



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 15, 2006

SUBJECT: FAI Route 55
Section 2006-031BY
Will County
Contract No. 60B85
Item No. 48, September 22, 2006 Letting
Addendum B

NOTICE TO PROSPECTIVE BIDDERS:

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

1. Revised the entire Table of Contents to the Special Provisions.
2. Revised pages 9, 19 & 184 of the Special Provisions.
3. Added pages 185 - 187 to the Special Provisions.

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,

Michael L. Hine
Engineer of Design
and Environment

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger' followed by 'P.E.'.

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

cc: Diane O'Keefe, Region 1, District 1; Roger Driskell; R. E. Anderson;
Estimates; Design & Environment File

TBW:MS:jc

TABLE OF CONTENTS

GENERAL INFORMATION.....	1
STATE OF ILLINOIS.....	1
SPECIAL PROVISIONS	1
LOCATION OF PROJECT.....	1
DESCRIPTION OF PROJECT.....	1
GENERAL.....	2
COMPLETION DATE PLUS GUARANTEED WORKING DAYS.....	2
FAILURE TO COMPLETE THE WORK ON TIME.....	2
STATUS OF UTILITIES TO BE ADJUSTED	3
WORK RESTRICTIONS	5
MAINTENANCE OF TRAFFIC.....	5
ADVANCED PUBLIC NOTIFICATION.....	5
CHANGEABLE MESSAGE SIGNS	5
CONCRETE BARRIER (DISTRICT 1).....	6
FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC	8
MAINTENANCE OF ROADWAYS.....	10
TEMPORARY INFORMATION SIGNING.....	11
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).....	12
TRAFFIC CONTROL FOR WORK ZONE AREAS	15
TRAFFIC CONTROL PLAN.....	15
TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS).....	16
ROADWAY.....	17
AGGREGATE SUBGRADE, 300 MM (12")	17
AGGREGATE SHOULDERS, TYPE B (SPECIAL)	19
APPROACH SLAB REMOVAL.....	19
BITUMINOUS SHOULDER REMOVAL.....	19
BRIDGE APPROACH PAVEMENT (SPECIAL).....	20
EMBANKMENT I.....	20
ENGINEER'S FIELD OFFICE, TYPE A (SPECIAL)	21
FURNISHING AND INSTALLING RAIL ELEMENT PLATES.....	22
GENERAL REQUIREMENTS FOR WEED CONTROL SPRAYING.....	23
GUARDRAIL POST VERTICAL ADJUSTMENT	24
PIPE UNDERDRAIN, 6".....	25

Revised 09/15/2006

PORTLAND CEMENT CONCRETE SHOULDER REMOVAL	25
RECLAIMED ASPHALT PAVEMENT (RAP) FOR TEMPORARY ACCESS ENTRANCES AND/OR AGGREGATE SHOULDERS, TYPE B	25
USE OF RAP (BMPR).....	26
USE OF MULTIPLE CONCRETE PLANTS IN THE SAME CONSTRUCTION ITEM.....	30
EFFECTIVE: JUNE 16, 2006.....	30
WEED CONTROL, TEASEL.....	31
DRAINAGE AND UTILITIES.....	33
BACKFILLING STORM SEWER UNDER ROADWAY	33
BOX CULVERTS TO BE CLEANED	33
CLEANING EXISTING DRAINAGE STRUCTURES	33
STORM SEWERS AND CULVERTS TO BE GROUTED.....	33
EROSION AND SEDIMENT CONTROLS	34
EROSION AND SEDIMENT CONTROL CALL OUT.....	42
EROSION AND SEDIMENT CONTROL SCHEDULE.....	43
GEOTEXTILE FABRIC MATERIALS.....	43
SURFACE ROUGHENING	44
TEMPORARY DITCH CHECKS	44
STRUCTURAL	45
PERMANENT PROTECTIVE SHIELD SYSTEM.....	45
ERECTING STRUCTURAL STEEL.....	45
FURNISHING STRUCTURAL STEEL AND BEARINGS (FOR INFORMATION ONLY)	47
TEMPORARY WALL BRACING SYSTEM	49
CLEANING AND PAINTING CONTACT SURFACE AREAS OF EXISTING STEEL STRUCTURES.....	49
CLEANING AND PAINTING NEW METAL STRUCTURES.....	54
TEMPORARY SOIL RETENTION SYSTEM	61
PIPE UNDERDRAINS FOR STRUCTURES	62
POROUS GRANULAR EMBANKMENT (SPECIAL)	63
STRUCTURAL REPAIR OF CONCRETE	63
PROTECTIVE COAT	71
AGGREGATE SHIPPING TICKETS (BDE).....	72
AUTHORITY OF RAILROAD ENGINEER (BDE)	72
BITUMINOUS CONCRETE SURFACE COURSE (BDE).....	73
BITUMINOUS EQUIPMENT, SPREADING AND FINISHING MACHINE (BDE)	73
BRIDGE DECK CONSTRUCTION (BDE)	74

