



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 29, 2008

SUBJECT: Various Routes  
Section 2008-049 PP  
Cook & DuPage Counties  
Contract No. 60E98  
Item No. 72, September 19, 2008 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 1 of the Schedule of Prices.
2. Revised pages 9 – 11 of the Special Provisions.
3. Revised sheets 1 – 12 of 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,

Eric E. Harm  
Interim Bureau Chief  
Bureau of Design and Environment

A handwritten signature in cursive script, reading "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; Estimates

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 60E98

State Job # - C-91-555-08  
 PPS NBR - 1-78055-0001  
 County Name - COOK- DUPAGE-  
 Code - 31 - 43 -  
 District - 1 - 1 -  
 Section Number - 2008-049PP

Project Number

Route  
 VARIOUS

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
40600200	BIT MATLS PR CT	TON	1.000				
40600300	AGG PR CT	TON	4.000				
40600400	MIX CR JTS FLANGEWYS	TON	5.000				
40600895	CONSTRUC TEST STRIP	EACH	1.000				
40600982	HMA SURF REM BUTT JT	SQ YD	236.000				
* 40603340	HMA SC "D" N70	TON	242.000				
* DELETED							
44000157	HMA SURF REM 2	SQ YD	2,033.000				
44201765	CL D PATCH T2 10	SQ YD	10.000				
44201769	CL D PATCH T3 10	SQ YD	16.000				
44201771	CL D PATCH T4 10	SQ YD	93.000				
67000400	ENGR FIELD OFFICE A	CAL MO	3.000				
67100100	MOBILIZATION	L SUM	1.000				
78000200	THPL PVT MK LINE 4	FOOT	3,136.000				
			* REVISED : AUGUST 28, 2008				

The joint density value shall be determined using either a correlated nuclear gauge or cores. When using a correlated nuclear gauge, two “density readings” shall be taken at the given density test site. The gauge shall be rotated 180 degrees between “density readings”. If the two “density readings” are not within 1.5 lb/cu ft (23 kg/cu m) then one additional “density reading” shall be taken. Additional “density readings” taken at a given site shall not be allowed to replace the original “density readings” unless an error has occurred (i.e. the nuclear gauge was sitting on debris).

1030.05(d) (4) Replace the density control limits table with the following:

DENSITY CONTROL LIMITS			
Mixture Composition	Parameter	Individual Test <sup>2/</sup>	Minimum Joint Density Value
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0 %	90.0 %
IL-9.5, IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4 %	90.0 %
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0 %	90.0 %
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4 %	90.0 %
All Other	Ndesign = 30	93.0 <sup>1/</sup> - 97.4 %	90.0 %

1/ 92.0 % when placed as first lift on an unimproved subgrade.

2/ “Density values” shall meet the “Individual Test” density control limits specified herein.

**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.

Revised 08/29/2008

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, 701901

**DETAILS:** Entrance Ramp Closure Details  
Freeway Shoulder Closures and Partial Ramp Closures

**SPECIAL PROVISIONS:** Maintenance of Roadways  
Keeping the Expressway Open to Traffic  
Failure To Open Traffic Lanes to Traffic  
Traffic Control and Protection (Expressways)  
Reflective Sheeting on Channelizing Devices (BDE)

**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 a work week of Monday through Friday and shall not include weekends or Holidays.

**LOCATION:** Various

Stationary partial ramp and shoulder closures will **NOT** be permitted during the hours listed below:

WEEKNIGHT	TYPE OF CLOSURE	HOURS CLOSURES <u>NOT</u> PERMITTED		
Monday – Friday	Partial Ramp & Shoulder Closures	5:00 AM	to	9:00 AM
Monday – Friday		3:00 PM	to	8:00 PM
Saturday & Sunday		11:00 AM	to	8:00 PM

Revised 08/29/2008

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

All lane/ramp 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.

Whenever possible, the contractor should maintain traffic flow on the ramps while performing the contract work utilizing Detail TC-17. For any ramp work that necessitates the full closure of the ramp, the Contractor shall obtain prior approval from the Expressway Traffic Control Engineer. The Contractor will be required to cooperate with all other contractors when erecting ramp closures on the expressway. No two (2) adjacent entrance or exit ramps in one direction of the expressway shall be closed at the same time. Interstate to Interstate full ramp closures are not permitted.

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".

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 = \$ 1,000.00

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.

Additional lane/ramp closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

Revised 08/29/2008