



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 17, 2006

SUBJECT: FAI Route 94

Project IM-NHI-094-3(401)061

Section (1516.1, 1717, & 1818)R-5

Cook County

Contract No. 62593

Item No. 4X, 5/26/07 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 the entire Schedule of Prices.
2. Revised the Recurring Special Provision Check Sheet.
3. Revised the Table of Contents to the Special Provisions.
4. Revised pages 2, 3, 61, 62, 102-105, 253 & 254 at the Special Provisions.
5. Added pages 264 - 279 to the Special Provisions.
6. Revised the cover sheet and sheets 2, 7-22, 41, 42, 44, 46, 47, 76, 77, 83-85, 106, 110, 152, 160, 175, 178, 180, 283-285, 293, 297-302, 304-309, 327-330, 334, 335, 348-358 & 508-534 of the Plans.
7. Added sheets 234A, 508A & 518A 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,

Michael L. Hine  
Engineer of Design  
and Environment

A handwritten signature in black ink, reading "Ted B. Walschleger P.E." with a stylized flourish at the end.

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

cc: Diane O'Keefe, Region 1, District 1; N. R. Stoner; E. E. Harm; Roger Driskell; R. E. Anderson; Estimates; Design & Environment File

MS/sar

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 62593

State Job # - C-91-095-03  
 PPS NBR - 1-74823-0515  
 County Name - COOK- -  
 Code - 31 - -  
 District - 1 - -  
 Section Number - (1516.1,1717,&1818)R-5

Project Number  
 IM-NHI-943-4/010/61

Route  
 FAI 94

\* COMPLETE NEW SCHEDULE

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
C2C05818	S-RHUS AROMA GRO 18C	EACH	560.000				
C3005924	S-RHUS GLABRA 2'BR	EACH	365.000				
C3006024	S-RHUS TYPHINA 2'BR	EACH	430.000				
E20200G1	V-PARTHEN QUINQ 1G	EACH	634.000				
E20220G1	V-PARTHEN TRICUSP 1G	EACH	469.000				
K0030400	PERENNIAL PLANT DAYLI	UNIT	7.000				
XX001854	STAB SUB-BASE 6	SQ YD	153,261.000				
XX004200	PCC PVT 14 JOINTED	SQ YD	1,083.000				
XX004201	PAVT REINFORCEMENT 14	SQ YD	113,317.000				
XX004812	VIDEO TAPE OF SEWERS	FOOT	5,619.000				
XX005489	STEEL CASING 48	FOOT	380.000				
X0300057	MAN TA 6D T1FCL R-PLT	EACH	10.000				
X0320333	ROADWAY CLEANING SPL	EACH	28.000				
X0320870	BRACED EXCAVATION	CU YD	954.000				
X0321866	RM STOR & RE-E SN PAN	SQ FT	525.000				

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X0322256	TEMP INFO SIGNING	SQ FT	1,509.000				
X0322671	STAB CONSTR ENTRANCE	SQ YD	3,360.000				
X0322859	WEED CONTR PRE-EM GRN	POUND	16.000				
X0323426	SED CONT DR ST INL CL	EACH	42.000				
X0323973	SED CONT SILT FENCE	FOOT	16,599.000				
X0323974	SED CONT SILT FN MAIN	FOOT	4,150.000				
X0323988	TEMP SOIL RETEN SYSTM	SQ FT	11,932.000				
X0324112	BARRIER BASE	FOOT	17,278.000				
X0324455	DRILL/SET SOLD P SOIL	CU FT	9,028.000				
X0324469	CON EN RC 2-4 CNC	FOOT	78.000				
X0324471	CON EN RC 4-4 CNC	FOOT	243.000				
X0324646	CON EN RC 6-4 CNC	FOOT	1,605.000				
X0324697	SOIL STABILIZERS	POUND	221,000.000				
X0324698	APPLY DUST SUP AGENTS	UNIT	107.000				
X0324980	C EN RC 3-4CNC 1-2CNC	FOOT	97.000				

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X0325082	CTA BAR REM	FOOT	9,199.000				
X0325083	CTA FENCE	FOOT	8,280.000				
X0325084	CTA GATES	EACH	9.000				
X0325130	TUBULAR TRAF SGN POST	EACH	1.000				
X0325286	JUNCTION CHAMBER N63	EACH	1.000				
X0325287	JUNCTION CHAMBER N73	EACH	1.000				
X0325288	CTA FENCE (SP)	FOOT	1,133.000				
X0325289	SEEDING CL 5A MOD	ACRE	2.750				
X0325290	CORED DRAIN HOLES	EACH	64.000				
X0325291	CONCRETE SEALING	SQ YD	1,140.000				
X0325292	PROT-MAIN TNL LTG SYS	L SUM	1.000				
X0325293	PROT-MAIN CTA TNL LT SYS	L SUM	1.000				
X0325305	STR REP CON DP = < 5	SQ FT	1,888.000				
X0712400	TEMP PAVEMENT	SQ YD	11,173.000				
X4066426	BC SC SUPER "D" N70	TON	652.000				

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X4066550	P BCSC SUPER "F" N105	TON	1,690.000				
X4066660	P BCBC SUP IL19 N105	TON	1,332.000				
X4409400	BIT SURF REM 1 3/4	SQ YD	8,621.000				
X4834090	PCC SHOULDERS 14	SQ YD	29,133.000				
X6022120	MAN DT 7 DIA T1F CL	EACH	3.000				
X6022130	MAN DT 8 DIA T1F CL	EACH	2.000				
X6061001	COMB CC&G TM4.48	FOOT	1,833.000				
X6063600	COMB CC&G TM4.24	FOOT	13,226.500				
X6370910	CONC BAR 1F 32HT	FOOT	6,568.000				
X6370912	CONC BAR 1F 32HT SPL	FOOT	210.000				
X6370925	CONC BAR 1F 42 SPL	FOOT	9,123.000				
X6370935	CONC BAR 1F 32 MOD	FOOT	736.000				
X6370940	CONC BAR 2F 42HT	FOOT	10.000				
X6640210	TEMP CH LK FENCE PORT	FOOT	1,575.000				
X6700410	ENGR FLD OFF A SPL	CAL MO	24.000				

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X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7013820	TR CONT SURVEIL EXPWY	CAL DA	457.000				
X7015000	CHANGEABLE MESSAGE SN	CAL MO	160.000				
Z0002400	BALLAST	TON	2,155.000				
Z0010605	CLEAN DRAINAGE SYSTEM	L SUM	1.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0013825	CONTR LOW-STRENG MATL	CU YD	344.000				
Z0030250	IMP ATTN TEMP NRD TL3	EACH	9.000				
Z0030280	IMP ATTN TEMP SUN TL3	EACH	1.000				
Z0030350	IMP ATTN REL NRD TL3	EACH	24.000				
Z0030360	IMP ATTN REL S U TL3	EACH	1.000				
Z0040530	PIPE UNDERDRAIN REMOV	FOOT	34,700.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0056220	SAND MOD IMP ATT REM	EACH	22.000				
Z0068400	STEEL CASINGS 42	FOOT	49.000				

