



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 26, 2009

SUBJECT: FAI Route 80 (I-80)
Project NHF-80-1(146)
Section (81-1)R-1
Rock Island County
Contract No. 64933
Item No. 68, March 6, 2009 Letting
Addendum B

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 the Table of Contents to the Special Provisions.
3. Revised pages 1-5, 10, 12, 15-20, 27-29, 87 & 88 of the Special Provisions.
4. Added pages 98 & 99 to the Special Provisions.
5. Revised sheets 1-9, 13-25, 30, 31, 33-55, 62-77, 92-94, 101, 102, 108, 110, 124, 130, 143-150, 154-159, 199-201, 213, 214 & 221-292 of the Plans.
6. Added sheets 2A, 39A, 114A, 114B, 217A, 219A, 219B, 262A, 270A, 292A, 292B & 292C to 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 J. Ingersoll, Chief
Bureau of Design and Environment

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger' with a small 'P.E.' to the right.

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

cc: George F. Ryan, Region 2, District 2; N. R. Stoner; Bill Frey; R. E. Anderson;
Estimates

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 64933

State Job # - C-92-117-08
 PPS NBR - 2-16060-0200
 County Name - ROCK ISLAND- -
 Code - 161 - -
 District - 2 - -
 Section Number - (81-1)R-1

Project Number
 NHF-0801/146/000

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** REVISED : FEBRUARY 24, 2009

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|-------------|-----------------------|-----------------|------------|---|------------|---|-------------|
| A2001714 | T-ACER SACR 1-3/4 | EACH | 50.000 | | | | |
| A2005014 | T-GYMNOCLA DIO 1-3/4 | EACH | 25.000 | | | | |
| A2006514 | T-QUERCUS BICOL 1-3/4 | EACH | 50.000 | | | | |
| A2006714 | T-QUERCUS MACR 1-3/4 | EACH | 50.000 | | | | |
| B2004514 | T-MALUS R J TF 1-3/4 | EACH | 44.000 | | | | |
| B2004814 | T-MALUS SAR TF 1-3/4 | EACH | 40.000 | | | | |
| XX002866 | CONC BAR WALL SPL | CU YD | 69.000 | | | | |
| XX003982 | VIDEO VEH DET SYS | L SUM | 1.000 | | | | |
| X0321478 | MAIN EX LT SYS COMP | L SUM | 1.000 | | | | |
| X0322352 | SEEDING MOBILIZATION | EACH | 4.000 | | | | |
| X0324181 | DISCON SN LTG/RM WIRE | EACH | 3.000 | | | | |
| X0324652 | TRACER CABLE | FOOT | 11,202.000 | | | | |
| X0324915 | RELOC LT UNIT & POLE | EACH | 15.000 | | | | |
| X0325194 | IMP ATTEN FRN TL3 SPL | EACH | 1.000 | | | | |
| X0326207 | REM & REPL WEATHR STA | L SUM | 1.000 | | | | |

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|-------------|-----------------------|-----------------|-------------|---|------------|---|-------------|
| X0326274 | REAL-TIME TR CONT SYS | L SUM | 1.000 | | | | |
| X0349800 | CONC HDWL - P UNDR RM | EACH | 8.000 | | | | |
| X0712400 | TEMP PAVEMENT | SQ YD | 634.000 | | | | |
| X0919000 | TEMP PAVT REMOVAL | SQ YD | 634.000 | | | | |
| X0976500 | END SECTIONS REMOVED | EACH | 4.000 | | | | |
| X4400198 | CONC BARRIER REM SPL | FOOT | 460.000 | | | | |
| X6050700 | REMOVE INLET BOX | EACH | 6.000 | | | | |
| X7050167 | TEMP TRBT T1 SPL TAN | EACH | 5.000 | | | | |
| X7330105 | OSS WALKWAY TY A | FOOT | 133.950 | | | | |
| X8410105 | TEMP LIGHTING SYSTEM | EACH | 2.000 | | | | |
| Z0013798 | CONSTRUCTION LAYOUT | L SUM | 1.000 | | | | |
| Z0014800 | CULVERT TO BE CLEANED | FOOT | 5,335.000 | | | | |
| Z0021500 | EXPANSION JOINT 3 | FOOT | 78.000 | | | | |
| Z0026290 | F&I WEIGH-IN-MOT COMP | L SUM | 1.000 | | | | |
| Z0028415 | GEOTECHNICAL REINF | SQ YD | 174,619.000 | | | | |

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| Z0030030 | IMP ATTEN FRD NAR TL3 | EACH | 2.000 | | | | |
| Z0030260 | IMP ATTN TEMP FRN TL3 | EACH | 2.000 | | | | |
| Z0030330 | IMP ATTN REL FRD TL3 | EACH | 2.000 | | | | |
| Z0056220 | SAND MOD IMP ATT REM | EACH | 24.000 | | | | |
| Z0065900 | SPL DITCH CHECKS | EACH | 3.000 | | | | |
| Z0076870 | UNDR CONNECT TO STR | EACH | 17.000 | | | | |
| 20100110 | TREE REMOV 6-15 | UNIT | 222.000 | | | | |
| 20100210 | TREE REMOV OVER 15 | UNIT | 255.000 | | | | |
| 20100500 | TREE REMOV ACRES | ACRE | 4.000 | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 95,150.000 | | | | |
| 20201006 | GRADING & SHAP SHLDS | UNIT | 114.000 | | | | |
| 20700220 | POROUS GRAN EMBANK | CU YD | 8.000 | | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 795.000 | | | | |
| 25000210 | SEEDING CL 2A | ACRE | 30.750 | | | | |
| 25000310 | SEEDING CL 4 | ACRE | 3.250 | | | | |

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| 25000400 | NITROGEN FERT NUTR | POUND | 3,020.000 | | | | |
| 25000500 | PHOSPHORUS FERT NUTR | POUND | 3,020.000 | | | | |
| 25000600 | POTASSIUM FERT NUTR | POUND | 3,020.000 | | | | |
| 25000750 | MOWING | ACRE | 20.000 | | | | |
| 25100115 | MULCH METHOD 2 | ACRE | 3.250 | | | | |
| 25100630 | EROSION CONTR BLANKET | SQ YD | 82,510.000 | | | | |
| 25100900 | TURF REINF MAT | SQ YD | 9,798.000 | | | | |
| 28000250 | TEMP EROS CONTR SEED | POUND | 12,380.000 | | | | |
| 28000300 | TEMP DITCH CHECKS | EACH | 358.000 | | | | |
| 28000400 | PERIMETER EROS BAR | FOOT | 10,295.000 | | | | |
| 28000500 | INLET & PIPE PROTECT | EACH | 35.000 | | | | |
| 28100101 | STONE RIPRAP CL A1 | SQ YD | 2,077.000 | | | | |
| 28100105 | STONE RIPRAP CL A3 | SQ YD | 1,365.000 | | | | |
| 28100107 | STONE RIPRAP CL A4 | SQ YD | 1,324.000 | | | | |
| 28100109 | STONE RIPRAP CL A5 | SQ YD | 753.000 | | | | |

