



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 9, 2011

SUBJECT: FAI Route 55 (I-55)
Project ACIM-055-7 (263) 294
Section 2011-031-BR
Cook County
Contract No. 60P37
Item No. 4, November 18, 2011 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 the Table of Contents to the Special Provisions.
3. Revised pages 6 - 9 & 12 of the Special Provisions.
4. Added page 53 to the Special Provisions.
5. Revised sheets 1, 2, 3, 5A, 6, 7, 8, 10 & 11 of the Plans.
6. Added sheets 11A & 11B 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,

Scott E. Stitt, P.E.
Acting Engineer of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E." with a small "P.E." to the right.

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

cc: Diane O'Keefe, Region 1, District 1; Mike Renner; D.Carl Puzey;
Estimates

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 60P37

State Job # - C-91-522-11
 PPS NBR - 1-77396-0000
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - 2011-031-BR

Project Number
 ACIM-0557/263/294

Route
 FAI 55

*REVISED: NOVEMBER 08, 2011

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X5080600	MECHANICAL SPLICERS	EACH	64.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7013820	TR CONT SURVEIL EXPWY	CAL DA	60.000				
*ADD X7030030	WET REF TEM TAPE T3 4	FOOT	5,000.000				
*ADD X7030045	WET REF TEM TAPE T3 8	FOOT	7,000.000				
Z0001700	APPROACH SL REP (FD)	SQ YD	7.000				
Z0001800	APPROACH SL REP (PD)	SQ YD	7.000				
Z0012754	STR REP CON DP = < 5	SQ FT	54.000				
Z0012755	STR REP CON DP OVER 5	SQ FT	11.000				
Z0016002	DECK SLAB REP (FD-T2)	SQ YD	33.000				
Z0016200	DECK SLAB REP (PART)	SQ YD	212.000				
Z0030240	IMP ATTN TEMP NRD TL2	EACH	2.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0073200	TEMP SHORING & CRIB	EACH	15.000				
44200581	CL A PATCH T3 12	SQ YD	15.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
44213000	PATCH REINFORCEMENT	SQ YD	15.000				
44213200	SAW CUTS	FOOT	68.000				
44213202	TIE BARS 1	EACH	10.000				
50102400	CONC REM	CU YD	24.000				
50300225	CONC STRUCT	CU YD	24.000				
50800205	REINF BARS, EPOXY CTD	POUND	7,230.000				
52100520	ANCHOR BOLTS 1	EACH	6.000				
52100530	ANCHOR BOLTS 1 1/4	EACH	14.000				
67100100	MOBILIZATION	L SUM	1.000				
70102625	TR CONT & PROT 701606	L SUM	1.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	9.000				
*ADD 70200100	NIGHT WORK ZONE LIGHT	L SUM	1.000				
*DELETE 70300520	PAVT MARK TAPE T3-4	FOOT	5,000.000				
*DELETE 70300550	PAVT MARK TAPE T3-8	FOOT	7,000.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	7,878.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70400100	TEMP CONC BARRIER	FOOT	475.000				
78008210	POLYUREA PM T1 LN 4	FOOT	16,400.000				
78008220	POLYUREA PM T1 LN 5	FOOT	1,780.000				
78008240	POLYUREA PM T1 LN 8	FOOT	1,890.000				
78008250	POLYUREA PM T1 LN 12	FOOT	1,812.000				
78008300	POLYUREA PM T2 LTR-SY	SQ FT	36.000				
78100105	RAISED REF PVT MKR BR	EACH	356.000				
78300100	PAVT MARKING REMOVAL	SQ FT	200.000				
78300200	RAISED REF PVT MK REM	EACH	356.000				

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Revised 11/9/2011

- (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 not 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.

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

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 (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 workweek of Monday through Friday and shall not include weekends or Holidays.