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Z0076600	TRAINEES	HOUR	1,500.000		0.800		1,200.000
20100110	TREE REMOV 6-15	UNIT	784.000				
20100210	TREE REMOV OVER 15	UNIT	116.000				
20101000	TEMPORARY FENCE	FOOT	5,961.000				
20200100	EARTH EXCAVATION	CU YD	136,021.000				
20200410	EARTH EXCAVATION SPL	CU YD	115.000				
20201200	REM & DISP UNS MATL	CU YD	10,875.000				
20700220	POROUS GRAN EMBANK	CU YD	678.000				
20700420	POROUS GRAN EMB SUBGR	CU YD	4,401.000				
20800150	TRENCH BACKFILL	CU YD	4,879.000				
21001000	GEOTECH FAB F/GR STAB	SQ YD	153,634.000				
21101615	TOPSOIL F & P 4	SQ YD	47,619.000				
21101630	TOPSOIL F & P 8	SQ YD	8,007.000				
21101645	TOPSOIL F & P 12	SQ YD	19,496.000				
21101825	COMPOST F & P 6	SQ YD	19,149.000				



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25000210	SEEDING CL 2A	ACRE	11.750				
25000400	NITROGEN FERT NUTR	POUND	1,146.000				
25000500	PHOSPHORUS FERT NUTR	POUND	1,141.000				
25000600	POTASSIUM FERT NUTR	POUND	1,138.000				
25000750	MOWING	ACRE	29.250				
25001800	SEEDING CL 4 MOD	ACRE	3.000				
25001820	SEEDING CL 5 MOD	ACRE	1.000				
25002014	SEEDING CL 4A MOD	ACRE	1.000				
25100630	EROSION CONTR BLANKET	SQ YD	74,385.000				
25200200	SUPPLE WATERING	UNIT	3,910.000				
28000200	EARTH EXC - EROS CONT	CU YD	90.000				
28000250	TEMP EROS CONTR SEED	POUND	1,412.000				
28000300	TEMP DITCH CHECKS	EACH	77.000				
28000510	INLET FILTERS	EACH	21.000				
28001000	AGGREGATE - EROS CONT	TON	5.000				

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31101860	SUB GRAN MAT B 24	SQ YD	157,503.000				
40600200	BIT MATLS PR CT	TON	14.100				
40600300	AGG PR CT	TON	71.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40601000	BIT REPL OVER PATCH	TON	184.000				
42001300	PROTECTIVE COAT	SQ YD	163,785.000				
42100380	CONT REINF PCC PVT 14	SQ YD	113,317.000				
42101426	LUG SYSTEM COMPL 26	EACH	1.000				
42101436	LUG SYSTEM COMPL 36	EACH	1.000				
44000004	BIT SURF REM 1	SQ YD	21,837.000				
44000006	BIT SURF REM 1 1/2	SQ YD	5,465.000				
44000011	BIT SURF REM 4	SQ YD	10,570.000				
44000100	PAVEMENT REM	SQ YD	109,404.000				
44000106	BIT RM OV PATCH 1 1/2	SQ YD	2,194.000				
44000500	COMB CURB GUTTER REM	FOOT	18,173.000				

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44001980	CONC BARRIER REMOV	FOOT	6,524.000				
44003510	MEDIAN REMOVAL (PD)	SQ FT	2,940.000				
44004250	PAVED SHLD REMOVAL	SQ YD	29,961.000				
44004260	PAVED SHLD REMOVAL SP	SQ YD	746.000				
44004400	PAVT REMOVAL SPL	SQ YD	2,338.000				
44201427	CL C PATCH T2 16	SQ YD	100.000				
44201433	CL C PATCH T4 16	SQ YD	2,033.000				
44300200	STRIP REF CR CON TR	FOOT	17,527.000				
48101200	AGGREGATE SHLDS B	TON	406.000				
48300400	PCC SHOULDERS 9	SQ YD	794.000				
50102400	CONC REM	CU YD	2.000				
50200100	STRUCTURE EXCAVATION	CU YD	748.000				
50200400	ROCK EXC STRUCT	CU YD	28.000				
50300225	CONC STRUCT	CU YD	403.000				
50300300	PROTECTIVE COAT	SQ YD	1,326.000				

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50700209	UNTREATED TIMBER LAG	SQ FT	2,761.000				
50700211	FUR SOLDIER PILES HP	FOOT	3,456.000				
50800205	REINF BARS, EPOXY CTD	POUND	57,950.000				
550A0340	STORM SEW CL A 2 12	FOOT	8,416.000				
550A0360	STORM SEW CL A 2 15	FOOT	3,081.000				
550A0380	STORM SEW CL A 2 18	FOOT	2,404.000				
550A0400	STORM SEW CL A 2 21	FOOT	323.000				
550A0410	STORM SEW CL A 2 24	FOOT	1,385.000				
550A0430	STORM SEW CL A 2 30	FOOT	511.000				
550A0450	STORM SEW CL A 2 36	FOOT	33.000				
550A0480	STORM SEW CL A 2 48	FOOT	28.000				
550A0660	STORM SEW CL A 3 15	FOOT	565.000				
550A0680	STORM SEW CL A 3 18	FOOT	274.000				
550A0710	STORM SEW CL A 3 24	FOOT	570.000				
550A0720	STORM SEW CL A 3 27	FOOT	243.000				

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550A0730	STORM SEW CL A 3 30	FOOT	621.000				
550A0750	STORM SEW CL A 3 36	FOOT	170.000				
550A1030	STORM SEW CL A 4 30	FOOT	184.000				
550A1070	STORM SEW CL A 4 42	FOOT	13.000				
550A1280	STORM SEW CL A 5 24	FOOT	144.000				
550A1340	STORM SEW CL A 5 42	FOOT	15.000				
550A1640	STORM SEW CL A 6 42	FOOT	6.000				
55100300	STORM SEWER REM 8	FOOT	92.000				
55100400	STORM SEWER REM 10	FOOT	3,187.000				
55100500	STORM SEWER REM 12	FOOT	5,759.000				
55100700	STORM SEWER REM 15	FOOT	263.000				
55100900	STORM SEWER REM 18	FOOT	156.000				
55101200	STORM SEWER REM 24	FOOT	327.000				
55101400	STORM SEWER REM 30	FOOT	161.000				
55101600	STORM SEWER REM 36	FOOT	385.000				

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552A0900	SS JKD CL A 24	FOOT	49.000				
552A1100	SS JKD CL A 30	FOOT	265.000				
552A1300	SS JKD CL A 36	FOOT	115.000				
59000100	EPOXY CRACK SEALING	FOOT	372.000				
60107700	PIPE UNDERDRAINS 6	FOOT	34,761.000				
60108200	PIPE UNDERDRAIN 6 SP	FOOT	912.000				
60201310	CB TA 4 DIA T20F&G	EACH	277.000				
60206905	CB TC T1F OL	EACH	44.000				
60208210	CB TC T20F&G	EACH	2.000				
60218400	MAN TA 4 DIA T1F CL	EACH	21.000				
60221100	MAN TA 5 DIA T1F CL	EACH	37.000				
60223800	MAN TA 6 DIA T1F CL	EACH	7.000				
60237420	INLETS TA T20F&G	EACH	6.000				
60250200	CB ADJUST	EACH	50.000				
60252800	CB RECONST	EACH	1.000				

