Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 4, 2014

SUBJECT: FAI Route 90/94 (I-90/94 Dan Ryan Expressway)
Project ACNHPP-000S(942)
Section 1920-B
Cook County
Contract No. 60J15
Item No. 14, June 13, 2014 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

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

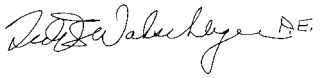
1. Replaced the Schedule of Prices
2. Revised pages 28-30, 63-68, 96-97 & 103-105 of the Special Provisions
3. Revised sheets 1-4, 9, 10, 13, 14, 22, 23, 28, 29, 31 and 52-56 of the Plans
4. Added sheet 138B to the Plans

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,

John D. Baranzelli, P.E.
Acting Engineer of Design and Environment



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

cc: John Fortmann, Region 1, District 1; Tim Kell; D. Carl Puzey; Estimates

MS/kf

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 60J15

State Job # - C-91-190-10

County Name - COOK- -
Code - 31 - -
District - 1 - -
Section Number - 1920-B

Project Number
ACNHPP-000S/942/
*REVISED: JUNE 04, 2014

Route
FAI 90/94

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*ADD X0323710	REMOV COND ATT TO STR	FOOT	2,403.000				
X0327617	MOD CONC BAR/RET WALL	L SUM	1.000				
X0327618	LANDSCAPING, SPECIAL	L SUM	1.000				
X0370001	TR & BKFILL SCR CDOT	FOOT	316.000				
X0370002	BRKDWN ST LT FDN CDOT	EACH	6.000				
X0370003	ECC TRPX2-1C6 1C8CDOT	FOOT	2,692.000				
X0370076	ROD/CL DCT COND CDOT	FOOT	456.000				
X0370080	COMB C&G B V.12(CDOT)	FOOT	400.000				
X0370081	SAND CUSHION 4 (CDOT)	SQ FT	2,538.000				
X0370082	ST SEW T2 8ESVCP CDOT	FOOT	98.000				
X0370083	ST SEW T2 8DICL52CDOT	FOOT	113.000				
X0370084	DRILL MNHL/HNDHL CDOT	EACH	28.000				
X0370085	CLN MNHL/HNDHL (CDOT)	EACH	8.000				
X0370086	CON FDN30 17.25 9CDOT	EACH	1.000				
X0370087	CON FDN30 16.5 11CDOT	EACH	5.000				

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X0370088	MN EX TR SIG INS CDOT	EACH	2.000				
X0370089	TEMP TR SIG INS CDOT	EACH	2.000				
X0370090	SH POLYLED 3SBM(CDOT)	EACH	6.000				
X0370091	SH POLYLED 3SMAM CDOT	EACH	10.000				
X0370092	SH POLYLED 4SBM(CDOT)	EACH	2.000				
X0370093	SH POLYLED 4SMAM CDOT	EACH	2.000				
X0370094	PED SH P1FLEDBMC CDOT	EACH	4.000				
X0370095	PED SHP2FLEDBMC CDOT	EACH	4.000				
X0370096	ELCBL C SIG14 9C CDOT	FOOT	1,086.000				
X0370097	MA STL MONOTUBE30CDOT	EACH	1.000				
X0370098	MA STL MONOTUBE35CDOT	EACH	2.000				
X0370099	MA STL MONOTUBE40CDOT	EACH	1.000				
X0370100	MA STL MONOTUBE44CDOT	EACH	2.000				
X0370101	POLE ST 11 32-6(CDOT)	EACH	2.000				
X0370102	POLE ST 11 34-6(CDOT)	EACH	1.000				

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X0370103	POLE ST 12.5 34-6CDOT	EACH	5.000				
X0370104	REL EX VID DET CAMERA	EACH	2.000				
X0370105	REM EXTSPOST/POLECDOT	EACH	8.000				
X0370106	REM CAB FR CON (CDOT)	FOOT	4,426.000				
X0370107	REMOV EX TS EQPT CHGO	EACH	2.000				
X0370108	INNERDUCT IN CON 1.25	FOOT	532.000				
X0370109	FOHCC 6SM/6MM (CDOT)	FOOT	680.000				
X0370110	CAB WORK SPG TSG MISC	EACH	2.000				
X0370111	GS CON T 3 (CDOT)	FOOT	1,178.000				
X0370112	PVC CON T 3 (CDOT)	FOOT	162.000				
X0370113	TRACER CABLE (CDOT)	FOOT	532.000				
X0370114	RACKING CBLS MH OR HH	EACH	8.000				
X0370115	POLE S32-6 11.5IOCDOT	EACH	4.000				
X0370116	MA STL STLT 8 IO CDOT	EACH	9.000				
X0370117	MA STL STLT 15IO CDOT	EACH	4.000				

