Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

August 26th, 2025

SUBJECT FAU Route 3562 (Joliet Rd.)
Project STP-I1LY(522)
Section (430Y)N-1
Cook County
Contract No. 62B64

Item No. 011, September 19th, 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 Schedule of Quantities.
2. Revised page iv of the Table of Contents of the Special Provisions.
3. Revised page 35 of the Special Provisions.
4. Add pages 179-185 to the Special Provisions.
5. Revised sheets 3-6, 9, 13-15, 17-18, 20, 23, 26-32, 36-39, 46-53, 62-71, 81-93, 113, and 115.

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,

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

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Revised 8-26-2025

**MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE**

Description.
This work shall include all labor, material, and equipment necessary to construct a manhole with frames and closed lids and restrictor plates in accordance with Section 602 of the Standard Specifications, in the details within the plans, and as directed by the Engineer.

Basis of Payment.
This work shall be paid for at the contract unit price per EACH for MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE which price shall be payment in full for furnishing all materials, labor and equipment necessary to complete the work as specified herein.

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**PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER**

Description: This work shall consist of connecting proposed and existing storm sewers at locations as shown on the plans and/or as directed by the Engineer in accordance with District 1 Standard BD-7 (Detail of Storm Sewer Connection to Existing Sewer) including blind connection. The work shall include storm sewer replacement and installation with prefabricated “T” sections or other fittings and proposed lateral connections to proposed or existing storm sewers.

Method of Measurement: This work shall be measured in units of each at the locations as shown on the plans and/or as directed by the Engineer.

Basis of Payment: This work shall be paid at the contract unit price per EACH for PROPOSED STORM SEWER CONNECTION TO EXISTING STORM SEWER, which such payment shall constitute full compensation for all materials, equipment, tools, and labor necessary to complete the work.

Reinforced concrete pipe “T” (tee) connections shall be paid for at the contract unit price each under pay item REINFORCED CONCRETE PIPE TEE, 18” PIPE WITH 12” RISER, which such payment shall constitute full compensation for all materials, equipment, tools, and labor necessary to complete the work specified herein.

Concrete collar for connecting storm sewers shall not be paid for separately but shall be included in the cost for Proposed Storm Sewer Connection to Existing Storm Sewer. Removal of existing “T” (tee) and/or other fittings shall not be paid separately but shall be included in the cost for Proposed Storm Sewer Connection to Existing Storm Sewer.

**REMOVE EXISTING FLARED END SECTION**

Description: This work shall consist of the removal and disposal of existing flared end sections at the locations shown on plans and/or as directed by the Engineer. Work shall be in accordance with applicable portions of Section 501 of the Standard Specifications.

Method of Measurement: This work shall be measured in units of each removed.

Basis of Payment: This work shall be paid for at the contract unit price per EACH for REMOVE EXISTING FLARED END SECTION.

Revised 8-26-2025

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**REMOVE AND RELOCATE EXISTING MONUMENT**

This work shall consist of the removal, storage, and relocation of the forest preserve boundary monument at the southeast quadrant of Joliet Road and Brainard Avenue. The relocation of the boundary marker shall be coordinated with the Forest Preserve District of Cook County.

Basis of Payment. This work shall be measured for payment in place as each and will be paid for at the contract unit price per EACH for REMOVE AND RELOCATE EXISTING MONUMENT.

**REMOVE AND REINSTALL BRICK PAVER**

This work shall consist of the removal and reinstallation of the existing brick paver sidewalk at the entrance to the City of Countryside Municipal Complex on the west side of Brainard Avenue in accordance with the applicable portions of Section 424 of the Standard Specifications.

Work shall include the complete removal, storage, and reinstallation of the brick paver, in addition to leveling and jointing sand, and compacted aggregate base. Leveling sand shall be sound, sharp, washed natural sand or crushed stone complying with gradation requirements of ASTM C33 for fine aggregate. Sand for paver joints shall be fine, sharp, washed natural sand or crushed stone with 100 percent passing No. 16 sieve and no more than 10 percent passing No. 200 sieve.

