



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 6, 2017

SUBJECT: FAI Route 70/55 (I-55/70)
Section 60-6PP-1
Madison County
Contract No. 76K48
Item No. 150, June 16, 2017 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 to the Special Provisions
2. Revised pages 4-6, 8 and 56 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,

Maureen M. Addis, P.E.
Engineer of Design and Environment

A handwritten signature in black ink, appearing to read "Ted B. Walschleger P.E." with a stylized flourish at the end.

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

cc: Jeffrey Keirn, Region 5, District 8; Tim Kell; Estimates

CWR/cr

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PEAK HOUR RESTRICTIONS

The Contractor shall have all lanes open to traffic during peak hours in the eastbound lanes along FAI 55/70. The Contractor shall not be permitted to conduct any type of operation that would impede the flow of traffic during peak hours. The Contractor shall be permitted to work through the weekends, except for those holiday weekends specified in Article 107.09, major events, or as determined by the Engineer

Peak hours are defined as:

- Eastbound 6:00 a.m. to 6:00 p.m. (Monday thru Thursday)

In addition to the restrictions noted above, no lane closures will be allowed on Fridays between 12:00 p.m. and 8:00 p.m.

Should the Contractor fail to have all lanes open to traffic during the defined peak hours, the Contractor shall be liable and shall pay to the Department \$5000, not as a penalty but as liquidated damages, for every 15 minute interval or portion thereof that the flow of traffic is impeded by the Contractor's operations. The Department will deduct these liquidated damages from any monies due or to become due to the Contractor from the Department.

COMPLETION DATE

This work shall be done in accordance with Section 108 of the Standard Specifications and as herein specified.

The Contractor shall complete all work as shown on the plans utilizing four weekends according to the peak hour restrictions and have the roadway fully open to traffic by October, 30, 2017, except for the items related saw cutting the existing pavement prior to patching. An additional eight working days will be allowed to complete this prior item and for cleanup.

Should the Contractor fail to complete the work required on or before the completion date stipulated, the Contractor shall be liable to the Department for liquidated damages, based on the original contract amount, in accordance with Article 108.09 of the Standard Specifications for each calendar day of overrun. The Department will deduct these liquidated damages from the monies due or to become due to the Contractor from the Department.

No additional compensation will be given for compliance with the completion date. The cost shall be considered included in the contract.

STAGE CONSTRUCTION SCHEDULING

The Department has several other projects under construction at the same time which may affect traffic conditions on this project.

The Contractor shall notify the Engineer three weeks prior to each weekend the Contractor anticipates to work or weekday for saw cutting the existing pavement. Weekend dates must be approved by the Engineer.

COOPERATION BETWEEN CONTRACTORS

The Contractor for this contract is advised that there are other projects that may be under construction, with potential road and lane closures that may affect the detours of this contract section. The Contractor for this section shall cooperate with the Contractor for the other projects in accordance with Article 105.08 of the Standard Specifications.

Projects that may be under construction while this contract is in force are as follows:

FAI 55/70/64 (I-55/70/64) Section 60-(6,7)BP-1, 82-(3,4)PB-1, Madison & St. Clair County – Bridge Painting, Contract 76K13.

GEOTECHNICAL REINFORCEMENT

Description: This work consists of providing a stabilized base for the construction of the Class A Patches, and shall be done as shown in the plans, as directed by the by the Engineer, and in accordance with Section 210 of the Standard Specifications, and as herein specified.

The geogrid reinforcement shall conform to the properties listed below.

Property	Test Method	Units	Value
Aperture Size	I.D. Calipered	inch	3/4 - 1 1/2
Open Area	Corps of Engineers CW-02215	%	70 min
Rib Thickness	ASTM D-1777	inch	0.03 nom
Junction Thickness	ASTM D-1777	inch	0.11 nom
Flexural Rigidity Machine Direction	ASTM D-1388	mg-cm	250,000 min
Tensile Modulus	GRI GG1-87	lb/ft	14,000 min - Machine Direction 20,000 min - Cross Machine Direction
Junction Strength	GRI GG2-87	lb/ft	765 min
Junction Efficiency	GRI GG2-87	%	90 min

Alternate geogrid materials will be considered. Such alternate material specifications must be provided to the Engineer on the pre-job date. Alternate material packages must be submitted to the Engineer a minimum of 20 days prior to beginning construction of the reinforced base. Submittal packages must include, as a minimum, the following:

1. Full-scale laboratory testing and in-ground testing of base courses reinforced with the specific geogrid which quantifies the structural contribution of the geogrid to the overall structure.
2. A list of 5 comparable projects, in terms of size and applications, in the United States, where the results of the specific results of the alternate geogrid's use can be verified after a minimum of 1 year of service life.
3. A sample of the geogrid and certified specification sheets.
4. Recommended installation instructions.