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X0370118	LUMASLCMH210/240SCDOT	EACH	15.000				
X0370119	WIRE AERIAL 1C N6CDOT	FOOT	260.000				
X0370120	RACK SCDY AER 2W CDOT	EACH	1.000				
*DEL X0370121	~~CON AT ST 1 PVCGSCDOT~~	~~FOOT~~	~~518.000~~				
X0370122	CON AT ST 2 GALVSCDOT	FOOT	634.000				
*DEL ~~X0370123~~	~~CON AT ST 2 PVCGSCDOT~~	~~FOOT~~	~~140.000~~				
X0370124	CON AT ST 3 GALVSCDOT	FOOT	3,330.000				
*DEL ~~X0370125~~	~~CON AT ST 3 PVCGSCDOT~~	~~FOOT~~	~~952.000~~				
*DEL ~~X0370126~~	~~UD 3#2#4GUSE1.25PCDOT~~	~~FOOT~~	~~102.000~~				
*DEL ~~X0370127~~	~~EC C XLPUSE 1C10 CDOT~~	~~FOOT~~	~~2,786.000~~				
*DEL ~~X0370128~~	~~EC C XLP USE 1C4 CDOT~~	~~FOOT~~	~~932.000~~				
*DEL ~~X0370129~~	~~EC C XLP USE 1C2 CDOT~~	~~FOOT~~	~~2,790.000~~				
*DEL ~~X0370131~~	~~REMOV COND AS CDOT~~	~~FOOT~~	~~2,403.000~~				
X0370132	MAINT ST LTG SYS CDOT	L SUM	1.000				
X0370133	PT E SLT/TEQ COMPCDOT	EACH	1.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0370134	JUNBX POL/POST M CDOT	EACH	2.000				
X0370135	CONC CURB TB SPL CDOT	FOOT	101.000				
*DEL ~~X0370136~~	~~REM EX JUNCT BOX CDOT~~	~~EACH~~	~~30.000~~				
*DEL ~~X0370137~~	~~PROT-MAIN UNP LT CDOT~~	~~L SUM~~	~~1.000~~				
X0370138	ECC COAXVID RG59UCDOT	FOOT	197.000				
*DEL ~~X0370139~~	~~MAINT LIGHT SYS CDOT~~	~~CAL MO~~	~~6.000~~				
X0370140	REM E ST L EQUIP CDOT	L SUM	1.000				
X0370203	CON AT ST 4 GALVSCDOT	FOOT	720.000				
*DEL ~~X0370204~~	~~ECC XLPUSE 1C4/0 CDOT~~	~~FOOT~~	~~870.000~~				
*DEL ~~X0370205~~	~~ECC XLP 1C500MCM CDOT~~	~~FOOT~~	~~2,320.000~~				
X2011000	TEMPORARY FENCE SPL	FOOT	453.000				
X4060110	BIT MATLS PR CT	POUND	97.000				
X5860110	GRANULAR BACKFILL STR	CU YD	92.000				
X6020083	INLET TA T1FOL (CHGO)	EACH	1.000				
X6022505	CB TA 4D T1FOL (CHGO)	EACH	4.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X7010216	TRAF CONT & PROT SPL	L SUM	1.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7013820	TR CONT SURVEIL EXPWY	CAL DA	235.000				
*ADD X8130125	REM EX JUNCTION BOX	EACH	30.000				
*ADD X8210305	PROT-MAIN UNPASS LTG	L SUM	1.000				
Z0004552	APPROACH SLAB REM	SQ YD	738.000				
Z0012754	STR REP CON DP = < 5	SQ FT	797.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0018004	DRAINAGE SCUPPR DS-12	EACH	4.000				
Z0018800	DRAINAGE SYSTEM	L SUM	1.000				
Z0026407	TEMP SHT PILING	SQ FT	327.000				
*ADD Z0033028	MAINTAIN LIGHTING SYS	CAL MO	6.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0073100	TEMP SHORING	EACH	4.000				
Z0076600	TRAINEES	HOUR	1,000.000		0.800		800.000

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Z0076604	TRAINEES TPG	HOUR	1,000.000		15.000		15,000.000
20200100	EARTH EXCAVATION	CU YD	346.000				
20800150	TRENCH BACKFILL	CU YD	62.000				
21001000	GEOTECH FAB F/GR STAB	SQ YD	43.000				
21101615	TOPSOIL F & P 4	SQ YD	32.000				
30300112	AGG SUBGRADE IMPR 12	SQ YD	1,177.000				
31101860	SUB GRAN MAT B 24	SQ YD	43.000				
31200110	STAB SUBBASE 6	SQ YD	43.000				
40201000	AGGREGATE-TEMP ACCESS	TON	20.000				
42000501	PCC PVT 10 JOINTED	SQ YD	1,068.000				
42001300	PROTECTIVE COAT	SQ YD	1,593.000				
42001420	BR APPR PVT CON (PCC)	SQ YD	79.000				
42400200	PC CONC SIDEWALK 5	SQ FT	720.000				
42400410	PC CONC SIDEWALK 8	SQ FT	1,818.000				
42400800	DETECTABLE WARNINGS	SQ FT	164.000				

