



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 10, 2025

SUBJECT FAP Route 341(IL 72 (Higgins Rd))
Project NHPP-8SP4(014)
Section FAP 0341 23 SMART
Cook County
Contract No. 62V85
Item No. 37, April 25, 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 the Schedule of Prices
2. Revised page ii of the Table of Contents to the Special Provisions
3. Revised page 8 of the Special Provisions
4. Added pages 136 & 137 to the Special Provisions
5. Revised sheets 1-3, 17, & 38 of the Plans
6. Added sheets 54A & 54B 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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Revised 4/10/2025

TRAFFIC CONTROL PLAN (D1)

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

STANDARDS:

701006, 701101, 701301, 701311, 701400, 701401, **701411**, 701421, 701426, 701427, 701428, 701446, 701501, 701601, 701602, 701606, 701701, 701801, 701901

DETAILS:

Entrance Ramp and Exit Ramp Closure Details (TC-08)

Traffic Control and Protection for Side Roads, Intersections, and Driveways (TC-10)

Typical Applications Raised Reflective Pavement Markers (Snow-Plow Resistant) (TC-11)

Multi-Lane Freeway Pavement Marking Details (TC-12)

Typical Pavement Markings (TC-13)

Traffic Control and Protection at Turn Bays (to Remain Open to Traffic) (TC-14)

Short Term Pavement Marking Letters and Symbols (TC-16)

Traffic Control Details for Freeway Shoulder and Partial Ramp Closures (TC-17)

Arterial Road Information Signing (TC-22)

Driveway Entrance Signing (TC-26)

SPECIAL PROVISIONS:

Maintenance of Roadways (D1)

Public Convenience & Safety (D1)

Temporary Information Signing (D1)

Keeping the Expressway Open to Traffic (D1)

Failure to Open Traffic Lanes to Traffic (D1)

Traffic Control and Protection (Expressways) (D1)

Speed Display Trailer (D1)

Traffic Control for Work Zone Areas (D1)

Keeping Arterial Roadways Open to Traffic (Lane Closures Only)

Work Restrictions (Project Specific)

Contractor Cooperation (Project Specific)

Short Term and Temporary Pavement Markings (BDE)

Vehicle and Equipment Warning Lights (BDE)

Work Zone Traffic Control Devices (BDE)

Pavement and Shoulder Resurfacing (Recur SP#13)

Revised 4/10/2025

SPEED DISPLAY TRAILER (D1)

Effective: April 1, 2015

Revised: April 1, 2021

Revise the third paragraph of Article 701.11 of the Standard Specifications to read:

“When not being utilized to inform and direct traffic, sign trailers, speed display trailers, arrow boards, and portable changeable message boards shall be treated as nonoperating equipment.”

Add the following to Article 701.15 of the Standard Specifications:

“(m) Speed Display Trailer. A speed display trailer is used to enhance safety of the traveling public and workers in work zones by alerting drivers of their speed, thus deterring them from driving above the posted work zone speed limit.”

Whenever the speed display trailer is not in use, it shall be considered non-operating equipment and shall be stored according to Article 701.11.”

Add the following to Article 701.20 of the Standard Specifications:

“(k) “Speed Display Trailer will NOT be paid for by separate pay item, but its costs shall be included in the contract unit price of the various traffic control pay items.

Add the following to Article 1106.02 of the Standard Specifications:

“(o) Speed Display Trailer. The speed display trailer shall consist of a LED speed indicator display with self-contained, one-direction radar mounted on an orange see-through trailer. The height of the display and radar shall be such that it will function and be visible when located behind concrete barrier.

The speed measurement shall be by radar and provide a minimum detection distance of 1000 ft (300 m). The radar shall have an accuracy of ± 1 mile per hour.

The speed indicator display shall face approaching traffic and shall have a sign legend of “YOUR SPEED” immediately above or below the speed display. The sign letters shall be between 5 and 8 in. (125mm and 200 mm) in height. The digital speed display shall show two digits (00 to 99) in mph. The color of the changeable message legend shall be a yellow legend on a black background. The minimum height of the numerals shall be 18 in. (450 mm), and the nominal legibility distance shall be at least 750 ft (250 m).

Added 4/10/2025

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the posted limit is exceeded. The speed indicator shall have a maximum speed cutoff. On roadway facilities with a normal posted speed limit greater than or equal to 45 mph, the detected speeds of vehicles traveling more than 25mph over the work zone speed limit shall not be displayed. On facilities with normal posted speed limit of less than 45 mph, the detected speeds of vehicles traveling more than 15 mph over the work zone speed limit shall not be displayed. On any roadway facility if detected speeds are less than 25 mph, speed shall not be displayed. The display shall include automatic dimming for nighttime operation.

The speed indicator measurement and display functions shall be equipped with the power supply capable of providing 24 hours of uninterrupted service.”

TRAFFIC CONTROL FOR WORK ZONE AREAS

Effective: September 14, 1995

Revised: January 1, 2007

Work zone entry and exit openings shall be established daily by the Contractor with the approval of the Engineer. All vehicles including cars and pickup trucks shall exit the work zone at the exit openings. All trucks shall enter the work zone at the entry openings. These openings shall be signed in accordance with the details shown elsewhere in the plans and shall be under flagger control during working hours.

The Contractor shall plan his trucking operations into and out of the work zone as well as on to and off the expressway to maintain adequate merging distance. Merging distances to cross all lanes of traffic shall be no less than 1/2 mile. This distance is the length from where the trucks enter the expressway to where the trucks enter the work zone. It is also the length from where the trucks exit the work zone to where the trucks exit the expressway. The stopping of expressway traffic to allow trucks to change lanes and/or cross the expressway is prohibited.

Failure to comply with the above requirements will result in a Traffic Control Deficiency charge. The deficiency charge will be calculated as outlined in Article 105.03 of the Standard Specifications. The Contractor will be assessed this daily charge for each day a deficiency is documented by the Engineer.

Added 4/10/2025