



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 3, 2026

SUBJECT FAP Route 662 (IL 4)
Project NHPP-BRSK(212)
Section (D)RS-14,C,N,SW
Macoupin County
Contract No. 72C80

Item No. 064, September 18th, 2026, 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 page i-ii of the Table of Contents of the Special Provisions.
2. Revised pages 3 and 5 of the Special Provisions.
3. Added pages 140-141 to the Special Provisions.
4. Revised sheets 34-35 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

MTS

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RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (BDE) 140

1. The Contractor shall contact the District Six Bureau of Operations, (217) 785-5306, at least 72 hours in advance of beginning work and three weeks prior to implementing any traffic control.
2. The Contractor shall erect changeable message signs seven days in advance of implementing Traffic Control and Protection, Standard 701321. The exact location of changeable message signs will be confirmed by the Engineer and shall remain in place until the proposed width restriction is removed.
3. In advance of each lane closure, the Contractor shall provide two "BE PREPARED TO STOP" (W3-4(O)48) signs. These signs shall be tripod mounted and placed at locations as designated by the Engineer to provide adequate warning in advance of traffic back-ups. The signs will not be paid for separately but shall be included as part of the contract unit bid prices for the traffic control and protection pay items.
4. Where construction operations require the construction of a temporary ramp, a "BUMP" sign (W8-1(O)48) shall be used. The Contractor shall place the sign adjacent to the temporary ramp or as directed by the Engineer. The sign shall remain in place until the temporary ramp is eliminated. The signs will not be paid for separately but considered included in the contract unit bid prices for the traffic control and protection pay items.
5. During construction, at least one lane of IL 4 shall remain open to traffic at all times.
6. The use of Traffic Control and Protection, Standard 701321 will be limited between June 1, 2027, and August 31, 2027.



STATUS OF UTILITIES TO BE ADJUSTED

Reviewed: April 14, 2020

The following utilities are involved in this project. The utility companies have provided the estimated dates.

Name/Address of Utility	Type	Location	Expected Date of Adjustment
Ameren Illinois 1915 Old Bus Line Rd. Hillsboro, IL 62049 Contact: Nathan Hill (217) 532-8270 nhill@ameren.com	Electric	Power pole in conflict approximately Sta. 269+65 35' Rt. north of Old US 36.	Before construction
Frontier Communications of Illinois 214 South First St. Monmouth, IL 61462 Contact: Kalin Hinshaw (815) 895-1515 Kalin.hinshaw@ftr.com	Telephone	FO line north and south of Old US 36 in conflict with proposed ditches.	Before construction
Ameren Illinois 1915 Old Bus Line Rd. Hillsboro, IL 62049 Contact: Jason Cleaver (217) 532-8270 jcleaver@ameren.com	Gas	10" ductile iron in south ditch of Old US 36 in possible conflict with proposed ditches.	Before construction

Revised 9-3-2026

Vero Fiber Networks Contact: Elliot Woods (478) 494-2688 ewoods@veronetworks.com	Fiber Optic		N/A
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The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Articles 105.07, 107.20, 107.37, 107.38, 107.39, 107.40, and 108.02 of the Standard Specifications shall apply.

The estimated utility relocation dates should be part of the progress schedule submitted by the Contractor. If any utility adjustments or relocations have not been completed by the above dates specified and when required by the Contractor's operations after these dates, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's critical path schedule is affected.

UNDERGROUND FACILITIES – DEPARTMENT OWNED

Effective: February 1, 1996

Reviewed: September 20, 2024

The Contractor's attention is directed to the presence of state-owned underground utilities within the limits of the proposed improvement. The Contractor shall notify the Illinois Department of Transportation, Bureau of Traffic Operations, a minimum of 72 hours in advance of work being done in the area at (217) 622-0608 to locate department owned underground facilities. The Illinois Department of Transportation IS NOT a member of the Joint Utility Locating Information for Excavators (JULIE) system.

Any damage to the underground facilities, caused by the Contractor resulting from their failure to contact the Illinois Department of Transportation as specified above or from negligent operation, shall be repaired to the satisfaction of the Department at the Contractor's expense, including temporary repairs which may be required to keep the facility operational while material is being obtained to make permanent repairs. Splicing of electric and fiber optic cables will not be allowed. Electric cables shall be replaced from pole to pole or controller.

ROAD CLOSURE RESTRICTION

Reviewed: April 14, 2020

The temporary closure of North Street shall be between June 1, 2027, and August 31, 2027. Prior to closing North Street, the Contractor shall notify the Engineer and the other agencies listed below at least 21 days in advance of the closure. The notification must also list the projected start and end date of road closure.

Traffic Operations Engineer (Dist. 6)
 Girard Police Department
 Girard Mayor's Office
 North Mac School District CUSD #34

(217) 785-5306
 (217) 627-3321
 (217) 627-3512
 (217) 627-2915

RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (BDE)

Effective: November 1, 2025

Description. At the Contractor's option, residential driveway temporary signals (RDTs) may be used in place of temporary bridge traffic signals to control residential driveways within the one-lane two-way portion of the work zone. Work shall be according to Article 701.18(b), except as follows.

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Light Emitting Diode (LED) Traffic Signal Head	1078

CONSTRUCTION REQUIREMENTS

General. The RDTs shall be a self-contained mobile unit that includes a single vertical mast supporting a single three-section signal face comprising of a 12 in. (300 mm) diameter steady circular red indication on top and two adjacent 8 in. (200 mm) or 12 in. (300 mm) diameter flashing yellow arrow indications below. The device shall include a NO TURN ON RED sign (R10-11b) with a regulatory plaque displaying the legend TURN ONLY IN DIRECTION OF ARROW according to Attachments IA-23-2.1 and 2.2 of FHWA Memorandum "MUTCD – Interim Approval for Optional Use of Residential Driveway Temporary Signal (IA-23)".

The RDTs shall continuously operate using a self-contained power source over an ambient temperature range between -30 °F (-34 °C) and 120 °F (48 °C).

The RDTs shall be installed secure and level according to Attachment IA-23-1 of FHWA Memorandum "MUTCD – Interim Approval for Optional Use of Residential Driveway Temporary Signal (IA-23)".

The RDTs shall be coordinated, and have the capability to communicate, with the temporary bridge traffic signal system controlling main roadway traffic. During each green interval of the main roadway, the RDTs shall display a flashing yellow arrow indication corresponding to the direction of the main roadway traffic movement. A steady yellow change interval shall follow the flashing yellow arrow interval for the RDTs. The system shall be programmed such that driveway vehicles can turn before, within, and after the main roadway traffic platoon. The all-red interval of the temporary traffic signal shall be programmed to account for the addition of driveway vehicles to the platoon.

The entire traffic signal system including RDTs units shall be equipped with a malfunction management system that can communicate with all signal units. In the event of any fault at any signal unit including but not limited to loss of communication or display of conflicting signal indications, the entire system shall be placed in flashing mode. RDTs units shall flash red when operating in flashing mode.

The RDTs and temporary traffic signal system shall be verified to function properly before closing any lanes.

Revised 9-3-2026

When not utilized to direct traffic, the RDTS shall be treated as non-operating equipment according to Article 701.11.

Basis of Payment. This work will not be paid for separately but shall be included in the cost of temporary bridge traffic signals according to Article 701.20(c).

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