



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 6, 2011

SUBJECT: FAI Route 90  
Section 2011-029-I  
Cook County  
Contract No. 60P32  
Item No. 83, June 17, 2011 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. Replaced the Schedule of Prices.
2. Revised pages 2, 3 & 4 of the Special Provisions.
3. Revised sheets 1 - 15 of the Plans.
4. Added sheet 2A 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,

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 60P32

State Job # - C-91-511-11  
 PPS NBR - 1-78640-0100  
 County Name - COOK- -  
 Code - 31 - -  
 District - 1 - -  
 Section Number - 2011-029-I

Project Number

Route  
FAI 90

\* REVISED : JUNE 07, 2011

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7800815	HS THPL PM LN 4	FOOT	96,147.000				
* X7800825	HS THPL PM LN 5	FOOT	139,919.000				
X7800845	HS THPL PM LN 8	FOOT	29,238.000				
45100100	CRACK ROUTING (PAVT)	FOOT	360,125.000				
45100200	CRACK FILLING	POUND	136,848.000				
67100100	MOBILIZATION	L SUM	1.000				

## **TOLLWAY PERMIT AND BOND**

Effective: January 13, 1989

The Contractor will be required to obtain a permit from the Illinois State Toll Highway Authority (ISTHA) in accordance with Article 107.04 of the Standard Specifications prior to initiating any lane closures on the Tollway or doing any work on the ISTHA right of way. As part of the permit, the Contractor will be required to post a surety bond with the ISTHA.

The Contractor will furnish a copy of the authorized permit to the Engineer.

## **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.

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, 701411, 701426, 701446, 701901

### DETAILS:

**Freeway Entrance and Exit Ramp Closure Details (TC-08)**  
TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE  
(TC-09)  
MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS (TC-12)  
TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND  
PARTIAL RAMP CLOSURES (TC-17)

### SPECIAL PROVISIONS:

MAINTENANCE OF ROADWAYS  
KEEPING THE EXPRESSWAY OPEN TO TRAFFIC  
FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC  
TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)  
TRAFFIC CONTROL FOR WORK ZONE AREAS  
TRUCK MOUNTED/TRAILER MOUNTED ATTENUATORS (BDE)  
POST MOUNTING OF SIGNS (BDE)

Revised 06/06/2011

**DISPOSAL OF MATERIAL**

Effective: Dec. 28, 2001

Revised: April 30, 2004

Description. Materials resulting from the routing of cracks in the existing pavement may be placed, shaped and compacted to the satisfaction of the Engineer along existing aggregate shoulders adjacent to the pavement.

All materials resulting from the routing of cracks in pavements without aggregate shoulders and surplus materials resulting from the routing of cracks in pavements with aggregate shoulders, where all materials are not placed along existing aggregate shoulders, shall be disposed of as specified in Article 202.03 of the Standard Specifications. Old sealants removed prior to routing shall be disposed of as specified in Article 202.03.

This work will not be paid for separately, but the cost shall be considered as included in the contract unit price for the construction items involved, and no additional compensation will be allowed.

**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 workweek of Monday through Friday and shall not include weekends or Holidays.

**LOCATION: I-90 Kennedy Expy: E. River to Edens Jct.**

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

**Note:** All closures on the outbound Kennedy near the Edens Junction begin from the left side of the roadway, starting from the Reversible Lanes slip near Keeler, which requires the Reversible lanes to be closed or inbound, which is allowed during the following table. Work on the right lanes in this area requires the two left lanes to be closed and then traffic weaved from lane 3 back to lane 1 via detail TC-9.

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

WEEK NIGHT	ALLOWABLE CLOSURE HOURS		
Sunday - Friday	9:00 PM	to	5:00 AM
Friday	11:00 PM (Fri)	to	6:00 AM (Sat)
Saturday	11:00 PM (Sat)	to	8:00 AM (Sun)

Revised 06/06/2011

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. 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 = \$3,000

Two lanes blocked = \$6,300

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.

Revised 06/06/2011