



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 24, 2022

SUBJECT Various Routes
Project NHPP-DKHS(061)
Section (202,1,121)TS-1
Various Counties
Contract No. 76P94
Item No. 84, June 17, 2022 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 page i of the Table of Contents of the Special Provisions
2. Revised pages 1-7 of the Special Provisions

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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STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2022, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of Various Routes, Project NHPP-DKHS(061), Section (202,1,121)TS-1, Various Counties, Contract No. 76P94, and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

Various Routes
Project NHPP-DKHS(061)
Section (202,1,121)TS-1
Various Counties
Contract No. 76P94

LOCATION OF PROJECT

Intersections with the following roadways in Cahokia in St. Clair County:

1. IL Route 157 and Lazarcheff Drive
2. IL Route 157 and Kenneth Street/Paris Avenue

Intersections with the following roadways in Wood River in Madison County:

3. IL Route 3 and IL Route 143

Intersections with the following roadways in Alton in Madison County:

4. IL Route 3/IL Route 111 and IL Route 140
5. IL Route 3/IL Route 111 and Bloomer Drive

DESCRIPTION OF PROJECT

This is a traffic signal project, and the work to be performed under this contract consists of replacing mast arms, poles, foundations, and signal heads at five (5) intersections.

SUBMITTAL OF EEO/LABOR DOCUMENTATION

Effective: April 2016

This work shall be done in accordance with Check Sheets No. 1, 3, and 5 of the IDOT Supplemental Specifications and Recurring Special Provisions and the "Weekly DBE Trucking Reports (BDE)" Special Provision, except as herein modified.

PAYROLL AND STATEMENT OF COMPLIANCE:

Certified payroll (FORM SBE 48 OR AN APPROVED FACSIMILE) and the Statement of Compliance (FORM SBE 348) shall be submitted by two methods:

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1. By Mail (United States Postal Service): The ORIGINAL of the certified payroll and the Statement of Compliance for the Prime Contractor and each Subcontractor shall be submitted by mail to the Regional Engineer for District 8.
2. Electronically: Scan both the ORIGINAL of the certified payroll and the Statement of Compliance to the same PDF file, and email to the District at the email address designated by the District EEO Officer.

SBE 48 and SBE 348 forms shall be submitted weekly and will be considered late if received after midnight seven (7) business days after the payroll ending date.

WEEKLY DBE TRUCKING REPORT:

The Weekly DBE Trucking Report (FORM SBE 723) shall be submitted electronically. Scan the form to a PDF file, and email to the District at the email address designated by the District EEO Officer.

SBE 723 forms shall be submitted weekly and will be considered late if received after midnight ten (10) business days following the reporting period.

MONTHLY LABOR SUMMARY & MONTHLY CONTRACT ACTIVITY REPORTS:

The Monthly Labor Summary Report (MLSR) shall be submitted by one of two methods:

1. For contractors having IDOT contracts valued in the aggregate at \$250,000 or less, the report may be typed or clearly handwritten using Form D8 PI0148. Submit the ORIGINAL report by mail to the Regional Engineer for District Eight. Contractors also have the option of using the method #2 outlined below.
2. For contractors having IDOT contracts valued in the aggregate at more than \$250,000, the report must be submitted in a specific "Fixed Length Comma Delimited ASCII Text File Format". This file shall be submitted by e-mail using specific file formatting criteria provided by the District EEO Officer. Contractors must submit a sample text file to District 8 for review at least fourteen (14) days prior to the start of construction.

The Monthly Contract Activity Report (MCAR) may be typed or clearly handwritten using Form D8 PI0149.

The Monthly Labor Summary Report and the Monthly Contract Activity Report shall be submitted concurrently. If the method of transmittal is method #1 above, then both the MLSR and the MCAR shall be mailed together in the same envelope. If the method of transmittal is method #2 above, then the MCAR shall be scanned to a .pdf file and attached to the email containing the MLSR .txt file.

The MLSR and MCAR must be submitted for each consecutive month, for the duration of the project, and will be considered late if received after midnight ten (10) calendar days following the reporting period.

REQUEST FOR APPROVAL OF SUBCONTRACTOR:

The ORIGINAL and one copy of the Request for Approval of Subcontractor (FORM BC 260A) shall be submitted to the District at the IDOT Preconstruction Conference.

