



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 16, 2025

SUBJECT FAP Route 350 (US 41(Skokie Blvd))
Project NHPP-X3TL(656)
Section FAP 0350 23 SMART1
Cook County
Contract No. 62V54
Item No. 33, April 25, 2025 Letting
Addendum B

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 to the Special Provisions
3. Revised pages 2 -6 and 110 of the Special Provisions.
4. Revised sheets 1-2, 4, 4A, 9, 19-26, 26A, 26C, and 26G of the Plans
5. Added sheets 26H-26I 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

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
MAINTENANCE OF ROADWAYS (D1)	2
STATUS OF UTILITIES (D-1)	2
VIDEO VEHICLE DETECTION SYSTEM	5
CONSTRUCTION LAYOUT SPECIAL FOR RESURFACING WITH ADA AND STAND ALONE ADA (D1)7	
PUBLIC CONVENIENCE AND SAFETY (D1)	8
HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1)	9
ADJUSTMENTS AND RECONSTRUCTIONS (D1)	16
DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (D1)	17
CURB OR COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (D1)	18
ENGINEER'S FIELD OFFICE TYPE A (D1)	20
TRAFFIC CONTROL PLAN (D1)	20
FRICTION AGGREGATE (D1)	21
HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1)	24
TEMPORARY INFORMATION SIGNING	25
KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY)	27
TRAFFIC SIGNAL GENERAL REQUIREMENTS	28
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	44
UNDERGROUND RACEWAYS	46
ROD AND CLEAN EXISTING CONDUIT	47
ELECTRIC CABLE	48
PEDESTRIAN SIGNAL POST	49
CONCRETE FOUNDATIONS	50
LIGHT EMITTING DIODE (LED) PEDESTRIAN SIGNAL HEAD	51
DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS)	53
ACCESSIBLE PEDESTRIAN SIGNALS	56
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	60
HMA SURFACE REMOVAL, VARIABLE DEPTH	61
DRILLED SHAFTS	61
CONSTRUCTION REQUIREMENTS	64
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)	71
CEMENT, FINELY DIVIDED MINERALS, ADMIXTURES; CONCRETE, AND MORTAR (BDE)	73

COMPENSABLE DELAY COSTS (BDE).....	84
CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE).....	88
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)	90
HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE).....	93
PAVEMENT MARKING INSPECTION (BDE).....	94
PERFORMANCE GRADED ASPHALT BINDER (BDE).....	94
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)	100
SHORT TERM AND TEMPORARY PAVEMENT MARKINGS (BDE).....	101
SOURCE OF SUPPLY AND QUALITY REQUIREMENTS (BDE)	105
SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)	105
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	106
SUBMISSION OF BIDDERS LIST INFORMATION (BDE).....	106
SUBMISSION OF PAYROLL RECORDS (BDE).....	107
SURVEYING SERVICES (BDE).....	108
VEHICLE AND EQUIPMENT WARNING LIGHTS (BDE)	108
WEEKLY DBE TRUCKING REPORTS (BDE).....	108
WORK ZONE TRAFFIC CONTROL DEVICES (BDE)	109
WORKING DAYS (BDE).....	110
CONTRACTOR COOPERATION	111
REBUILD EXISTING HANDHOLE.....	111
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC).....	112

MAINTENANCE OF ROADWAYS (D1)

Effective: September 30, 1985

Revised: November 1, 1996

Beginning on the date that work begins on this project, the Contractor shall assume responsibility for normal maintenance of all existing roadways within the limits of the improvement. This normal maintenance shall include all repair work deemed necessary by the Engineer, but shall not include snow removal operations. Traffic control and protection for maintenance of roadways will be provided by the Contractor as required by the Engineer.

If items of work have not been provided in the contract, or otherwise specified for payment, such items, including the accompanying traffic control and protection required by the Engineer, will be paid for in accordance with Article 109.04 of the Standard Specifications.