Revised 09/15/2006

CHAIR SUPPORTS (BDE) 75
COARSE AGGREGATE FOR TRENCH BACKFILL, BACKFILL AND BEDDING (BDE) 75
CONCRETE ADMIXTURES (BDE) 82
CURING AND PROTECTION OF CONCRETE CONSTRUCTION (BDE) 86
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION 93
EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE) 100
EXPANSION JOINTS (BDE)..... 101
FLAGGER VESTS (BDE) 101
FREEZE-THAW RATING (BDE)..... 102
HAND VIBRATOR (BDE)..... 102
IMPACT ATTENUATORS, TEMPORARY (BDE)..... 102
INLET FILTERS (BDE) 104
MANHOLES (BDE) 106
MINIMUM LANE WIDTH WITH LANE CLOSURE (BDE)..... 106
MULCHING SEEDED AREAS (BDE) 106
ORGANIC ZINC RICH PAINT SYSTEM..... 107
PARTIAL PAYMENTS (BDE)..... 111
PAVEMENT THICKNESS DETERMINATION FOR PAYMENT (BDE)..... 112
PAYMENTS TO SUBCONTRACTORS (BDE) 118
PAYROLLS AND PAYROLL RECORDS (BDE) 119
PERSONAL PROTECTIVE EQUIPMENT (BDE) 120
PLASTIC BLOCKOUTS FOR GUARDRAIL (BDE) 120
POLYUREA PAVEMENT MARKING (BDE)..... 120
PORTABLE CHANGEABLE MESSAGE SIGNS (BDE) 127
PORTLAND CEMENT (BDE)..... 128
PORTLAND CEMENT CONCRETE (BDE) 128
PRECAST CONCRETE PRODUCTS (BDE)..... 128
PREFORMED RECYCLED RUBBER JOINT FILLER (BDE)..... 129
RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE)..... 130
RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE) (BDE)..... 131
REINFORCEMENT BARS (BDE) 131
SEEDING AND SODDING (BDE)..... 133
SELF-CONSOLIDATING CONCRETE FOR CAST-IN-PLACE CONSTRUCTION (BDE)..... 135
SELF-CONSOLIDATING CONCRETE FOR PRECAST PRODUCTS (BDE)..... 140
SHOULDER RUMBLE STRIPS (BDE) 142

Revised 09/15/2006

SHOULDER STABILIZATION AT GUARDRAIL (BDE).....	143
STABILIZED SUBBASE AND BITUMINOUS SHOULDERS SUPERPAVE (BDE).....	143
STEEL PLATE BEAM GUARDRAIL (BDE)	149
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	149
SUBGRADE PREPARATION (BDE)	150
SUPERPAVE BITUMINOUS CONCRETE MIXTURES (BDE).....	150
SURFACE TESTING OF PAVEMENTS (BDE)	156
SUSPENSION OF SLIPFORMED PARAPETS (BDE).....	162
TEMPORARY CONCRETE BARRIER (BDE)	162
TEMPORARY EROSION CONTROL (BDE)	164
TRAFFIC BARRIER TERMINALS (BDE)	166
TRAFFIC CONTROL DEFICIENCY DEDUCTION (BDE)	166
TRUCK BED RELEASE AGENT (BDE)	167
VARIABLY SPACED TINING (BDE).....	167
WATER BLASTER WITH VACUUM RECOVERY (BDE).....	168
WEIGHT CONTROL DEFICIENCY DEDUCTION.....	169
WORK ZONE PUBLIC INFORMATION SIGNS (BDE)	170
WORK ZONE SPEED LIMIT SIGNS (BDE)	170
WORK ZONE TRAFFIC CONTROL DEVICES (BDE)	171
STEEL COST ADJUSTMENT (BDE) (RETURN WITH BID).....	172
STORM WATER POLLUTION PREVENTION PLAN.....	177
RAILROAD FLAGGERS (BDE)	184
WORK ZONE SPEED LIMIT SIGNING	184
KEEPING THE EXPRESSWAY OPEN TO TRAFFIC	185

