



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 5, 2024

SUBJECT FAP Route 607 (US 30)
Project STP-KSH9(089)
Section FAP 0607 22 RS
Will County
Contract No. 62T28
Item No. 6, June 14, 2024 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 i of the Table of Contents to the Special Provisions
3. Revised pages 4-7, 44-46, & 51-53 of the Special Provisions
4. Revised sheets 1-3, 5-7, 21-34, & 36 of the Plans
5. Added sheets 22A, 34A, & 34B 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

PUBLIC CONVENIENCE AND SAFETY (D1) 2

CONTRACTOR COOPERATION 3

STATUS OF UTILITIES (D-1) 3

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1) 8

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1) 13

FRICTION AGGREGATE (D1)..... 15

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH 18

CLEANING EXISTING DRAINAGE STRUCTURES (D1) 18

ADJUSTMENTS AND RECONSTRUCTIONS (D1)..... 19

DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (D1) 20

VALVE BOXES TO BE ADJUSTED 21

CONSTRUCTION LAYOUT SPECIAL FOR RESURFACING WITH ADA AND STAND ALONE ADA (D1)22

CURB OR COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (D1)..... 23

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC) 25

ENGINEER’S FIELD OFFICE TYPE A (D1) 27

TRAFFIC SIGNAL GENERAL REQUIREMENTS..... 28

REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE 44

COILABLE NON-METALLIC CONDUIT 47

UNDERGROUND RACEWAYS 47

ELECTRIC CABLE..... 48

PEDESTRIAN SIGNAL POST 49

CONCRETE FOUNDATIONS 50

DETECTOR LOOP 53

DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING,
 & PATCHING OPERATIONS) 56

ACCESSIBLE PEDESTRIAN SIGNALS 58

MODIFY EXISTING CONTROLLER CABINET 62

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT 63

REBUILD EXISTING HANDHOLE..... 64

KEEPING ARTERIAL ROADWAYS OPEN TO TRAFFIC (LANE CLOSURES ONLY) 65

Pre-Stage

| STAGE / LOCATION | TYPE | DESCRIPTION | RESPONSIBLE AGENCY | DURATION OF TIME |
|--|---------------|---------------------------------------|---------------------------|-------------------------|
| ~STA 25+00 (US 30 Western Ave. & US 30 Center St.) | FRAME AND LID | 2 EACH – FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 28+00 (US 30 Western Ave. & Pine St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 33+00 (US 30 Western Ave. & Broadway St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 42+00 | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 48+00 (US 30 Cass St. & Ottawa St.) | FRAME AND LID | 2 EACH – FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 56+00 (US 30 Cass St. & Scott St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 61+00 (US 30 Cass St. & Michigan St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 65+50 (US 30 Cass St. & McRoberts St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 70+00 (US 30 Cass St. & Eastern Ave.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 73+50 (US 30 Cass St. & Herkimer St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | AT&T | |
| ~STA 42+25 | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 43+90 (US 30 Cass St. & Joliet St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 45+00 | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 46+00 | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 47+80 (US 30 Cass St. & Ottawa St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 49+20 | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 50+55 | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |

Revised 6/5/2024

| | | | | |
|---|------------------|----------------------------------|-------|--|
| ~STA 51+45 (Chicago St. NW Corner) | FRAME AND LID | FRAME AND LID IN THE SIDEWALK | ComEd | |
| ~STA 51+50 (US 30 Cass St. & Chicago St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 54+00 | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |
| ~STA 55+40 (US 30 Cass St. & Scott St.) | FRAME AND LID | FRAME AND LID IN THE ROADWAY | ComEd | |

Stage 1

| STAGE / LOCATION | TYPE | DESCRIPTION | RESPONSIBLE AGENCY | DURATION OF TIME |
|---------------------|------|-------------|-----------------------|---------------------|
| | | | | |

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

Revised 6/5/2024

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 |
|---|------------------------|--------------|-------------------------|
| ComEd | Nicholas West | 708-821-8873 | Nicholas.West@ComEd.com |
| AT&T | Dan Bluhm | 779-456-2850 | db3492@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 |
|--|-------------|---|--------------|
| STA 15+47 to STA 35+47, STA 39+99 to STA 51+09, STA 52+27 to 75+61 | GAS LINE | GAS MAIN IN PROXIMITY, NO CONFLICTS ANTICIPATED | Nicor |

Revised 6/5/2024

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 (#SC23653) | Hensley Gooden | 630-514-7737 | hgooden@southenco.com |
| Nicor (#SC23653) | William Bell | 312-965-5068 | wbell@southernco.com |
| | | | |
| | | | |

Revised 6/5/2024

- (3) All metallic and non-metallic raceways, including spare or empty raceways, shall have a continuous equipment grounding conductor, except raceways containing only detector loop lead-in circuits, circuits under 50 V and/or fiber optic cable will not be required to include an equipment grounding conductor.
- (4) Individual conductor splices in handholes shall be soldered and sealed with heat shrink. When necessary to maintain effective equipment grounding, a full cable heat shrink shall be provided over individual conductor heat shrinks.
- (c) The grounding electrode conductor shall be similar to the equipment grounding conductor in color coding (green) and size. The grounding electrode conductor is used to connect the ground rod to the equipment grounding conductor and is bonded to ground rods via exothermic welding, UL listed pressure connectors, and UL listed clamps.”

REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE

Effective: January 1, 2002

Revised: July 1, 2015

895.05TS

This item shall consist of partial removal of an existing concrete traffic signal handhole, reconstruction to the specifications of heavy duty handhole including new frame and cover, and bringing it to grade at location(s) shown in the plans or as directed by the Engineer. This work shall consist of removing the existing handhole frame and cover and the walls of the handhole to a depth of fifteen (15) 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 top of the remaining concrete; one hole centered into each of the four handhole walls. Four (4) #3 steel dowels eight inches in length, shall be furnished and installed in the drilled holes with a masonry epoxy.

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

Any pavement or asphalt surface removal required to install the new concrete shall have straight and neat edges using a method approved by the Engineer. Care shall be taken to protect the existing traffic signal cable. Any cable damage shall be reported immediately and repaired as directed by the Area Traffic Signal Engineer.

All steel hooks, handhole frame, cover, and concrete shall be provided to construct a rebuilt heavy duty handhole according to applicable portions of Section 814 of the Standard Specification and as modified in 814.01TS HANDHOLES Special Provision.

Basis of Payment.

This work shall be paid for at the contract unit price each for REBUILD EXISTING HANDHOLE TO HEAVY-DUTY HANDHOLE.

Revised 6/5/2024

This page intentionally left blank

Revised 6/5/2024

This page intentionally left blank

Revised 6/5/2024

Add the following to the first paragraph of Article 878.05 of the Standard Specifications:

“The concrete apron in front of the cabinet and UPS shall be included in this pay item.”

Revise the first paragraph of Article 878.05 of the Standard Specifications to read:

“Basis of Payment. This work will be paid for at the Contract unit price per foot (meter) of depth of CONCRETE FOUNDATION of the type specified, or CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER for pedestrian post concrete foundations.”

Revised 6/5/2024

This page intentionally left blank

Revised 6/5/2024

DETECTOR LOOP

Effective: May 22, 2002

Revised: March 1, 2024

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 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.

Revised 6/5/2024