



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 31, 2016

SUBJECT: FAP Route 317 (US 24/IL 9)
Project ACNHPP-0317 (097)
Section 43RS-2;44RS-4;45RS-5
Peoria & Fulton Counties
Contract No. 68C61
Item No. 85, June 10, 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. Replaced Schedule of Prices
2. Revised Pages 19, 22 and 23 of Special Provisions
3. Revised Sheets 6, 7 and 10 of Plans

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 Engineer of Design and Environment

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger' followed by a small 'P.E.' monogram.

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

cc: Kensil Garnett, Region 3, District 4; Tim Kell; D. Carl Puzey; Estimates

JW/ck

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT
NUMBER - 68C61

State Job # - C-94-080-15

County Name - FULTON- -

Code - 57 - -

District - 4 - -

Section Number - 43RS-2; 44RS-4; 45RS-5

Project Number

ACNHPP-0317/097/

*REVISED: MAY 31, 2016

Route

FAP 317

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
XZ013798	CONSTR STA LAYOUT	L SUM	1.000				
*REV X0327296	TRACKLESS TACK	GALLON	11,134.000				
X0556100	PART DEPTH PATCH SPL	SQ YD	1,230.000				
X2300007	TRAF BAR TERM T1	EACH	2.000				
X4401198	HMA SURF REM VAR DP	SQ YD	402.000				
X4421000	PARTIAL DEPTH PATCH	TON	292.000				
X6330725	SPBGR (SHORT RADIUS)	FOOT	37.500				
X7015005	CHANGEABLE MESSAGE SN	CAL DA	244.000				
X7830060	GRV RCSD PM LTR & SYM	SQ FT	124.000				
X7830070	GRV RCSD PVT MRKG 5	FOOT	111,006.000				
X7830076	GRV RCSD PVT MRKG 9	FOOT	1,061.000				
X7830078	GRV RCSD PVT MRKG 13	FOOT	457.000				
X7830090	GRV RCSD PVT MRKG 25	FOOT	74.000				
Z0001002	GDRL AGG EROS CONT	TON	396.000				
Z0004542	HMA REMOVAL SPL	SQ YD	2,336.000				

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Z0004556	HMA SURFACE RM (DECK)	SQ YD	219.000				
Z0006016	BR DK LTX C OLY 2 3/4	SQ YD	211.000				
Z0012130	BR DECK SCAR 3/4	SQ YD	219.000				
Z0033700	LONG JOINT SEALANT	FOOT	84,082.000				
*ADD Z0034105	MATL TRANSFER DEVICE	TON	19,408.000				
Z0041895	POLYMER CONCRETE	CU FT	14.700				
Z0076600	TRAINEES	HOURL	500.000		0.800		400.000
Z0076604	TRAINEES TPG	HOURL	500.000		15.000		7,500.000
25000750	MOWING	ACRE	55.000				
40200800	AGG SURF CSE B	TON	76.000				
40600400	MIX CR JTS FLANGEWYS	TON	10.000				
40600827	P LB MM IL-4.75 N50	TON	6,477.000				
40600982	HMA SURF REM BUTT JT	SQ YD	5,984.000				
40600990	TEMPORARY RAMP	SQ YD	640.000				
40603535	P HMA SC "D" N50	TON	10,454.000				

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44000151	HMA SURF REM 1/2	SQ YD	114,714.000				
44000159	HMA SURF REM 2 1/2	SQ YD	944.000				
44201803	CL D PATCH T2 13	SQ YD	107.000				
48101200	AGGREGATE SHLDS B	TON	1,624.000				
48203100	HMA SHOULDERS	TON	3,256.000				
50104000	BRIDGE RAIL REMOVAL	FOOT	81.000				
50300260	BR DECK GROOVING	SQ YD	219.000				
63000001	SPBGR TY A 6FT POSTS	FOOT	1,756.250				
63000025	SPBGR ATTACH TO STR	FOOT	125.000				
63100070	TRAF BAR TERM T5	EACH	4.000				
63100167	TR BAR TRM T1 SPL TAN	EACH	23.000				
63100169	TR BAR TRM T1 SPL FLR	EACH	1.000				
63200310	GUARDRAIL REMOV	FOOT	3,746.500				
64200116	SHOULDER RUM STRIP 16	FOOT	79,239.000				
67000400	ENGR FIELD OFFICE A	CAL MO	8.000				

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67100100	MOBILIZATION	L SUM	1.000				
70100405	TRAF CONT-PROT 701321	EACH	2.000				
70100450	TRAF CONT-PROT 701201	L SUM	1.000				
70100460	TRAF CONT-PROT 701306	L SUM	1.000				
70106500	TEMP BR TRAF SIGNALS	EACH	2.000				
70106700	TEMP RUMBLE STRIPS	EACH	36.000				
70300100	SHORT TERM PAVT MKING	FOOT	12,631.000				
70300150	SHRT TRM PAVT MK REM	SQ FT	1,403.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	124.000				
70300220	TEMP PVT MK LINE 4	FOOT	111,006.000				
70300250	TEMP PVT MK LINE 8	FOOT	1,061.000				
70300260	TEMP PVT MK LINE 12	FOOT	457.000				
70300280	TEMP PVT MK LINE 24	FOOT	74.000				
70400100	TEMP CONC BARRIER	FOOT	610.000				
70400200	REL TEMP CONC BARRIER	FOOT	450.000				

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70600250	IMP ATTN TEMP NRD TL3	EACH	4.000				
70600350	IMP ATTN REL NRD TL3	EACH	4.000				
72501000	TERMINAL MARKER - DA	EACH	26.000				
78009000	MOD URETH PM LTR-SYM	SQ FT	124.000				
78009004	MOD URETH PM LINE 4	FOOT	111,006.000				
78009008	MOD URETH PM LINE 8	FOOT	1,061.000				
78009012	MOD URETH PM LINE 12	FOOT	457.000				
78009024	MOD URETH PM LINE 24	FOOT	74.000				
78100100	RAISED REFL PAVT MKR	EACH	566.000				
78200005	GRDRAIL REF TYPE A	EACH	30.000				
78300100	PAVT MARKING REMOVAL	SQ FT	39,141.000				
78300200	RAISED REF PVT MK REM	EACH	566.000				

- (1) Tack Coat for 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.

