



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 22, 2017

SUBJECT: FAU Route 9148 (Milburn School Road)
Section 10-00059-02-PV (O'fallon)
St. Clair Counties
Contract No. 97634
Item 127
March 3, 2017 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

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

1. Revised pages 1-6 of the Special Provisions

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,

Maureen M. Addis, P.E.
Acting Bureau Chief of Design and Environment

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger P.E.'.

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

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction", adopted April 1, 2016 by the Department of Transportation, of the State of Illinois, and the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways" and the "Manual of Test Procedures of 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 FAU 9148, Milburn School Road Phase 3 Improvements, Section 10-00059-02-PV in O'Fallon, St. Clair County, Illinois, and in case of conflict with any part, or parts, of said specifications, the said Special Provisions shall take precedence and shall govern.

DESCRIPTION OF WORK: This project consists of 0.55 miles of reconstruction on Milburn School Road from 2,700' east of the intersection with Old Collinsville Road to 500' west of the intersection with Milburn Estates/Merriam Parkway. Items of work include: pavement removal, grading, sub-base preparation, box culvert replacement, hot-mix asphalt pavement, combination concrete curb and gutter, storm sewer, pavement marking, and all incidental work necessary to complete the plans as proposed.

SAFETY AND PROTECTION: In addition to the requirements of the Standard Specifications for Road and Bridge Construction articles 107.09 and 107.28, the following shall apply. In case of conflict therein, the more stringent requirement shall apply.

The Contractor shall be responsible for initiating, maintaining and supervising all safety precautions and programs in connection with the Work. The Contractor shall take all necessary precautions for the safety of, and shall provide the necessary protection to prevent damage, injury or loss to:

- All employees on the Work and other persons and organizations who may be affected thereby;
- All the Work and materials and equipment to be incorporated therein, whether in storage on or off the site; and
- Other property at the site adjacent thereto, including trees, shrubs, lawns, walks, pavements, roadways, structures, utilities and underground facilities not designated for removal, relocation or replacement in the course of construction.

The Contractor shall comply with all applicable Laws and Regulation of any public body having jurisdiction for the safety of persons and property or to protect them from damage, injury or loss; and shall erect and maintain all necessary safeguards for such safety and protection. The Contractor shall notify owners of adjacent property and of underground facilities and utility owners when prosecution of the work may affect them and shall cooperate with them in the protection, removal, relocation, and replacement of their property. All damage, injury or loss to any property caused, directly or indirectly, in whole or in part, by the Contractor, any subcontractor, supplier or any other person or organization directly or indirectly employed by any of them to perform or furnish any of the

work or anyone for whose acts either of them may be liable, shall be remedied by the Contractor (except damage or loss attributable to the fault of drawings or specifications or to the acts or omissions of the Engineer, City or anyone employed therein or anyone for whose acts either of them may be liable, and not attributable, directly or indirectly, in whole or in part, to the fault or negligence of The Contractor). The Contractor's duties and responsibilities for the safety and protection of the work shall continue until such time as all the Work is completed and the Engineer has issued a notice to the Contractor that the work is acceptable (accept as otherwise expressly provided in connection with Substantial Completion).

The Contractor shall designate a responsible representative at the site whose duty shall be the prevention of accidents. This person shall be the Contractor's superintendent, unless otherwise designated in writing by the Contractor to the City.

In emergencies affecting the safety or protection of persons or the work or property at the site or adjacent thereto, the Contractor, without special instructions or authorization from the City, is obligated to act to prevent threatened damage, injury or loss. The Contractor shall give the City prompt, written notice if the Contractor believes that any significant changes in the work or variations from the contract documents have been caused thereby. If the City determines that a change in the contract documents is required because of the action taken in response to an emergency, a work directive change or change order will be issued to document the consequences of the changes or variations.

No separate payment will be made for safety and protection. Work, materials, and labor for this work shall be considered included in the cost of the contract.

CONSTRUCTION EASEMENTS: Temporary construction easements which provide for work that is to be done on private or commercial property are depicted on the plans, and shall not be used for any purpose other than that which is necessary to adjust the property to that required by the contract plans.

The Contractor shall not use the easement areas for storage of materials or equipment.

The temporary construction easements shall be restored to their original condition, or as directed by the Engineer, when the easement is no longer needed.

Compliance of this Special Provision shall be considered included in the cost of the contract and no additional compensation will be allowed for any costs incurred.

UNDERGROUND FACILITIES AND UTILITIES: The location of underground facilities and utilities has been determined from surface observations and available surveys and records and must be considered approximate. There may be others, the existence of which is not presently shown or known. It is the Contractor's responsibility to determine the existence and location of all underground facilities, structures and utilities and to protect them from damage during construction.

It is expected that some AT&T pedestals and/or buried cable will require relocation to accommodate this construction project. No adjustments have been made at this time.

