



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 28, 2021

SUBJECT: FAI Route 57 (I-57)  
Project NHPP-MID2(911)  
Section (10-34-1)HBK  
Champaign County  
Contract No. 70B99  
Item No. 221, June 11, 2021 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 vi of the Table of Contents to the Special Provisions.
3. Revised page 11 of the Special Provisions.
4. Added pages 261-262 to the Special Provisions.
5. Revised sheets 1, 2, 14, 15, 17, 25, 29, 176, 320, 647, 680, 813, 847, 863, and 870 of the Plans.
6. Added sheet 384A to the Plans.
7. Deleted sheets 712, 729, and 887 from 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

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These off-peak interstate single lane closures will not be measured separately for payment but shall be included in the contract lump price for TRAFFIC CONTROL AND PROTECTION (SPECIAL). This price shall include all labor, materials, and equipment required to furnish, install, maintain, and remove all traffic control devices and signs associated with the lane closures as detailed herein. Traffic Control and Protection Standards 701400, 701401, and 701411 will not be measured separately for payment when used in accordance with the requirements above but shall be included in the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL) with no additional compensation allowed.

## **RAMP CLOSURES WITH DETOUR**

Ramp closures with detours shall be utilized for completing ramp connections and other staging requirements shown in the Maintenance of Traffic Plans. This work shall consist of furnishing, maintaining, and removing all traffic control devices in accordance with this special provision.

The Contractor shall close the ramps using Traffic Control and Protection Standard 701451, District 5 Standard 70103710, and the details shown in the plans. The District Five Traffic Operations Department shall be notified (217-251-4859) at least 3 working days – 72 hours (weekends and holidays do not count into these 3 working days – 72 hours notification) in advance of the proposed road closures and shall be coordinated by the Contractor with the Engineer.

The following are the locations and durations of closures allowable:

### Stage 2

Existing Ramp B: 4 weeks  
Existing Ramp C: 12 months  
Existing Ramp G: 1 week

### Stage 3A

Existing Ramp D: 2 weeks  
Existing Ramp E: 2 weeks  
Existing Ramp F: 4 weeks

The allowable closures for Stage 3A have been identified to assist the Contractor in completing a portion of the foundation work necessary for the construction of the bases for the ramp flyover piers. Most of the work required for structure excavation, pile driving operations and concrete/reinforcement associated with the pile cap / footing is anticipated to be completed while the ramps remain open to traffic but shifted onto temporary pavement per the Maintenance of Traffic Plans. Given the proximity of the workzone to the ramp travelled way, a short-term temporary closure is allowed for the Contractor to complete the proposed pile cap / footing work that is closest to the travelled way. All remaining pier work above ground shall be completed while the ramps remain open to traffic.

### Stage 4

Existing Ramp F: 2 weeks

These closures will not be measured separately for payment but shall be included in the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL). This price shall include all labor, materials, and equipment required to furnish, install, maintain, and remove all traffic control devices and signs associated with the road closures as detailed herein. Traffic Control and Protection Standard 701451 and District 5 Standard 70103710 will not be measured separately for payment when used in accordance with the requirements above but shall be included in the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL) with no additional compensation allowed.

Revised May 28, 2021

## TEMPORARY TRAFFIC SIGNAL INSTALLATION

This work shall consist of furnishing and installing temporary traffic signals at the I-57 and Market Street ramp terminal intersections as shown on the plans. The proposed temporary traffic signals shall be installed in accordance with Standard 880001, Section 890 of the Standard Specifications and the special provisions included herein.

The temporary signals shall be fully installed and operational prior to the proposed temporary lanes closures and implementation of the planned detour routes. The temporary lane closures shall be open and the marked detour routes removed before the temporary traffic signal installation is disconnected and removed.

The temporary traffic signal installation shall include but not be limited to the following items to provide a fully functional and operational system throughout the duration of a marked detour along the route:

- Temporary traffic signal heads
- Wood poles
- Temporary traffic signal controller in cabinet
- Temporary electrical service (including all utility connection fees)
- Payment by Contractor for utility power costs to operate signals for up to 1-year
- Span wires and all guy wires necessary for anchorage
- Vehicle detection system to provide actuation for approaching vehicles
- Phasing diagrams for implementation of the signal timing

The Contractor shall coordinate and pay for a temporary electrical service installation in the northeast quadrant of the interchange, near the existing lighting service, and the temporary signal controller shall be located in this area and be powered in conjunction with that service location.

The wood poles furnished for the temporary traffic signal installation shall be Class III or better. It shall be the Contractor's responsibility to provide wood poles of sufficient length to maintain the clearance requirements in Standard 880001.

There shall be at least two (2) signal indications operational at all times for the through movements on each approach to the intersection. There shall be at least two (2) signal indications operational at all times for each ramp approach. Generally, signal heads for any traffic movement shall be placed over the middle of the lane of that movement. Adjustments will be allowed to place signal heads within the width limits of a lane when necessary. The final location of all traffic control items shall be verified by the Engineer in the field.

The Contractor shall furnish sufficient cable slack to allow relocation of signal heads to any position on the span wire. Each temporary traffic signal head shall have its own individual cable from the controller cabinet to the signal head. The temporary traffic signals shall remain in operation during all times the detour routes are marked and active.

All signal heads shall have 300 mm (12") indications.

Added May 28, 2021

The temporary traffic signals are to be controlled by a temporary controller furnished and installed by the Contractor and the controller shall be configured to control the intersection as a minimum 8 phase operation. The Contractor shall be required to provide a Phase Designation Diagram for review and approval by the Engineer that includes a northbound ramp diagram that shows phase 2 as eastbound, phase 6 as westbound and phase 8 as northbound. The southbound ramp diagram should show phase 2 as eastbound, phase 6 as westbound and phase 4 as southbound. The Contractor provided phasing and signal timings shall be reviewed and approved by the District 5 Traffic Signal Systems Engineer (David Burkybile 217-466-7383 desk, 217-264-6035 cell). Notification of temporary signal turn-on and turn-off shall be provided to the Traffic Signal Systems Engineer a minimum of 5 working days in advance of the turn-on or turn-off operation.

The Contractor shall be required to furnish, install and maintain a vehicle detection system at each intersection to provide actuation for approaching vehicles. Vehicle detection can be accommodated by video, detector loops or microwave sensors. The Contractor is required to submit a plan with details on the type of detection system and the detector placement layout to the Engineer for approval prior to installation of the vehicle detection system.

All hardware necessary to install the span wire, signal heads, wood poles, guy wires and any other item necessary for the complete installation of the temporary traffic signals shall be provided.

Compliance with this special provision shall be considered as included in the contract unit price EACH for TEMPORARY TRAFFIC SIGNAL INSTALLATION and shall include maintenance and adjustments for each intersection as required. No additional compensation will be allowed.

Added May 28, 2021