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44000100	PAVEMENT REM	SQ YD	1,099.000				
44000300	CURB REM	FOOT	67.000				
44000500	COMB CURB GUTTER REM	FOOT	400.000				
44000600	SIDEWALK REM	SQ FT	2,538.000				
44001980	CONC BARRIER REMOV	FOOT	15.000				
44004250	PAVED SHLD REMOVAL	SQ YD	43.000				
48300820	PCC SHOULDERS 14	SQ YD	43.000				
50101500	REM EXIST SUP-STR	EACH	1.000				
50102400	CONC REM	CU YD	309.000				
50157300	PROTECTIVE SHIELD	SQ YD	2,652.000				
50200100	STRUCTURE EXCAVATION	CU YD	217.000				
50300225	CONC STRUCT	CU YD	385.700				
50300255	CONC SUP-STR	CU YD	1,142.500				
50300260	BR DECK GROOVING	SQ YD	2,390.000				
50300300	PROTECTIVE COAT	SQ YD	3,607.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
50500105	F & E STRUCT STEEL	L SUM	1.000				
50500505	STUD SHEAR CONNECTORS	EACH	16,830.000				
50800205	REINF BARS, EPOXY CTD	POUND	333,360.000				
50800515	BAR SPLICERS	EACH	1,612.000				
50901730	BRIDGE FENCE RAILING	FOOT	755.000				
51300105	TEMP BRIDGE COMP	EACH	1.000				
51500100	NAME PLATES	EACH	2.000				
52000110	PREF JT STRIP SEAL	FOOT	167.000				
52100010	ELAST BEARING ASSY T1	EACH	22.000				
52100020	ELAST BEARING ASSY T2	EACH	22.000				
52100510	ANCHOR BOLTS 3/4	EACH	44.000				
52100520	ANCHOR BOLTS 1	EACH	88.000				
58700300	CONCRETE SEALER	SQ FT	8,540.000				
59000200	EPOXY CRACK INJECTION	FOOT	19.000				
60250200	CB ADJUST	EACH	1.000				

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60255500	MAN ADJUST	EACH	9.000				
60265700	VV ADJUST	EACH	1.000				
60406520	FR & LIDS OL (CHGO)	EACH	1.000				
60406530	FR & LIDS CL (CHGO)	EACH	1.000				
60500050	REMOV CATCH BAS	EACH	4.000				
63700805	CONC BAR TRANS	FOOT	15.000				
63700900	CONC BARRIER BASE	FOOT	15.000				
66900200	NON SPL WASTE DISPOSL	CU YD	260.000				
66900210	HAZARD WASTE DISPOSAL	CU YD	12.000				
66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
66900530	SOIL DISPOSAL ANALY	EACH	5.000				
67000400	ENGR FIELD OFFICE A	CAL MO	12.000				
67100100	MOBILIZATION	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	235.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	7.000				

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70300210	TEMP PVT MK LTR & SYM	SQ FT	28.000				
70300220	TEMP PVT MK LINE 4	FOOT	498.000				
70300240	TEMP PVT MK LINE 6	FOOT	404.000				
70300250	TEMP PVT MK LINE 8	FOOT	80.000				
70300260	TEMP PVT MK LINE 12	FOOT	45.000				
70300280	TEMP PVT MK LINE 24	FOOT	16.000				
70300510	PAVT MARK TAPE T3 L&S	SQ FT	252.000				
70300520	PAVT MARK TAPE T3 4	FOOT	23,680.000				
70300530	PAVT MARK TAPE T3 5	FOOT	7,600.000				
70300540	PAVT MARK TAPE T3 6	FOOT	1,908.000				
70300550	PAVT MARK TAPE T3 8	FOOT	1,132.000				
70300560	PAVT MARK TAPE T3 12	FOOT	344.000				
70300570	PAVT MARK TAPE T3 24	FOOT	130.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	24,653.000				
70400100	TEMP CONC BARRIER	FOOT	4,790.000				

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70400200	REL TEMP CONC BARRIER	FOOT	22,370.000				
70600260	IMP ATTN TEMP FRN TL3	EACH	4.000				
70600332	IMP ATTN REL FRN TL3	EACH	12.000				
72000100	SIGN PANEL T1	SQ FT	259.000				
72400100	REMOV SIN PAN ASSY TA	EACH	4.000				
72400310	REMOV SIGN PANEL T1	SQ FT	198.000				
78000200	THPL PVT MK LINE 4	FOOT	1,695.000				
78000600	THPL PVT MK LINE 12	FOOT	120.000				
78005110	EPOXY PVT MK LINE 4	FOOT	18,000.000				
78005120	EPOXY PVT MK LINE 5	FOOT	2,600.000				
78008200	POLYUREA PM T1 LTR-SY	SQ FT	278.000				
78008210	POLYUREA PM T1 LN 4	FOOT	9,915.000				
78008220	POLYUREA PM T1 LN 5	FOOT	2,600.000				
78008230	POLYUREA PM T1 LN 6	FOOT	678.000				
78008250	POLYUREA PM T1 LN 12	FOOT	594.000				

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78008270	POLYUREA PM T1 LN 24	FOOT	195.000				
78100300	REPLACEMENT REFLECTOR	EACH	270.000				
78200530	BAR WALL MKR TYPE C	EACH	550.000				
78300100	PAVT MARKING REMOVAL	SQ FT	4,991.000				
78300200	RAISED REF PVT MK REM	EACH	270.000				
81028350	UNDRGRD C PVC 2	FOOT	237.000				
*ADD 81100320	CON AT ST 1 PVC GS	FOOT	518.000				
*ADD 81100605	CON AT ST 2 PVC GALVS	FOOT	140.000				
*ADD 81100805	CON AT ST 3 PVC GALVS	FOOT	952.000				
81200230	CON EMB STR 2 PVC	FOOT	221.000				
81300220	JUN BX SS AS 6X6X4	EACH	12.000				
81300530	JUN BX SS AS 12X10X6	EACH	6.000				
81300948	JUN BX SS AS 24X24X10	EACH	2.000				
81300960	JUN BX SS AS 42X36X12	EACH	3.000				
*ADD 81603081	UD 3#2#4GXLPUSE 1.5 P	FOOT	102.000				