TRENCH BACKFILL: This work shall consist of furnishing all labor, tools, equipment and performing all operation necessary to construct the trench backfill according to the Section of 208 of the Standard Specifications except as provided herein.

The material for bedding and trench backfill for storm sewer and appurtenances shall be crushed stone CA-6, CA-7, or CA-11, according to Art. 1004.01 of the specifications. Bedding and trench backfill shall be compacted to the satisfaction of the Engineer using a plate vibratory compactor or other mechanical methods approved by the Engineer.

All labor, materials and equipment to do the work, as described shall be included in the cost for TRENCH BACKFILL and no additional compensation will be allowed. This work shall be paid for the contract unit price per cubic yard for TRENCH BACKFILL.

INLETS, SPECIAL, NO. 1: This item of work shall consist of construction of inlets according to Section 602 of the Standard Specifications, the plans, as directed by the Engineer, and as herein described. At the locations shown on the plans, the contractor shall construct special inlets. The inside diameter of this structure shall be 3' x 3'. The inlet lid used shall be according to the details as shown in the plans. The ring and cover shall be according to the details shown in the plans. All inlets, Special, No. 1 shall have cast iron manhole steps in accordance with Standard 602701, Cast Iron Steps. The manhole steps shall be placed in accordance with Standard 602401, Manhole Type A.

The Contractor shall construct a concrete throat area in front of each inlet at locations according to the details shown on the plans. The cost of construction of the concrete throat area shall be considered included in the cost of constructing the inlet.

This work will be paid for at the contract unit price per each for INLETS, SPECIAL, NO. 1.

INLETS, SPECIAL, NO. 2: This item of work shall consist of construction of inlets according to Section 602 of the Standard Specifications, the plans, as directed by the Engineer, and as herein described. At the locations shown on the plans, the contractor shall construct special inlets. The inside diameter of this structure shall be 4' x 4'. The inlet lid used shall be according to the details as shown in the plans. The ring and cover shall be according to the details shown in the plans. All inlets, Special, No. 2 shall have cast iron manhole steps in accordance with Standard 602701, Cast Iron Steps. The manhole steps shall be placed in accordance with Standard 602401, Manhole Type A.

The Contractor shall construct a concrete throat area in front of each inlet at locations according to the details shown on the plans. The cost of construction of the concrete throat area shall be considered included in the cost of constructing the inlet.

This work will be paid for at the contract unit price per each for INLETS, SPECIAL, NO. 2.

INLETS, SPECIAL, NO. 3: This item of work shall consist of construction of inlets according to Section 602 of the Standard Specifications, the plans, as directed by the Engineer, and as herein described. At the locations shown on the plans, the contractor shall construct special inlets. The inside diameter of this structure shall be 5' x 5'. The inlet lid used shall be according to the details as shown in the plans. The ring and cover shall be according to the details shown in the plans. All inlets, Special, No. 3 shall have cast iron

manhole steps in accordance with Standard 602701, Cast Iron Steps. The manhole steps shall be placed in accordance with Standard 602401, Manhole Type A.

The Contractor shall construct a concrete throat area in front of each inlet at locations according to the details shown on the plans. The cost of construction of the concrete throat area shall be considered included in the cost of constructing the inlet.

This work will be paid for at the contract unit price per each for INLETS, SPECIAL, NO. 3.

STORM SEWERS, RUBBER GASKET: This work shall consist of constructing rubber-gasketed storm sewers according to Section 550 of the Standard Specifications and as specified herein. All rubber gaskets shall be of a confined O-ring design meeting the requirements of AASHTO M 315. This work will be paid for at the contract unit price per foot for STORM SEWERS, RUBBER GASKET of the class, type, and diameter specified.

INLETS TO BE ADJUSTED (SPECIAL): This work shall be according to Section 602, the details shown in the plans, and as specified herein. The Contractor shall remove the slab top and lid at the existing inlet location, provide the specified riser section, and reconstruct the top and lid assembly to the required plan specifications. This item of work will be paid for at the unit price per each for INLETS TO BE ADJUSTED (SPECIAL).

PAVEMENT REMOVAL: This work shall be according to Section 440 and as specified herein. Due to irregularities in existing bituminous base material depth, pavement removal will be nominally measured as 15" in depth, including 3" of HMA surface and 12" of oil and chip/aggregate material. Any aggregate remaining after removal to these limits may be integrated into the lime modified sub-base layer as determined by the Engineer. If said oil and chip material is removed beyond the specified pay limits, the remaining material will be paid for as EARTH EXCAVATION according to Section 202.

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH: This work shall consist of variable depth surface removal to transition the cross slope along the pavement to remain in place at the school entrance to the reconstructed pavement profile. In areas where existing curb and gutter are to remain, removal depth at the gutter flag is 2". Average removal depth for the area is 2 ½", ranging mainly from 2" – 3". Work shall be according to the applicable portions of Section 440 and to the removal depths and cross slopes shown in the plans.

