



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 21, 2024

SUBJECT: Route FAU 5009 (Newburg Road)
Section 23-00117-00-RS (Belvidere)
Boone County
Contract No. 85754
Item 144
March 8, 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 Sheet 2 of the Plans.**
- 2. Revised the Schedule of Prices.**
- 3. Revised the Index to the Special Provisions.**
- 4. Revised Pages 1 – 6 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

Newburg Rd. Mill & Overlay
Section: 23-00117-00-RS
County: Boone
City: Belvidere
Job No: C-92-075-23
Project: SIPS (015)

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The following Special Provision 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 of Materials" in effect on the date of invitation of bids, and the Supplemental Specification and Recurring Special Provisions indicated on the Check Sheet included here in which apply to and govern the construction of the above named section, and in case of conflict with any parts, or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

This proposed work is on (FAU 5009) Newburg Road from the Kishwaukee River Bridge to Irene Road in the City of Belvidere, Boone County.

DESCRIPTION OF WORK

This contract work shall consist of milling and placing Hot-Mix Asphalt binder and surface courses, placing paved with rumble strips and aggregate shoulders and thermoplastic pavement striping on Newburg Road. All project limits and work items are shown in the drawings and Schedule of Quantities.

Addendum #1

~~**EARTH EXCAVATION**~~

~~This work consists of earth excavation in accordance with Section 202 of the Standard Specifications and shall apply to excavation required for the placement of Aggregate Shoulders Type B.~~

EXCAVATING AND GRADING EXISTING SHOULDER

This work consists of Grading and Shaping in accordance with applicable portions of Sections 202, 212, and 214 of the Standard Specifications as modified by this special provision and as directed by the Engineer.

Addendum #1 The work is being performed to accomplish the excavation and subgrade preparation for the construction of the proposed 4" HMA Shoulder and the adjacent full depth Aggregate Shoulders, Type B at the locations shown in the plans and typical sections.

The Contractor shall closely coordinate the excavation and grading operation with the placement of the HMA shoulder operation. At the end of each working day, the Contractor will be required to have placed the HMA shoulder at all locations where the excavating and grading have been completed and has been approved for paving by the Engineer. Vertical drops offs at the existing pavement edge will not be allowed overnight.

Prior to the excavation of the existing shoulder, the Engineer must approve the contractor's excavation method. The excavation method must ensure a straight edge is created along Newburg Road as well as all intersecting driveways and roadways. If a relatively straight edge cannot be maintained, a full-depth saw cut shall be made in accordance with the applicable portions of Section 442 along both edges of pavement on Newburg Road and a second saw cut shall be made at each intersecting roadway and driveway. The Contractor shall use a string line, or another method approved by the Engineer, for marking a line at the existing edge of pavement. If saw cuts are necessary, they will not be paid for separately but shall be included in the contract unit price per unit for all the work previously described as EXCAVATING AND GRADING EXISTING SHOULDER.

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The cost of furnishing and installing suitable fill material needed for shoulder widening will not be paid for separately, but shall be included in the contract unit bid price for this pay item.

The cost of removal and disposal of unstable, unsuitable, and/or excess material will not be paid for separately, but shall be included in the contract unit bid price for this pay item.

The cost of furnishing and installing Hot-Mix Asphalt Shoulders shall be paid for separately and included in the contract unit bid price per SY for HOT-MIX ASPHALT SHOULDERS for the depth specified.

Addendum #1 The cost of furnishing and installing Aggregate Shoulders, Type B will be paid for separately and included in the contract unit bid price per TON for AGGREGATE SHOULDERS, TYPE B.

Method of Measurement: EXCAVATING AND GRADING EXISTING SHOULDER will be measured for payment in Unit (i.e. 1 Unit= 100 FEET).

Basis of Payment: This work will be paid for at the contract unit price per UNIT for EXCAVATING AND GRADING EXISTING SHOULDER.

TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH

Refer to Article 211 of the Standard Specifications and include the following:

“Prior to placing topsoil the Contractor shall disk the ground surface in accordance with Section 205.03. This work shall be considered incidental to TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH.”

HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT.

This work shall be constructed in accordance with Section 406.08 of the Standard Specifications and as modified by this special provision. The contractor shall provide all labor and equipment required to construct butt joints. All material removed during this operation shall be disposed of per IEPA guidelines. This work includes taper milling for butt joints at project perimeter locations and taper milling for butt joints at driveway entrances and side roads.

