



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 11, 2019

SUBJECT: FAU Route 3565 (IL 171)  
Project STP-F1JH (812)  
Section 46VB-2-BR  
Cook County  
Contract No. 62F30  
Item No. 5, January 18, 2019 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 the Table of Contents of the Special Provisions
3. Revised pages 2-4 and 35 of the Special Provisions
4. Added pages 135-138 to the Special Provisions
5. Revised sheets 2,8,9,11,12,33,34,37,38 & 67 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,

Jack A. Elston, P.E.  
Bureau Chief, Design and Environment

A handwritten signature in black ink, reading "Ted B. Walschleger P.E." with a stylized flourish.

By: Ted B. Walschleger, P. E.  
Engineer of Project Management

MS/al

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**STATUS OF UTILITIES (D-1)**

Effective: June 1, 2016

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information in regard to their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

**UTILITIES TO BE ADJUSTED**

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances resolution will be a function of the construction staging. The responsible agency must relocate or complete new installations as noted in the action column; this work has been deemed necessary to be complete for the Department's contractor to then work in the stage under which the item has been listed.

**Pre-Stage**

<b>STAGE / LOCATION</b>	<b>TYPE</b>	<b>DESCRIPTION</b>	<b>RESPONSIBLE AGENCY</b>	<b>ACTION</b>
Pre-Construction Sta. 100+31.39 47.17 Lt.	Power Pole & Structure	ComEd Pole #466241-032 (JLP 12kv)	ComEd	Power pole and structure to be relocated by ComEd - <b><u>7</u> Days Duration.</b>
Pre-Construction Sta. 100+31.39 47.17 Lt.	Aerial Cables/Aerial Fibers Attached to Power Pole & Structure	Comcast aerial cables/aerial fibers attached to ComEd pole #466241-032 (JLP 12kv)	Comcast	Aerial cables/aerial fibers to be relocated by Comcast - <b><u>10</u> Days Duration.</b>
Sta. 101+32.34 38.74 Lt.	Power Pole	ComEd Pole #466241-072 (Secondary Pole with OH & UG Sec Service)	ComEd	Power pole to be relocated by ComEd - <b><u>7</u> Days Duration.</b>
Sta. 101+32.34 38.74 Lt.	Aerial Cables/Aerial Fibers attached to Power Pole	Comcast aerial cables/aerial fibers attached to ComEd Pole #466241-072 (Secondary Pole with OH & UG Sec Service)	Comcast	Aerial cables/aerial fibers to be relocated by Comcast - <b><u>10</u> Days Duration.</b>

**Pre-Stage: 34 Days Total Installation**  
**Stage 1: \_\_\_\_\_ Days Total Installation**  
**Stage 2: \_\_\_\_\_ Days Total Installation**

The following contact information is what was used during the preparation of the plans as provided by the Agency/Company responsible for resolution of the conflict.

Agency/Company Responsible to Resolve Conflict	Name of contact	Address	Phone	e-mail address
<b>ComEd</b>	Pete Kratzer & Misael Hernandez	One Lincoln Centre Oakbrook Terrace, IL 60181	708-518-6209	Peter.Kratzer@ComEd.com
<b>Comcast</b>	Robert L. Schuller, Robert Stoll, Alex Perez	Comcast 688 Industrial Drive Elmhurst, IL 60126	224-229-5861 & 224-229-5849	Bob_Schuller@comcast.com & Robert_Stoll@comcast.com

UTILITIES TO BE WATCHED AND PROTECTED

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owners part can be secured.

LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	ACTION
N/A	N/A	N/A	N/A	N/A

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

Revised 1/11/19

Agency/Company Responsible to Resolve Conflict	Name of contact	Address	Phone	e-mail address
<b>ComEd</b>	Pete Kratzer & Misael Hernandez	One Lincoln Centre	708-518-6209	Peter.Kratzer@ComEd.com
<b>Comcast</b>	Robert L. Schulter, Robert Stoll, Alex Perez	Comcast	224-229-5861 & 224-229-5849	Bob_Schulter@comcast.com & Robert_Stoll@comcast.com
<b>Nicor Gas</b>	Bruce Koppang, Engineering & Patricio Munoz, Superintendent Construction Operations	Nicor Gas 1844 Ferry Rd. Naperville, IL 60563	Office 630-388-3046, Mobile 708-243-5136 & 815-272-9269	bkoppan@southernco.com

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be taken into account in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

Estimated duration of time provided in the action column for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation dates must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies. The Department's contractor is responsible for contacting J.U.L.I.E. prior to any and all excavation work.

