



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 12, 2013

SUBJECT: Route 310 (US 67)
Project F-0310(150)
Section (37-2) RS-1
Mc Dough County
Contract No. 68A34
Item No. 70, April 26, 2013 Letting
Addendum B

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised Table of Contents Page i.
2. Revised pages 27, 28, 29 and 73 of 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 cursive script, reading "Ted B. Walschleger P.E." with a small "P.E." to the right.

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

cc: J. E. Crowe, Region 3, District 4; Mike Renner; Estimates

HM/ks

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Use	Mixture	Aggregates Allowed	
		75% Crushed Gravel or Concrete ^{3/}	Crushed Sandstone, Crystalline Crushed Stone, Crushed Slag (ACBF) ^{5/} , or Crushed Steel Slag ^{5/}
HMA High ESAL	F Surface IL-12.5 or IL-9.5 SMA Ndesign 80 Surface	<u>Allowed Alone or in Combination:</u>	
		Crystalline Crushed Stone Crushed Sandstone Crushed Slag (ACBF) ^{5/} Crushed Steel Slag ^{5/} No Limestone.	
		<u>Other Combinations Allowed:</u>	
		<i>Up to...</i>	<i>With...</i>
		50% Crushed Gravel, Crushed Concrete ^{3/} , or Dolomite ^{2/}	Crushed Sandstone, Crushed Slag (ACBF) ^{5/} , Crushed Steel Slag ^{5/} , or Crystalline Crushed Stone

- 1/ Crushed steel slag allowed in shoulder surface only.
- 2/ Carbonate crushed stone shall not be used in SMA Ndesign 80. In SMA Ndesign 50, carbonate crushed stone shall not be blended with any of the other aggregates allowed alone in Ndesign 50 SMA binder or Ndesign 50 SMA surface.
- 3/ Crushed concrete will not be permitted in SMA mixes.
- 4/ Crushed steel slag shall not be used as leveling binder.
- 5/ When either slag is used, the blend percentages listed shall be by volume.”

Revised 4-12-13

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Revised 4-12-13

LIQUIDATED DAMAGES (BDE)

Effective: April 1, 2013

Revise the table in Article 108.09 of the Standard Specifications to read:

"Schedule of Deductions for Each Day of Overrun in Contract Time"			
Original Contract Amount		Daily Charges	
From More Than	To and Including	Calendar Day	Work Day
\$ 0	\$ 100,000	\$ 475	\$ 675
100,000	500,000	750	1,050
500,000	1,000,000	1,025	1,425
1,000,000	3,000,000	1,275	1,725
3,000,000	6,000,000	1,425	2,000
6,000,000	12,000,000	2,300	3,450
12,000,000	And over	6,775	9,525"

Revised 4-12-13

Method of Measurement. This work will be measured for payment in accordance with Article 780.12.

Delete the last paragraph of Article 780.12.

Basis of Payment. Regardless of the procedure of installation, this work will be paid for at the contract unit price per foot (meter) of applied line width, as specified, for PREFORMED PLASTIC PAVEMENT MARKING, TYPE B – INLAID – LINE. If the pavement grooving procedure is used, any grooving of the pavement for the pavement markings will be paid for according to the GROOVING FOR RECESSED PAVEMENT MARKING special provision. If the inlaid application is used, no payment will be made for grooving.

LONGITUDINAL JOINT REPAIR

Effective April 26, 2013

This work shall include all labor, equipment, and material required to mill out an area along and either side of an existing pavement longitudinal joint and replacement with Hot-Mix Asphalt (HMA). The replacement HMA material shall be as specified in the HMA Mixtures Design table in the plans. The removal shall be done with a cold milling machine of sufficient size and weight to remove the pavement to a depth of three inches (3") and a width of two feet (2') in a single operation; skid steer mounted mills will not be allowed. After cold milling the existing joint, all loose material shall be removed with a mechanical sweeper or vacuum and then air blast cleaned to the satisfaction of the Engineer.

Prior to placement of the HMA material, the milled trench shall be primed in accordance with Article 406.05 of the Standard Specifications using an SS-1h or SS-1hP bituminous material. The prime shall be applied at a residual rate of 0.05 gal/sy by means of a mechanical distributor and shall be placed on all surfaces of the milled trench.

The HMA mixtures and density control limits shall conform to Article 1030 of the Standard Specifications. Placement shall be in a single lift by machine methods and shall match the profile of the existing pavement after final compaction. Compaction shall be accomplished using a vibratory roller that conforms to the applicable sections of Article 1101.01 of the Standard Specifications.

The Contractor shall fill all trenches with HMA in the same day they are milled. No open trench will be allowed to remain overnight.

This work will be paid for at the contract unit price per foot for LONGITUDINAL JOINT REPAIR.

Added 4-12-2013