



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 15, 2014

SUBJECT: I-57/I-64 (FAI-57/FAI-64)  
Project ACNHPP-000S (987)  
Section (41-3-1) RS-1; (41-8) RS-2  
Jefferson County  
Contract No. 78276  
Item No. 133, April 25, 2014 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. Revise Schedule of Prices.
2. Revised plans sheets 4, 12, 17, 18, 27, 28, 30, 31, (33-37), (40-44)
3. Revised Table of Contents of Special Provisions pages i, ii.
4. Revised pages 20, 21 of Special Provisions.
5. Added pages 121-126 to the Special Provisions.

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,

John D. Baranzelli, P.E.  
Acting Engineer of Design and Environment

A handwritten signature in black ink, appearing to read "Ted B. Walschleger" followed by "P.E." in smaller letters.

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

cc: Jeffrey L. Keirn, Region 5, District 9; Tim Kell; D. Carl Puzey; Estimates

HM/kf

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 78276

State Job # - C-99-064-11

County Name - JEFFERSON - -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number  
 ACNHPP-000S/987/  
 \*REVISED: APRIL 10, 2014

Route  
 FAI 57  
 FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
*DEL X0323583	SPEED INDICATOR SIGN	CAL DA	1,500.000				
X0325747	BR DK CONC CRACK SEAL	FOOT	450.000				
X2503100	MOWING	UNIT	398.000				
*ADD X4060110	BIT MATLS PR CT	POUND	58,090.000				
*ADD X4060115	P BIT MATLS PR CT	POUND	28,062.000				
X4210400	LUG SYSTEM REMOVAL	EACH	5.000				
X6015000	REM CONC HDWL P DRNS	EACH	44.000				
X6330900	VERT ADJ OF GUARDRAIL	FOOT	2,557.000				
*ADD X7010410	SPEED DISPLAY TRAILER	CAL MO	50.000				
X7010805	TR C-PROT 701401 SPL	L SUM	1.000				
X8570000	SMART TRAF MONIT SYS	L SUM	1.000				
*ADD Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0034105	MATL TRANSFER DEVICE	TON	41,614.000				
Z0040530	PIPE UNDERDRAIN REMOV	FOOT	39,060.000				
Z0055605	RUBBLIZING PCC PAVT	SQ YD	49,812.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 78276

State Job # - C-99-064-11

County Name - JEFFERSON - -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number  
 ACNHPP-000S/987/  
 \*REVISED: APRIL 10, 2014

Route  
 FAI 57  
 FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
Z0076600	TRAINEES	HOUR	1,500.000		0.800		1,200.000
Z0076604	TRAINEES TPG	HOUR	1,500.000		15.000		22,500.000
20100500	TREE REMOV ACRES	ACRE	5.600				
20200100	EARTH EXCAVATION	CU YD	9,155.000				
20400100	BORROW EXCAVATION	CU YD	32,331.000				
25000200	SEEDING CL 2	ACRE	29.100				
25000350	SEEDING CL 7	ACRE	29.100				
25000400	NITROGEN FERT NUTR	POUND	5,235.000				
25000500	PHOSPHORUS FERT NUTR	POUND	2,618.000				
25000600	POTASSIUM FERT NUTR	POUND	2,618.000				
25000700	AGR GROUND LIMESTONE	TON	58.000				
25100115	MULCH METHOD 2	ACRE	58.000				
25100630	EROSION CONTR BLANKET	SQ YD	140,744.000				
28000250	TEMP EROS CONTR SEED	POUND	8,725.000				
28000305	TEMP DITCH CHECKS	FOOT	4,924.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER -

78276

State Job # - C-99-064-11

County Name - JEFFERSON -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number  
 ACNHPP-000S/987/  
 \*REVISED: APRIL 10, 2014