Revised 1/11/19

Revise Article 603.05 to read:

**“603.05 Replacement of Existing Flexible Pavement.** After the castings have been adjusted, the surrounding space shall be filled with Class PP-1 concrete, unless otherwise noted in the plans, to the elevation of the surface of the base course or binder course. HMA surface or binder course material shall not be allowed. The pavement may be opened to traffic according to Article 701.17(e)(3)b.”

Revise Article 603.06 to read:

**“603.06 Replacement of Existing Rigid Pavement.** After the castings have been adjusted, the pavement and HMA that was removed, shall be replaced with Class PP-1 concrete, unless otherwise noted in the plans, not less than 9 in. (225 mm) thick. The pavement may be opened to traffic according to Article 701.17(e)(3)b.

The surface of the Class PP concrete shall be constructed flush with the adjacent surface.”

Revise the first sentence of Article 603.07 to read:

**“603.07 Protection Under Traffic.** After the casting has been adjusted and the Class PP concrete has been placed, the work shall be protected by a barricade and two lights according to Article 701.17(e)(3)b.”

## **FENCE REMOVAL**

**Description.** This work shall consist of the removal and satisfactory disposal of existing fence at the locations shown in the plans or as directed by the Engineer. This work shall be performed in accordance with the applicable portions of Section 201 of the Standard Specifications and as herein specified.

**General.** Removal shall include posts, chain link fence, fittings, appurtenances, attachments and concrete foundation. Any holes created by removal of the foundation shall be filled with clean earth fill to eliminate any hazard to the public. Disposal of removed materials shall be in accordance with Article 202.03.

**Method of Measurement.** Fence removal shall be measured in linear feet along the top of the fence.

**Basis of Payment.** Fence removed and disposed will be paid for at the contract unit price per foot for FENCE REMOVAL for which said price shall include all labor, materials, equipment, and incidentals necessary for removal and disposal of the existing fence.

Revised 1/11/19



## **DETECTOR LOOP**

Effective: May 22, 2002

Revised: January 5, 2016

886.01TS

### Procedure.

A minimum of seven (7) working days prior to the Contractor cutting loops, the Contractor shall mark the proposed loop locations and contact the Area Traffic Signal Maintenance and Operations Engineer (847) 705-4424 to inspect and approve the layout. When preformed detector loops are installed, the Contractor shall have them inspected and approved prior to the pouring of the Portland cement concrete surface, using the same notification process as above.

### Installation.

Revise Article 886.04 of the Standard Specifications to read:

Loop detectors shall be installed according to the requirements of the "District One Standard Traffic Signal Design Details." Saw-cuts (homeruns on preformed detector loops) from the loop to the edge of pavement shall be made perpendicular to the edge of pavement when possible in order to minimize the length of the saw-cut (homerun on preformed detector loops) unless directed otherwise by the Engineer or as shown on the plan.

The detector loop cable insulation shall be labeled with the cable specifications.

Each loop detector lead-in wire shall be labeled in the handhole using a water proof tag, from an approved vendor, secured to each wire with nylon ties.

Resistance to ground shall be a minimum of 100 mega-ohms under any conditions of weather or moisture. Inductance shall be more than 50 and less than 700 microhenries. Quality readings shall be more than 5.

- (a) Type I. All loops installed in new asphalt pavement shall be installed in the binder course and not in the surface course. The edge of pavement, curb and handhole shall be cut with a 1/4 inch (6.3 mm) deep x 4 inches (100 mm) saw cut to mark location of each loop cable.
- (b) Loop sealant shall be two-component thixotropic chemically cured polyurethane from an approved vendor. The sealant shall be installed 1/8 inch (3 mm) below the pavement surface. If installed above the surface the excess shall be removed immediately.
- (c) Preformed. This work shall consist of furnishing and installing a rubberized or cross linked polyethylene heat resistant preformed traffic signal loop in accordance with the Standard Specifications, except for the following:
- (d) Preformed detector loops shall be installed in new pavement constructed of Portland cement concrete using mounting chairs or tied to re-bar or the preformed detector loops may be placed in the sub-base. Loop lead-ins shall be extended to a temporary protective enclosure near the proposed handhole location. The protective enclosure shall provide sufficient protection from other construction activities and may be buried for additional protection.

