



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 4, 2026

SUBJECT FAI Route 64 (I-64)
Project NHPP-F981(281)
Section 95-(3,4)RS-2
Washington County
Contract No. 76M95

Item No. 150, June 12, 2026, 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 the Schedule of Prices
2. Revised page i-ii of the Table of Contents to the Special Provisions
3. Revised pages 1, 5, 8-10, 13, 15, 17, & 18 of the Special Provisions
4. Revised sheets 2-6, 8, 10, 14-16, 18-24, 81-88, 94, 108-109, 181, 183-186, and 188-189 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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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAI Route 64 (I-64), Project NHPP-F981(281), Section 95-(3,4)RS-2, Washington County, Contract No. 76M95, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

FAI Route 64 (I-64)
Project NHPP-F981(281)
Section 95-(3,4)RS-2
Washington County
Contract No. 76M95

LOCATION OF PROJECT

This project is located on IL 64 from approximately 0.5 miles west of Beaver Creek Pond to approximately 0.9 miles west of CH 11. This project includes the interchange at IL-127 in the City of Nashville

DESCRIPTION OF PROJECT

The proposed improvement consists of resurfacing and designed overlay of approximately 9.4 miles of I-64 in Washington County. Work includes the construction of a new right turn lane on ramp C and construction of four **MOT** crossovers which will remain for future bridge improvements.

Temporary concrete barriers will be used in stages 2 and 3 of the MOT plans. Other items of work include: Class A and Class B patching, guardrail removal and replacement, new signs, pavement marking, underdrain removal and replacement, new lighting at the IL 127 interchange, and all other necessary work required to complete the project.

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AVAILABILITY OF ELECTRONIC FILES

Electronic files of this project will be made available to the Contractor after contract award. Contractor shall coordinate obtaining electronic files through the Engineer. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the Department harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation.

The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the sole responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

EXPANSION JOINT (SPECIAL)

Description. This work shall consist of installing expansion joints per district detail on page 179 of the plans.

Method of Measurement. This work will be measured in place per FOOT along the longer side of the transverse dimension of the expansion joint.

Basis of Payment. This work will be paid for at the contract unit price per FOOT for EXPANSION JOINT (SPECIAL) as shown in the plans and as specified in the expansion joint detail, with the quantities specified on the detail, which price will include all ELASTOMERIC JOINT SEAL, REBAR, BASE COURSE, DOWEL BARS, and appurtenant items necessary to complete this work. No additional compensation will be allowed.

HOT-MIX ASPHALT SURFACE REMOVAL W/SKETCH OF ILLINOIS STANDARD W8-I107

Effective: October 1, 1985

Revised: February 7, 2020

This work shall consist of removing bituminous surface to the limits specified on the plans according to Section 440 of the Standard Specifications, except as herein modified.

Concrete patches which have to be partially removed will be paid for as HMA surface removal.

Manholes and valve vaults, which are exposed by the HMA surface removal and transverse cuts at the end of the day which are more than 1/2 inch deep shall be tamped with a bituminous cold mix. The cost of this temporary taper shall be included in the HMA surface removal.

When the removal width of the machine is less than the width of the lane, the operations shall be planned so that after the HMA surface for a portion of the lane has been removed that the remaining portion shall have been removed by the end of the day, so the two passes begin and terminate even with each other.

If the depth of removal is greater than 1/2 inch, the removal shall be tapered at the terminating point at the end of each day's operation when the lane is open to traffic. All materials, equipment,

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TRAFFIC CONTROL PLAN

Effective: July 12, 1993

Revised: May 12, 1997

Traffic control shall be in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction", the applicable guidelines contained in the "National Manual on Uniform Traffic Control Devices for Streets and Highways", Illinois Supplement to the National Manual of Uniform Traffic Control Devices, these special provisions, and any special details and highway standards contained herein and in the plans.

