



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 30, 2006

SUBJECT: FAI Route 90/94
Project ACIM-000S (518)
Section (1919.15, 2021-922 PT1 & PT2)R-1
Cook County
Contract No. 60A62
Item No. 1X, September 22, 2006 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 1, 3, 5, 11 & 12 of the Schedule of Prices.
2. Revised page v of the Table of Contents to the Special Provisions.
3. Revised pages 67 – 71 & 140 of the Special Provisions.
4. Added pages 258 – 260 to the Special Provisions.
5. Revised sheets 3, 7, 10, 12, 13, 16 -19, 118, 122, 137, 138, 140, 148, 151 – 155, 158, 208 & 223 of 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 cursive script, reading "Ted B. Walschleger" followed by 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; N. R. Stoner; Roger Driskell; R. E. Anderson; Estimates; Design & Environment File

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 60A62

State Job # - C-91-090-06
 PPS NBR - 1-74823-0523
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - (1919.15,2021-922PT1&PT2)R-1

Project Number
 ACIM-000S/518/

Route
 FAI 90
 FAI 94

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
C2011136	S-SYRINGA X PER 3'	EACH	153.000				
E20200G1	V-PARTHEN QUINQ 1G	EACH	379.000				
E20220G1	V-PARTHEN TRICUSP 1G	EACH	273.000				
K0030400	PERENNIAL PLANT DAYLI	UNIT	2.330				
TWY02040	MAINT EX LIGHT SYSTEM	L SUM	1.000				
* DELETED							
XX003988	TEMP CONC BARRIER REM	FOOT	8,189.000				
XX004201	PAVT REINFORCEMENT 14	SQ YD	29,253.000				
X0320333	ROADWAY CLEANING SPL	EACH	19.000				
X0321720	WATER MAIN REMOVAL	FOOT	244.000				
X0321905	SS 1 WAT MN 12	FOOT	143.000				
X0322256	TEMP INFO SIGNING	SQ FT	1,788.000				
X0322859	WEED CONTR PRE-EM GRN	POUND	17.000				
X0323221	PLUG & ABAND EX PIPE	CU YD	7.800				
X0323426	SED CONT DR ST INL CL	EACH	338.000				
* REVISED : AUGUST 21, 2006							

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X0325493	CBL CNDT TRX2#6, 1#8G	FOOT	840.000				
X0325494	GALV ST CON TREN 2 40	FOOT	25.000				
X0325495	REM EX ST LT UNIT/SAL	EACH	9.000				
X0325496	TR/BKFIL W/SCRNS SAND	FOOT	25.000				
X0325498	DUCTILE IRON PIPE	FOOT	143.000				
X0325499	AER CABLE 2 1/C #4	FOOT	150.000				
X0325500	JUNC BOX SS EMB STR J	EACH	2.000				
X0325501	FAB REINF ELAS MAT	SQ FOOT	63.000				
X0325502	MEDIAN BAR GATE SYS	EACH	1.000				
X0325503	REM TEMP SOIL RET SYS	FOOT	926.000				
* X0325567	STAB SUB-BASE 4.5	SQ YD	42,709.000				
X0919000	TEMP PAVT REMOVAL	SQ YD	205.000				
X0945500	PAINT EX POLE COMPL	EACH	8.000				
X2020300	EXC & PL EX GRAN MATL	CU YD	1,660.000				
X2500322	SEEDING CL 5A MOD	ACRE	0.140				
X4210400	LUG SYSTEM REMOVAL	EACH	1.000				
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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
Z0030250	IMP ATTN TEMP NRD TL3	EACH	4.000				
Z0030350	IMP ATTN REL NRD TL3	EACH	1.000				
Z0040530	PIPE UNDERDRAIN REMOV	FOOT	1,017.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
* Z0076600	TRAINEES	HOUR	1,500.000		0.800		1,200.000
20101000	TEMPORARY FENCE	FOOT	847.000				
* 20200100	EARTH EXCAVATION	CU YD	35,099.000				
20200410	EARTH EXCAVATION SPL	CU YD	103.000				
20201200	REM & DISP UNS MATL	CU YD	2,426.000				
20700220	POROUS GRAN EMBANK	CU YD	184.000				
20700420	POROUS GRAN EMB SUBGR	CU YD	1,500.000				
20800150	TRENCH BACKFILL	CU YD	3,102.000				
21001000	GEOTECH FAB F/GR STAB	SQ YD	42,709.000				
21101615	TOPSOIL F & P 4	SQ YD	4,178.000				
21101645	TOPSOIL F & P 12	SQ YD	8,759.000				
* REVISED : AUGUST 21, 2006							