Basis of Payment. This work shall be measured and paid for at the contract unit price per SQUARE FOOT for REMOVE AND REINSTALL BRICK PAVER.

**REMOVE EXISTING BRICK PAVERS**

This work shall consist of the complete removal of existing brick pavers and subbase material at the locations shown in the plans and as directed by the Engineer. Removal of the existing brick pavers and subbase material shall be performed in accordance with the applicable portions of Section 440 of the Standard Specifications. All pavers shall be disposed of according to Article 202.03 of the Standard Specifications.

Basis of Payment. This work shall be measured and paid for at the contract unit price per SQUARE FOOT for REMOVE EXISTING BRICK PAVERS.

**FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)**

Description: This work shall be done in accordance with IDOT D1 Detail BD-08.

Method of Measurement: This work shall be measured in units of each complete in place.

Basis of Payment: This work will be measured and paid for at the contract unit price per EACH for FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).

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**DETECTABLE WARNINGS (SPECIAL)**

Description. Work under this item shall consist of installing cast iron or steel detectable warning tiles as shown on the plans. Work shall be performed according to Section 424 of the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, except as herein modified.

Materials: Detectable warning tiles shall be of uniform quality, and free of surface defects. The detectable warnings shall be constructed out of one of the following:

1) Cast iron meeting requirements of ASTM A 48 Class 30 or better.
2) Galvanized steel – 10 gauge, G90 galvanization or better
3) Stainless steel – 10 gauge or better

The dome size and spacing of the detectable warnings shall meet all requirements of Sections R305.1.1 and R305.1.2 of PROWAG.

The color of the detectable warning tiles is to be approved by the Engineer unless otherwise specified in the plans and comply with the requirements of Section R305.1.3 of PROWAG.

If a concrete border is required for installation of the detectable warnings, it shall comply with Section R305.2 of PROWAG.

Responsibility of the Contractor. The Contractor shall verify all dimensions with the product manufacturer. If using radial units, the Contractor shall verify that the radius of the detectable warnings supplied by the manufacturer matches that of the curb radius.

The Contractor shall ensure that the supplied detectable warnings allow placement of the rows of domes that are aligned parallel with the path of travel. Where detectable warnings are radial, dome orientation is not significant.

The Contractor shall ensure a maximum vertical transition of ¼" between the edge of the detectable warnings and adjacent concrete.

Method of Measurement. This work will be measured for payment in place and the area computed in square feet.

Basis of Payment. This work will be paid for at the contract unit price per SQUARE FOOT for DETECTABLE WARNINGS (SPECIAL).

Revised 8-26-2025

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**PEDESTRIAN SIGNAL POST**
Effective: January 1, 2020

Description. This work shall consist of furnishing and installing a metal pedestrian signal post. All installations shall meet the requirements of the "District One Standard Traffic Signal Design Details".

Materials. The pedestrian signal post shall be designed to support the traffic signal loading shown on the plans. The design and fabrication shall be according to the Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, as published by AASHTO.

Post. The post shall be made of steel or aluminum and have an outside diameter of 4 1/2 in. The post shall be threaded for assembly to the base. Aluminum posts shall be according to the specifications for Schedule 80 aluminum pipe. Steel posts shall be according to the specifications for Schedule 40 steel pipe.

Base. The base of a steel post shall be cast iron. The base of an aluminum post shall be aluminum. The base shall be threaded for the attachment to the threaded post. The base shall be approximately 10 in. high and 6 3/4 in. square at the bottom. The bottom of the base shall be designed to accept four 5/8 in. diameter anchor rods evenly spaced in a 6 in. diameter circle. The base shall be true to pattern, with sharp clean cutting ornamentation, and equipped with access doors for cable handling. The door shall be fastened to the base with stainless steel screws. A grounding lug shall be provided inside the base.