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| 28200200 | FILTER FABRIC | SQ YD | 10,989.000 | | | | |
| 28300470 | AGGREGATE DITCH 12 | SQ YD | 5,805.000 | | | | |
| 28400100 | GABIONS | CU YD | 11.000 | | | | |
| 31100910 | SUB GRAN MAT A 12 | SQ YD | 139,473.000 | | | | |
| 31100935 | SUB GRAN MAT A 18 | SQ YD | 11,812.000 | | | | |
| 31100965 | SUB GRAN MAT A 24 | SQ YD | 25,517.000 | | | | |
| 31101000 | SUB GRAN MAT B | TON | 1,930.000 | | | | |
| 31103000 | SUB GRAN MAT SPL | SQ YD | 42,195.000 | | | | |
| 31200500 | STAB SUBBASE HMA 4 | SQ YD | 163,474.000 | | | | |
| 40600200 | BIT MATLS PR CT | TON | 0.600 | | | | |
| 40600215 | P BIT MATLS PR CT | TON | 6.900 | | | | |
| 40600300 | AGG PR CT | TON | 37.300 | | | | |
| 40600535 | LEV BIND HM N70 | TON | 15.000 | | | | |
| 40600645 | LEV BIND MM N90 | TON | 34.000 | | | | |
| 40600837 | P LEV BIND MM N70 | TON | 1,340.000 | | | | |

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| 40600895 | CONSTRUC TEST STRIP | EACH | 1.000 | | | | |
| 40600982 | HMA SURF REM BUTT JT | SQ YD | 281.000 | | | | |
| 40600985 | PCC SURF REM BUTT JT | SQ YD | 160.000 | | | | |
| 40603090 | HMA BC IL-19.0 N90 | TON | 48.000 | | | | |
| 40603310 | HMA SC "C" N50 | TON | 951.000 | | | | |
| 40603345 | HMA SC "D" N90 | TON | 78.000 | | | | |
| 40603540 | P HMA SC "D" N70 | TON | 1,360.000 | | | | |
| 40800050 | INCIDENTAL HMA SURF | TON | 214.000 | | | | |
| 42000551 | PCC PVT 12 1/2 JOINTD | SQ YD | 10,377.000 | | | | |
| 42001165 | BR APPR PAVT | SQ YD | 258.000 | | | | |
| 42001700 | FURNISH PROFILOGRAPH | L SUM | 1.000 | | | | |
| 42100350 | CONT R PCC PVT 12 1/2 | SQ YD | 117,811.000 | | | | |
| 42100950 | PAVT REINF 12 1/2 | SQ YD | 117,811.000 | | | | |
| 42101020 | WF BM TERM JT COMP 24 | EACH | 2.000 | | | | |
| 42101300 | PROTECTIVE COAT | SQ YD | 59,185.000 | | | | |

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| 44000100 | PAVEMENT REM | SQ YD | 6,639.000 | | | | |
| 44000162 | HMA SURF REM 3 1/4 | SQ YD | 23,929.000 | | | | |
| 44000198 | HMA SURF REM VAR DP | SQ YD | 1,200.000 | | | | |
| 44000500 | COMB CURB GUTTER REM | FOOT | 1,840.000 | | | | |
| 44000700 | APPROACH SLAB REM | SQ YD | 172.000 | | | | |
| 44001980 | CONC BARRIER REMOV | FOOT | 1,466.000 | | | | |
| 44002010 | CONC MEDIAN REMOV | FOOT | 10.000 | | | | |
| 44002020 | CONC MEDIAN SURF REM | SQ FT | 7,976.000 | | | | |
| 44002100 | CONT REINF C PAVT REM | SQ YD | 60,278.000 | | | | |
| 44004000 | PAVED DITCH REMOVAL | FOOT | 4,929.000 | | | | |
| 44004250 | PAVED SHLD REMOVAL | SQ YD | 24,858.000 | | | | |
| 44200545 | CL A PATCH T3 9 | SQ YD | 599.000 | | | | |
| 44200547 | CL A PATCH T4 9 | SQ YD | 240.000 | | | | |
| 44200559 | CL A PATCH T4 10 | SQ YD | 58.000 | | | | |
| 44213000 | PATCH REINFORCEMENT | SQ YD | 853.000 | | | | |

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| 44213200 | SAW CUTS | FOOT | 3,238.000 | | | | |
| 48100100 | AGGREGATE SHLDS A | TON | 2,128.000 | | | | |
| 48300500 | PCC SHOULDERS 10 | SQ YD | 18.000 | | | | |
| 48300710 | PCC SHOULDERS 12 1/2 | SQ YD | 28,081.000 | | | | |
| 50104400 | CONC HDWL REM | EACH | 14.000 | | | | |
| 50105220 | PIPE CULVERT REMOV | FOOT | 1,323.000 | | | | |
| 50300225 | CONC STRUCT | CU YD | 7.800 | | | | |
| 50800105 | REINFORCEMENT BARS | POUND | 23,406.000 | | | | |
| 50800205 | REINF BARS, EPOXY CTD | POUND | 33,420.000 | | | | |
| 542A0229 | P CUL CL A 1 24 | FOOT | 54.000 | | | | |
| 542A1069 | P CUL CL A 2 24 | FOOT | 1,440.000 | | | | |
| 542D0223 | P CUL CL D 1 18 | FOOT | 230.000 | | | | |
| 542D1069 | P CUL CL D 2 24 | FOOT | 20.000 | | | | |
| 54213669 | PRC FLAR END SEC 24 | EACH | 14.000 | | | | |
| 54213681 | PRC FLAR END SEC 36 | EACH | 1.000 | | | | |

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| 54215553 | MET END SEC 18 | EACH | 1.000 | | | | |
| 54215979 | R C PIPE ELBOW 24 | EACH | 1.000 | | | | |
| 54244405 | FL INLT BX MED 542546 | EACH | 12.000 | | | | |
| 54245805 | INLET BOX 542516 | EACH | 5.000 | | | | |
| 54390130 | INSERT CUL LIN 16 | FOOT | 60.000 | | | | |
| 54390200 | INSERT CUL LIN 28 | FOOT | 150.000 | | | | |
| 60100060 | CONC HDWL FOR P DRAIN | EACH | 97.000 | | | | |
| 60107600 | PIPE UNDERDRAINS 4 | FOOT | 30,989.000 | | | | |
| 60108100 | PIPE UNDERDRAIN 4 SP | FOOT | 2,052.000 | | | | |
| 60218300 | MAN TA 4 DIA T1F OL | EACH | 4.000 | | | | |
| 60264415 | INL RECON N 542546F&G | EACH | 3.000 | | | | |
| 60270000 | DR STR T4 W/1 T20F&G | EACH | 3.000 | | | | |
| 60270055 | DR STR T5 W/2 T22F&G | EACH | 1.000 | | | | |
| 60500060 | REMOV INLETS | EACH | 13.000 | | | | |
| 60619600 | CONC MED TSB6.12 | SQ FT | 10,242.000 | | | | |