Construction Requirements: To prepare the subgrade for the reinforcement, the existing subgrade shall be excavated to a depth of 28 inches below the pavement surface to accommodate the aggregate base. The geogrid shall be located directly over the existing sub base and below the aggregate base. The geogrid shall be pulled taut, staked in place and the aggregate base placed outward to minimize development of slack or distortion in the subgrade reinforcement. A minimum of 12 inches of aggregate base is required. Lap splicing shall be done in accordance with manufacturer's recommendations.

Basis of Payment: The geogrid and subgrade removal shall be paid for at the contract unit price per square yard, measured in place, for GEOTECHNICAL REINFORCEMENT. Furnishing, preparing and placing the geogrid and the subgrade removal and all equipment tools, and incidentals necessary to complete the item will be included in the contract unit price for GEOTECHNICAL REINFORCEMENT.

PIPE UNDERDRAIN INSTALLATION

This work shall consist of removing the existing pipe underdrains and pipe underdrains (special) and furnishing and installing new pipe underdrains and pipe underdrains (special) at the depth shown on the plans.

The existing pipe underdrains and underdrain outlets shall be excavated from the trench and disposed of according to Article 202.03 of the Standard Specifications.

The Contractor shall install the proposed pipe underdrains according to Section 601 of the Standard Specifications and Highway Standard 601001 except the proposed pipe underdrain trench shall be located at the depth shown in the plans and at the same width as the existing pipe underdrain trench. Adjustments may be made to deepen the proposed trench to attain the minimum trench slope of 0.4%.

Trench backfill for the pipe underdrains and any pipe underdrains (special) trenches that will not be used shall be FM 4 or FM 4 Special meeting the following gradations:

Percent Passing	Sieve Size	FM 4	FM 4 Special
	3/8" (9.5 mm)	100	100
	No. 4 (4.75 mm)	97 +/- 3	
	No. 8 (2.36 mm)	5 +/- 5	
	No. 10 (2 mm)	10 +/- 10	
	No. 16 (1.18 mm)	5 +/- 5	2 +/- 2
	No. 200 (75 mm)	1 +/- 1	1 +/- 1

Only natural sands and gravel shall be used.

This work will be measured according to Article 601.07.

This work will be paid for according to Article 601.08.

TRAFFIC CONTROL PLAN

Effective: July 12, 1993

Revised: May 12, 1997

Traffic control shall be in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction", the applicable guidelines contained in the "National Manual on Uniform Traffic Control Devices for Streets and Highways", Illinois Supplement to the National Manual of Uniform Traffic Control Devices, these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction" and the following Highway Standards relating to traffic control:

701400	701401	701411	701426	701428	701446
701456	701901				

In addition, the following Special Provision(s) will also govern traffic control for this project:

- Construction and Maintenance Sign Supports
- Portable Changeable Message Signs
- Peak Hour Restrictions
- Completion Date
- Stage Construction Scheduling

HOT-MIX ASPHALT

Eff.: 12/1/2009

Revise the first paragraph of Article 1030.05(d)(3) to read as follows:

Required Field Tests. The Contractor shall control the compaction process by testing the mix density at random locations determined by the Engineer in accordance with the QC/QA document, "Determination of Random Density Test Site Locations", and recording the results on forms approved by the Engineer. The density locations will be disclosed and marked by the Engineer after all compaction efforts have been completed. Locations shall be laid out using a tape measure or an approved measuring wheel. The Contractor shall follow the density testing procedures detailed in the QC/QA document, "Illinois-Modified ASTM D 2950, Standard Test Method for Determination of Density of Bituminous Concrete In-Place by Nuclear Method".

Revise the third paragraph of Article 1030.05(d)(3) to read as follows:

If the Engineer determines the nuclear density test method is not appropriate for the mixture, cores shall be taken at random locations determined by the Engineer in accordance with the QC/QA document, "Determination of Random Density Test Site Locations". The density locations will be disclosed and marked by the Engineer after all compaction efforts have been completed. Locations shall be laid out using a tape measure or approved measuring wheel. Three QC cores shall be taken at equal distances transversely across the test site. Three QA cores shall be taken 1.0 foot longitudinally to the location of the QC cores using the same transverse offset. Each set of three cores shall be averaged to provide a single test site result for acceptance. Core densities shall be determined using the Illinois-Modified AASHTO T 166 or T 275 procedure.

Revised 6-6-17

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

WEEKLY DBE TRUCKING REPORTS (BDE)

Effective: June 2, 2012

Revised: April 2, 2015

The Contractor shall submit a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used for DBE goal credit.

The report shall be submitted to the Engineer on Department form "SBE 723" within ten business days following the reporting period. The reporting period shall be Monday through Sunday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.