



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 9, 2008

SUBJECT: FAI Route 90/94
Section 2007 – 056 SG
Cook County
Contract No. 60D49
Item No. 30, January 18, 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 pages 1 – 3 of the Schedule of Prices.
2. Revised the Recurring Special Provision Check Sheet.
3. Revised the Table of Contents to the Special Provisions.
4. Revised pages 6, 7 & 11 – 17 of the Special Provisions.
5. Revised sheets 2 – 4, 8 – 13 and 19 of the Plans.
6. Deleted sheets 25 & 26 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 black ink, appearing to read 'Ted B. Walschleger' followed by 'P.E.'.

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

cc: Diane O'Keefe, Region 1, District 1; Roger Driskell; Estimates

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

60D49

State Job # - C-91-029-08
 PPS NBR - 1-77014-0100
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - 2007-056SG

Project Number

Route
 FAI 90/94

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
* X0322256	TEMP INFO SIGNING	SQ FT	36.000				
X0325349	TEMP CON BAR (PERM)	FOOT	237.500				
X6060003	COMB CC&G TM4.18	FOOT	20.000				
X6063600	COMB CC&G TM4.24	FOOT	195.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
* X7013820	TR CONT SURVEIL EXPWY	CAL DA	15.000				
X7330105	OSS WALKWAY TY A	FOOT	94.300				
* DELETED							
* DELETED							
Z0001050	AGG SUBGRADE 12	SQ YD	144.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
21101615	TOPSOIL F & P 4	SQ YD	203.000				
25000210	SEEDING CL 2A	ACRE	0.250				
25000400	NITROGEN FERT NUTR	POUND	23.000				
25000500	PHOSPHORUS FERT NUTR	POUND	23.000				
25000600	POTASSIUM FERT NUTR	POUND	23.000				
25100630	EROSION CONTR BLANKET	SQ YD	203.000				
* REVISED : JANUARY 9, 2008							

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

60D49

State Job # - C-91-029-08
 PPS NBR - 1-77014-0100
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - 2007-056SG

Project Number

Route
 FAI 90/94

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
40603310	HMA SC "C" N50	TON	3.000				
44000500	COMB CURB GUTTER REM	FOOT	215.000				
44004250	PAVED SHLD REMOVAL	SQ YD	146.000				
48203021	HMA SHOULDERS 6	SQ YD	51.000				
48203053	HMA SHOULDERS 14	SQ YD	60.000				
60250200	CB ADJUST	EACH	1.000				
63000005	SPBGR TY B	FOOT	50.000				
63100085	TRAF BAR TERM T6	EACH	1.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	1.000				
67000400	ENGR FIELD OFFICE A	CAL MO	3.000				
67100100	MOBILIZATION	L SUM	1.000				
* DELETED							
* 70300550	PAVT MARK TAPE T3 8	FOOT	917.000				
* 70301000	WORK ZONE PAVT MK REM	SQ FT	611.000				
70400100	TEMP CONC BARRIER	FOOT	412.500				
* 70400200	REL TEMP CONC BARRIER	FOOT	325.000				
70400210	REL TEMP CONC BAR SPL	FOOT	20.000				
* REVISED : JANUARY 9, 2008							

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

<u>CHECK SHEET #</u>	<u>PAGE NO.</u>
1	31
2	33
3 X	34
4 X	44
5 X	49
6	54
7	55
8	56
9	57
10 X	60
11	63
12	65
13	69
14	71
15	72
16	74
17	75
18	77
19	78
20 X	79
21	83
22	85
23	87
24 X	89
25	90
26	91
27	92
28	93
29	94
30	100
31 X	108