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| 60620400 | CONC MED TSB9.06 | SQ FT | 75.000 | | | | |
| 63000000 | SPBGR TY A | FOOT | 3,575.000 | | | | |
| 63100045 | TRAF BAR TERM T2 | EACH | 6.000 | | | | |
| 63100070 | TRAF BAR TERM T5 | EACH | 1.000 | | | | |
| 63100085 | TRAF BAR TERM T6 | EACH | 1.000 | | | | |
| 63100167 | TR BAR TRM T1 SPL TAN | EACH | 7.000 | | | | |
| 63200310 | GUARDRAIL REMOV | FOOT | 2,418.000 | | | | |
| 63500105 | DELINEATORS | EACH | 171.000 | | | | |
| 63500310 | REM & REIN DELINEATOR | EACH | 86.000 | | | | |
| 63700275 | CONC BAR 2F 42HT | FOOT | 1,450.000 | | | | |
| 63801205 | TEMP MOD GLARE SCREEN | FOOT | 2,200.000 | | | | |
| 64200105 | SHOULDER RUMBLE STRIP | FOOT | 43,193.000 | | | | |
| 66700305 | PERM SURV MKRS T2 | EACH | 2.000 | | | | |
| 67000400 | ENGR FIELD OFFICE A | CAL MO | 32.000 | | | | |
| 67100100 | MOBILIZATION | L SUM | 1.000 | | | | |

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| 70100205 | TRAF CONT-PROT 701401 | EACH | 6.000 | | | | |
| 70100207 | TRAF CONT-PROT 701402 | EACH | 2.000 | | | | |
| 70100410 | TRAF CONT-PROT 701416 | EACH | 3.000 | | | | |
| 70100420 | TRAF CONT-PROT 701411 | EACH | 1.000 | | | | |
| 70100700 | TRAF CONT-PROT 701406 | L SUM | 1.000 | | | | |
| 70100820 | TRAF CONT-PROT 701451 | L SUM | 1.000 | | | | |
| 70101005 | TC-PROT 701401 SPL | EACH | 4.000 | | | | |
| 70101605 | TC-PROT 701402 SPL | EACH | 3.000 | | | | |
| 70103710 | TRAF CONT FOR RAMPS | L SUM | 1.000 | | | | |
| 70103815 | TR CONT SURVEILLANCE | CAL DA | 300.000 | | | | |
| 70106800 | CHANGEABLE MESSAGE SN | CAL MO | 18.000 | | | | |
| 70106810 | CHANGE MESSAGE SN SPL | CAL MO | 90.000 | | | | |
| 70300100 | SHORT-TERM PAVT MKING | FOOT | 6,735.000 | | | | |
| 70300220 | TEMP PVT MK LINE 4 | FOOT | 176,062.000 | | | | |
| 70300240 | TEMP PVT MK LINE 6 | FOOT | 450.000 | | | | |

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| 70300625 | TEMP PT PVT M LINE 4 | FOOT | 40,480.000 | | | | |
| 70300635 | TEMP PT PVT M LINE 6 | FOOT | 5,654.000 | | | | |
| 70300640 | TEMP PT PVT M LINE 8 | FOOT | 8,123.000 | | | | |
| 70301000 | WORK ZONE PAVT MK REM | SQ FT | 54,479.000 | | | | |
| 70400100 | TEMP CONC BARRIER | FOOT | 38,175.000 | | | | |
| 70400200 | REL TEMP CONC BARRIER | FOOT | 900.000 | | | | |
| 70500100 | TEMP SPBGR TY A | FOOT | 750.000 | | | | |
| 70500625 | TEMP TR BAR TERM T2 | EACH | 1.000 | | | | |
| 72400500 | RELOC SIN PAN ASSY TA | EACH | 4.000 | | | | |
| 72400600 | RELOC SIN PAN ASSY TB | EACH | 5.000 | | | | |
| 72400710 | RELOC SIGN PANEL T1 | SQ FT | 76.900 | | | | |
| 72400720 | RELOC SIGN PANEL T2 | SQ FT | 279.000 | | | | |
| 72400730 | RELOC SIGN PANEL T3 | SQ FT | 4,091.000 | | | | |
| 72600100 | MILEPOST MKR ASSEMBLY | EACH | 8.000 | | | | |
| 72700100 | STR STL SIN SUP BA | POUND | 25,711.000 | | | | |

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| 72800100 | TELES STL SIN SUPPORT | FOOT | 172.000 | | | | |
| 72900100 | METAL POST TY A | FOOT | 132.000 | | | | |
| 73000100 | WOOD SIN SUPPORT | FOOT | 532.000 | | | | |
| 73100100 | BASE TEL STL SIN SUPP | EACH | 12.000 | | | | |
| 73300100 | OVHD SIN STR-SPAN T1A | FOOT | 192.000 | | | | |
| 73300200 | OVHD SIN STR-SPAN T2A | FOOT | 104.000 | | | | |
| 73302190 | OSS CANT 3CA 2-0X7-0 | FOOT | 39.750 | | | | |
| 73400100 | CONC FOUNDATION | CU YD | 53.500 | | | | |
| 73400200 | DRILL SHAFT CONC FDN | CU YD | 189.000 | | | | |
| 73600100 | REMOV OH SIN STR-SPAN | EACH | 3.000 | | | | |
| 73600200 | REMOV OH SIN STR-CANT | EACH | 1.000 | | | | |
| 73700100 | REM GR-MT SIN SUPPORT | EACH | 41.000 | | | | |
| 73700200 | REM CONC FDN-GR MT | EACH | 41.000 | | | | |
| 73700300 | REM CONC FDN-OVHD | EACH | 7.000 | | | | |
| 78008210 | POLYUREA PM T1 LN 4 | FOOT | 87,185.000 | | | | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 64933

State Job # - C-92-117-08
 PPS NBR - 2-16060-0200
 County Name - ROCK ISLAND- -
 Code - 161 - -
 District - 2 - -
 Section Number - (81-1)R-1

Project Number
 NHF-0801/146/000

Route
 FAI 80

** REVISED : FEBRUARY 24, 2009

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|-------------|-----------------------|-----------------|------------|---|------------|---|-------------|
| 78008230 | POLYUREA PM T1 LN 6 | FOOT | 10,144.000 | | | | |
| 78008240 | POLYUREA PM T1 LN 8 | FOOT | 10,470.000 | | | | |
| 78008250 | POLYUREA PM T1 LN 12 | FOOT | 3,868.000 | | | | |
| 78100100 | RAISED REFL PAVT MKR | EACH | 322.000 | | | | |
| 78200100 | MONODIR PRIS BAR REFL | EACH | 196.000 | | | | |
| 78200200 | BIDIR PRIS BAR REFL | EACH | 127.000 | | | | |
| 78200450 | MONODIR GDRL REFL | EACH | 86.000 | | | | |
| 78201000 | TERMINAL MARKER - DA | EACH | 13.000 | | | | |
| 78300100 | PAVT MARKING REMOVAL | SQ FT | 2,561.000 | | | | |
| 78300200 | RAISED REF PVT MK REM | EACH | 250.000 | | | | |
| 81020500 | CON P 2 IM | FOOT | 116.000 | | | | |
| 81603035 | UD 2#6 #6G XLPUSE 1 | FOOT | 2,881.000 | | | | |
| 81900200 | TR & BKFIL F ELECT WK | FOOT | 2,910.000 | | | | |
| 83600100 | LIGHT POLE FDN | EACH | 15.000 | | | | |
| 83800650 | BKWY DEV COU SS SCRN | EACH | 60.000 | | | | |

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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 FAI Route 80 (I-80), Project NHF-080-1 (146) 000, Section (81-1)R-1, Rock Island County, Contract #64933, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

I-80 from the Mississippi River to 0.8 mile north of IL 5/IL 92 Interchange.

