



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 13, 2018

SUBJECT: FAI Route 255 (I-255)  
Section 60-8RS-2  
Madison County  
Contract No. 76L00  
Item No. 49, April 27, 2018 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 sheets 4 and 7 of the Special Provisions
3. Revised sheets 2, 3 and 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,

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

A handwritten signature in black ink, reading "Ted B. Walschleger, P.E." with a stylized flourish at the end.

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

cc: Jeffrey Keirn, Region 5, District 8; Tim Kell;

CWR/ck

## **WEEKEND CLOSURE**

The Contractor for this section is advised that he will be required to complete all patching, milling and resurfacing under weekend closures. He must conduct and coordinate the construction operations for this section in such a manner so as to cause the least interference or inconvenience to the motoring public and to otherwise maintain traffic as herein specified.

The Contractor is responsible for coordinating, furnishing, installing, maintaining, monitoring, relocating, and the complete removal of all traffic control devices necessary to successfully and safely accomplish the weekend closures of the Northbound and Southbound exit and entrance ramps of I-255 at Horseshoe Lake Road in accordance with the Standard Specifications, these provisions, and applicable highway standards.

The northbound and southbound exit and entrance ramps at I-255 at Horseshoe Lake Road will be closed to traffic for the construction of the proposed improvements. The Contractor will be given ONE weekend to complete the patching, milling and paving of each exit ramp (2 weekends total). The road closure will not commence before 9:00 pm Friday night and will reopen to traffic prior to 5:00 am Monday.

Should the Contractor fail to have the northbound and southbound exit and entrance ramps open to traffic outside of the defined weekend closure hours, 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.

Changeable Message Signs shall be placed North and South of the interchange on I-255 and East and West of the interchange on Horseshoe at the direction of the Engineer on the Friday prior to the weekend closure (7 days prior) to inform motorist of the upcoming closure. The Changeable Message Signs shall remain up during the weekend closure and can be used to direct traffic to the nearest state route as no detour signing will be provided due to the short duration of this closure.

Traffic Control for the ramp closures and the Changeable Message Signs will be paid for separately.

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

Effective: October 1, 1985

Revised: August 10, 2007

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.

The cuttings from the hot-mix asphalt surface removal shall become the property of the Contractor, unless otherwise noted in the General Notes, and their salvage value shall be reflected in the contract unit price for HOT-MIX ASPHALT SURFACE REMOVAL.

Concrete patches which have to be partially removed will be paid for as HOT-MIX ASPHALT SURFACE REMOVAL.

Revised 4/13/18

## **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:

701011      701451      701456      701501      701901

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

Construction and Maintenance Sign Supports  
Peak Hour Restrictions  
Weekend Closure

## **DETECTOR LOOP REPLACEMENT**

This work shall consist of furnishing and installing a detector loop, of the type specified in the plans, in the pavement in conformance with the requirements of the plans, Sections 873 & 886 of the Standard Specifications, and Standards 886001 and 886006, with the following exceptions:

Replace the third paragraph of Article 886.04(a) with the following:

The loop wire shall be held tightly in the bottom of the sawed slot by means of a plastic foam type material. The "backer rod" shall completely cover the wire and provide a barrier between the wire and the sealant. The loop wires not imbedded in the pavement shall be evenly twisted approximately 5 turns per foot. The depth of the sawed slot shall be as required to provide a minimum of one inch clearance between the surface of the pavement and the top of the backer rod. When loops are placed in the binder or base course of bituminous pavement and will be covered by an additional surface course, the clearance may be reduced to one-half inch.

Each detector loop lead-in shall be installed in a separate conduit as shown in the plans. This conduit extends from the edge of the pavement to the nearest handhole.

At all locations where pavement joints that are not doweled or pavement separation cracks (including areas where bituminous pavement abuts concrete pavement) are encountered by the slots sawed for the placement of the detector loops or lead-ins, a cored expansion hole shall be made per Standard 886001. The cored expansion holes are included in this pay item and no additional compensation will be made. The location of all detector loops and number of turns shall be approved by the Engineer before any slots are sawed in the pavement.

Revised 4/13/18