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
66400305	CH LK FENCE 6	FOOT	296.000				
* 66900200	NON SPL WASTE DISPOSL	CU YD	4,500.000				
* 66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
* 66900530	SOIL DISPOSAL ANALY	EACH	2.000				
67100100	MOBILIZATION	L SUM	1.000				
70101800	TRAF CONT & PROT SPL	L SUM	1.000				
70300240	TEMP PVT MK LINE 6	FOOT	5,580.000				
70300510	PAVT MARK TAPE T3 L&S	SQ FT	180.000				
70300520	PAVT MARK TAPE T3 4	FOOT	42,408.000				
70300530	PAVT MARK TAPE T3 5	FOOT	7,213.000				
70300550	PAVT MARK TAPE T3 8	FOOT	11,653.000				
70300560	PAVT MARK TAPE T3 12	FOOT	1,563.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	30,530.000				
70400200	REL TEMP CONC BARRIER	FOOT	5,580.000				
72000100	SIGN PANEL T1	SQ FT	102.500				
72000200	SIGN PANEL T2	SQ FT	112.600				
72000300	SIGN PANEL T3	SQ FT	871.000				
72400200	REMOV SIN PAN ASSY TB	EACH	4.000				
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72400330	REMOV SIGN PANEL T3	SQ FT	226.000				
72700100	STR STL SIN SUP BA	POUND	652.000				
72800100	TELES STL SIN SUPPORT	FOOT	90.500				
73000100	WOOD SIN SUPPORT	FOOT	98.000				
73100100	BASE TEL STL SIN SUPP	EACH	9.000				
73300100	OVHD SIN STR-SPAN T1A	FOOT	64.000				
73300300	OVHD SIN STR-SPAN T3A	FOOT	66.000				
73302210	OSS CANT 3CA 3-0X7-0	FOOT	32.250				
73304000	OVHD SIN STR BR MT	FOOT	16.000				
73305000	OVHD SIN STR WALKWAY	FOOT	107.000				
73400100	CONC FOUNDATION	CU YD	1.400				
* 73400200	DRILL SHAFT CONC FDN	CU YD	50.200				
73600200	REMOV OH SIN STR-CANT	EACH	3.000				
73700100	REM GR-MT SIN SUPPORT	EACH	2.000				
73700200	REM CONC FDN-GR MT	EACH	2.000				
* REVISED : AUGUST 21, 2006							

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“(c) Sediment Control, Silt Fence. This work will be paid for at the contract unit price per meter (feet) for SEDIMENT CONTROL, SILT FENCE.

Sediment Control, Silt Fence Maintenance. This work will be paid for at the contract unit price per meter (feet) for SEDIMENT CONTROL, SILT FENCE MAINTENANCE.”

EXTENDED LIFE CONCRETE PAVEMENT (30 YEAR) (*DISTRICT ONE*)

Description: This work shall consist of constructing concrete pavement, shoulders and appurtenances of an extended life (30 year) design at locations specified on the plans. Work shall be performed according to the Standard Specifications except as modified herein:

Definitions:

- a) Granular Subbase. The aggregate above the subgrade and below the granular subbase cap.
- b) Granular Subbase Cap. The aggregate above the granular subbase and below the bituminous concrete base.
- c) Bituminous Concrete Base. The bituminous concrete layer above the granular subbase cap and below the pavement.