DESCRIPTION OF PROJECT

Reconstruction of existing 4-lane to 6-lane section of CRCP with 12' PCC shoulders and auxiliary lanes. Mill and resurface IL 84 ramps.

TRAFFIC CONTROL PLAN

Effective January 14, 1999

Traffic Control shall be according to 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 on 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.

Standards:

701101, 701106, 701400, 701401, 701406, 701402, 701411, 701416, 701426, 701451, 701901, 704001

Details: No traffic control tapers or partial lane closures on the bridge will be allowed. Traffic control devices for Highway Standard 701400 shall not be placed on the bridge.

If spacing does not allow Highway Standard 701400 to be completely set up in Illinois, it shall be placed on the Iowa side of the Mississippi River. All traffic control devices shall be removed from the Mississippi River Bridge when not in use.

Highway Standard 701401 if placed on the bridge shall be paid for as TRAFFIC CONTROL AND PROTECTION 701401 (SPECIAL) and begin in State of Iowa and close a full lane width the entire length (3482 feet) of the bridge.

Revised 02/26/2009

Highway Standard 701402 if placed on the bridge shall be paid for as TRAFFIC CONTROL AND PROTECTION 701402 (SPECIAL) and begin in State of Iowa and close a full lane width the entire length (3482 feet) of the bridge.

Signs: No bracing shall be allowed on post-mounted signs.

Post-mounted signs shall be installed using standard 720011, 728001, 729001, on 4"x4" wood posts, or on any other "break away" connection if accepted by the FHWA and corresponding letter is provided to the resident.

All signs are required on both sides of the road when the median is greater than 10 feet and on one way roadways.

The "WORKERS" (W21-1a(O)-48) signs shall be replaced with symbol "Right or Left Lane Closed Ahead" (W4-2R or L(O)-48) signs on multilane roadways.

"BUMP" (W8-1(O)48) signs shall be installed as directed by the Engineer.

"LOW SHOULDER" W8-9(O)48 signs shall be installed at 2 mile intervals or as directed by the Engineer.

When covering existing Department signs, no tape shall be used on the reflective portion of the sign. Contact the District sign shop for covering techniques.

Devices: Direction Indicator Barricades shall exclusively be used in lane closure tapers. They shall be used only when traffic is being merged with an adjacent through lane or shifted onto a median crossover.

Vertical barricades shall not be used in weaves, in the gore areas on Highway Standard 701411, or for traffic control for turn bays to remain open to traffic.

Flaggers: Flaggers shall comply with all requirements contained in the Department's "Flagger Handbook" with the following exception: The ANSI Class 2 vest will not be supplied by the Department.

In addition to the flaggers shown on applicable standards, at the ramp termini on IL 84 a flagger shall be required at the approach to ramps when work activities encroach into any closed IL 84 lane. This work shall be included in the cost of Traffic Control and Protection Standard 701451.

In addition to the flaggers shown on applicable standards, a flagger shall be required when ramp work activities involve combination curb & gutter or concrete median surface. This work shall be included in the cost of Traffic Control and Protection Standard 701451.

When the road is closed to through traffic and it is necessary to provide access for local traffic, all flaggers as shown on the applicable standards will be required. No reduction in the number of flaggers shall be allowed.

Pavement Marking: Temporary pavement markings shall not be included in the cost of standards 701106, 701400, 701402, 701416, 701426 or 701451, rather they shall be paid for separately at the contract unit prices of specified temporary pavement marking items.

Revised 02/26/2009

Highway Standards Application. Traffic Control and Protection Standard 701401: The barricades as shown in Standard 701401 shall not encroach on the lane open to traffic at any time. The only exception to this will be in the immediate work area when workers are present, then the barricades may be moved out to permit the construction operation.

This work shall be included in the contract unit price per Each for TRAFFIC CONTROL AND PROTECTION STANDARD 701401.

Traffic Control and Protection Standard 701451: The closure of ramp termini on IL 84 shall be done in accordance with Traffic Control and Protection Standard 701451 and as shown in the staging plans.

This work shall be paid for at the contract unit price per Lump Sum for TRAFFIC CONTROL AND PROTECTION STANDARD 701451.

Standards 701400, 701401, 701402, 701406, 701411, 701416, 701421, 701422, 701423, 701426 and 701446: The Contractor shall equip all machinery and vehicles with revolving amber lights, installed so the illumination is visible from all directions.

The median crossover will generally not be available for Contractor use. It may be used only when both lanes adjacent to the median are closed. Under no condition shall left turn lanes be made to cross the median from lanes open to traffic.

Parking of personal vehicles within the interstate right of way will be strictly prohibited. Parking of construction equipment within the right of way will be permitted only at locations approved by the Engineer.

Traffic Control for Ramps: This work shall consist of furnishing, installation, maintenance, and removal of work zone traffic control and protection to maintain access to and from the Scenic Overlook/Rest Area located within the project limits.

Ramps to and from the Scenic Overlook/Rest Area shall remain open at all times, except for a maximum of six weeks after September 8, 2009. The ramps shall be reopened no later than November 20, 2009. The Contractor shall notify Jerry McCormick at 815/284-5400 a minimum of one month prior to the closure of ramps at this location. The Contractor must maintain access to the buildings at all times so that workers can complete daily cleaning and other maintenance tasks.

This work shall be paid for at the contract unit price per Lump Sum for TRAFFIC CONTROL FOR RAMPS.

Additional traffic control needed to keep these ramps open other than that shown in the plans will be included in the various traffic control pay items and no additional compensation shall be granted.

Ramp Closure Signage Requirements: This work shall be done according to the Staging Details, Section 701 of the Standard Specifications, and as noted herein.

Revised 02/26/2009

The Contractor shall notify the Traffic Operations Section of the Bureau of Operations by fax (815/284-5489) and the Bureau of Project Implementation (815/284-5348) in writing by means of fax (to the numbers provided) and also by letter to the District Office. **This request shall be submitted a minimum of three weeks (21 days) prior to the anticipated closure date to allow the State adequate time to set the detour route.**

Signing and devices required to close the ramps, according to the staging detail and as contained herein, shall be the responsibility of the Contractor. Detour signing required to detour traffic to alternate routes shall be the responsibility of the Department. The day the detour signing begins, the detour will be in effect at 1:00 p.m. No detour shall be erected on Monday or Friday.

The CLOSED panels shall be used to cover the signs as noted in the plans mounted on the overhead sign trusses and any shoulder mount signs supported by breakaway steel sign supports. The panels shall be 10 feet wide by 2 feet tall and made of 0.125 inch thick aluminum sheeted with Type ZZ Fluorescent Orange sign sheeting, and the lettering of the word CLOSED shall be 12 inch "D" series black letters. The CLOSED panels shall be mounted to the existing signs by means of using rivets only. The panels shall be placed on the existing signs at a 45 degree angle with the letter "C" being toward the lower left corner and the letter "D" being towards the upper right corner.

