

**Bid Addendum No. 1**  
**March 22, 2019**

Subject: Village of Homer Glen  
151<sup>st</sup> Street Path  
Section No.: 19-00019-00-SW  
March 26, 2019 Bid Opening

To Prospective Bidders:

To clarify information, it is necessary to provide the following Bid Addendum No. 1 for the 151<sup>st</sup> Street Path Improvements. Bid Addendum No. 1 consists of 1 revised plan sheet.

Contractors must consider the Bid Addendum No. 1 when preparing their bidding proposal. **The signed copy of Bid Addendum No. 1 must be included with the submitted Proposal. Failure to incorporate all relevant addenda may cause the bid to be declared unacceptable.**

The contract documents for the above referenced project are hereby amended as set forth below. The information contained within this Addendum No. 1 shall be treated as if it was originally contained within the contract documents.

**PLANS**

**General Notes – Sheet 1**

- Additional note added under General Notes section to indicate needed repair work to the existing bike path within Heritage Park.

***Replace Sheet 1 of the Plans from the original proposal booklet with the enclosed Revised Sheet 1.***

No Proposal shall be considered responsive nor shall any Proposal be considered unless the appropriate space for acknowledgement of the addendum is completed in the original bid package and unless the Proposal is accompanied by a signed copy of this Addendum No. 1. The signed copy of Addendum No. 1 shall be attached to the Proposal.

The undersigned agrees to be bound by the modifications made within this Addendum No. 1, and hereby waives any and all claims based upon the additional or modified information contained herein.

**Acknowledgement of Addendum No. 1**

Date: \_\_\_\_\_

Company Name: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

**GENERAL NOTES**

- ALL REFERENCES TO STANDARD SPECIFICATIONS IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, APRIL 1, 2016. ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- ALL REFERENCES TO ENGINEER SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
- ALL ELEVATIONS SHOWN ON THE PLANS ARE ON THE NAVD88 DATUM.
- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- THE ELEVATIONS SHOWN ON THE PLANS ARE FINISHED GRADES OF PROPOSED PAVEMENT, UNLESS OTHERWISE NOTED.
- PRIOR TO THE START OF CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL STAKE THE PROPOSED PATH ALIGNMENT FOR APPROVAL BY THE VILLAGE. DEPENDING ON FIELD CONDITIONS THE ALIGNMENT MAY NEED TO BE MODIFIED.

9. THE CONTRACTOR SHALL BE MADE AWARE OF THE VILLAGE'S NEED TO REPAIR A SECTION OF THE NEARBY BIKE PATH LOCATED WITHIN ADJACENT HERITAGE PARK. THE SMALL SECTION OF BIKE PATH, APPROXIMATELY 10'x10' HAS BEEN TEMPORARILY PATCHED WITH CRUSHED AGGREGATE AND WILL BE REPLACED WITH HOT-MIX ASPHALT MATERIAL. THE WORK NECESSARY TO REPAIR THE PATH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50".

**STORM SEWERS, SANITARY SEWER, WATER MAIN AND UTILITIES**

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
- ALL UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
- PIPE CUVLERT MATERIAL SHALL BE CORRUGATED ALUMINIZED STEEL WITH POLYMER COATING OR APPROVED EQUAL
- OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE PATH PCL.
- UNLESS OTHERWISE NOTED, OFFSETS FOR DRAINAGE STRUCTURES LOCATED IN CURB AND GUTTER ARE TO THE EDGE OF PAVEMENT AND OFFSETS FOR DRAINAGE STRUCTURES NOT LOCATED IN THE CURB AND GUTTER ARE TO THE CENTER OF THE STRUCTURE.
- WHERE NEW WORK MEETS EXISTING FEATURES TO REMAIN, FIELD CHECK ALL DIMENSIONS AND ELEVATIONS BEFORE PROCEEDING WITH CONSTRUCTION, NOTIFY ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO THE USE OF THE WATER.