Revised 01/09/2008

TABLE OF CONTENTS

LOCATION OF IMPROVEMENT	1
DESCRIPTION OF IMPROVEMENT	1
STATUS OF UTILITIES TO BE ADJUSTED	1
AGGREGATE SUBGRADE, 12" (300 MM)	2
ANTI-STRIP ADDITIVE FOR HMA (DISTRICT ONE)	3
EPOXY COATING ON REINFORCEMENT (DISTRICT ONE)	3
FINE AGGREGATE FOR HOT-MIX ASPHALT (HMA) (DISTRICT ONE)	3
TEMPERATURE CONTROL FOR CONCRETE PLACEMENT (DISTRICT ONE)	4
TEMPORARY CONCRETE BARRIER (TO REMAIN PERMANENTLY)	4
RELOCATE TEMPORARY CONCRETE BARRIER, SPECIAL	4
TRAFFIC CONTROL PLAN	5
FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC	7
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	8
TRAFFIC CONTROL FOR WORK ZONE AREAS	11
KEEPING THE EXPRESSWAY OPEN TO TRAFFIC	11
TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS)	13
TEMPORARY INFORMATION SIGNING	14
ALKALI-SILICA REACTION FOR CAST-IN-PLACE CONCRETE (BDE)	17
CEMENT (BDE)	19
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)	22
ENGINEER'S FIELD OFFICE TYPE A (BDE)	29
EQUIPMENT RENTAL RATES (BDE)	30
HOT-MIX ASPHALT - FIELD VOIDS IN THE MINERAL AGGREGATE (BDE)	31
PAYMENTS TO SUBCONTRACTORS (BDE)	33
PLASTIC BLOCKOUTS FOR GUARDRAIL (BDE)	34
RECLAIMED ASPHALT PAVEMENT (RAP) (BDE)	34
REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE)	40
REINFORCEMENT BARS (BDE)	41
RETROREFLECTIVE SHEETING, NONREFLECTIVE SHEETING, AND TRANSLUCENT OVERLAY FILM FOR HIGHWAY SIGNS (BDE)	42
SEEDING (BDE)	47
SELF-CONSOLIDATING CONCRETE FOR CAST-IN-PLACE CONSTRUCTION (BDE)	49
STEEL PLATE BEAM GUARDRAIL (BDE)	53

Revised 01/09/2008

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) 53
TEMPORARY EROSION CONTROL (BDE) 53
THERMOPLASTIC PAVEMENT MARKINGS (BDE) 54
TYPE ZZ RETROREFLECTIVE SHEETING, NONREFLECTIVE SHEETING, AND TRANSLUCENT
OVERLAY FILM FOR HIGHWAY SIGNS (BDE) 55
WATER BLASTER WITH VACUUM RECOVERY (BDE)..... 59
WORKING DAYS (BDE) 60
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID) 60
STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 63

Revised 01/09/2008

SPECIAL PROVISIONS:

Keeping the Expressway Open to Traffic
Failure to Open Traffic Lanes to Traffic
Traffic Control and Protection (Expressways)
Traffic Control for Work Zone Areas
Reflective Sheeting on Channelizing Devices (BDE)

Revised 01/09/2008

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 = **\$3,000 / 15 Minutes**

Revised 01/09/2008

All prismatic barrier wall reflectors will be measured and paid for according to Section 782.

TRAFFIC CONTROL FOR WORK ZONE AREAS

Effective: 9/14/95

Revised: 1/1/07

Work zone entry and exit openings shall be established daily by the Contractor with the approval of the Engineer. All vehicles including cars and pickup trucks shall exit the work zone at the exit openings. All trucks shall enter the work zone at the entry openings. These openings shall be signed in accordance with the details shown elsewhere in the plans and shall be under flagger control during working hours.

The Contractor shall plan his trucking operations into and out of the work zone as well as on to and off the expressway to maintain adequate merging distance. Merging distances to cross all lanes of traffic shall be no less than 1/2 mile. This distance is the length from where the trucks enter the expressway to where the trucks enter the work zone. It is also the length from where the trucks exit the work zone to where the trucks exit the expressway. The stopping of expressway traffic to allow trucks to change lanes and/or cross the expressway is prohibited. Failure to comply with the above requirements will result in a Traffic Control Deficiency charge. The deficiency charge will be calculated as outlined in Article 105.03 of the Standard Specifications. The Contractor will be assessed this daily charge for each day a deficiency is documented by the Engineer.