For the closure of the Scenic Overlook/Rest Area ramps, this work shall be included in the contract unit price per Lump Sum for TRAFFIC CONTROL FOR RAMPS. For all other ramp closures, this work shall be included in the contract unit price per Each for TRAFFIC CONTROL AND PROTECTION STANDARD 701416.

Work Restrictions: Work shall progress in the following order: Stage 1A, Stage 1B, Stage 1C, Stage 1D, Stage 1E, Stage 1F, Stage 1G.

Stage 1B, Stage 1C and Stage 1E shall not be started until the previous stage of work is completed.

Stage 1D can be started any time after Stage 1B is started.

Maintenance of Traffic: One lane of traffic, in each direction or as shown in the plans, shall be maintained using Traffic Control and Protection Standard 701416.

The Contractor shall be required to notify the Rock Island County Highway Department, the Village of Rapids City, the Illinois State Police (District 7), Rock Island County Sheriff Department, Iowa Department of Transportation, Iowa State Police, Scott County (Iowa) Sheriff Department, Scott County (Iowa) Highway Department, the Village of Le Claire, the corresponding Township Commissioner, emergency response agencies (i.e.: fire, ambulance, police), school bus companies and written notification to the Department of Transportation (Bureau of Project Implementation) regarding changes in lane closures, changes in traffic control and protection, and any changes to the traffic control plans. This list of agencies to be contacted is not all inclusive and may be expanded or reduced as directed by the Engineer.

Placing and removing pavement marking shall be completed using Traffic Control and Protection Standard 701426.

Revised 02/26/2009

When at any time a lane on the bridge is closed using drums, Traffic Control and Protection Standard 701401 (Special) shall be used.

When at any time on the bridge Temporary Barrier Wall is used for head-to-head traffic, Traffic Control and Protection Standard 701402 (Special) shall be used.

When mainline work closes ramps, the ramp will be closed using Traffic Control and Protection Standard 701451.

When miscellaneous tasks need to be completed and other traffic control is not in place, use Traffic Control and Protection Standard 701406.

The Contractor shall notify the Traffic Operations Section of the Bureau of Operations 21 days prior to any of the following events: project start-up, starting a new stage of construction and ramp closures. Contact shall be made by fax (815/284-5489) and also by letter to the District Office.

Changes to the Traffic Control Plan by the Contractor shall be submitted in writing to the Bureau of Project Development, Dixon, Illinois for review for compliance with the Work Zone Safety and Mobility Plan prior to implementation of any such changes.

HOT-MIX ASPHALT SURFACE COURSE, CUT OFF DATE

Effective: December 8, 1998

Revised: October 17, 2007

Placement of Hot-Mix Asphalt Surface Course will not be permitted after October 15 unless approved, in writing, by the Resident Engineer.

GUARDRAIL REMOVAL

Effective August 20, 1990

Revised August 26, 1997

This work shall be done in accordance with Section 632 of the Standard Specifications except that all removed guardrail will become the property of the Contractor.

This work will be paid for at the contract unit price per meter (foot) for GUARDRAIL REMOVAL, measured from center-to-center of end post.

GEOTECHNICAL REINFORCEMENT

Revised September 1, 2004

Biaxial Geogrid Flat Installation

This work consists of furnishing and installing an integrally-formed polypropylene geotechnical grid reinforcement material. The grid shall have an aperture, rib and junction cross section sufficient to permit significant mechanical interlock with the material being reinforced. There shall be a high continuity of tensile strength through all ribs and junctions of the grid material to reinforce the embankment or subgrade as shown on the plans and specifications.

Revised 02/26/2009

The concrete pavement shall be removed according to Section 440 and shall be crushed to meet the gradation requirements for CA 02 in accordance with Section 1004 of the Standard Specifications.

All reinforcement, other metal material remnants, flexible joint sealant and soil shall be removed from the concrete and disposed of by the Contractor. The crushed concrete shall be stockpiled for use as subbase material within the project limits.

This work shall be paid for at the contract unit price per Square Yard for CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REMOVAL.

PIPE CULVERT REMOVAL

Effective August 20, 2008

This work shall consist of the removal of concrete and metal pipe culverts. This work shall conform to Section 501 of the Standard Specification for Road and Bridge Construction.

Method of Measurement. Removal of existing culverts will be measured for payment in place, in feet along the invert of the culvert.

Excavation of earth necessary to perform the removal of existing structure will not be measured for payment.

Basis of Payment. This work will be paid for at the contract unit price per foot for PIPE CULVERT REMOVAL.

Additional material required for backfilling within the roadbed, will be paid for as TRENCH BACKFILL.

Revised 02/26/2009

Basis of Payment: This work will be paid for at the contract unit price per calendar month for CHANGEABLE MESSAGE SIGN, SPECIAL.

LIGHT POLE FOUNDATION

This work shall be done in accordance with Section 836 of the current "Standard Specifications for Road and Bridge Construction", insofar as applicable and as detailed on the Plans.

The contractor shall verify the depth, bolt circle, and anchor bolt size for each Light Pole Foundation of the existing equipment and replace with the same like foundation type for relocating the Light Pole Unit.

The conduit used in the foundation shall be PVC conduit as detailed on the Plans. Grounding and anchor rods shall be included in the cost of light pole foundation.

Basis of Payment: This work will be paid for at the contract unit price per EACH for LIGHT POLE FOUNDATION.

Breakaway Device Coupling will be paid for separately.

EXPANSION JOINT 3"

Effective August 5, 2008

This work shall consist of constructing neoprene pavement expansion joints of the specified width.

The work and materials shall be in accordance with Section 520 of the Standard Specification for Road and Bridge Construction, Highway Standards and plan details.

Revised 02/26/2009

SEEDING MOBILIZATION

Effective: May 9, 2000

Revised: August 22, 2008

This work shall consist of preparatory work and operations necessary for the movement of equipment, personnel, and supplies to the job site necessary for permanent seeding work on the project during construction activities when seeding is requested by the Engineer.

The Contractor shall coordinate his work so no more than 10 acres are disturbed at a time. All work in this area shall be completed and the area permanently seeded before additional areas are disturbed. Under no conditions shall the Contractor prolong final grading and shaping so the entire project can be permanently seeded at one time.

Wherever possible, permanent seeding and the permanent erosion control should be installed. The ditch bottoms and backslopes should not be disturbed again unless the seeding hasn't become established. If the foreslopes need to be regraded to the new shoulder, all work shall be confined to the foreslope and any damage to the ditch bottom, backslope, or permanent erosion control shall be repaired at the Contractor's expense.

Method of Measurement. This work shall be measured for payment in units of each.

This work will be paid each time the Engineer requires the Contractor to bring equipment to permanently seed, fertilize, and mulch the jobsite. If the equipment is already on the site, this will not be paid for again.

Basis of Payment. This work will be paid for at the contract unit price per each for SEEDING MOBILIZATION.

Revised 02/26/2009

REAL-TIME TRAFFIC CONTROL SYSTEM

Revised July 22, 2008

Description: This item shall consist of furnishing, installing, and maintaining an automated portable Real-Time Traffic Control System (RTTCS) meeting the requirements noted herein and providing the maintenance of the system during the duration of the work.

