



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 23, 2020

SUBJECT FAI Route 280 (I-280)
Project NHPP-YJLB(572)
Section (81-1B)D & (81-1-1, 81-1-2)RS-1
Rock Island County
Contract No. 64F78
Item No. 81, November 6, 2020 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 Schedule of Prices
2. Revised page iii of the Table of Contents to the Special Provisions
3. Revised pages 5, 24 & 25 of the Special Provisions
4. Added page 290 to the Special Provisions
5. Revised sheets 1-3, 6, 11, 16, 19-32, 48, 49, 51-72, 77, 78, 84, 89, 176, 177, 179, 180, 218, 219, 224 & 225 of the Plans
6. Added sheets 50a, 50b & 50c to 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

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Revised 10/23/2020

Milled pavement shall be resurfaced before opening the road to traffic.

Two (2) changeable message signs shall be placed two weeks prior to start of construction and to be used throughout construction as determined by the Engineer.

When not utilizing the crossovers, the Contractor shall have all lanes open from 3:00 PM Friday until 12:00 AM Monday, unless prior approval is obtained from the Resident Engineer.

No milling or paving work will be allowed from 6AM to 6PM between Sta. 62+96 and Sta. 138+49, except for removing existing rumble strips. The lane closures between these stations will remain in place when the Contractor is not working.

CULVERT TO BE CLEANED

Effective: April 22, 1991 Revised: April 18, 1994

This work shall consist of cleaning out culverts specified to their original flowline, using a method approved by the Engineer. The material removed shall be disposed of in accordance with Article 202.03 of the Standard Specifications or it may be used on the job to flatten foreslopes if approved by the Engineer.

This work will be paid for at the contract unit price per Foot for PIPE CULVERTS TO BE CLEANED, of the size specified, or BOX CULVERTS TO BE CLEANED. For multi-cell culverts, each barrel will be measured for payment.

COMPLETION DATE PLUS WORKING DAYS

Effective: December 29, 2006 Revised: April 22, 2019

Revise Article 108.05(b) of the Standard Specifications to read:

“(b) Completion Date Plus Working Days. When a completion date plus working days is specified, the Contractor shall complete all contract items to safely open all roadways to traffic by 11:59 p.m. on or prior to **November 15, 2023**, except as specified herein.

The Contractor shall complete all work for the westbound bridge deck replacement, structural repairs, and bridge painting and shall have all Stage 1 traffic control removed by 11:59PM on or prior to October 31, 2021.

The Contractor shall complete all work for the eastbound bridge deck replacement, structural repairs, and bridge painting and shall have all Stage 2 traffic control removed by 11:59PM on or prior to October 31, 2022.

Traffic control removal for Stages 1 and 2 shall be coordinated with IA DOT project IMX-280-8(169)8-02-82 with Davenport Residency (563-391-2750).

The Contractor will be allowed **10** working days after the completion date for opening the roadway to traffic to complete clean-up work and punch list items. Miscellaneous items may be completed within the working days allowed for clean-up work and punch list items if approved by the Engineer. Temporary lane closures for this work may be allowed at the discretion of the Engineer.”

Revised 10/23/2020

BRIDGE HANDRRAIL REMOVAL

Description: This work shall consist of furnishing all labor, equipment, and materials necessary for the removal and salvage of the existing aluminum handrail including posts and all associated hardware. Handrail and attachments shall be delivered, unloaded, and stacked for storage as directed by the Engineer to the IDOT Milan Maintenance Yard. Wood blocking, banding, or other appurtenant items required for proper stacking and protection shall be provided.

Any damage resulting from the removal and/or transportation of the handrail and associated hardware, shall be repaired or replaced in kind. The Engineer will be the sole judge to determine the extent of damage and the suitability of repair and/or replacement.

Method of Measurement: The length measured will be the overall length along the top longitudinal railing member through all posts and gaps.

Basis of Payment: This work will be paid for at the contract unit price per foot for BRIDGE HANDRAIL REMOVAL.