Route  
 FAI 57  
 FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
28000400	PERIMETER EROS BAR	FOOT	16,825.000				
30200650	PROCESS MOD SOIL 12	SQ YD	17,708.000				
30201500	LIME	TON	526.000				
31200500	STAB SUBBASE HMA 4	SQ YD	17,708.000				
*DEL 40600100	BIT-MATLS PR CT	GALLON	4,612.000				
*DEL 40600145	P-BIT-MATLS PR CT	GALLON	879.000				
40600982	HMA SURF REM BUTT JT	SQ YD	1,424.000				
40603092	HMA BC IL-19.0 FG N90	TON	22,988.000				
40603243	P HMA BC IL19.0FGN90	TON	7,795.000				
40603570	P HMA SC "E" N90	TON	7,294.000				
*REV 42001420	BR APPR PVT CON (PCC)	SQ YD	1,306.000				
*REV 42100340	CONT REINF PCC PVT 12	SQ YD	9,524.000				
42100615	PAVT REINFORCEMENT	SQ YD	10,830.000				
42101300	PROTECTIVE COAT	SQ YD	13,212.000				
42101436	LUG SYSTEM COMPL 36	EACH	3.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 78276

State Job # - C-99-064-11

County Name - JEFFERSON - -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number  
 ACNHPP-000S/987/  
 \*REVISED: APRIL 10, 2014

Route  
 FAI 57  
 FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
42101448	LUG SYSTEM COMPL 48	EACH	2.000				
44000100	PAVEMENT REM	SQ YD	13,212.000				
44000157	HMA SURF REM 2	SQ YD	7,393.000				
44000164	HMA SURF REM 3 3/4	SQ YD	61,085.000				
44004250	PAVED SHLD REMOVAL	SQ YD	24,160.000				
44200620	CL A PATCH T2 14	SQ YD	114.000				
44201373	CL C PATCH T1 12	SQ YD	198.000				
44201377	CL C PATCH T2 12	SQ YD	552.000				
44201381	CL C PATCH T3 12	SQ YD	239.000				
44201383	CL C PATCH T4 12	SQ YD	985.000				
44213000	PATCH REINFORCEMENT	SQ YD	114.000				
44213200	SAW CUTS	FOOT	512.000				
44213204	TIE BARS 3/4	EACH	2,460.000				
48100700	AGGREGATE SHLDS A 8	SQ YD	3,415.000				
48203100	HMA SHOULDERS	TON	34,277.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 78276

State Job # - C-99-064-11

County Name - JEFFERSON - -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number  
 ACNHPP-000S/987/  
 \*REVISED: APRIL 10, 2014

Route  
 FAI 57  
 FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
48300700	PCC SHOULDERS 12	SQ YD	6,052.000				
48301000	PROTECTIVE COAT	SQ YD	6,052.000				
50300225	CONC STRUCT	CU YD	44.400				
50300255	CONC SUP-STR	CU YD	152.100				
50800205	REINF BARS, EPOXY CTD	POUND	35,670.000				
50800515	BAR SPLICERS	EACH	704.000				
52000320	NEOPRENE EXPAN JT 2	FOOT	107.000				
54244405	FL INLT BX MED 542546	EACH	1.000				
60100060	CONC HDWL FOR P DRAIN	EACH	79.000				
60100072	SHOULDER REM & REPL 5	FOOT	18,019.000				
60107600	PIPE UNDERDRAINS 4	FOOT	38,268.000				
60108100	PIPE UNDERDRAIN 4 SP	FOOT	1,975.000				
60260100	INLETS ADJUST	EACH	2.000				
60500060	REMOV INLETS	EACH	1.000				
60600605	CONC CURB TB	FOOT	30.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 78276

State Job # - C-99-064-11

County Name - JEFFERSON - -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number  
 ACNHPP-000S/987/  
 \*REVISED: APRIL 10, 2014

Route  
 FAI 57  
 FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
63000001	SPBGR TY A 6FT POSTS	FOOT	5,225.000				
63100045	TRAF BAR TERM T2	EACH	8.000				
63100085	TRAF BAR TERM T6	EACH	7.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	15.000				
63200310	GUARDRAIL REMOV	FOOT	5,014.000				
63500105	DELINEATORS	EACH	128.000				
64200116	SHOULDER RUM STRIP 16	FOOT	47,642.000				
66700305	PERM SURV MKRS T2	EACH	30.000				
67000400	ENGR FIELD OFFICE A	CAL MO	20.000				
67100100	MOBILIZATION	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	75.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	352.000				
70200100	NIGHT WORK ZONE LIGHT	L SUM	1.000				
70300220	TEMP PVT MK LINE 4	FOOT	47,832.000				
70300240	TEMP PVT MK LINE 6	FOOT	6,794.000				

