



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 7, 2018

SUBJECT: FAU Route 94 (I-90/94)
Project NHPP-G4DQ(565)
Section 2018-008-BJR
Cook County
Contract No. 62G16
Item No. 25, June 15, 2018 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 and 31-33 of the Special Provisions
4. Added pages 130 and 131 to the Special Provisions
5. Revised sheets 3, 5, 6A, 12, 19 and 111 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,

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

A handwritten signature in black ink, reading "Ted B. Walschleger P.E.".

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

cc: Anthony Quigley, Region 1, District 1; Tim Kell; D. Carl Puzey

MS/kf

PORTABLE CHANGEABLE MESSAGE SIGNS (BDE) 122
PORTLAND CEMENT CONCRETE (BDE) 123
PROGRESS PAYMENTS (BDE) 124
SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)..... 125
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) 125
TEMPORARY PAVEMENT MARKING (BDE) 126
WEEKLY DBE TRUCKING REPORTS (BDE)..... 129
WORKING DAYS (BDE)..... 129
BRIDGE DRAINAGE SYSTEM REPAIRS..... 130

Revised 6/7/18

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: 701006, 701101, 701301, 701400, 701401, 701411, 701426, 701428, 701446, 701601, 701801 and 701901

DETAILS: Entrance and Exit Ramp Closure Details (TC-08)
Single Lane Weave and Multi-lane Weave (TC-09)
Multi-Lane Freeway Pavement Marking Detail (TC-12)
Traffic Control Details for Freeway Shoulder & Partial Ramp Closures (TC-17)

SPECIAL PROVISIONS: Traffic Control Plan
Public Convenience and safety (D1)
Keeping the Expressway Open to Traffic
Failure to Open Traffic lanes to Traffic
Traffic Control and Protection (Expressways)
Speed Display Trailer (D1)
Portable Changeable Message Signs (BDE)
Compensable Delay Costs (BDE)
Equipment Parking and Storage (BDE)
Lights on Barricades (BDE)

Revised 6/7/18

Installation. Fence posts shall be set in accordance with the spacing shown in Table 2, plus or minus 1/2", depending on the nominal span specified.

Table 2 – Post Spacing Requirements

Span	6' Nominal (67-3/4" Rail)				8' Nominal (92-5/8" Rail)			
Post Size	2-1/2"	3"	2-1/2"	3"	2-1/2"	3"	2-1/2"	3"
Bracket Type	Standard (BB301)		Angle (BB304)		Per Manufacture		Per Manufacture	
Post Settings ± 1/2 O.C.	71-1/2"	72"	73"	73-1/2"	96"	96-1/2"	97-1/2"	98"

Gate posts shall be spaced according to the gate openings specified in the construction plans. Fence panels shall be attached to posts using mechanically fastened panel brackets supplied by the manufacturer. The post shall be anchored to the concrete wall as shown on the plans and in accordance with applicable portions of section 503 and 664 of the Standard Specifications.

Method of Measurement: ORNAMENTAL FENCE will be measured in feet from center to center of the installed fence or gate posts. Drilling, grouting and installing anchorage will not be measured for payment but shall be included in the cost of this item.

Basis of Payment: This work will be paid for at the contract unit price per foot for ORNAMENTAL FENCE.

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996

Revised: January 21, 2015

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

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer at www.idotlcs.com twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and 7 days in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on workweek of Monday through Friday and shall not include weekends or Holidays.

Revised 6/7/18

LOCATION: I-90/94 Dan Ryan: 31st St to Roosevelt

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday – Thursday	1-lane	9:00 PM	to	5:00 AM
	2-Lanes	11:59 PM	to	5:00 AM
	3-Lanes	1:00 AM	to	5:00 AM
Friday	1-Lane	10:00 PM (Fri)	to	7:00 AM (Sat)
	2-Lanes	11:59 PM (Fri)	to	6:00 AM (Sat)
	3-Lanes	1:00 AM (Sat)	to	6:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	9:00 AM (Sun)
	2-Lanes	11:59 PM (Sat)	to	9:00 AM (Sun)
	3-Lanes	1:00 AM (Sun)	to	7:00 AM (Sun)
Patch Repair **	3-Lanes **	12:00 AM (Sun)	to	8:00 AM (Sun)

**** Contractor may close 3 lanes from 12:00 AM to 8:00 AM on Sundays for the purposes of completing the pavement patch repair ONLY.** Contractor may perform patch layout and non-patch repair activities from 1:00 AM to 7:00 AM on Sundays.

LOCATION: I-90/94 Dan Ryan: Roosevelt to I-290

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-lane	10:00 PM	to	5:00 AM
	2-Lanes	11:59 PM	to	5:00 AM
Friday	1-lane	11:00 PM (Fri)	to	6:00 AM (Sat)
	2-Lanes	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-lane	10:00 PM (Sat)	to	9:00 AM (Sun)
	2-Lanes	11:59 PM (Sat)	to	9:00 AM (Sun)

LOCATION: I-55 Stevenson: County Line to Lake Shore Drive

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-Lane/Ramp	9:00 PM	to	5:00 AM
	2-Lanes	11:59 PM	to	5:00 AM
Friday	1-Lane/Ramp	10:00 PM (Fri)	to	7:00 AM (Sat)
	2-Lanes	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-Lane/Ramp	9:00 PM (Sat)	to	10:00 AM (Sun)
	2-Lanes	11:59 PM (Sat)	to	8:00 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 December 1st and April 1st.