This work shall consist of constructing butt joints at the locations listed in the plans to provide a smooth transition between the existing adjacent driving surface and the new driving surface. Butt joints are to be constructed per the details listed in the plans.

The contractor shall place “BUMP” signs at butt joints. These signs shall remain in place until final surface paving is completed. Cost is incidental to Traffic Control bid item.

Method of measurement will be on the basis per SQUARE YARD (SQ YD) for HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT.

Basis of payment. This work will be paid for at the contract unit price per SQUARE YARD (SQ YD) for HOTMIX ASPHALT SURFACE REMOVAL BUTT JOINT.

INCIDENTAL HOT-MIX ASPHALT SURFACING

This work shall be constructed in accordance with Section 408 of the Standard Specifications. This item shall include provisions for all labor, equipment, and materials to furnish and place hot-mix asphalt surface course at the private and commercial entrances. Aprons placed with extendable screeds during mainline paving will not be acceptable.

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Method of measurement will be on the basis per TON (TON) for INCIDENTAL HOT-MIX ASPHALT SURFACING.

Basis of payment. This work shall be paid for at the contract unit price per TON (TON) for INCIDENTAL HOT-MIX ASPHALT SURFACING.

HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½"

This work shall be constructed in accordance with Section 440 of the Standard Specifications and as modified by this special provision. This work shall consist of milling the existing HMA pavement at the location and depths as listed in the plans and per the direction of the Engineer.

Milled material shall be removed from the jobsite and disposed of in accordance with IEPA requirements and Article 202.03 of the Standard Specifications. Milled materials may be used as aggregate shoulder if approved by the Engineer and City.

Method of measurement will be on the basis per SQUARE YARD (SQ YD) for HOT-MIX ASPHALT SURFACE REMOVAL, 1 ½".

Basis of payment. This work will be paid for at the contract unit price per SQUARE YARD (SQ YD) for HOTMIX ASPHALT SURFACE REMOVAL, 1 ½".

HOT-MIX ASPHALT SHOULDERS, 4"

This work shall be constructed in accordance with Section 482 of the Standard Specifications and as modified by this special provision. This work shall consist of constructing a hot-mix asphalt (HMA) shoulder on a prepared subgrade. The HMA shoulder shall be placed to match the milled surface elevation.

Method of measurement will be on the basis per SQUARE YARD (SY) for HOT-MIX ASPHALT SHOULDERS, 4"

Basis of payment. This work will be paid for at the contract unit price per SQUARE YARD (SY) for HOT-MIX ASPHALT SHOULDERS, 4".

SHOULDER RUMBLE STRIP 8

This work shall be done in accordance with the applicable portions of Section 642, as detailed in IDOT standard 642006, as modified by this special provision, and as directed by the Engineer. All rumble strips shall be eight (8) inches wide and shall be constructed at the edge of shoulder. Prior to beginning the work, the Contractor shall consult with the Engineer to review the limits and to mark any locations to be omitted, within the limits of structures, entrances of residences, and side roads.

All layouts, including drip-lines, necessary to complete SHOULDER RUMBLE STRIP 8 shall be included in the Lump Sum Payment for CONSTRUCTION LAYOUT.

Method of measurement: SHOULDER RUMBLE STRIP 8 will be measured for payment in FOOT.

Basis of Payment: This work shall be paid for per FOOT for SHOULDER RUMBLE STRIP 8.

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SHORT TERM PAVEMENT MARKING

This work shall be constructed in accordance with Section 703 of the Standard Specifications and as modified by this special provision. This work shall only consist of providing a centerline skip dash. The contract has quantities for 3 applications of Short Term Pavement Markings skip dashes applied in a 10FT marking 30FT gap pattern. Depending on timing the contractor may be required to place all or part of the quantities listed in the plans.

Short term pavement marking on the existing surface shall be removed prior to the overlay, unless marking paint was used. Short term pavement marking on the surface overlay shall be removed prior to installation of thermoplastic pavement marking. Removal of short term pavement marking is incidental to this pay item.

Method of measurement will be on the basis per FOOT (FOOT) for SHORT TERM PAVEMENT MARKING.

Basis of payment. This work will be paid for at the contract unit price per FOOT (FOOT) for SHORT TERM PAVEMENT MARKING.

