



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 31, 2006

SUBJECT: FAI Route 90/94
Project ACIM-000S (519)
Section (2021-922 PT@ ETC 2324.6-1P) R-10
Cook County
Contract No. 62301
Item No. 3X, 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 the entire Schedule of Prices.
2. Added page vi to the Table of Contents to the Special Provisions.
3. Revised pages 1, 2, 64–68, 76–79, 108 & 109 of the Special Provisions.
4. Added pages 273–281 to the Special Provisions.
5. Revised sheets 3, 7-15, 20 – 34, 53, 131, 143-146, 148, 149, 152, 167, 168, 170, 171, 184, 213, 214, 216-218, 220-222, 232, 233, 239, 245-248, 250-254, 256, 260, 262, 265, 267-270, 273, 276, 326, 330, 340, 354, 355, 373-376, 378-381, 385, 387, 397-403, 406-412, 420, 421, 424, . 425 and 479-535.
6. Added sheet 146A, 269A, 424A, 535A-535E.

Please note that the plan sheet changes are marked with delta 1 and delta 2. Both markings denote changes for Addendum A.

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 P.E.", with a small "P.E." written in block letters at the end of the signature.

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 - 62301

State Job # - C-91-418-01
 PPS NBR - 1-74823-0513
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - (2021-922PT2ETC2324.6-1P)R-10

