

Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 7, 2016

SUBJECT: TR 7 (West Montgomery Road)
Section 15-HSRT2-00-RR
Sangamon County
Contract No. 93647
Item 164
April 22, 2016 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 Table of Contents.**
- 2. Revised page 1 of the BDE Check Sheet.**
- 3. Revised pages 8 & 9 of the special provisions.**
- 4. Revised page 1 of the Storm Water Pollution Prevention Plan.**
- 5. Added BDE 80246, Hot-Mix Asphalt – Density Testing of Longitudinal Joints.**

Prime contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer-generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Very truly yours,

Maureen M. Addis, P.E.
Acting Bureau Chief of Design and Environment

A handwritten signature in black ink, reading "Ted B. Walschleger P.E.".

By: Ted B. Walschleger, P.E.
Engineer of Project Management

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BDE SPECIAL PROVISIONS

The following special provisions indicated by an "x" are applicable to this contract. An * indicates a new or revised special provision for the letting.

<u>File Name</u>	<u>Pg.</u>	<u>Special Provision Title</u>	<u>Effective</u>	<u>Revised</u>
80099		Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2014
* 80274		Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
80192		Automated Flagger Assistance Device	Jan. 1, 2008	
80173		Bituminous Materials Cost Adjustments	Nov. 2, 2006	July 1, 2015
80241		Bridge Demolition Debris	July 1, 2009	
50261		Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50481		Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50491		Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
50531		Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
80360	22	X Coarse Aggregate Quality	July 1, 2015	
80198		Completion Date (via calendar days)	April 1, 2008	
80199		Completion Date (via calendar days) Plus Working Days	April 1, 2008	
80293		Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	April 1, 2015
* 80311		Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
* 80277		Concrete Mix Design – Department Provided	Jan. 1, 2012	April 1, 2016
80261		Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
* 80029	24	X Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Jan. 2, 2016
* 80363		Engineer's Field Office	April 1, 2016	
80358	35	X Equal Employment Opportunity	April 1, 2015	
* 80364	39	X Errata for the 2016 Standard Specifications	April 1, 2016	
80229	43	X Fuel Cost Adjustment	April 1, 2009	July 1, 2015
80304		Grooving for Recessed Pavement Markings	Nov. 1, 2012	Aug. 1, 2014
* 80246	46 a	X Hot-Mix Asphalt – Density Testing of Longitudinal Joints	Jan. 1, 2010	April 1, 2016
* 80347		Hot-Mix Asphalt – Pay for Performance Using Percent Within Limits – Jobsite Sampling	Nov. 1, 2014	April 1, 2016
* 80336		Longitudinal Joint and Crack Patching	April 1, 2014	April 1, 2016
80045		Material Transfer Device	June 15, 1999	Aug. 1, 2014
* 80342		Mechanical Side Tie Bar Inserter	Aug. 1, 2014	April 1, 2016
80165		Moisture Cured Urethane Paint System	Nov. 1, 2006	Jan. 1, 2010
* 80361		Overhead Sign Structures Certification of Metal Fabricator	Nov. 1, 2015	April 1, 2016
* 80349		Pavement Marking Blackout Tape	Nov. 1, 2014	April 1, 2016
* 80298		Pavement Marking Tape Type IV	April 1, 2012	April 1, 2016
* 80365		Pedestrian Push-Button	April 1, 2016	
* 80359		Portland Cement Concrete Bridge Deck Curing	April 1, 2015	April 1, 2016
* 80353		Portland Cement Concrete Inlay or Overlay	Jan. 1, 2015	April 1, 2016
* 80338		Portland Cement Concrete Partial Depth Hot-Mix Asphalt Patching	April 1, 2014	April 1, 2016
* 80300		Preformed Plastic Pavement Marking Type D - Inlaid	April 1, 2012	April 1, 2016
80328	47	X Progress Payments	Nov. 2, 2013	
34261		Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2006
80157		Railroad Protective Liability Insurance (5 and 10)	Jan. 1, 2006	
* 80306	48	X Reclaimed Asphalt Pavement (RAP) and Reclaimed Asphalt Shingles (RAS)	Nov. 1, 2012	April 1, 2016
* 80340		Speed Display Trailer	April 2, 2014	April 1, 2016
80127		Steel Cost Adjustment	April 2, 2004	July 1, 2015
80362	58	X Steel Slag in Trench Backfill	Jan. 1, 2016	
* 80317		Surface Testing of Hot-Mix Asphalt Overlays	Jan. 1, 2013	April 1, 2016

CONTRACTOR COORDINATION WITH LANDSCAPING AND FENCE

It is the Contractor’s responsibility to coordinate with IDOT District 6 to ensure the Otter Lake Water Commission landscaping and sign have been relocated outside the project limits prior to beginning construction. Contact Sue Graham, Local Roads and Streets Engineer at (217) 782-4690.

RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE)

Effective: January 1, 2006

Description: Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications, except the limits shall be a minimum of \$5,000,000 combined single limit per occurrence for bodily injury liability and property damage liability with an aggregate limit of \$10,000,000 over the life of the policy. A separate policy is required for each railroad unless otherwise noted.

Special Union Pacific Railroad requirements as follows:

1. Contractor’s Commercial General Liability Insurance shall carry the following endorsements:
 - A. The employee and workers compensation related exclusions in the above policy apply only to contractor’s employees.
 - B. The exclusion for railroads (except where the job site is more than 50’ from any railroad including but not limited to tracks, bridges, trestles, roadbeds, terminals, underpasses or crossings) and explosion, collapse, and underground hazard shall be removed.
 - C. Waiver of subrogation.
2. Railroad Protective Liability Insurance can be obtained at the following:
www.uprr.com/reus/rrinsure/insurovr.shtml.

NUMBER & SPEED OF NAMED INSURED & ADDRESS	NUMBER & SPEED OF PASSENGER TRAINS	NUMBER & SPEED OF FREIGHT TRAINS
Union Pacific Railroad 1400 Douglas Omaha, NE	10 Amtrak per day At 110MPH Union Pacific RR Track Auburn, IL MP 205.42	7 Freights per day at 79 MPH Springfield Subdivision
DOT/AAR No.: 294359P RR Division: St. Louis	RR Mile Post: 205.42 RR Sub-Division: Springfield	
For Freight/Passenger Information Contact: Richard Ellison richarddellison@up.com		Phone: 314-777-2048
For Insurance Information Contact: Bill Smith or Donna McLaughlin william.j.smith@marsh.com or donna.mclaughlin@marsh.com		Phone: 800-729-7001

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation

T.R. 7 (W. Montgomery Rd.)
Project No.: _____
Section 15-HSRT2-00-RR
Auburn Township
Sangamon County
District 6
Contract No. 93647

Bureau of Design and Environment
2300 South Dirksen Parkway, Room 326
Springfield, Illinois 62764

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment: Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.


34261



Route TR 7	Marked Route TR 7 (W. Montgomery Road)	Section 15-HSRT2-00-RR
Project Number	County Sangamon	Contract Number 93647

This plan has been prepared to comply with the provisions of the National Pollutant Discharge Elimination System (NPDES) Permit No. ILR10 (Permit ILR10), issues by the Illinois Environmental Protection Agency (IEPA) for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Print Name Arlin C. Williams, P.E.	Title Project Engineer	Agency AECOM
Signature 		Date 03/24/2016

I. Site Description

A. Provide a description of the project location (include latitude and longitude):

The project is located 0.5 miles north of Virden, Illinois on the Sangamon County & Macoupin County line at a point near the SE 1/4 of Section 33, T13N, R6W, of the 3rd P.M. and NE 1/4 of Section 4, T12N, R6W, of the 3rd P.M.

B. Provide a description of the construction activity which is subject of this plan:

The proposed improvement designated as Section 13-01107-02-RR includes improvements to the railroad/road grade crossing on TR 7 to accommodate the Chicago to St. Louis High Speed Rail Improvement Project. Requirements for grade changes near railroad crossings are controlled by the American Association of State Highway and Transportation Officials (AASHTO) and the Illinois Commerce Commission (ICC). The profile of the road was adjusted to meet the AASHTO 3 inch requirements at 30 feet from the nearest rail. Profile gradients at the railroad crossing are controlled by the ICC within the UPRR ROW and are governed by 92 Illinois Administrative Code 1535. The proposed profile adjustments meet the ICC requirements of 1% grade within 27 feet of the near rail and maximum 5% grade within the UPRR ROW. The proposed roadwork was designed to maintain or improve safe travel. The work consists of furnishing all equipment, labor and materials necessary for the 3R improvements on TR 7. The improvements include a grade raise, pavement removal, hot-mix asphalt binder and surface course, aggregate shoulders, pipe culvert removal and replacement, relocation of an existing driveway, striping, earth excavation and miscellaneous items.

C. Provide the estimated duration of this project:

40 days

D. The total area of the construction site is estimated to be 1.00 acres.

The total area of the site estimated to be disturbed by excavation, grading or other activities is 1.00 acres.

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010

Revised: April 1, 2016

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.
- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced 10 ft (3 m) apart longitudinally along the unconfined pavement edge and centered at the random density test location.”

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

“Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4% ^{1/}	91.0%
IL-9.5	Ndesign = 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0	Ndesign = 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L	Ndesign < 90	93.0 ^{2/} – 97.4%	90.0%
SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%”

80246