



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 17, 2012

SUBJECT: FAU Route 2692 (Wolf Rd.)
Project M-2692 (004)
Section 1415 B-1
Cook County
Contract No. 60M52
Item No. 8, January 20, 2012 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 15 & 16 of the Special Provisions.
3. Added pages 183 - 184 to the Special Provisions.
4. Revised sheets 1, 2, 14, 15, 16, 17 & 18 of the Plans.
5. Added sheets 18A, 18B & 70A 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 black ink, appearing to read "Ted B. Walschleger" 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

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The testing requirements of Article 1031.03 shall not apply.

- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded, FRAP, or single sized will not be accepted for use as Aggregate Surface Course and Aggregate Shoulders.”

TEMPORARY PAVEMENT

Effective: March 1, 2003

Revised: April 10, 2008

Description. This work shall consist of constructing a temporary pavement at the locations shown on the plans or as directed by the engineer.

The contractor shall use either Portland cement concrete according to Sections 353 and 354 of the Standard Specifications or HMA according to Sections 355, 356, 406 of the Standard Specifications, and other applicable HMA special provisions as contained herein. The HMA mixtures to be used shall be specified in the plans. The thickness of the Temporary Pavement shall be as described in the plans. The contractor shall have the option of constructing either material type if both Portland cement concrete and HMA are shown in the plans.

Articles 355.08 and 406.11 of the Standard Specifications shall not apply.

The removal of the Temporary Pavement, if required, shall conform to Section 440 of the Standard Specification.

Method of Measurement. Temporary pavement will be measured in place and the area computed in square yards (square meters).

Basis of Payment. This work will be paid for at the contract unit price per square yard (square meter) for TEMPORARY PAVEMENT and TEMPORARY PAVEMENT (INTERSTATE).

Removal of temporary pavement will be paid for at the contract unit price per square yard (square meter) for PAVEMENT REMOVAL.

KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC

Effective: January 22, 2003

Revised: January 1, 2007

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, and the State Standards.

Daily arterial lane closures shall be in accordance with the Standard Specifications, Highway Standards and the direction of the Engineer. The Contractor shall request and gain approval from the Illinois Department of Transportation's Arterial Traffic Control Supervisor at (847-705-4470) seventy-two (72) hours in advance of all long term (24 hrs. or longer) lane closures.

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Arterial lane closures will only be permitted during the **off-peak** traffic volume hours. **Peak traffic volume hours are defined as weekdays (Monday through Friday) from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM.**

Full closure of any arterial lanes will only be permitted for a maximum period of 15 minutes during the **off-peak** traffic volume hours. Full roadway closures will only be allowed between **11:00 PM to 5:00 AM**. During full roadway closures the Contractor will be required to reduce the roadway to only one open traffic lane in the affected direction of travel using the appropriate State Standard. Police forces shall be notified and requested to close the remaining lane to facilitate the necessary work activities. The Contractor shall notify the District One Arterial Traffic Control Supervisor at (847) 705-4470 seventy-two (72) hours in advance of the proposed road closure.

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 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:

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ERECTING STRUCTURAL STEEL AND ELASTOMERIC BEARINGS

Description: This work shall consist of all labor, materials, tools and equipment necessary for the erection of structural steel, which will be furnished by others under a separate contract, as per the details included in the plans, according to the applicable portions of Sections 505 and 506 of the Standard Specifications and these special provisions. The shim plates and neoprene pads for the bearings will be furnished by others under a separate fabrication contract; the installation of these items shall be included in the cost for Erecting Elastomeric Bearing Assembly. All shop and field fasteners will be furnished by others with structural steel. The anchor bolts required for installation of bearings shall be furnished and installed under a separate pay item for Anchor Bolts.

The Contractor for furnishing of structural steel is herein referred to as Fabrication Contractor, and the Contractor for erection of these items is referred to as Erection Contractor.

Erection: The structural steel shall be erected according to the requirements of Article 505.08 of the Standard Specifications and this special provision.

