



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 18, 2010

SUBJECT: FAI Route 70 (I-55/I-70)
Section 82-1-1HB
St. Clair County
Contract No. 76C55
Item No. 210, March 5, 2010 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 iv of the Table of Contents to the Special Provisions.
2. Revised page 1, 13, 14, and 215 of the Special Provisions.

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.".

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

cc: Mary C. Lamie, Region 5, District 8; Mike Renner; R. E. Anderson;
Estimates

TBW:DB:jc

IMPACT ATTENUATORS, TEMPORARY (BDE) 149

LIQUIDATED DAMAGES (BDE)..... 150

MENTOR-PROTÉGÉ PROGRAM (BDE) 151

METAL HARDWARE CAST INTO CONCRETE (BDE)..... 151

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM / EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION (BDE) 152

PARTIAL EXIT RAMP CLOSURE FOR FREEWAY/EXPRESSWAY (BDE) 153

PAVEMENT MARKING REMOVAL (BDE)..... 154

PAVEMENT PATCHING (BDE)..... 154

PAYMENTS TO SUBCONTRACTORS (BDE) 154

PERSONAL PROTECTIVE EQUIPMENT (BDE) 155

POLYUREA PAVEMENT MARKING (BDE)..... 155

PRECAST CONCRETE HANDLING HOLES (BDE) 163

PUBLIC CONVENIENCE AND SAFETY (BDE) 164

RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE)..... 164

CSXT SPECIAL PROVISIONS AND INSURANCE REQUIREMENTS (FOR INFORMATION ONLY) ... 166

RAISED REFLECTIVE PAVEMENT MARKERS (BDE)..... 173

RAMP CLOSURE FOR FREEWAY/EXPRESSWAY (BDE)..... 173

RECLAIMED ASPHALT PAVEMENT (RAP) (BDE) 173

REFLECTIVE SHEETING ON CHANNELIZING DEVICES (BDE) 180

REINFORCEMENT BARS - STORAGE AND PROTECTION (BDE)..... 181

SELF-CONSOLIDATING CONCRETE FOR CAST-IN-PLACE CONSTRUCTION (BDE)..... 181

SELF-CONSOLIDATING CONCRETE FOR PRECAST PRODUCTS (BDE)..... 185

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) 187

TEMPORARY EROSION CONTROL (BDE) 187

TRAFFIC BARRIER TERMINAL, TYPE 6 (BDE) 189

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID) 189

FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 192

STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 196

PROJECT LABOR AGREEMENT 200

EARTH EXCAVATION (SPECIAL) 214

SEQUENCE OF CONSTRUCTION..... 215

Revised 02/18/2010

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAI Route 70; Section 82-1-1HB; St. Clair County; Contract No. 76C55 and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

Exchange Avenue: This improvement begins at Station 10+62.50 and ends at Station 23+00.00 on Exchange Avenue. The gross length of improvement along Exchange Avenue is 875.50 feet (0.166 miles), and the net length of the improvement is 691.36 feet (0.131 miles), all of which is located in the city of East Louis and in St. Clair County, Illinois.

Southbound I-55, Ramp O: This improvement begins at Station 10+06.39 and ends at Station 24+23.97 on southbound I-55, Ramp O. The length of improvement along southbound I-55, Ramp O is 1417.58 feet (0.268 miles), all of which is located in the city of East Louis and in St. Clair County, Illinois.

7th Street: This improvement begins at Station 12+80.00 and ends at Station 16+36.00 on 7th Street. The length of improvement along 7th Street is 356 feet (0.067 miles), all of which is located in the city of East St. Louis and in St. Clair County, Illinois.

9th Street: This improvement begins at Station 3+90.00 and ends at Station 5+60.63 on 9th Street. The length of improvement along 9th Street is 170.63 feet (0.032) miles), all of which is located in the city of East St. Louis and in St. Clair County, Illinois.

Bowman Access Road: This improvement begins at Station 0+00.00 and ends at Station 19+60.34 on Bowman Access Road. The length of improvement along Bowman Access Road is 1960.34 feet (0.371) miles), all of which is located in the city of East St. Louis and in St. Clair County, Illinois.

CSX Access Road: This improvement begins at Station **8+59.00** and ends at Station 17+68.36 on CSX Access Road. The length of improvement along CSX Access Road is **909.36** feet (**0.172**) miles), all of which is located in the city of East St. Louis and in St. Clair County, Illinois.

CSX Access Road Spur: This improvement begins at Station 0+00.00 and ends at Station 2+80.75 on CSX Access Road Spur. The length of improvement along CSX Access Road Spur is 280.75 feet (0.053) miles), all of which is located in the city of East St. Louis and in St. Clair County, Illinois.

Revised 02/18/2010

The Contractor will be allowed to begin traffic control set up at 6:00 p.m. Friday Evening according to Interstate 55/70 Weekend Closure Plan Sheets 1-15, as long as there is no direct impact to the p.m. traffic leaving St. Louis.

Contractor shall field-mark intended locations of signs a minimum of 7 days prior to the scheduled closure. The Resident Engineer must approve the marked locations before the contractor begins to install the signs. Signs that are installed prior to 6:00 p.m. of the Friday Evening of the scheduled closure must be completely covered until needed.

All devices used to provide traffic control shall be NCHRP 350 Compliant.

The Contractor shall designate a representative that is solely responsible for the traffic control related to this item. This representative shall be able to be contacted and respond accordingly at all times during the closure. Due to the continuous work schedule, it is anticipated the appointed representative may experience shift change. This is acceptable, as long as the engineer is notified of the representative's shift schedule before the closure begins.