Project Number
 ACIM-000S/519/

Route
 FAI 94
 FAI 90

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
E20200G1	V-PARTHEN QUINQ 1G	EACH	931.000				
E20220G1	V-PARTHEN TRICUSP 1G	EACH	201.000				
K0030400	PERENNIAL PLANT DAYLI	UNIT	8.360				
* DELETED							
XX002957	REM & RE-E EXIST SIGN	EACH	13.000				
XX003988	TEMP CONC BARRIER REM	FOOT	14,466.000				
XX004046	AERIAL CABLE REMOVAL	FOOT	670.000				
* XX004201	PAVT REINFORCEMENT 14	SQ YD	83,902.000				
X0320333	ROADWAY CLEANING SPL	EACH	19.000				
X0321720	WATER MAIN REMOVAL	FOOT	1,075.000				
X0321905	SS 1 WAT MN 12	FOOT	49.000				
X0322256	TEMP INFO SIGNING	SQ FT	2,143.000				
X0322400	PILE EXTRACTION	EACH	20.000				
X0322859	WEED CONTR PRE-EM GRN	POUND	16.000				
X0323221	PLUG & ABAND EX PIPE	CU YD	8.000				
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X0323360	WOOD POLE REMOVAL	EACH	2.000				
X0323426	SED CONT DR ST INL CL	EACH	830.000				
X0323907	COMMUNICATIONS VAULT	EACH	4.000				
X0323973	SED CONT SILT FENCE	FOOT	14,846.000				
X0323974	SED CONT SILT FN MAIN	FOOT	3,714.000				
* X0323988	TEMP SOIL RETEN SYSTM	SQ FT	8,978.000				
X0324112	BARRIER BASE	FOOT	17,958.000				
X0324433	LT TOWER SERV PAD 6	SQ FT	816.000				
* X0324455	DRILL/SET SOLD P SOIL	CU FT	21,324.000				
X0324469	CON EN RC 2-4 CNC	FOOT	100.000				
X0324470	CON EN RC 3-4 CNC	FOOT	480.000				
X0324471	CON EN RC 4-4 CNC	FOOT	36.000				
X0324472	CON EN RC 5-4 CNC	FOOT	116.000				
X0324640	FLUTED KNEEWALL	FOOT	218.000				
X0324646	CON EN RC 6-4 CNC	FOOT	270.000				
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X0324697	SOIL STABILIZERS	POUND	1,669,253.000				
X0324698	APPLY DUST SUP AGENTS	UNIT	1,331.000				
X0324793	LT TOWER SERV PAD SPL	SQ FT	1,496.000				
X0325080	VIDEO TAPING MWRD CUL	FOOT	245.000				
X0325081	CONC SLAB HY DEM	SQ YD	165.000				
X0325085	TEMP PAVT INTERSTATE	SQ YD	3,162.000				
X0325314	LUG SYSTEM COMPL 38	EACH	2.000				
X0325498	DUCTILE IRON PIPE	FOOT	200.000				
* X0325502	MEDIAN BAR GATE SYS	EACH	2.000				
X0325504	CLEAN PIPE UNDERDRAIN	FOOT	4,230.000				
X0325505	CON EN RC 1-2 CNC	FOOT	67.000				
X0325506	CON EN RC 2-2 CNC	FOOT	115.000				
X0325507	LUG SYSTEM COMPL 59	EACH	1.000				
* DELETED							
X0325510	VIDEOTAPE PIPE UDRAIN	FOOT	8,456.000				
X0325511	CON EN CAS RC 5-4 CNC	FOOT	110.000				
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X0325512	DRAINAGE STR ADJ SPCL	EACH	12.000				
X0325513	PIPE UNDRDRN REMOV SP	FOOT	866.000				
X0325526	TEMP PAVEMT VAR DEPTH	TON	509.000				
* X0325567	STAB SUB-BASE 4.5	SQ YD	125,226.000				
X0919000	TEMP PAVT REMOVAL	SQ YD	11,728.000				
X2020300	EXC & PL EX GRAN MATL	CU YD	27,469.000				
X2500322	SEEDING CL 5A MOD	ACRE	2.840				
X4066426	BC SC SUPER "D" N70	TON	392.000				
X4067100	P LB MM SU IL4.75 N50	TON	262.000				
X4210400	LUG SYSTEM REMOVAL	EACH	4.000				
* X4834090	PCC SHOULDERS 14	SQ YD	24,255.000				
X6061003	COMB CC&G TM4.48 MOD	FOOT	4,450.000				
X6063600	COMB CC&G TM4.24	FOOT	9,236.000				
X6065740	CONC MED SURF 5 MOD	SQ FT	4,168.000				
X6370910	CONC BAR 1F 32HT	FOOT	3,801.000				
X6370930	CONC BAR 2F 32HT	FOOT	12,386.000				
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* X6370935	CONC BAR 1F 32 MOD	FOOT	624.000				
* X6640050	CH LK FENCE 42 ATS SP	FOOT	1,181.000				
* X6640500	CH LK GATE ASSMBLY SP	EACH	2.000				
X6700410	ENGR FLD OFF A SPL	CAL MO	12.000				
X6700600	ENGR FIELD LAB SPL	CAL MO	12.000				
X7011008	TC-PROT ALT ROUTE SN	CAL MO	12.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7013820	TR CONT SURVEIL EXPWY	CAL DA	330.000				
X7015000	CHANGEABLE MESSAGE SN	CAL MO	128.000				
X8100045	CON ENC RC 1-3" CNC	FOOT	60.000				
X8160380	UD 3#2 #4G EPRRH1.25	FOOT	575.000				
X8360105	LT POLE FDN INT BW 24	FOOT	43.000				
Z0002600	BAR SPLICERS	EACH	110.000				
* Z0008244	DRIL SHAFT/SOIL 44	FOOT	67.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
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Z0018500	DRAINAGE STR CLEANED	EACH	14.000				
Z0029999	IMPACT ATTENUATOR REM	EACH	3.000				
Z0030070	IMP ATTEN SU NAR TL3	EACH	7.000				
Z0030140	IMPACT ATTEN NRD TL2	EACH	1.000				
Z0030250	IMP ATTN TEMP NRD TL3	EACH	13.000				
Z0030280	IMP ATTN TEMP SUN TL3	EACH	3.000				
Z0030350	IMP ATTN REL NRD TL3	EACH	7.000				
Z0040530	PIPE UNDERDRAIN REMOV	FOOT	7,827.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
* Z0076600	TRAINEES	HOUR	2,000.000		0.800		1,600.000
20100110	TREE REMOV 6-15	UNIT	858.000				
20100210	TREE REMOV OVER 15	UNIT	701.000				
* 20200100	EARTH EXCAVATION	CU YD	94,292.000				
20200200	ROCK EXCAVATION	CU YD	217.000				
* 20200410	EARTH EXCAVATION SPL	CU YD	763.000				
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* 20201200	REM & DISP UNS MATL	CU YD	9,709.000				
* 20700400	POROUS GRAN EMB SPEC	CU YD	401.000				
20700420	POROUS GRAN EMB SUBGR	CU YD	1,500.000				
20800150	TRENCH BACKFILL	CU YD	3,902.000				
20900110	POROUS GRAN BACKFILL	CU YD	1,967.900				
* 21001000	GEOTECH FAB F/GR STAB	SQ YD	125,226.000				
21101615	TOPSOIL F & P 4	SQ YD	30,724.000				
21101645	TOPSOIL F & P 12	SQ YD	32,989.000				
21101825	COMPOST F & P 6	SQ YD	32,989.000				
25000210	SEEDING CL 2A	ACRE	10.300				
25000400	NITROGEN FERT NUTR	POUND	1,188.000				
25000500	PHOSPHORUS FERT NUTR	POUND	1,185.000				
25000600	POTASSIUM FERT NUTR	POUND	1,183.000				
25000750	MOWING	ACRE	12.850				
25001800	SEEDING CL 4 MOD	ACRE	2.840				
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25100630	EROSION CONTR BLANKET	SQ YD	63,713.000				
25200200	SUPPLE WATERING	UNIT	1,531.400				
28000250	TEMP EROS CONTR SEED	POUND	30,641.000				
28000300	TEMP DITCH CHECKS	EACH	8.000				