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.

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 one (1) 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.

Check barricades shall be placed every 1000' within a lane closure to prevent vehicles from driving through closed lanes.

Temporary ramp closures for service interchanges will only be permitted at night during the restricted hours listed for temporary one-lane closures within the project limits. However, no two (2) adjacent entrance and exit ramps in one direction of the expressway shall be closed at the same time.

Freeway to freeway (system interchange) full ramp closures for two lane ramps will not be permitted. Partial ramp closures of system ramps may be allowed during the 1-lane closure hours above. System ramp full closures for single lane ramps are only permitted for a maximum of four (4) hours

- between the hours of 1:00 a.m. and 5:00 a.m. on Monday thru Friday
- between the hours of 1:00 a.m. and 6:00 a.m. on Saturday, and
- between the hours of 1:00 a.m. and 7:00 a.m. on Sunday.

The Contractor shall furnish and install large (48" X 48") "DETOUR with arrow" signs as directed by the Engineer for all system ramp closures. In addition, one portable changeable message sign will be required to be placed in advance of the ramp closure. The cost of these signs and PCMS board shall be included in the cost of traffic control and protection.

Should the Contractor fail to completely open, and keep open, the ramps to traffic in accordance with the above limitations, the Contractor shall be liable to the Department for liquidated damages as noted under the Special Provision, "Failure to Open Traffic Lanes to Traffic".

Revised 6/7/18

BRIDGE DRAINAGE SYSTEM REPAIRS

Effective: November 16, 2010

Revised: September 15, 2011

Description. This work shall consist of repairing the existing bridge drainage system as shown on the plans, and as directed by the Engineer including: all piping, fittings, support brackets, inserts, bolts, splash blocks, and connections to catch basins or other drainage structures. Locations of leaking joints shall be inspected and replaced or wrapped with an approved joint sealing material as directed by the Engineer. This work will also include any removals, excavations, backfilling and surface restorations as required.

The existing piping typically consists of cast iron, steel, fiberglass or PVC pipe with diameters from 8 to 12 inches. The Contractor and Engineer shall inspect and field verify the locations, pipe sizes and dimensions of existing drainage system repairs prior to commencing the work.

Material. The pipe and fittings shall be reinforced fiberglass according to ASTM D 2996 RTRP with a 30,000 psi (207 MPa) minimum short-time rupture strength hoop tensile stress. The reinforced fiberglass shall also have an apparent stiffness factor at 5 percent deflection exceeding 200 cu in.-lbf/sq in (22.6 cu mm-kPa) and a minimum wall thickness of 0.10 in. (2.54 mm). All pipe supports and associated hardware shall be hot dip galvanized according to AASHTO M 232. The fiberglass pipe and fittings furnished shall be pigmented throughout, or have a resin-rich pigmented exterior coat, specifically designed for overcoating fiberglass, as recommended by the manufacturer. The color shall be as specified by the Engineer. The resin in either case shall have an ultraviolet absorber designed to prevent ultraviolet degradation. The supplier shall certify the material supplied meets or exceeds these requirements.

Installation. All connections of pipes and fittings shown on the plans to facilitate future removal for maintenance cleanout or flushing shall be made with a threaded, gasketed coupler or a bolted gasketed flange system. Adhesive bonded joints will be permitted for runs of pipe between such connections. The end run connection shall feature a minimum nominal 6 in. (150 mm) female threaded fiberglass outlet. Straight runs may utilize a 45 degree reducing saddle bonded to the pipe. The female outlet shall be filled with a male threaded PVC plug.

Runs of pipe shall be supported at spacings not exceeding those recommended by the manufacturer of the pipe. Supports that have point contact or narrow supporting areas shall be avoided. Standard slings, clamps, clevis hangers and shoe supports designed for use with steel pipe may be used. A minimum strap width for hangers shall be 1 1/2 in. (40 mm) for all pipe under 12 in. (300 mm) in diameter and 2 in. (50 mm) for diameters 12 in. (300 mm) or greater. Straps shall have 120 degrees of contact with the pipe. Pipes supported on less than 120 degrees of contact shall have a split fiberglass pipe protective sleeve bonded in place with adhesive.

All pipe, fittings, and expansion joints shall be handled and installed according to guidelines and procedures recommended by the manufacturer or supplier of the material.

Added 6/7/18

Additional Requirements. Certain locations of repairs are at or below ground and may require the removal of bituminous or concrete materials and excavation to remove damaged sections of pipes and make proper new connections. This work shall be as directed by the Engineer for each individual location that this applies. The work involved will also include backfilling and restoration of the surfaces with approved materials and at the direction of the Engineer.

The Contractor, at the direction of the Engineer, may be required to install expansion joints at locations of pipe repairs where free movement is required to prevent future deterioration. Cost of furnishing and installing the expansion joint is included with this item.

Method of Measurement. Bridge Drainage System Repairs shall be measured for payment in place per foot along the centerline of pipe through and including any elbows, cleanouts and connections from point to point of new pipe material. The Engineer shall verify the removal limits before the Contractor commences work.

Leaking joints repaired by wrapping will not be measured for payment; however, joints repaired with new pipe material will be measured along the centerline length of new pipe installed.

Basis of Payment. This work will be paid for at the contract unit price per foot for BRIDGE DRAINAGE SYSTEM REPAIRS.

Added 6/7/18