Liquidated Damages. Should the Contractor, or in case of default, the surety, fail to open up the Interstate 55/70 mainline pavement, both northbound and southbound, by 5:00 a.m. on the first Monday following the weekend closure required for the Exchange Avenue Bridge and L&N Railroad Bridge demolition, the Department, the traveling public, state and local police and governmental authorities will be damaged in various ways, including but not limited to, increased construction administration cost, potential liability, traffic and traffic flow regulation cost, traffic congestion and motorist delay, with its resulting cost to the traveling public. These damages are not reasonably capable of being computed or quantified. Therefore, the Contractor will be charged with liquidated damages specified in the amount of \$2,500.00 for every fifteen (15) minute increment beginning strictly at 5:00 a.m. on the first Monday morning following the weekend closure, with liquidated damages continuing at 5:15 a.m., 5:30 a.m. and so on. It shall be the responsibility of the Engineer to determine the quantity of excess closure time.

Basis of Payment: This work shall be paid for at the contract unit price per LUMP SUM for INTERSTATE WEEKEND CLOSURE, SPECIAL, which will be payment in full for furnishing, maintaining, and removing traffic control for the closure described.

INTERMEDIATE COMPLETION DATES

The Contractor shall meet the following intermediate completion date of 60 Total Calendar Days after notice to proceed to complete all of the following work items:

- 1. Relocation of sewers affected by removal of the existing Exchange Avenue bridge substructure. Successful completion of the relocation efforts shall be as such as to not create backups or flooding to the existing system to remain during the interim.***
- 2. Construction of the Bowman Yard Access Road between 9th Street and Exchange Avenue. Successful completion will be determined by the opening of the roadway to maintenance yard personnel and vehicles.***

Revised 02/18/2010

3. Relocation of all ITS facilities on the project resulting in a successful turn-on inspection of wireless communication devices with communication capability at the TMC.

Contractor's liability for failure to meet these dates shall be as specified in Section 108 of the Standard Specifications.

MAINTENANCE OF BOWMAN YARD ACCESS ROAD

The Contractor shall maintain the aggregate portion of the Bowman Yard Access Road throughout the duration that the access road is open to Bowman Maintenance Yard traffic. The limits of the aggregate portion are from Station 13+50 to 9th Street (approximately 550 feet).

The Engineer will conduct periodic inspections to determine if repairs are required to maintain the road. If repairs are necessary, the Engineer will notify the Contractor to make the repairs. The Contractor must make all required repairs within 24 hours of notification by the Engineer.

This work will be paid for according to Article 109.04 of the Standard Specifications.

STATUS OF UTILITIES TO BE ADJUSTED

NAME AND ADDRESS OF UTILITY	TYPE	LOCATION	ESTIMATED DATE RELOCATION COMPLETED
Illinois American Water 100 Water Works Drive PO Box 24040 Belleville, IL 62223-9040 Brent O'Neill 618-239-3253	Water	Illinois American Water has three conflicts. A 20" main running N from Sta. 11+00 N. 7 th St. N approx. 800' then E for approx. 500' to I-55 then N approx. 200'. A 24" line running N from Sta. 11+00 N. 7 th St. N approx. 800' then NE approx. 250' to Winstanley Ave. then E for approx. 400'. All are in conflict with Ramp O. And an 8" line on Exchange Ave. from Approx. Stas. 10+62 - 16+00. All mains to be relocated and removed.	10/01/2010
AT&T Illinois 2250 North Jasper St. Decatur, IL 62526 Tom Long 217-429-8596	Telephone	AT&T has five conflicts. Two aerial, copper & fiber cables from Approx. Sta. 16+00 N. 7 th St. N approx. 300' then E approx. 500'. An aerial cable from the alley between N. 7 th St. and N. 8 th St. @ Exchange & Winstanley Aves. N for approx. 450'. An aerial cable on 7 th St. from Approx. Stas. 11+00 - 16+00, A buried cable on the W side of 7 th St. E approx. 100' to the IDOT Bowman Yard, and an aerial cable crossing and 3 poles lead east of Interstate 55/70 @ Approx. Sta. 19+95. All to be relocated.	7/1/2010

Revised 02/18/2010

Method Of Measurement

EARTH EXCAVATION (SPECIAL) in these archaeological investigation pits shall be measured and paid as the quantity of soil excavated and subsequently backfilled and re-compacted up to the existing surrounding elevation in cubic yards. Length, width, and depth measurement of the pit shall be made and volume of pit calculated before backfilling and re-compaction begins.

Basis Of Payment.

This work will be paid for at the contract unit price per cubic yard for EARTH EXCAVATION (SPECIAL).

If additional suitable material is required to fill archeological pits to the existing surrounding grade, it shall be measured and paid for separately as EARTH EXCAVATION. There will be no extra payment made for the placement and compaction of this EARTH EXCAVATION into the pits.

SEQUENCE OF CONSTRUCTION

The Contractor shall adhere to the sequence of construction detailed in the plans herein. No changes to the sequence of construction will be allowed unless first approved by the Engineer. The Contractor shall submit a written letter for the sequence change request to the Engineer at least two weeks prior to the first activity for which the sequence change affects. Any approved sequence change will not relieve the Contractor of the requirements set forth in the Standard Specifications for Road and Bridge Construction or the Working Days special provision herein.

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