SUBSTANCE ABUSE PREVENTION PROGRAM CERTIFICATION:

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The ORIGINAL and one copy of the Substance Abuse Prevention Program Certification (FORM BC 261) shall be submitted to the District at the IDOT Preconstruction Conference.

The Contractor is required to follow submittal procedures as provided by the EEO Officer at the preconstruction conference and to follow all revisions to those procedures as issued thereafter.

If a report is rejected, it is the Contractor's responsibility to make required adjustments and/or corrections and resubmit the report. Reports not submitted and accepted within the established timeframes will be considered late.

Disclosure of this information is necessary to accomplish the statutory purpose as outlined under 23CFR part 230 and 41CFR part 60.4 and the Illinois Human Rights Act. Disclosure of this information is REQUIRED. **Failure to comply with this special provision may result in the withholding of payments to the Contractor and/or cancellation, termination, or suspension of the contract in whole or part.**

This Special Provision must be included in each subcontract agreement.

ALL HARD COPY FORMS TO BE SUBMITTED TO:

Region 5 Engineer
Illinois Department of Transportation
ATTN: EEO/LABOR OFFICE
1102 Eastport Plaza Drive
Collinsville, IL 62234-6198

Compliance with this Special Provision shall be included in the cost of the contract, and no additional compensation will be allowed for any costs incurred.

TRAFFIC CONTROL PLAN

Effective: July 12, 1993

Revised: May 12, 1997

Traffic control shall be in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction", the applicable guidelines contained in the "National Manual on Uniform Traffic Control Devices for Streets and Highways", Illinois Supplement to the National Manual of Uniform Traffic Control Devices, these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction" and the following Highway Standards relating to traffic control:

701001 701006 701101 701106 701301
701601 701701 701901

In addition, the following Special Provision(s) will also govern traffic control for this project:

Work Zone Traffic Control Devices

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION

General. 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.

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VARIOUS ROUTES
PROJECT NHPP-DKHS(061)
SECTION (202,1,121)TS-1
VARIOUS COUNTIES
CONTRACT NO. 76P94

This item shall include maintenance of all traffic signal equipment and other connected and related equipment such as 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.

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.

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

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 at each approach of the intersection as a temporary means of regulating traffic if no power is available for normal/flashing operation.

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.

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.

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.

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.

Equipment included in this item that is damaged or not operating properly from any cause shall be replaced with new equipment meeting current District Eight 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.

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.

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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.

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.

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.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT NO SALVAGE

Description. This work shall be in accordance with Section 895 of the Standard Specification, except as modified herein.

This item shall be for the removal of the following items at the following locations as shown on the plans:

- IL Route 157 and Lazercheff Drive
 - o 4 - Mast Arm Assembly & Pole
 - o 4 - Pedestrian Push Button
 - o 4 - Pedestrian Signal Head
 - o 13 - Signal Head
 - o 1 - Signal Post
- IL Route 157 and Kenneth Street/ Paris Avenue
 - o 2 - Mast Arm Assembly & Pole
 - o 4 - Pedestrian Signal Head
 - o 4 - Signal Head
- IL Route 3 and IL Route 143
 - o 6 - Mast Arm Assembly & Pole
 - o 21 - Signal Head
 - o 1 - Signal Post
- IL Route 3 / IL Route 111 and IL Route 140
 - o 4 - Mast Arm Assembly & Pole
 - o 17 - Signal Head
 - o 3 - Signal Post
- IL Route 3 / IL Route 111 and Bloomer Drive
 - o 4 - Mast Arm Assembly & Pole
 - o 16 - Signal Head
 - o 3 - Signal Post

The traffic signal equipment to be removed shall become the property of the Contractor and disposed of properly.

Method of Measurement. Removal of the existing traffic signal equipment will be measured for payment per each.

Basis of Payment. Removal will be paid for at the contract unit price per EACH for REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT.

STATUS OF UTILITIES TO BE ADJUSTED

NO UTILITIES TO BE ADJUSTED

The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Sections 102 and 103, and Articles 105.07 and 107.20 of the Standard Specifications for Road and Bridge Construction shall apply.