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LOCATION: for temporary lane closures along I-55:

WEEK NIGHT	TYPE CLOSURE	OF	CLOSURES PERMITTED		
Sunday thru Thursday	One Lane		9:00 p.m.	to	5:00 a.m.
Friday & Saturday	One Lane		10:00 p.m.	to	10:00 a.m.

In addition to the hours noted above, temporary shoulder and partial ramp closures are allowed weekdays between 9:00 AM and 3:00 PM. During Stage III, two lanes may be closed within the hours noted above.

Full Expressway Closures will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of **12:01a.m. to 5:00 a.m. Monday thru Friday and from 12:01 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 a Freeway Standard Closure. 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) and a Maintenance of Traffic plan submitted and approved at least 3 working days in advance of the proposed road closure and will coordinate the closure operations with police forces. Weekends and holidays DO NOT count into this 72 hours notification.

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 as noted above.

Except for the two weekend closures as noted in the project staging, the Contractors shall stage their work such that all ramps at the interchange remain open. Temporary ramp closures 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.

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AGGREGATE SHOULDERS, TYPE B (SPECIAL)

Description. This work shall consist of the furnishing, placing, shaping, and compacting aggregate on a prepared subgrade adjacent to the outside bituminous shoulders as shown in the plans, details, and the applicable portions of Section 481 of the Standard Specifications.

General. The Engineer shall determine the appropriate aggregate placement in sections where the existing shoulder and side slope conditions do not accommodate the plan details.

Method of Measurement. Aggregate Shoulders, Type B (Special) will be measured for payment in square yards.

Basis of Payment. This work will be paid for at the contract unit price per square yard for AGGREGATE SHOULDERS, TYPE B (SPECIAL), including all work associated with the existing subgrade and aggregate material.

APPROACH SLAB REMOVAL

Description. This item shall consist of the removal and satisfactory disposal of existing bridge approach pavement slabs including any existing base, stabilized subbase, and concrete pads at locations designated on the plans and in accordance with the applicable portions of Section 440 of the Standard Specifications.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards of bridge approach pavement removed, regardless of replacement area.

Basis of Payment. This work will be paid for at the contract unit price per square yard for APPROACH SLAB REMOVAL.

BITUMINOUS SHOULDER REMOVAL

Description. This item shall consist of the removal and satisfactory disposal of existing 10' thick bituminous shoulders in accordance with the applicable portions of Section 440 of the Standard Specifications.

Method of Measurement. This work will be measured for payment in place and the area computed in square yards.

Basis of payment. This work will be paid for at the contract unit price per square yard for BITUMINOUS SHOULDER REMOVAL.

Revised 09/15/2006

RAILROAD FLAGGERS (BDE)

Effective: April 1, 2006

Revise the fourth and fifth paragraphs of Article 107.12 of the Standard Specifications to read:

“At the preconstruction conference, the Contractor shall furnish the Railroad with the approximate dates flagging services are needed. The approximate date of initiation of flagging services shall be at least 30 calendar days after the conference. The Contractor shall also notify the Railroad at least 48 hours in advance of the actual initiation and termination of flagging services.

The Contractor shall pay the costs of Railroad flaggers required solely for transporting material or equipment across the track. These costs shall be considered as included in the contract unit prices bid for the various items of work involved, and no additional compensation will be allowed.”

WORK ZONE SPEED LIMIT SIGNING

This special provision revises the note regarding speed limit signing in the Traffic Control General Notes on the plans.