CONSTRUCTION LAYOUT

Contractor shall be responsible for setting and staking all grades and completing all necessary construction layout as indicated on any applicable plans and cross sections. Any deviation from plans and grades without written authorization from the Owner will not be accepted for payment until the Contractor has corrected the construction to the satisfaction of the Engineer.

This item shall also include the layout associated with the installation of traffic signs, hot-mix asphalt shoulders, earth excavation and grading & shaping of shoulders per plans.

All layout, including drip-lines, necessary to complete "Shoulder Rumble Strips" shall be included in this item and no additional compensation for lay out will be allowed.

The layout of temporary and final pavement markings lines shall be included in the contract unit price per Lump Sum for CONSTRUCTION LAYOUT.

Method of measurement will be on the basis per LUMP SUM (LSUM) for CONSTRUCTION LAYOUT.

Basis of payment. This work will be paid for at the contract unit price per LUMP SUM (LSUM) for CONSTRUCTION LAYOUT.

TRAFFIC CONTROL PLAN

Effective: January 14, 1999 Revised: January 13, 2017

Standards:

701006, 701011, 701301, 701306, 701311, 701326, 701901, 728001, 729001

General:

Signs:

"BUMP" (W8-1(O)48) signs shall be installed as directed by the Engineer.

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“UNEVEN LANES” W8-11(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

“LOW SHOULDER” W8-9(O)48 signs shall be installed at 1 mile intervals or as directed by the Engineer.

“NO PASSING ZONES NOT STRIPED NEXT 1.5 MILES” (G20-I 100(O)) signs shall be 60” x 36”.

When covering existing signs, no tape shall be used on the reflective portion of the sign. All signs will be covered with full replacement signs.

Any plates or direct applied sheeting used to alter signs shall have the same sheeting as the base sign.

No more than one kind of alteration shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.

The LOOSE GRAVEL (W8-7(O)48) signs with an advisory speed of 35 mph (W13-1(O)2424) shall be erected when the aggregate has been placed and the road is open to traffic. The signs shall remain in place until the excess aggregate is swept and the condition no longer exists. These signs shall be erected a minimum of 500 feet preceding the start of the condition and shall have an amber flashing light attached if up during hours of darkness.

Devices:

A minimum of 3 drums spaced at 4 feet shall be placed at each return when the sideroad is open.

Flaggers:

Flaggers shall comply with all requirements and signaling methods contained in the Department’s “Traffic Control Field Manual” current at the time of letting. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers.

In addition to the flaggers shown on applicable standards, on major sideroads, flaggers shall be required on all legs of the intersection.

Major sideroads for this project shall be _Ipsen_, and _Irene_.

When the mainline flagger is within 200 feet of an intersection, the sideroad flagger shall be required.

When the road is closed to through traffic and it is necessary to provide access for local traffic, all flaggers as shown on the applicable standards will be required. No reduction in the number of flaggers shall be allowed.

Pavement Marking:

All temporary pavement markings that will be operational during the winter months (December through March) shall be paint.

Short term pavement markings on a milled surface shall be paint.

Highway Standards Application:

The mainline shall be kept open to one-way traffic at all times during working hours and two-way traffic

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during non-working hours.

The Contractor shall notify the _Boone_ County Highway Department, the corresponding Township Commissioner, city municipality, 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 notify the _Boone_ County Highway Department, corresponding Township Commissioner and/or city municipality for any sideroad closure or opening.

The Contractor shall have all lanes open from __4PM__ Friday until _7AM_ Monday, unless prior approval is obtained from the Resident Engineer.

The township road shall be closed during construction using Traffic Control and Protection Standard BLR-21.

Milled pavement shall be resurfaced within __12__ calendar days.

Two (2) changeable message signs shall be placed on this project two (2) weeks prior to the start of work informing the public of lane closures. Location of the message signs will be determined by the Resident Engineer.

Changeable Message Signs will not be measured or paid for separately but will be considered included in the contract unit price per Lump Sum for Traffic Control and Protection (Special).

Method of measurement will be on the basis per LUMP SUM (LSUM) for TRAFFIC CONTROL AND PROTECTION, SPECIAL.

Basis of payment. This work will be paid for at the contract unit price per LUMP SUM (LSUM) for TRAFFIC CONTROL AND PROTECTION, SPECIAL.