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996

Revised: February 9, 2005

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

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

Revised 01/09/2008

LOCATION: I-90/94 (Kennedy) @ I-290

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday thru Thursday	One Lane	9:00 p.m.	to	5:00 a.m.
	Two Lane	12:01 a.m.	to	5:00 a.m.
	Three Lane	1:30 a.m.	to	5:00 a.m.
Friday	One Lane	10:00 p.m.	to	7:00 a.m. (Sat)
	Two Lane	12:01 a.m.	to	6:00 a.m. (Sat)
	Three Lane	2:00 a.m.	to	6:00 a.m. (Sat)
Saturday	One Lane	9:00 p.m.	to	10:00 a.m. (Sun)
	Two Lane	12:01 a.m.	to	7:00 a.m. (Sun)
	Three Lane	2:00 a.m.	to	7:00 a.m. (Sun)

In addition to the hours noted above, temporary shoulder and partial ramp closures are allowed weekdays between 9:00 A.M. and 3:00 P.M.

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

Full Expressway Closures will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of 1:00 A.M. to 5:00 A.M. Monday thru Friday and from 1:00 A.M. to 7:00 A.M. on Sunday. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. Police forces should be notified and requested to close off the remaining lane at which time the work item may be removed or set in place. The District One Traffic Operations Department **shall be** notified (847-705-4151) at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of the proposed road closure and will coordinate the closure operations with police forces.

All stage changes requiring the stopping and/or the pacing of traffic shall take place during the allowable hours for Full Expressway Closures and shall be approved by the Department.

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer.

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

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

Revised 01/09/2008

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures (includes the taper lengths) without a three (3) mile gap between each other, in one direction of the expressway, shall be on the same side of the pavement. Lane closures on the same side of the pavement with a half (1/2) mile or less gap between the end of one work zone and the start of taper of next work zone should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be three (3) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

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

TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS)

Effective: 10/25/95

Revised: 1/9/98

The contractor shall provide a person with a vehicle to survey, inspect and maintain all temporary traffic control devices when a lane is closed to traffic and when hazards are present adjacent to or within 10 foot of the edge of pavement for more than 24 hours.

The surveillance person is required to drive through the project, to inspect all temporary traffic control devices, to correct all traffic control deficiencies, if possible, or immediately contact someone else to make corrections and to assist with directing traffic until such corrections are made, at intervals not to exceed 4 hours. This person shall list every inspection on an inspection form, furnished by the Engineer, and shall return a completed form on the first working day after the inspections are made.

The Contractor shall supply a telephone staffed on a 24-hour-a-day basis to receive any notification of any deficiencies regarding traffic control and protection or receive any request for improving, correcting or modifying traffic control, installations or devices, including pavement markings. The Contractor shall dispatch additional men, materials and equipment as necessary to begin to correct, improve or modify the traffic control as directed, within one hour of notification by this surveillance person or by the Department. Upon completion of such corrections and/or revisions, the Contractor shall notify the Department's Communication Center at (847) 705-4612.

Method of Measurement.

Traffic Control Surveillance will be measured on calendar day basis. One calendar day is equal to a minimum of six (6) inspections. The inspections shall start within 4 hours after the lane is closed to traffic or a hazard exists within 10 foot from the edge of pavement and shall end when the lane closure or hazard is removed.

Revised 01/09/2008

Basis of Payment.

Surveillance will be paid for at the contract unit price per calendar day or fraction thereof for TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS). The price shall include all labor and equipment necessary to provide the required inspection and maintenance on the expressway and on all cross streets which are included in the project. The cost of the materials for the maintenance of traffic control devices shall be included in the traffic control pay items.

TEMPORARY INFORMATION SIGNING

Effective: November 13, 1996

Revised: January 2, 2007

Description.

This work shall consist of furnishing, installing, maintaining, relocating for various states of construction and eventually removing temporary informational signs. Included in this item may be ground mount signs, skid mount signs, truss mount signs, bridge mount signs, and overlay sign panels which cover portions of existing signs.

Materials.

Materials shall be according to the following Articles of Section 1000 - Materials:

	<u>Item</u>	<u>Article/Section</u>
a.)	Sign Base (Notes 1 & 2)	1090
b.)	Sign Face (Note 3)	1091
c.)	Sign Legends	1092
d.)	Sign Supports	1093
e.)	Overlay Panels (Note 4)	1090.02

Note 1. The Contractor may use 5/8 inch (16 mm) instead of 3/4 inch (19 mm) thick plywood.

