



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 19, 2021

SUBJECT FAP Route 541 (IL 132)  
Project NHPP-J0LD(648)  
Section A-W&RS-2  
Lake County  
Contract No. 62D86  
Item No. 11, July 30, 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 page iv of the Table of Contents to the Special Provisions
3. Added pages 298-302 to the Special Provisions
4. Revised sheets 1, 2, 16, 17, 19, 21, 22, 46, 98, 110, 117, 118, &123 of the Plans
5. Added sheets 125A-125C 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

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE).....	181
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) .....	183
DISPOSAL FEES (BDE) .....	192
EMULSIFIED ASPHALTS (BDE) .....	193
ENGINEER’S FIELD OFFICE AND LABORATORY (BDE) .....	197
FUEL COST ADJUSTMENT (BDE).....	200
GEOTECHNICAL FABRIC FOR PIPE UNDERDRAINS AND FRENCH DRAINS (BDE).....	202
HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE) .....	205
HOT MIX ASPHALT – QUALITY CONTROL FOR PERFORMANCE (BDE) .....	208
MANHOLES, VALVE VAULTS, AND FLAT SLAB TOPS (BDE) .....	214
MOBILIZATION (BDE) .....	215
PORTLAND CEMENT CONCRETE – HAUL TIME (BDE).....	215
PORTLAND CEMENT CONCRETE BRIDGE DECK CURING (BDE) .....	216
PORTLAND CEMENT CONCRETE PAVEMENT PLACEMENT (BDE) .....	217
RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE) .....	218
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE) .....	228
SILT FENCE, INLET FILTERS, GROUND STABILIZATION AND RIPRAP FILTER FABRIC (BDE).....	239
STEEL COST ADJUSTMENT (BDE).....	244
SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE) .....	247
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) .....	247
TEMPORARY PAVEMENT MARKING (BDE).....	248
TRAFFIC CONTROL DEVICES - CONES (BDE).....	250
TRAINING SPECIAL PROVISIONS (BDE) .....	251
IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION.....	254
WARM MIX ASPHALT (BDE) .....	256
WEEKLY DBE TRUCKING REPORTS (BDE).....	257
WORK ZONE TRAFFIC CONTROL DEVICES (BDE) .....	258
STORM WATER POLLUTION PREVENTION PLAN.....	260
SWPPP CONTRACTOR CERTIFICATION STATEMENT SHEET .....	271
USACE SECTION 404 PERMIT .....	272
MENTOR-PROTÉGÉ PROGRAM .....	278
PROJECT LABOR AGREEMENT .....	279
GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE).....	298
RELOCATE EXISTING SWITCH (SPECIAL) (LCDOT) .....	300
RELOCATE EXISTING VIDEO ENCODER, SPECIAL (LCDOT).....	301
TERMINATE FIBER IN CABINET (LCDOT).....	302

## **GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE)**

Effective: November 1, 2012

Revised: November 1, 2020

Description. This work shall consist of grooving the pavement surface in preparation for the application of recessed pavement markings.

Equipment. Equipment shall be according to the following.

- (a) Preformed Plastic Pavement Marking Installations. The grooving equipment shall have a free-floating saw blade cutting head equipped with gang-stacked diamond saw blades. The diamond saw blades shall be of uniform wear and shall produce a smooth textured surface. Any ridges in the groove shall have a maximum height of 15 mils (0.38 mm).
- (b) Paint, Epoxy, Polyurea, Modified Urethane and Thermoplastic Pavement Marking Installations. The grooving equipment shall be equipped with either a free-floating saw blade cutting head or a free-floating grinder cutting head configuration with diamond or carbide tipped cutters and shall produce an irregular textured surface.

### CONSTRUCTION REQUIREMENTS

General. The Contractor shall supply the Engineer with a copy of the pavement marking material manufacturer's recommendations for constructing a groove.

Pavement Grooving Methods. The grooves for recessed pavement markings shall be constructed using the following methods.

- (a) Wet Cutting Head Operation. When water is required or used to cool the cutting head, the groove shall be flushed with high pressure water immediately following the cut to avoid build up and hardening of slurry in the groove. The pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.
- (b) Dry Cutting Head Operation. When used on HMA pavements, the groove shall be vacuumed or cleaned by blasting with high-pressure air to remove loose aggregate, debris, and dust generated during the cutting operation. When used on PCC pavements, the groove shall be flushed with high pressure water or shot blasted to remove any PCC particles that may have become destabilized during the grooving process. If high pressure water is used, the pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

Added 7/19/2021

Pavement Grooving. Grooving shall not cause ravels, aggregate fractures, spalling or disturbance of the joints to the underlying surface of the pavement. Grooves shall be cut into the pavement prior to the application of the pavement marking material. Grooves shall be cut such that the width is 1 in. (25 mm) greater than the width of the pavement marking line as specified on the plans. Grooves for letters and symbols shall be cut in a square or rectangular shape so that the entire marking will fit within the limits of the grooved area. The position of the edge of the grooves shall be a minimum of 2 in. (50 mm) from the edge of all longitudinal joints. The depth of the groove shall not be less than the manufacturer's recommendations for the pavement marking material specified, and according to the following.

- (a) Preformed Plastic and Thermoplastic Pavement Markings. Grooving shall be to a minimum depth of 110 mils (2.79 mm) and a maximum depth of 200 mils (5.08 mm).
- (b) Paint, Epoxy, Polyurea, and Modified Urethane Pavement Markings. Grooving shall be to a minimum depth of 40 mils (1.02 mm) and a maximum depth of 80 mils (2.03 mm).

The cutting head shall be operated at the appropriate speed in order to prevent undulation of the cutting head and grooving at an inconsistent depth.