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 78276

State Job # - C-99-064-11

County Name - JEFFERSON - -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number  
 ACNHPP-000S/987/  
 \*REVISED: APRIL 10, 2014

Route  
 FAI 57  
 FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70300250	TEMP PVT MK LINE 8	FOOT	7,715.000				
70300260	TEMP PVT MK LINE 12	FOOT	1,045.000				
70400100	TEMP CONC BARRIER	FOOT	8,696.500				
70400200	REL TEMP CONC BARRIER	FOOT	6,912.500				
70600250	IMP ATTN TEMP NRD TL3	EACH	2.000				
70600260	IMP ATTN TEMP FRN TL3	EACH	4.000				
70600352	IMP ATTN REL NRN TL3	EACH	4.000				
72000100	SIGN PANEL T1	SQ FT	2,475.000				
72000200	SIGN PANEL T2	SQ FT	75.000				
73000100	WOOD SIN SUPPORT	FOOT	4,014.000				
78009004	MOD URETH PM LINE 4	FOOT	47,832.000				
78009006	MOD URETH PM LINE 6	FOOT	12,602.000				
78009008	MOD URETH PM LINE 8	FOOT	7,715.000				
78009012	MOD URETH PM LINE 12	FOOT	1,045.000				
78100100	RAISED REFL PAVT MKR	EACH	305.000				



ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER - 78276

State Job # - C-99-064-11

County Name - JEFFERSON - -

Code - 81 - -

District - 9 - -

Section Number - (41-3-1)RS-1;(41-8)RS-2

Project Number

ACNHPP-000S/987/

\*REVISED: APRIL 10, 2014

Route

FAI 57

FAI 64

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78200420	GUARDRAIL MKR TYPE B	EACH	77.000				
78201000	TERMINAL MARKER - DA	EACH	15.000				
78300200	RAISED REF PVT MK REM	EACH	305.000				
80300100	LOCATE UNDERGR CABLE	FOOT	31,540.000				

## TABLE OF CONTENTS

LOCATION OF PROJECT .....	1
DESCRIPTION OF PROJECT .....	1
UTILITIES .....	2
COOPERATION BETWEEN CONTRACTORS .....	3
TRAFFIC CONTROL PLAN .....	3
TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL) .....	6
SMART TRAFFIC MONITORING SYSTEM .....	6
TWO WEEK NOTIFICATION PRIOR TO STARTING WORK .....	10
SEQUENCE OF CONSTRUCTION .....	10
RUBBLIZED PAVEMENT STAGE CONSTRUCTION REQUIREMENTS .....	11
RUBBLIZING PCC PAVEMENT .....	12
CONSTRUCTION REQUIREMENTS .....	13
SMOOTHNESS SURFACE TESTING OF FINAL SURFACE OVER RUBBLIZED PCC .....	16
STRINGLINE GRADE CONTROL .....	16
BORROW EXCAVATION .....	17
PIPE UNDERDRAIN REMOVAL .....	17
PIPE UNDERDRAINS 4" .....	18
MAINTENANCE OF CROSSEOVERS .....	18
HOT-MIX ASPHALT SURFACE REMOVAL 3 3/4" .....	18
PAVEMENT REMOVAL .....	18
TEMPORARY RAMPS .....	18
PORTABLE CHANGEABLE MESSAGE SIGNS .....	18
EQUIPMENT PARKING AND STORAGE .....	19
DELINEATORS .....	19
PERMANENT SURVEY MARKERS TYPE II .....	20
MOWING .....	20
SPEED DISPLAY TRAILER (BDE) .....	21
HOT-MIX ASPHALT MIXTURE IL-19.0FG (BMPR) .....	22
HOT MIX ASPHALT QUALITY CONTROL FOR PERFORMANCE (BMPR) .....	24
QCP PAY CALCULATION – APPENDIX E6 .....	29
CONTRACT CLAIMS (BDE) .....	36
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) .....	37