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60255500	MAN ADJUST	EACH	72.000				
60257900	MAN RECONST	EACH	13.000				
60500040	REMOV MANHOLES	EACH	40.000				
60500050	REMOV CATCH BAS	EACH	179.000				
60500060	REMOV INLETS	EACH	68.000				
60500105	FILL MANHOLES	EACH	2.000				
60500205	FILL CATCH BAS	EACH	9.000				
60608521	COMB CC&G TM2.24	FOOT	337.500				
60618300	CONC MEDIAN SURF 4	SQ FT	4,606.000				
60618324	CONC MEDIAN SURF 6 SP	SQ FT	7,123.000				
63100085	TRAF BAR TERM T6	EACH	16.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	16.000				
63200310	GUARDRAIL REMOV	FOOT	286.000				
63700805	CONC BAR TRANS	FOOT	631.000				
64200105	SHOULDER RUMBLE STRIP	FOOT	40,962.000				

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66400560	CH LK FENCE 6 SPL	FOOT	10,031.000				
66402900	CH LK GATE 6X6 SINGL	EACH	9.000				
66410300	CH LK FENCE REMOV	FOOT	330.000				
66900200	NON SPL WASTE DISPOSL	CU YD	43,206.000				
66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
66900530	SOIL DISPOSAL ANALY	EACH	2.000				
67000600	ENGR FIELD LAB	CAL MO	15.000				
67100100	MOBILIZATION	L SUM	1.000				
70102550	TR CONT-PROT TEMP DET	EACH	1.000				
70300240	TEMP PVT MK LINE 6	FOOT	61,030.000				
70300520	PAVT MARK TAPE T3 4	FOOT	56,088.000				
70300530	PAVT MARK TAPE T3 5	FOOT	8,077.000				
70300550	PAVT MARK TAPE T3 8	FOOT	18,204.000				
70300560	PAVT MARK TAPE T3 12	FOOT	2,965.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	98,606.000				



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70400100	TEMP CONC BARRIER	FOOT	28,130.000				
70400200	REL TEMP CONC BARRIER	FOOT	50,840.000				
72000100	SIGN PANEL T1	SQ FT	55.000				
72000200	SIGN PANEL T2	SQ FT	100.000				
72000300	SIGN PANEL T3	SQ FT	475.000				
72400310	REMOV SIGN PANEL T1	SQ FT	18.000				
72400330	REMOV SIGN PANEL T3	SQ FT	48.000				
72800100	TELES STL SIN SUPPORT	FOOT	85.000				
73000100	WOOD SIN SUPPORT	FOOT	395.000				
73300100	OVHD SIN STR-SPAN T1A	FOOT	80.000				
73305000	OVHD SIN STR WALKWAY	FOOT	44.000				
73400200	DRILL SHAFT CONC FDN	CU YD	16.000				
73600100	REMOV OH SIN STR-SPAN	EACH	1.000				
73700300	REM CONC FDN-OVHD	EACH	5.000				
78000200	THPL PVT MK LINE 4	FOOT	11,734.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 62593

State Job # - C-91-095-03  
 PPS NBR - 1-74823-0515  
 County Name - COOK- -  
 Code - 31 - -  
 District - 1 - -  
 Section Number - (1516.1,1717,&1818)R-5

Project Number  
 IM-NHI-943-4/010/61

Route  
 FAI 94

\* COMPLETE NEW SCHEDULE

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78000500	THPL PVT MK LINE 8	FOOT	806.000				
78000600	THPL PVT MK LINE 12	FOOT	503.000				
78003120	PREF PL PM TB LINE 5	FOOT	2,126.000				
78005110	EPOXY PVT MK LINE 4	FOOT	107,783.000				
78005120	EPOXY PVT MK LINE 5	FOOT	15,458.000				
78005140	EPOXY PVT MK LINE 8	FOOT	25,687.000				
78005150	EPOXY PVT MK LINE 12	FOOT	5,360.000				
78008200	POLYUREA PM T1 LTR-SY	SQ FT	110.000				
78008210	POLYUREA PM T1 LN 4	FOOT	29,479.000				
78008220	POLYUREA PM T1 LN 5	FOOT	14,771.000				
78008240	POLYUREA PM T1 LN 8	FOOT	11,817.000				
78008250	POLYUREA PM T1 LN 12	FOOT	2,448.000				
78100100	RAISED REFL PAVT MKR	EACH	1,830.000				
78200100	MONODIR PRIS BAR REFL	EACH	3,852.000				
78200410	GUARDRAIL MKR TYPE A	EACH	64.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
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 County Name - COOK - -  
 Code - 31 - -  
 District - 1 - -  
 Section Number - (1516.1,1717,&1818)R-5

Project Number  
 IM-NHI-943-4/010/61

Route  
 FAI 94

\* COMPLETE NEW SCHEDULE

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78200530	BAR WALL MKR TYPE C	EACH	235.000				
78201000	TERMINAL MARKER - DA	EACH	16.000				
78300100	PAVT MARKING REMOVAL	SQ FT	16,172.000				
80700140	GROUND ROD 5/8 X 10	EACH	11.000				
81000600	CON T 2 GALVS	FOOT	699.000				
81000800	CON T 3 GALVS	FOOT	794.000				
81023750	CON ENC C 3 PVC	FOOT	583.000				
81400200	HD HANDHOLE	EACH	22.000				
81500200	TR & BKFIL F ELECT WK	FOOT	3,047.000				
83600200	LIGHT POLE FDN 24D	FOOT	99.000				
84200705	LIGHTING FDN REM PART	EACH	115.000				
87900200	DRILL EX HANDHOLE	EACH	11.000				
89502385	REMOV EX CONC FDN	EACH	3.000				

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

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Revised 5/17/2006

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

### **START OF WORK**

It is anticipated that the start of work for this Contract will be August 1, 2006. The Contractor will not be allowed to proceed with any operations on the pavement which may require any lane closures prior to August 1, 2006.

Revised 5/17/06

**CONTRACTOR COOPERATION**

The Contractor's attention is directed to the fact that other separate contracts will be under construction during the duration of this Contract and that the Contractor will be governed by Article 105.08 of the Standard Specifications.

Revised 5/17/06

Signs, which are placed on overhead bridge structures, shall be fastened to the handrail with stainless steel bands. These signs shall rest on the concrete parapet where possible. The Contractor shall furnish mounting details for approval by the Engineer.

Method of Measurement:

This work shall be measured for payment in square feet edge to edge (horizontally and vertically).

All hardware, posts, supports, brackets, bases for ground mounted signs, and connections, which are required for mounting these signs shall be included as part of this pay item.

Basis of Payment:

This work shall be paid at the contract unit price per square foot for TEMPORARY INFORMATION SIGNING, which price shall be full compensation for all labor, equipment and materials required for performing the work as herein specified.

