



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 30, 2018

SUBJECT: FAI Route 57 (I-57)
Project NHPP-03DZ(642)
Section (X-4)R-2; (28-5-1,28-5)R-1
Williamson and Franklin Counties
Contract No. 78363
Item No. 59, November 9, 2018 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 the Table of Contents to the Special Provisions
2. Revised pages 5 and 12 of the Special Provisions
3. Revised sheets 43,49,50,52,54,64 and 65 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,

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

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger' followed by a small 'P.E.'.

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

cc: Jeffrey Keirn, Region 5, District 9; Tim Kell

CWR/cr

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- (c) Traffic must be reduced to one lane when workers are present while work is being performed in the middle lane.
- (d) Traffic control setup, switching of stages, and removal shall only be done at off peak hours.
- (e) All construction access points shall be approved by the Engineer.

If at any time the signs are in place but not applicable, they shall be turned from the view of motorists or covered as directed by the Engineer.

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

This work shall consist of furnishing, erecting, maintaining, relocating and removing all traffic control items as shown in the Maintenance of Traffic Plans and in the traffic control standards listed in the TRAFFIC CONTROL PLAN special provision. Items shall include temporary and permanent signs, changeable message signs, drums, barricades and all other equipment, hardware, and labor necessary to maintain the lane shifts and/or closures. This shall include any special signs as shown on the Maintenance of Traffic Control Plan. The Contractor will be required to install, maintain, remove, and relocate traffic control items numerous times as shown on the Maintenance of Traffic Control Plan or as directed by the Engineer. Placement and removal of all temporary pavement markings used for lane shifts and the different stages of construction shall be included in the cost.

Basis of Payment. Traffic Control and Protection will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

TRAFFIC CONTROL STAGING

The Contractor shall provide a staging plan to the District's Project Implementation Engineer within 10 days of the award of the contract. The plan should detail the sequence of construction for all of the work shown in the plans. Special attention should be given to the work required to implement the proposed lane shifts and the work needed to remove the lane shifts. The plan will indicate any lane closures and the location of traffic with each stage (day and night). Work shall not begin until the plan is approved in writing by the Engineer. The Contractor must use the stages shown in the plans when developing their plan for approved by the Engineer. Detailed information for traffic control for each construction stage is noted on the Maintenance of Traffic and Construction Staging sheets located in the plans.

EXISTING MEDIAN DITCH TREATMENT

This item of work shall consist of improving the subgrade of the existing median ditches to provide a stable base for the proposed median shoulder.

The top 12 inches of existing median ditch bottom shall be processed utilizing a disk, tiller or another method approved by the Engineer. Lime shall be used as a drying agent, to increase stability, at an application rate of 2%, or as determined by the Engineer, by weight of the soil. The subgrade shall be compacted to achieve a minimum immediate bearing value (IBV) of 8.0 before new embankment is placed.

If the subgrade does not achieve the minimum IBV after processing and compacting, due to instability at a depth greater than 12 inches, the unstable soil shall be undercut and replaced with rockfill at locations and at depths determined by the Engineer. The material to be used for rockfill shall be granular material that will provide a stable platform for construction. The granular material shall be 3" bedding stone meeting the gradation limits of RR 1. The rockfill shall be placed in lifts not exceeding 12" and compacted in a manner approved by the Engineer. Scrapers or other equipment which result in excessive rutting of the rockfill will not be allowed on the rockfill. The rockfill shall be capped with a minimum of 4" of granular material meeting the gradation limits of CA 6 or CA 10. The CA 6 or CA 10 lift shall be compacted with a steel wheel roller meeting the requirements of Note 1 to 95% of the Standard Proctor density as determined by AASHTO T 99.

Note 1. Steel rollers shall weigh not less than 6 tons (5.5 metric tons) nor more than 12 tons (11 metric tons), and shall have a compression on the drive wheels of not less than 190 lb/in. (33 N/mm) nor more than 400 lb/in (70 N/mm) of width of roller.

The excavated undercut material may be used elsewhere in the embankment, at no additional cost to the Department, subject to the following restrictions: 1) the placement location of the undercut soils must be approved by the Engineer, and 2) the moisture content of the undercut material must be reduced by thorough diking to not more than 110% of Standard Proctor Optimum.

Processing and compacting the ditch bottom will not be measured for payment but shall be included in the cost of EARTH EXCAVATION. Lime used as a drying agent in the ditch bottom will be paid at the contract unit price per ton for LIME. If necessary, undercut and rockfill in the ditch bottom will be paid according to Article 109.04 of the Standard Specifications.

SUBBASE GRANULAR MATERIAL, TYPE A 10"

The three day cure, required by Article 311.05 as stated in the first sentence of the second paragraph, shall be waived for the work located under the existing pavement and existing outside shoulder at the overpasses located at the following stations:

Northbound: 236+35 to 241+80, 79+50 to 84+10, 163+40 to 168+30
Southbound: 236+60 to 241+84, 79+20 to 84+40, 163+40 to 168+30

The subbase granular material shall be composed of a 5" bottom lift of CA 7 or CA 11 and a 5" top lift of CA 6 or CA 10. See sheet 5 in the plans.

The cost of these requirements are included in the cost of SUBBASE GRANULAR MATERIAL, TYPE A 10".