LOCATION: I-55 (Stevenson) @ US 41 Lake Shore Drive

WEEK DAY	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Monday – Thursday	1-Lane (continuous)	10:00 AM (Mon)	to	5:00 AM (Thu)
Friday-Sunday	1-Lane Ramp	11:00 PM (Fri)	to	5:00 AM (Mon)

Allowable Temporary lanes closures

Revised 11/9/2011

LOCATION: I-55 Stevenson: I-55 at US 41 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)

Ramp Closure Restrictions: Only one ramp can be closed / detoured on to 18TH Street at a time. Full closure of one single lane ramp (NB US 41 to SB I-55 or NB I-55 to SB US 41 will only be allowed on weekends.

Nightly detours for the NB US 41 to SB I-55 and NB I-55 to NB US 41 ramps will also be allowed.

Full Closure Restrictions: Full closures of the expressways, lanes and ramps as needed for beam jacking will be limited to a maximum of 15 minutes. Full closures will only be allowed during the hours of 11:59 PM to 5:00 AM.

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.

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

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major events. No closures or work will be permitted on during the G8 and NATO Summits.

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.

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 = \$ **2,500** / 15 minutes
 Two lanes blocked = \$ **4,000** / 15 minutes

Revised 11/9/2011

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.

NIGHTTIME WORK ZONE LIGHTING (BDE)

Effective: November 1, 2008

Description. *This work shall consist of furnishing, installing, maintaining, moving, and removing lighting for nighttime work zones. Nighttime shall be defined as occurring shortly before sunset until after sunrise.*

Materials. *The lighting shall consist of mobile and/or stationary lighting systems as required herein for the specific type of construction. Mobile lighting systems shall consist of luminaires attached to construction equipment or moveable carts. Stationary lighting systems shall consist of roadway luminaires mounted on temporary poles or trailer mounted light towers at fixed locations. Some lighting systems, such as balloon lights, may be adapted to both mobile and stationary applications.*

Equipment. *The Contractor shall furnish an illuminance meter for use by the Engineer. The meter shall have a digital display calibrated to NIST standards, shall be cosine and color corrected, and shall have an accuracy of \pm five percent. The sensor shall have a level indicator to ensure measurements are taken in a horizontal plane.*

CONSTRUCTION REQUIREMENTS

General. *At the preconstruction conference, the Contractor shall submit the type(s) of lighting system to be used and the locations of all devices.*

Before nighttime construction may begin, the lighting system shall be demonstrated as being operational.

Nighttime Flagging. *The requirements for nighttime flagging shall be according to Article 701.13 of the Standard Specifications and the glare control requirements contained herein.*

Lighting System Design. *The lighting system shall be designed to meet the following.*

- (a) Lighting Levels. *The lighting system shall provide a minimum of 5 foot candles (54 lux) throughout the work area. For mobile operations, the work area shall be defined as 25 ft (9 m) in front of and behind moving equipment. For stationary operations, the work area shall be defined as the entire area where work is being performed.*

Lighting levels will be measured with an illuminance meter. Readings will be taken in a horizontal plane 3 ft (1 m) above the pavement or ground surface.

- (b) Glare Control. *The lighting system shall be designed and operated so as to avoid glare that interferes with traffic, workers, or inspection personnel. Lighting systems with flood, spot, or stadium type luminaires shall be aimed downward at the work and rotated outward no greater than 30 degrees from nadir (straight down). Balloon lights shall be positioned at least 12 ft (3.6 m) above the roadway.*

Revised 11/9/2011

As a large component of glare, the headlights of construction vehicles and equipment shall not be operated within the work zone except as allowed for specific construction operations. Headlights shall never be used when facing oncoming traffic.

- (c) *Light Trespass. The lighting system shall be designed to effectively light the work area without spilling over to adjoining property. When, in the opinion of the Engineer, the lighting is disturbing adjoining property, the Contractor shall modify the lighting arrangement or add hardware to shield the light trespass.*

Construction Operations. *The lighting design required above shall be provided at any location where construction equipment is operating or workers are present on foot. When multiple operations are being carried on simultaneously, lighting shall be provided at each separate work area.*

The lighting requirements for specific construction operations shall be as follows.