The Contractor shall furnish said system for measuring and delivering condition-responsive messages on the following segments of travel:

1. I-80 (EB) between US Rte. 67 & Middle Road
2. I-80 (EB) between Interstate 74 & Middle Rd
3. I-80 (EB) between Interstate 280 & Interstate 74
4. I-80 (WB) between the Green River & the south project limits.
5. I-88 (WB) from I-88 mile post 5 to I-80 interchange
6. Up to four (4) additional segments of travel measuring may be added to the system by the Engineer.

The RTTCS system will be located within an approximate 20 mile radius of the project limits. The RTTCS system shall be installed and operational two weeks prior to any lane closures on FAI Route 80 and shall remain in place until the project is complete.

The RTTCS system shall consist of, at a minimum:

- Ten to twenty portable changeable message signs (CMS) remotely controlled via central computer base station.
- Six to ten portable traffic sensors electronically linked to a central computer base station.
- One central base station equipped with appropriate software and dedicated network connection.
- One portable computer equipped with software and modem for wireless field communications with message boards, sensors, cameras, and central base station computer for the Engineer's use.
- Software in which changes can be made to the system remotely by authorized users through a password protected communication link.
- A website that displays location of devices and their current status.

The exact locations of all devices shall be determined as part of an on-site communications analysis with the Contractor. Proposed CMS locations are shown in plans.

The RTTCS shall meet the following specifications:

General System Functionality

- The RTTCS shall be capable of acquiring traffic data and selecting motorist information messages automatically without operator intervention after system initialization.
- The RTTCS shall utilize full-size portable Changeable Message Signs (CMS's) to convey real-time traffic condition information to motorists.

Revised 02/26/2009

- The RTTCS shall operate continuously (24 hours, 7 days a week) for the duration of the project, except during winter shut-down. During winter shut-down, all CMS equipment shall be turned away from the view of motorists or removed from the right-of-way.
- To support special circumstances, the RTTCS shall allow authorized users to manually override motorist information messages for a user-specified duration, after which automatic operation will resume with display of messages appropriate to then prevailing traffic conditions.
- Critical system operator control functions shall be password protected.
- The RTTCS shall be capable of providing current operational status (i.e., current traffic data and messages, communications system, sign, sensor, and camera functioning) via the central base station computer and via the internet to a web-browser-equipped remote computer.
- Via the central base station and a remote computer, the RTTCS shall provide a full color map depicting the project area with locations of traffic sensors, CMS's, and cameras.
- 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 CMS.
- The RTTCS shall be capable of delivering messages remotely, to alert support staff to trouble conditions or changes in the CMS.

RTTCS Traffic Data Acquisition

- To allow for motorist information messages of high specificity, the RTTCS shall acquire quantitative traffic data using an accurate speed measurement technique that includes the capability of detecting stopped traffic and of counting traffic volume.
- The RTTCS's traffic sensors shall be of a type whose accuracy is not degraded by inclement weather or degraded visibility conditions including precipitation, snow, fog, darkness, excessive dust, and road debris.
- The RTTCS's traffic sensors shall not require setup or adjustment except for their initial physical deployment.
- The RTTCS shall be capable of acquiring traffic data for a minimum of two (2) lanes of traffic in the same direction.
- The RTTCS shall acquire traffic data for two directions of travel at the same location between I-74 and Middle Road. Data collection will continue throughout the winter shut-down.
- All traffic data acquired by the RTTCS shall be archived in log files with time- and date-stamps.
- At the conclusion of the project, two electronic copies of archived log files shall be provided to the Engineer in Microsoft Excel 2007® format.

Revised 02/26/2009

RTTCS Motorist Information Messages

- The RTTCS shall be capable of providing travel time, delay, and lane closure advisories to motorists.
- Records of all motorist information messages displayed by the RTTCS shall be recorded in log files with time- and date-stamps.
- The RTTCS shall be capable of displaying default messages when traffic conditions, system **algorithms, and user parameters do not dictate that an advisory message should be displayed.**
- The RTTCS shall be capable of displaying separate, independent default messages, as well as separate, independent advisory messages on each CMS.
- RTTCS default and advisory messages must be capable of being automatically selected based on traffic conditions at a single traffic sensor point or at multiple traffic sensor points in combination.
- System must have capacity to preset up to ten different default or automatic advisory messages for each CMS, for a total capacity of at least 100 different default and automatic messages (ten for each of the ten CMS's).
- Default and advisory message content shall be programmable from the central base station.
- The RTTCS shall be capable of adjusting the thresholds for advisory message selection on an individual traffic sensor basis from the central base station.
- For later use, the RTTCS shall be capable of storing messages created by an authorized user in overriding any default or automatic advisory message.
- When delay through the work area exceeds an adjustable threshold, the RTTCS shall be capable of automatically prompting motorists to exit the mainline.
- The RTTCS shall be capable of notifying motorists of downstream travel times to the nearest minute or delays to the nearest minute.

System Communications

- The RTTCS's communications system shall incorporate an error detection/correction mechanics.
- Any required configuration of the RTTCS's communications system shall be performed automatically during system initialization.
- Communications between central computer base station and any individual CMS, or sensor shall be independent throughout the full range of deployed locations and not rely on communications with any other CMS, sensor, or camera.
- Communications between laptop computer and central computer base station to RTTCS shall be through an independent, password protected communication link.

Revised 02/26/2009

Changeable Message Signs

- The location of portable changeable message signs for the various construction stages, their hours of operation, and the messages to be displayed shall be as directed by the Engineer.
- The portable changeable message signs shall meet the requirements Section 701 of the Standard Specifications for Road and Bridge Construction.
- Remote sign operation via central computer base station.
- Portable changeable message signs shall be integrated with the RTTCS before being accepted for use on this project.
- All signs shall be from the same manufacturer and same protocol for program signs.

References

- The RTTCS shall be a proven system that has been successfully deployed and operated in actual work zone and congestion areas.
- References shall be provided for at least two prior RTTCS projects to demonstrate the functionality of the system. These references should include:
 1. The name of the client.
 2. The duration of the project.
 3. A description of the project.
 4. The name and telephone number of a contact person who is familiar with the project and the system's operation.

The Contractor shall be responsible for the messages on the CMS at all times. If an incident occurs on I-80, I-88, US 67, IL 84, or IL 5/IL92 within 0.5 mile of the project, the Contractor shall be required to update the messages on the CMS's.

System Performance: To ensure a prompt response to incidents involving the integrity of the RTTCS devices and changeable message signs, the Contractor shall provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis. The Contractor shall dispatch sufficient resources within two hours of notification to make needed corrections of deficiencies. All deficiencies shall be corrected within 12 hours. If the Contractor fails to restore the RTTCS or changeable message signs to full operation within the time limits specified above, the Engineer will impose a daily monetary deduction for each 24-hour period (or portion thereof) the deficiency exists. This time period will begin with the time of notification to the Contractor and end with the Resident Engineer's acceptance of the corrections.

Additional traffic sensors and CMS's directed by the Engineer shall be in operation and accepted by the Engineer within fourteen (14) calendar days after the Contractor receives written notification of changes from the Engineer. If the Contractor fails to update the RTTCS or changeable message signs to full operation within the time limits specified above, the Engineer will impose a daily monetary deduction for each 24-hour period (or portion thereof) the deficiency exists. This time period will begin with the time of written notification to the Contractor and end with the Resident Engineer's acceptance of the corrections.