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*ADD 81702210	EC C XLP USE 1C 10	FOOT	2,786.000				
*ADD 81702140	EC C XLP USE 1C 4	FOOT	932.000				
*ADD 81702150	EC C XLP USE 1C 2	FOOT	2,790.000				
*ADD 81702190	EC C XLP USE 1C 4/0	FOOT	870.000				
*ADD 81702230	EC C XLP USE 1C 500	FOOT	2,320.000				
89502300	REM ELCBL FR CON	FOOT	5,982.000				

Mixture sampled to represent the test strip shall include additional material sufficient for the Department to conduct Hamburg Wheel testing according to Illinois Modified AASHTO T324 (approximately 60 lb (27 kg) total).

Add the following to Article 1030.06 of the Standard Specifications:

"(c) Hamburg Wheel Test. All HMA mixtures shall be sampled within the first 500 tons (450 metric tons) on the first day of production or during start up with a split reserved for the Department. The mix sample shall be tested according to the Illinois Modified AASHTO T 324 and shall meet the requirements specified herein. Mix production shall not exceed 1500 tons (1350 metric tons) or one day's production, whichever comes first, until the testing is completed and the mixture is found to be in conformance. The requirement to cease mix production may be waived if the plant produced mixture demonstrates conformance prior to start of mix production for a contract.
The Department may conduct additional Hamburg Wheel Tests on production material as determined by the Engineer. If the mixture fails to meet the Hamburg Wheel criteria, no further mixture will be accepted until the Contractor takes such action as is necessary to furnish a mixture meeting the criteria"

The Contractor shall immediately cease production upon notification by the Engineer of failing Hamburg Wheel test. All prior produced material may be paved out provided all other mixture criteria are being met. No additional mixture shall be produced until the Engineer receives passing Hamburg Wheel tests.

Basis of Payment. Revise the seventh paragraph of Article 406.14 of the Standard Specifications to read:

"For all mixes designed and verified under the Hamburg Wheel criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive."

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC
Effective: March 22, 1996
Revised: February 13, 2014

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.

Revised 6/4/14

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer at www.idotlcs.com twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and one week 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.

LOCATION: Dan Ryan: 71st to 31st

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday - Thursday	1-Lane	8:00 PM	to	5:00 AM	9:00 PM	to	6:00 AM
	2-Lane	10:00 PM	to	5:00 AM	11:00 PM	to	6:00 AM
	Full Express	11:59 PM	to	5:00 AM	1:00 AM	to	5:00 AM
Friday	1-Lane	8:00 PM (Fri)	to	8:00 AM (Sat)	9:00 PM (Fri)	to	9:00 AM (Sat)
	2-Lane	11:00 PM (Fri)	to	6:00 AM (Sat)	11:59 PM (Fri)	to	7:00 AM (Sat)
	Full Express	11:59 PM (Fri)	to	6:00 AM (Sat)	1:00 AM (Sat)	to	6:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	10:00 AM (Sun)	9:00 PM (Sat)	to	11:59 AM (Sun)
	2-Lane	11:00 PM (Sat)	to	9:00 AM (Sun)	11:59 PM (Sat)	to	9:00 AM (Sun)
	Full Express	11:59 PM (Sat)	to	7:00 AM (Sun)	1:00 AM (Sun)	to	7:00 AM (Sun)

Note: 1-Lane closures in the 2-Lane sections of the Local lanes shall follow the 2-lane hours in the table above. Closures in the express lanes will not be allowed when only 1 lane is open in the locals in the same direction.

LOCATION: Dan Ryan: 95th to 71st

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday - Thursday	1-Lane	8:00 PM	to	5:00 AM	9:00 PM	to	6:00 AM
	2-Lane	10:00 PM	to	5:00 AM	11:00 PM	to	6:00 AM
	3-Lane	11:59 PM	to	5:00 AM	11:59 PM	to	6:00 AM
Friday	1-Lane	8:00 PM (Fri)	to	9:00 AM (Sat)	9:00 PM (Fri)	to	10:00 AM (Sat)
	2-Lane	11:00 PM (Fri)	to	7:00 AM (Sat)	11:59 PM (Fri)	to	8:00 AM (Sat)
	3-Lane	1:00 AM (Sat)	to	6:00 AM (Sat)	1:00 AM (Sat)	to	7:00 AM (Sat)
Saturday	1-Lane	8:00 PM (Sat)	to	11:59 AM (Sun)	9:00 PM (Sat)	to	11:59 AM (Sun)
	2-Lane	11:00 PM (Sat)	to	10:00 AM (Sun)	11:59 PM (Sat)	to	11:00 AM (Sun)
	3-Lane	11:59 PM (Sat)	to	8:00 AM (Sun)	1:00 AM (Sun)	to	8:00 AM (Sun)

Note: NB Lane closures near the I-57/I-94 merge at 96th require special traffic control. Allowable hours at the I-57/I-94 interchange will follow hours on the respective expressway affected (NB and SB).

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. 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.

Revised 6/4/14

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. Liquidated Damages as specified in the Failure to Open Traffic Lanes to Traffic for One lane or ramp blocked shall be assessed to the Contract for every 15 minutes beyond the initial 15 minutes all lanes are blocked.

