



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 8, 2024

SUBJECT: FAP Route 317 (US 24)  
Project NHPP-I8GB(473)  
Section 28BR-1  
McLean County  
Contract No. 70871  
Item No. 20, January 19, 2024 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 and 3 of the Special Provisions.

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jack A. Elston".

Jack A. Elston, P.E.  
Bureau Chief, Design and Environment

## STATE OF ILLINOIS

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### SPECIAL PROVISIONS

The following Special Provisions supplement the “Standard Specifications for Road and Bridge Construction, Adopted January 1, 2022”, 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 FAP Route 317 (US 24), Project NHPP-I8GB(473), Section 28BR-1, McLean County, Contract No. 70871 and in case of conflict with any part, or parts, of said Specifications, the said Special Provisions shall take precedence and shall govern.

#### INTENT OF PROJECT

The intent of this project is to remove and replace existing structure SN 057-0071 on FAP 317(US 24) with proposed SN 057-0257. This project is located over Un-named Tributary to Rooks Creek, 0.5-mile East of Chenoa in Mclean County, beginning at Station 43+46.58 and ending at Station 44+39.42.

This work shall be completed with as little disruption to adjacent properties as possible. Temporary erosion control measures shall be utilized to minimize the impact of the construction of this project on the surrounding properties and Un-Named Tributary to Rooks Creek.

Appropriate measures shall be taken by the Contractor to preserve the surrounding environment and to provide maximum protection to the public while minimizing its disruption and inconvenience.

#### DESCRIPTION OF PROJECT

The work included in this section consists primarily of the following:

1. Removal of existing structure and construction of proposed structure **under staged construction**.
2. Complete removal of structure SN 057-0071. This will include removal of the existing steel bridge rails, deck, superstructure, substructure, and entire slope-wall. It also includes the removal of any residual debris from previous construction projects and material unearthed in the existing embankment.
3. Earth Excavation of existing embankment required for the construction of the proposed structure.
4. Construction of proposed structure SN 057-0257.
5. Removal of all existing guardrail. Removal of existing terminals and installation of Type 1 Special Terminals, Type A guardrail with 6’ posts. Installation of Type 6 Terminals.
6. HMA shoulders with Hot-Mix Asphalt Surface Course, Mix “D”, N50. E Will be completed prior to prestage work.

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2. In addition to the flaggers required by the various standards, additional flaggers shall be provided, if required by the Engineer, and they will be paid in accordance with Article 109.04 of the Standard Specifications.
3. The Contractor shall have responsibility for all Traffic Control Devices throughout the entire project. Any additional work or material shall be considered included in the **various Traffic Control and Protection pay items**.
4. Any inconveniences or delays caused by the Contractor in complying with this Special Provision will be considered as included in the **various Traffic Control and Protection pay items** and no additional compensation will be allowed.
5. At any particular location, the Contractor shall work on only one side of the pavement at a time and shall keep all equipment, materials and vehicles off the pavement, the shoulder, and right-of- way on the side of the pavement open to traffic.

The following traffic control standards shall be utilized during, but not limited to, the listed construction operations:

GUARDRAIL REMOVAL AND INSTALLATION

Eff. 09-11-1990

Rev. 01-01-2014

This work shall be done in accordance with Sections 630, 631, 632, 633, and 701.17(f) of the Standard Specifications and as modified herein:

New or additional guard rail shall be completed within three days after the posts have been installed.

Any inconvenience or delays caused the Contractor in complying with this Special Provision will be at no additional cost to the Department.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701201

Eff. 02-11-1999

Rev. 04-01-2009

Traffic Control and Protection, Standard 701201 shall be utilized during pavement patching operations, and any other operations encroaching within 2 feet (600 mm) of the edge of pavement. Work shall be completed in accordance with Highway Standard 701201 except the distance between the flagger sign and the flagger shall be a minimum distance of 200 feet (60 m) and the maximum distance shall be determined by the Engineer, but should not exceed ½ the length required for one normal working day's operation or 2 miles (3200 m), whichever is less. Traffic Control and Protection, Standard 701201 will be measured for payment on a lump sum basis and paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, STANDARD 701201.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701321

Eff. 05-01-2002

Rev. 03-01-2009

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