



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 24, 2025

SUBJECT FAI Route 64 (I-64)  
Project NHPP-BUHY(494)  
Section 82-(4,5,6,7)-1RS-2  
St. Clair County  
Contract No. 76R99

Item No. 108, March 7th, 2025 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 Schedule of Prices.
2. Revised page 8 of the Special Provisions.
3. Revised sheets 8, 9, 102, 339, 349, 358, and 374 of the plans.

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

MTS

Overhead Bridge Repairs – Ruby Lane

- Bridge work will be staged utilizing Standard 701321.
- Work may be performed during any mainline I-64 construction stage.
- Standard 701321 may be modified as needed and as directed by the Engineer. Modifications per stage will not be paid for separately, but will be included in the cost for Traffic Control and Protection, Standard 701321.

Overhead Bridge Repairs – West HWY 50

- Bridge work will be staged utilizing Standard 701423.
- Work shall **NOT** be performed during any mainline I-64 construction stage.
- Standard 701402 may be modified as needed and as directed by the Engineer. Modifications per stage will not be paid for separately, but will be included in the cost for Traffic Control and Protection, Standard 701423.

Overhead Bridge Repairs – IL 159

- Bridge work will be staged utilizing the traffic control standards and requirements specified in Traffic Control and Protection (Special), the details shown in the plans and as directed by the Engineer.
- Work shall **NOT** be performed during any mainline I-64 construction stage.

Phase 2: (Roadway Resurfacing). All I-64 and ramp resurfacing shall be completed during phase 2, which may not start until all structural work is completed, unless authorized by the Engineer.

All work shall be completed with daily lane closures and moving operations per Highway Standards 701400, 701401, 701406, 701411, 701428, 701456 adhering to the peak hour restriction requirements provided in the plans.

The resurfacing shall be completed by utilizing step down milling. Step one will remove 1 ½” inches of existing HMA surface from the entire resurfacing limits of I-64. Step two removes the final 3 ½” of HMA surface down to the existing concrete layer. The Contractor shall immediately resurface the portion milled with three inches of proposed HMA binder course. It is also allowed to sequence the milling operations as: step one and step two - will each remove 1 ½” of existing HMA surface from the entire resurfacing limits of I-64, and step three – remove the final two inches of HMA surface down to the existing concrete layer. The Contractor shall immediately resurface the final milled portion with three inches of proposed HMA binder course.

The milling and subsequent fill operations will at all times be conducted in such a manner as to be in compliance with Article 701.07 of the Standard.

Work zone lighting will be required for I-64 and ramp resurfacing at IL 157, IL 159, and West HWY 50.

Ramp Resurfacing – IL 157, IL 159, West HWY 50

- Work will be done adhering to I-64 peak hour restrictions as directed by the Engineer.

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

Traffic Control and Protection, Standard 701400. Traffic Control and Protection, Standard 701400 shall be utilized for all stages of construction where at any time a lane is closed on I-64.

Traffic Control and Protection, Standard 701401. Traffic Control and Protection, Standard 701401 shall be utilized during phase I and phase II where at any time any vehicle, equipment, workers, or their activities will encroach on the lane adjacent to the shoulder, or on the shoulder with 24” of the edge of pavement along I-64.