Embankment: Add the following to Section 205:

“Embankment material shall be approved by the Engineer and shall have a standard laboratory density of not less than 90 lb/cu ft. It shall not have an organic content greater than ten percent when tested according to AASHTO T 194. Soils that demonstrate the following properties shall be restricted to the interior of the embankment:

- a) A grain size distribution with less than 35 percent passing the #200 sieve.
- b) A plasticity index (PI) of less than 12.
- c) A liquid limit (LL) in excess of 50.
- d) Potential for erosion.
- e) Potential for excess volume change.

Such soils shall be covered on the side and top with a minimum of 3 ft. of soil not characterized by any of the five items above.”

Revised the second paragraph of Article 205.05 to read:

Revised 08/30/2006

“All lifts shall be compacted to not less than 95 percent of the standard laboratory density.”

Revise the first sentence of the third paragraph of Article 205.05 to read:

“The embankment shall not contain more than 110 percent of the optimum moisture content determined according to AASHTO T 99 (Method C).”

Subgrade Preparation: Add the following to the second paragraph of Article 301.06:

During compaction, the upper 8 in. of the subgrade shall not contain more than 110 percent of the optimum moisture content determined according to AASHTO T 99 (Method C).”

Granular Subbase and Granular Subbase Cap: Revise Article 311.02 to read:

“311.02 Materials. Materials shall meet the requirements of the following Articles of Section 1000 – Materials:

- a) Granular Subbase (Note 1).....1004.04
- b) Granular Subbase Cap (Note 2)1004.04

Note 1. The quality requirements in Article 1004.04 (b) shall not apply. The granular subbase shall be subbase granular material Type B, shall be classified as Category III in the Aggregate Gradation Control System (AGCS), and shall meet the following gradation requirements:

Granular Subbase Gradations						
Coarse Aggregate Type	Sieve Size Percent Passing					
	8 in.	6 in.	4 in.	2 in.	#4	#200
Crushed Stone, Crushed Slag, and Crushed Concrete	100	97 ± 3	90 ± 10	45 ± 25		5 ± 5
Crushed Gravel		100	90 ± 10	55 ± 25	30 ± 20	5 ± 5

The granular subbase shall be well-graded from coarse to fine. Material that is gap-graded or single-sized will not be accepted.

Note 2. The granular subbase cap shall be subbase granular material, Type B and shall be CA 6 gradation.” Reclaimed Asphalt Pavement (RAP) meeting Article 1004.07 of the Standard Specifications and having 100% passing the 3 inch sieve and well-graded down through fines may also be used as capping aggregate. RAP shall not contain greater than 10% Steel Slag in the rap or any other expansive material. The results of the Department’s tests on the RAP material will be the determining factor for consideration as expansive.

Revised 08/30/2006

Add the following to Article 311.03:

“(h) Vibratory Roller1101.01 (g)”

Revise Article 311.05(c) to read:

“(c) Subbase Granular Material, Type B. The manner of placing and compacting the material shall be approved by the Engineer prior to starting the work.

The Granular subbase shall be constructed in layers not more than 2 ft. thick when compacted. Each layer shall be compacted with a vibratory roller to the satisfaction of the Engineer.

After completion of the granular subbase, the granular subbase cap shall be placed. Each layer shall be compacted with a vibratory roller to the satisfaction of the Engineer.

If the moisture content of the material is insufficient to obtain satisfactory compaction, sufficient water shall be added, at the Contractors expense, so that satisfactory compaction can be obtained.”

Revise that first sentence of the first paragraph of Article 311.08 (b) to read:

“Aggregate used in the granular subbase and granular subbase cap will be measured for payment in square meters (square yards).”

Stabilized Sub Base: This work shall be performed according to the special provision, “Superpave Bituminous Concrete Mixtures”. The mixture used shall be the Superpave IL-19.0, N50, 3.0% voids except the % recycled shall be increased to maximum 40%.

Pavement and Shoulders: Add the following to Articles 420.03, 421.03, and 483.03:

“The Contractor shall submit to the Engineer, for approval before paving, the proposed internal type vibrator spacing for the paver. The Contractor shall also provide the proposed vibrator operating frequencies for a paving speed greater than or equal to 3 ft./min. and a paving speed less than 3 ft/min.”

