



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 17, 2023

SUBJECT: FAS Route 742 (IL 2)
Section D2 PP 2023-3
Winnebago & Ogle Counties
Contract No. 64S01
Item No. 14, April 28, 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 the Schedule of Prices.
2. Revised pages 2, 4, 6, and 8 of the Special Provisions.
3. Revised sheets 3-6 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

TRAFFIC CONTROL PLAN

Effective: January 14, 1999

Revised: January 13, 2017

Standards:

701001 701006 701201 701901

Signs:

When covering existing Department signs, no tape shall be used on the reflective portion of the sign. Contact the District sign shop for covering techniques.

Any plates or direct applied sheeting used to alter signs shall have the same sheeting as the base sign.

No more than one kind of alteration shall be used to alter a sign.

Any post stubs without a sign in place and visible shall have a reflector placed on each post.

Devices:

A minimum of 3 drums spaced at 4 feet shall be placed at each return when the sideroad is open.

Flaggers:

Flaggers shall comply with all requirements and signaling methods contained in the Department's "Traffic Control Field Manual" current at the time of letting. The flagger equipment listed for flaggers employed by the Illinois Department of Transportation shall apply to all flaggers

In addition to the flaggers shown on applicable standards, on major sideroads, flaggers shall be required on all legs of the intersection. Major sideroads for this project shall be none.

In addition to the flaggers shown on applicable standards, a flagger shall be required on high volume commercial entrances listed below. High volume commercial entrances for this project shall be none.

When the mainline flagger is within 200 feet of an intersection, the sideroad flagger shall be required.

When the road is closed to through traffic and it is necessary to provide access for local traffic, all flaggers as shown on the applicable standards will be required. No reduction in the number of flaggers shall be allowed.

Revised April 17, 2023

Engineer or personnel on the project. No detour shall be erected on Friday, Saturday or Sunday. The road shall not be closed until the detour signing is completely installed, verified, and ready to accept traffic.

The "ROAD CLOSED" sign on the Type III barricades shall be unobstructed and visible to traffic at all times. No equipment, debris, or other materials shall be stored within 20 feet of the first set of Type III barricades, unless approved by the Engineer.

This work shall be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

Road Closure – Closures within Closures: The road closure shall be completed using Type III barricades in compliance with Standards 701901 and signing according to Traffic Control for Road Closure detail. Two flashers shall be installed above each Type III barricade. The "ROAD CLOSED" (R11-2) or "ROAD CLOSED TO THRU TRAFFIC" (R11-4) signs shall be placed as shown in Standard 701901. Flashers shall be installed above all warning signs involving a nighttime road closure. If a portion of the road is completely closed between a sideroad and any entrances, the roadway will be kept open to local access in the other direction between that closure and the next road.

The Contractor shall be required to notify the Bureau of Project Implementation and affected residents prior to a complete closure.

All cost involved in conforming with this provision shall be considered a part of TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

Maintenance of Traffic:

The Contractor shall notify the Winnebago & Ogle County Highway Departments, the corresponding Township Commissioner, city municipality, emergency response agencies (i.e.: fire, ambulance, police), school bus companies and the Department of Transportation (Bureau of Project Implementation) regarding any changes in traffic control.

The Contractor shall submit a maintenance of local traffic plan to the Engineer at the preconstruction meeting telling how local access will be maintained at each access location. It will show which locations will be completely closed, and which locations will be constructed utilizing Traffic Control Standard 701206 and/or barricades. This traffic plan will need to be approved by the Engineer before the roadway is closed to traffic.

The mainline shall be closed for construction using a detour as stated in Staging.

Two (2) changeable message signs shall be placed on this project two (2) weeks prior to the start of work informing the public of lane closures. Location of the message signs will be determined by the Resident Engineer. **The Changeable Message Signs will remain for the duration of the construction activities.**

Revised April 17, 2023

Installation:

The granular blanket shall be constructed to the width and depth required on the plans. Unless otherwise specified, the material shall be back dumped on the Geogrid in a sequence of operations beginning at the outer edges of the treatment area with subsequent placement towards the middle.

