



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 28, 2011

SUBJECT: FAU Route 2592 (IL 53)
Project HSIP-2592 (002)
Section 2010-003I
Cook County
Contract No. 60K21
Item No. 28, March 11, 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 page i of the Table of Contents to the Special Provisions.
3. Revised pages 3 - 6 of the Special Provisions.
4. Revised sheets 2 - 6, 8, 10, 12 - 16, 21, 24, 26 - 33 and 36 of the Plans.
5. Added page 22A 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, appearing to read 'Ted B. Walschleger', followed by the initials 'P.E.'.

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

cc: Diane O'Keefe, Region 1, District 1; Mike Renner; Estimates

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 60K21

State Job # - C-91-448-10
 PPS NBR - 1-78554-0000
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - 2010-003I

Project Number
 HSIP-2592/002/

Route
 FAU 2592

* REVISED : FEBRUARY 28, 2011

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X2020110	GRADING & SHAP SHLDRS	UNIT	12.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
Z0026346	NIGHT WORK ZONE LIGHT	L SUM	1.000				
Z0029999	IMPACT ATTENUATOR REM	EACH	1.000				
Z0030030	IMP ATTEN FRD NAR TL3	EACH	1.000				
* DELETED							
20200100	EARTH EXCAVATION	CU YD	1,196.000				
21101615	TOPSOIL F & P 4	SQ YD	2,774.000				
25000210	SEEDING CL 2A	ACRE	0.600				
25000400	NITROGEN FERT NUTR	POUND	52.000				
25000500	PHOSPHORUS FERT NUTR	POUND	52.000				
25000600	POTASSIUM FERT NUTR	POUND	52.000				
25100630	EROSION CONTR BLANKET	SQ YD	2,774.000				
48101500	AGGREGATE SHLDS B 6	SQ YD	1,347.000				
63000001	SPBGR TY A 6FT POSTS	FOOT	2,775.000				

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63000015	SPBGR TY D	FOOT	1,117.000				
63100045	TRAF BAR TERM T2	EACH	10.000				
63100085	TRAF BAR TERM T6	EACH	2.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	13.000				
63200310	GUARDRAIL REMOV	FOOT	1,433.000				
67000400	ENGR FIELD OFFICE A	CAL MO	6.000				
67100100	MOBILIZATION	L SUM	1.000				
* DELETED							
* 72000100	SIGN PANEL T1	SQ FT	477.000				
* 72000200	SIGN PANEL T2	SQ FT	516.000				
* 72000300	SIGN PANEL T3	SQ FT	3,089.000				
* 72400100	REMOV SIN PAN ASSY TA	EACH	10.000				
* 72400200	REMOV SIN PAN ASSY TB	EACH	22.000				
* 72400310	REMOV SIGN PANEL T1	SQ FT	313.000				
* 72400320	REMOV SIGN PANEL T2	SQ FT	281.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
* 72400330	REMOV SIGN PANEL T3	SQ FT	3,333.000				
* 72800100	TELES STL SIN SUPPORT	FOOT	133.000				
* 73000100	WOOD SIN SUPPORT	FOOT	1,151.000				
* 73700100	REM GR MT SIN SUPPORT	EACH	7.000				
* 73700200	REM CONC FDN-GR MT	EACH	2.000				
78200410	GUARDRAIL MKR TYPE A	EACH	40.000				
78201000	TERMINAL MARKER - DA	EACH	23.000				
84200600	REM LT U NO SALV	EACH	37.000				

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
MAINTENANCE OF ROADWAYS	1
STATUS OF UTILITIES TO BE ADJUSTED	2
COMPLETION DATE PLUS WORKING DAYS	2
GRADING AND SHAPING SHOULDERS	2
IMPACT ATTENUATOR REMOVAL	2
TRAFFIC CONTROL PLAN	3
KEEPING THE EXPRESSWAY OPEN TO TRAFFIC	5
FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC	6
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	6
APPROVAL OF PROPOSED BORROW AREAS, USE AREAS, AND/OR WASTE AREAS (BDE)	9
CERTIFICATION OF METAL FABRICATOR (BDE)	10
CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)	10
CONSTRUCTION AIR QUALITY - DIESEL VEHICLE EMISSIONS CONTROL (BDE)	12
CONSTRUCTION AIR QUALITY - IDLING RESTRICTIONS (BDE)	13
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)	14
ENGINEER’S FIELD OFFICE TYPE A (BDE)	22
EQUIPMENT RENTAL RATES (BDE)	24
IMPACT ATTENUATORS, TEMPORARY (BDE)	25
LIQUIDATED DAMAGES (BDE)	27
MULCH (BDE)	27
NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE)	30
NIGHTTIME WORK ZONE LIGHTING (BDE)	31
PAYMENTS TO SUBCONTRACTORS (BDE)	33
POST MOUNTING OF SIGNS (BDE)	34
SEEDING (BDE)	34
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	36
TEMPORARY EROSION CONTROL (BDE)	37
TRAFFIC BARRIER TERMINAL, TYPE 6 (BDE)	40
TRUCK MOUNTED/TRAILER MOUNTED ATTENUATORS (BDE)	40
STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)	40

Revised 02/28/2011

The impact attenuators shall remain the property of the State and shall be delivered to the nearest IDOT maintenance yard unless otherwise directed by the Engineer.

Measurement and Payment. This work will be measured and paid for at the contract unit price per each for IMPACT ATTENUATOR REMOVAL.

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:

701400, 701401, 701402, 701406, 701456, 701901

DETAILS:

Traffic Control Details For Freeway Single & Multi-Lane Weave (TC-09)
Traffic Control Details For Freeway Shoulder Closures and Partial Ramp Closures) (TC-17)

SPECIAL PROVISIONS:

Maintenance of Roadways
Keeping the Expressway Open to Traffic
Failure to Open Traffic Lanes to Traffic
Traffic Control and Protection (Expressways)
Nighttime Work Zone Lighting (BDE)
Post Mounting of Signs (BDE)
Truck Mounted/Trailer Mounted Attenuators (BDE)

Revised 02/28/2011

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Revised 02/28/2011

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996

Revised: February 9, 2005

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: IL 53: Lake-Cook to Rand

WEEKNIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-Lane or ramp	8:00 PM	to	5:00 AM
	2-Lane	11:00 PM	to	5:00 AM
Friday	1-Lane or ramp	9:00 PM (Fri)	to	9:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-Lane or ramp	8:00 PM (Sat)	to	11:59 AM (Sun)
	2-Lane	11:59 PM (Sat)	to	8:00 AM (Sun)

Ramp closures at Lake-Cook Road shall follow the 2-Lane closure times.

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 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.

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.

Revised 02/28/2011

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 = \$3,000

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)

Effective: 3/8/96

Revised: 4/20/10

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.

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