### **TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR**

When traffic is to be directed over a detour route, the Contractor shall furnish, erect, maintain and remove all applicable traffic control devices along the detour route. This pay item includes the covering or removal of all conflicting signing. This pay item also includes restoration back to the original condition of any areas disturbed by the placement of any temporary traffic control devices and signing, to the satisfaction of the Engineer.

Furnishing, erecting, maintaining and removing traffic control devices along detour routes, in accordance with the details shown in the plans, will be paid for at the contract unit price each for TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR, numbered as specified.

The temporary detours for this contract are:

SB 87<sup>th</sup> Street Entrance Ramp

The SB 87<sup>th</sup> Street Entrance Ramp Detour will need to be implemented during Stage 1 for construction of the mainline lanes and ramp terminal. The Detour will need to be implemented again during Stage 2 to provide access to SB I-94 (Bishop Ford Freeway). The second implementation will be not be paid for separately, but shall be included in the cost.  
(TYLI 11/28/05)

Revised 5/17/06

F.A.I. Route 94 (Dan Ryan Expressway)  
Project IM-094-3(401)061  
Section (1516.1, 1717, & 1818) R-5  
Cook County  
Contract 62593 (23)  
Revised 5/17/06

### **CTA BARRIER REMOVAL**

Description: This work consists of the removal and satisfactory disposal of the existing concrete barrier, barrier base, and fence and any gates atop the wall adjacent to the CTA operating area at the locations shown on the plans or as directed by the Engineer. Also included is the removal of any existing curb and gutter adjacent to the existing barrier on the CTA operating area side. This work is to be performed in accordance with the applicable portions of Sections 202, 440 and 501 of the Standard Specifications, the details in the plans and as herein specified.

Method of Measurement: CTA BARRIER REMOVAL will be measured in place, along the centerline of the barrier to be removed.

Basis of Payment: This work will be paid for at the contract unit price per foot for CTA BARRIER REMOVAL which price includes payment in full for all labor, tools, equipment, and materials necessary to remove and dispose of the concrete barrier and other existing items as specified herein.

(TYLI 03/01/06)

### **CLEANING DRAINAGE SYSTEM**

Description: This work shall consist of locating and cleaning the existing abutment underdrain drainage system.

Construction Requirements. The existing underdrain drainage system shall be cleaned of any accumulation of silt, debris, or foreign matter of any kind, and shall be free from such accumulations at the time of final inspection.

Method of Measurement. CLEANING DRAINAGE SYSTEM will not be measured for payment.

Basis of Payment: The work will be paid for at the contract lump sum price for CLEANING DRAINAGE SYSTEM.

(Teng & Associates – December 2004)

Revised 5/17/06

**CORED DRAIN HOLES**

Description: This work shall consist of furnishing all labor, tools, equipment and materials required to install new weep holes in existing structural concrete as shown on the plans and in accordance with applicable portions of Sections 501 and 590 of the Standard Specifications and as directed by the Engineer.

Materials: Materials shall meet the requirements of the following:

(a) Epoxy Bonding Compound		Article 1025.03
(b) PVC Pipe Insert and End Cap		Section 1040
(c) Filter Fabric		Article 1080.01

Construction Requirements. Concrete coring for weep holes shall be conducted using equipment and procedures that shall result in undamaged, smooth concrete surfaces in the structure to remain to the dimensions called for in the plans. The void between the pipe insert and existing concrete shall be filled with epoxy bonding compound. The filter fabric shall be securely fastened to the pipe insert prior to installation.

Basis of Payment: Cored drain holes will be paid for at the contract unit price each for CORED DRAIN HOLES.

(Teng & Associates – December 2004)

Revised 5/17/06

F.A.I. Route 94 (Dan Ryan Expressway)  
Project IM-094-3(401)061  
Section (1516.1, 1717, & 1818) R-5  
Cook County  
Contract 62593 (23)

Revised 5/17/06



**STORM SEWERS JACKED IN PLACE**

**Article 552.04 General.**

Revise Article 552.04 to include the following:

“The use of a metal liner shall be required for all pipe sizes less than 42 inches in diameter.”

Revised 5/17/06

F.A.I. Route 94 (Dan Ryan Expressway)  
Project IM-094-3(401)061  
Section (1516.1, 1717, & 1818) R-5  
Cook County  
Contract 62593 (23)

Revised 5/17/06

**POLYMER MODIFIED PORTLAND CEMENT MORTAR**

Effective: June 7, 1994

Revised: January 1, 2002

Description. This work shall consist of furnishing all materials and labor required to remove and dispose of deteriorated concrete, and replace it with a polymer modified portland cement mortar at those locations shown on the plans or designated by the Engineer. The use of this mortar is intended to repair spalls between 10 mm (3/8 in.) and 50 mm (2 in.) deep on horizontal, vertical, and overhead surfaces.

Materials. Materials shall meet the following requirements:

- (a) Water shall be according to Section 1002.
- (b) Polymer modified portland cement mortar shall be a packaged product consisting of portland cement, fine aggregate, and a polymer.

Revised 5/17/06

## NON-SPECIAL WASTE WORKING CONDITIONS

This work shall be according to Article 669 of the Standard Specifications for Road and Bridge Construction adopted January 1, 2002 and the following:

Qualifications. The term environmental firm shall mean an environmental firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is pre-qualified in hazardous waste by the Department. Documentation includes but not limited to verifying remediation and special waste operations for sites contaminated with gasoline, diesel, or waste oil in accordance with all Federal, State, or local regulatory requirements and shall be provided to the Engineer for approval. The environmental firm selected shall not be a former or current consultant or have any ties with any of the properties contained within and/or adjacent to this construction project.

General. Implementation of this Special Provision will likely require the Contractor to subcontract for the execution of certain activities. It will be the Contractor's responsibility to assess the working conditions and adjust anticipated production rates accordingly.

The Contractor shall manage all contaminated materials as non-special waste as previously identified. This work shall include monitoring and potential sampling, analytical testing, and management of material contaminated by regulated substances.

The Contractor shall excavate and dispose of any soil classified as a non-special waste as directed by this project or the Engineer. Any excavation or disposal beyond what is required by this project or the Engineer shall be at the Contractor's expense. The preliminary site investigation (PSI) report, available through the District's Environmental Studies Unit, estimated the excavation quantity of non-special waste at the following location. The information available at the time of plan preparation determined the limits of the contamination and the quantities estimated were based on soil excavation for construction purposes only. The lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit which ever is less. The Environmental Firm shall continuously monitor for worker protection and the Contractor shall manage and dispose of all soils excavated within the following areas as classified below. Any soil samples or analysis without the approval of the Engineer shall be at the Contractor's expense.

1. Station 99+35 to Station 99+80 (SB Halsted Street Exit Ramp) 0 to 50 feet LT and 0 to 30 feet RT – non-special waste. Contaminants of concern sampling parameters: Arsenic.
2. Station 102+25 to Station 102+80 (SB Halsted Street Exit Ramp) 0 to 70 feet LT and 0 to 30 feet RT – non-special waste. Contaminants of concern sampling parameters: Arsenic.
3. Station 109+50 to Station 111+60 (SB Halsted Street Exit Ramp) 0 to 100 feet LT and 0 to 30 feet RT – non-special waste. Contaminants of concern sampling parameters: PNAs and Arsenic.
4. Station 107+10 to Station 108+30 (SB Halsted Street Exit Ramp) 0 to 100 feet LT and 0 to 30 feet RT – non-special waste. Contaminants of concern sampling parameters: Arsenic.
5. Station 111+60 to Station 114+00 (SB Halsted Street Exit Ramp) 0 to 100 feet LT and 0 to 30 feet RT – non-special waste. Contaminants of concern sampling parameters: Arsenic.