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.

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.

PUBLIC CONVENIENCE AND SAFETY (DIST 1)
Effective: May 1, 2012
Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

> "If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply."

Revised 6/4/14

Method of Measurement: All traffic control (except Traffic Control and Protection (Expressways)) and temporary pavement markings) indicated on the traffic control plan details and specified in the Special Provisions will be measured for payment on a lump sum basis.

Basis of Payment: All traffic control and protection will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

Temporary pavement markings will be paid for separately unless shown on a Standard.

TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)
Effective: March 8, 1996
Revised: February 13, 2014

Description. This work shall include furnishing, installing, maintaining, replacing, relocating, and removing all traffic control devices used for the purpose of regulating, warning, or directing traffic. Traffic control and protection shall be provided as called for in the plans, applicable Highway Standards, District One Expressway details, Standards and Supplemental Specifications, these Special Provisions, or as directed by the Engineer.

General. The governing factor in the execution and staging of work for this project is to provide the motoring public with the safest possible travel conditions on the expressway through the construction zone. The Contractor shall arrange his operations to keep the closing of lanes and/or ramps to a minimum.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices. Special attention shall be given to existing warning signs and overhead guide signs during all construction operations. Warning signs and existing guide signs with down arrows shall be kept consistent with the barricade placement at all times. The Contractor shall immediately remove, completely cover, or turn from the motorist's view all signs which are inconsistent with lane assignment patterns.

The Contractor shall coordinate all traffic control work on this project with adjoining or overlapping projects, including barricade placement necessary to provide a uniform traffic detour pattern. When directed by the Engineer, the Contractor shall remove all traffic control devices that were furnished, installed, or maintained by him under this contract, and such devices shall remain the property of the Contractor. All traffic control devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

Additional requirements for traffic control devices shall be as follows.

(a) Traffic Control Setup and Removal. The setting and removal of barricades for the taper portion of a lane closure shall be done under the protection of a vehicle with a truck/trailer mounted attenuator and arrow board per State Standard 701428 and the Traffic Control Setup and Removal Freeway/Expressway BDE Special Provision. Failure to meet this requirement will be subject to a Traffic Control Deficiency. The deficiency will be calculated as outlined in Article 105.03 of the Standard Specifications. Truck/trailer mounted attenuators shall comply with Article 1106.02(g) or shall meet the requirements of NCHRP 350 Test Level 3 with vehicles used in accordance with manufacturer’s recommendations and requirements.

(b) Sign Requirements

(1) Sign Maintenance. Prior to the beginning of construction operations, the Contractor will be provided a sign log of all existing signs within the limits of the construction zone. The Contractor is responsible for verifying the accuracy of the sign log. Throughout the duration of this project, all existing traffic signs shall be maintained by the Contractor. All provisions of Article 107.25 of the Standard Specifications shall apply except the third paragraph shall be revised to read: "The Contractor shall maintain, furnish, and replace at his own expense, any traffic sign or post which has been damaged or lost by the Contractor or a third party. The Contractor will not be held liable for third party damage to large freeway guide signs".

(2) Work Zone Speed Limit Signs. Work zone speed limit signs shall be installed as required in Article 701.14(b) and as shown in the plans and Highway Standards. Based upon the exiting posted speed limit, work zone speed limits shall be established and signed as follows.

a. Existing Speed Limit of 55mph or higher. The initial work zone speed limit assembly, located approximately 3200’ before the closure, and shall be 55mph as shown in 701400. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans. WORK ZONE SPEED LIMIT 55 PHOTO ENFORCED assemblies may be omitted when this assembly would normally be placed within 1500 feet of the END WORK ZONE SPEED LIMIT sign.

b. Existing Speed Limit of 45mph. The advance 55mph work zone speed limit assembly shown in 701400 shall be replaced with a 45mph assembly. Additional work zone 45mph assemblies shall be used as required according to Article 701.14(b) and as shown in the Highway Standards and plans. WORK ZONE SPEED LIMIT 55 PHOTO ENFORCED assemblies shall be eliminated in all cases. END WORK ZONE SPEED LIMIT signs are required.

(3) Exit Signs. The exit gore signs as shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 12 inch capital letters and a 20 inch arrow. EXIT OPEN AHEAD signs shown in Standard 701411 shall be a minimum size of 48 inch by 48 inch with 8 inch capital letters.

(4) Uneven Lanes Signs. The Contractor shall furnish and erect “UNEVEN LANES” signs (W8-11) on both sides of the expressway, at any time when the elevation difference between adjacent lanes open to traffic equals or exceeds one inch. Signs shall be placed 500’ in advance of the drop-off, within 500’ of every entrance, and a minimum of every mile.

(c) Drums/Barricades. Check barricades shall be placed in work areas perpendicular to traffic every 1000', one per lane and per shoulder, to prevent motorists from using work areas as a traveled way. Check barricades shall also be placed in advance of each open patch, or excavation, or any other hazard in the work area, the first at the edge of the open traffic lane and the second centered in the closed lane. Check barricades, either Type I or II, or drums shall be equipped with a flashing light.

Revised 6/4/14

To provide sufficient lane widths (10' minimum) for traffic and also working room, the Contractor shall furnish and install vertical barricades with steady burn lights, in lieu of Type II or drums, along the cold milling and asphalt paving operations. The vertical barricades shall be placed at the same spacing as the drums.

