



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 9, 2026

SUBJECT FAU Route2843 (Dixie Hwy)
Project STP-VVUG(341)
Section 2023-916-RS,SW,FL
Cook County
Contract No. 62W33

Item No. 027, January 16, 2026 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 pages i-ii of the Table of Contents of the Special Provisions.
2. Added pages 54A-B to the Special Provisions
3. Revised sheets 1-2, 28-40, and 66-68 of the Plans.
4. Added sheet 68A to 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

MTS

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WORK RESTRICTIONS

Stage 1 must be completed within 90 calendar days.

Intent: Stage 1 requires the full closure of the Dixie Hwy underpass at the METRA/ CN Railroads. The full closure impacts emergency response to the northwest side of the Village of Homewood. To minimize the impact on emergency response, Stage 1 must be completed as soon as possible and the underpass open to traffic.

TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D1)

Effective: February 1, 1996

Revised: March 1, 2011

Specific traffic control plan details and Special Provisions have been prepared for this contract. This work shall include all labor, materials, transportation, handling and incidental work necessary to furnish, install, maintain and remove all traffic control devices required as indicated in the plans and as approved by the Engineer.

When traffic is to be directed over a detour route, the Contractor shall furnish, erect, maintain and remove all applicable traffic control devices along the detour route according to the details shown in the plans.

Method of Measurement: All traffic control (except "Traffic Control and Protection (Expressways)" and temporary pavement markings) indicated on the traffic control plan details and specified in the Special Provisions will be measured for payment on a lump sum basis.

Basis of Payment: All traffic control and protection will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL).

Temporary pavement markings will be paid for separately unless shown on a Standard.

DETOUR SIGNING

The work within this contract will be done using road Closures. All signing shall be furnished by the Contractor, erected at the locations shown within the contract plans, maintained, and removed by the Contractor unless otherwise noted in the plans.

All detour signs shall be in new or like-new condition at the start of the project. If an advanced warning or detour sign is damaged or becomes unreadable, this sign shall be replaced by a new or like new sign, as directed by the Engineer. All signs shall meet current IDOT policy for retro-reflectivity requirements. Sizes of signs not specified in the plans shall be as required by the Manual on Uniform Traffic Control Devices (MUTCD) and the Illinois Supplement to the MUTCD.

The District will require a minimum notification of 21 days prior to the actual Road Closure to ensure specific route over-width permitted loads are not sent to the restriction site. In their notification, the Contractor shall include the location and scheduled Road Closure start date. The Contractor is advised they will not be allowed to close the road without the 21-day notice and failure to provide proper notice will delay the road closure. The notice of road closure is considered

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a part of the Contractor's approved work schedule, and it is the Contractor's responsibility to provide proper notice. Delays caused by failure to provide notice shall not be considered justification for workday additions.

All work associated with the furnishing, erecting, maintaining, and removal of Detour Signing will be paid for at the contract lump sum price for DETOUR SIGNING.

Coordination No traffic control or detours are to be deployed without proper coordination with the Engineer, IDOT, and local municipalities.

Method Of Measurement This work shall be measured in place as Lump Sum, paid in equal increments upon deployment and removal of each successive detour associated with a stage of traffic control.

Basis Of Payment All detour signing required for all detours will be paid for at the contract lump sum price for DETOUR SIGNING.