28000510	INLET FILTERS	EACH	415.000				
* 31101810	SUB GRAN MAT B 12	SQ YD	83,920.000				
* 31101860	SUB GRAN MAT B 24	SQ YD	41,324.000				
* DELETED							
35300410	PCC BSE CSE 9 1/2	SQ YD	2,219.000				
* 40600200	BIT MATLS PR CT	TON	205.600				
40600300	AGG PR CT	TON	87.800				
42000521	PCC PVT 11 JOINTED	SQ YD	6,214.000				
42001165	BR APPR PAVT	SQ YD	430.000				
42001300	PROTECTIVE COAT	SQ YD	137,134.000				
42100380	CONT REINF PCC PVT 14	SQ YD	83,582.000				
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44000008	BIT SURF REM 2 1/2	SQ YD	2,371.000				
44000009	BIT SURF REM 3	SQ YD	267.000				
44000030	BIT SURF REM VAR DP	SQ YD	1,664.000				
44000100	PAVEMENT REM	SQ YD	114,998.000				
44000500	COMB CURB GUTTER REM	FOOT	36,897.000				
44000700	APPROACH SLAB REM	SQ YD	164.000				
44001980	CONC BARRIER REMOV	FOOT	419.000				
44003100	MEDIAN REMOVAL	SQ FT	10,297.000				
44004250	PAVED SHLD REMOVAL	SQ YD	5,297.000				
48300600	PCC SHOULDERS 11	SQ YD	616.000				
50100100	REM EXIST STRUCT	EACH	1.000				
50102400	CONC REM	CU YD	18.000				
* 50200100	STRUCTURE EXCAVATION	CU YD	583.000				
50200400	ROCK EXC STRUCT	CU YD	269.400				
* 50300225	CONC STRUCT	CU YD	400.500				
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* 50300255	CONC SUP-STR	CU YD	285.100				
50300260	BR DECK GROOVING	SQ YD	153.000				
* 50300300	PROTECTIVE COAT	SQ YD	1,729.000				
* 50300510	RUSTICATION FINISH	SQ FT	8,403.000				
* 50500505	STUD SHEAR CONNECTORS	EACH	1,734.000				
* 50700209	UNTREATED TIMBER LAG	SQ FT	6,677.000				
* DELETED							
* 50700215	FUR SOLDIER PILES WS	FOOT	4,339.000				
* 50800205	REINF BARS, EPOXY CTD	POUND	101,870.000				
* 550A0340	STORM SEW CL A 2 12	FOOT	8,785.000				
* 550A0360	STORM SEW CL A 2 15	FOOT	558.000				
55100300	STORM SEWER REM 8	FOOT	197.000				
55100400	STORM SEWER REM 10	FOOT	3,572.000				
55100500	STORM SEWER REM 12	FOOT	2,752.000				
55100700	STORM SEWER REM 15	FOOT	912.000				
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55100900	STORM SEWER REM 18	FOOT	305.000				
55101200	STORM SEWER REM 24	FOOT	190.000				
* 59100100	GEOCOMPOSITE WALL DR	SQ YD	547.000				
* 60107700	PIPE UNDERDRAINS 6	FOOT	19,866.000				
60108000	PIPE UNDERDRAINS 12	FOOT	1,299.000				
60108200	PIPE UNDERDRAIN 6 SP	FOOT	1,050.000				
* 60109580	P UNDR FOR STRUCT 4	FOOT	1,530.000				
* 60200105	CB TA 4 DIA T1F OL	EACH	16.000				
* 60200805	CB TA 4 DIA T8G	EACH	16.000				
* 60201310	CB TA 4 DIA T20F&G	EACH	187.000				
60201340	CB TA 4 DIA T24F&G	EACH	15.000				
60208210	CB TC T20F&G	EACH	5.000				
60208240	CB TC T24F&G	EACH	1.000				
* 60218400	MAN TA 4 DIA T1F CL	EACH	7.000				
60250400	CB ADJ NEW T1F OL	EACH	2.000				
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60255800	MAN ADJ NEW T1F CL	EACH	25.000				
60258200	MAN RECON NEW T1F CL	EACH	4.000				
60300105	FR & GRATES ADJUST	EACH	88.000				
60500040	REMOV MANHOLES	EACH	10.000				
60500050	REMOV CATCH BAS	EACH	114.000				
60500060	REMOV INLETS	EACH	96.000				
60500105	FILL MANHOLES	EACH	7.000				
60500205	FILL CATCH BAS	EACH	61.000				
60602800	CONC GUTTER TB	FOOT	3,566.000				
60603800	COMB CC&G TB6.12	FOOT	1,671.000				
60608521	COMB CC&G TM2.24	FOOT	1,932.000				
* 60618324	CONC MEDIAN SURF 6 SP	SQ FT	12,346.000				
63000000	SPBGR TY A	FOOT	1,012.500				
63100045	TRAF BAR TERM T2	EACH	1.000				
63100085	TRAF BAR TERM T6	EACH	7.000				
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* 63100167	TR BAR TRM T1 SPL TAN	EACH	8.000				
* DELETED							
63200310	GUARDRAIL REMOV	FOOT	3,104.000				
63700805	CONC BAR TRANS	FOOT	1,248.000				
64200105	SHOULDER RUMBLE STRIP	FOOT	60,458.000				
66400550	CH LK FENCE 4 SPL	FOOT	2,042.000				
* 66900200	NON SPL WASTE DISPOSL	CU YD	15,000.000				
* 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	20,534.000				
70300510	PAVT MARK TAPE T3 L&S	SQ FT	436.000				
70300520	PAVT MARK TAPE T3 4	FOOT	73,218.000				
70300530	PAVT MARK TAPE T3 5	FOOT	14,318.000				
70300550	PAVT MARK TAPE T3 8	FOOT	39,257.000				
70300560	PAVT MARK TAPE T3 12	FOOT	4,167.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	61,076.000				
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70400100	TEMP CONC BARRIER	FOOT	9,986.000				
70400200	REL TEMP CONC BARRIER	FOOT	35,940.000				
72000100	SIGN PANEL T1	SQ FT	134.000				
72000200	SIGN PANEL T2	SQ FT	224.300				
* 72000300	SIGN PANEL T3	SQ FT	4,388.000				
* 72400200	REMOV SIN PAN ASSY TB	EACH	4.000				
72400330	REMOV SIGN PANEL T3	SQ FT	928.750				
72400600	RELOC SIN PAN ASSY TB	EACH	2.000				
72400730	RELOC SIGN PANEL T3	SQ FT	3,148.000				
72700100	STR STL SIN SUP BA	POUND	922.000				
72800100	TELES STL SIN SUPPORT	FOOT	109.750				
72900200	METAL POST TY B	FOOT	128.000				
73000100	WOOD SIN SUPPORT	FOOT	762.000				
73000105	WOOD SIN SUPPORT SPL	FOOT	34.000				
73100100	BASE TEL STL SIN SUPP	EACH	11.000				
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* 73300100	OVHD SIN STR-SPAN T1A	FOOT	298.000				
* 73300200	OVHD SIN STR-SPAN T2A	FOOT	172.100				
73300300	OVHD SIN STR-SPAN T3A	FOOT	70.000				
73304000	OVHD SIN STR BR MT	FOOT	161.500				
* 73305000	OVHD SIN STR WALKWAY	FOOT	365.300				
73400100	CONC FOUNDATION	CU YD	2.100				
* 73400200	DRILL SHAFT CONC FDN	CU YD	95.600				
73600100	REMOV OH SIN STR-SPAN	EACH	1.000				
73602000	REM OVHD SN STR-BR MT	EACH	3.000				
73700100	REM GR-MT SIN SUPPORT	EACH	20.000				
73700200	REM CONC FDN-GR MT	EACH	20.000				
73700300	REM CONC FDN-OVHD	EACH	6.000				
78008200	POLYUREA PM T1 LTR-SY	SQ FT	236.600				
78008210	POLYUREA PM T1 LN 4	FOOT	60,477.000				
78008220	POLYUREA PM T1 LN 5	FOOT	19,738.000				
* REVISED : AUGUST 22, 2006							