(d) Vertical Barricades. Vertical barricades shall not be used in lane closure tapers, lane shifts, exit ramp gores, or staged construction projects lasting more than 12 hours. Also, vertical barricades shall not be used as patch barricades or check barricades. Special attention shall be given, and ballast provided per manufacture's specification, to maintain the vertical barricades in an upright position and in proper alignment.

(e) Temporary Concrete Barrier Wall. Prismatic barrier wall reflectors shall be installed on both the face of the wall next to traffic, and the top of sections of the temporary concrete barrier wall as shown in Standard 704001. The color of these reflectors shall match the color of the edgelines (yellow on the left and crystal or white on the right). If the base of the temporary concrete barrier wall is 12 inches or less from the travel lane, then the lower slope of the wall shall also have a 6 inch wide temporary pavement marking edgeline (yellow on the left and white on the right).

(f) Full Expressway Closures. Full Expressway Closures will only be permitted for a maximum of 15 minutes during the allowable hours listed in the Keeping the Expressway Open to Traffic Special Provision. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. The Contractor will be required to provide one changeable message sign to be placed at the direction of the Engineer. The sign shall display a message as directed by the Engineer. A Maintenance of Traffic Plan shall be submitted to the District One Traffic Operations Department Two Weeks in advance of the planned work. The Maintenance of Traffic Plan shall include, but not be limited to: lane and ramp closures, existing geometrics, and equipment and material location. The District One Traffic Operations Department shall be contacted (847-705-4151) at least 3 working days in advance of the proposed road closure and will coordinate the closure operation with police forces.

Method of Measurement. This item of work will be measured on a lump sum basis for furnishing, installing, maintaining, replacing, relocating, and removing traffic control devices required in the plans and these Special Provisions. Traffic control and protection required under Standards 701101, 701400, 701401, 701402, 701406, 701411, 701416, 701426, 701428, 701446, 701901 and District details TC-8, TC-9, TC-17, TC-18 and TC-25 will be included with this item.

Basis of Payment.

(a) This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). This price shall be payment in full for all labor, materials, transportation, handling, and incidental work necessary to furnish, install, maintain, replace, relocate, and remove all Expressway traffic control devices required in the plans and specifications.

In the event the sum total value of all the work items for which traffic control and protection is required is increased or decreased by more than ten percent (10%), the contract bid price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) will be adjusted as follows:

Revised 6/4/14

Adjusted contract price = .25P + .75P [1±(X-0.1)]

Where: "P" is the bid unit price for Traffic Control and Protection

Where: "X" = $\frac{\text{Difference between original and final sum total value of all work items for which traffic control and protection is required}}{\text{Original sum total value of all work items for which traffic control and protection is required.}}$

The value of the work items used in calculating the increase and decrease will include only items that have been added to or deducted from the contract under Article 104.02 of the Standard Specifications and only items which require use of Traffic Control and Protection.

(b) The Engineer may require additional traffic control be installed in accordance with standards and/or designs other than those included in the plans. In such cases, the standards and/or designs will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for any additional traffic control required will be in accordance with Article 109.04 of the Standard Specifications.

(c) Revisions in the phasing of construction or maintenance operations, requested by the Contractor, may require traffic control to be installed in accordance with standards and/or designs other than those included in the plans. Revisions or modifications to the traffic control shown in the contract shall be submitted by the Contractor for approval by the Engineer. No additional payment will be made for a Contractor requested modification.

(d) Temporary concrete barrier wall will be measured and paid for according to Section 704.

(e) Impact attenuators, temporary bridge rail, and temporary rumble strips will be paid for separately.

(f) Temporary pavement markings shown on the Standard will be measured and paid for according to Section 703 and Section 780.

(g) All pavement marking removal will be measured and paid for according to Section 703 or Section 783.

(h) Temporary pavement marking on the lower slope of the temporary concrete barrier wall will be measured and paid for as TEMPORARY PAVEMENT MARKING, 6".

(i) All prismatic barrier wall reflectors will be measured and paid for according to the Recurring Special Provision Guardrail and Barrier Wall Delineation.

(j) The Changeable Message Sign required for Full Expressway Closures shall not be paid for separately.

Revised 6/4/14

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.

TRAFFIC CONTROL PLAN
Effective: September 30, 1985
Revised: January 1, 2007

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

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

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

STANDARDS: 701400, 701401, 701411, 701427, 701428, 701446, 701601, 701602, 701606, 701701, 701801, 701901.

DETAILS: TC08, TC09, TC10, TC12, TC14, TC16, TC17, TC18, TC22.

Revised 6/4/14

SPECIAL PROVISIONS: Failure to Open Traffic Lanes to Traffic, Keeping the Expressway Open to Traffic, Temporary Information Signing, Traffic Control and Protection (Arterials), Traffic Control and Protection (Expressways), Traffic Control for Work Zone Areas, Traffic Control Surveillance (Expressways).