Add the following to Article 421.05:

“When the surface temperature, as measured on the surface with a device as approved by the Engineer, of the Stabilized Sub-base is 115°F or greater the Contractor shall spray the Stabilized Sub-base with a water mist with equipment that meets the approval of the Engineer. The Stabilized Sub-base shall be cooled below 115°F prior to paving on top. The water spray shall not produce excessive water runoff or leave puddles on the Stabilized Sub-base at the time of paving. All cooling shall be completed a minimum of 10 minutes prior to paving. The surface temperature shall be monitored during the paving operation to determine if the Stabilized Sub-base requires re-spraying.

The water used shall meet the requirements of Section 1002.”

Revised 08/30/2006

Portland Cement Concrete:" Revise Article 1020.02 (d) to read:

Revise Article 1020.05 to Read: Fly Ash – Will not be an option to partially replace Portland Cement in Concrete Mixtures, for Class BD, PV, MS, SI, SC and SH and the % replacement for the granulated slag shall be maximum 35% at 1 to 1 ratio.

“(d) Coarse Aggregate (Note 1)1004.01 – 1004.02”

Add the following to Article 1020.02:

“Note 1. For pavement, median, curb, gutter, combination curb and gutter and concrete barrier, the freeze-thaw rating expansion limit for the coarse aggregate shall be a maximum of 0.040 percent according to Illinois Modified AASHTO T 161, Procedure B.”

Revise the curing table of Article 1020.13 as follows:

“The curing period for pavement, median, curb, gutter and combination curb and gutter shall be a minimum of 7 days.”

Revise the first sentence of the second paragraph of Article 1020.13 (a)(4) to read:

“Membrane curing shall be completed within ten minutes after tining.”

Add the following to Article 1020.14(a):

“Prior to placing concrete, the Contractor shall indicate to the Engineer how the temperature of the concrete mixture will be controlled. If the temperature requirements are not being met, production of concrete shall stop until corrective action is taken. The Contractor will be allowed to deliver concrete already in route to the paving site.”

Method of Measurement: This work shall be measured for payment per sections 200, 300, and 400 of the Standard Specifications.

Basis of Payment: The plans indicate which roadways will be constructed to the 30 year extended life pavement requirements. The cost to construct the roadways to the 30 year extended life pavement requirements will not be paid for separately, but included in the cost of the various items of work.

The additional costs to meet the various Material, Samples, Compaction, Stability, Placing and Trimming requirements for embankment beneath the 30 year extended life pavement will not be measured for payment, but included in the cost of the various items of excavation.

The additional cost to meet the various Material, Equipment, Placing, Stability, Compaction, Trimming, and Finishing requirements for Granular Subbase beneath 30 year extended life pavement will not be paid for separately, but included in the cost per square yard for SUBBASE GRANULAR MATERIAL TYPE B, of the thickness specified. At the option of the contractor the trimming of the stabilized subbase will not be required as per Article 311.06 except the subbase

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Shall be brought to true shape by either placing the material in two equal or grade controlled mechanical paver. As approved by the Engineer.

The additional costs to meet the various Material, Placing, Stability, Compaction, Trimming, and Finishing requirements for the bituminous stabilized subbase beneath 30 year extended life pavement will not be paid for separately, but included in the cost per square yard for STABILIZED SUBBASE, of the thickness specified.

The additional costs to meet the various Material, Equipment, Placement, Finishing, Curing, and Sealing requirements for 30 year extended life pavement will not be paid for separately but included in the cost per square yard for CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, of the thickness specified; per square yard for PORTLAND CEMENT CONCRETE SHOULDER, of the thickness specified; per each for LUG SYSTEM COMPLETE, of the width specified; per square yard of BRIDGE APPROACH PAVEMENT (SPECIAL).

PCC SHOULDER TRANSVERSE CONTRACTION JOINT

The spacing of the transverse contraction joints for Portland Cement Concrete Shoulder for all shoulders on the right side in the direction of traffic shall be 15' center to center. The spacing of the contraction joints at all other locations shall be as shown on the Standard drawings. There will be no additional compensation for meeting the requirements of this Special Provision.