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 62301

State Job # - C-91-418-01
 PPS NBR - 1-74823-0513
 County Name - COOK- -
 Code - 31 - -
 District - 1 - -
 Section Number - (2021-922PT2ETC2324.6-1P)R-10

Project Number
 ACIM-000S/519/

Route
 FAI 94
 FAI 90

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78008240	POLYUREA PM T1 LN 8	FOOT	30,972.000				
78008250	POLYUREA PM T1 LN 12	FOOT	6,126.000				
78008270	POLYUREA PM T1 LN 24	FOOT	75.000				
78100100	RAISED REFL PAVT MKR	EACH	2,377.000				
78100105	RAISED REF PVT MKR BR	EACH	4.000				
78200100	MONODIR PRIS BAR REFL	EACH	1,585.000				
78200410	GUARDRAIL MKR TYPE A	EACH	23.000				
78200530	BAR WALL MKR TYPE C	EACH	282.000				
78201000	TERMINAL MARKER - DA	EACH	8.000				
78300100	PAVT MARKING REMOVAL	SQ FT	32,125.000				
80700140	GROUND ROD 5/8 X 10	EACH	8.000				
81000600	CON T 2 GALVS	FOOT	3,026.000				
81000800	CON T 3 GALVS	FOOT	301.000				
* 81016600	CON T 2 HDP COIL	FOOT	168.000				
81016700	CON T 2 1/2 HDP COIL	FOOT	38.000				
81016800	CON T 3 HDP COIL	FOOT	75.000				
* REVISED : AUGUST 22, 2006							

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 62301

State Job # - C-91-418-01
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Project Number
 ACIM-000S/519/

Route
 FAI 94
 FAI 90

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
81017000	CON T 4 HDP COIL	FOOT	8.000				
81023750	CON ENC C 3 PVC	FOOT	472.000				
81200270	CON EMB STR 4 PVC	FOOT	510.000				
81302630	JUN BX NM ES 21X11X8	EACH	1.000				
81400200	HD HANDHOLE	EACH	11.000				
81400205	HD HANDHOLE SPL	EACH	6.000				
81500200	TR & BKFIL F ELECT WK	FOOT	4,127.000				
82106300	LUM SV HOR MT 310W IO	EACH	6.000				
83050870	LT PA 47.5MH 2-6MA IO	EACH	3.000				
* 83700250	LT TOWER FDN 44D	FOOT	21.000				
87800100	CONC FDN TY A	FOOT	12.000				
87900200	DRILL EX HANDHOLE	EACH	1.000				
89502385	REMOV EX CONC FDN	EACH	6.000				
* REVISED : AUGUST 22, 2006							

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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2002, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAI 90/94 (I-90/94), Project ACIM-000S (519), Section (2021-922 PT2 ETC 2324.6-1P) R-10, Cook County and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

FAI 90/94 (I-90/94)
Project ACIM-000S (519)
Section: (2021-922 PT2 ETC 2324.6-1P) R-10
County: Cook
Contract No.: 62301

LOCATION OF PROJECT

This improvement is located in the City of Chicago in Cook County, Illinois. The roadway improvement includes the reconstruction of local lanes and miscellaneous ramps for the northbound Dan Ryan Expressway between Garfield Boulevard (55th Street) and 31st Street. The approximate total roadway distance is 3.164 miles.

DESCRIPTION OF PROJECT

Project includes the reconstruction of the northbound local lanes of the Dan Ryan Expressway from Garfield Boulevard to 31st Street. Work for this portion of this contract includes removal of existing pavement and barrier walls, earth excavation, construction of sewers and drainage structures, combination curb & gutters, granular sub-base, stabilized bituminous sub-base, continuously reinforced concrete pavement, retaining walls, concrete barrier walls, signage, lighting and ITS infrastructure, lighting, pavement markings, landscaping, and erosion control. All incidental and collateral work necessary to complete this project as shown on the plans and described herein are also included in the project.

Structural work to be performed under this contract consists of retaining walls between 47th Street and 31st Street. All incidental and collateral work necessary to complete this project as shown on the plans and described herein are also included in the project.

START DATE: DAN RYAN EXPRESSWAY

The Contractor will not be allowed to proceed with any construction operations on the mainline roadway, [except when work on Ramp 47B and Ramp 39C](#) may require overnight mainline lane

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closures, lane shifts and/or shoulder closures prior to March 1, 2007. [Ramp 47B and Ramp 39C may not be closed to traffic prior to January 15, 2007.](#) Nighttime lane closures can be allowed with written permission from District's Bureau of Traffic.

The Engineer's written approval shall be obtained by the Contractor before proceeding with any work that interferes with traffic prior to the above date. Off-road work may proceed prior to the above date if approved by the Engineer.

