



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 1, 2022

SUBJECT FAI Route 70/ FAS Route 689 (I-70/CH 9)  
Project NHPP-STP-3CE6(270)  
Section (012-49,50)RS-4  
Clark County  
Contract No. 74257  
Item No. 168, June 17, 2022 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
3. Revised pages 2-4, and 6-7 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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## TRAFFIC CONTROL PLAN

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 Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, these Special Provisions, and any other special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09, 107.14, and 107.15 of the Standard Specifications for Road and Bridge Construction, the following Highway Standards and Special Details relating to traffic control, and these Special Provisions.

Highway Standards:

701101 701106 701301 701306 701311 701336 701400 701401  
701406 701411 701426 701428 701456 701901 704001



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 lane open at all times in each direction on I-70 mainline and interchange ramps.

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

### TRAFFIC CONTROL AND PROTECTION, STANDARD 701101

Traffic Control and Protection, Standard 701101 shall be used for work on I-70 that is 2' to 15' away from the edge of pavement. This work may include but not necessarily be limited to guardrail work, delineator work, earthwork, riprap, and seeding.

Traffic Control and Protection, Standard 701101 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

### TRAFFIC CONTROL AND PROTECTION, STANDARD 701106

Traffic Control and Protection, Standard 701106 shall be used for work on I-70 that is more than 15' away from the edge of pavement. This work may include but not necessarily be limited to earthwork and seeding.

Traffic Control and Protection, Standard 701106 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

### TRAFFIC CONTROL AND PROTECTION, STANDARD 701301

Traffic Control and Protection, Standard 701301 shall be used for work on non-freeway roads where work requires lane closures for short time operations. This work may include but not necessarily be limited to marking patches, field surveying, string line, utility operations, or cleaning of pavement.

Traffic Control and Protection, Standard 701301 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

Revised 5-26-2022

TRAFFIC CONTROL AND PROTECTION, STANDARD 701306

Traffic Control and Protection, Standard 701306 shall be used for work on non-freeway roads where work requires lane closures for slow moving operations. This work may include but not necessarily be limited to HMA surface removal or paving.

Traffic Control and Protection, Standard 701306 will be measured for payment on a lump sum basis and paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, STANDARD 701306.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701311

Traffic Control and Protection, Standard 701311 shall be used for work on non-freeway roads where work requires lane closures for moving operations. This work may include but not necessarily be limited to pavement marking.

Traffic Control and Protection, Standard 701311 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701336

Traffic Control and Protection, Standard 701336 shall be used for work where construction operations will encroach in the area between the centerline and a line 24 in outside the edge of pavement. Typical applications may include patching.

Traffic Control and Protection, Standard 701336 will be measured for payment on a lump sum basis and paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, STANDARD 701336.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701400

Traffic Control and Protection, Standard 701400 shall be used on I-70 for approaches to workzones requiring a lane closure on I-70.

Traffic Control and Protection, Standard 701400 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701401

Traffic Control and Protection, Standard 701401 shall be used on I-70 for work areas requiring a lane closure on I-70. These operations shall include but not necessarily be limited to pavement patching, HMA surface removal, HMA resurfacing, and HMA shoulders. This standard shall always be used in conjunction with Traffic Control and Protection, Standard 701400.

Traffic Control & Protection, Standard 701401 will be measured for payment on a lump sum basis and paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, STANDARD 701401.

~~TRAFFIC CONTROL AND PROTECTION, STANDARD 701402~~

~~Traffic Control and Protection, Standard 701402 shall be used on I-70 for work areas requiring a lane closure on I-70 utilizing temporary concrete barriers. These operations shall include but not necessarily be limited to the removal and replacement of pavement and large pavement patching areas. This standard shall always be used in conjunction with Traffic Control and Protection, Standard 701400.~~

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~~Traffic Control & Protection, Standard 701402 will be measured for payment on an each basis and paid for at the contract unit price per EACH for TRAFFIC CONTROL AND PROTECTION, STANDARD 701402.~~

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TRAFFIC CONTROL AND PROTECTION, STANDARD 701406

Traffic Control and Protection, Standard 701406 shall be used on I-70 for daylight operations only where work encroaches on the lane adjacent to a shoulder or on the shoulder within 2' of the edge of pavement.

Traffic Control & Protection, Standard 701406 will be measured for payment on a lump sum basis and paid for at the contract unit price per LUMP SUM for TRAFFIC CONTROL AND PROTECTION, STANDARD 701406.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701411

Traffic Control and Protection, Standard 701411 shall be used on I-70 for operations requiring lane closures on I-70 in close proximity to the entrance and exit ramps at interchanges. These operations may include but not necessarily be limited to pavement patching, HMA surface removal, HMA resurfacing, and HMA shoulders. The interchange ramps shall be kept open to traffic at all times. The yield signs required by Standard 701411 shall be placed as directed by the Engineer. Additional drums or cones shall be required 200 feet prior to the ramp opening on the mainline. The devices shall be placed at 50-foot centers to help delineate the location of the ramp opening. Dual display ROAD CONSTRUCTION AHEAD & BE PREPARED TO STOP signs shall be placed at all ramp locations within the project limits. No additional compensation will be allowed for complying with these requirements.

