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

September 1, 2016

SUBJECT: Various Routes
Section 2016-045GRR
Various Counties
Contract No. 62D24
Item No. 16, September 16, 2016 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

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

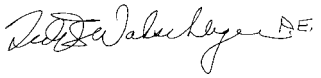
1. Revised the Table of Contents to the Special Provisions
2. Revised pages 17, 18, 30 and 35-38 of the Special Provisions
3. Added page 80 to the Special Provisions
4. Revised sheet 2 of the Plans

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,

Maureen M. Addis, 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; Estimates

MS/ck

TABLE OF CONTENTS

LOCATION OF IMPROVEMENT 1
DESCRIPTION OF IMPROVEMENT 1
COMPLETION DATE 1
NOTIFICATION OF STATE ELECTRICAL MAINTENANCE CONTRACTOR 2
PROTECTION FOR DAMAGED LOCATIONS 2
GUARDRAIL REPAIR 3
PUBLIC CONVENIENCE AND SAFETY (DIST 1) 31
NIGHTTIME WORK ZONE LIGHTING (DISTRICT ONE) 31
KEEPING THE EXPRESSWAY OPEN TO TRAFFIC (MODIFIED) 33
FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC 35
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) (MAINTENANCE) 35
TRAFFIC CONTROL FOR WORK ZONE AREAS 38
KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY) 39
SPEED DISPLAY TRAILER (D1) 40
SIGN SHOP DRAWING SUBMITTAL 41
TRAFFIC CONTROL DEFICIENCY DEDUCTION FOR PEDESTRIAN BARRIER AND GUARDRAIL REPAIR 41
COARSE AGGREGATE QUALITY (BDE) 42
CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE) 44
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) 46
EQUAL EMPLOYMENT OPPORTUNITY (BDE) 57
ERRATA FOR THE 2016 STANDARD SPECIFICATIONS (BDE) 60
PROGRESS PAYMENTS (BDE) 64
WEEKLY DBE TRUCKING REPORTS (BDE) 65
VETERAN BUSINESS PROGRAM 65
STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 76
WORK ZONE TRAFFIC CONTROL (D-1 MAINTENANCE) 80

Revised 9/1/16

Basis of Payment: This work will be paid for at the contract unit price each for TRAFFIC BARRIER TERMINAL TYPE 1B.

TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL

This work shall consist of furnishing and installing Traffic Barrier Terminal Type 1, Special of the type specified by the Engineer from the approved IDOT qualified products list of Traffic Barrier Terminal, Type I Special, according to Section 631 and the following:

All Terminals shall meet the testing criteria contained in the National Cooperative Highway Research Program (NCHRP) Report 350 and be approved by the Department

The terminal shall be installed according to the manufacturer's specifications and shall include all necessary transitions between the terminal and the item to which it is attached.

The terminals shall follow the manufacturer's specifications for installation as to type and number of posts, foundation tubes, and soil plates.
The terminal section shall provide a minimum length of need of 37.5 ft (11.4 m).

Included in this item is the complete removal of an existing damaged or undamaged terminal section having a length of approximately fifty (50) feet, where the rail element is twisted 90, terminating at an end post flush with the ground. All posts, rail element plates and related components of the existing terminal section, including the steel end post, shall be removed. The existing steel end post encountered may be set in a concrete anchor or may have been driven according to the alternate requirements permissible at the time of the guardrail installation. In the event a concrete anchor is encountered, said concrete anchor shall be completely removed. After the concrete anchor is removed, the remaining hole shall be filled with sand or other suitable material approved by the Engineer.

Also included in this item is the complete removal of an existing damaged or undamaged Traffic Barrier Terminal Type 1, Traffic Barrier Type 1A, Traffic Barrier Terminal Type 1, Special and any guardrail necessary to accommodate the new Traffic Barrier Terminal Type 1, Special. The Engineer will make this determination and inform the Contractor prior to commencing repairs. All old posts shall be removed and the remaining holes shall be filled with sand or other suitable material approved by the Engineer.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to the new traffic barrier terminal, as directed by the Engineer. Unbolting, bolting, adjusting, realigning, guardrail removal, or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

This item shall also include the furnishing and installing of a Direct Applied Reflectorized Terminal Marker which shall comply with the applicable portions of the contract special provision for "Guardrail And Barrier Wall Delineation" and as shown in the plans and shall be included in the contract unit bid price for the pay items involved.

Basis of Payment: This work shall be paid for at the contract unit price each for TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) TANGENT and for TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) FLARED.

Revised 9/1/16

When concrete is encountered poured around terminal posts, any additional work required in removing existing posts or installing new ones shall be paid for by using the item “Steel Posts, Special” as described elsewhere in these special provisions and as specified by the Engineer.

TRAFFIC BARRIER TERMINAL TYPE 2

This work consists of furnishing and installing all new component parts for Traffic Barrier Terminal Type 2 according to of the Standard Specifications, and all of the requirements of the standards, at the locations as specified by the Engineer. It shall also include a radius installation.

