



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 6, 2023

SUBJECT FAI Route 290 (I-290)  
Section FAI 290 22 BJ  
DuPage County  
Contract No. 62T96  
Item No. 93, January 20, 2023 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 page i of the Table of Contents to the Special Provisions.
2. Revised pages 12-14 & 34 of the Special Provisions.
3. Revised sheets 1, 2, 6 & 8 of the Plans.
4. Added sheet 35D to 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,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

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

MTS

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**STANDARDS:**

IDOT HIGHWAY STANDARDS: 701400, 701401, 701406, 701428, 701901, 704001, 7800001, 782006

IDOT DISTRICT 1 STANDARD DETAILS: TC-09, TC-12, TC-17

**SPECIAL PROVISIONS:**

- KEEPING THE EXPRESSWAY OPEN TO TRAFFIC (D1)
- FAILURE TO OPEN LANES TO TRAFFIC (D1)
- TRAFFIC CONTROL AND PROTECTIONS (EXPRESSWAYS) (D1)
- TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS) (D1)
- TEMPORARY INFORMATION SIGNING (D1),
- TRAFFIC CONTROL FOR WORK ZONE AREAS (D1)
- SPEED DISPLAY TRAILER (D1)
- TRAFFIC SPOTTERS (BDE)
- WORK ZONE TRAFFIC CONTROL DEVICES (BDE)
- WORK RESTRICTION: BRIDGE DECK REPAIR

**KEEPING THE EXPRESSWAY OPEN TO TRAFFIC (D1)**

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](http://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.

**LOCATION: I-290 Extension: I-355 to Wolf (3-Lane Section)**

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE CLOSURE HOURS		
Sunday - Thursday	1-Lane/RAMP	8:00 PM	to	5:00 AM
	2-Lane*	11:00 PM	to	5:00 AM
Friday	1-Lane/RAMP	9:00 PM (Fri)	to	9:00 AM (Sat)
	2-Lane*	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-Lane/RAMP	8:00 PM (Sat)	to	10:00 AM (Sun)
	2-Lane*	11:59 PM (Sat)	to	8:00 AM (Sun)

**Note:** Full shut down of WB 290 to SB 355 prohibited.

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**LOCATION: I-290 Extension: Higgins to I-355 (4 & 5-Lane Section)**

WEEKNIGHT	TYPE OF CLOSURES	ALLOWABLE LANE CLOSURE HOURS		
			to	
Sunday - Thursday	1-Lane/RAMP	7:00 PM	to	5:00 AM
	2-Lane	9:00 PM	to	5:00 AM
	3-Lane*	11:00 PM	to	5:00 AM
Friday	1-LaneRAMP	8:00 PM (Fri)	to	11:00 AM (Sat)
	2-Lane	10:00 PM (Fri)	to	9:00 AM (Sat)
	3-Lane*	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-LaneRAMP	8:00 PM (Sat)	to	1:00 PM (Sun)
	2-Lane	10:00 PM (Sat)	to	10:00 AM (Sun)
	3-Lane*	11:59 PM (Sat)	to	8:00 AM (Sun)

Notes: No more than 2 lanes shall be closed in the 4-lane sections unless doing full stops or stage changes. Closures within the 2-lane areas of I-290 mainline shall follow the 3-lane hours above.

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 Dec. 1<sup>st</sup> and April 1<sup>st</sup>.

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. The Contractor shall notify the District One Expressway Traffic Control Supervisor at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of any proposed stage change.

A Maintenance of Traffic Plan shall be submitted to the District One Expressway Traffic Control Supervisor 14 days in advance of any stages changes or full expressway closures. The Maintenance of Traffic Plan shall include, but not be limited to: lane and ramp closures, existing geometrics, and equipment and material location.

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.

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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.

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".

**FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC (D1)**

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 = \$3,000.00

Two lanes blocked = \$5,000.00

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.

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### **RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL**

Description. This work shall consist of completely removing and disposing of existing reflectors which conflict with the traffic control.

General: All remaining portions of the existing reflector shall be removed from the marker reflector area. The Contractor shall take care not to damage the raised reflective pavement marking casting. All damaged castings shall be removed and replaced at the Contractor's expense.

Method of Measurement. RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL shall be measured for payment on a per each unit removed basis.

Basis of Payment. RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL shall be paid for at the contract unit price per each unit removed, which price shall include all equipment, labor, and materials necessary to remove the reflector. Replacement of the reflector after the traffic control has been removed shall be paid for according to Section 781 of the Standard Specifications.

### **WORK RESTRICTION: BRIDGE DECK REPAIR**

The Contractor is directed that the lane closure(s) along the bridge (S.N. 022-0094) for deck, parapet, and approach slab repair beyond the finger plate expansion joint replacement closure is permitted only via an extended shutdown period, defined as: from 8:00p.m. Thursday to 5:00a.m. Monday.

The lane closure advance signing and approach tapers will be provided by the long-term closure for the upstream joint replacement. Extension of the closure along the length of the bridge with localized temporary concrete barrier installations for the proposed deck patching and parapet repair work shall be completed in Stages 1 and 2 utilizing these extended lane closures within the allowed times listed above. The Contractor shall use either Class PP-1 or PP-2 Concrete for all proposed deck and approach slab repair areas. Curing shall be maintained for 72 hours, or until 80% of final strength is achieved.

The Contractor must work with the Engineer to provide at least two weeks advanced notice to IDOT for planned closures. The contractor may need to make special accommodations for emergency vehicle passage during full closures.

Should the Contractor fail to completely open and keep open the bridge by Monday, 5:00 a.m. after the extended shutdown period the Contractor will be liable to the Department for the amount of \$5,000 a day for each day or portion thereof that the bridge is not open to traffic after the closure.

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