MAINTENANCE OF ROADWAYS

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

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.

STATUS OF UTILITIES TO BE ADJUSTED

Name of Utility	Type	Location	Estimated Dates for Start and Completion of Relocation or Adjustment
Chicago Transit Authority (CTA)	Various	From Station 4474+50 to Station 4641+56 (project limits)	The Contractor is alerted that there are existing surface and underground facilities within the CTA operating area. These facilities may include, but are not limited to, Power Distribution Cables, Train Control Signal Cables, and Communication Service Lines. The exact location of these facilities is not known. It will be the Contractor's responsibility to obtain this information from the CTA before proceeding with any work adjacent to any CTA facilities. Extreme caution must be exercised by the Contractor when doing any excavation or other sub-surface work adjacent to any CTA facilities.

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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:

“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:

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“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.

Add the following to Article 311.03:

“(h) Vibratory Roller1101.01 (g)”

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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.”

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

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

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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. In Portland cement concrete shoulders, rumble strips may be formed according to the details shown on the plans immediately after the application of the final finish.

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CONCRETE SLAB HYDRO-DEMOLITION

Description. This work shall consist of the careful partial depth removal, and proper preparation thereof, to the existing top concrete slab of the MWRD culvert as shown on the plans and as directed by the Engineer.

Submittals. The Contractor will be required to submit to the Engineer for review and approval the methods to be utilized in removing the existing concrete to the depth specified on the plans. The plans identify a suggested sequence of operations, but it is the Contractor's responsibility to outline a sequence in the removal submittal. The following information shall be provided by the Contractor:

1. Equipment specifications for all equipment proposed to be utilized by the Contractor including size and weight. For hydro-demolition equipment the supply water requirements and water consumption shall also be provided.
2. Location and layout of any temporary water supply including materials to be used and any permits required to secure the use of water.
3. Vacuum system including type, manufacture, capacities and filtration systems.
4. Location and layout of the system to treat the wastewater.
5. Certification of the hydro-demolition operator's qualifications.
6. Sequence of operations.

The Contractor is directed to the fact the portion of the existing slab to remain is intended to be utilized as a stay-in-place form for the new top slab and has the capacity to support its self weight, the weight of the wet concrete or a nominal 200 psf construction load.

By using the Hydro-Scarification method the Contractor shall use extreme caution in removing the existing concrete up to the limits/depth shown in the plans and also in preparing and placing the new concrete to ensure the integrity of the existing slab.

Equipment. The removal equipment shall be subject to the approval of the Engineer, according to the applicable portions of Section 1100 and the following:

1. Sawing Equipment. Sawing equipment shall be a concrete saw capable of sawing concrete to the specified depth.
2. Mechanical Blast Cleaning Equipment. Mechanical blast cleaning may be performed by high-pressure waterblasting or shotblasting. Mechanical blast cleaning equipment shall be capable of removing weak concrete at the surface, including the microfractured concrete surface layer remaining as a result of mechanical scarification, and shall have oil traps.

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Mechanical high-pressure waterblasting equipment shall be mounted on a wheeled carriage and shall include multiple nozzles mounted on a rotating assembly. The distance between the nozzles and the deck surface shall be kept constant and the wheels shall maintain contact with the deck surface during operation.

3. Hand-Held Blast Cleaning Equipment. Blast cleaning using hand-held equipment may be performed by high-pressure waterblasting or abrasive blasting. Hand-held blast cleaning equipment shall have oil traps.

Hand-held high-pressure waterblasting equipment that is used in areas inaccessible to mechanical blast cleaning equipment shall have a minimum pressure of 48 MPa (7,000 psi).

4. Hydro-Demolition Equipment. The hydro-demolition equipment shall consist of filtering and pumping units operating with a remote-controlled robotic device. The equipment shall use potable water according to Section 1002. Operation of the equipment shall be performed and supervised by qualified personnel certified by the equipment manufacturer. Evidence of certification shall be presented to the Engineer. The equipment shall be capable of removing concrete to the specified depth and be capable of removing rust and old concrete particles from exposed reinforcement bars. The hydro-demolition equipment shall be calibrated before being used and shall operate at a uniform pressure sufficient to remove the specified depth of concrete in a timely manner.
5. Vacuum Equipment. The vacuum system shall be connected directly to the hydro-demolition robot and shall remove 98% of the water from the hydro-demolition robot during the hydro-demolition process. The vacuum equipment shall be capable of removing wet debris and water. Water collected during the vacuuming operation shall be discharged to the Contractor's wastewater collection system. Vacuum equipment shall be of sufficient capacity to collect all hydro-demolition concrete debris no later than two hours following the hydro-demolition equipment.
6. Power-Driven Hand Tools. Power-driven hand tools will be permitted including jackhammers lighter than the nominal 20 kg. (45 lb) class. Jackhammers or chipping hammers shall not be operated at an angle in excess of 45 degrees measured from the surface of the slab.

Construction Requirements. Sidewalks, curbs, drains, reinforcement and/or existing transverse and longitudinal joints which are to remain in place shall be protected from damage during removal and cleaning operations. All damage caused by the Contractor shall be corrected, at the Contractor's expense, to the satisfaction of the Engineer.

The Engineer shall approve the location from which the Contractor obtains potable water. The Contractor is responsible for supplying all material, equipment and tools necessary to tap into the water source and for securing any necessary permits.

