



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 8, 2017

SUBJECT: FAP Route 345 (IL 19/Irving Park Road)
Project NHPP-0345(064)
Section 2016-045RS
Cook County
Contract No. 62D03
Item No. 83, June 16, 2017 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. Replaced the Schedule of Prices
2. Revised page ii of the Table of Contents to the Special Provisions
3. Revised page 31 to the Special Provisions
4. Added pages 86-92 to the Special Provisions
5. Revised sheets 1-5 & 18 of the Plans
6. Added sheets 18A-18S to the Plans

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

Maureen M. Addis, P.E.
Engineer of Design and Environment

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger', followed by the letters 'P.E.' in a smaller font.

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

cc: Anthony Quigley, Region 1, District 1; Tim Kell; Estimates

MS/ck

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

62D03

State Job # - C-91-420-16

County Name - COOK - -

Code - 31 - -

District - 1 - -

Section Number - 2016-045RS

Project Number

NHPP-0345/064/

*REVISED: JUNE 07, 2017

Route

FAP 345

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0320050	CONSTRUCTN LAYOUT SPL	L SUM	1.000				
X0322464	ABAN FILL EX SAN MAN	EACH	1.000				
*REV X0327611	REM & REIN BRIC PAVER	SQ FT	50.000				
X4060004	P HMA SC SMA 9.5 N80	TON	8,803.000				
X4400100	PCC SURF REM VAR DP	SQ YD	241.000				
X5537800	SS CLEANED 12	FOOT	450.000				
X6030310	FR & LIDS ADJUST SPL	EACH	86.000				
X7030005	TEMP PAVT MKING REMOV	SQ FT	18,442.000				
*REV Z0004562	COMB C C&G REM & REPL	FOOT	2,885.000				
Z0018500	DRAINAGE STR CLEANED	EACH	27.000				
Z0030850	TEMP INFO SIGNING	SQ FT	52.000				
20200100	EARTH EXCAVATION	CU YD	44.000				
20800150	TRENCH BACKFILL	CU YD	128.000				
21101615	TOPSOIL F & P 4	SQ YD	440.000				
25000400	NITROGEN FERT NUTR	POUND	9.000				

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25000600	POTASSIUM FERT NUTR	POUND	9.000				
25200110	SODDING SALT TOLERANT	SQ YD	440.000				
25200200	SUPPLE WATERING	UNIT	11.000				
35501308	HMA BASE CSE 6	SQ YD	16.000				
40600290	BIT MATLS TACK CT	POUND	71,772.000				
40600400	MIX CR JTS FLANGEWYS	TON	160.000				
40600827	P LB MM IL-4.75 N50	TON	4,387.000				
40600982	HMA SURF REM BUTT JT	SQ YD	715.000				
40603335	HMA SC "D" N50	TON	2.000				
40603340	HMA SC "D" N70	TON	1,618.000				
*REV 42001300	PROTECTIVE COAT	SQ YD	1,254.000				
42300400	PCC DRIVEWAY PAVT 8	SQ YD	43.000				
*REV 42400200	PC CONC SIDEWALK 5	SQ FT	5,511.000				
*REV 42400800	DETECTABLE WARNINGS	SQ FT	502.000				
44000159	HMA SURF REM 2 1/2	SQ YD	106,329.000				

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*REV 44000600	SIDEWALK REM	SQ FT	5,413.000				
44003100	MEDIAN REMOVAL	SQ FT	1,350.000				
44003510	MEDIAN REMOVAL (PD)	SQ FT	6,350.000				
*ADD 44201725	CL D PATCH T1 7	SQ YD	12.000				
44201729	CL D PATCH T2 7	SQ YD	948.000				
44201733	CL D PATCH T3 7	SQ YD	177.000				
44201735	CL D PATCH T4 7	SQ YD	453.000				
44201796	CL D PATCH T4 12	SQ YD	60.000				
550A0340	STORM SEW CL A 2 12	FOOT	89.000				
60200105	CB TA 4 DIA T1F OL	EACH	1.000				
60219540	MAN TA 4 DIA T24F&G	EACH	1.000				
60237470	INLETS TA T24F&G	EACH	1.000				
60252800	CB RECONST	EACH	7.000				
60257900	MAN RECONST	EACH	3.000				
*ADD 60266600	VALVE BOX ADJ	EACH	3.000				