Included in this item is the complete removal of an existing damaged or undamaged terminal section having a length of approximately twenty-five (25) feet, where the rail element is twisted 90 , terminating at an end post flush with the ground. All posts, rail element plates and related components of the existing terminal section, including the steel end post, shall be removed. The existing steel end post encountered may be set in a concrete anchor or may have been driven according to the alternate requirements permissible at the time of the guardrail installation. In the event a concrete anchor is encountered, said concrete anchor shall be completely removed. After the concrete anchor is removed, the remaining hole shall be filled with sand or other suitable material approved by the Engineer.

Also included in this item is the complete removal of an existing damaged Traffic Barrier Terminal Type 2. The Engineer will make this determination and inform the Contractor prior to commencing repairs.

The Contractor shall adjust and realign existing rail element plates and posts adjacent to the new traffic barrier terminal, as directed by the Engineer. Unbolting, bolting, adjusting, realigning, or any other work necessary to accomplish the desired realignment shall be included in the contract unit bid price for the pay items involved.

Basis of Payment: This work shall be paid for at the contract unit price each for TRAFFIC BARRIER TERMINAL TYPE 2.

When concrete is encountered poured around terminal posts, any additional work required in removing existing posts or installing new ones shall be paid for by using the item “Steel Posts, Special” as described elsewhere in these special provisions and as specified by the Engineer.

TRAFFIC BARRIER TERMINAL TYPE 3, SPECIAL

This work shall consist of furnishing and installing traffic barrier terminals according to Section 631 and the following.

Terminals shall be designed for bidirectional impacts and shall meet the testing criteria contained in National Cooperative Highway Research Program (NCHRP) Report 230 for terminal tested prior to May 16, 1994 or Report 350 for terminals tested after that date, and will have been approved by the Department.

Revised 9/1/16

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, 701011, 701301, 701311, 701336, 701400, 701401, 701406, 701411, 701421, 701427, 701428, 701501, 701601, 701606, 701701, 701801, & 701901

DETAILS: Entrance Ramp and Closure Details (TC-08)
Traffic Control Details for Shoulder and Partial Ramp Closures (TC-17)
Signing for Flagging Operations at Work Zone Openings (TC-18)

SPECIAL PROVISIONS:

Traffic Control Deficiency Deduction for Pedestrian Barrier
And Guardrail Repair
Protection for Damaged Locations
Nighttime Work Zone Lighting (District One)
Traffic Control and Protection (Expressways)
Keeping the Arterial Roadways Open to Traffic (Lane Closures Only)
Keeping the Expressway Open to Traffic (Modified)
Traffic Control for Work Zone Areas
Public Convenience and Safety (Dist. 1)
Failure to Open Lanes to Traffic
Speed Display Trailer (D-1)
Work Zone Traffic Control (D-1 Maintenance)

FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC
Effective: March 22, 1996 Revised: February 9, 2005

Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified under the Special Provisions for "Keeping the Expressway Open to Traffic", the Contractor shall be liable to the Department for the amount of:

One lane or ramp blocked = $ **2000/15 minutes**

Not as a penalty but as liquidated and ascertained damages for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time

TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS) (MAINTENANCE)

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 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.

(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 4200' 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. If existing speed limit is over 65 mph then additional signage should be installed per 701400.

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.

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, and 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).

Method of Measurement.

Traffic Control and Protection will not be measured for payment.

All work for furnishing, installing, maintaining, replacing, relocating, and removing traffic control devices required in the plans and these Special Provisions shall be included in the contract unit prices for the construction item involved. 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) Traffic Control and Protection will not be paid for as separate items, but the costs shall be considered as included in the contract unit prices for the construction items involved, and no additional compensation will be allowed.

(b) Work or revisions in the phasing of construction or maintenance operations may require traffic control to be installed in accordance with a Standard other than those included in the plans. In such cases, the Standards will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for traffic control required by these added Standards will be according to Article 109.04. Revisions or modifications to increase the traffic control protection shown in the contract shall be submitted by the Contractor for approval by the Engineer. A reduction of the traffic control shown in the contract will not be allowed.

TRAFFIC CONTROL FOR WORK ZONE AREAS
Effective: September 14, 1995 Revised: January 1, 2007

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.

WORK ZONE TRAFFIC CONTROL (D-1 MAINTENANCE)
Effective: May 30, 2006 Revised: June 15, 2010

Revise Article 701.19 Method of Measurement to read:

"Traffic Control and Protection will not be measured for payment."

Revise Article 701.20 Basis of Payment to read:

"(a) Traffic Control and Protection will not be paid for as separate items, but the costs shall be considered as included in the contract unit prices for the construction items involved, and no additional compensation will be allowed.

(b) Work or revisions in the phasing of construction or maintenance operations may require traffic control to be installed in accordance with a Standard other than those included in the plans. In such cases, the Standards will be made available to the Contractor at least one week in advance of the change in traffic control. Payment for traffic control required by these added Standards will be according to Article 109.04. Revisions or modifications to increase the traffic control protection shown in the contract shall be submitted by the Contractor for approval by the Engineer. A reduction of the traffic control shown in the contract will not be allowed."

Added 9/1/16