Wastewater containment shall be the sole responsibility of the Contractor. All equipment needed, including piping, pumps, hoses, settling areas and pH adjustment equipment (if

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needed) required for the proper collection, clean up and disposal of wastewater from the work area shall be provided and maintained by the Contractor. The system shall be designated by the Contractor and approved by the Engineer to meet the requirements of the Department and the approved Storm Water Pollution Prevention Plan. The Contractor shall obtain any permits required for the discharge of the wastewater.

The concrete removal work shall consist of removing the designated concrete slab surface using hydro-demolition equipment. The areas designated shall be removed uniformly to the depth as specified on the plans. In areas of the slab not accessible to the scarifying equipment, power-driven hand tools will be permitted. Power driven hand tools shall be used for removal around areas to remain in place.

A trial section on the existing deck surface will be designated by the Engineer to demonstrate that the equipment, personnel and methods of operation are capable of producing results satisfactory to the Engineer. The trial section will consist of approximately 3 sq m (30 sq ft).

Once the settings for the equipment are established, they shall not be changed without the permission of the Engineer. The removal shall be verified, as necessary, at least every 2.5 m (8 ft) along the cutting path. If concrete is being removed below the desired depth, the equipment shall be reset or recalibrated.

If the use of hydro-scarification equipment is specified, the Contractor may use mechanical scarification equipment to remove an initial depth of concrete provided that the last 13 mm (½ in.) of removal is accomplished with hydro-scarification equipment. If the Contractor's use of mechanical scarifying equipment results in exposing, snagging, or dislodging the top mat of reinforcing steel, the scarifying shall be stopped immediately and the remaining removal shall be accomplished using the hydro-scarification equipment. All damage to the existing reinforcement resulting from the Contractor's operation shall be repaired or replaced at the Contractor's expense as directed by the Engineer. Replacement shall include the removal of any additional concrete required to position or splice the new reinforcing steel. Undercutting of exposed reinforcement bars shall only be as required to replace or repair damaged or corroded reinforcement. Repairs to existing reinforcement shall be according to the Special Provision for "Deck Slab Repair".

Exposed reinforcement bars shall be free of dirt, detrimental scale, paint, oil, and other foreign substances which may reduce bond with the concrete. A tight non-scaling coating of rust is not considered objectionable. Loose, scaling rust shall be removed by rubbing with burlap, wire brushing, blast cleaning or other methods approved by the Engineer. All loose reinforcement bars, as determined by the Engineer, shall be retied at the Contractor's expense.

After cleaning, all exposed reinforcement shall be carefully evaluated to determine if replacement or additional reinforcement bars are required. Reinforcing bars that have been cut or have lost 25 percent or more of their original cross sectional area shall be supplemented by new in-kind reinforcement bars. New bars shall be lapped a minimum of 32 bar diameters to existing bars. An approved "squeeze type" mechanical bar splicer capable of developing in tension at least 125 percent of the yield strength of the existing bar shall be used when it is not feasible to provide the minimum bar lap. No welding of bars will be permitted. The furnishing and replacing of supplemental reinforcement bars shall be included in this item.

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All dust, concrete fines, debris, including water, resulting from the surface preparation shall be confined and shall be immediately and thoroughly removed from all areas of accumulation. The Contractor shall remove daily from the site all concrete debris, sludge and other materials generated by his work and legally dispose of all such materials.

When the existing concrete in the top slab has been removed due to hydro-scarification below the specified depth and when partial or full depth repairs are necessary on the slab, the size, location and extent must be evaluated to determine if shoring must be placed under a portion of the slab until the repairs concrete has obtained the required load capacity.

Any removal required, or made below the specified depth due to hydro-scarification shall be included in the pay item for CONCRETE SLAB HYDRO-DEMOLITION and any repairs required to the slab shall be included in the pay item for CONCRETE SUPERSTRUCTURE.

Inspection of Exposed Surfaces. After removals are complete, but prior to final cleaning, all exposed concrete surfaces and all reinforcement designated to remain in place will be inspected by the Engineer for compliance with the plans. Where the Engineer finds unsatisfactory surface preparation, the Contractor will be directed to perform additional removals and/or cleaning. Removal operations shall not cease until the Engineer has approved the surface preparation.

Method of Measurement. The area of the concrete removal on the top slab of the culvert will be measured for payment in square yards. No additional payment will be made for multiple passes of the equipment required to achieve the specified removal depth.

In measuring the volume of concrete for the new concrete slab, no measurement shall be made for the surface profile resulting from removal operations.

Basis of Payment. This item of work will be paid for at the contract unit price per square yards for CONCRETE SLAB HYDRO-DEMOLITION, which price shall include full compensation for all required submittals and permits (including any required MWRD permits), the removal of the existing concrete (independent of the actual methods utilized), disposal of all concrete and wastewater and cleaning and preparation of the existing concrete surface and reinforcement bars and for furnishing all materials, tools, equipment and labor necessary to complete this item of work as shown on the plans or as directed by the Engineer.

TEMPORARY CONCRETE BARRIER REMOVAL

Description. This work shall consist of the removal and satisfactory disposal of existing temporary concrete barrier wall and all appurtenances installed in previous contracts.

Construction Requirements. Temporary concrete barrier removal shall be in accordance with the applicable portions of Article 440, 501 and 704 of the Standard Specifications. The temporary barrier wall removed during construction shall become the property of the contractor. The existing temporary concrete barrier may be relocated for maintenance of traffic purposes prior to its removal from the work site.

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- (2) Stockpiles. RAP stockpiles may be any of those listed in Article 1004.07(a).
- (3) Gradation. The gradation of the RAP material shall be determined by the Engineer. If a gradation is specified, the gradation shall be tested according to the AGCS, Category 3, using Illinois Modified AASHTO T 27, with the following exceptions.
 - a. The sample shall be air dried to prevent the material from clumping.
 - c. No washed minus #200 will be calculated.

