



Signal and Highway Factors Attachment – Letter from Resident Engineer dated 5-19-22

Clarendon Hills, IL

HWY22MH009

(3 pages)

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Terra Engineering

5/19/2022

Subject : Butt Joints at Railroad Crossing, Village of Clarendon Hills

To: Brendan McLaughlin
Public Works Director

On 4/29/2022, I inspected the HMA binder work on site at around 12:30 to 1:00 PM. After the binder paving was completed and after a long discussion with both the contractor Steven Volz of John Burns and the paving crew foreman of R.W Dunteman Co. on how to grind the area close to the track, I requested that butt joints be installed along both sides of the track. I had to leave the job site to go to another site before they concluded their work. I made it clear several times that I requested the butt joint to be installed along both sides of track and the area between the end of sidewalks and the track (four corners) because it could be a tripping hazard and I was informed that the work would be completed as requested.

As a result, I made field measurements of the width and length of the butt joints to be installed on both sides of track to allow for payment of the butt joint installation. At the end of the day after going home (office work is performed from home) I prepared an Inspection Daily Report-IDR (which is a report summarizing work performed on a daily basis for contract items).

The next day 4/30/2022, I uploaded the IDR and the related quantities to the IDOT CMMS system for use in generating a pay estimate (IDRs are not shared with the contractor unless there is a quantity agreement dispute). See chart below for the measurements and location of butt joints.

Contract Item Number	Description	Location	Measurement L x W (Feet)	Quantity Unit	Quantity Paid
40600982	HMA Removal - Butt joint	South side of track/Prospect	89.3(3.4+3.9)/2	329.9 SF	36.66 SY
40600982	HMA Removal – Butt Join	North side of track/Prospect	89.8(2.2+3.4)/2	251.4 SF	27.93 SY
			Total	581.3 SF	64.6 SY

In general, butt joints are installed after pavement grinding work is completed and they remain in service until the final surface layer of asphalt is placed. In this instance, the final surface layer of asphalt was expected to be placed the following week pending BNSF Flagger availability.

It is not uncommon for me to request that John Burns perform work activities associated with the project, such as grading and compacting, traffic control adjustments, silt fence repair, temporary fence installation, and site cleaning. They were very good in following my requests every time they were given, and I did not have any issues with previous requests submitted to John Burns. I am not sure why my request to install the butt joints on both sides of tracks was not followed this time especially after the long discussion we had on site.

John Burns is the construction contractor for the Prospect Avenue Construction Contract, Stage 2. The project was let and awarded through the Illinois Department of Transportation (IDOT). The contract for the work is between John Burns and IDOT and was awarded to John Burns by IDOT. Their responsibilities are outlined in the IDOT Standard Specifications for Road and Bridge Construction. R. W. Dunteman Co. is a subcontractor to John Burns. As a subcontractor, their responsibilities are also

outlined in the Standard Specifications.