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A deduction will be made for each individual component of the RTTCS and for each changeable message sign that is not functioning correctly. Individual components of the RTTCS are traffic sensors (5), central base station (1), and portable computer (1).

The cost of the daily deduction for each individual component of the RTTCS will be calculated by dividing the awarded contract lump sum price for REAL-TIME TRAFFIC CONTROL SYSTEM by ten (10) and then dividing by number of individual components (7). The number of components will increase if additional items directed by the Engineer have been successfully placed in operation and accepted by the Engineer.

The cost of the daily deduction for each individual changeable message signs will be calculated by dividing the awarded contract unit price per calendar month for CHANGEABLE MESSAGE SIGN, SPECIAL by 30.

Basis of Payment: This work will be paid for at the contract unit price per lump sum for REAL-TIME TRAFFIC CONTROL SYSTEM, which price shall be payment for furnishing, operating, and maintaining the system for the duration of the project as specified herein.

Up to four (4) additional traffic sensor(s), required by the Engineer, beyond the original six incorporated into the system shall not be paid for separately, but shall be included in the contract unit price per lump sum for REAL-TIME TRAFFIC CONTROL SYSTEM.

After furnishing, payment will be made for fifteen percent (15%) of the quantity for RTTCS. Once the RTTCS is in place and fully operational in accordance with the contract requirements, payment will be made for thirty-five percent (35%) of the quantity for RTTCS. The remaining fifty percent (50%) will be paid over the duration of the project.

All other work described herein, except for the changeable message signs, will not be paid for separately but shall be considered as included in the cost for REAL-TIME TRAFFIC CONTROL SYSTEM.

The furnishing, placing, and maintaining of Portable Changeable Message Sign(s) shall be paid for per calendar month for each sign as CHANGEABLE MESSAGE SIGN, SPECIAL.

CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL

This work shall consist of the removal and satisfactory disposal of existing concrete pipe underdrain headwalls at locations shown in the plans. This work shall conform to Section 501 of the Standard Specifications.

This work shall be paid for at the contract unit price per Each for CONCRETE HEADWALL FOR PIPE UNDERDRAIN REMOVAL.

CONCRETE BARRIER REMOVAL (SPECIAL)

Effective August 21, 2008

This work shall consist of removing existing concrete barrier wall in the State of Iowa. This work shall conform to Article 440 of the Standard Specification for Road and Bridge Construction.

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HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

This work shall consist of removing, by roto milling, with a machine and automatic grade control, according to Article 440.3 of the Standard Specifications for Road and Bridge Construction adopted January 1, 2007, the necessary existing bituminous material from the existing surface at the locations indicated in the plans. The purpose of grinding is to remove HOT-MIX ASPHALT SURFACE to transition the pavement slope and grade from the end of the proposed CRC pavement to the existing pavement, allowing for a 2" HMA surface course to be placed to match the final grade.

Care shall be exercised in the removal not to gouge or damage the underlying concrete pavement. The contractor shall verify the thickness before grinding.

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

SUB-BASE GRANULAR MATERIAL (SPECIAL)

Effective November 14, 2008

This work shall consist of placing crushed concrete subbase material at the locations shown on the plans. This work shall conform to Section 311 of the Standard Specifications and as noted herein.

Crushed concrete stockpiled from pavement removal operations shall be placed in one lift measuring 9 inches in thickness. The crushed concrete shall be rolled with a vibratory roller meeting the requirements of Article 1101.01(g) to obtain the desired keying or interlock and compaction. The Engineer shall verify that adequate keying has been obtained.

The combining, mixing or blending with other sub-base granular material shall not be allowed.

The compacted crushed concrete will be capped with a 3 inch nominal thickness lift of aggregate having a gradation of CA 6 or CA 10, and shall meet the specifications for Subbase Granular Material, Type A as indicated in Section 311 of the Standard Specifications.

This work shall be paid for at the contract unit price per square yard for SUB-BASE GRANULAR MATERIAL (SPECIAL).

Revised 02/26/2009

TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)

Effective December 5, 2008

This work shall consist of furnishing, erecting, maintaining and removing temporary Traffic Barrier Terminals, Type 1, Special (Tangent) at the locations shown in the plans. This work shall conform to Section 705 of the Standard Specifications and as noted herein.

This work shall be paid for at the contract unit price per Each for TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT).

CONCRETE MEDIAN REMOVAL

Effective December 5, 2008

This work shall consist of the removal and satisfactory disposal of existing concrete median as shown on the plans. This work shall conform to the applicable portions of Section 440 of the Standard Specifications and as noted herein.

The existing concrete median shall be sawed at the ends of the removal section. Sawing shall be paid at the contract unit price per Foot for SAW CUTS.

This work shall be measured for payment along the longitudinal center of the median.

This work shall be paid for at the contract unit price per Foot for CONCRETE MEDIAN REMOVAL.

INCENTIVE/DISINCENTIVE

Effective December 5, 2008

Date of Completion: The Contractor shall schedule his/her operations so as to complete all work for Stages 1A through 1E, and open all of the travel lanes to traffic on or before November 20, 2009. The Contractor shall note that this completion date is based on an expedited work schedule.

Failure to Complete the Work on Time: Should the Contractor fail to complete the work on or before the specified date of completion or within such extended time allowed by the Department, the Contractor shall be liable to the Department in the amount of SIXTEEN THOUSAND FIVE HUNDRED DOLLARS (\$16,500) not as a penalty but as liquidated and ascertained damages for each calendar day beyond the date of completion or extended time as may be allowed. Such damages may be deducted by the Department from any monies due the Contractor.

In fixing the damages as set out herein, the desire is to establish a certain mode of calculation for the work because the Department's actual loss, in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This mode is an equitable rule for measurement of the Department's actual loss and fairly takes into account the loss of use of the roadway if the project is delayed in completion.

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The Department shall not be required to provide any actual loss to recover these liquidated damages provided herein, as these damages are very difficult to ascertain. Furthermore, no provision of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later. No payment will be paid for any day less than twenty-four hours.

Incentive Payment Plan: The nature of this project is such that the use of this roadway cannot be safely and efficiently used until all specified work is complete. On this basis, the Contractor shall be entitled to an Incentive Payment for the completion of all work as set forth by the date of completion.

The Incentive Payment shall be paid at the rate of SIXTEEN THOUSAND FIVE HUNDRED DOLLARS (\$16,500) per calendar day for each day of completion prior to November 20, 2009. The maximum payment under this incentive plan will be limited to 30 calendar days.

A calendar day is every day on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later. No payment will be paid for any day less than twenty-four hours.

Should the Contractor be delayed in the commencement, prosecution, or completion of the work for any reason, there shall be no extension of the incentive payment calculation date even though there may be granted an extension of time for completion of the work unless significant extra work is added to the contract by the Department. No Incentive Payment will be made if the Contractor fails to complete the work before the specified date of completion or within such extended time allowed by the Department. Failure of the Contractor to complete all work as required by the contract before November 20, 2009 shall release and discharge the State, the Department and all of its officers, agents, and employees from any and all claims and demands for the payment of any incentive amount or damages arising from the refusal to pay any incentive amount.

If the contract is part of a combination award, no Incentive Payment shall commence on this contract which is part of the combination until all work on contracts which are part of the combination award has been completed.