START DATE

Traffic control, including all lane closures, shall be coordinated with IA DOT project IMX-280-8(169)8-02-82 with Davenport Residency (563-391-2750).

Traffic Control for Stage 1 shall not begin before March 18, 2021 and shall be completed by April 1, 2021.

Traffic Control for Stage 2 shall not begin before March 18, 2022 and shall be completed by April 1, 2022.

SIGN PANELS

The D10-4 sign found in the “Sign Detail Sheets” is placeholder. The Contractor shall submit shop drawings to be reviewed and approved by the District before installation. The cost of preparing these shop drawings shall be included in the cost of SIGN PANEL – TYPE 1.

Revised 10/232/2020

MAXIMUM DROP-OFFS BETWEEN ADJACENT LANES

(Effective December 14, 2009; Revised January 8, 2020)

When the Contractor's operations cause a difference in elevation greater than 1.5 in. (38 mm) for a vertical milled face or 2 in. (50 mm) for a lift of HMA resurfacing between adjacent lanes, the lane shall remain closed. The Contractor shall adjust his milling and paving operations so that all traffic lanes are open at the end of each work day.

To meet the above requirement, the Contractor shall:

Place the binder lift immediately following the milling operation before opening the lane to traffic or

Place a temporary wedge after the milling operations (minimum 1V:3H slope) or

Mill a sloped wedge between lanes (minimum 1V:3H slope).

When the difference in elevation between adjacent open traffic lanes is greater than 1 in. (25 mm) and less than or equal to 1.5 in. (38 mm) for a vertical milled face or 2 in. (50 mm) for an HMA lift, "UNEVEN LANES" signs (W8-11(FO)) shall be erected at 1-mile (1.6 km) intervals.

The above requirements were developed based on IDOT Safety Engineering Policy Memorandum 4-15. Any changes to the proposed lift thicknesses, milling depths, or sequence of operations that change drop-offs at the centerline or edge of pavement must follow this policy and be approved by the Engineer.

This work will not be paid for separately but shall be included in the cost of the applicable HMA surface removal pay items.

CONCRETE BARRIER, VARIABLE CROSS SECTION, 44 INCH HEIGHT

This work shall consist of constructing a transition segment of concrete barrier wall. This work shall be done according to Article 637 and the detail provided in the plans. This work shall be paid for at the contract unit price per foot for CONCRETE BARRIER, VARIABLE CROSS-SECTION, 44 INCH HEIGHT.

For concrete barrier wall from Sta. 62+96 to Sta. 96+18, revise Article 637.12 to read:

"When a double face concrete barrier with a variable cross-section is required, and the variation exceeds 3inch, the barrier will be paid for at the contract unit price per foot for CONCRETE BARRIER, DOUBLE FACE, of the height specified."

Revised 10/23/2020

SECTION 404 – NWP #3 (NON-REPORTING)

May 15, 2019

An United States Army Corps of Engineers (USACOE) Section 404 - Nationwide Permit #3 has not been procured for this project as it is considered as “Non-Reporting” because the following conditions are being met:

- a)
 - 1) The Structure or Fill is not being put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification; and
 - 2) Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project.

- c)
 - 1) Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary structures, work, and discharges, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites; and
 - 2) Temporary fills must consist of materials, and be placed in a manner, that will not be eroded by expected high flows; and
 - 3) After conduction the maintenance activity, temporary fills must be removed in their entirety and the affected areas returned to pre-construction elevations; and
 - 4) The areas affected by temporary fills must be revegetated, as appropriate.

The requirements/ conditions of the Nationwide Permit #3 must still be adhered to and can be found at the following link:
<https://usace.contentdm.oclc.org/utis/getfile/collection/p16021coll7/id/8593>

In the event that these conditions are not being met, it will be necessary to submit a pre-construction notification to the USACOE. This will become the responsibility of the Contractor.

No additional payment shall be made for this work nor additional time allotted.

This Special Provision expires on March 18, 2022 per [Federal Register Volume 82, Issue 4 \(January 6, 2017\)](#).

Added 10/23/2020