



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 17, 2013

SUBJECT: FAP Route 329(IL 154)
Project F-0329(014)
Section (19, 18, 17, 103)RS-4
Perry County
Contract No. 78351
Item No. 59, May 24, 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 pages i and ii of the Table of Contents to the Special Provisions.
2. Revised pages 32 and 33 of the Special Provisions.
3. Added pages 109-112 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 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: Jeffrey Keirn, Region 5, District 9; Mike Renner; Estimates

db

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
UTILITIES.....	1
TRAFFIC CONTROL PLAN.....	3
TWO WEEK NOTIFICATION PRIOR TO STARTING WORK.....	5
PORTABLE CHANGEABLE MESSAGE SIGNS	5
VIBRATORY ROLLER.....	6
OPEN TO TRAFFIC.....	6
COAL TAR EMULSION OF GROOVED BRIDGE DECKS	6
INTERIM COMPLETION DATE FOR RESURFACING.....	6
MATERIAL TRANSFER DEVICE (BDE)	6
STRUCTURAL REPAIR OF CONCRETE	8
AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE).....	17
BRIDGE RELIEF JOINT SEALER (BDE)	19
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)	20
FRICTION AGGREGATE (BDE)	29
LIQUIDATED DAMAGES (BDE).....	33
PAVEMENT PATCHING (BDE).....	33
PAYMENTS TO SUBCONTRACTORS (BDE)	34
QUALITY CONTROL/QUALITY ASSURANCE OF CONCRETE MIXTURES (BDE)	35
RAILROAD PROTECTIVE LIABILITY INSURANCE (5 AND 10) (BDE).....	49
RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)	50
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)	60
REMOVAL AND DISPOSAL OF SURPLUS MATERIALS (BDE)	63
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	64
TRACKING THE USE OF PESTICIDES (BDE).....	65
TRAFFIC CONTROL DEFICIENCY DEDUCTION (BDE)	65
TRAINING SPECIAL PROVISIONS (BDE)	65
IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION (TPG).....	67
UTILITY COORDINATION AND CONFLICTS (BDE).....	70
WARM MIX ASPHALT (BDE)	75
WEEKLY DBE TRUCKING REPORTS (BDE).....	79
WET REFLECTIVE THERMOPLASTIC PAVEMENT MARKING (BDE)	80

WORKING DAYS (BDE) 80
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID) 81
FUEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 84
STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID) 88
PROJECT LABOR AGREEMENT - QUARTERLY EMPLOYMENT REPORT 92
PROJECT LABOR AGREEMENT 93
HOT MIX ASPHALT QUALITY CONTROL FOR PERFORMANCE (BMPR)..... 109

Revised 5-17-13

- 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.”

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"

PAVEMENT PATCHING (BDE)

Effective: January 1, 2010

Revise the first sentence of the second paragraph of Article 701.17(e)(1) of the Standard Specifications to read:

"In addition to the traffic control and protection shown elsewhere in the contract for pavement, two devices shall be placed immediately in front of each open patch, open hole, and broken pavement where temporary concrete barriers are not used to separate traffic from the work area."

HOT MIX ASPHALT QUALITY CONTROL FOR PERFORMANCE (BMPR)

Effective: January 1, 2012

Revised: January 1, 2013

Description. This special provision describes the procedures for production, placement and payment of hot-mix asphalt (HMA). This work shall be according to the Standard Specifications except as modified herein. This special provision shall apply to HMA mixtures as listed in the following table.

Mixture/Use:	HMA Surface Course, Mix C, N90
Location:	HMA Surface Course on IL 154

Exceptions may be approved for small tonnage less than 800 (725 metric) tons and miscellaneous mixture applications as defined by the Engineer.

Delete Articles:	406.06(b)(1), 2 nd Paragraph	(Temperature requirements)
	406.06 (e), 3 rd Paragraph	(Pavers speed requirements)
	406.07	(Compaction)
	1030.05(a)(4, 5, 9,)	(QC/QA Documents)
	1030.05(d)(2)a.	(Plant Tests)
	1030.05(d)(2)b.	(Dust-to-Asphalt and Moisture Content)
	1030.05(d)(2)d.	(Small Tonnage)
	1030.05(d)(2)f.	(HMA Sampling)
	1030.05(d)(3)	(Required Field Tests)
	1030.05(d)(4)	(Control Limits)
	1030.05(d)(5)	(Control Charts)
	1030.05(d)(7)	(Corrective Action for Field Tests (Density))
	1030.05(e)	(Quality Assurance by the Engineer)
	1030.05(f)	(Acceptance by the Engineer)
	1030.06(a), 3rd paragraph	(Before start-up...)
	1030.06(a), 7 th paragraph	(After an acceptable...)
	1030.06(a), 8 th paragraph	(If a mixture...)
	1030.06(a), 9 th paragraph	(A nuclear/core...)

Definitions:

- (a) Quality Control (QC): All production and construction activities by the Contractor required to achieve the required level of quality.
- (b) Quality Assurance (QA): All monitoring and testing activities by the Engineer required to assess product quality, level of payment, and acceptability of the product.
- (c) Pay Parameters: Pay Parameters shall be field Voids in the Mineral Aggregate (VMA), voids, and density. Field VMA will be calculated using the combined aggregates bulk specific gravity (G_{sb}) from the mix design.
- (d) Mixture Lot. A lot shall begin once an acceptable test strip has been completed and the AJMF has been determined. If the test strip is waived, a subplot shall begin with the start of production. A mixture lot shall consist of four sublots unless it is the last or only lot, in which case it may consist of as few as one subplot