Anchor Rods. The anchor rods shall be 5/8 in. in diameter and 16 in. long and shall be according to Article 1006.09. The anchor rods shall be threaded approximately 6 in. at one end and have a bend at the other end. The first 12 in. at the threaded end shall be galvanized. One each galvanized nut and trapezoidal washer shall be furnished with each anchor rod. The washer shall be properly sized to fully engage and sit flush on all sides of the slot of the base plate.

The aluminum post and base shall be drilled at the third points around the diameter and 1/4 in. by 2 in. stainless steel bolts shall be inserted to prevent the post from turning and wobbling.

Finish. The steel post, steel post cap and the cast iron base shall be hot-dipped galvanized according to AASHTO M 111. If the Department approves painting, powder coating by the manufacturer will be required over the galvanization in accordance with Traffic Signal Painting Special Provisions. If the post and the base are threaded after the galvanization, the bare exposed metal shall be immediately cleaned to remove all cutting solvents and oils and then spray painted with two coats of an approved galvanized paint.

The aluminum post shall have a natural finish, 100 grit or finer.

Installation. The pedestrian signal post shall be erected plumb, securely bolted to a concrete foundation, and grounded to a ground rod according to the details shown on the plans. No more than 3/4 in. of the post threads shall protrude above the base.

A post cap shall be furnished and installed on the top of the post. The post cap shall match the material of the post. The Contractor shall apply an anti-seize paste compound on all nuts and bolts prior to assembly.

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Prior to the assembly, the Contractor shall apply two additional coats of galvanized paint on the threads of the post and the base. The Contractor shall use a fabric post tightener to screw the post to the base.

Basis of Payment. This work will be paid for at the contract unit price per EACH for PEDESTRIAN SIGNAL POST, of the length specified.

**VIDEO VEHICLE DETECTION SYSTEM**
Effective: January 1, 2020 Revised: March 1, 2024

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 years from final inspection and shall be free from material and workmanship defects.

Basis of Payment. This work will be paid for at the contract unit price per EACH for VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH, the price of which shall include the cost

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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.

**LED SIGNAL FACE, LENS COVER**
Effective: July 1, 2021 Revised: March 1, 2025

Description. This work shall consist of furnishing and installing a signal lens cover with the purpose or preventing snow buildup on and around a signal lens allowing for clear indication during inclement weather.

This item shall fit over a 12 in. signal head lens and shall include the clear lens cover, attachment collar, and any clips or fasteners necessary to fit it flush. The cover must be installed in accordance with the Manufacturer's instructions and in a manner that prevents dust, debris, or moisture buildup on the inside of the lens cover that could affect the signal indication visibility. All mounting hardware including screws used for lens cover installation must be stainless steel. Lens covers shall be installed on all red signal head indications.

The snow resistant signal head lens cover must be warrantied for a period of three years from final inspection and must be free from material and workmanship defects.

Basis of Payment. This work will be paid for at the contract unit price per EACH for LED SIGNAL FACE, LENS COVER, the price of which shall include the cost for all work and material described herein and includes furnishing, installing, and all mounting hardware necessary for a fully operational snow resistant signal head lens cover.

**RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM**
Effective: May 22, 2002 Revised: November 1, 2023

Description. This work shall consist of re-optimizing a traffic signal system according to the following Levels of work.

Level I applies when improvements are made to an existing signalized intersection within an existing traffic signal system. The purpose of this work is to integrate the improvements to the subject intersection into the signal system while minimizing the impacts to the existing system operation. This type of work would be commonly associated with the addition of signal phases, pedestrian phases, or improvements that do not affect the capacity at an intersection.

Level II applies when improvements are made to an existing signalized intersection within an existing traffic signal system and detailed analysis of the intersection operation is desired by the engineer, or when a new signalized or existing signalized intersection is being added to an existing system, but optimization of the entire system is not required. The purpose of this work is to optimize the subject intersection, while integrating it into the existing signal system with limited impact to the system operations. This item also includes an evaluation of the overall system operation, including the Traffic Responsive Program (TRP).