STATUS OF UTILITIES (D-1)

Effective: June 1, 2016

Revised: April 1, 2025

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding 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 below; 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

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME

Revised 4-16-2025

STA 21+20, STA 25+60, STA 25+90, STA 33+45, STA 40+65	ATT MH	ATT MH 313, ATT MH 314, ATT MH 396, ATT MH 397	ATT	12 Days
---	--------	--	-----	---------

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME

No conflicts to be resolved (or if there are conflicts, they are to be listed as noted above)

Pre-Stage: _____ 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	Phone	E-mail address
ATT	Tom Laskowski	630.573.5643	tl7895@att.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 owner's part can be secured.

Pre-Stage

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
US 41 and North Mall Entrance	Nicor line	Nicor Gas Main in proximity of where NW and NE corner APS push button foundation will be placed	Nicor

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER

No facilities requiring extra consideration (*or listed as noted above*)

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

Agency/Company Responsible to Resolve Conflict	Name of contact	Phone	E-mail address
Nicor	Camille Corbi	312 445 8639	Camille.Corbi@kimley-horn.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 considered 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 above 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 duration 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 when necessary.

The contractor is responsible for contacting JULIE (or DIGGER within the City of Chicago) prior to any excavation work. Please note that IDOT electrical facilities are not part of the one-call locating services, such as JULIE or DIGGER.

If the contract requires the services of an electrical contractor, it is the contractor's responsibility, at their own expense, to locate existing IDOT electrical facilities before commencing work. For contracts that do not require an electrical contractor, the contractor may request one free locate of IDOT electrical facilities by contacting the Department's Electrical Maintenance Contractor. Additional locate requests will be at the contractor's expense.

The Department's Electrical Maintenance Contractor must be notified at least 72 hours in advance of the work by calling 773-287-7600 or emailing dispatch@meade100.com to arrange for the locating of underground electrical facilities.

Please note, the marking of underground facilities does not absolve the contractor of their responsibility to repair or replace any facilities damaged during construction at their expense.

VIDEO VEHICLE DETECTION SYSTEM

Description.

This work shall consist of furnishing and installing a video vehicle detection system as specified and/or as shown on the plans. 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, cables, and accessories required to complete the installation in accordance with the manufacturer's specifications.

The video 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 -30°F to 165°F.

The video 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 video 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 video vehicle detection system shall include a display and stand inside the cabinet that has a minimum 10 in. screen with a minimum 1280 x 800 resolution. The display shall be temperature rated for the cabinet environment.

The video vehicle detection system shall be one of the following systems or an approved equivalent:

- Autoscope Vision
- Iteris Vantage Next

A representative from the supplier of the video vehicle detection system shall supervise the installation and testing of the video vehicle detection system and shall be present at the traffic signal turn-on inspection. Once the video 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 video detection system shall be warrantied for a period of two (2) years from final inspection and shall be free from material and workmanship defects.

Basis of Payment.

This work shall be paid for at the Contract unit price each for VIDEO VEHICLE DETECTION SYSTEM COMPLTE, 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 video vehicle detection system.

Category 4 includes portable or trailer-mounted devices such as sign supports, speed feedback displays, arrow boards, changeable message signs, temporary traffic signals, and area lighting supports. It is preferable for Category 4 devices manufactured after December 31, 2019 to be MASH-16 compliant; however, there are currently no crash tested devices in this category, so it remains exempt from the NCHRP 350 or MASH compliance requirement.

For each type of device, when no more than one MASH compliant is available, an NCHRP 350 compliant device may be used, even if manufactured after December 31, 2019.”

Revise Articles 1106.02(g), 1106.02(k), and 1106.02(l) to read:

“(g) Truck Mounted/Trailer Mounted Attenuators. The attenuator shall be approved for use at Test Level 3. Test Level 2 may be used for normal posted speeds less than or equal to 45 mph.

(k) Temporary Water Filled Barrier. The water filled barrier shall be a lightweight plastic shell designed to accept water ballast and be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings.

(l) Movable Traffic Barrier. The movable traffic barrier shall be on the Department’s qualified product list.

Shop drawings shall be furnished by the manufacturer and shall indicate the deflection of the barrier as determined by acceptance testing; the configuration of the barrier in that test; and the vehicle weight, velocity, and angle of impact of the deflection test. The Engineer shall be provided one copy of the shop drawings. The barrier shall be capable of being moved on and off the roadway on a daily basis.”

WORKING DAYS (BDE)

Effective: January 1, 2002

The Contractor shall complete the work within **35** working days.