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*REV 60300105	FR & GRATES ADJUST	EACH	53.000				
*REV 60300305	FR & LIDS ADJUST	EACH	19.000				
60404950	FR & GRATES T24	EACH	13.000				
60406000	FR & LIDS T1 OL	EACH	17.000				
60406100	FR & LIDS T1 CL	EACH	59.000				
60603800	COMB CC&G TB6.12	FOOT	198.000				
66900200	NON SPL WASTE DISPOSL	CU YD	172.000				
66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
*REV 66900530	SOIL DISPOSAL ANALY	EACH	4.000				
67000400	ENGR FIELD OFFICE A	CAL MO	6.000				
67100100	MOBILIZATION	L SUM	1.000				
70100310	TRAF CONT-PROT 701421	L SUM	1.000				
70102625	TR CONT & PROT 701606	L SUM	1.000				
70102631	TR CONT & PROT 701601	EACH	1.000				
70102632	TR CONT & PROT 701602	L SUM	1.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70102635	TR CONT & PROT 701701	L SUM	1.000				
70102640	TR CONT & PROT 701801	L SUM	1.000				
70300100	SHORT TERM PAVT MKING	FOOT	4,568.000				
70300150	SHRT TRM PAVT MK REM	SQ FT	1,523.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	1,540.000				
70300220	TEMP PVT MK LINE 4	FOOT	26,952.000				
70300240	TEMP PVT MK LINE 6	FOOT	6,654.000				
70300250	TEMP PVT MK LINE 8	FOOT	1,747.000				
70300260	TEMP PVT MK LINE 12	FOOT	2,196.000				
70300280	TEMP PVT MK LINE 24	FOOT	1,004.000				
70300520	PAVT MARK TAPE T3 4	FOOT	2,284.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	1,540.000				
78000200	THPL PVT MK LINE 4	FOOT	26,952.000				
78000400	THPL PVT MK LINE 6	FOOT	6,654.000				
78000500	THPL PVT MK LINE 8	FOOT	1,747.000				

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78000600	THPL PVT MK LINE 12	FOOT	2,196.000				
78000650	THPL PVT MK LINE 24	FOOT	1,004.000				
78100100	RAISED REFL PAVT MKR	EACH	1,212.000				
78300200	RAISED REF PVT MK REM	EACH	1,212.000				
85000200	MAIN EX TR SIG INSTAL	EACH	6.000				
88600600	DET LOOP REPL	FOOT	2,945.000				
*ADD 89502376	REBUILD EX HANDHOLE	EACH	7.000				

CONTRACT NUMBER

62D03

THIS IS THE TOTAL BID

\$ _____

NOTES:

1. Each PAY ITEM should have a UNIT PRICE and a TOTAL PRICE.
2. The UNIT PRICE shall govern if no TOTAL PRICE is shown or if there is a discrepancy between the product of the UNIT PRICE multiplied by the QUANTITY.
3. If a UNIT PRICE is omitted, the TOTAL PRICE will be divided by the QUANTITY in order to establish a UNIT PRICE.
4. A bid may be declared UNACCEPTABLE if neither a unit price nor a total price is shown.

WARM MIX ASPHALT (BDE) 73
WEEKLY DBE TRUCKING REPORTS (BDE)..... 75
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BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID)..... 75
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SIDE CURBS AND RAMP SIDE FLARES

Revise Article 424.12 of Standard Specification to read:

424.12 Method of Measurement. This work will be measured for payment in place and the area computed in square feet (square meters). Curb ramps, including side curbs and side flares, will be measured for payment as sidewalk. No deduction will be made for detectable warnings located within the ramp.

Detectable warnings will be measured for payment in place and the area computed in square feet (square meters).

Earth excavation will be measured for payment according to Article 202.07.

BRICK PAVER REMOVE AND REINSTALLATION

This work shall include the removal and reinstallation of the existing brick pavers at locations shown on the plans and as impacted by the project in accordance with the applicable portions of Section 440 of the Standard Specifications and as directed the Engineer.

Basis of Payment: The work to remove and reinstall the existing brick pavers to the elevations as determined by the Engineer shall be paid for at the contract unit price per square feet for REMOVE AND REINSTALL BRICK PAVER which price shall include all necessary labor, material and equipment necessary to complete the work.