Added 5/17/06

6. Station 139+30 to Station 141+25 (SB Wentworth Avenue Exit Ramp) 0 to 80 feet LT and 0 to 30 feet RT – non-special waste. Contaminants of concern sampling parameters: Arsenic.
7. Station 154+45 to Station 155+55 (SB Wentworth Avenue Exit Ramp) 0 to 110 feet LT and 0 to 40 feet RT – non-special waste. Contaminants of concern sampling parameters: TCLP Lead.
8. Station 1211+50 to Station 1213+60 (SB 95<sup>th</sup> Street Exit Ramp) 0 to 120 feet LT and 0 to 10 feet RT – non-special waste. Contaminants of concern sampling parameters: Arsenic.
9. Station 1218+55 to Station 1220+70 (SB 95<sup>th</sup> Street Exit Ramp) 0 to 130 feet LT and 0 to 10 feet RT – non-special waste. Contaminants of concern sampling parameters: PNAs and Arsenic.
10. Station 1216+25 to Station 1216+90 (SB 95<sup>th</sup> Street Exit Ramp) 0 to 110 feet LT and 0 to 10 feet RT – non-special waste. Contaminants of concern sampling parameters: Arsenic.
11. Station 1224+50 to Station 1225+65 (SB 95<sup>th</sup> Street Exit Ramp) 0 to 160 feet LT and 0 to 15 feet RT – non-special waste. Contaminants of concern sampling parameters: PNAs and TCLP Lead.
12. Station 1226+55 to Station 1227+60 (SB 95<sup>th</sup> Street Exit Ramp) 0 to 160 feet LT and 0 to 15 feet RT – non-special waste. Contaminants of concern sampling parameters: PNAs.
13. Station 1229+60 to Station 1232+45 (SB 95<sup>th</sup> Street Exit Ramp) 0 to 160 feet LT and 0 to 15 feet RT – non-special waste. Contaminants of concern sampling parameters: PNAs.
14. Station 1245+30 to Station 1256+60 (SB 87<sup>th</sup> Street Entrance Ramp) 0 to 160 feet LT and 0 to 15 feet RT – non-special waste. Contaminants of concern sampling parameters: PNAs, Pesticides, Lead, TCLP Lead, and Arsenic.
15. Station 1260+45 to Station 1274+00 (SB 87<sup>th</sup> Street Exit Ramp) 0 to 120 feet LT and 0 to 15 feet RT – non-special waste. Contaminants of concern sampling parameters: PNAs, Arsenic, and TCLP Lead.

All excavated soils that are not determined to be a non-special waste and they cannot be utilized on-site as fill, shall be managed off-site as uncontaminated soil to the following location. The specific site utilized will be determined in construction by the Engineer and it will be based on the type of soil being excavated and capacity needed at these sites. Additional sites may be added during construction.

1. Paxton Landfill (Cluster Sites) at 116<sup>th</sup>  
Street & Paxton Avenue in Chicago

Clays and Sands

**STATUS OF UTILITIES TO BE ADJUSTED**

Effective: January 30, 1987

Revised: July 1, 1994

Utility companies involved in this project have provided the estimated dates:

<u>Name of Utility</u>	<u>Type</u>	<u>Location</u>	<u>Estimated Dates for Start and Completion of Relocation or Adjustments</u>
PEOPLES ENERGY	36"HP STEEL IN 42" CASING	81 <sup>st</sup> Street Sta. 1299+13	No conflict anticipated. Contractor to use caution when excavating.
PEOPLES ENERGY	16" LP STEEL & 50.8" MP STEEL	95 <sup>th</sup> Street Sta. 1206+61 & Sta. 1206+67	Peoples Energy to protect in place prior to installation of storm sewer.
PEOPLES ENERGY	8" MP	87 <sup>th</sup> Street Sta. 1259+70	Peoples Energy to reroute onto CDOT Streets. The existing main will be purged and abandoned by Peoples Energy in place by May 1, 2006. If this gas main is definitely in conflict, then Contractor shall remove and dispose. No conflict anticipated.
PEOPLES ENERGY	30" MP	Near State Street SB Bishop Ford Sta. 1153+26	Duct crosses re-surfacing section. No conflict anticipated.
PEOPLES ENERGY	30" MP	Near State Street EB Conn. Sta. 422+60	Duct crosses re-surfacing section. No conflict anticipated.
SBC	54 MTD	Halsted Street I-57 Sta. 193+12	To be determined. SBC to verify conflict. SBC to protect in place if needed.
SBC	24 MTD	87 <sup>th</sup> Street Sta. 1259+79	SBC to protect/encase in concrete by August 1, 2006. Due to the tight scheduling, close coordination between SBC, the Resident Engineer and the Contractor is required. Contact Mr. Stan Plodzien (708) 396-7604.
SBC	18 MTD	Near 92 <sup>nd</sup> Street Sta. 1226+79	Relocated and encased by SBC during advanced contract work. No conflict anticipated. Contractor to use caution when excavating.
SBC	12 MTD	South of 95 <sup>th</sup> Street Sta. 1204+37	SBC abandoned in place. No conflict anticipated.
SBC	24 MTD	EB Conn. Sta. 422+94	Duct crosses re-surfacing section. No conflict anticipated.

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F.A.I. Route 94 (Dan Ryan Expressway)  
 Project IM-094-3(401)061  
 Section (1516.1, 1717, & 1818) R-5  
 Cook County  
 Contract 62593 (23)

SBC	24 MTD	SB I-94 Sta. 1152+93	Duct crosses re-surfacing section. No conflict anticipated.
SBC	27 MTD	83 <sup>rd</sup> Street Sta. 1286+03	SBC has abandoned duct. 911 cables present. No conflict anticipated. Contractor to use caution when excavating.
SBC	6 MTD	81 <sup>st</sup> Street	SBC has abandoned duct. No conflict anticipated.
CTA - DC POWER FEED TO TRACKS	6H, 4W DUCT, 6'-6" STEEL CASING	Two locations South of 95 <sup>th</sup> Street Sta. 1201+08 Sta. 1201+20	Ducts to be protected by concrete slab constructed by roadway Contractor.
Com Ed/ IDOT	Power Feed for Tunnel Lighting	Near 97 <sup>th</sup> Street Sta. 144+60 SB I-57	The ITS/Lighting Contractor will construct a temporary electric service during Contract 62583. Contact Mr. Don Ries (773) 838-2905 for information.
COM ED	3H, 3W DUCT	EB Conn. Sta. 422+79	Duct crosses re-surfacing section. No conflict anticipated.
COM ED	3H, 3W DUCT	SB I-94 Sta. 1153+19	Duct crosses re-surfacing section. No conflict anticipated.
CTA*	Misc. Electrical Ducts	South of 95 <sup>th</sup> St. Bridge. Sta. 151+00 to Sta. 156+00	Several power feeds for the CTA's tracks and yard are within close proximity for the installation of the proposed CTA barrier wall. Extreme caution will be required.
CTA*	Misc. Electrical Ducts	North of 95 <sup>th</sup> St. Bridge Sta. 1210+00 to Sta. 1217+00	Several track feeds for the CTA's interlocking system are within close proximity for the installation of the proposed CTA barrier wall. Extreme caution will be required.
CTA*	Misc. Electrical Ducts	81 <sup>st</sup> St. to 82 <sup>nd</sup> St. Sta. 1291+00 to Sta. 1296+00	Extreme caution will be required for the installation of the proposed CTA barrier wall.