- (a) *Installation or Removal of Work Zone Traffic Control. The required lighting level shall be provided at each truck and piece of equipment used during the installation or removal of work zone traffic control. Headlights may be operated in the work zone.*
- (b) *Milling and Paving. The required lighting level shall be provided by mounting a minimum of one balloon light to each piece of mobile construction equipment used in the work zone. This would include milling machines, mechanical sweepers, material transfer devices, spreading and finishing machines, and rollers; but not include trucks used to transport materials and personnel or other vehicles that are continuously moving in and out of the work zone. The headlights of construction equipment shall not be operated within the work zone.*
- (c) *Patching. The required lighting level shall be provided at each patching location where work is being performed.*
- (d) *Pavement Marking and Raised Reflective Pavement Marker Removal/Installation. The striping truck and the attenuator/arrow board trucks may be operated by headlights alone; however, additional lighting may be necessary for the operator of the striping truck to perform the work.*

For raised reflective pavement marker removal and installation and other pavement marking operations where workers are on foot, the required lighting level shall be provided at each truck and piece of equipment.

- (e) *Layout, Testing, and Inspection. The required lighting level shall be provided for each active area of construction layout, material testing, and inspection. The work area shall be defined as 15 ft (7.6 m) in front and back of the individual(s) performing the tasks.*

Basis of Payment. *This work will be paid for at the contract lump sum price for NIGHTTIME WORK ZONE LIGHTING.*

TEMPERATURE CONTROL FOR CONCRETE PLACEMENT (DISTRICT ONE)

Effective: May 1, 2007

Delete the second and third sentences of the second paragraph of Article 1020.14(a) of the Standard Specifications.

Revised 11/9/2011

The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

**

“The commuter Rail Division of the Regional Transportation Authority and its affiliated separate public corporation known as the Northeast Illinois Regional Transportation Authority, both operating under the service mark METRA, as now exists or may thereafter be constituted or acquired including their interest in partnership.”

STAGING AND INTERCHANGE RESTRICTIONS

The Contractor shall schedule their work based on the days and times allowed by the Engineer. No lanes will be closed and no work will be permitted during the NATO and G8 Summits which is tentatively scheduled for May 15-22, 2012.

DECK SLAB REPAIR

Effective: May 15, 1995

Revised: January 18, 2011

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

Deck slab repairs will be classified as follows:

- (a) Partial-Depth. Partial-depth repairs shall consist of removing the loose and unsound deck concrete, disposing of the concrete removed and replacing with new concrete. The removal may be performed by chipping with power driven hand tools or by hydro-scarification equipment. The depth shall be measured from the top of the concrete deck surface, at least 3/4 in. (20 mm) but not more than 1/2 the concrete deck thickness.

Revised 11/9/2011

TYPE III TEMPORARY TAPE FOR WET CONDITIONS

Effective: February 1, 2007

Revised: February 1, 2011

Description. This work shall consist of furnishing, installing, and maintaining Type III Temporary Pavement Marking Tape for Wet Conditions.

Materials. Materials shall be according to the following.

Item	Article/Section
(a) Pavement Marking Tape	1095.06

Initial minimum reflectance values under dry and wet conditions shall be as specified in Article 1095.06. The marking tape shall maintain its reflective properties when submerged in water. The wet reflective properties will be verified by a visual inspection method performed by the Department. The surface of the material shall provide an average skid resistance of 45 BPN when tested according to ASTM E 303.

CONSTRUCTION REQUIREMENTS

Type III Temporary Tape for Wet Conditions shall meet the requirements of Article 703.03 and 703.05. Application shall follow manufacturer's recommendations.

Method of Measurement. This work will be measured for payment in place, in feet (meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for WET REFLECTIVE TEMPORARY TAPE TYPE III of the line width specified, and at the contract unit price per square foot (square meter) for WET REFLECTIVE TEMPORARY TAPE TYPE III, LETTERS AND SYMBOLS.

Added 11/9/2011