



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 7, 2023

SUBJECT: Various Routes
Section D4 Bridge Painting 2023
Various Counties
Contract No. 68H58
Item No. 177, June 16, 2023 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 pages 3, 5, and 6 of the Special Provisions.
2. Revised sheets 1 and 6 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

LOCATION OF UNDERGROUND STATE MAINTAINED FACILITIES

Effective: August 3, 2007 Revised: July 31, 2009

The Contractor shall be responsible for locating existing and proposed IDOT electrical facilities (traffic signal, overhead lighting, Intelligent Transportation System, etc.) prior to performing any work at his/her own expense if required. The Contractor shall also be liable for any damage to IDOT facilities resulting from inaccurate locating.

The Contractor may obtain, on request, plans for existing electrical facilities from the Department.

The Contractor shall also be responsible for locating and providing protection for IDOT facilities during all phases of construction. If at any time the facilities are damaged, the Contractor shall immediately notify the Department and make all necessary arrangements for repair to the satisfaction of the Engineer. This work will not be paid for separately, but shall be included in the contract bid price.

TRAFFIC CONTROL PLAN

Effective: March 22, 2023

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 special details and Highway Standards contained herein and in the plans.

Special attention is called to Section 701 and Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction" and the following Highway Standards relating to traffic control:

| | | | | | |
|--------|--------|--------|--------|---------------|--------|
| 701001 | 701006 | 701101 | 701106 | 701206 | 701321 |
| 701400 | 401402 | 701411 | 701423 | 701451 | 701456 |
| 701601 | 701701 | 701901 | 704001 | | |

Traffic: It is the intention of the Department that, unless otherwise specified, all routes be kept open to traffic at all times during the construction. At any particular location when a lane is closed to traffic, the Contractor shall keep all equipment, materials, and vehicles out of the opposing lane and off the Right-of-Way.

The following traffic control standards shall be utilized during, but not limited to, the listed construction operations:

TRAFFIC CONTROL AND PROTECTION, STANDARD 701001:

This standard shall be utilized when any vehicle, equipment, workers, or their activities are more than 15 feet from the edge of pavement on two lane roadways. Traffic Control and Protection, Standard 701001 will not be measured for payment.

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TRAFFIC CONTROL AND PROTECTION, STANDARD 701423:

Traffic Control and Protection, Standard 701423 shall be used at locations 2, 3, 8, 9, and 10 anytime vehicle, equipment, workers, or their activities will encroach on the pavement or on the shoulder within 24 (600) of the edge of pavement for daylight operation exceeding one (1) day and where temporary concrete barrier is utilized.

Traffic Control and Protection, Standard 701423 will be measured for payment for each location on Traffic control summary.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701451:

Traffic Control and Protection, Standard 701451 shall be used at locations 8, and 9 for the closure of the ramp from eastbound IL 116 to westbound US 150. The ramp may be closed for up to 15 nights from 8 pm to 6 am to allow for the performance of work over the ramp and shoulders. Any traffic impacts to the ramp outside the hours of 8 pm to 6 am or beyond the 15 nights will require prior approval from the Engineer. The 15 nights do not need to be consecutive, but any closure will count as a full night. Two Changeable Message Boards, one on eastbound IL 116 and one at the ramp closure will be required with the message:

| | |
|-----------|-----------|
| RAMP TO | USE |
| WB US 150 | ALTERNATE |
| CLOSED | ROUTE |

Traffic Control and Protection, Standard 701451 and the associated Changeable Message Boards will not be measured for payment but shall be included in the cost for pay items CLEANING AND PAINTING STEEL BRIDGE NO. 8 and CLEANING AND PAINTING STEEL BRIDGE NO. 9.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701456:

Traffic Control and Protection, Standard 701456 shall be used at locations 2 and 3 anytime on ramps, drop-offs at the edge of pavement greater than 1-1/2" (38mm) caused by contractor's operation will be allowed only on one side of the ramp at a time.

Traffic Control and Protection, Standard 701456 will be measured for payment for lump sum for each location on Traffic control summary.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701601:

Traffic Control and Protection, Standard 701601 shall be used at location 10 any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in urban areas.

Traffic Control and Protection, Standard 701601 will be measured for payment for lump sum for each location on Traffic control summary.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701701:

Traffic Control and Protection, Standard 701701 shall be used at location 7 any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Traffic Control and Protection, Standard 701701 will be measured for payment for lump sum for each location on Traffic control summary.

ADDITIONAL TRAFFIC CONTROL SIGNS

On the approach roadways for each overhead bridge, "Road Construction Ahead" and "Worker" signs shall be added in accordance with 701006 and 701106 anytime work activities are conducted on top of the structure. The cost of furnishing, installing, maintaining, relocating, and removing these signs will be included in the cost of Traffic Control and Protection Standard 701402 with no additional compensation allowed.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701402:

HIGHWAY STANDARD 701402: The following sequence shall be followed for installation, relocation, and removal of the traffic control devices and the concrete barrier.

For installation, relocation, removal of barriers and work zone speed limit sign assemblies, 'Flagger Ahead' signs and a flagger shall be used as shown on Highway Standard 701401 until the barrier wall is set or relocated with each end properly secured to the pavement and protected with a completely installed impact attenuator and all workers and equipment are located behind the barrier wall. For removal operations, the flagger shall be used until all barriers; traffic control devices, workers and equipment are off the pavement.

INITIAL INSTALLATION OF CONCRETE BARRIER

Step 1. All warning signs shall be erected beginning with the farthest sign from the work area. Arrow boards shall be placed and actuated prior to placement of plastic drums forming the taper.

Step 2. The initial lane closure shall be implemented by installing a taper of drums beginning at the edge of pavement and progressing toward centerline until the entire lane is closed.

Step 3. The concrete barrier shall be erected (see Highway Standard 704001) beginning with the last concrete barrier to be placed and proceed toward centerline at a ratio of 12:1 until the lane is closed. The tangent portion shall be placed to provide a minimum work area and a maximum travel lane width. All vertical panels shall be in place before the end of the work day.

RELOCATION OF CONCRETE BARRIER

Step 1. The tangent portion of the barrier shall be relocated beginning at the end farthest from the taper. Each section of concrete barrier shall be repositioned by relocating it onto the new surface. All operations shall be conducted within the area protected by the lane closure. Reflective drums at 20' (6 m') centers shall be used to temporarily protect any openings in between the new and old bridge decks until traffic is relocated.

Step 2. This step should not begin until it appears that this Step and Step 3 can be completed without interruption. The tapered portion of the barrier shall be relocated in two stages. The first stage will line up the taper, as a straight-line extension of the tangent wall and the second stage will form the taper as described in Step 3. The arrow boards should be relocated as required but not actuated until the changeover is completed.

Step 3. Relocate all drums to the centerline, alerting all workers to the possibility of motorists using both lanes. Flagger(s) shall direct motorists to the newly surfaced lane and the arrow boards shall be actuated. Install drums forming the new lane closure taper. Revise sign messages for the appropriate lane. Install the concrete wall taper by working behind the drums forming the lane closure, beginning at the previous lead end of the tangent wall and working toward the shoulder.

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