Completion Date for Remaining Work: Stages 1F and 1G shall be completed and all of the roadway shall be opened to traffic on or prior to October 29, 2010. If the Contractor fails to complete the project as described above, the Contractor shall be charged liquidated damages by the Department of TWO THOUSAND FIVE HUNDRED FIFTY DOLLARS (\$2,550) a day for each day the project is not completed beyond the completion date for this portion of the project. If in the event additional traffic control and protection is required to open the road or after the road is open to traffic, it shall be at the Contractor's expense.

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The inertial profiler shall be calibrated according to the manufacturer's recommendations. All calibration traces and calculations shall be submitted to the Engineer for the project file.

- (3) Trace Analysis. The Contractor shall reduce/evaluate these traces using a 0.00 in. (0.0 mm) blanking band and determine a Profile Index in in./mile (mm/km) for each section of finished pavement surface. Traces produced using a computerized profile testing device will be evaluated without further reduction. When using a manual profile testing device, the Contractor shall provide an electronic scanner, a computer, and software to reduce the trace. All analysis equipment (electronic scanner, computerized recorder, etc.) shall be able to accept 0.00 in. (0.0 mm) for the blanking band.

All traces from pavement sections tested with the profile testing device shall be recorded on paper with scales of 300:1 longitudinally and 1:1 vertically. Equipment and software settings of the profile testing device and analysis equipment shall be set to those values approved through the PEV Program.

The Engineer may retest the pavement at any time to verify the accuracy of the equipment.”

Revised 02/26/2009

VARIABLY SPACED TINING (BDE)

Effective: August 1, 2005

Revised: January 1, 2007

Revise the first sentence of the third paragraph of Article 420.09(e)(1) of the Standard Specifications to read:

“The metal comb shall consist of a single line of tempered spring steel tines variably spaced as shown in the table below and securely mounted in a suitable head.”

Revise the fifth sentence of the third paragraph of Article 420.09(e)(1) of the Standard Specifications to read:

“The tining device shall be operated so as to produce a pattern of grooves, 1/8 to 3/16 in. (3 to 5 mm) deep and 1/10 to 1/8 in. (2.5 to 3.2 mm) wide across the pavement. The tining device shall be operated at a 1:6 skew across the pavement for facilities with a posted speed limit of 55 mph or greater. The tining pattern shall not overlap or leave gaps between successive passes.”

Add the following table after the third paragraph of Article 420.09(e)(1) of the Standard Specifications:

| “Center to Center Spacings of Metal Comb Tines in. (mm) (read spacings left to right)” | | | | |
|---|--------------|--------------|--------------|--------------|
| 1 5/16 (34) | 1 7/16 (36) | 1 7/8 (47) | 2 1/8 (54) | 1 7/8 (48) |
| 1 11/16 (43) | 1 1/4 (32) | 1 1/4 (31) | 1 1/16 (27) | 1 7/16 (36) |
| 1 1/8 (29) | 1 13/16 (46) | 13/16 (21) | 1 11/16 (43) | 7/8 (23) |
| 1 5/8 (42) | 2 1/16 (52) | 15/16 (24) | 11/16 (18) | 1 1/8 (28) |
| 1 9/16 (40) | 1 5/16 (34) | 1 1/16 (27) | 1 (26) | 1 (25) |
| 1 1/16 (27) | 13/16 (20) | 1 7/16 (37) | 1 1/2 (38) | 2 1/16 (52) |
| 2 (51) | 1 3/4 (45) | 1 7/16 (37) | 1 11/16 (43) | 2 1/16 (53) |
| 1 1/16 (27) | 1 7/16 (37) | 1 5/8 (42) | 1 5/8 (41) | 1 1/8 (29) |
| 1 11/16 (43) | 1 3/4 (45) | 1 3/4 (44) | 1 3/16 (30) | 1 7/16 (37) |
| 1 5/16 (33) | 1 9/16 (40) | 1 1/8 (28) | 1 1/4 (31) | 1 15/16 (50) |
| 1 5/16 (34) | 1 3/4 (45) | 13/16 (20) | 1 3/4 (45) | 1 15/16 (50) |
| 2 1/16 (53) | 2 (51) | 1 1/8 (29) | 1 (25) | 11/16 (18) |
| 2 1/16 (53) | 11/16 (18) | 1 1/2 (38) | 2 (51) | 1 9/16 (40) |
| 11/16 (17) | 1 15/16 (49) | 1 15/16 (50) | 1 9/16 (39) | 2 (51) |
| 1 7/16 (36) | 1 7/16 (36) | 1 1/2 (38) | 1 13/16 (46) | 1 1/8 (29) |
| 1 1/2 (38) | 1 15/16 (50) | 15/16 (24) | 1 5/16 (33)” | |

Revised 02/26/2009

REMOVAL OF POLE FOUNDATION

Effective February 11, 2009

This work shall consist of removing concrete and metal pole foundations at the locations shown in the plans. This work shall conform to Section 842 of the Standard Specifications and as noted herein.

This work shall be paid for at the contract unit price per Each for REMOVAL OF POLE FOUNDATION.

END SECTIONS TO BE REMOVED

Description. This work shall consist of removing existing flared end sections as shown on the plans or as directed by the engineer, includes all labor, material and equipment to perform the work as described herein.

General. This work shall conform to Section 501 of the Standard Specifications. The disposal of the flared end sections shall be according to Section 202.03 of the Standard Specifications.

Basis of Payment. This work shall be paid for at the contract unit price per EACH for END SECTIONS TO BE REMOVED.

CULVERT TO BE CLEANED

Effective: November 11, 2008

This work shall consist of cleaning out culverts to their original flowline for the diameter of pipe shown in the plans, using a method approved by the Engineer.

The material removed shall be disposed of in accordance with Article 202.03 of the Standard Specifications or it may be used on the job to flatten foreslopes if approved by the Engineer.

This work will be paid for at the contract unit price per Each for CULVERT TO BE CLEANED.

SPECIAL DITCH CHECKS

Effective December 5, 2008

This work shall consist of constructing ditch checks at the locations shown in the plans. This work shall conform to Section 202 of the Standard Specifications and as noted herein.

Permanent ditch checks shall be constructed according to Highway Standard 202001 and as shown on the details in the plans.

This work shall be paid for at the contract unit price per Each for SPECIAL DITCH CHECKS.

Added 02/26/2009

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12 1/2"

Effective February 11, 2009

This work shall consist of constructing continuously reinforced PCC pavement at the locations shown in the plans. This work shall conform to the details shown in the plans, Section 421 of the Standard Specifications and as noted herein.

The proposed pavement shall be constructed with a maximum deviation of 0.15% from the cross slopes, lines and grades shown in the plans. Any deviation in excess of 0.15% shall be corrected by the Contractor at no additional cost to the Department utilizing a method approved by the Engineer.

The proposed CRC pavement on this project is 12½ inches in thickness. Any constructed pavement that measures less than 12¼ inches in thickness shall be removed and replaced by the Contractor at no additional cost to the Department.

This work shall be paid for at the contract unit price per Square Yard for CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12 1/2".

START DATE

No work shall be started on Stages 1F and 1G until March 15, 2010.

Added 02/26/2009