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 6/4/14

Failure to provide this service will result in liquidated damages of $500 per day per occurrence. In addition, the Department reserves the right to assign any work not completed within this timeframe to the Electrical Maintenance Contractor. All costs associated to repair this uncompleted work shall be the responsibility of the Contractor. Failure to pay these costs to the Electrical Maintenance Contractor within one month after the incident will result in additional liquidated damages of $500 per month per occurrence. Unpaid bills will be deducted from any monies owed to the Contractor. Repeated failures and/or a gross failure of maintenance shall result in the State's Electrical Maintenance Contractor being directed to correct all deficiencies and the resulting costs deducted from any monies owed the contractor.

Damage caused by the Contractor's operations shall be repaired at no additional cost to the Contract.

Operation of Lighting

The lighting shall be operational every night, dusk to dawn. Duplicate lighting systems (such as temporary lighting and proposed new lighting) shall not be operated simultaneously. Lighting systems shall not be kept in operation during long daytime periods.

Method of Measurement

The contractor shall demonstrate to the satisfaction of the Engineer that the lighting system is fully operational prior to submitting a pay request. Failure to do so will be grounds for denying the pay request. Months in which the lighting systems are not maintained and not operational will not be paid for. Payment shall not be made retroactively for months in which lighting systems were not operational.

Basis of Payment. Maintenance of lighting systems shall be paid for at the contract unit price per calendar month for **MAINTENANCE OF LIGHTING SYSTEM**, which shall include all work as described herein.

REMOVE CONDUIT ATTACHED TO STRUCTURE

Description. This item shall consist of the disconnection and removal of existing conduits attached to the structure as shown on plans.

CONSTRUCTION REQUIREMENTS

General. Conduit attached to the structure shall be removed including conduit hangers, straps, and support channels. Anchor device shall be cut off 1" below the surface of the concrete and fill all voids with Portland cement concrete mortar, making a smooth finish to the concrete surface. Wires shall be removed as part of different pay item.

Basis Of Payment. This work will be paid for at the contract unit price per foot for REMOVE CONDUIT ATTACHED TO STRUCTURE.

Revised 6/4/14

REMOVE EXISTING JUNCTION BOX

Description. This item shall consist of the removal of existing junction box attached to the structure as shown on plans.

CONSTRUCTION REQUIREMENTS

General. All conduits coming to the junction box shall be disconnected and junction box attached to the structure shall be removed including support channels and hangers. Anchor device shall be cut off 1" below the surface of the concrete and fill all voids with Portland cement concrete mortar, making a smooth finish to the concrete surface.

Basis Of Payment. This work will be paid for at the contract unit price per each for REMOVE EXISTING JUNCTION BOX.

PROTECTION AND MAINTENANCE OF EXISTING UNDERPASS LUMINAIRES
Effective: January 1, 2012

Description: This item shall consist of providing protection, temporary support, removal and reattachment as required, of the existing underpass lighting system. The system consists of, but not limited to, luminaires, junction boxes, raceways, support equipment and conductors. Any wiring required to maintain the operation of the underpass or other circuits feed through the underpass lighting system shall be included in this item.

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

Item	Article/Section
(a) Electric Raceway Material	1088
(b) Conductors	1066.02
(c) Insulation	1066.03

CONSTRUCTION REQUIREMENTS

General. Before performing any work, an inventory of all missing hardware of the existing lighting system shall be taken jointly by the Contractor and the Engineer.

Protection During Deck Reconstruction: Luminaires and conduit hangers attached to the bridge deck shall be removed prior to the removal of the existing bridge deck. The luminaires and the conduits shall be temporarily supported during bridge deck reconstruction. The method of support shall be structurally equivalent to the existing system and shall be approved by the Engineer. Existing vertical clearances shall be maintained at all times.

The underpass luminaires and hardware shall be protected from overhead debris during the removal and reconstruction of the bridge deck. The underpass luminaire protection shall be coordinated with the protective shield as described elsewhere in these Special Provisions.

Revised 6/4/14

Preconstruction Inspection
Before performing any excavation, removal, or installation work (electrical or otherwise) at the site, the Contractor shall initiate a request for preconstruction inspection, to be held in the presence of the Commissioner and a representative of the party or parties responsible for maintenance of any of any lighting and/or traffic control systems which may be affected by the work. The request for the maintenance preconstruction shall be made no less then seven (7) calendar days prior to the desired inspection date. The maintenance preconstruction inspection shall:

- Establish details of any formal transfers of maintenance responsibility required for the construction period.

- Establish approximate locations of known lighting and/or traffic control systems, which may be affected by the work.

- Establish the condition of lighting and/or traffic control systems which may be affected by the Work.

Reimbursement
If the Contractor utilizes any lighting equipment owned by the City or uses existing Com Ed service, the Contractor shall compensate the City for such usage.

Method Of Measurement
MAINTENANCE OF STREET LIGHTING SYSTEM (CITY OF CHICAGO) will not be measured for payment, but will be paid on a lump sum basis.

Basis of Payment
This Work will be paid for the contract lump sum price for **MAINTENANCE OF STREET LIGHTING SYSTEM (CITY OF CHICAGO)**, which will be payment in full for maintaining existing street lighting system until the proposed new equipment is installed, energized, tested, and accepted for operation by the Commissioner, furnishing, installing, and removing all temporary lighting units, aerial cable and ancillary equipment required to maintain the existing lighting system as described herein.

PAINT EXISTING STREET LIGHT/TRAFFIC EQUIPMENT COMPLETE

DESCRIPTION. This work will consist of field painting existing steel and aluminum structures including poles and arms that support street lights and traffic control signals, controller cabinets for street lights and traffic signals, traffic signal housings, and street light luminaire housings.