Note 2. Type A sheeting can be used on the plywood base.

Note 3. All sign faces shall be Type A except all orange signs shall meet the requirements of Article 1106.01.

Note 4. The overlay panels shall be 0.08 inch (2 mm) thick.

GENERAL CONSTRUCTION REQUIREMENTS

Installation.

The sign sizes and legend sizes shall be verified by the Contractor prior to fabrication.

Signs which are placed along the roadway and/or within the construction zone shall be installed according to the requirements of Article 701.14 and Article 720.04. The signs shall be 7 ft (2.1 m) above the near edge of the pavement and shall be a minimum of 2 ft (600 mm) beyond the edge of the paved shoulder. A minimum of two (2) posts shall be used.

Revised 01/09/2008

The attachment of temporary signs to existing sign structures or sign panels shall be approved by the Engineer. Any damage to the existing signs due to the Contractor's operations shall be repaired or signs replaced, as determined by the Engineer, at the Contractor's expense.

Signs which are placed on overhead bridge structures shall be fastened to the handrail with stainless steel bands. These signs shall rest on the concrete parapet where possible. The Contractor shall furnish mounting details for approval by the Engineer.

Method Of Measurement.

This work shall be measured for payment in square feet (square meters) edge to edge (horizontally and vertically).

All hardware, posts or skids, supports, bases for ground mounted signs, connections, which are required for mounting these signs will be included as part of this pay item.

Basis Of Payment.

This work shall be paid for at the contract unit price per square foot (square meter) for TEMPORARY INFORMATION SIGNING.

Revised 01/09/2008

Revised 01/09/2008

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

Effective: August 1, 2007

Description. This special provision is intended to reduce the risk of a deleterious alkali-silica reaction in concrete exposed to humid or wet conditions. The special provision is not intended or adequate for concrete exposed to potassium acetate, potassium formate, sodium acetate or sodium formate. The special provision shall not apply to the dry environment (humidity less than 60 percent) found inside buildings for residential or commercial occupancy. The special provision shall also not apply to precast products or precast prestressed products.

Aggregate Expansion Values. Each coarse and fine aggregate will be tested by the Department for alkali reaction according to ASTM C 1260. The test will be performed with Type I or II cement having a total equivalent alkali content ($\text{Na}_2\text{O} + 0.658\text{K}_2\text{O}$) of 0.90 percent or greater. The Engineer will determine the assigned expansion value for each aggregate, and these values will be made available on the Department's Alkali-Silica Potential Reactivity Rating List. The Engineer may differentiate aggregate based on ledge, production method, gradation number, or other factors. An expansion value of 0.05 percent will be assigned to limestone or dolomite coarse aggregates and 0.03 percent to limestone or dolomite fine aggregates (manufactured stone sand); however the Department reserves the right to perform the ASTM C 1260 test.

Aggregate Groups. Each combination of aggregates used in a mixture will be assigned to an aggregate group. The point at which the coarse aggregate and fine aggregate expansion values intersect in the following table will determine the group.

AGGREGATE GROUPS			
Coarse Aggregate or Coarse Aggregate Blend ASTM C 1260 Expansion	Fine Aggregate or Fine Aggregate Blend ASTM C 1260 Expansion		
	$\leq 0.16\%$	$> 0.16\% - 0.27\%$	$> 0.27\%$
$\leq 0.16\%$	Group I	Group II	Group III
$> 0.16\% - 0.27\%$	Group II	Group II	Group III
$> 0.27\%$	Group III	Group III	Group IV

Mixture Options. Based upon the aggregate group, the following mixture options shall be used; however, the Department may prohibit a mixture option if field performance shows a deleterious alkali-silica reaction or Department testing indicates the mixture may experience a deleterious alkali-silica reaction.

- Group I - Mixture options are not applicable. Use any cement or finely divided mineral.
- Group II - Mixture options 1, 2, 3, 4, or 5 shall be used.

Revised 01/09/2008