramp closures on the expressway. No two (2) adjacent entrance or exit ramps in one direction of the expressway shall be closed at the same time.

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

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

FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC

Effective: March 22, 1996

Revised: February 9, 2005

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

One lane or ramp blocked = \$ 1,000.00

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

Revised 09/03/2008