



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 7, 2023

SUBJECT Various Routes
Project NHPP-AD82(355)
Section (84-2-2)RS-2, Q; (79Z)RS-6
Sangamon County
Contract No. 72A75

Item No. 245, June 16th, 2023 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 i of the Table of Contents of the Special Provisions.
3. Revised pages 4-6 of the Special Provisions.
4. Revised Sheet 4 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,

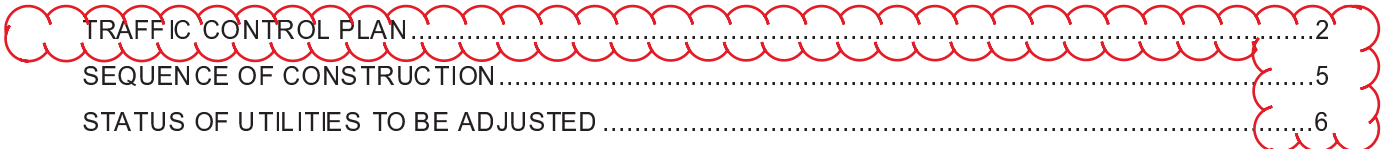
A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

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VARIOUS ROUTES
PROJECT NHPP-AD82(355)
SECTION (84-2-2)RS-2, Q; (79Z)RS-6
SANGAMON COUNTY
CONTRACT NO. 72A75

Overnight Ramp Closure for Resurfacing at Sangamon Avenue (Exit 100 A-B)

Ramp 1: The Contractor shall furnish a portable changeable message board, and it shall be placed on Sangamon Avenue, west of I 55 in advance of the I 55 Exit 100 interchange, and display the following: "I 55 SOUTH RAMP CLOSED." The changeable message board shall be required for advance notice of five days in advance of the ramp closure.

Ramp 2: The Contractor shall furnish a portable changeable message board, and it shall be placed on I 55, in advance of the Sangamon Avenue Exit 100 interchange, and display the following: "EXIT 100 B – SANGAMON AVE. EAST RAMP CLOSED AHEAD." The changeable message board shall be required for advance notice of five days in advance of ramp closure.

Ramp 3: The Contractor shall furnish a portable changeable message board, and it shall be placed on I 55, in advance of the Sangamon Avenue Exit 100 interchange, and display the following: "EXIT 100 A – SANGAMON AVE. WEST RAMP CLOSED AHEAD." The changeable message board shall be required for advance notice of five days in advance of ramp closure.

Ramp 4: The Contractor shall furnish a portable changeable message board, and it shall be placed on Sangamon Avenue, east of I 55 in advance of the I 55 Exit 100 interchange, and display the following: "I 55 SOUTH RAMP CLOSED." The changeable message board shall be required for advance notice of five days in advance of ramp closure.

Ramp 5: The Contractor shall furnish a portable changeable message board, and it shall be placed on Sangamon Avenue, east of I 55 in advance of the I 55 Exit 100 interchange, and display the following: "I 55 NORTH RAMP CLOSED." The changeable message board shall be required for advance notice of five days in advance of ramp closure.

Ramp 6: The Contractor shall furnish a portable changeable message board, and it shall be placed on I 55, in advance of the Sangamon Avenue Exit 100 interchange, and display the following: "EXIT 100 B – SANGAMON AVE. WEST RAMP CLOSED AHEAD." The changeable message board shall be required for advance notice of five days in advance of ramp closure.

Ramp 7: The Contractor shall furnish a portable changeable message board, and it shall be placed on I 55, in advance of the Sangamon Avenue Exit 100 interchange, and display the following: "EXIT 100 A – SANGAMON AVE. EAST RAMP CLOSED AHEAD." The changeable message board shall be required for advance notice of five days in advance of ramp closure.

Ramp 8: The Contractor shall furnish a portable changeable message board, and it shall be placed on Sangamon Avenue, west of I 55 in advance of the I 55 Exit 100 interchange, and display the following: "I 55 NORTH RAMP CLOSED." The changeable message board shall be required for advance notice of five days in advance of ramp closure.

When Ramp 1 is closed to traffic for resurfacing operations and prior to re-opening the ramp to traffic, the Contractor shall also mill and place the HMA binder lift on the EB driving lane of Sangamon Ave/Camp Butler Rd and the adjacent ramp and gore area from STA. 30+00 to STA. 32+95. The purpose of this is to prevent the ramp from being blocked during resurfacing of the driving lane and ramp merge lane.

When Ramp 3 is closed to traffic for resurfacing operations and prior to re-opening the ramp to traffic, the Contractor shall mill and place the HMA binder lift on the ramp from STA. 31+05 to STA. 34+90. The purpose of this is to prevent the ramp from being blocked during binder resurfacing of the remaining portions of the ramp.

When Ramp 5 is closed to traffic for resurfacing operations and prior to re-opening the ramp to traffic, the Contractor shall also mill and place the HMA binder lift on the WB driving lane of Sangamon Ave/Camp Butler Rd and the adjacent ramp, gore area, and merge lane from STA. 52+50 to STA. 59+56. The purpose

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of this is to prevent the ramp from being blocked during resurfacing of the driving lane and ramp merge lane.