MATERIAL. All paints and painting materials intended for applications specified herein must be certified by the contractor to be of highest quality, must be from the same manufacturer, and must conform to the following, as applicable:

a. Naptha. The solvent to be used for wiping down all metallic surfaces prior to application of paint must be NAPTHA conforming to ASTM Standard D838.

Revised 6/4/14

b. Primer. This paint must meet the requirements of Section 4(composition) and Section 5 (properties) of the Steel Structures Painting Council=s Paint Specification No. 25 for red iron oxide, zinc oxide, raw linseed oil and alkyd primer as outlined in Volume 2, Systems and Specifications, Third Edition.

c. Intermediate Coat. The paint must meet the same requirements as the primer except that it will contain a contrasting shade of iron oxide/ or be tinted or shaded to produce a distinct contrast of at least 10 Hunter Delta E units compared to the primer.

d. Finish Coat. This paint must meet the requirements of Section 4 (composition) and Section 5 (properties) of the Steel Structures Painting Council=s Paint Specification No. 21 for lead free white or colored silicone alkyd paint, Type 1, high gloss as outlined in Volume 2, Systems and Specifications, Third Edition.

e. Color. A paint sample must be submitted for approval prior to authorization to paint. The color will be as specified by the Engineer. The sample must be in the form of a 4" by 8" color chip. The contractor must provide a field-painted sample, if requested by the Commissioner. The field sample must be of the same type of equipment to be painted and will be chosen by the Commissioner. Color will be green ,gray,, black, or another color as specified.

f. Product Data. The contractor must submit the manufacturer=s technical information, label analysis, and application instructions for each material proposed for use. Each material must be listed and cross-referenced for the specific coating, finish system, and application. Each material must include the manufacturers catalog number.

Delivery, Storage, and Handling. The contractor must deliver, store, and handle the paint as herein specified.

a. The materials must arrive at the job site in the manufacturer=s original, unopened packages and containers bearing the manufacturer=s name label, product name, product description, manufacturer=s stock number, date of manufacture, contents by volume for pigment and vehicle constituents, thinning instructions, application instructions, and color name and number.

b. Materials to be stored should be kept in tightly covered containers in a well-ventilated area at a minimum ambient temperature of 45º Fahrenheit.

Preparation of Surfaces.

a. Steel Surfaces. Remove loose or scaling paint, dirt, oil grease, rust and foreign matter, as necessary, to receive paint. Wire brushing, where specified herein, must be done with an approved power tool operated from a portable power source. After wire brushing, the complete surface must be thoroughly wiped with a rag containing NAPTHA.

Revised 6/4/14

b. Aluminum Surfaces. Remove loose scale and paint, dirt, oil, grease and foreign matter, as necessary, to receive paint. Wire brush surfaces, where necessary, to remove loose scale. Wire brushing, where specified herein, must be done with an approved power tool operated from a portable power source. After wire brushing, the complete surface must be thoroughly wiped with a rag containing NAPTHA.

c. Weather Conditions. Do not apply paint coatings when temperature is below 40º F., or during periods of rain, fog, snow, or when relative humidity is above 85 %.

d. Application Conditions. Surfaces to be painted must be clean, dry, and relatively smooth. Each paint coating must be applied smoothly and worked out evenly. Paint must be thoroughly mixed just prior to application. Thinning must be held to a minimum, and must be done only when required for proper application. Thinners to be used will be the manufacturer's recommended thinner for the paints used; mixed thoroughly to assure complete blending with the coating. Spray painting will not be permitted when wind conditions are greater than 15mph. Painting must be done as soon after cleaning as possible.

Detail Painting Requirements.

a. Street Light Poles. Street light poles to be painted under these specifications are steel structures which will vary from twenty seven (27) to thirty (30) feet in height, with average surface required to be painted of approximately forty eight (48) square feet. Some rusting and/or bare spots will be encountered which the contractor will be required to wire-brush. The pole must be thoroughly wiped with NAPTHA, and the finish coating applied.

b. Mast Arm Brackets and Electrical Luminaries. Mast arms which are attached to the street light poles will consist of 2 inch steel pipe sections which will vary between eight feet (8') and fifteen feet (15') in length. Mast arms in twelve foot (12') and 15 foot (15') sizes will have a supporting strut of two inch (2") steel pipe. Surface scale and rust will be wire-brushed, and these mast arms thoroughly wiped with NAPTHA, and finish painted.

c. Traffic Signal Post. Aluminum and steel posts consist of five inch (5") pipe sections atop a conical base or base flange sixteen inches (16") in diameter, and will vary in height from three feet six inches (3' 6") to twenty feet (20'). Spot scaling must be wire-brushed and the posts thoroughly wiped with NAPTHA, and finish painted.

d. Street Light Controllers. The control cabinets will be cast aluminum and are approximately 18" x 14" x 30" in size. They will be mounted atop a three foot six inch (3' 6") high post. The Contractor will wire-brush, as necessary, and thoroughly wipe the complete cabinet and casting with NAPTHA, and apply a finish coating .

Basis of Payment.

This work will be paid for at the contract unit price each for paint existing street light or traffic equipment complete, which will be payment in full for all labor and materials necessary in painting the existing equipment.

Revised 6/4/14