



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 4, 2024

SUBJECT FAS Route 1707 (US 40)
Project HBFP-878Z(533)
Section (CX-B)B
Clark County
Contract No. 74562

Item No. 145, January 1st, 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 pages 2 and 11 of the Special Provisions.
3. Revised sheets 1-4 and 44 of the Plans.
4. Added sheets 43A 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,

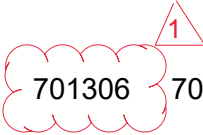
A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

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

MTS

Highway Standards:

701001 701006 701011 701301 701306 701311 701901 BLR-21



Traffic control standards shall be applied as directed by the Engineer. Suggested applications for each standard or details are as follows:

Traffic Control and Protection, Standard 701001: This standard shall be used where all vehicles, equipment, workers, or their activities are more than 15' from the edge of pavement.

Traffic Control and Protection, Standard 701006: This standard shall be used for work done on off-road operations greater than 24" from pavement edge up to 15' from pavement edge.

Traffic Control and Protection, Standard 701011: This standard is used where at any time any vehicle, equipment, workers, or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 1 mph or less. Typical applications include shoulder work.

Traffic Control and Protection, Standard 701301: This standard shall be used where at any time any vehicle, equipment, workers, or their activities are used to perform short time operations. Typical applications include pavement markings.

Traffic Control and Protection, Standard 701306: This standard shall be used for paving the detour road.



Traffic Control and Protection, Standard 701311: This standard shall be used for pavement markings.

Traffic Control and Protection, Standard 701901: This standard covers traffic control devices.

Traffic Control and Protection, Standard Blr-21: This standard is used in conjunction with detour signing.

APPROACH SLAB REMOVAL

Description. This work shall consist of the complete removal of the existing approach slab as shown in the plans. All pavement and appurtenances within the limits of the approach slab shall be removed. This includes, but not limited to, PCC pavement, HMA overlays, reinforcement, curbs, inlets, stabilized subbase, approach footing (sleeper slab), connector pavement, and expansion joint material adjacent to the approach slab.

Approach slab removal shall be performed in accordance with Section 440 and Article 442.05(a) of the Standard Specifications.

Method of Measurement. Approach slab removal will be measured for payment in place, and the area computed in square yards.

Basis of Payment. This work will be paid for at the contract unit price per SQUARE YARD for APPROACH SLAB REMOVAL.

Marathon Pipeline Att: Kendal Bruner Email: khbruner@marathonpetroleum.com Phone:	Pipeline	Contact Info Only
Zayo Fiber Att: Waylon Higgins Email: waylon.higgins@zayo.com Phone: 765-341-1199	Fiber	Contact Info Only
Metro Communications Att: Brandon Clawson Email: Bclawson@metrocomm.com Phone: 217-259-5508	Fiber	Contact Info Only
Fairpoint Communications (DBA Consolidated) Att: Wes Chambers Email: wes.chambers@consolidated.com Phone: 217-235-3355	Fiber	Contact Info Only

NOTIFICATION OF ROAD CLOSURE

The Contractor shall notify the Engineer a minimum of 14 days prior to the actual road closure. The Engineer will in turn notify the District Bureau of Operations – Traffic Unit of the impending closure. This will allow time for the Engineer to contact emergency services (police, fire, ambulance, county engineer, etc.).

The Contractor will not be allowed to close the road without the 14-day notice, and failure to provide proper notice will delay the road closure. This notice of road closure is considered part of the Contractor’s approved work schedule. Delays caused by failure to provide the required notice shall not be considered justification for a change in the completion date or additional work days.

ROAD CLOSURE

FAS 1707 (US 40) shall be closed to traffic using Standard BLR 21 for the replacement of structure number 012-0076. US 40 shall be closed to traffic a maximum of 120 consecutive calendar days and shall safely be open to traffic by November 15. Failure to safely open the road on or before November 15 will result in the Contractor paying liquidated damages for each calendar day beyond November 15 based on the total contract amount per Article 108.09. After safely opening US 40 to traffic, the Contractor will be allowed to remove all signing, complete all clean-up work, seeding, final pavement markings, punch list items, and any other items not affecting the roadway safety. Temporary lane closures will be allowed for this work.