Traffic Control & Protection, Standard 701411 will be measured for payment on an each basis and paid for at the contract unit price per EACH for TRAFFIC CONTROL AND PROTECTION, STANDARD 701411.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701426

Traffic Control and Protection, Standard 701426 shall be used on I-70 for operations, which include but is not limited to striping and RRPM operations, requiring stationary operations up to 1 hour or a continuous or intermittent moving operation where the average speed of movement is greater than 1 mph.

Traffic Control and Protection, Standard 701426 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701428

Traffic Control and Protection, Standard 701428 shall be used for setup and removal of lane closures on freeways/expressways.

Traffic Control and Protection, Standard 701428 will not be measured for payment, in accordance with Article 701.19(a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701456

Traffic Control and Protection, Standard 701456 shall be used for work on ramps that require partial exit ramp closure. This work may include but not necessarily be limited to patching and pavement markings.

### **HOT-MIX ASPHALT SHOULDERS, SPECIAL**

This work shall consist of placing the final shoulder surface over HMA SHOULDERS, 10" at locations and depths shown in the plans. This work shall be in accordance with Section 482 of the Standard Specifications.

This work shall be paid for at the contract unit price per TON for HOT-MIX ASPHALT SHOULDERS, SPECIAL.

### **HOT-MIX ASPHALT 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 shall be in accordance with Section 440 of the Standard Specifications.

This work will be not be paid for separately but shall be included in the cost of the HMA Surface Removal pay items.

### **HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH**

This work shall consist of the removal of the existing hot-mix asphalt surface along I-70 eastbound and westbound down to the concrete at locations shown in the plans and as directed by the Engineer. This work shall be in accordance with Section 440 of the Standard Specifications.

The work shall be paid for at the contract unit price per SQUARE YARD for HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH.

### **LINEAR DILENEATION 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 retro reflective 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.~~

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~~Daytime color requirements shall be determined from measurement of the retro-reflective 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 (2ø) Standard Colorimetric Observer in accordance with ASTM E308 for ordinary colors or ASTM E2152 for fluorescent colors.~~

~~Chromaticity Limits for White~~

<del>-</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>Limit Y (%)</del>	
<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>Min</del>	<del>Max</del>
<del>White</del>	<del>0.303</del>	<del>0.287</del>	<del>0.368</del>	<del>0.353</del>	<del>0.340</del>	<del>0.380</del>	<del>0.274</del>	<del>0.316</del>	<del>40</del>	<del>-</del>

~~Chromaticity Limits for Fluorescent Orange~~

<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>Total Luminance</del>	
<del>-</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>Factor Y (%)</del>
<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>Min</del>
<del>Fluor. Orange</del>	<del>0.595</del>	<del>0.351</del>	<del>0.645</del>	<del>0.355</del>	<del>0.583</del>	<del>0.416</del>	<del>0.542</del>	<del>0.403</del>	<del>30</del>	<del>-</del>	<del>-</del>

~~Chromaticity Limits for Fluorescent Yellow~~

<del>-</del>	<del>*</del>	<del>Y</del>	<del>*</del>	<del>Y</del>	<del>*</del>	<del>y</del>	<del>*</del>	<del>y</del>	<del>Total Luminance</del>	
<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>
<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>	<del>-</del>
<del>Fluor. Yellow</del>	<del>0.524</del>	<del>0.424</del>	<del>0.557</del>	<del>0.442</del>	<del>0.479</del>	<del>0.520</del>	<del>0.454</del>	<del>0.491</del>	<del>40</del>	<del>-</del>

General.

~~Temporary. Two (2) panels shall be placed on each section of temporary concrete barrier wall 6 inches down from the top. These panels shall be alternating white and fluorescent orange, have a spacing of 28 inches apart, and centered horizontally on each section of barrier wall. These panels shall be used in lieu of the Type C Crystal colored reflectors shown on Standard 704001.~~

~~Permanent. Panels shall be placed on each new or existing concrete parapet wall 6 inches down from the top and shall remain in place after the project has been completed. The panels color shall match the adjacent edge line and placed on the parapet wall spaced at 50-foot centers and centered horizontally. These panels shall be used in lieu of the typical reflector markers shown on Standard 635011.~~

~~Basis of Payment. The Linear Delineation Panels will not be paid for separately but shall be considered included in the cost of the contract.~~