FRICTION AGGREGATE (BDE) .....	46
HOT-MIX ASPHALT – MIXTURE DESIGN COMPOSITION AND VOLUMETRIC REQUIREMENTS (BDE) .....	49
HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (BDE).....	52
MATERIAL TRANSFER DEVICE (BDE) .....	55
PAVED SHOULDER REMOVAL (BDE) .....	56
PAVEMENT MARKING FOR BIKE SYMBOL (BDE).....	57
PAVEMENT PATCHING (BDE).....	57
PAYROLLS AND PAYROLL RECORDS (BDE) .....	57
PROGRESS PAYMENTS (BDE) .....	60
RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE).....	61
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE).....	71
REMOVAL AND DISPOSAL OF SURPLUS MATERIALS (BDE).....	75
STABILIZED SUBBASE (BDE).....	76
SURFACE TESTING OF HOT-MIX ASPHALT OVERLAYS (BDE).....	76
TRACKING THE USE OF PESTICIDES (BDE).....	77
TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY (BDE) .....	77
TRAINING SPECIAL PROVISIONS (BDE) .....	77
IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION (TPG) .....	80
WARM MIX ASPHALT (BDE) .....	82
WEEKLY DBE TRUCKING REPORTS (BDE).....	86
WORKING DAYS (BDE).....	86
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID).....	86
FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID).....	89
STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID).....	93
PROJECT LABOR AGREEMENT - QUARTERLY EMPLOYMENT REPORT .....	97
PROJECT LABOR AGREEMENT .....	97
SWAPP .....	114
BRIDGE DECK CONCRETE CRACK SEALER .....	121
LUG SYSTEM REMOVAL .....	121
HOT-MIX ASPHALT – PRIME COAT (BMPR) .....	122
SEQUENCE OF CONSTRUCTION .....	125

## **PERMANENT SURVEY MARKERS TYPE II**

This work consists of furnishing and installing Type II Permanent Survey Markers. The SUMMARY OF QUANTITIES provide a total plan quantity of 30 EACH. For this Contract 78276 the I-5764 North Tri-level project (CN 78276) will require 18 each. The recently completed I-5764 six lane (CN 78172) will require 12 each. Final locations will be determined by the Resident Engineer in coordination with the District 9 Survey Unit.

## **MOWING**

Effective December 11, 2001            Revised April 29, 2011

This work shall consist of mowing the entire median up to 100' in width and the roadway foreslopes of the outside lanes to the ditchline or for a width of 15' from the edge of pavement or paved shoulder, whichever is less. At intersecting roadways, the mowing shall extend to the proposed right of way for a distance of 300' on either side of the intersection. The height of the mowing shall not be more than 6". Equipment used shall be capable of completely severing all growth at the cutting height and distributing it evenly over the mowed area. The Contractor will not be required to mow continuously wet ditches and drainage ways, slopes greater than 1:2.5 (V:H), or areas which may be designated by the Engineer as not mowable. Mowing shall be done within the project limits during the construction of the project as directed by the Engineer and prior to the final inspection of the project. Any subsequent mowing required to disperse mowed material shall be considered as included in the cost of the mowing. Debris encountered during mowing, which interferes with the mowing operation or is visible from the roadway shall be removed and disposed of according to Article 250.05.

Method of Measurement: Mowing will be measured for payment in units of 100' (30 m) in horizontal distances along the roadway center line/survey line. For purposes of measurement, the quantity of units to be paid for each individual mowing is defined as the net length of the project as shown on the cover sheet of the construction plans divided by 100' (30 m). On and off ramps will not be measured separately. No allowances will be made for variations in width of mowing.

Basis of Payment: This work will be paid for at the contract unit price per unit for MOWING.

Revised 4/15/14

## **SPEED DISPLAY TRAILER (BDE)**

Effective: April 2, 2014

Add the following to Article 701.15(l) of the Standard Specifications:

- “ (l) Speed Display Trailer. A speed display trailer shall be utilized on freeways and expressways as part of Highway Standard 701400. The trailer shall be placed on the right hand side of the roadway adjacent to, or within 100 ft (30 m) beyond, the first work zone speed limit sign.

Whenever the speed display trailer is not in use, it shall be considered non-operating equipment and shall be stored according to Article 701.11.”