Added 5-17-13

- (e) Mixture Sublot. A mixture sublot for field VMA, voids, and Dust/AC shall be 1000 tons (910 metric tons).
- If the remaining quantity is greater than 200 but less than 1000 tons, a sublot will consist of that amount.
 - If the remaining quantity is less than or equal to 200 tons, the quantity shall be combined with the previous sublot.
- (f) Density Interval. Density Intervals shall be every 0.2 mile (320 m) for lift thickness equal to or less than 3 in. (75 mm) and 0.1 mile (160 m) for lift thickness greater than 3 in. (75 mm).
- (g) Density Sublot. A sublot for density shall be the average of five consecutive Density Intervals. If a Density Interval is less than 200 ft (60 m), it will be combined with the previous Density Intervals.
- If one or two Density Intervals remain outside a sublot, they shall be included in the previous sublot.
 - If three or more Density Intervals remain, they shall be considered a sublot.
- (h) Density Test: A density test consists of a core taken at a random longitudinal and transverse offset within each Density Interval. The HMA maximum theoretical gravity (G_{mm}) will be based on the running average of four Department test results. Initial G_{mm} will be based on the average of the first four test results. If less than four G_{mm} results are available, use an average of all available Department G_{mm} test results.

The random transverse offset excludes a distance from each outer edge equal to the lift thickness or a minimum of 4 in. (100 mm). If within one foot of an unconfined edge, 2.0 percent density will be added to the density of any core.

Quality Control (QC) by the Contractor:

The Contractor's QC plan shall include the schedule of testing for both pay parameters and non-pay parameters required to control the product such as asphalt binder content and mixture gradation. The minimum test frequency shall be according to the following table.

Minimum Quality Control Sampling and Testing Requirements

Quality Characteristic		Minimum Test Frequency
Mixture Gradation		1 per sublot
Asphalt Binder Content		
Dust/AC Ratio		
Field VMA		
Voids	G_{mb}	
	G_{mm}	

Added 5-17-13

The Contractor's splits in conjunction with other quality control tests shall be used to control production.

The Contractor shall submit split jobsite mix sample test results to the Engineer within 48 hours of the time of sampling. All QC testing shall be performed in a qualified laboratory by personnel who have successfully completed the Department's HMA Level I training.

Quality Assurance (QA) by the Engineer:

Voids, field VMA and Dust/AC ratio: The Engineer will determine the random tonnage and the Contractor shall be responsible for obtaining the sample according to the "PFP Hot-Mix Asphalt Random Jobsite Sampling" procedure.

Density: The Engineer will identify the random locations for each density testing interval. The Contractor shall be responsible for obtaining the four inch cores within the same day and prior to opening to traffic unless otherwise approved by the Engineer according to the "PFP Random Density Procedure". The locations will be identified after final rolling and cores shall be obtained under the supervision of the Engineer. All core holes shall be filled immediately upon completion of coring. All water shall be removed from the core holes prior to filling. All core holes shall be filled with a rapid hardening mortar or concrete which shall be mixed in a separate container prior to placement in the hole. Any depressions in the surface of the filled core holes greater than 1/4 inch at the time of final inspection will require removal of the fill material to the depth of the lift thickness and replacement.

The Engineer will witness and secure all mixture and density samples. The Contractor shall transport the secured sample to a location designated by the Engineer.

The Engineer will test one or all of the randomly selected split samples from each lot for voids, field VMA and dust/AC ratio. The Engineer will test a minimum of one sample per project. The Engineer will test all of the pavement cores for density. All QA testing will be performed in a qualified laboratory by personnel who have successfully completed the Department's HMA Level I training. QA test results will be available to the Contractor within 10 working days from receipt of secured cores and split mixture samples.

The Engineer will maintain a complete record of all Department test results and copies will be provided to the Contractor with each set of subplot results. The records will contain, as a minimum, the originals of all Department test results and raw data, random numbers used and resulting calculations for sampling locations, and quality level analysis calculations.

If the QA results do not meet the 100% subplot pay factor limits or do not compare to QC results within the precision limits listed below, the Engineer will test all split mix samples for the lot.

Test Parameter	Limits of Precision
G_{mb}	0.030
G_{mm}	0.026
Dust/Asphalt AC Ratio	0.20
Field VMA	1.0 %

Acceptance by the Engineer: All tests shall be within the acceptable limits listed below:

Parameter		Acceptable Limits
Field VMA		-1.0 – +3.0% ^{1/}
Voids		2.0 – 6.0% ^{2/}
Density:	IL-9.5, IL-12.5, IL-19.0, IL-25.0, IL-4.75, IL-9.5FG ^{4/}	90.0 – 98.0%
	SMA	92.0 – 98.0%
Dust / AC Ratio		0.4 – 1.6 ^{3/}

1/ Based on minimum required VMA from mix design

2/ The acceptable range for SMA mixtures shall be 2.0% - 5.0%

3/ Does not apply to SMA.

4/ Acceptable density limits for IL-9.5FG placed less than 1.25 in. shall be 89.0% - 98.0%

In addition, no visible pavement distresses shall be present such as, but not limited to, segregation, excessive coarse aggregate fracturing or flushing.

Basis of Payment: Payment will be based on the calculation of the Composite Pay Factor using QA results for each mix according to the “QCP Payment Calculation” document.

Dust / AC Ratio. A monetary deduction will be made using the pay adjustment table below for dust/AC ratios that deviate from the 0.6 to 1.2 range.

Dust / AC Pay Adjustment Table^{1/}

Range	Deduct / subplot
$0.6 \leq X \leq 1.2$	\$0
$0.5 \leq X < 0.6$ or $1.2 < X \leq 1.4$	\$1000
$0.4 \leq X < 0.5$ or $1.4 < X \leq 1.6$	\$3000
$X < 0.4$ or $X > 1.6$	Shall be removed and replaced

1/ Does not apply to SMA.