ADJUSTMENTS AND RECONSTRUCTIONS

Effective: March 15, 2011

Revise the first paragraph of Article 602.04 to read:

“602.04 Concrete. Cast-in-place concrete for structures shall be constructed of Class SI concrete according to the applicable portions of Section 503. Cast-in-place concrete for pavement patching around adjustments and reconstructions shall be constructed of Class PP-1 concrete, unless otherwise noted in the plans, according to the applicable portions of Section 1020.”

Revise the third, fourth and fifth sentences of the second paragraph of Article 602.11(c) to read:

“Castings shall be set to the finished pavement elevation so that no subsequent adjustment will be necessary, and the space around the casting 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.”

Revised 6-8-17

**MAINTENANCE OF EXISTING TRAFFIC SIGNAL AND FLASHING BEACON
INSTALLATION**

Effective: May 22, 2002
850.01TS

Revised: July 1, 2015

General.

1. Full maintenance responsibility shall start as soon as the Contractor begins any physical work on the Contract or any portion thereof. If Contract work is started prior to a traffic signal inspection, maintenance of the traffic signal installation(s) will be transferred to the Contractor without an inspection.
2. The Contractor shall have electricians with IMSA Level II certification on staff to provide signal maintenance. A copy of the certification shall be immediately available upon request of the Engineer.
3. This item shall include maintenance of all traffic signal equipment and other connected and related equipment such as flashing beacons, emergency vehicle pre-emption equipment, master controllers, uninterruptable power supply (UPS and batteries), PTZ cameras, vehicle detection, handholes, lighted signs, telephone service installations, communication cables, conduits to adjacent intersections, and other traffic signal equipment.
4. Regional transit, County and other agencies may also have equipment connected to existing traffic signal or peripheral equipment such as PTZ cameras, switches, transit signal priority (TSP and BRT) servers, radios and other devices that shall be included with traffic signal maintenance at no additional cost to the contract.
5. Maintenance shall not include Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, or peripheral equipment. This equipment is operated and maintained by the local municipality and should be de-activated while on contractor maintenance.
6. The energy charges for the operation of the traffic signal installation shall be paid for by the Contractor.

Maintenance.

1. The Contractor shall check all controllers every two (2) weeks, which will include visually inspecting all timing intervals, relays, detectors, and pre-emption equipment to ensure that they are functioning properly. The Contractor shall check signal system communications and phone lines to assure proper operation. This item includes, as routine maintenance, all portions of emergency vehicle pre-emption equipment. The Contractor shall maintain in stock at all times a sufficient amount of materials and equipment to provide effective temporary and permanent repairs. Prior to the traffic signal maintenance transfer, the contractor shall supply a detailed maintenance schedule that includes dates, locations, names of electricians providing the required checks and inspections along with any other information requested by the Engineer.

Added 6-8-17

2. The Contractor is advised that the existing and/or span wire traffic signal installation must remain in operation during all construction stages, except for the most essential down time. Any shutdown of the traffic signal installation, which exceeds fifteen (15) minutes, must have prior approval of the Engineer. Approval to shut down the traffic signal installation will only be granted during the period extending from 10:00 a.m. to 3:00 p.m. on weekdays. Shutdowns shall not be allowed during inclement weather or holiday periods.
3. The Contractor shall provide immediate corrective action when any part or parts of the system fail to function properly. Two far side heads facing each approach shall be considered the minimum acceptable signal operation pending permanent repairs. When repairs at a signalized intersection require that the controller be disconnected or otherwise removed from normal operation, and power is available, the Contractor shall place the traffic signal installation on flashing operation. The signals shall flash RED for all directions unless a different indication has been specified by the Engineer. The Contractor shall be required to place stop signs (R1-1-36) at each approach of the intersection as a temporary means of regulating traffic. When the signals operate in flash, the Contractor shall furnish and equip all their vehicles assigned to the maintenance of traffic signal installations with a sufficient number of stop signs as specified herein. The Contractor shall maintain a sufficient number of spare stop signs in stock at all times to replace stop signs which may be damaged or stolen.
4. The Contractor shall provide the Engineer with 2 (two) 24 hour telephone numbers for the maintenance of the traffic signal installation and for emergency calls by the Engineer.
5. Traffic signal equipment which is lost or not returned to the Department for any reason shall be replaced with new equipment meeting the requirements of the Standard Specifications and these special provisions.
6. The Contractor shall respond to all emergency calls from the Department or others within one (1) hour after notification and provide immediate corrective action. When equipment has been damaged or becomes faulty beyond repair, the Contractor shall replace it with new and identical equipment. The cost of furnishing and installing the replaced equipment shall be borne by the Contractor at no additional charge to the contract. The Contractor may institute action to recover damages from a responsible third party. If at any time the Contractor fails to perform all work as specified herein to keep the traffic signal installation in proper operating condition or if the Engineer cannot contact the Contractor's designated personnel, the Engineer shall have the State's Electrical Maintenance Contractor perform the maintenance work. The Contractor shall be responsible for all of the State's Electrical Maintenance Contractor's costs and liquidated damages of \$1000 per day per occurrence. The State's Electrical Maintenance Contractor shall bill the Contractor for the total cost of the work. The Contractor shall pay this bill within thirty (30) days of the date of receipt of the invoice or the cost of such work will be deducted from the amount due the Contractor. The Contractor shall allow the Electrical Maintenance Contractor to make reviews of the Existing Traffic Signal Installation that has been transferred to the Contractor for Maintenance.

