



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 11, 2006

SUBJECT: Route FAI 55 (I-55)
Section D6 Rehab BR Painting 2006-1
Sangamon County
Contract No. 72A28
Item No. 16, April 28, 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 Page 2 of the Special Provisions.

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 black ink, appearing to read 'Ted B. Walschleger P.E.' with a small 'P.E.' to the right.

By: Ted B. Walschleger, P. E.
Engineer of Project Management

cc: Christine Reed, District 6, Region 4, Roger Driskell; R. E. Anderson
Estimates; Design & Environment File

DB/sar

Limitations of Construction: The Contractor shall coordinate the items of work in order to keep hazards and traffic inconveniences to a minimum, as specified below.

1. The Contractor shall provide, erect, and maintain all the necessary barricades, cones, drums, and lights for the warning and protection of traffic, as required by Sections 107 and 701 through 703 of the Standard Specifications, and as modified.
2. All post mounted signs shall use 100 x 100 mm (4x4 inches) wood posts according to Article 1093.01(b) of the Standard Specifications and shall be properly braced to the satisfaction of the Engineer. The use of metal posts will not be permitted.
3. Traffic Control and Protection Standard 701402 shall be used for the driving lane and passing lane for I-55 lane closures. Portable Temporary Barrier System shall be used in lieu of concrete barrier when Traffic Control and Protection Standard 701402 is used. No lane closures shall be allowed from Friday at noon to Monday at 9:00 a.m., and any other days as outlined in 107.09 of the Standard Specifications.
4. Traffic Control and Protection Standard 701446 shall be used to close the center and passing lanes when painting the steel directly over the center lanes on I-55. No lane closures will be allowed from Thursday thru Monday. Lane closures will only be allowed on Tuesday and Wednesday from 9:00 a.m. thru 12:00 midnight on the northbound lanes and 12:00 midnight thru 3:00 p.m. on the southbound lanes.
5. Traffic Control and Protection Standard 701321 shall be used for lane closures on the FAI 55 west frontage road. Portable Temporary Barrier System shall be used in lieu of concrete barrier when Traffic Control and Protection Standard 701321 is used.
6. Traffic control shall be as shown on the plan sheets for lane closures. Work on both structures in the same directional lanes will be done simultaneously under all lane closures.
7. No work on Contract 72A28 shall begin before the completion of Contract 72A08 (overlay of Lake Springfield Bridge approaches)
8. The Contractor will be responsible for the traffic control devices at all times during construction activities and shall coordinate the items of work in order to keep hazardous traffic inconveniences to a minimum.
9. Two weeks prior to closing any lanes, the Contractor shall install Portable Changeable message signs informing the public of the upcoming lane closures. The cost of the message boards for this shall be included in the lump sum price for Traffic Control and Protection Standard 701402.

TRUCK MOUNTED ATTENUATORS (TMA)

Two TMA's shall be supplied when Traffic Control and Protection Standard 701446 is used as shown on the plans. The TMA shall be as approved per NCHRP 350 TL-2 & TL-3.

The driver should exit the truck when the truck is to be stopped for more than 15 minutes.

The truck should have an actual weight no less than 11,000 pounds and no greater than 26,000 pounds. Higher Weights may be used when approved by the TMA manufacturer. The truck should be positioned to allow a roll-ahead distance as shown on the plans.