Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

October 23, 2025

SUBJECT: Great Western Trail
Section 21-P4006-03-BT
DeKalb County
Contract No. 87843
Item 142
November 7, 2025 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 Plan Sheets 2, 7, & 8**
2. **Revised pages 14 & 70 of the Special Provisions**

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.
Bureau Chief, Design and Environment

Caps: Timber caps shall be placed, with ends aligned, in a manner to secure an even and uniform bearing on the tops of the supporting posts or piles. They shall be secured by a drift bolt not less than 3/4 in. (20 mm) in diameter, extending at least 9 in. (225 mm) into each post or pile. The drift bolt shall be as near the center of the post or pile as possible without interfering with rods passing through the post.

Railing: The orientation of the safety rail elements shall be vertical. Vertical safety rails shall have a maximum 5" center to center spacing. Railing shall include a 4" minimum toe rail located no more than 2" clear above the deck. Toe rails shall be designed per AASHTO as horizontal rails.

Materials: All bridge material and construction shall be marine grade. All sawn lumber shall be southern pine and graded under the southern pine inspection bureau (SPIB) rules. All sawn lumber shall be grade No. 2 or better, S4s (surface four sides). Splices of structural members may only be made over supports. Splices between supports are prohibited. Exposed corners shall be beveled/ routered and sanded to remove splinters/ sharp edges. Lumber and timber shall meet the requirements of AASHTO M168.

Decking shall be butted tightly board to board to allow for board shrinkage after deck construction. Decking to be attached with 303 stainless steel or better, screw recessed ½" below deck surface. No splices shall be allowed for bridge decking. Pre-drill and countersink deck screws prior to installation.

Hardware: All hardware shall be ASTM A307 steel, all associated washers and nuts, hot dipped galvanized per AASHTO Specification M-232. After fabrication, all steel shapes shall be hot dipped galvanized per AASHTO specification M-111. All welding to be per AWS specifications.

Construction Requirements: The boardwalk shall be erected in strict conformance with the Licensed Structural Engineer's signed and sealed drawings and the manufacturer's instructions.

The boardwalk shall be erected to have a smooth transition with the concrete approach slabs and shall be accessible as defined by the Illinois Accessibility Code. The walking surface shall have a permanent skid resistance free of sharp corners.

Bridge contractor will perform all work from the east side of the trail, boardwalk, and bridge, outside of the delineated wetland boundary in the plans. Bridge contractor will clean up each bridge work site daily, and the contractor shall provide the appropriate dumpster for material removal.

Method of Measurement: This work will be measured for payment in place and the area computed in square foot. The width used in computing the area will be the boardwalk clear width (12-ft). The length used in computing the area will be the distance between centerline of piles to centerline of piles. Hardware will not be measured for payment but included in the cost of the boardwalk.

Basis of Payment: Boardwalk will be paid at the contract unit price per square foot for BOARDWALK STRUCTURE which shall include all labor and materials necessary to complete this work.

State of Illinois
DEPARTMENT OF TRANSPORTATION
Bureau of Local Roads & Streets
SPECIAL PROVISION
FOR
LOCAL QUALITY ASSURANCE/ QUALITY MANAGEMENT QC/QA
Effective: January 1, 2022

Replace the first five paragraphs of Article 1030.06 of the Standard Specifications with the following:

"**1030.06 Quality Management Program.** The Quality Management Program (QMP) will be Quality Control / Quality Assurance (QC/QA) according to the following."

Delete Article 1030.06(d)(1) of the Standard Specifications.

Revise Article 1030.09(g)(3) of the Standard Specifications to read:

"(3) If core testing is the density verification method, the Contractor shall provide personnel and equipment to collect density verification cores for the Engineer. Core locations will be determined by the Engineer following the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations" at density verification intervals defined in Article 1030.09(b). After the Engineer identifies a density verification location and prior to opening to traffic, the Contractor shall cut a 4 in. (100 mm) diameter core. With the approval of the Engineer, the cores may be cut at a later time."

Revise Article 1030.09(h)(2) of the Standard Specifications to read:

"(2) After final rolling and prior to paving subsequent lifts, the Engineer will identify the random density verification test locations. Cores or nuclear density gauge testing will be used for density verification. The method used for density verification will be as selected below.

Density Verification Method	
☐	Cores
☒	Nuclear Density Gauge (Correlated when paving ≥ 3,000 tons per mixture)

Density verification test locations will be determined according to the document "Hot-Mix Asphalt QC/QA Procedure for Determining Random Density Locations". The density testing interval for paving wider than or equal to 3 ft (1 m) will be 0.5 miles (800 m) for lift thicknesses of 3 in. (75 mm) or less and 0.2 miles (320 m) for lift thicknesses greater than 3 in. (75 mm). The density testing interval for paving less than 3 ft (1 m) wide will be 1 mile (1,600 m). If a day's paving will be less than the prescribed density testing interval, the length of the day's paving will be the interval for that day. The density testing interval for mixtures used for patching will be 50 patches with a minimum of one test per mixture per project.

If core testing is the density verification method, the Engineer will witness the Contractor coring, and secure and take possession of all density samples at the