Added 1/11/19

- (e) Handholes shall be placed next to the shoulder or back of curb when preformed detector loops enter the handhole. CNC, included in this pay item, shall be used to protect the preformed lead-ins from back of curb to the handhole.
- (f) Preformed detector loops shall be factory assembled with ends capped and sealed against moisture and other contaminants. The loop configurations and homerun lengths shall be assembled for the specific application. The loop and homerun shall be constructed using 11/16 inch (17.2 mm) outside diameter (minimum), 3/8 inch (9.5 mm) inside diameter (minimum) Class A oil resistant synthetic cord reinforced hydraulic hose with 250 psi (1,720 kPa) internal pressure rating or a similarly sized XLPE cable jacket. Hose for the loop and homerun assembly shall be one continuous piece. No joints or splices shall be allowed in the hose except where necessary to connect homeruns to the loops. This will provide maximum wire protection and loop system strength. Hose tee connections shall be heavy duty high temperature synthetic rubber. The tee shall be of proper size to attach directly to the hose, minimizing glue joints. The tee shall have the same flexible properties as the hose to insure that the whole assembly can conform to pavement movement and shifting without cracking or breaking. For XLPE jacketed preformed loops, all splice connections shall be soldered, sealed, and tested before being sealed in a high impact glass impregnated plastic splice enclosure. The wire used shall be #16 THWN stranded copper. The number of turns in the loop shall be application specific. Homerun wire pairs shall be twisted a minimum of four turns per foot. No wire splices will be allowed in the preformed loop assembly. The loop and homeruns shall be filled and sealed with a flexible sealant to insure complete moisture blockage and further protect the wire. The preformed loops shall be constructed to allow a minimum of 6.5 feet of extra cable in the handhole.

Method of Measurement.

Add the following to Article 886.05 of the Standard Specifications:

Preformed detector loops will be measured along the detector loop embedded in the pavement, rather than the actual length of the wire. Detector loop measurements shall include the saw cut and the length of the detector loop wire to the edge of pavement. The detector loop wire, including all necessary connections for proper operations, from the edge of pavement to the handhole, shall be included in the price of the detector loop. CNC, trench and backfill, and drilling of pavement or handholes shall be included in detector loop quantities.

Basis of Payment.

This work shall be paid for at the contract unit price per foot (meter) for DETECTOR LOOP, TYPE I or PREFORMED DETECTOR LOOP as specified in the plans, which price shall be payment in full for furnishing and installing the detector loop and all related connections for proper operation.

Added 1/11/119

## **RADAR VEHICLE DETECTION SYSTEM**

Effective: July 01, 2015

Revised: May 9, 2017

886.03TS

### Description.

This work shall consist of furnishing and installing a radar vehicle detection system as specified and/or as shown on the plan. This pay item shall include all necessary work and equipment required to have a fully operational system including but not limited to the detector unit/s, the interface unit and all the necessary hardware, cable and accessories required to complete the installation in accordance with the manufacturer's specifications.

The radar vehicle detection system shall work under all weather conditions, including rain, freezing rain, snow, wind, dust, fog, and changes in temperature and light. It shall work in an ambient temperature range of -34 to 74 degrees Celsius. It shall have a max power output of 75 watts or less.

The radar vehicle detection system shall be compatible with the District's approved traffic controller assemblies utilizing NEMA TS 1 or NEMA TS 2 controllers and cabinet components for full time operation. The radar vehicle detection system shall provide a minimum of one interface unit that has Ethernet connectivity, surge protection and shall be capable of supporting a minimum of 2 detector units.

The stop bar radar vehicle detection system shall have true presence capabilities in which it can detect stopped, slow moving or turning vehicles similar to the Departments in-pavement detection. This is especially important at side streets where driveways are near the intersection. The radar shall be able to drop the call if the vehicle leaves the detection zone. A manufacture statement confirming proper operation is required along each catalog cut submittal. The Department will not allow substitutes for other types of detection.

The far back radar detection shall have a detection range of 400 feet or better.

A representative from the supplier of the radar vehicle detection system shall supervise the installation and testing of the radar vehicle detection system and shall be present at the traffic signal turn-on inspection. Once the radar vehicle detection system is configured, it shall not need reconfiguration to maintain performance, unless the roadway configuration or the application requirements change.

The mounting location/s of the detector unit/s shall be per the manufacturer's recommendations. If an extension mounting assembly is needed, it shall be included in this item. All holes drilled into signal poles, mast arms, or posts shall require rubber grommets to prevent chafing of wires.

The radar vehicle detection system shall be warranted, free from material and workmanship defects for a period of two years from final inspection.

### Basis of Payment.

This work shall be paid for at the contract unit price each for RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR; RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, FAR BACK; RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR AND FAR BACK, the price of which shall include the cost for all of the work and material described herein and includes furnishing, installing, delivery, handling, testing, set-up and all appurtenances and mounting hardware necessary for a fully operational radar vehicle detection system.

Added 1/11/19