The above represents the best information available to the Department and is included for the convenience of the bidder. The applicable portions of Articles 105.07 and 107.31 of the Standard Specifications shall apply.

\*CTA Electrical Duct locations are approximate and were obtained from the CTA. Minor conflicts are expected for the installation of the proposed CTA barrier wall and adjacent proposed drainage structures at various locations throughout the length of the project. Close coordination between the Contractor and CTA is required per the "CTA Coordination" Special Provision to allow for relocations during construction. A Subsurface Utility Engineering study for the areas identified in the above "Status of Utilities to be Adjusted" Special Provision will be provided to the Contractor at the Pre-Construction Meeting.

Added 5/17/06

## **PIPE UNDERDRAIN REMOVAL**

Description. This work consists of the removal and satisfactory disposal of existing pipe underdrain, at the locations shown on the plans or as directed by the Engineer. This work shall be performed in accordance with the applicable portions of Section 202 of the Standard Specifications, the existing typical sections in the plans and as herein specified.

Should the removal of the pipe underdrain create a trench below the top of finished subgrade for the proposed pavement section, this trench shall be backfilled with suitable subgrade materials in accordance with the applicable portions of Section 202 of the Standard Specifications.

General Requirements. Disposal of pipe and other unsuitable material shall be according to Article 202.03.

Method of Measurement. Pipe Underdrain Removal of the existing various diameters will be measured for payment in feet, as removed.

Basis of Payment. This work shall be paid for at the contract unit price per foot for PIPE UNDERDRAIN REMOVAL, which shall be payment in full for excavating, removing and properly disposing of the existing pipe underdrain. The contract unit price shall also include payment for any backfilling of the existing trench, should this become necessary as described above.

(TYLI – 05/08/06)

Added 5/17/06



**PIPE UNDERDRAIN, 6"**

**Pipe Underdrain, 6"**

This work shall be constructed according to Section 601 of the Standard Specifications and Standard 601001 except CA 16 shall be used in lieu of FA 1 or FA 2 for backfilling of the trench. The CA 16 shall be according to Article 1004.06 and Article 1004.01 of the Standard Specifications except in the table, Coarse Aggregate Gradations, the percent passing the 1.18 mm (No. 16) sieve shall be 4% +/- 4%. The pipe shall be wrapped using a Fabric Envelope (sock) meeting the requirements of Section 1080.01 of the Standard Specifications.

Added 5/17/06

## STAGING AND INTERCHANGE RESTRICTIONS

Prior to the actual beginning and completion of the various stages of construction and traffic protection, the Contractor shall be required to provide lane closures and barricade systems, for preparation work such as pavement marking removal, temporary lane marking, placing temporary concrete barrier, etc. These lane closures and barricade systems, including barricades, drums, cones, lights, signs, flaggers, etc. shall be provided in accordance with details in the plans and these Special Provisions and as approved by the Engineer. The cost of this work will not be paid for separately but shall be considered included in the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, EXPRESSWAYS.

Coordination shall be required with Contract 62304 (20), which will be constructed at the same time.

Both Contractors shall stage and coordinate their work at each interface along the WB Connector and the EB Connector.

The Contractor is alerted to the fact that Contract 62304 may be using a detour to remove/erect the PCC box beams for Structure #016-0073 (NB I-57 over SB I-94 and the CTA tracks). The suggested detour route in Contract 62304 for SB I-94 to the Bishop Ford Freeway is to detour mainline traffic onto SB I-57, to the Halsted Street exit ramp, across I-57 on the Halsted Street Bridge, to NB I-57 using the Halsted Street entrance ramp, to EB I-94 (Bishop Ford Freeway) using the EB connector roadway. This Contract 62304 detour is shown in the plans "For Information Only".

### Ramp Closures

Under the Maintenance of Traffic (MOT) Plan for this Contract during Stage 1, the Contractor will be permitted to close ramps one time for a limited time period with the restrictions as noted below under Special Ramp Closure Restrictions.

Prior to and after Stage 1 construction, temporary closures of ramps will only be permitted at night during the allowable hours listed for two-lane closures.

For all entrance ramp closures except the SB 87<sup>th</sup> Street Entrance Ramp, the Contractor shall furnish and install detour signs and the appropriate shields as shown on the plans. These signs shall be paid for as TEMPORARY INFORMATION SIGNING.

For the SB 87<sup>th</sup> Street Entrance Ramp closure, the Contractor shall provide the detour as shown on the plans. The detour is paid for as TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR and includes all signing as shown on the detour plan.

The Contractor shall submit to the Department in writing, the starting date for each of the extended ramp closures. Approval from the Department is required prior to closing the ramp. Should the Contractor fail to complete the work and reopen the ramp to traffic within the allowable time limit,

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the Contractor shall be liable to the Department for liquidated damages as noted under the Special Provision, "Failure to Open Ramps on Time".

Special Ramp Closure Restrictions

1. The Contractor shall stage and coordinate the work such that no two (2) adjacent SB entrance ramps are closed at the same time.
2. The Contractor shall stage and coordinate the work such that no two (2) adjacent SB exit ramps are closed at the same time.
3. The SB Halsted Exit Ramp and the SB 95<sup>th</sup> Street Exit Ramp shall not be closed at the same time. Each of these ramps can be closed for a maximum time period of 30 calendar days during Stage 1.
4. The SB Halsted Exit Ramp shall not be closed between March 1, 2007 and November 15, 2007.
5. Each ramp, except for the SB Halsted Exit and the SB 95<sup>th</sup> Street Exit, can be closed for a maximum time period of 45 calendar days during Stage 1.
6. The SB 67<sup>th</sup> Street Entrance Ramp shall remain open at all times.
7. Ramps can be opened across the gore by using temporary pavement if necessary prior to completing the ramp terminal.
8. Each ramp can only be closed once during Stage 1.

(TYLI 3/05/06)

Added 5/17/06

**CONCRETE BARRIER**

Revise Section 637 of the Standard Specifications to read:

**“SECTION 637. CONCRETE BARRIER**

**637.01 Description.** This work shall consist of constructing a concrete barrier and its base to the lines, grades and details shown in the plans.

**637.02 Materials.** Materials for concrete barrier and concrete base shall conform to the requirements of the following Articles of Section 1000 – Materials: Except as follows: add the following to the coarse aggregate gradation Table of Standard Specification.

