



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 3, 2011

SUBJECT: FAI Route 90/94  
Section 2010-129-I  
Cook County  
Contract No. 60N03  
Item No. 112, January 21, 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 pages 16 - 18 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." 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

DETAILS:

Freeway Entrance and Exit Ramp Closure Details (TC-8)  
Traffic Control and Details for Freeway Single and Multi – Lane  
Weave (TC-9)  
Traffic Control Details for Freeway Shoulder Closures and Partial  
Ramp Closures (TC-17)

SPECIAL PROVISIONS:

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

**BRIDGE DECK CONCRETE SEALER**

Effective: June 17, 2010

Revised: October 26, 2010

Description: This work shall consist of the preparation and placement of a concrete sealer upon the entire top surface of the deck and the tops and inside vertical faces of the parapets of the structure(s), as outlined in the contract. This work shall be according to Section 587 of the Standard Specifications except as modified herein.

Materials shall be according to Article 587.02 except only non-water based, penetrating sealers of the Silane or Siloxane categories from the Departments approved list of concrete sealers will be allowed.

In addition to the requirements of Article 587.03, the following shall apply.

- (a) The distribution sprayers shall include a skirting system to control overspray. Deck drains shall be temporarily plugged before the agent is applied to control run off. The material used to plug the drains shall be removed and disposed of upon the completion of the sealing treatment.
- (b) For new concrete, sealing shall be performed after all grinding and/or saw cut grooving is completed and before the deck is marked and open to traffic.

**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.

Revised 01/03/2011

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: I-90/94 Kennedy: E. River Road to I-290**

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

\* Kennedy 1-Lane Closure hours may be more restrictive if the Reversible Lanes are also closed.

**LOCATION: I-90/94 Kennedy REVERSIBLES**

WEEK NIGHT	ALLOWABLE LANE CLOSURE HOURS
Sunday - Friday	9:00 PM to 5:00 AM

**LOCATION: I-94 Edens: Dempster to I-90 Kennedy Junction**

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-Lane or ramp	9:00 P.M.	to	5:00 A.M.
	2-Lane	11:00 P.M.	to	5:00 A.M.
Friday	1-Lane or ramp	10:00 P.M. (Fri)	to	8:00 A.M. (Sat)
	2-Lane	11:59 P.M. (Fri)	to	6:00 A.M. (Sat)
Saturday	1-Lane or ramp	9:00 P.M. (Sat)	to	10:00 A.M. (Sun)
	2-Lane	11:59 P.M. (Sat)	to	8:00 A.M. (Sun)

In addition to the hours noted above, temporary shoulder and partial ramp closures are allowed weekdays between 9:00 AM and 3:00 PM, if shoulder width permits.

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

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.

Revised 01/03/2011

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. 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 = **\$1,000 / 15 min** (loc. 1, 2, 34, 35 & 36)  
  **\$ 4100 / 15 min** (loc. 3, 4, 5 & 14 through 19)  
  **\$ 4400 / 15 min** (loc. 6 through 13 & 20 through 27)  
  **\$ 4600 / 15 min** (loc. 28 through 33)

Two Lanes blocked           = **\$1200 / 15 min** (loc. 34 & 35)  
  **\$ 8600 / 15 min** (loc. 4, 5 & 14 through 19)  
  **\$ 9200 / 15 min** (loc. 6 through 13 & 20 through 27)  
  **\$ 9700 / 15 min** (loc. 28 through 33)

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.

Revised 01/03/2011