



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 19, 2016

SUBJECT: FAI Route 70 (I-70)
Project ACNHPP-0070(028)
Section (18-45)RS-5
Cumberland County
Contract No. 74722
Item No. 26, November 4, 2016 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 pages 2 and 15 of the Special Provisions
2. Revised sheets 10, 11, 12 and 60 of the Plans

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,

Maureen M. Addis, P.E.
Acting Bureau Chief of Design & Environment

A handwritten signature in black ink, appearing to read "Ted B. Walschleger" followed by "P.E." in smaller letters.

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

cc: J. M. South, Region 4, District 7; Tim Kell; D. Carl Puzey; Estimates

CWR/kf

The existing roadway shall be kept open to traffic at all times during the construction of this section. Construction operations will be staged to allow at least one eastbound lane and one westbound lane of traffic open at all times on I-70.

At any particular location, the Contractor shall keep all equipment, materials and vehicles off the traffic lanes and adjacent shoulder on the side of the pavement that is open to traffic.

The Maximum length of lane closure on I-70 shall not exceed 4.0 miles, except lane closures up to 5.0 miles in length will be permitted for Class A patching.

Traffic Control Surveillance: Traffic Control Surveillance shall be utilized for the Class A Patches underneath the overhead structures along F.A.I. 70 when open holes or broken pavement is present during non-working hours. Traffic control surveillance shall be in accordance with Article 701.10 of the Standard Specifications for Road and Bridge Construction.

This item will be paid for at the contract unit price per calendar day or fraction thereof for TRAFFIC CONTROL SURVEILLANCE.

The following traffic control standards shall be utilized during, but not limited to, the listed construction operations.

Standard 701101: This standard shall apply when at any time, any vehicles, equipment, workers or their activities will encroach in the area 15' to 24" from the edge of pavement, except where activities will result in a drop off greater than 3" within 2' of the pavement. Typical applications include landscaping operations and sign installation and maintenance. This traffic control and protection standard shall not be paid for separately, but shall be included in the cost of the pay items involved.

Standard 701106: This standard shall apply at all times all vehicles, equipment, workers, or their activities are more than 15' from the edge of pavement. Typical applications include landscaping and fencing work. This traffic control and protection standard shall not be paid for separately, but shall be included in the cost of the pay items involved.

Standard 701201: This standard shall apply at all times all vehicles, equipment, workers, or their activities will encroach in the area between the center line and a line 24" outside the edge of payment for daylight operation. Typical applications include isolated patching, utility operations, storm sewer, culverts, and cable placement.

This traffic control and protection standard shall be paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, STANDARD 701201.

Standard 701400: Traffic Control and Protection, Standard 701400 shall be used in conjunction with Traffic Control and Protection, Standards 701401, 701402, and 701406.

Traffic Control and Protection, Standard 701400 will not be paid for separately, but shall be considered included in Traffic Control and Protection, Standards 701401, 701402, and 701406.

DROP-OFF BETWEEN TRAVELED LANES

This Special Provision applies to drop-offs between traveled lanes, excluding pavement patching.

Drop-off Location	Normal Posted Speed	Drop-off Height (x) and Type	Physical Treatment ⁽¹⁾⁽²⁾	Additional Requirements
Between Lanes	≥ 45 mph	≤ 1 in lift difference or ≤ 1 in vertical milled face	None	None
		1 in < x ≤ 2 in lift difference or 1 in < x ≤ 1.5 in vertical milled face	None	Uneven lane signs (2 mile spacing on Interstate & Expressway) (1 mile spacing on rural highway) (Spacing as per the TCP on urban sections)
		2 in < x ≤ 4 in lift difference	Notched longitudinal wedge ⁽⁴⁾⁽⁵⁾	
		1.5 in < x ≤ 4 in vertical milled face	Temporary wedge or milled sloped edge min 1:3 ⁽⁴⁾⁽⁵⁾	
		4 in < x ≤ 12 in ⁽³⁾	Lane closure using channelizing devices	As per lane closure standard
		> 12 in	Lane closure using temporary traffic barrier	

Notes:

- (1) Place channelizing devices and/or temporary barrier at the same level as the traveling lane.
- (2) Channelizing devices may be placed at the drop-off elevation to preserve lane width. Raise the reflective area and warning light (if required) to the required elevation above the traveling lane as per Highway Standard 701901.
- (3) Drop-off 4 in < x ≤ 12 in is permitted for less than 0.5 mile length of drop-off exposure in work zone or less than 48-hour closure time. Length and duration of drop-off in excess of limits require temporary traffic barrier and shall not be paid for separately, but shall be included in the cost of traffic control standard 701402. If temporary traffic barrier is to be utilized, an approved temporary traffic barrier plan shall be submitted to the Department and approved prior to being placed. Pinning of the Barrier will not be required if there is a minimum of 24" from the back of barrier to the drop-off. Any pinning that is to be required in the temporary traffic barrier plan shall not be paid for separately, but shall be included in the cost of traffic control standard 701402. Adjacent work spaces that are essentially continuous in drop-off exposure should be considered as one work zone.
- (4) Or the same physical treatment and sign requirements as 4 in < x ≤ 12 in.
- (5) Applies only when lane will be open to traffic