In the Coarse Aggregate Gradation table of Article 1004.01(c) of the Standard Specifications, revise the percent passing the 12.5 mm.(1/2 inch) sieve for CA7 to a minimum of 45% and CA11 to a minimum of 45%.

The Contractor may combine two or more similar types of Coarse Aggregate sizes consisting of CA7, CA11, CA13, CA14, CA16, provided a CA7 or CA11 is included in the blend.

The Coarse Aggregate used to produce the concrete barrier and base, if poured monolithically with the barrier, shall conform to the superstructure requirements concerning deleterious materials or substances whose disintegration is accompanied by an increase in volume which may cause spalling of the concrete.

<b>Item</b>	<b>Article/Section</b>
a) Portland Cement Concrete	1020
b) Tie Bars (Note 1)	1006.10 (a) (b)
c) Dowel Bars	1006.11 (b)
d) Protective Coat	1023
e) Non-Shrink Grout	1024
f) Chemical Adhesive	1027
g) Preformed Expansion Joint Fillers	1051.01 – 1051.08
h) Reinforcement Bars	508

Note 1. Tie bars shall be Grade 400 (Grade 60).

Materials for bituminous concrete base shall conform to the requirements to Article 356.02.

Added 5/17/06

**637.03 Equipment.** Equipment for concrete barrier shall conform to the requirements of the following Articles of Section 1100 – Equipment.

Item	Article/Section
a) Hand vibrator	1103.17 (a)
b) 3 m (10 ft) Straightedge	1103.17 (h)

Equipment for Portland cement concrete base shall conform to the requirements of Article 483.03.

Equipment for bituminous concrete base shall conform to the requirements of Article 356.03

### CONSTRUCTION REQUIREMENTS

**637.04 Barrier Base.** The base may be constructed separately or poured monolithically with the barrier. When constructed separately, Portland cement concrete base shall be constructed according to Article 483.04 – 483.06, except the surface shall be finished according to Article 503.09 (a). Bituminous concrete base shall be constructed according to Articles 356.05 and 356.06.

**637.05 Anchoring.** Barrier shall be anchored to the base by the methods shown on the plans. When tie bars are used, they shall be installed in preformed or drilled holes with a non-shrink grout or chemical adhesive.

**637.06 Barrier Construction.** Concrete barrier shall be constructed according to the applicable portions of Articles 503.06 and 503.07. Where the horizontal alignment of the concrete barrier is curved, the barrier shall be constructed either on the curved alignment or on chords not more than 3m (10 ft) in length.

When slip formed, the vertical centerline of the barrier shall not vary from the proposed centerline by more than 75 mm (3 in.) nor by more than 13 mm in 3 m (1/2 in. in 10 ft). All surfaces shall be checked with a 3 m (10 ft) straightedge as the concrete exits the slip form mold. Surface irregularities greater than 10 mm in 3 m (3/8 in. in 10 ft) shall be corrected immediately. Continued variations in the barrier surface exceeding 6 mm in 3 m (1/4 in. in 10 ft) will not be permitted and remedial action shall immediately be taken to correct the problem. Any deformations or bulges remaining after the initial set shall be removed by grinding after the concrete has hardened. All holes and honeycombs shall be patched immediately.

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**637.07 Barrier Transitions.** Transitions between barriers of different design shall be constructed according to the details shown on the plans.

**637.08 Joints.** Joints shall be constructed as shown on the plans and as follows:

- a) **Construction Joints.** Construction joints shall be constructed in the barrier whenever there is an interruption in the pour of more than 30 minutes.
- b) **Expansion Joints.** Expansion joints shall be constructed in the barrier and the base in line with expansion joints in the adjacent pavement or shoulder. Expansion joints shall also be constructed at locations where the barrier abuts a rigid structure.

Prior to placing concrete, a light coating of oil shall be uniformly applied to the dowel bars.

- c) **Contraction Joints.** Contraction joints shall be constructed in the barrier at uniform intervals with a maximum spacing of 6 m (20 ft) or in line with contraction joints in the adjacent pavement or shoulder. Contraction joints shall be formed by a groove 3 mm (1/8 in.) wide by 50 mm (2 in.) deep either formed in the plastic concrete or sawed after the concrete has set.
- d) **Barrier joints shall match the adjacent shoulder joints**

**637.09 Finishing.** The surface of concrete barrier shall be finished according to Article 503.16 (a).

**637.10 Protective Coat.** When required, the exposed top and exposed vertical surfaces of the barrier exposed to traffic shall receive a protective coat application per the requirements of the Standard Specifications. The application of the protective coat shall be according to Article 420.21.

**637.11 Method of Measurement.** This work will be measured as follows:

- a) **Contract Quantities.** The requirements for the use of contract quantities shall be according to Article 202.07 (a).
- b) **Measured Quantities.** New barrier base, both separate and monolithic, will be measured for payment in meters (feet) in place, along the centerline of the base or barrier. The width of the base will be defined as the width of the barrier.

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Concrete barrier will be measured for payment in meters (feet) in place, along the centerline of the barrier.

Barrier transitions will be measured for payment in meters (feet) in place, along the centerline of the transition.

Protective coat will be measured for payment according to Article 420.22 (b).

Reinforcement bars and other necessary appurtenances such as ties, splicers/lap bars, etc... shall not be measured for payment.

**637.12 Basis of Payment.** This work will be paid for at the contract unit price per meter (foot) for BARRIER BASE; CONCRETE BARRIER, DOUBLE FACE, of the height specified; CONCRETE BARRIER, DOUBLE FACE (SPECIAL); CONCRETE BARRIER, SINGLE FACE, of the height specified; CONCRETE BARRIER, SINGLE FACE (SPECIAL) of the height specified; CONCRETE BARRIER, SINGLE FACE (MODIFIED) of the height specified; and CONCRETE BARRIER TRANSITION, which price shall include all necessary reinforcement bars and other necessary appurtenances to provide a complete installation as shown on the plans and as described above.

Protective coat will be paid for according to Article 420.23.”

Added 5/17/06

## CONCRETE SEALING

Description. This work shall consist of furnishing the required materials, cleaning exposed concrete, and applying a sealer to the abutment walls of the C.T.A. tunnel and all incidental and collateral work as required to perform the work as directed by the Engineer.

Materials. Materials shall be a Silane penetrant in accordance with Article 1026 of the Standard Specifications.

Construction Requirements. Before the sealer is applied, exposed concrete shall be cleaned with high pressure air blast or wire brushes to remove all oil, grime, and loose particles to clean, bare concrete. Surfaces that will not respond to cleaning by air blast or wire brushes shall, if required by the Engineer, be cleaned by sandblasting. All repairs to concrete shall be performed prior to placing sealer. Surfaces to be sealed shall be dry prior to placing sealer. Sealer shall be applied in accordance with the manufacturer's specifications.

Method of Measurement. Concrete sealing will be measured for payment in place and the area computed in square yards.

Basis of Payment. The work will be paid for at the contract unit price per square yard for CONCRETE SEALING.