RAILROAD PROTECTIVE LIABILITY INSURANCE

Effective: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications, except the limits shall be a minimum of \$5,000,000 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of \$10,000,000 over the life of the policy. A separate policy is required for each railroad unless otherwise noted.

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METRA at Dan Ryan South of Pershing and South of 63rd Street

METRA 547 West Jackson Boulevard Chicago, IL 60661	s/o Pershing: No scheduled traffic, shunting trains only	- 0 -
	s/o 63rd: 63 trains/day @ 79 mph	- 0 -
DOT/AAR No.: 608816S RR Division: Illinois		RR Mile Post: 3.65 RR Sub-Division: Mainline
For Freight/Passenger Information Contact: Bob Shuster For Insurance Information Contact: Kerry Brunette		Phone: 312-322-6910 Phone: 312-322-6991

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.

Revised 08/31/2006

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

Chicago Rail Link @ Dan Ryan s/o Pershing Chicago Rail Link 2728 E. 104 th Street Chicago IL 60617	0	2 train/day@10mph
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DOT/AAR No.: N/A
 RR Division: CRL
 RR Mile Post: N/A
 RR Sub-Division: Root Street Wye
 For Freight/Passenger Information Contact: Mark Piotrowski
 For Insurance Information Contact: " "
 Phone: 773-978-8638
 Phone: "

Added 08/31/2006

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.

3426I

CTA COORDINATION

All work to be done by the Contractor on, over or in close proximity of the CTA (Chicago Transit Authority) right-of-way shall be performed in accordance with Article 107.12 of the Standard Specifications and the following additional CTA requirements.

Added 08/31/2006

1. The CTA's Representative for this project will be:

Mr. Marvin A. Watson
General Manager, Construction
567 W. Lake Street
P. O. Box 7598
Chicago, IL 60680-7598
(312) 681-3860

2. NOTIFICATION TO CTA:

- A. After the letting of the contract and prior to performing any work, the CTA Representative shall be notified by the Department to attend the pre-construction meeting. In this meeting, the Contractor shall confer with the CTA's Representative regarding the CTA's requirements for the protection of CTA utilities clearances, operations, and safety.
- B. Prior to the start of any work on or over the CTA's right-of-way, the Contractor shall meet with the CTA Representative to determine his requirements for flagmen and other necessary items related to the work activities on, over, and next to the CTA facilities and to receive CTA's approval for the Contractor's proposed operations.
- C. The Contractor shall notify the CTA Representative 72-hours in advance of the time he intends to enter upon the CTA right-of-way for the performance of any work.

3. PROTECTION OF THE CTA TRAFFIC:

- A. The CTA will be operating mainline trains and performing rail yard operations 24 hours per day, seven days per week during the construction of this project.
- B. The Contractor shall, at all times, take special care to conduct his operations over, under, adjacent to or adjoining the CTA facilities in such a manner as to prevent settlement, damage or displacement to any CTA structures, equipment, tracks or portions thereof and to prevent interruption of train service.
- C. Any damage to the tracks, or other CTA facilities caused by the Contractor's operations, shall be replaced or repaired by the CTA at the Contractor's expense.

4. REIMBURSEMENT OF COSTS:

- A. All Contractors performing work on or near CTA property shall be required to provide a deposit, in advance, equal to the CTA's Construction Department's estimate. This estimated amount equals the anticipated amount of CTA services and includes, but is not limited to, Flagging charges, Inspector charges, and Maintenance charges. No Contractor will be permitted to work prior to submission of a deposit.

Added 08/31/2006

- B. If the deposited amount is used up, prior to the completion of the project, the CTA will require an additional deposit to cover the anticipated work remaining. Any money unused at time of project completion will be returned to the Contractor within 30 days.
- C. All checks must be made payable to Chicago Transit Authority and be submitted, with a copy of the estimate, to the CTA Treasury Department, 567 West Lake Street, P.O. Box 7565, 7th Floor, Chicago, IL 60680-7565.
- D. The Department will not be liable for any delays by the CTA in providing flagmen or other services required by this Special Provision.
5. Whenever any work, such as temporary shoring and erection procedures for spans over the CTA track, in the opinion of the CTA's inspector, may affect the safety of the trains and the continuity of the CTA's operations, the methods of performing such work shall first be submitted to the CTA for approval. If operations by the Contractor during construction are determined by the CTA's inspector to be hazardous to the CTA's operations, the Contractor shall suspend such work until reasonable remedial measures, and/or alternate methods, satisfactory of the CTA, are taken. Such remedial measures may include obtaining the services of the CTA personnel so that adequate protection may be provided.
6. CTA OPERATING RESTRICTIONS:

Operating requirements of the CTA, while work on this project is in progress, are as follows:

- A. When the construction work is performed adjacent to an active track and the work does not involve the track or the third rail, the Contractor can provide (and the right-of-way allows for) an uninterrupted physical barrier (fence) at least 6 feet high (above track or platform level) to separate the work area from operating track(s). With the barrier in place, work at track level may be permitted at any time without CTA flagman and Slow Zone protection.

Such temporary barriers shall be installed as far from the operating track(s) as possible, but no closer than 7'-2" from the centerline of the nearest operating track. The materials, location, construction, and installation of the temporary barrier and the work procedures in the vicinity of the barrier must all be approved 48 hours in advance by the CTA Representative. Any construction work involving a crane lifting material higher than the barrier wall will still require CTA flagging protection.