Add the following to Article 701.20 of the Standard Specifications:

- “ (k) Speed Display Trailer will be paid for at the contract unit price per calendar month or fraction thereof for each trailer as SPEED DISPLAY TRAILER.”

Add the following to Article 1106.02 of the Standard Specifications:

- “ (o) Speed Display Trailer. The speed display trailer shall consist of a LED speed indicator display with self-contained, one-direction radar mounted on an orange see-through trailer. The height of the display and radar shall be such that it will function and be visible when located behind concrete barrier.

The speed measurement shall be by radar and provide a minimum detection distance of 1000 ft (300 m). The radar shall have an accuracy of  $\pm 1$  mile per hour.

The speed indicator display shall face approaching traffic and shall have a sign legend of “YOUR SPEED” immediately above or below the speed display. The digital speed display shall show two digits (00 to 99) in mph. The color of the changeable message legend shall be a yellow legend on a black background. The minimum height of the numerals shall be 18 in. (450 mm), and the nominal legibility distance shall be at least 750 ft (250 m).

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the posted limit is exceeded. The speed indicator shall have a maximum speed cutoff. The display shall include automatic dimming for nighttime operation.

The speed indicator measurement and display functions shall be equipped with the power supply capable of providing 24 hours of uninterrupted service.”

Revised 4/15/14

## **BRIDGE DECK CONCRETE CRACK SEALER**

Description. This work shall consist of preparation and placement of a concrete crack sealer on the structures as specified in this contract. Work shall be according to Section 587 of the Standard Specifications except as modified herein.

Materials. The concrete crack sealer material specified below shall be applied to the identified structure.

### **Product: TK – 9000 (Crack Sealer)**

TK Products  
11400 West 47<sup>th</sup> Street  
Minnetonka, MN 55343  
Phone: (888) 755-2971

## **CONSTRUCTION REQUIREMENTS**

General. A concrete crack sealer shall be applied according to the manufacturer's recommendations to all cracks within the deck surface that measure 0.03 inches or greater in width at the surface as directed by the Engineer. The surface preparation, application techniques, and application rates shall be in accordance with the manufacturer's recommendations. As a minimum, all concrete must be at least 14 days old, and all deck grinding, saw cut grooving, and cleanup operations must be completed. The surface shall have at least a 48-hour drying period since the last rain before application. The concrete crack sealer shall not be applied if rain is forecasted within 24 hours of the application time.

The Contractor shall provide to the Engineer written documentation from the concrete crack sealer manufacturer that outlines the recommended surface preparation, application techniques, and application rates.

Basis of Payment. This work will be paid for at the contract unit price per foot (ft) for BRIDGE DECK CONCRETE CRACK SEALER.

## **LUG SYSTEM REMOVAL**

This work consists of the complete removal of the existing continuously reinforced concrete pavement lugs. The existing lugs are a minimum of 36' wide. After the lugs are removed, the resulting trench shall be backfilled with select material and compacted to the satisfaction of the Engineer.

### Method of Measurement:

The lug system removal shall be measured for payment in units of each. Backfill shall be included in the cost of the lug system removal.

Added 4/15/14

Basis of Payment:

This work will be paid for at the contract unit price per EACH for LUG SYSTEM REMOVAL, which shall be payment in full for removal and disposal of concrete and rebar and for backfilling the trench.

**HOT-MIX ASPHALT – PRIME COAT (BMPR)**

Effective: February 19, 2013

Revised: March 4, 2014

Revise Note 1 of Article 406.02 of the Standard Specifications to read:

“Note 1. The bituminous material used for prime coat shall be one of the types listed in the following table.

When emulsified asphalts are used, any dilution with water shall be performed by the emulsion producer. The emulsified asphalt shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion.

Application	Bituminous Material Types
Prime Coat on Brick, Concrete, or HMA Bases	SS-1, SS-1h, SS-1hP, SS-1vh, CSS-1, CSS-1h, CSS-1hP, HFE-90, RC-70
Prime Coat on Aggregate Bases	MC-30, PEP”

Add the following to Article 406.03 of the Standard Specifications:

“(i) Regenerative Air Vacuum Sweeper.....1101.19”

Revise Article 406.05(b) of the Standard Specifications to read:

“(b) Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60 °F (15 °C).”