When Ramp 7 is closed to traffic for resurfacing operations and prior to re-opening the ramp to traffic, the Contractor shall also mill and place the HMA binder lift on the EB driving lane of Sangamon Ave/Camp Butler Rd and the adjacent ramp, gore areas, and merge lane from STA. 51+10 to STA. 54+00. The purpose of this is to prevent the ramp from being blocked during resurfacing of the driving lane and ramp merge lane.

When Ramps 4 and 6 are closed to traffic for resurfacing operations and prior to reopening the ramp to traffic, the Contractor shall also mill and place the HMA binder lift on the WB driving lane of Sangamon Ave/Camp Butler Rd and the adjacent ramp, gore areas, and merge lane from STA. 39+00 to STA. 46+00. The purpose of this is to prevent the ramp from being blocked during resurfacing of the driving lane and ramp merge lane.

When Ramps 2 and 8 are closed to traffic for resurfacing operations and prior to reopening the ramp to traffic, the Contractor shall also mill and place the HMA binder lift on the EB driving lane of Sangamon Ave/Camp Butler Rd and the adjacent ramp, gore area, and merge lane from STA. 40+00 to STA. 46+50

Only one pair of ramps at the interchange shall be closed for resurfacing at a time and only between the hours of 7:00 pm and 6:00 am. Weekend ramp closures will not be permitted. The Contractor shall notify the Engineer three weeks prior to closure of any ramps.

Closure of the WB US 54 to EB Camp Butler Road turn lane will require traffic to be detoured to WB Sangamon Ave to SB I-55 and SB I-55 to EB Sangamon Ave ramps. Therefore, I-55 ramps 4 and 6 cannot be closed in conjunction with the WB 54 to EB Camp Butler Rd turn lane. This detour and closure will not be paid for separately but included in the cost of the various traffic control items. The Contractor shall furnish a portable changeable message board, and it shall be placed on WB 54, in advance of the EB Camp Butler turn lane, and display the following: "EB Camp Butler Use SB I-55 detour".

SEQUENCE OF CONSTRUCTION

The following suggested sequence of construction shall be followed unless the Contractor submits an alternate plan in detail and receives written approval from the Engineer before work starts.

I 55 Mainline – 2 Lane Section (NB and SB) (SMART Resurfacing):

- Perform SMART resurfacing (1.5" mill and 1.5" fill) on passing lane. This must be completed during overnight closure and open the next morning. The Contractor shall not mill more area than can be filled with surface the same night.
- Fog seal passing lane shoulder
- Perform SMART resurfacing (1.5" mill and 1.5" fill) on driving lane. This must be completed during overnight closure and open the next morning. The Contractor shall not mill more area than can be filled with surface the same night.
- Fog seal driving lane shoulder

I 55/Sangamon Avenue Interchange Ramps:

- Perform SMART resurfacing (1.5" mill and 1.5" fill) under allowed ramp closures
- During ramp closures, mill and place the HMA binder lift in the additional areas noted above.

Sangamon Avenue (Standard Overlay):

- Mill mainline pavement, 2.5"
- Resurface mainline pavement, 2.75"



- Fog seal shoulders

STATUS OF UTILITIES TO BE ADJUSTED

The following utilities are involved in this project. The utility companies have provided the estimated dates.

<u>Name & Address of Utility</u>	<u>Type</u>	<u>Location</u>	<u>Estimated Date of Relocation Completed</u>
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NONE ANTICIPATED

The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Articles 105.07, 107.20, 107.37, 107.38, 107.40, and 108.02 of the Standard Specifications for Road and Bridge Construction shall apply.

The estimated utility relocation dates should be part of the progress schedule submitted by the Contractor. If any utility adjustments or relocations have not been completed by the above dates specified and when required by the Contractor's operations after these dates, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's critical path schedule is affected.

CONSTRUCTION PROCEDURE FOR PUBLIC EVENTS

Effective: October 1, 1990

Revised: April 14, 2020

There shall be no construction activity within the limits of this project during the Illinois State Fair, August 10 - 20, 2023. No broken pavement, open holes, or trenches shall remain on, or adjacent to, the traveled way during this event. Barricades, cones, drums, or other warning devices shall also be removed from the traveled way during these periods. These periods shall begin at 3:30 pm on the day preceding the beginning day of each event and end at 12:00 midnight on the final day of each event.

Any inconvenience caused to the Contractor in complying with this special provision shall be considered as incidental to the contract, and no additional compensation will be allowed.

HMA SURFACE REMOVAL, 1 1/2"

Description: This work shall consist of the complete removal of the existing HMA surface course according to Section 440 of the Standard Specifications. The removal depth shall be considered a nominal depth based on pavement core data and existing plan information. The removal depth shall be adjusted to completely remove the existing HMA surface course without scabbing. No additional compensation will be allowed for required adjustments in the actual removal depth.

The Contractor shall use a stringline to reestablish lane line paving joints prior to milling operations. The stringline shall be used as a guide for the milling machine to maintain a uniform edge alignment. If any other method is proposed, it shall meet the approval of the Engineer before being used.

Basis of Payment: This work will be paid for at the contract unit price per SQUARE YARD for HMA SURFACE REMOVAL, 1 1/2"

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