



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 28, 2024

SUBJECT FAI Route 55 (I-55)
Project NHPP-ZVE5(352)
Section FAI 55 23 BR
Will County
Contract No. 62V11
Item No. 118, March 8, 2024 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

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

1. Revised the Schedule of Prices
2. Revised page ii of the Table of Contents to the Special Provisions
3. Revised pages 2, 18, 44 & 45 of the Special Provisions
4. Added page 81 to the Special Provisions
5. Revised sheets 3, 5, 9, 10, 16 & 17 of the Plans

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

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WORK RESTRICTION

The Contractor will only be allowed to perform work operations as follows:

- **Stage 1:** One (1) outside lane closure northbound for **one weekend only** from Friday at 7 PM to Monday at 5 AM to complete the bridge repair work and return all impacted lanes to original traffic operations. (Sunday work required)
- **Stage 2:** One (1) inside closure northbound for **one weekend only** from Friday at 7 PM to Monday at 5 AM to complete the bridge repair work and return all impacted lanes to original traffic operations. (Sunday work required)
- **Stage 3:** One (1) outside lane closure southbound for **one weekend only** from Friday at 8 PM to Monday at 5 AM to complete the bridge repair work and return all impacted lanes to original traffic operations. (Sunday work required)
- **Stage 4:** One (1) inside lane closure southbound for **one weekend only** from Friday at 8 PM to Monday at 5 AM to complete the bridge repair work and return all impacted lanes to original traffic operations. (Sunday work required)

STATUS OF UTILITIES (D1)

Effective: June 1, 2016

Revised: January 1, 2020

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

UTILITIES TO BE ADJUSTED

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances, resolution will be a function of the construction staging. The responsible agency must relocate, or complete new installations as noted below; this work has been deemed necessary to be complete for the Department's contractor to then work in the stage under which the item has been listed.

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LOCATION: I-55: River Rd to I-80

WEEKNIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-Lane	9:00 PM	to	5:00 AM
Friday	1-Lane	9:00 PM (Fri)	to	9:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	11:00 AM (Sun)

In addition to the hours noted above, temporary shoulder and non-system interchange partial ramp closures are allowed weekdays between 9:00 A.M. and 3:00 P.M. and between 7:00 P.M. and 5:00 A.M.

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

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. The Contractor shall notify the District One Expressway Traffic Control Supervisor at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of any proposed stage change.

A Maintenance of Traffic Plan shall be submitted to the District One Expressway Traffic Control Supervisor 14 days in advance of any stages changes or full expressway closures. The Maintenance of Traffic Plan shall include, but not be limited to: lane and ramp closures, existing geometrics, and equipment and material location.

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer. Also, the contractor shall promptly remove their lane closures when Maintenance forces are out for snow and ice removal.

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.

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BONDED PREFORMED JOINT SEAL

Description. This work shall consist of removal existing damaged joint material and preparing the joint opening faces and furnishing and installing a bonded preformed joint seal with the necessary bonding epoxy into bridge joints.

Materials. The material quality of bonded preformed joint seal shall be according to the physical requirements of Table 1 of ASTM D2628 with the following exceptions: compression set shall not be over 40 percent when tested according to Method B (Modified) of ASTM D 395 after 70 hours at 212 °F (100 °C). The Compression-Deflection requirement will not apply to the bonded preformed joint seal.

The adhesive used to bond the joint sealer shall be supplied by the manufacturer of the bonded preformed joint seal and shall meet the following requirements:

The adhesive shall be epoxy base, dual component, which resists salt, diluted acids, alkalis, solvents, greases, oils, moisture, sunlight and weathering. Temperatures up to 200 °F (93 °C) shall not reduce bond strength. At 68 °F (20 °C), the bond strength shall be a minimum of 1000 psi (6.9 MPa) within 24 hours.

