



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 22, 2022

SUBJECT FAU Route 2688 (Wolf Rd)
Project STP-YQLY(753)
Section 2017-040RS
Cook and Will Counties
Contract No. 62F75
Item No. 7, August 5, 2022 Letting
Addendum C

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 107 & 108 of the Special Provisions.
3. Added pages 146-148 to the Special Provisions.

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jack A. Elston".

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

TABLE OF CONTENTS

LOCATION OF PROJECT 1

DESCRIPTION OF PROJECT 1

MAINTENANCE OF ROADWAYS 2

PUBLIC CONVENIENCE AND SAFETY (DIST 1) 2

STATUS OF UTILITIES (D-1) 2

HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D1) 6

FRICTION AGGREGATE (D1) 11

HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (D1) 14

ADJUSTMENTS AND RECONSTRUCTIONS (D1) 15

DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (DISTRICT 1) 16

CLEANING EXISTING DRAINAGE STRUCTURES 18

TRAFFIC CONTROL PLAN 18

CURB OR COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT (D-1) 19

CONSTRUCTION LAYOUT SPECIAL FOR RESURFACING WITH ADA AND STAND ALONE ADA (D-1)
 21

TEMPORARY INFORMATION SIGNING 22

TRAFFIC CONTROL AT AT-GRADE RR CROSSINGS 23

GENERAL REQUIREMENTS FOR WEED CONTROL SPRAYING 24

SELECTIVE CLEARING 27

TREE REMOVAL – GENERAL REQUIREMENTS 28

WEED CONTROL, BASAL TREATMENT 29

WEED CONTROL, TEASEL 31

TRAFFIC CONTROL AND PROTECTION (ARTERIALS) (D1) 32

TEMPORARY TRAFFIC SIGNAL TIMING 33

TRAFFIC SIGNAL GENERAL REQUIREMENTS 34

GROUNDING OF TRAFFIC SIGNAL SYSTEMS 45

UNDERGROUND RACEWAYS 46

MAINTENANCE OF EXISTING TRAFFIC SIGNAL AND FLASHING BEACON INSTALLATION 47

PEDESTRIAN SIGNAL POST 50

LIGHT EMITTING DIODE (LED) PEDESTRIAN SIGNAL HEAD 51

DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING,
 & PATCHING OPERATIONS) 54

TEMPORARY TRAFFIC SIGNAL INSTALLATION 58

Revised 7/22/2022

STRUCTURAL REPAIR OF CONCRETE 64

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS..... 75

MEMBRANE WATERPROOFING SYSTEM FOR BURIED STRUCTURES 78

MODIFY EXISTING CONTROLLER CABINET 80

COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK) (D-1) 81

SEDIMENT CONTROL, SILT CURTAIN 82

CONCRETE FOUNDATION, PEDESTRIAN POST 83

ELECTRIC CABLE..... 83

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC) 84

RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE) 85

AUTOMATED FLAGGER ASSISTANCE DEVICES (BDE)..... 86

BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) 87

BLENDED FINELY DIVIDED MINERALS (BDE)..... 89

COMPENSABLE DELAY COSTS (BDE)..... 89

CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE)..... 93

DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE) 95

FUEL COST ADJUSTMENT (BDE)..... 105

HOT-MIX ASPHALT – PATCHING (BDE) 108

PORTLAND CEMENT CONCRETE – HAUL TIME (BDE)..... 108

SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE) 109

SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE) 110

WATERPROOFING MEMBRANE SYSTEM (BDE) 110

TRAINING SPECIAL PROVISIONS (BDE) 111

IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION..... 114

WEEKLY DBE TRUCKING REPORTS (BDE)..... 116

WORK ZONE TRAFFIC CONTROL DEVICES (BDE) 116

WORKING DAYS (BDE) 118

404 PERMIT 119

NATIONWIDE PERMIT SUMMARY 123

METRA APPLICATION FOR RIGHT OF ENTRY..... 137

RIGHT OF ENTRY AGREEMENT ALL DISTRICTS 139

STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS) 145

HOT-MIX ASPHALT (D-1) 146

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D1) 147

Method of Adjustment. Fuel cost adjustments will be computed as follows.

$$CA = (FPI_P - FPI_L) \times FUF \times Q$$

- Where: CA = Cost Adjustment, \$
FPI_P = Fuel Price Index, as published by the Department for the month the work is performed, \$/gal (\$/liter)
FPI_L = Fuel Price Index, as published by the Department for the month prior to the letting for work paid for at the contract price; or for the month the agreed unit price letter is submitted by the Contractor for extra work paid for by agreed unit price, \$/gal (\$/liter)
FUF = Fuel Usage Factor in the pay item(s) being adjusted
Q = Authorized construction Quantity, tons (metric tons) or cu yd (cu m)

The entire FUF indicated in paragraph (b) will be used regardless of use of trucking to perform the work.