This work will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

TRAFFIC CONTROL AND PROTECTION (SPECIAL): 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 "National Manual on Uniform Traffic Control Devices for Streets and Highways", Illinois Supplement to the National Manual of Uniform Traffic Control Devices, these Special Provisions, and the Traffic Control Plan 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:

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

**WORK ZONE TRAFFIC CONTROL
CONSTRUCTION AND MAINTENANCE SIGNS**

The Contractor shall endeavor to keep all roads within the project limits open to traffic as much as possible, except that closure of the road to traffic will be allowed as directed in the Staging/Traffic Control Plans. No complete road closures will be allowed until after Memorial Day to accommodate normal school scheduling. The Contractor may not close the road without providing a 14-day written notice to and approved by the Engineer. It shall be the contractor's responsibility to notify the applicable emergency services of the closure.

If at any time signs are in place but are not applicable, they shall be turned from the view of the motorist or covered as directed by the Engineer.

Traffic control shall be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL) which price shall include furnishing, installation, maintenance, relocation, and removal of all signs, cones, barricades, warning lights, flaggers, or any other traffic device necessary to complete the work as shown in the plans.

CONSTRUCTION AND MAINTENANCE SIGNS: Warning signs shall have a black legend on a fluorescent orange reflectorized background, meeting, as a minimum, Type AP reflectivity requirements noted in the table in Article 1091.03. The Contractor may substitute (48" x 48") signs, if available.

DETECTOR LOOP REPLACEMENT: This work shall consist of furnishing and installing a detector loop, of the type specified in the plans, in the pavement in conformance with the requirements of the plans, Sections 873 and 886 of the Standard Specifications, and Standards 886001 and 886006, with the following exceptions:

Replace the third paragraph of Article 886.04(a) with the following:

The loop wire shall be held tightly in the bottom of the sawed slot by means of a plastic foam type material. The "backer rod" shall completely cover the wire and provide a barrier between the wire and the sealant. The loop wires not imbedded in the pavement shall be evenly twisted approximately 5 turns per foot. The depth of the sawed slot shall be as required to provide a minimum of one-inch clearance between the surface of the pavement and the top of the baker rod. When loops are placed in the binder of base course of bituminous pavement and will be covered by an additional surface course, the clearance may be reduced to one-half inch.

Detector loops shall be placed in the pavement after milling or binder course placement and prior to final lift resurfacing.

Each detector loop lead-in shall be installed in a separate conduit as shown in the plans. His conduit extends from the edge of the pavement to the nearest hand hole.

At all locations where pavement joints that are not doweled or pavement separation cracks (including areas where bituminous pavement abuts concrete pavement) are encountered by the slots sawed for the placement of the detector loops or lead-ins, a cored expansion hole shall be made per Standard 886001. The cored expansion holes are included in this pay item and no additional compensation will be made. The location of all detector loops and number of turns shall be approved by the Engineer before any slots are sawed in the pavement.

Detector loops shall be spliced into the existing lead-in cables in the hand-hole. The splices shall be made per Section 873 of the Standard Specifications. Conductors shall be spliced in a rigid mold. Rosin-core solder shall be used. The cost of labor and material for removing existing detector loop cables from the conduit and splicing into the existing lead-in cables shall be included in the pay item DETECTOR LOOP REPLACEMENT.

This work will be paid for at the contract unit price per foot for DETECTOR LOOP REPLACEMENT, measured along the sawed slot in the pavement containing the loops and lead in, rather than the actual length of wire in the slot, which price shall be payment in full for furnishing, installing, and testing the detector loop complete in place.

HANDHOLE TO BE ADJUSTED: This work shall consist of adjusting the existing frame and lid of existing handholes to meet the grades of the proposed concrete sidewalk at locations shown on the plans. This work shall be done in accordance with the applicable portions of Sections 602 and 603 of the Standard specifications and as directed by the Engineer.

This work will be paid for at the contract unit price per each for HANDHOLE TO BE ADJUSTED.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT: This item consists of removing an existing traffic signal installation and transporting salvaged material as provided herein. This work shall conform to Section 895 of the Standard Specifications. The existing traffic signal installation shall remain in operation until the new traffic signal installation is ready for operation. Upon approval of the Engineer, the Contractor shall remove the following traffic signal equipment:

Milburn School Rd. and School Dr. Intersection – 2 Each Pedestrian Signal Head

Upon removal of the existing traffic signal equipment, the Contractor shall deliver said equipment to the City of O'Fallon, Traffic and Maintenance Yard, West 2nd St., O'Fallon, IL.

This work will be paid for at the contract unit price per each for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

COMPLETION DATE PLUS WORKING DAYS: The Contractor shall complete grading, sub-base preparation, storm sewer and curb and gutter construction, HMA paving, signal modification, and pavement marking work by September 30, 2017 at which time the roadway will be open to public traffic. After the completion date, an additional 10 working days will be allowed to complete seeding, sidewalk construction, clean-up, and all other incidental work as approved by the Engineer.