SHOULDER RUMBLE STRIPS

Delete the third paragraph of Article 482.06 of the Standard Specifications.

Delete the last two sentences of the fourth paragraph of Article 483.06 of the Standard Specifications.

Description. This work shall consist of constructing rumble strips in concrete and bituminous shoulders.

Equipment. The equipment shall be a self-propelled milling machine with a rotary-type cutting head(s). The cutting head(s) shall be suspended from the machine such that it can align itself with the slope of the shoulder and any irregularities in the shoulder surface. The teeth of the cutting head(s) shall be arranged to provide a smooth cut, with no more than a 3 mm (1/8 in.) difference between peaks and valleys.

Prior to commencement of the work, the Contractor shall demonstrate, to the satisfaction of the Engineer, the ability of the equipment to achieve the desired results without damaging the shoulder.

General Construction Requirements. The rumble strips shall be cut to the dimensions shown on the plans. Guides shall be used to ensure consistent alignment, spacing and depth.

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Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway, Room 326
Springfield, Illinois 62764

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

USE OF RAP (BMPR)

Effective: January 1, 2000

Revised: July 1, 2006

Revise Article 1004.07 to read:

“1004.07 RAP Materials. RAP is reclaimed asphalt pavement resulting from cold milling or crushing of an existing dense graded hot-mix asphalt pavement. RAP must originate from routes or airfields under federal, state or local agency jurisdiction. The Contractor shall supply documentation that the RAP meets these requirements.

Revised 08/30/2006

RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)

Effective: December 1, 1986

Revised: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications. A separate policy is required for each railroad unless otherwise noted.

CTA @ Dan Ryan Expressway

NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Chicago Transit Authority (CTA) 120 N. Racine Avenue Chicago, IL 60607-2010	Red Line M-F 382 trains/Day@55mph Sat 338 trains/Day@55mph Sun 356 trains/Day@55mph	0
	Green Line Across Dan Ryan @ s/o Garfield All Days 262 trains/Day@55mph	0

DOT/AAR No.: N/A
 RR Division: CTA

RR Mile Post: N/A
 RR Sub-Division: Red Line & Green Line

For Freight/Passenger Information Contact: Marvin Watson
 For Insurance Information Contact: Mike Wrenn

Phone: 312/681-3860
 Phone:312/681-3646

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation
 Bureau of Design and Environment
 2300 South Dirksen Parkway, Room 326
 Springfield, Illinois 62764

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Added 08/30/2006

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

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 4421+50 to Station 4422+50 0 to 15 feet LT and 0 to 60 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: PNAs and TCLP Lead.
2. Station 4426+00 to Station 4427+50 0 to 15 feet LT and 0 to 60 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: PNAs.
3. Station 4429+50 to Station 4430+50 0 to 15 feet LT and 0 to 60 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: Arsenic.

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4. Station 4433+70 to Station 4436+70 0 to 15 feet LT and 0 to 70 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: PNAs.
5. Station 4439+50 to Station 4440+00 0 to 30 feet LT and 0 to 70 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: TCLP Lead.
6. Station 4444+50 to Station 4446+00 0 to 30 feet LT and 0 to 70 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: PNAs.
7. Station 4447+50 to Station 4449+00 0 to 30 feet LT and 0 to 60 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: PNAs.

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. Additional sites may be added during construction.

1. Paxton Landfill (Cluster Sites) at 116th Street & Paxton Avenue in Chicago
Clays and Sands

PORTLAND CEMENT CONCRETE SHOULDERS 14”

This item consists of constructing portland cement concrete shoulders of varying thicknesses at locations shown on the plans. This work shall be performed in accordance with Section 483 of the Standard Specifications, except as modified herein.

The thickness of the shoulder at the inside edge adjacent to the continuously reinforced portland cement concrete pavement shall match the thickness of the continuously reinforced portland cement concrete pavement. The thickness of the shoulder at the outside edge will vary and will depend upon the shoulder width, shoulder cross slope, and adjacent lane pavement cross slope.

Added 08/30/2006