For new HMA pavements, grooves shall not be installed within 10 days of the placement of the final course of pavement.

Final Cleaning. Immediately prior to the application of the pavement marking material or primer sealer, the groove shall be cleaned with high-pressure air blast.

Method of Measurement. Grooving for lines will be measured for payment in place, in feet (meters).

Grooving for letters and symbols will be measured in square feet (square meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for GROOVING FOR RECESSED PAVEMENT MARKING of the groove width specified, and per square foot (square meter) for GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS.

The following shall only apply when preformed plastic pavement markings are to be recessed:

Add the following paragraph after the first paragraph of Article 780.07 of the Standard Specifications.

“Recessed markings in grooving shall be capable of being applied in a grooved slot on new and existing portland cement concrete and HMA surfaces, by means of a pressure-sensitive, precoated adhesive, or liquid contact cement which shall be applied at the time of installation. A primer sealer shall be applied with a roller and shall cover and seal the entire bottom of the groove. The primer sealer shall be recommended by the manufacturer of the pavement marking material and shall be compatible with the material being used. The Contractor shall install the markings in the groove as soon as possible after the primer sealer cures according to the manufacturer's recommendations.”

Added 7/19/2021

**X0326310 RELOCATE EXISTING SWITCH (SPECIAL) (LCDOT)**

Effective: October 1, 2016

Revised: March 1, 2019

LC801.06

**Description:** This work shall consist of the removal, storage, and relocation of an existing Layer II or Layer III switch and associated power supply, from one traffic signal, ITS, or communications cabinet to another cabinet.

**General:** The switch shall be removed and relocated as shown on the plans and/or as directed by the Traffic Engineer. Any damage sustained by the switch during the removal, storage, transport, and/or reinstallation operations shall be repaired or replaced in kind by the County's PASSAGE Consultant to the satisfaction of the Traffic Engineer at the Contractor's expense.

**Basis of Payment:** This item will be paid for at the Contract unit price each for RELOCATE EXISTING SWITCH (SPECIAL) (LCDOT). *The unit price shall include all equipment, materials and labor required to disconnect the existing switch; package and store it; transport it; install the switch in the new location; and in operation to the satisfaction of the Traffic Engineer. The unit price shall also include the all equipment, materials and labor required to disconnect the existing switch power supply and all fiber optic jumper cables; package and store them; transport them; install the power supply and all fiber optic jumper cables necessary for proper operation in the new location; and in operation to the satisfaction of the Traffic Engineer.*

Added 7/19/2021

**X0327406 RELOCATE EXISTING VIDEO ENCODER, SPECIAL (LCDOT)**

Effective: November 1, 2017

Revised:  
LC801.18

**Description:** This work shall consist of the removal, storage, and relocation of an existing video encoder from one traffic signal installation to another traffic signal installation.

**General:** The encoder shall be removed and relocated as shown on the plans. Any damage sustained to the encoder during removal, storage, transport, and/or reinstallation operations shall be repaired or replaced in kind to the satisfaction of the Engineer at the Contractors expense.

**Basis of Payment:** This item will be paid for at the contract unit price per each for RELOCATE EXISTING VIDEO ENCODER, SPECIAL (LCDOT). *The unit price shall include all equipment, materials, and labor required to disconnect the existing video encoder; package and store it; transport it; install the encoder in the new location; and in operation to the satisfaction of the Traffic Engineer. The unit price shall also include all equipment, materials and labor required to disconnect the existing encoder power supply and all cable installations or connections necessary for proper operation in the new location; and in operation to the satisfaction of the traffic engineer.*

Added 7/19/2021

**X1400217 TERMINATE FIBER IN CABINET (LCDOT)**

Effective: October 1, 2016  
Revised: January 26, 2018  
LC871.03

**Description:** This work shall consist of terminating existing or new fibers in a field cabinet, inside a building, as shown on the plans and/or as directed by the Traffic Engineer.

**General:** This pay item shall include splices between existing fiber optic cables and any splices shown on the plans as a bid item.

All multimode connectors shall be ST compatible, with ceramic ferrules. Singlemode fiber terminations shall utilize pre-fabricated, factory-terminated (SC compatible with ceramic ferrules) pigtails fusion spliced to bare fibers. The splicing of pigtails for singlemode fibers is included in the cost of TERMINATE FIBER IN CABINET (LCDOT). The pre-fabricated pigtails shall have all of their fibers color coded to match the singlemode fibers in the fiber optic cable. All fusion splices shall be secured on aluminum splice trays capable of accommodating the required number of fusion splices, including necessary splice holders and a compatible splice tray cover. The tray dimensions shall not exceed 7.5" x 4.1" x 0.45" and shall be mounted within the enclosure using suitable hardware that allows removal for maintenance purposes without the use of tools. All individual splice trays shall be labelled. Splice trays and connector bulkheads shall be included in the cost of TERMINATE FIBER IN CABINET (LCDOT). Connector bulkheads shall be the proper type for the fiber enclosure at the location, and shall be properly secured to the enclosure.

The quality of all fiber splices shall be verified by testing and documentation according to Article 801.13(d) of the "Standard Specifications," to the satisfaction of the Traffic Engineer.

**Basis of Payment:** This work shall be paid for at the contract unit price per each for TERMINATE FIBER IN CABINET (LCDOT). *The unit price shall include all equipment; materials; connectors; pigtails; splice trays; bulkheads; testing and documentation; and labor required to terminating each required multimode or singlemode fiber.* Terminations involving new fiber optic cable installed under this contract, including any terminations shown on the plans as an included item, shall be included in the unit cost of the applicable FIBER OPTIC CABLE of the type, size, and number of fibers specified.

Added 7/19/2021