- B. Work that is adjacent to or over the CTA operating tracks without a barrier in place requires CTA flagmen. Work is to be done during the following hours:
- Monday through Friday – 9:00 a.m. to 3:00 p.m.
(Based on one slow zone allowed in each direction per line)

Added 08/31/2006

- Monday through Saturday, inclusive - 8:00 p.m. to 4:00 a.m.
 - Sunday - 12:00 a.m. to Monday 4:00 a.m.
- C. Work within the clearance envelope may require a single track operation and hours and length of single track will be determined by CTA rail operations (see paragraph 13 for clearance envelope).
- D. As much work as possible is to be done under normal CTA operating conditions (under traffic) without disruption of train movements.
- E. In order to request a single track (taking one track out of service), the Contractor, through the Resident Engineer, shall notify the CTA Representative forty-two (42) calendar days in advance of the proposed interruption.
- F. Interruptions will be provided solely at the CTA's discretion, depending upon the transit service demands for special events and possible conflicts with prior commitments to other work scheduled on the same route.
- G. No more than one service interruption will be allowed simultaneously on this CTA line.
- H. If the Contractor is unable to return the CTA track to normal operation on time, after the interruption, liquidated damages of at least \$100.00 per minute of delay shall be paid directly to the CTA by the Contractor. Liquidated damages paid by the Contractor will not be reimbursed.
7. Pedestrian traffic to the CTA facilities shall be maintained at all times.
8. A notice of at least seventy-two (72) hours shall be given to the CTA prior to any beam removal or replacement, which will cause interruption to the CTA facilities and service.
9. Simultaneous work on two piers that will require flagmen and affect the train operation shall not be allowed. Work, which will require flagmen, shall be limited to only **one side of the track at a time**.
10. CTA shall have access to all storage tracks and unrestricted train operation over special holidays such as "July 4" and events such as the "Taste of Chicago". Dates for the above and other special holidays and events such as conventions, auto shows, World Series, etc., will be given to the Department as soon as they are available.
11. The Contractor will be required to take all precautions to avoid debris, concrete, and other materials falling over and/or on the tracks.

Added 08/31/2006

12. OTHER SPECIAL CONDITIONS:

- A. The Contractor shall caution all employees of the presence of electric third rail (600 volts DC), live cables, and moving trains on CTA tracks. The Contractor shall take all necessary precautions to prevent damage to life or property through contact with the electrical or operations systems. The Contractor shall caution all employees that any contact with live electric third rail or "live" portions of train undercarriage may result in a severe burn or death.
- B. The Contractor shall establish third-rail safety precautions in accordance with Authority regulations, such as, using insulating hoods or covers for live third rail or cables adjacent to the work. The Authority will provide CTA-qualified personnel to the Contractor as Contact Personnel. Unless otherwise noted, only CTA personnel are allowed to disconnect power.
- C. Safety Training: All employees of the Contractor or his Subcontractors who are required to work upon or adjacent to the CTA's operating tracks shall be required to attend and provide evidence of completion of a right-of-way safety training course administered by CTA.
- D. Arrangements for the safety training course shall be the Contractor's responsibility. Contact the CTA Representative to arrange for the safety course.
- E. The cost of the course is \$150.00 per person, payable to the CTA prior to taking the course. The cost of this course and the employee's time for the course shall be considered incidental to the cost of the contract. The course is one day long from 8:00 a.m. to 4:00 p.m.
- F. The Contractor his Subcontractors and all of his employees who are required to work on or around the CTA's operating tracks shall wear a CTA type safety vest.

13. CTA TRANSIT CLEARANCES:

The Contractor shall perform his work in a manner that provides adequate clearance to the CTA tracks. The clearances shall not be less than the following for safe passage of trains.

7'-2" horizontal to the centerline of the nearest track in yard and right-of-way.

14'-6" vertical from the top of the high running rail.

14. PROTECTIVE SHIELD:

- A. The Contractor shall furnish, install, and later remove a protective shield to protect the CTA traffic from damage due to falling material and objects during construction. The protective shield may be a platform, a net or any other Department approved structure.

Added 08/31/2006

- B. A minimum vertical clearance of 14'-6" above the high running rail of the CTA tracks shall be provided at all times.
 - C. The protective shield and supporting members shall be designed to sustain a load of 200 pounds per square foot in addition to its own weight. Drawings and design calculations for the protective shield shall be stamped by an Illinois Licensed Structural Engineer and shall be submitted to the Department for approval. The protective shield shall be constructed only after the Department has approved the drawings and the design.
15. The contractor shall be required to provide a schedule for material removal, delivery of new material, crane operation over and around the tracks, and a schedule for access of workmen to the construction site.

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.

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.

Added 08/31/2006

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 4463+65 to Station 4465+50 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 and TCLP Lead.
2. Station 4468+65 to Station 4469+65 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: TCLP Lead.
3. Station 4475+50 to Station 4477+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.
4. Station 4479+65 to Station 4480+65 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: VOCs and PNAs.
5. Station 4496+70 to Station 4497+65 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: TCLP Lead.
6. Station 4501+65 to Station 4504+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: TCLP Lead.
7. Station 4506+65 to Station 4507+65 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.
8. Station 4508+65 to Station 4509+65 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: VOCs and PNAs.
9. Station 4511+65 to Station 4512+65 0 to 15 feet LT and 0 to 85 feet RT (NB I-90/94 Local Lanes) – non-special waste. Contaminants of concern sampling parameters: VOCs.
10. Station 4517+65 to Station 4518+65 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.
11. Station 4520+65 to Station 4522+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: TCLP Lead.
12. Station 4526+50 to Station 4528+50 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: Arsenic.
13. Station 4542+50 to Station 4543+50 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 and TCLP Lead.

Added 08/31/2006