Field Painting: The structural steel will be shop painted with a full 3-coat paint system by the Fabrication Contractor. The Erection Contractor shall be responsible for field touch-up painting, and spot cleaning and painting of the damaged coatings on newly erected work. The cleaning and painting work shall be according to the requirements of Article 506 of the Standard Specifications. The paint coatings shall be compatible with the paint system used by the Fabrication Contractor.

Article 505.09 of the Standard Specifications shall be amended to add the following:

1. No extra compensation will be allowed for touch-up field painting of steel members which have been burred and marred at the time of shipping or erecting and all other areas of the new structural steel surfaces where the paint coatings have been removed or are incomplete.
2. The structural steel and the fixed steel bearings including shim plates and neoprene pads for the bearings will be furnished and delivered under a separate fabrication contract.

Delivery of structural steel and bearings to the site shall be coordinated with the Fabrication Contractor to permit the erection of the steel in stages without delaying the progress of the steel erection. The Erection Contractor shall provide the Fabrication Contractor with a working schedule for shipping the structural steel and bearings to the jobsite, within 30 calendar days after the execution of the erection contract. The Erection Contractor shall notify the Fabrication Contractor a minimum of three calendar weeks in advance for any changes in the scheduled delivery dates. Copies of all notifications and correspondence between the Erection Contractor and Fabrication Contractor shall be submitted promptly to the Engineer.

The expense of night time and weekend erection of structural steel shall not be paid for separately, but shall be included in the lump sum cost for ERECTING STRUCTURAL STEEL.

For bidding purposes only, it is anticipated that the delivery of the structural steel will be required on or before the dates given in the following table:

Added 01/17/2012

Delivery Stage	Structure Construction Stage	Structure Construction Area	Delivery Dates
1	Stage I	FAU 2692 Wolf Road over Palatine Road, Beams 7 thru 12	May 15, 2012
2	Stage II	FAU 2692 Wolf Road over Palatine Road, Beams 1 thru 6	August 1, 2012

These dates are the scheduled delivery dates. The Engineer will confirm these dates.

3. The Fabrication Contractor will provide one (1) reproducible copy of all approved fabrication shop drawings to the Erection Contractor for use during erection of the fabricated structural steel. Shop drawings will include a list and location of the field bolts required.
4. All field fasteners will be furnished by the Fabrication Contractor, unless noted otherwise.

Basis of Payment: The erecting of structural steel will be measured and paid for at the lump sum price for ERECTING STRUCTURAL STEEL. The erecting of the elastomeric bearings will be measured and paid for at the contract unit price per each for ERECTING ELASTOMERIC BEARING ASSEMBLY, of the type specified. Anchor bolts for bearings will be measured and paid for at the contract unit price per each for ANCHOR BOLTS, of the diameter specified.

TRAFFIC CONTROL REQUIREMENTS FOR REMOVING PPC DECK BEAMS AND ERECTING STEEL BEAMS

Full bi-directional lane closures of Palatine Road may be needed for extended periods of time (more than 15 minutes) to remove existing precast prestressed concrete deck beams and erect the proposed rolled Steel Beams. These closures should be scheduled within the allowable full lane closure hours as noted in the Special Provision “KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC”. The Contractor shall submit for the Engineer’s review and approval the amount of time required for each full closure and the recommended signing for the detour route utilizing the frontage roads. This submittal should be included with the erection plan and procedures submittal as noted in the plans.

Recommended signing and location of the full closure detour is detailed in the Plans. The timing of the detour may overlap with the traffic maintenance plans for adjacent contracts and should be reviewed and coordinated with the personnel involved with traffic control in those work areas.

The recommended signing plans for each of the full closure detours shall show the “DETOUR with arrow” signs (48”x 48”) at needed locations as determined by the Engineer.

The cost of the lane closures detour set up and signs shall be included in the contract price for TRAFFIC CONTROL AND PROTECTION, SPECIAL.

Added 01/17/2012