During construction Stages I and II, the speed limit shall be reduced to 55 mph adjacent to and before the work areas. 55 mph work zone speed limit sign assemblies shall be provided and erected on both sides of the travel lanes at the same spacing as the permanent speed limit signs (two additional assemblies shall be provided as required to provide a maximum spacing of 3 miles). Two additional assemblies shall be provided and erected on both sides of the travel lanes at the following locations: one mile in advance of the work area, approximately 800 feet in advance of the work area, and 500 feet beyond the last entrance ramp for each interchange. “Speed Zone Ahead” signs (R2-5a, 48” x 60”) with three 18” x 18” orange flags as shown on Standard 702001 shall be erected ½ mile in advance of the first work zone speed limit sign assemblies. All permanent “SPEED LIMIT” signs located within the work zone shall be removed or covered.

During construction Stages I and II, when worker(s) are present and are not located behind a concrete barrier wall, the speed limit shall be reduced to 45 mph. Work zone speed limit sign assemblies shall be provided and located as shown on Standard 701401 (Lane Closure, Freeway/Expressway) on the plans. Two additional assemblies shall be placed 150 m (500 ft) beyond the last entrance ramp for each interchange. All conflicting 55 mph speed limit signs located within the work area shall be promptly removed or covered.

A reduced posted 45 mph speed zone shall be promptly established when the workers are present and are not located behind a concrete barrier wall, and the posted 55 mph speed zone shall be promptly reinstated when the workers are not present.

The 45 mph work zone speed limit signs shall only be used when workers are present in the work area; at all other times, the signs shall be promptly removed or covered. These sign assemblies will not be required when the worker(s) are located behind a concrete barrier wall.

The individual signs that make up an assembly may be combined on a single panel. The sheeting for the signs shall be reflective and conform to the requirements of Article 1084.02.

If the Contractor fails to comply with these requirements, the Contractor shall be liable to the Department as specified in the special provision for Traffic Control Deficiency Deduction (BDE).

This work will not be paid for separately but shall be included in the contract unit price for TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

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KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: 3/22/96 Revised: 2/9/05

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 Contractor's 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 (847-705-4151) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on a work week of Monday through Friday and shall not include weekends or Holidays.

LOCATION: I-55 from I&M Canal to Weber Road (Before 3rd lane is built):

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday thru Thursday	One Lane	9:00 PM	to	5:00 AM	10:00 PM	to	7:00 AM
Friday	One Lane	10:00 PM	to	9:00 AM (Sat)	11:00 PM	to	9:00 AM (Sat)
Saturday	One Lane	9:00 PM	to	10:00 AM (Sun)	10:00 PM	to	11:00 AM (Sun)

LOCATION: I-55 from I&M Canal to Weber Road (After 3rd lane has opened to traffic):

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS					
		INBOUND			OUTBOUND		
Sunday thru Thursday	One Lane	8:00 PM	to	5:00 AM	9:00 PM	to	8:00 AM
	Two Lanes	9:00 PM	to	5:00 AM	10:00 PM	to	7:00 AM
Friday	One Lane	9:00 PM	to	11:00 AM (Sat)	9:00 PM	to	11:00 AM (Sat)
	Two Lanes	10:00 PM	to	9:00 AM (Sat)	11:00 PM	to	9:00 AM (Sat)

Added 09-15-2006

Saturday	One Lane	8:00 PM	to	11:00 (Sun)	AM	9:00 PM	to	11:00 (Sun)	AM
	Two Lanes	9:00 PM	to	10:00 (Sun)	AM	10:00 PM	to	10:00 (Sun)	AM

In addition to the hours noted above, temporary shoulder and partial ramp closures are allowed weekdays between 9:00 AM and 3:00 PM.

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

Full Expressway Closures will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of 1:00a.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) and a Maintenance of Traffic plan submitted and approved 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.

Temporary ramp closures 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.

Interstate to Interstate ramp closures are only permitted for a maximum of two (2) hours between the hours of 11:00 p.m. and 5:00 a.m. on Monday thru Friday between the hours of 12:01 a.m. and 6:00 a.m. on Saturday, and between the hours of 12:01 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 interstate ramp closures. The cost of these signs shall be considered incidental to traffic control and protection (6 signs maximum per closure).

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".

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.

Added 09-15-2006

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.

Added 09-15-2006