Pot Life; min. 40 minutes @ 68 °F (20 °C)
Tensile Strength; min. 4000 psi (28 MPa)
Solids Hardness; max. 5 mohs
Flash Point; min. 200 °F (93 °C)
Axial Compression; min. 8760 psi (60 MPa)
Complete Cure; max. 7 days @ 68 °F (20 °C)
Concrete Bond Strength; min. 4000 psi (28 MPa)
Steel Bond Strength; min. 4000 psi (28 MPa)

Any primers or cleaning solutions used on the faces of the joint or on the profile of the sides of the bonded preformed joint seal shall be supplied by the manufacturer of the bonded preformed joint seal. Any additional installation materials and adhesive for splicing joint sections, shall be as supplied by the manufacturer of the bonded preformed joint seal.

Construction Requirements

Installation. The inside surfaces of the joint opening shall be roughened by sand blasting to bare white metal on a metal walled joint or to clean elastomeric polymer concrete on a elastomeric polymer concrete walled joint. The depth of roughening of the joint shall equal the depth of the bonded portion of the preformed joint material. After roughening, the joint shall be cleaned with compressed air. The compressed air shall be according to the cleanliness requirements of ASTM D 4285. The bonded preformed joint seal shall be wiped with a primer that promotes adhesion when recommended by the joint manufacturer. The epoxy adhesive shall then be applied, both to the inner walls of the joint, and to the exterior surfaces of the joint seal. Immediately after blow down, the primer and adhesive shall be applied in the amounts recommended by the joint manufacturer. Maximum application lengths of joints for a pound (kilogram) of epoxy shall be supplied by the joint seal manufacturer.

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The joint seal with epoxy shall be inserted into the joint and held tightly against both sides of the joint until sufficient bond strength has been developed to resist the expected expansion forces. The seal shall be placed so the top of the seal is approximately 1/8 in. (3 mm) recessed.

Bonded preformed joint seals shall not be installed when temperatures below 50 °F (10 °C) are predicted within a 48 hour period.

Method of Measurement. The bonded preformed joint seal will be measured in place, in feet (meters) along the centerline of the joint.

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for BONDED PREFORMED JOINT SEAL, of the size specified.

DECK SLAB REPAIR

This work shall consist of hot-mix asphalt surface removal, when required, the removal and disposal of all loose and deteriorated concrete from bridge deck and the replacement with new concrete to the original top of deck. The work shall be done according to the applicable requirements of Sections 501, 503 and 1020 of the Standard Specifications and this Special Provision.

Deck slab repairs:

Partial-Depth. Partial-depth repairs shall consist of removing the loose and unsound deck concrete within the 4 1/2" steel grid and disposing of the concrete removed and replacing with new concrete. The removal may be performed by chipping with power driven hand tools or by hydro- scarification equipment in order not to damage the steel grid. The depth shall be measured from the top of the concrete deck surface, at least 3/4 in. but not more than 2".

Materials.

Materials shall be according to recurring special provisions check sheet 15 "Polymer Concrete". The Engineer may approve an equivalent cementitious patching material for concrete.

Equipment:

The equipment used shall be subject to the approval of the Engineer and shall meet the following requirements:

- (a) Surface Preparation Equipment. Surface preparation and concrete removal equipment shall be according to the applicable portions of Section 1100 and the following:

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ATTENUATOR, CRASH (TRUCK MOUNTED)

A truck mounted attenuator shall be required anytime Traffic Control and Protection Standard 701401 is being utilized and workers are present. This shall be in addition to the necessary components shown in TC&P 701401. The truck mounted attenuator shall be located behind the trailing operation. And to be used all times when workers are on foot in the work zone.

The truck mounted attenuator shall meet the requirements of Articles 701.15(h) and 1106.02.

Method of Measurement. Truck mounted attenuators shall be measured to the nearest 0.25 hours for each truck mounted attenuator used.

Basis of Payment. Truck mounted attenuators shall be paid under TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

Added 2/28/24