



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 17, 2021

SUBJECT Various Routes
Section 2020-256-I
Various Counties
Contract No. 62N26
Item No. 163, March 5, 2021 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 18-20 of the Special Provisions

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

Basis of Payment.

- (a) Traffic Control and Protection will not be paid for as separate items, but the costs shall be considered as included in the contract unit prices for the construction items involved, and no additional compensation will be allowed.
- (b) Revisions in the phasing of construction or maintenance operations, requested by the Contractor, may require traffic control to be installed in accordance with standards and/or designs other than those included in the plans. Revisions or modifications to the traffic control shown in the contract shall be submitted by the Contractor for approval by the Engineer. No additional payment will be made for a Contractor requested modification

EXPRESSWAY CLEANING (NIGHTTIME)

1. LOCATION: Full cleaning cycles shall be performed on the following expressways:

EISENHOWER EXPRESSWAY
DAN RYAN EXPRESSWAY
BISHOP FORD/KINGERY EXPRESSWAY
KENNEDY EXPRESSWAY
STEVENSON EXPRESSWAY
I 55 EXPRESSWAY
I 57 EXPRESSWAY
I 80 EXPRESSWAY

The areas of work on each expressway are all parts of the expressway. Areas to be cleaned are those with various surfaces and will include various surfaces under guardrail, ramps, curbs, gutters, medians (striped, raised, corrugated, barrier), gores, stabilized shoulders, wheel guards, bridge decks, bridge medians, bridge sidewalks, walkways underneath bridges and traveled lanes as required. Rubbish and Litter shall be removed from all surface areas and under any guardrail. Located in the plans are typical cross sections of the expressways showing, in general, the areas which are to be cleaned. All cleaning shall be considered incidental to the Full Cleaning Cycle.

2. LIMITS OF CLEANING: The limits of each expressway to be cleaned with the Full Cleaning Cycle, of the expressway specified, shall include all entrance and exit ramps up to the nearest intersection and all accident investigation sites and are specified as follows:

Night Cleaning Only:

Eisenhower Expressway

Interstate 290 from Austin Blvd. to IL-83 left hand side only.

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Kennedy Expressway

Interstate 90/94 from Interstate 290 to Interstate 90/94 junction at Edens Expressway, Interstate 90 from Interstate 90/94 junction at Edens Expressway to Interstate 90/190, Interstate 190 from Interstate 90/190 junction to the east limits of O'Hare International Airport (Bessie Coleman Rd.), Interstate 90 from the Interstate 90/190 junction to the tollway turnaround, all ramps from the Jane Byrne Circle Interchange at the Eisenhower Expressway to Lake St, the Ohio Street Feeder from Orleans Street to Interstate 90/94, all accident investigation sites, and any ramps unable to be swept during the day, if applicable.

Dan Ryan Expressway

Interstate 94 from Interstate 290 to Cottage Grove Avenue, except the right hand side of local and express lanes and all ramps from Cottage Grove Ave to 31st St., including all ramps from the Jane Byrne Circle Interchange at the Eisenhower Expressway to 31st St, all slip ramps between local and express lanes, and also Interstate 57 from Interstate 94 to Halsted Street left hand side only, the Franklin Street connector from 22nd Street to Interstate 94, and all accident investigation sites.

Bishop Ford Expressway

Interstate 94 from Cottage Grove Ave. to 171st St. northbound and southbound left hand side only.

I-80 Expressway

Interstate 80, US 30 to Will-Kendall County Line except ramps and right shoulder

3. DEFINITIONS:

A. Full Expressway Cleaning Cycle: Complete cleaning of all contract areas within the limits of all the expressways specified herein, including debris, rubbish and litter which has accumulated over the seasons, shall be considered a Full Expressway Cleaning Cycle. Mechanical and/or hand sweeping will be required to remove debris and litter that has accumulated.

4. SCHEDULE OF CLEANING: The Full Expressway Cleaning Cycle shall be completed on or before 30 calendar days regardless of overlap. Full Expressway Cleaning Cycles shall start in close conformity with the schedule stated in the Work Order.

5. SEQUENCE OF WORK: The Contractor shall submit at the preconstruction meeting, a sequence of work (by expressway) for the Full Expressway Cleaning Cycle. The sequence of work shall be approved by the Engineer prior to commencing operations. It is required that the Full Expressway Cleaning Cycle be completed to the satisfaction of the Engineer. The Contractor may be required to alter the sequence of work at any time throughout the duration of the contract upon instruction from the Engineer.

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6. CLEANING CYCLE ADJUSTMENT BASIS:

The total shoulder and curb miles for a complete Full Expressway Night Cleaning Cycle and is estimated to be approximately **313.2** miles and is the basis to be used in computations when a cleaning cycle cannot be completed due to unforeseen highway operational reasons.

The total shoulder and curb miles for each individual Expressway Cleaning Cycle is estimated as follows:

- Eisenhower Expressway approximately **40.1** miles
- Dan Ryan Expressway approximately **44.1** miles
- Bishop Ford/Kingery Expressway approximately **19.2** miles
- Kennedy Expressway approximately **94.6** miles
- Stevenson Expressway (all narrow ramps from Lake Shore Dr to I-355) approximately **10.2** miles
- I-55 Expressway approximately **42.5** miles
- I-57 Expressway approximately **2.5** miles
- I-80 Expressway approximately **60.0** miles

SPEED DISPLAY TRAILER (D1)

Effective: April 1, 2015

Revised: January 1, 2017

Revise the third paragraph of Article 701.11 of the Standard Specifications to read:

“When not being utilized to inform and direct traffic, sign trailers, speed display trailers, arrow boards, and portable changeable message boards shall be treated as nonoperating equipment.”

Add the following to Article 701.15 of the Standard Specifications:

“ (m) Speed Display Trailer. A speed display trailer is used to enhance safety of the traveling public and workers in work zones by alerting drivers of their speed, thus deterring them from driving above the posted work zone speed limit.”

Whenever the speed display trailer is not in use, it shall be considered non-operating equipment and shall be stored according to Article 701.11.”

Add the following to Article 701.20 of the Standard Specifications:

“ (k) “Speed Display Trailer will NOT be paid for by separate pay item, but its costs shall be included in the contract unit price of the various traffic control pay items.

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