If any utility adjustment or removal has not been completed when required by the Contractor's operation, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's operations were affected.

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES

Description. This work shall consist of the removal and disposal of regulated substances according to Section 669 of the Standard Specifications as revised below.

Contract Specific Work Areas. The excavated soil and groundwater within the work areas listed below shall be managed as either "uncontaminated soil", hazardous waste, special waste or non-special waste. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

Soil Disposal Analysis. When the waste material requires sampling for landfill disposal acceptance, the Contractor shall secure a written list of the specific analytical parameters and analytical methods required by the landfill. The Contractor shall collect and analyze the required number of samples for the parameters required by the landfill using the appropriate analytical procedures. A copy of the required parameters and analytical methods (from landfill email or on landfill letterhead) shall be provided as Attachment 4A of the BDE 2733 (Regulated Substances Final Construction Report). The price shall include all sampling materials and effort necessary for collection and management of the samples, including transportation of samples from the job site to the laboratory. The Contractor shall be responsible for determining the specific disposal facilities to be utilized; and collect and analyze any samples required for disposal facility acceptance using a NELAP certified analytical laboratory registered with the State of Illinois.

The following contract specific work areas shall be monitored by the Environmental Firm for soil contamination and workers protection.

Site 4220-7 – Commercial Building, 2811-2851 Homer M. Adams Parkway, Alton, Madison County

- All excavation within the west quadrant of Homer M. Adams Parkway and Bloomer Drive: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 4220-15 – ROW, 3700-3800 blocks of Homer M. Adams Parkway, Alton, Madison County

- All excavation within the intersection of Homer M. Adams Parkway and College Avenue: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.





Site 4220-18 – Bluff City Minerals, 4007 College Avenue, Alton, Madison County

- All excavation within the southeast corner of Homer M. Adams Parkway and College Avenue: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 4220-19 – Retention Pond, 500 block of W. Madison Avenue, Wood River, Madison County

- All excavation along the north and east corners of Lewis and Clark Boulevard and Madison Avenue: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.
- The Engineer has determined groundwater may be encountered at this PESA site based on the depth of construction. Groundwater shall be managed in accordance to Article 669.05(d). Contaminants of concern sampling parameters: VOCs, SVOCs, total metals and dissolved metals.

Site 4220-20 – Vacant Land, 600 block of W. Madison Avenue, Wood River, Madison County

- All excavation in the west corner of Lewis and Clark Boulevard and Madison Avenue: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 4220-22 – ROW, 1500-600 blocks of W. Madison Avenue, Wood River, Madison County

- All excavation in the intersection of Lewis and Clark Boulevard and Madison Avenue: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.
- The Engineer has determined groundwater may be encountered at this PESA site based on the depth of construction. Groundwater shall be managed in accordance to Article 669.05(d). Contaminants of concern sampling parameters: VOCs, SVOCs, total metals and dissolved metals.

Site 4220-37 – Taco Bell, 1616 Camp Jackson Road, Cahokia Heights, St. Clair County

- All excavation in the south quadrant of Camp Jackson Road and Kenneth Avenue: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 4220-39 – Auto Zone, 1687 Camp Jackson Road, Cahokia Heights, St. Clair County

- All excavation in the north corner of Camp Jackson Road and Lazarcheff Drive: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(1). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Site 4220-41 – BP Gasoline Station, 1689 Camp Jackson Road, Cahokia Heights, St. Clair County

- All excavation in the east corner of Camp Jackson Road and Lazarcheff Drive: The Engineer has determined this material meets the criteria of and shall be managed in accordance to Article 669.05(a)(5). Contaminants of concern sampling parameters: VOCs, SVOCs, and Metals.

Work Zones

Three distinct OSHA HAZWOPER work zones (exclusion, decontamination, and support) shall apply to projects adjacent to or within sites with documented leaking underground storage tank (LUST) incidents, or sites under management in accordance with the requirements of the Site Remediation Program (SRP), Resource Conservation and Recovery Act (RCRA), or Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or as deemed necessary. For this project, the work zones apply for the following ISGS PESA Sites: **None**

Additional information on the contract specific work areas listed above collected during the regulated substances due-diligence process is available through the District's Environmental Studies Unit (DESU).