



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 2, 2022

SUBJECT FAI Route 57/70 (I-57/70)  
Project NHPP-IKK2(707)  
Section D7 BRIDGE REPAIRS 2023-1  
Effingham County  
Contract No. 74A69  
Item No. 104, November 18, 2022 Letting  
Addendum B

## NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised pages 7-8 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

MTS

## CLASS BS AGGREGATE OPTIMIZATION

For superstructure construction, class BS concrete shall contain a blend of two or more coarse aggregate sizes blended in accordance with Article 1004.02(d). The blended aggregate will consist of CA-7 or CA-11 with CA-13, CA-14, or CA-16. The blended coarse aggregate gradation shall have a minimum of 45 percent passing the 1/2 in. (12.5 mm) sieve and a maximum of 60 percent passing the 1/2 in. (12.5 mm) at the discretion of the Engineer.

The cost of compliance with this requirement shall be considered included in the cost of CONCRETE SUPERSTRUCTURES.

## COOPERATION BETWEEN CONTRACTORS

The Contractor for this contract is advised that another project adjacent the limits of this contract section may be under construction during construction operations for this contract. The Contractor for this section shall cooperate with the Contractor for the other project according to Article 105.08 of the Standard Specifications. The following project will be under construction while this contract is in force:

### Interstate 70, Section (25-4-1, 25-5)R, Effingham County, Contract No. 74599

The work included in Section (25-4-1, 25-5)R, located 1 mile east of I-57 Interchange to the Cumberland County line, consists of rubblization of PCC pavement with pavement patching, HMA surface removal and resurfacing, guardrail removal and replacement, box culvert removal and replacement, culvert extension, pavement and shoulder removal, and bridge replacement.

The Contractor is further advised that construction and staging operations between this contract and Contract 74599, as outlined above, will overlap.

## DETOUR SIGNING

This work consists of the furnishing, installation, maintenance, relocation, and removal of temporary detour signing as shown on the plans, as directed by the Engineer, in accordance with Section 701 of the Standard Specifications, and as herein specified.

Detour signing required under this item is that which will be required for the closure of the I-57 NB/I-70 WB ramp at the tri-levels located southwest of Effingham.

Detour Signing required under this item includes barricades/drums, type III barricades, and all signage necessary to mark the detours as shown on the plan sheets entitled DETOUR SIGNING.

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Included in the cost of DETOUR SIGNING will be the addition of two changeable message signs located south of the Ramp F closure. These changeable message signs shall be erect during the entirety of the closure of SN 025-0018. The Engineer will determine the exact locations of the changeable message signs.

All sign panels including route markers required for the detour signage shall be furnished by the Contractor.

Detour signing as herein specified will be paid for at the contract unit price per LUMP SUM for DETOUR SIGNING.

### HMA SURFACE REMOVAL

The intent of the milling is to completely remove the existing surface course and roughen the remaining layer. Slight variations may exist in the existing surface course, and the nominal thickness might not be consistent throughout the project. The Contractor shall adjust the milling depth or make a second pass to eliminate scabbing and ensure that all existing surface course material is removed.

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

### LINEAR DELINEATION PANELS

Description. This work shall consist of placing linear delineation panels on temporary concrete barrier wall and new or existing concrete parapet wall.

Materials. Each panel shall not be less than 34 inches in length and 6 inches in width. The panels shall be constructed of cube-corner retroreflective material in standard highway colors permanently bonded to an aluminum substrate. The lateral edges of each panel shall be hemmed. The panel assembly shall have a repeating raised lateral ridge every 2.25 inches. Each ridge shall be 0.34 inches high with a 45° profile and a 0.28-inch radius top. Each panel shall be attached according to the manufacturer's specifications and/or recommendations.

Daytime color requirements shall be determined from measurement of the retroreflective sheeting applied to aluminum test panels. Daytime color shall be measured instrumentally using a spectrophotometer employing annular 45/0 (or equivalent 0/45) illuminating and viewing geometry. Measurements shall be made in accordance with ASTM E1164 for ordinary colors or ASTM E2153 for fluorescent colors. Chromaticity coordinates shall be calculated for CIE Illuminant D65 and the CIE 1931 (2o) Standard Colorimetric Observer in accordance with ASTM E308 for ordinary colors or ASTM E2152 for fluorescent colors.