Added 6-8-17

7. Any proposed activity in the vicinity of a highway-rail grade crossing must adhere to the guidelines set forth in the current edition of the Manual on Uniform Traffic Control Devices (MUTCD) regarding work in temporary traffic control zones in the vicinity of highway-rail grade crossings which states that lane restrictions, flagging, or other operations shall not create conditions where vehicles can be queued across the railroad tracks. If the queuing of vehicles across the tracks cannot be avoided, a uniformed law enforcement officer or flagger shall be provided at the crossing to prevent vehicles from stopping on the tracks, even if automatic warning devices are in place.
8. Equipment included in this item that is damaged or not operating properly from any cause shall be replaced with new equipment meeting current District One traffic signal specifications and provided by the Contractor at no additional cost to the Contract and/or owner of the traffic signal system, all as approved by the Engineer. Final replacement of damaged equipment must meet the approval of the Engineer prior to or at the time of final inspection otherwise the traffic signal installation will not be accepted. Cable splices outside the controller cabinet shall not be allowed.
9. Automatic Traffic Enforcement equipment, such as Red Light Enforcement cameras, detectors, and peripheral equipment, damaged or not operating properly from any cause, shall be the responsibility of the municipality or the Automatic Traffic Enforcement Company per Permit agreement.
10. The Contractor shall be responsible to clear snow, ice, dirt, debris or other condition that obstructs visibility of any traffic signal display or access to traffic signal equipment.
11. The Contractor shall maintain the traffic signal in normal operation during short or long term loss of utility or battery back-up power at critical locations designated by the Engineer. Critical locations may include traffic signals interconnected to railroad warning devices, expressway ramps, intersection with an SRA route, critical corridors or other locations identified by the Engineer. Temporary power to the traffic signal must meet applicable NEC and OSHA guidelines and may include portable generators and/or replacement batteries. Temporary power to critical locations shall not be paid for separately but shall be included in the contract.
12. Temporary replacement of damaged or knockdown of a mast arm pole assembly shall require construction of a full or partial span wire signal installation or other method approved by the Engineer to assure signal heads are located overhead and over traveled pavement. Temporary replacement of mast arm mount signals with post mount signals will not be permitted.

Basis of Payment.

This work will be paid for at the contract unit price per each for MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION. Each intersection will be paid for separately. Maintenance of a standalone and or not connected flashing beacon shall be paid for at the contract unit price for MAINTENANCE OF EXISTING FLASHING BEACON INSTALLATION. Each flashing beacon will be paid for separately.

Added 6-8-17

REBUILD EXISTING HANDHOLE

Effective: January 1, 2002
895.04TS

Revised: July 1, 2015

This item shall consist of rebuilding and bringing to grade a handhole at a location shown on the plans or as directed by the Engineer. The work shall consist of removing the handhole frame and cover and the walls of the handhole to a depth of eight (8) inches below the finished grade.

Upon completion of the above work, four (4) holes, four (4) inches in depth and one half (1/2) inch in diameter, shall be drilled into the remaining concrete; one hole centered on each of the four handhole walls. Four (4) #3 steel dowels, eight (8) inches in length, shall be furnished and shall be installed in the drilled holes with a masonry epoxy.

All concrete debris shall be disposed of outside the right-of-way.

The area adjacent to each side of the handhole shall be excavated to allow forming. All steel hooks, handhole frame, cover, and concrete shall be provided to construct a rebuilt handhole according to applicable portions of Section 814 of the Standard Specification and as modified in 814.01TS HANDHOLES Special Provision. The existing frame and cover shall be replaced if it was damaged during removal or as determined by the Engineer.