Special attention is called to Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction" and the following highway standards relating to traffic control:

701101 701106 701400 701401 701402 701406 701411 701423 701426 701428 701446 701456
701701 701901

In addition, the following special provision(s) will also govern traffic control for this project:

Traffic Control & Protection, Standard 701701 (Special)
Traffic Control & Protection (Special)
Installation of Temporary Concrete Barriers and/or Temporary Bridge Rail
Temporary Signing
Peak Hour Restrictions
Interim Completion Dates and Final Completion Date plus Working Days
Speed Display Trailer
Temporary Concrete Barrier
Vehicle and Equipment Warning Lights
Work Zone Traffic Control Devices

TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 (SPECIAL)

Description. This standard shall be used for the sub-staging of IL 127 and ramp C as detailed in the plans in sub-stage 2A and 2B. The Contractor shall follow the details on Standard 701701. Where at any time, day or night, any vehicle, equipment, workers, or their activities encroach on the pavement, median, or island, the Contractor shall have a flagger present for IL 127 traffic and ramp C traffic.

Basis of Payment. The work will be paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, STANDARD 701701 (SPECIAL)

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

Description. Traffic control shall be according to the applicable section of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, these special provisions, and any special details and highway standards contained herein and in the plans.

At the preconstruction meeting, the Contractor shall furnish the name of the individual in their direct employ who is responsible for the installation and maintenance of the traffic control of this project. If the actual installation and maintenance are to be accomplished by the sub-contractor, consent shall be requested of the Engineer at the time of the preconstruction meeting according to Article 108.01 of the Standard Specifications for Road and Bridge

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Construction. This shall not relieve the Contractor of the foregoing requirement for a responsible individual in their direct employ.

The Contractor shall furnish, erect, maintain, and remove all warning signs, flags, barricades, and lights according to Article 107.14 and Sections 701 and 703 of the Standard Specifications for Road and Bridge Construction, the latest editions of the Manual of Uniform Traffic Control Devices for Construction and Maintenance Operations”, these special provisions, and as directed by the Engineer.

This work shall be used for the 2,000’ of pavement resurfacing to the east of the project before construction. The Contractor shall follow the details on Standards 701402 and 701401 for the lane closures and approaches.

Method of Measurement. This work will be measured for payment as lump sum.

Basis of Payment. This work will be paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, (SPECIAL) and shall include all equipment, materials, labor, and any safety devices or measures required to complete the work.

PEAK HOUR RESTRICTIONS

During Work Before Construction, Pre-Stage, Stage 1, and Work After Construction the Contractor shall have a single lane closure, with barrels, in each direction along I-064. The Contractor shall not be permitted to conduct any type of operation that would impede the flow of single lane traffic during peak hours. 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.

Peak hours are defined as Monday through Friday:

**9:00 A.M. to 6:00 P.M. Westbound
9:00 A.M. to 7:00 P.M. Eastbound**

Should the Contractor fail to comply with the peak hours listed above, the Contractor shall be liable and shall pay to the Department \$1000, not as a penalty but as liquidated damages, for every 15-minute interval or portion thereof that the flow of traffic is impeded by the Contractor’s operations. The Department will deduct these liquidated damages from any monies due or to become due to the Contractor from the Department.

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INTERIM COMPLETION DATES AND FINAL COMPLETION DATE PLUS WORKING DAYS

General. The Contractor for this project is advised that the construction activities for this improvement will be governed by interim completion dates and a final completion date, plus an additional 25 working days, as specified in Article 108.05 of the Standard Specifications.

Construction Sequence. The suggested sequence of construction is included in the plans (see plan sheet titled "Maintenance Of Traffic - General Notes"). Deviations to the suggested sequence of construction as herein specified will not be permitted without prior written approval of the Engineer.