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	0.06 (0.244)
Fog Coat between HMA Lifts, IL-4.75 & Brick	0.03 (0.122)

Note: When required, use the conversion rate of 1 lb/sq. ft. = 0.98 gal./sq. yd.

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.

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

"Basis of Payment: Prime Coat will be paid for at the contract unit price per Gallon of residual asphalt applied for BITUMINOUS MATERIALS (TRACKLESS TACK COAT)."

CONSTRUCTION SEQUENCE FOR MILLING, LONGITUDINAL JOINT SEALING, AND PAVING (3P)

The following is the sequence for milling, joint sealing, and paving:

1. Mill both lanes for the entire project.
2. Place leveling binder on both lanes of the entire project.
3. Place the first application of Longitudinal Joint Sealant (as described below).
4. Place Hot-Mix Asphalt (HMA) Tack Coat and Surface Course 6" wider than the centerline when paving the first lane.
5. After surfacing the first lane and prior to tacking, joint sealing, and start of surfacing on the adjacent lane, mill the 6" of the unconfined surface to the centerline. The milling equipment must be capable of producing a straight line. The depth of the milling must be controlled so as not to gouge the underlying leveling binder lift. The intent is to create a vertical face at the centerline and provide a lateral confinement for the adjacent lane surface course. Skid-steer mounted mills will not be allowed.

Revised 5/31/16

The width and minimum application rate shall be according to the following table:

LJS Application Rate Table		
Overlay Thickness in.	LJS Width "W" in.	Application Rate ^{1/} lb./ft.
HMA Mixtures ^{2/}		
1	12	0.77
1 1/4	12	0.87
1 1/2	12	0.98
1 3/4	12	1.09
2	12	1.21
2 1/4	12	1.31
2 1/2	12	1.42
2 3/4	12	1.53
3	12	1.64
3 1/4	12	1.75
3 1/2	12	1.86
3 3/4	12	1.97
4	12	2.08
SMA Mixtures ^{2/}		
1 1/2	12	0.83
1 3/4	12	0.92
2	12	1.00

Note: When required, use conversion rate of 1 lb./ft. = 0.1087 gal./ft.

- 1/ The application rate has a surface demand for liquid included within it. The nominal thickness of the LJS may taper from the center of the application to a lesser thickness on the edge of the application. The width and weight/foot (mass/meter) shall be maintained.
- 2/ In the event of a joint between an SMA and HMA mixture, the SMA application rate will be used.

The Contractor shall furnish to the Engineer a bill of lading for each tanker supplying material to the project. The application rate of LJS will be verified within the first 1,000 ft. (300 m) of the day's scheduled application length and every 6,000 ft. (1,800 m) the remainder of the day. For projects less than 3,000 ft. (900 m), the rate will be verified once. A suitable paper or pan shall be placed at a random location in the path of the placement for the LJS. After application of the LJS, the paper or pan shall be picked up and weighed. The weight per foot will be calculated. The tolerance from the plan target weight/foot (mass/meter) from the LJS Application Rate Table shall be ±15 percent. The Contractor shall replace the LJS in the area where the sample was taken.

Revised 5/31/16

The LJS shall be applied in a single pass with a pressure distributor, melter kettle, or hand applied from a roll for HMA lifts up to 2 in. (50 mm) in thickness. The LJS shall be applied in two passes for HMA lifts between 2 and 4 in. (50 and 100 mm) in thickness. At the time of installation the pavement surface temperature and the ambient temperature shall be a minimum of 40°F (4°C) and rising.

The LJS shall be applied at a width of not less or greater than 1½ in. (38 mm) of the width specified. If the LJS flows more than 2 in. (50 mm) from the initial placement width, LJS placement shall stop and remedial action shall be taken.

When starting another run of LJS placement, suitable release paper shall be placed over the previous application of LJS to prevent doubling up of thickness of LJS.

The LJS shall be suitable for construction traffic to drive on without pickup or tracking of the LJS within 30 minutes of placement. If pickup or tracking occurs, LJS placement shall stop and damaged areas shall be repaired.

The LJS shall not flush to the final surface of the HMA pavement.

BASIS OF PAYMENT: The milling of the 6" extra width at the centerline will be paid for at the contract unit price per Square Yard for HOT-MIX ASPHALT SURFACE REMOVAL – SPECIAL. The extra HMA tack coat will be paid for at the contract unit price per Gallon for POLYMERIZED BITUMINOUS MATERIAL (TACK COAT). The extra HMA surface course will be paid for at the contract unit price per Ton for POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50. All other extra work will not be paid for separately, but shall be included in the unit bid price of the various pay items and no other compensation will be allowed.

The bituminous material for longitudinal joint sealant will be measured for payment in place in Feet. Both applications of longitudinal joint sealant will be paid for at the contract unit price per Foot for LONGITUDINAL JOINT SEALANT.

When the LJS is specified, the longitudinal joint density testing for QC/QA, QCP, or PFP will not be required on the joint(s) with the LJS and the pay adjustments will not be applied.