



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 31, 2020

SUBJECT: Route FAU 7094 (Maplewood Drive)
Section 17-00110-00-PV (Rantoul)
Champaign County
Contract No. 91596
Item 085
January 15, 2021 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 sheets 5, 6 & 10 of the Plans.**
- 3. Revised the Table of Contents to the Special Provisions.**
- 4. Revised page 6 of the Special Provisions.**
- 5. Added page 6a to 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

TABLE OF CONTENTS

DESCRIPTION OF WORK 1

J.U.L.I.E..... 1

TRAFFIC CONTROL..... 1 - 2

DEBRIS..... 2

HAND GRADING 2

PRIMING OPERATIONS..... 2 - 3

SIDEWALK REMOVAL.....3

PORTLAND CEMENT CONCRETE SIDEWALK 3

CONCRETE SIDEWALK FINISHING 3-4

SAWCUTTING PAVEMENT, SIDEWALK, CURB AND
COMBINATION CURB AND GUTTER 4

COMBINATION CURB AND GUTTER REMOVAL.....5

COMBINATION CONCRETE CURB AND GUTTER ABUTTING
EXISTING PAVEMENT 5

MANHOLES, INLETS, AND VALVE BOXES
TO BE ADJUSTED..... 5-6

PAVEMENT PATCHING..... 6a

DETECTOR LOOPS 6

REMOVE EXISTING PUSH BUTTON 7

LR107-4 INSURANCE 8

LR 406 FILLING HMA CORE HOLES WITH NON-SHRINK GROUT 9

the ring. Adjusting rings shall be of the proper height required to meet the proposed street elevation. No raising of the street surface to accommodate the ring height will be allowed.

DETECTOR LOOPS: This work shall be done in accordance with Section 886 of the Standard Specifications and as directed by the Engineer.

The proposed Type I Detector Loops shall be spliced into the existing lead-in cables at the existing traffic signal handhole as shown approximated in the plans. Detector loops shall be installed as shown in the plans.

Loops wired in series with single pair lead-in - Detector loops, as they are grouped together on individual detector amplifiers, shall be wired in series at the handhole or gulfbox junction to the existing two (2) conductor lead-in per the detail in the plans and brought back to the cabinet on the single pair cable.

Loops wired in series with multi-pair lead-in - Detector loops shall be wired to an individual pair of the lead-in cable unless otherwise noted in the plans. The loops shall be wired in series, as they are grouped together on individual detector amplifiers, at the controller cabinet detector panel via the multipair lead-in cable.

Testing shall be in accordance with Article 802.08 (a) of the Standard Specifications. Testing shall be done on individual loops at the handhole or gulfbox junction. Testing shall also be done on the array of loops and the respective lead-in at the controller cabinet as they are grouped together on individual detector amplifiers.

If using existing lead-in, testing shall be done prior to adding the splice kit to ensure that the lead-in cable and splice is satisfactory for accurate operation. The contractor shall utilize the existing cable as long as a single pair passes the test. If all pairs fail the test the contractor shall notify the engineer and leave the loop open in the handhole. Testing shall include measurements of resistance, resistance to ground, inductance, and Q values. Documentation of all test results shall be left in the controller cabinet.

The corners of all detector loops shall be diagonally saw cut.

This work will be considered as included in the contract unit price per FOOT for DETECTOR LOOP, TYPE 1 and no additional compensation will be allowed.

PAVEMENT PATCHING: This work shall consist of the removal of the existing pavement, the necessary excavation and the replacement with Class B patches of the type specified at designated locations and as directed by the Engineer and in accordance with the applicable portions of Section 442 of the Standard Specifications.

The layout and details of the Class B Patches shall be in accordance with IDOT Highway Standard 442101-09.

Patches shall be constructed in such a manner that the final resultant depth of the patch is, at a minimum, the depth specified in the plans. If patches are constructed prior to milling operations, they shall be constructed with additional thickness that will provide for the depth shown in the plans after the milling operations are completed.

Replace Article 442.10, Para. 4 with the following:

When expansion joints are to be included in Class B patches, as shown on the plans or as directed by the Engineer, the expansion joint will not be measured separately for payment.

Replace Article 442.11 in its entirety with the following:

Basis of Payment.

This work will be paid for at the contract unit price per square yard for CLASS B PATCHES, of the type and thickness specified.

The above prices shall include the cost of performing the work as specified herein, including sawing and removal and disposal of existing materials; furnishing and installing contraction joints, furnishing and installing expansion joints, pavement patching reinforcement, dowel bars, tie bars, expansion anchor ties, deformed bars for expansion joints and contraction joints, as required; and joint sealing.

Where unsuitable material is encountered in the subgrade or subbase and its removal and replacement is required by the Engineer, such removal and replacement will be paid for according to Article 109.04.

Where damaged areas occur in the stabilized subbase as a result of the subbase adhering to the removed slab, the area shall be replaced with patch material and will be paid for according to Article 109.04. Any removal or disposal costs for the additional material that adhered to the removed slab shall be included in the contract unit price for the item(s) of patching involved.

When additional pavement removal due to unsound concrete or deteriorated steel is directed by the Engineer, the additional quantities will be paid for according to Article 109.04.