Description. The Contractor shall conduct and coordinate the construction activities in such a manner so as to complete all work **by November 15, 2028, with an additional 25 working days to complete those activities which do not require a permanent lane closure or to restore the construction site. Traffic shall be restored to the original lane configuration, two lanes in each direction and have open ramps along I-64 for the anticipated winter shut down period from November 15, to March 15, for each season. All lanes must be open to traffic on November 15 of 2026, 2027, and 2028.**

Construction Items Not Directly Affecting Stage Construction. Any items of construction on the mainline I-64 that do not require lane closures may be performed at any time. Any items of work that do not affect stage construction but will require lane closures shall be performed during the stage construction sequence of pre-construction, pre-stage, stage 1, stage 2, stage 3 or post-construction, and under the traffic control for the various stages. If this work is performed outside the restriction of the stage construction traffic control, no compensation will be allowed for any traffic control required or as directed by the Engineer.

Failure to complete the work on time. Should the Contractor fail to complete the work on or before the interim and final completion dates as noted above, or within such extended time allowed by the Department, the Contractor shall be liable to the Department per the stipulations shown in Article 108.09 of the Standard Specifications for liquidated damages.

TEMPORARY SIGNING

Description. The Contractor may be required to provide signage in addition to that required by the traffic control standards and Section 701 of the Standard Specifications. When additional signs are required as determined by the Engineer, they shall include furnishing, erecting, maintaining, and removing said signs. This pay item includes temporary signage included on the maintenance of traffic plan for the mainline construction for stages 2A thru 3B.

Basis of Payment. The work will be paid for at the contract unit price per EACH for TEMPORARY SIGNING.

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CONNECTION TO EXISTING CULVERT

Description. This work shall consist of connecting a proposed culvert to an existing culvert in accordance with Section 550 and 602 of the Standard Specifications at locations shown in the plans. The Contractor shall take all necessary precautions to minimize any damage to the existing culvert. The Contractor shall provide a watertight connection to the culvert to the satisfaction of the Engineer.

Method of Measurement. This work will be measured in place per EACH.

Basis of Payment. This work will be paid for at the contract unit price per EACH for CONNECTION TO EXISTING CULVERT.

REMOVE AND RELOCATE SIGN PANEL

Description. This work will consist of removing and relocating existing signs on new posts or sign supports according to applicable portions of Section 724 of the Standard Specifications, at locations shown on the plans, and as directed by the Engineer.

Care will be taken by the Contractor to not damage the existing sign panels. Any signs that are to be relocated that are found to be damaged by the Contractor will be replaced with new signs of the same size and type by the Contractor at no additional cost to the department.

Removal and disposal of existing signposts will be included in this item with no additional cost. New signposts and/or sign supports will be paid for separately.

Basis of Payment. This work will be paid for at the contract unit price per EACH for REMOVE AND RELOCATE SIGN PANEL, which price will include all hardware necessary to connect existing sign panel to new signposts and removal of existing signposts. No additional compensation will be allowed.

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HOT-MIX ASPHALT SHOULDER, SPECIAL

Description. This work shall consist of the construction of the shoulder as shown in the plans. This work shall be done in accordance with applicable portions of the Standard Specifications.

General. HOT-MIX ASPHALT SHOULDER (SPECIAL) shall include all proposed shoulder as shown in the plans and the noted in the HOT-MIX ASPHALT SHOULDER, VARIABLE DEPTH EASTBOUND and HOT-MIX ASPHALT SHOULDER, VARIABLE DEPTH WESTBOUND schedule.

Method of Measurement. This work will be measured for payment in units of TONS.

Basis of Payment. The work required to place HOT-MIX ASPHALT SHOULDER (SPECIAL) as shown in the plans will be paid for at the contract unit price per TON for HOT-MIX ASPHALT SHOULDER (SPECIAL).

CONCRETE HEADWALL (SPECIAL)

Description. This work shall consist of installing concrete headwalls at the locations shown in the plans. Concrete headwall installation shall follow the **detail** shown in the plans. This work shall be done in accordance with applicable portions of the Standard Specifications.

Method of Measurement. This work will be measured for payment in units of each at pipe underdrain outlet locations.

Basis of Payment. This work will be paid for at the contract unit price per EACH for CONCRETE HEADWALL (SPECIAL).

