



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 28, 2024

SUBJECT FAI Route 57 (I-57)  
Project NHPP-9IGU(899)  
Section D9 I-57 Add Lane-6;(41-2)B-3;(41-2)BR-2  
Jefferson County  
Contract No. 78885

Item No. 193, June 14<sup>th</sup>, 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 Schedule of Prices.
2. Revised page 4 and 13 of the Special Provisions.
3. Revised sheets 13, 146-188, and 213 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

## TRAFFIC CONTROL PLAN

Effective 1985

Revised 4/17/23

I-57 will be allowed to be reduced to one lane in each direction only during off peak hours. Traffic control setup, switching of stages, and removal shall only be done at off peak hours. Off peak hours are defined as 8:00 PM to 8:00 AM for northbound and southbound. Failure to have two lanes in each direction open during peak hours will result in a penalty as defined in Art. 105.03(b). Delivery or removal of large quantities of material will not be allowed during peak hours. Large quantities shall be defined as more than one truck per hour.

Traffic must be reduced to one lane when workers are present while work is being performed in the middle lane.

All construction access points shall be approved by the Engineer.

Temporary closure of all lanes of I-57 to erect the sign trusses shall be according to the Temporary Closure of All Lanes special provision.



## TRAFFIC CONTROL STAGING

The Contractor shall provide a staging plan to the District's Project Implementation Engineer within ten days of the award of the contract. The plan should detail the sequence of construction for all the work shown in the plans. Special attention should be given to the work required to implement the proposed lane shifts and the work needed to remove the lane shifts. The plan will indicate any lane closures and the location of traffic with each stage (day and night).

Work shall not begin until the plan is approved in writing by the Engineer. The Contractor must use the stages shown in the plans when developing their plan for approval by the Engineer. Detailed information for traffic control for each construction stage is noted on the Maintenance of Traffic Staging sheets located in the plans.

## SEQUENCE OF CONSTRUCTION

The following sequence of construction was developed due to existing conditions and conditions that will develop due to profile corrections at the bridges. The sequence of construction was used to determine the completion date. The Contractor must follow this sequence of construction unless it is changed by the District Project Implementation Engineer.

Stage 1: Mill and overlay the NB & SB inside and outside shoulders at stations shown in the plans. Mill and overlay 2' wide along the outside edge and centerline at locations to be shown in the plans. Work shall be done at night.

Stage 2: Close the NB driving and the SB driving lane to replace the outside shoulder at locations shown in the plans. Work shall be done at night.

Stage 3: Shift traffic to the outside as shown in the plans. Complete earthwork, underdrains, drainage structures, concrete barrier, aggregate subbase, pavement and shoulder, and the inside

Revised 5-28-2024

This work will be paid at the contract unit price per CUBIC YARD for EARTH EXCAVATION (UNSUITABLE MATERIAL). The granular material will be paid at the contract unit price per TON for ROCKFILL.

### **START/COMPLETION DATE**

This project is a completion date contract as specified in Article 108.05(a). All work shall be completed by the Contractor by June 30, 2027, plus ten working days to complete off-road work. Should the Contractor fail to complete all work on June 30, 2027, or before or within such extended time allowed by the Department, then liquidated damages according to Article 108.09 will apply.

### **OVERHEAD SIGN STRUCTURE – SPAN, TYPE III-A (5'-0" X 7'-0") (SPECIAL)**

The work shall consist of the modification of the median side leg and foundation of the overhead sign structure at STA 449+00 over the I-57 southbound lanes. The overhead sign truss and dynamic message sign shall be completely disassembled, stored, and protected at a location approved by the Engineer. This shall be done in such a manner that the truss and sign are not damaged. The Contractor shall be liable for any damage to the truss, digital message sign, and equipment. The proposed work shall be constructed as shown on the details in the plans. The original plans and specifications are included as additional information to assist the Contractor in assembling the sign truss and dynamic message sign after the modification of the median side foundation and truss leg.

This work will be paid for at the contract unit price per EACH for OVERHEAD SIGN STRUCTURE – SPAN, TYPE III-A (5'-0" X 7'-0") (SPECIAL).

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### **HMA WEDGE REMOVAL**

This work shall consist of milling the HMA shoulder wedge to a vertical face in the areas of superelevation prior to constructing the concrete median barrier as shown in the Concrete Barrier HMA Wedge Removal detail in the plans. This work shall be included in the cost of the concrete barrier, variable cross section 44 inch height.

### **CONCRETE FILL FOR DRAINAGE STRUCTURES TYPE 5**

This work shall consist of filling the bottom of the drainage structure with concrete to the invert of the pipe in a manner according to the details in the plans. This work will be included in the cost of both drainage structures, type 5, with two type 22 frame and grates pay items.