



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 27, 2005

SUBJECT: FAP Route 301  
Project BRF-0301(033)  
Section 22BR-1  
Stephenson County  
Contract No. 64B04  
Item No. 99, August 5, 2005 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 Completion Date on Pages 2 & 3 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' followed by 'P.E.'.

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

cc: Gregg Mounts, Region 2, District 2; Roger Driskell; R. E. Anderson;  
Jim White; Design & Environment File

MS/cab

"ROAD CLOSED AHEAD" (W20-3(O)-48) with flasher and the appropriate arrow plate (W1-6(O)-36x18 or W1-7(O)-36x18) shall be required on all side roads within the limits of the mainline "ROAD CLOSED AHEAD" signs.

The Contractor shall notify the Traffic Operations Section of the Bureau of Operations by fax (815/284-5489) and the Bureau of Project Implementation (815/284-5348) in writing by means of fax (to the numbers provided) and also by letter to the District Office. **This request shall be submitted a minimum of three weeks (21 days) prior to the anticipated closure date to allow the State adequate time to set the detour route.**

Signing and devices required to close the road, according to the Traffic Control for Road Closure detail and contained herein, shall be the responsibility of the Contractor. Detour signing required to detour traffic to alternate routes shall be the responsibility of the Department. The day the detour signing begins, the detour will be in effect at 1:00 p.m. No detour shall be erected on Monday or Friday.

This work shall be paid for at the contract unit price per Lump Sum for Traffic Control for Road Closure.

Maintenance of Traffic: The traffic shall be maintained using a detour as shown on the plans.

The Contractor shall be required to notify the Stephenson County Highway Department, the corresponding Township Commissioner, emergency response agencies (i.e.: fire, ambulance, police), school bus companies and the Department of Transportation (Bureau of Project Implementation) regarding any changes in traffic control.

The Contractor shall be required to notify the Stephenson County Highway Department and/or corresponding Township Commissioner for any sideroad closure or opening.

Guardrail work and Temporary Concrete Barrier Removal shall be completed using Traffic Control and Protection Standard 701201 and Article 701.05(f).

## **COMPLETION DATE**

Effective February 2, 2001

The Contractor shall perform his work in such a manner that the project is open to two-way traffic, on or prior to November 1, 2005. The project shall have all work except for barrier removal, bridge rail & guardrail installation completed before it is open to traffic. If the Contractor fails to complete the project sufficiently such that the road cannot be used for two-way traffic by the above completion date, the Contractor shall be charged liquidated damages by the Department of THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500) a day for each day the project is not opened beyond the opening date. If in the event additional traffic control and protection is required to open the road or after the road is open to traffic, it shall be at the Contractor's expense.

The road closure shall be in effect for no more than 14 calendar days. If the closure exceeds the 14 calendar day limit, the Contractor shall be charged the same liquidated damages as stated above for each additional calendar day that the road is closed to traffic.

Revised 7/27/2005

The Contractor will be allowed 10 working days, after the November 1, 2005 completion date to remove the concrete barrier wall and install the bridge rail and guardrail.

## **GUARDRAIL REMOVAL**

Effective August 20, 1990      Revised August 26, 1997

This work shall be done in accordance with Section 632 of the Standard Specifications except that all removed guardrail will become the property of the Contractor.

This work will be paid for at the contract unit price per meter (foot) for GUARDRAIL REMOVAL, measured from center-to-center of end post.

## **MOWING**

This work consists of mowing all Seeding Class 1 (Modified) and Class 6 (Modified) at the completion of the project or before winter shut down. The vegetation must be at least 6" long before mowing. The vegetation shall be mowed to obtain a height of not more than 75mm (3 inches). All debris must be cleared from the right-of-way immediately after the mowing.

This work will be paid for at the contract unit price per hectare (acre) for MOWING.

## **GEOTECHNICAL REINFORCEMENT**

Revised September 1, 2004

### Biaxial Geogrid Flat Installation

This work consists of furnishing and installing an integrally-formed polypropylene geotechnical grid reinforcement material. The grid shall have an aperture, rib and junction cross section sufficient to permit significant mechanical interlock with the material being reinforced. There shall be a high continuity of tensile strength through all ribs and junctions of the grid material to reinforce the embankment or subgrade as shown on the plans and specifications.

Materials: Each layer of geogrid shall conform to the property requirements listed below. Multilayer geogrid and multiple layers of lesser strength geogrids will not be accepted.

### Reinforcement and Interlock

<u>Property</u>	<u>Test Method</u>	<u>Value</u>
<u>Tensile Modulus:</u>		
▪ True Tensile Modulus	ASTMD 6637	17,000 lb./ft. (Min.)
▪ True Tensile Strength @ 2% Strain		280 lb./ft. (Min.)
▪ True Tensile Strength @5% Strain		580 lb./ft. (Min.)

Revised 7/27/2005