Basis of Payment.

This work shall be paid for at the contract unit price each for REBUILD EXISTING HANDHOLE, which price shall be payment in full for all labor, materials, and equipment necessary to complete the work described above and as indicated on the drawings.

Added 6-8-17

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

This work shall be according to Article 669 of the Standard Specifications and the following:

Qualifications. The term environmental firm shall mean an environmental firm with at least five (5) documented leaking underground storage tank (LUST) cleanups or that is pre-qualified in hazardous waste by the Department. Documentation includes but not limited to verifying remediation and special waste operations for sites contaminated with gasoline, diesel, or waste oil in accordance with all Federal, State, or local regulatory requirements and shall be provided to the Engineer for approval. The environmental firm selected shall not be a former or current consultant or have any ties with any of the properties contained within and/or adjacent to this construction project.

General. This Special Provision will likely require the Contractor to subcontract for the execution of certain activities.

All contaminated materials shall be managed as either “uncontaminated soil” or non-special waste. This work shall include monitoring and potential sampling, analytical testing, and management of a material contaminated by regulated substances. The Environmental Firm shall continuously monitor all soil excavation for worker protection and soil contamination. **Phase I Preliminary Engineering information is available through the District’s Environmental Studies Unit.** Soil samples or analysis without the approval of the Engineer will be at no additional cost to the Department. The lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit whichever is less.

The Contractor shall manage any excavated soils and sediment within the following areas:

Intersection of IL Route 19 (W. Irving Park Road) and Judd Avenue

- All excavation planned for ADA ramp improvements at the southwest quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Judd Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Scott Street

- All excavation planned for ADA ramp improvements at the intersection of IL Route 19 (W. Irving Park Road) and Scott Street, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Hirschberg Court

- All excavation planned for ADA ramp improvements at the northwest quadrant and northeast quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Hirschberg Court, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Added 6-8-17

Intersection of IL Route 19 (W. Irving Park Road) and Emerson Avenue

- All excavation planned for ADA ramp improvements at the northwest quadrant and northeast quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Emerson Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and 25th Avenue / Ruby Street

- All excavation planned for ADA ramp improvements at the intersection of IL Route 19 (W. Irving Park Road) and 25th Avenue / Ruby Street, Schiller Park. This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Atlantic Avenue

- All excavation planned for ADA ramp improvements at the southwest quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Atlantic Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.
- All excavation planned for ADA ramp improvements at the northwest quadrant, northeast quadrant and southeast quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Atlantic Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Wagner Avenue

- All excavation planned for installation of new storm sewer, drainage structures and curb & gutter improvements along the south side of IL Route 19 (W. Irving Park Road), west of its intersection with Wagner Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.
- All excavation planned for ADA ramp improvements at all four quadrants, and drainage structure improvements at the northeast quadrant, at the intersection of IL Route 19 (W. Irving Park Road) and Wagner Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Prairie Avenue

- All excavation planned for ADA ramp improvements at the southwest quadrant and southeast quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Prairie Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Grace Street

- All excavation planned for ADA ramp improvements at the intersection of IL Route 19 (W. Irving Park Road) and Grace Street, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Kolze Avenue

- All excavation planned for ADA ramp improvements at the northeast quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Kolze Avenue, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Old River Road

- All excavation planned for ADA ramp improvements at the northwest quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Old River Road, Schiller Park. This material meets the criteria of Article 669.09(a)(5) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.
- All excavation planned for ADA ramp improvements at the northeast quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Old River Road, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and Willow Street

- All excavation planned for ADA ramp improvements at the southwest quadrant and southeast quadrant at the intersection of IL Route 19 (W. Irving Park Road) and Willow Street, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.
- All excavation planned for ADA ramp improvements at the bus stop located on the north side of IL Route 19 (W. Irving Park Road) at its intersection with Will Street, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.

Intersection of IL Route 19 (W. Irving Park Road) and North River Road

- All excavation planned for ADA ramp improvements at the northwest quadrant at the intersection of IL Route 19 (W. Irving Park Road) and North River Road, Schiller Park. This material meets the criteria of Article 669.09(a)(1) and shall be managed in accordance to Article 669.09. Potential contaminants of concern sampling parameters: VOCs, SVOCs and Metals.