(Teng & Assoc., Inc. 12/04)

Added 5/17/06



## PROTECT AND MAINTAIN EXISTING TUNNEL LIGHTING SYSTEM

Description. This item consists of providing protection, maintenance, and temporary support of the existing tunnel lighting systems. The systems consist of, but are not limited to, luminaires, junction boxes, raceways, support equipment, and conductors. All temporary wiring and/or conduit required to maintain the operation of the existing tunnel lighting or other circuit feeds through the tunnel lighting systems shall be included in this item.

This item shall also include removal, storage, and re-attachment of any and all components of the existing tunnel lighting systems to facilitate tunnel wall repair work as deemed necessary by the Engineer.

Materials. Materials shall be according to the following Articles of the Standard Specifications Section 1000 – Materials:

<u>Item</u>	<u>Requirement</u>
(a) Electric Raceway Material.....	Standard Specifications, Article 1088
(b) Wire and Cable.....	Standard Specifications, Article 1066
(c) Luminaire.....	Standard Specifications, Article 1067

General Requirements. Before performing any work, an inventory of the existing lighting systems shall be taken jointly by the Contractor and the Engineer making note of any damaged and/or missing items.

Protection During Tunnel Repairs. The existing tunnel lighting systems shall be protected during tunnel wall repair work, tunnel box beam replacement by Contract 62304 and any other construction work performed in the area. The Contractor shall use any means necessary to protect the tunnel lighting from damage. Each existing tunnel lighting system shall be protected from debris during the Contractor's operations. The Contractor shall provide a written description outlining, in detail, the means and methods that will be used to protect the existing tunnel lighting systems for the Engineer's approval prior to the beginning of work. The written description shall include specific details on how the ballast enclosures fastened to the tunnel roof box beams in the roadway tunnel will be supported during box beam replacement.

None of the existing tunnel lighting systems shall be removed or relocated from the tunnel walls during the Contractor's operations without prior approval by the Engineer. Should it become necessary to move or relocate any part of the existing tunnel lighting system due to conflicts with the Contractor's operations, the luminaires and conduit shall be temporarily supported in a manner as approved by the Engineer.

If it is determined by the Engineer that it is not feasible to temporarily support the luminaires and conduit, the Engineer shall authorize the Contractor to remove any and all section(s) of the existing tunnel lighting system and to provide temporary storage of the tunnel lighting equipment until such time that the equipment can be re-installed. The Contractor will only be allowed to remove one side

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of the existing tunnel lighting system at a time. One side of the existing tunnel lighting system must be operational at any given time for each tunnel.

If any portion of the existing tunnel lighting system is removed from the walls during construction, the Contractor shall re-install the system in its original location. It is the Contractor's responsibility to determine and record the existing locations of the entire tunnel lighting system. The Contractor shall measure and log the locations of all existing support equipment prior to the removal of any portion of the existing tunnel lighting system. The record documents must be presented to the Engineer for review and approval prior to performing any tunnel lighting removal work.

Temporary lighting equipment and power feeds to maintain the existing lighting levels within the tunnel and the continued operation of any adjacent lighting system shall be included in this item. Any temporary lighting equipment and/or power feeds shall be approved by the Engineer prior to the removal of the existing lighting equipment.

The existing tunnel lighting systems shall be protected from spills and over-spray during any painting and/or protective coat operations. Spills and over-spray shall be removed by the Contractor at no additional expense to the State. If spills or over-spray occur on the luminaire lens, the luminaire lens shall be replaced in kind with a new lens from the luminaire manufacturer at no additional cost to the State.

Upon completion of the Contractor's operations, any tunnel lighting equipment that was removed shall be reinstalled in their original locations to the satisfaction of the Engineer. The Engineer shall inspect the existing hardware and support equipment to determine its condition prior to reinstallation of the tunnel lighting system. If the Engineer determines that the existing hardware and support equipment is in poor condition and requires replacement, new support equipment shall be provided by the Contractor. The new support equipment shall be equivalent to the existing support equipment or as approved by the Engineer. The cost of the new support equipment shall be included in this item.

Temporary Work Specific to the Roadway Tunnel. Contract 62304 will be removing and re-erecting the tunnel box beams over the tunnels. The roadway tunnel has a ballast enclosure fastened to the tunnel roof at each light fixture. Rather than providing temporary supports for these ballast enclosures the Contractor shall have the option of temporarily relocating the ballast enclosures to the tunnel walls immediately below the fixtures. The Contractor shall then provide temporary wiring (cable in flexible conduit) from the wall mounted junction box to the ballast enclosure and from the ballast enclosure to the fixture.

The Contractor shall reinstall the ballast enclosures to the bottom of the tunnel box beams after Contract 62304 has finished installation of the beams. Where the box beams are being removed and not replaced, the Contractor shall fasten the ballast housing to the wall above the existing conduit run.

The Contractor shall provide new wiring in new liquid tight flexible conduit from the wall-mounted junction box to the ballast enclosure and from the ballast enclosure to the fixtures. This new wiring

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is required at all light fixtures even if the existing ballasts were temporarily supported during roof replacement.

A temporary power feed will be required across the roadway tunnel's north portal to provide power from Lighting Controller N on the outside west wall, to the tunnel luminaires on the east wall. The temporary feed is required because Contract 62304 is removing all of the existing box beams, but is not replacing all of the beams, including the portal beams, at the north end of the tunnels. The Contractor shall include in the cost of this item a minimum of two 50' wood poles and 150 feet of aerial cable (3-1/C No. 6 with messenger wire) to make this connection. After the temporary connection is in place the existing conduit and wire from Controller N across the portal to the junction box mounted on the east wall shall be removed. The conduit and wire removed shall become the property of the Contractor and shall be disposed of off site.

The temporary connection will be removed by others. The wood poles and aerial cable shall become the property of IDOT.

Maintenance of Roadway Tunnel Lighting System. Immediately after the inspection and inventory of the roadway tunnel lighting system with the Engineer, the Contractor shall assume maintenance responsibility of the tunnel lighting systems including Controller N from Contract 62583.

Upon completion of the roadway tunnel repairs and when directed by the Engineer the tunnel lighting system will be inspected by the Engineer and maintenance responsibility will be transferred back to Contract 62583.

Damage to Existing Tunnel Lighting Systems. Any damage incurred to either of the existing tunnel lighting systems by the Contractor's operations, shall be repaired or replaced in kind by the Contractor at no additional cost to the State. All repairs shall be performed expeditiously and shall be approved by the Engineer.

The tunnel lighting must not be taken out of service at any time unless directed otherwise by the Engineer. All lights shall be tested daily and any necessary repairs shall be made immediately without delay.

Damaged conductors shall be replaced in complete runs; no underground splices will be permitted. Temporary aerial quadraplex cable may be used to maintain lighting system operation provided it does not interfere with traffic, railroad, or other operations as determined by the Engineer.

Basis of Payment. This work shall be paid for at the contract lump sum price for PROTECT AND MAINTAIN EXISTING IDOT TUNNEL LIGHTING SYSTEM or PROTECT AND MAINTAIN EXISTING CTA TUNNEL LIGHTING SYSTEM, which shall be payment in full for the work as described herein and as indicated on the plans.

(CTE 05/06)

Added 5/17/06