- (1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the prime coat from adhering to the base. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternate to air blasting, vacuum sweeping may be used to accomplish the dust removal. Vacuum sweeping shall be accomplished with a regenerative air vacuum sweeper. The base shall be free of standing water at the time of application. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table.

Added 4/15/14

Type of Surface to be Primed	Residual Asphalt Rate lb/sq ft (kg/sq m)
Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete	0.05 (0.244)
Fog Coat between HMA Lifts, IL-4.75 & Brick	0.025 (0.122)

The bituminous material for the prime coat shall be placed one lane at a time. The primed lane shall remain closed until the prime coat is fully cured and does not pickup under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

- (2) Aggregate Bases. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft  $\pm$  0.01 (1.21 kg/sq m  $\pm$  0.05).

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but at no time shall the curing period be less than 24 hours for MC-30 or four hours for PEP. Pools of prime occurring in the depressions shall be broomed or squeegeed over the surrounding surface the same day the prime coat is applied.

The base shall be primed 1/2 width at a time. The prime coat on the second half/width shall not be applied until the prime coat on the first half/width has cured so that it will not pick up under traffic.

The residual asphalt binder rate will be verified a minimum of once per type of surface to be primed as specified herein for which at least 2,000 tons of HMA will be placed. The test will be according to the "Determination of Residual Asphalt in Prime and Tack Coat Materials" test procedure.

Prime coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time.

Prime coat shall be placed no more than five days in advance of the placement of HMA. If after five days loss of prime coat is evident prior to covering with HMA, additional prime coat shall be placed as determined by the Engineer at no additional cost to the Department."

Revise the last sentence of the first paragraph of 406.13(b) of the Standard Specifications to read:

"Water added to emulsified asphalt as allowed in article 406.02 will not be included in the quantities measured for payment."

Added 4/15/14



Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

“Aggregate for covering prime coat will not be measured for payment.”

Revise the first paragraph of Article 406.14 of the Standard Specifications to read:

“Prime Coat will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT), or POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)”

Revise Article 407.06(b) of the Standard Specifications to read:

“A bituminous prime coat shall be applied between each lift of HMA according to Article 406.05(b).”

Delete the second paragraph in Article 407.12 of the Standard Specifications.

Revise Article 1032.02 of the Standard Specifications to read:

**“1032.02 Measurement.** Asphalt binders, emulsified asphalts, rapid curing liquid asphalt, medium curing liquid asphalts, slow curing liquid asphalts, asphalt fillers, and road oils will be measured by weight.

A weight ticket for each truck load shall be furnished to the inspector. The truck shall be weighed at a location approved by the Engineer. The ticket shall show the weight of the empty truck (the truck being weighed each time before it is loaded), the weight of the loaded truck, and the net weight of the bituminous material.

When an emulsion or cutback is used for prime coat, the percentage of asphalt residue of the actual certified product shall be shown on the producer’s bill of lading or attached certificate of analysis. If the producer adds extra water to an emulsion at the request of the purchaser, the amount of water shall also be shown on the bill of lading.

Payment will not be made for bituminous materials in excess of 105 percent of the amount specified by the Engineer.”

Add the following to the table in article 1032.04 of the Standard Specifications:

“SS-1vh	160 - 180	70 – 80”
---------	-----------	----------

Added 4/15/14

Add the following to Article 1032.06 of the Standard Specifications:

“(g) Non Tracking Emulsified Asphalt SS-1vh:

Requirements for SS-1vh			
Test		SPEC	AASHTO Test Method
Saybolt Viscosity @ 25C,	SFS	20-200	T 72
Storage Stability, 24hr.,	%	1 max.	T 59
Residue by Evaporation,	%	50 min.	T 59
Sieve Test,	%	0.3 max.	T 59
Tests on Residue from Evaporation			
Penetration @25°C, 100g., 5 sec., dmm		20 max.	T 49
Softening Point,	°C	65 min.	T 53
Solubility,	%	97.5 min.	T 44
Orig. DSR @ 82°C,	kPa	1.00 min.	T 315”

Revise the last table of Article 1032.06 to read:

“Grade	Use
SS-1, SS-1h, CSS-1, CSS-1h, HFE-90, SS-1hP, CSS-1hP, SS-1vh	Prime or fog seal
PEP	Bituminous surface treatment prime
RS-2, HFE-90, HFE-150, HFE-300, CRSP, HFP, CRS-2, HFRS-2	Bituminous surface treatment
CSS-1h Latex Modified	Microsurfacing”

Add the following to Article 1101 of the Standard Specifications:

“1101.19 Regenerative Air Vacuum Sweeper. The regenerative air vacuum sweeper shall blast re-circulated, filtered air through a vacuum head having a minimum width of 6.0 feet at a minimum rate of 20,000 cubic feet per minute.”

## SEQUENCE OF CONSTRUCTION

The following sequence of construction was used to determine the working days. All work is assumed to be completed before a closed lane is opened to traffic. There shall be no lane closures between November 15, 2014 and January 1, 2015. Due to the condition of the existing pavement Stages 1 through 4 must be completed before November 15, 2014 with no exceptions. Upon the completion of the surface course the contractor is to place either the temporary or permanent pavement markings prior to the November 15, 2014 deadline.

Added 4/15/14

Stage 1: This work consists of removing and widening the inside (median) shoulders of westbound and eastbound I-64 and northbound and southbound I-57. The work will be completed using a standard lane closure (Standard 701401). On Fridays through Sundays lane closures will be allowed only during the off peak hours of 7:00 pm to 6:00 am. During the rest of the week there will not be any time restrictions. No temporary concrete barrier will be required for this stage.

Stage 2: This work consists of milling/rubblizing/paving the driving lane and outside shoulder of eastbound I-64 and northbound I-57. This work will be completed using a standard lane closure (Standard 701401). No workers or equipment will be allowed in the closed lane adjacent to traffic between the hours of 6:00 am to 7:00 pm Friday through Sunday. During the rest of the week there will not be any time restrictions. The eastbound I-64 Ramp to northbound I-57 shall be closed during this stage.

Stage 3: This work consists of milling/rubblizing/paving the driving lane and outside shoulder of westbound I-64 and southbound I-57, milling/rubblizing/paving the passing lane and inside shoulder of the eastbound I-64 and northbound I-57, and milling/rubblizing/paving the driving & passing lane and outside & inside shoulder of eastbound I-64 to I-57 ramp and southbound I-57 to westbound I-64 ramp. The work will be completed using a standard lane closure (Standard 701401). The eastbound I-64 to northbound I-57, and the southbound I-57 to westbound I-64 will be closed during this stage. Temporary concrete barrier shall be used at the eastbound I-64 to southbound I-57 merge as shown on the plans. No workers or equipment will be allowed in the closed lane adjacent to traffic between the hours of 6:00 am to 7:00 pm Friday through Sunday. During the rest of the week there will not be any time restrictions. The eastbound I-64 Ramp to northbound I-57 shall remain closed, and the southbound I-57 Ramp to westbound I-64 shall be closed during this stage.

Stage 4: This work consists of milling/rubblizing/paving the passing lane and inside shoulder of westbound I-64 and southbound I-57. This work will be completed using standard lane closures (Standard 701401), for traffic flow. No workers or equipment will be allowed in the closed lane adjacent to traffic between the hours of 6:00 am to 7:00 pm Friday through Sunday. During the rest of the week there will not be any time restrictions.

Stage 5: This work will consists of replacing the existing driving lane pavement and outside shoulder with CRC pavement from the south end of the project to where I-64/I-57 merge. Temporary concrete barrier will be used to protect the work zone. Two lanes with minimum 2' paved shoulders will be provided for both northbound and southbound traffic.

Stage 6: This work consists of replacing the middle lane with CRC pavement from the south end of the project to where I-64/I-57 merge. The work will require traffic be reduced to one lane. The lane reduction will be restricted to the off peak hours of 7:00 pm to 6:00 am. Temporary concrete barrier will be used to protect the work zone.

Stage 7: This work consists of replacing the existing passing lane pavement and inside shoulder with CRC pavement from the south end of the project to where I-64/I-57 merge. Temporary concrete barrier will be used to protect the work zone. Two lanes with minimum 2' paved shoulders will be provided for both northbound and southbound traffic.