**BACKFILL**

- STORM SEWERS AND PIPE CULVERTS SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07, METHOD 1 ONLY.
- PROVIDE TRENCH BACKFILL FOR ALL UTILITY LINES WITHIN 2' OF PAVED AREAS. ALL TRENCH BACKFILL QUANTITIES FOR STORM SEWER, SANITARY SEWER AND PIPE CULVERTS HAVE BEEN COMPUTED AND SHALL BE PAID FOR IN ACCORDANCE WITH THE STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS BUREAU OF CONSTRUCTION TRENCH BACKFILL TABLE, BASED ON PIPE SIZE AND INVERT DEPTH FROM SUBGRADE.
- TRENCH BACKFILL MATERIAL SHALL CONSIST OF CA-6 CRUSHED STONE OR CRUSHED AGGREGATE.

**SEDIMENTATION AND EROSION CONTROL**

- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS, AND THE USE OF TEMPORARY AND PERMANENT MEASURES.
- SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS OF THE END OF THE ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE IN ACCORDANCE WITH SECTIONS 250 AND 280 OF THE STANDARD SPECIFICATIONS.
- EROSION CONTROL SYSTEMS SHALL BE INSPECTED WEEKLY AND IMMEDIATELY FOLLOWING ANY STORM HAVING A RAINFALL EQUAL TO ONE-HALF INCH OR GREATER. ANY REQUIRED REPAIRS TO THE EROSION CONTROL SYSTEMS SHALL BE MADE IMMEDIATELY. ANY SILTATION OF CULVERTS, STRUCTURES, OR DITCHES SHALL BE CLEANED AND MAINTAINED BY THE CONTRACTOR UNTIL SEEDING HAS TAKEN HOLD. ALL WASHOUTS, GULLIES, ETC. WILL BE REGRADED AND RESEDED BY THE CONTRACTOR. THIS WORK SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED AS DIRECTED BY THE ENGINEER.
- ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY, OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT OR AS DIRECTED BY THE ENGINEER AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD-PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES. IF DE-WATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- THE EROSION CONTROL MEASURES INDICATED IN THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

**SUMMARY OF QUANTITIES**

ITEM	UNIT	TOTAL
TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	100
EARTH EXCAVATION	CU YD	562
TRENCH BACKFILL	CU YD	10
SEEDING, SPECIAL	SO YD	2,489
TEMPORARY DITCH CHECKS	FOOT	40
PERIMETER EROSION BARRIER	FOOT	2,114
AGGREGATE BASE COURSE, TYPE B 6"	SO YD	1,323
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	129
PIPE CULVERTS, CLASS C, TYPE 1 12"	FOOT	30
PIPE CULVERTS, CLASS C, TYPE 1 15"	FOOT	104
STEEL END SECTIONS 15"	EACH	4
FRAMES AND LIDS TO BE ADJUSTED	EACH	1
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1
BOLLARDS	EACH	2
HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 6"	SO YD	181
WOOD POST	EACH	4
CONSTRUCTION LAYOUT	LSUM	1
FENCE REMOVAL	FOOT	50

**HIGHWAY STANDARDS**

000001	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001	TEMPORARY EROSION CONTROL SYSTEMS
542401	METAL FLARED END SECTION FOR PIPE CULVERTS
701001	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701301	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701801	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901	TRAFFIC CONTROL DEVICES

HRG PROJECT NO.: #16568  
 HRG PROJ. CONTACT:  
 FILE NAME: #0508-SW-GEN-01.dgn  
 USER: jh  
 PEN TABLE: #16568.tbl



USER NAME = bhartha	DESIGNED -	REVISED - 03/22/19
	DRAWN -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 3/22/2019	DATE -	REVISED -

**VILLAGE OF HOMER GLEN**

**GENERAL NOTES AND SUMMARY OF QUANTITIES  
151st STREET PATH**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION NO.	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL	7	1
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				