For the purposes of re-optimization work, an intersection shall include all traffic movements operated by the subject controller and cabinet.

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After the signal improvements are completed, the signal shall be re-optimized as specified by an approved Consultant who has previous experience in optimizing traffic signal systems for District One of the Illinois Department of Transportation. The Contractor shall contact the Traffic Signal Engineer at (847) 705-4734 for a listing of approved Consultants. Traffic signal system optimization work, including fine-tuning adjustments of the optimized system, shall follow the requirements stated in the most recent IDOT District 1 SCAT Guidelines, except as note herein.

A listing of existing signal equipment, interconnect information, phasing data, timing patterns, and SCAT Report may be obtained from the Department, if available and as appropriate. The Consultant shall confer with the Area Traffic Signal Maintenance and Operations Engineer prior to optimizing the system to determine if any extraordinary conditions exist that would affect traffic flows in the vicinity of the system, in which case, the Consultant may be instructed to wait until the conditions return to normal or to follow specific instructions regarding the optimization.

Level I Re-Optimization. The following tasks are associated with level I re-optimization.

a. Appropriate signal timings shall be developed for the subject intersection and existing timings shall be utilized for the rest of the intersections in the system.
b. Proposed signal timing plan for the modified intersection(s) shall be forwarded to IDOT for review prior to implementation.
c. Consultant shall conduct on-site implementation of the timings at the turn-on and make fine-tuning adjustments to the timings of the subject intersection in the field to alleviate observed adverse operating conditions and to enhance operations. The consultant shall respond to IDOT comments and public complaints for a minimum period of six (6) months from date of timing plan implementation.

The following deliverable shall be provided for level I re-optimization.

a. Consultant shall furnish to IDOT a cover letter describing the extent of the re-optimization work performed.

Level II Re-Optimization. In addition to the requirements described in the level I re-optimization above, the following tasks are associated with level II re-optimization.

a. Traffic counts shall be taken at the subject intersection(s) after the traffic signals are approved for operation by the Area Traffic Signal Maintenance and Operations Engineer. Manual turning movement counts shall be conducted from 6:30 a.m. to 9:30 a.m., 11:00 a.m. to 1:00 p.m., and 3:30 p.m. to 6:30 p.m. on a typical weekday from midday Monday to midday Friday and on a Saturday and/or Sunday, as directed by the Engineer, to account for special traffic generators such as shopping centers, educational institutes and special event facilities. The turning movement counts shall identify cars, and single-unit, multi-unit heavy vehicles, and transit buses.
b. The intersections shall be re-addressed and all system detectors reassigned as necessary according to the current standard practice of District 1. System detector quantities and locations shall be assessed for optimal performance. The Department shall be notified of any proposed changes.
c. TRP operation shall be evaluated to verify proper pattern selection and lack of oscillation and a report of the operation shall be provided to IDOT.

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The following deliverables shall be provided for level II re-optimization. Consultant shall provide to IDOT one USB flash drive for the optimized system containing the following:

(1) Electronic copy of the technical memorandum in PDF format
(2) Revised Synchro (or other appropriate, approved optimization software) files including the new signal and the rest of the signals in the system
(3) Traffic counts conducted at the subject intersection(s)

The flash drive shall be labeled with the IDOT system number and master location (if applicable), as well as the submittal date and the consultant logo.

The technical memorandum shall include the following elements:

(1) Brief description of the project
(2) Analysis output from Synchro (or other appropriate, approved optimization software file)
(3) Traffic counts conducted at the subject intersection(s)

Basis of Payment. This work will be paid for at the contract unit price per EACH for RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM – LEVEL I or RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM – LEVEL II, which price shall be payment in full for performing all work described herein per intersection. Following completion of the timings and submittal of the specified deliverables, 100% of the bid price will be paid. Each intersection will be paid for separately.