Placement of material on the Geogrid shall be accomplished by spreading dumped material off of previously placed material with a bulldozer blade or end loader, in such a manner as to prevent tearing or shoving of the Geogrid. Dumping of material directly on the Geogrid will only be permitted to establish an initial working platform. No construction equipment shall be allowed on the Geogrid prior to placement of the granular blanket. If the geogrid develops wrinkles or moves significantly, an alternative method of securing it shall be used.

Unless otherwise specified in the plans or Special Provisions, the granular material, shall be placed to the full required thickness and compacted to the satisfaction of the Engineer.

Geogrid which is damaged during installation or subsequent placement of granular material, due to failure of the Contractor to comply with these provisions, shall be repaired or replaced at his expense, including costs of removal and replacement of the granular material.

Torn Geogrid may be patched in-place by cutting and placing a piece of the same Geogrid over the tear. The dimensions of the patch shall be at least 2 feet larger than the largest dimension of the tear and it shall be weighted or otherwise secured to prevent the granular material from causing lap separation.

Method of Measurement: Geotechnical Reinforcement will be measured in square yards for the surface area placed. The excavation, replacement and compaction of the granular layer shall be paid for separately.

Basis of Payment: This work will be measured in place and the area computed in square yards. The work will be paid for at the contract unit price per Square Yard for GEOTECHNICAL REINFORCEMENT.

STAGING

The Contractor shall not presume to work on multiple stages simultaneously. Any change to this shall be at the discretion of the Engineer.

Stage 1:

- This work will complete the patching from Sta 1150+00 to 1154+75 (Half of boat ramp). Access to the boat ramp will be maintained from the north.
- This work will be completed under complete road closure.
- Access to the boat ramp shall be maintained at all times.

Stage 1A:

- This work will complete the patching from Sta 1154+75 to 1159+00 (Half of boat ramp). Access to the boat ramp will be maintained from the south.
- This work will be completed under complete road closure.
- Access to the boat ramp shall be maintained at all times.
- Coordinate with the two property owners that have entrances within this segment.

Revised April 17, 2023

Stage 9

- Break this section up into stages **9A (Sta. 108+33 – 124+50)**, **9B (Sta. 124+50 – 131+60)**, and **9C (Sta. 131+60 – 142+00)**.
- This work will be completed using flaggers during working hours and during nighttime hours traffic will self-regulate with the hazard delineated with barricades.
- The aggregate shall be placed the same day as the excavation leaving just the asphalt thickness as the drop-off overnight.
- Local traffic shall not be delayed more than 20 minutes.

Stage 10

- This work will complete the patching from Sta **156+00 – 183+18**.
- This work will be completed under complete road closure.

Due to the narrow shoulders, and the amount of roadway width required to perform the work outlined in this project, and the limited access for residents, the traffic control staging plans were developed to maximize the amount of work that can be completed utilizing a complete road closure, while maintain local access. The contractor may request to improve or modify the traffic control plans to meet the construction needs, but no at the expense of public safety or convenience. Any changes to the traffic control plans shall be submitted at least two (2) weeks in advance to the Engineer and IDOT District 2 Traffic Operations for approval.

Any traffic control modifications will be required to meet at a minimum the following requirements.

- When actively working in an area, where access is required to residents, a minimum of two (2) flaggers are required. At night, in that area, devices at 100-foot centers are required to delineate the drop-off. These devices shall be placed in the excavation, altered to be at the correct height, so that ½ of the work lane and the other lane are open to local traffic.

AGGREGATE SUBGRADE IMPROVEMENT (BDE)

Effective: April 1, 2012

Revised: April 1, 2022

Add the following Section to the Standard Specifications:

“SECTION 303. AGGREGATE SUBGRADE IMPROVEMENT

303.01 Description. This work shall consist of constructing an aggregate subgrade improvement (ASI).

303.02 Materials. Materials shall be according to the following.

Item	Article/Section
(a) Coarse Aggregate	1004.07
(b) Reclaimed Asphalt Pavement (RAP)	1031.09

303.03 Equipment. The vibratory roller shall be according to Article 1101.01, or as approved by the Engineer. Vibratory machines, such as tampers, shall be used in areas where rollers do not fit.

Revised April 17, 2023