PIPE UNDERDRAIN

All pipe underdrain trenches shall be backfilled with CA 16 only. The trench shall be backfilled up to the bottom of the existing shoulder pavement section. This aggregate backfill will be included in the pay items for pipe underdrain. Underdrain shall be installed to a depth of 30" to bottom of the pipe. The standard indicates nominal 24", which is not deep enough to get the bottom of underdrain below the aggregate subgrade.

PIPE UNDERDRAIN REMOVAL (SPECIAL)

Description. Existing pipe underdrains within the project limits shall be removed and disposed of by the Contractor. Any underdrain trenches that are below the elevation of the proposed subgrade shall be filled with impervious material and compacted to the satisfaction of the Engineer to match the proposed subgrade.

Basis of Payment. This work will be paid for at the contract unit price per FOOT for PIPE UNDERDRAIN REMOVAL (SPECIAL), which includes removing the existing pipe underdrain system, including the outlet pipes, and filling low spots with impervious material.

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Basis of Payment. This work will be paid for at the contract unit price per SQUARE YARD for CONCRETE PAVEMENT SCARIFICATION, which shall include all labor, material, and equipment necessary to complete the work as specified, including disposal. No additional compensation will be allowed.

TUBULAR MARKER

Description. This work consists of installing, removing, storing, and reinstalling flexible delineators at locations shown in the plans or as directed by the Engineer. The flexible delineator is installed in an anchor cup in the middle of the south crossover.

An additional set of **13** flexible delineators **(as shown in the schedule)** will be delivered to IDOT's maintenance yard at 9571 IDOT Shed Rd in Nashville, IL.

Basis of Payment. The work will be paid for at the contract unit price per EACH for TUBULAR MARKER

SLOTTED DRAIN WITH VARIABLE SLOT

Description. This work shall consist of furnishing and installing slotted drains at the locations shown in the plans. This work shall be performed as described herein, as detailed in the plans, and as directed by the Engineer. Slotted drain shall be corrugated steel pipe conforming with the applicable requirements of Section 542 of the Standard Specifications, the detail shown in the plans, and as described herein.

The pipe shall be cut along the longitudinal axis and reinforced with a grate of solid spacer bars. The grate assemble shall be made from structural steel suitably welded to form the open slot and shall be hot-dip galvanized to meet the provisions of AASHTO M 111. The slot depth shall be as shown in the plans. The slot width shall vary between 2 ½ and 6 inches as shown on the plans. Spacer bars shall be 3/16 inch solid web spaces on 6 inch centers for the full depth of the grating.

Joints and couplers for slotted drain shall provide ring compression capability across the full width of the joint. The band shall butt up against the grating. A single band bolt shall be provided for band tensioning.

The slotted drain shall be installed in a trench excavated to the required grade, wide enough to accommodate the drain pipe. If the trench is excavated too deep, the additional depth shall be filled with approved fine aggregate and compacted to the satisfaction of the Engineer. The slotted drain must be properly positioned in the trench prior to backfilling. The upper end of the drain shall be capped as directed by the Engineer.

Method of Measurement. This work will be measured in place in feet. The limits shall be from the outer limits of the slots. The work outside these limits will be measured in place in feet but will be paid for separately.

Basis of Payment. This work will be paid for at the contract unit price per FOOT for SLOTTED DRAIN WITH VARIABLE SLOT of the size specified, which shall include all accessories

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required for connecting the slotted drain pipes and connections to drainage structures where necessary.

The work outside the limits will be paid for as Pipe Culverts of the type and size specified.

DRAINAGE STRUCTURES TO BE ADJUSTED

Description. This work shall consist of re-setting flared end sections which are disconnected from the culvert pipe. The Contractor will reconnect existing pipe to the satisfaction of the Engineer. Care will be taken by the Contractor to not damage the existing flared end sections or grates beyond current condition. This work will be completed in accordance with the relevant sections of the Standard Specifications.

Method of Measurement. This work will be measured in place per each.

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