Basis of Payment. Fuel cost adjustments may be positive or negative but will only be made when there is a difference between the FPI_L and FPI_P in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(FPI_L - FPI_P) \div FPI_L\} \times 100$$

Fuel cost adjustments will be calculated for each calendar month in which applicable work is performed; and will be paid or deducted when all other contract requirements for the items of work are satisfied. The adjustments shall not apply during contract time subject to liquidated damages for completion of the entire contract.

HOT-MIX ASPHALT – PATCHING (BDE)

Effective: April 1, 2022

Replace Article 442.08(b) of the Standard Specifications with the following:

“(b) Density. The density of the compacted HMA shall be according to Articles 1030.06, 1030.09(b), 1030.09(c), and 1030.09(f).”

PORTLAND CEMENT CONCRETE – HAUL TIME (BDE)

Effective: July 1, 2020

Revise Article 1020.11(a)(7) of the Standard Specifications to read:

“(7) Haul Time. Haul time shall begin when the delivery ticket is stamped. The delivery ticket shall be stamped no later than five minutes after the addition of the mixing water to the cement, or after the addition of the cement to the aggregate when the combined aggregates contain free moisture in excess of two percent by weight (mass). If more than one batch is required for charging a truck using a stationary mixer, the time of haul shall start with mixing of the first batch. Haul time shall end when the truck is emptied for incorporation of the concrete into the work. The maximum haul time shall be as follows.

Revised 7/21/2022

HOT-MIX ASPHALT (D-1)

Effective: January 1, 2022

Revised: August 1, 2022

Replace Article 1030.09(g)(1) of the Standard Specifications with the following:

“(1) The Contractor shall sample approximately 150 lb (70 kg) of mix as required for the Department’s random mixture verification tests according to Article 1030.09(h)(1).”

Replace the second sentence of Article 1030.09(h)(1) of the Standard Specifications with the following:

“The Engineer will randomly identify one sample for each 3,000 tons (2,720 metric tons) of mix, with a minimum of one sample per mix. If the remaining mix quantity is 600 tons (544 metric tons) or less, the quantity will be combined with the previous 3,000 tons (2,720 metric tons) in the Engineer’s random sample identification. If the required tonnage of a mixture for a single pay item is less than 250 tons (225 metric tons) in total, the Engineer will waive mixture verification tests.”

Add the following to the end of the third paragraph of Article 1030.09(h)(2) of the Standard Specifications:

“The HMA maximum theoretical specific gravity (G_{mm}) will be based on the Department mixture verification test. If there is more than one Department mixture verification G_{mm} test, the G_{mm} will be based on the average of the Department test results.”

Added 7/22/2022

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D1)

Effective: June 26, 2006

Revised: December 1, 2021

Add the following to the end of article 1032.05 of the Standard Specifications:

“(c) Ground Tire Rubber (GTR) Modified Asphalt Binder. A quantity of 10.0 to 14.0 percent GTR (Note 1) shall be blended by dry unit weight with a PG 64-28 to make a GTR 70-28 or a PG 58-28 to make a GTR 64-28. The base PG 64-28 and PG 58-28 asphalt binders shall meet the requirements of Article 1032.05(a). Compatible polymers may be added during production. The GTR modified asphalt binder shall meet the requirements of the following table.

Test	Asphalt Grade GTR 70-28	Asphalt Grade GTR 64-28
Flash Point (C.O.C.), AASHTO T 48, °F (°C), min.	450 (232)	450 (232)
Rotational Viscosity, AASHTO T 316 @ 275 °F (135 °C), Poises, Pa·s, max.	30 (3)	30 (3)
Softening Point, AASHTO T 53, °F (°C), min.	135 (57)	130 (54)
Elastic Recovery, ASTM D 6084, Procedure A (sieve waived) @ 77 °F, (25 °C), aged, ss, 100 mm elongation, 5 cm/min., cut immediately, %, min.	65	65

Note 1. GTR shall be produced from processing automobile and/or light truck tires by the ambient grinding method. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall contain no free metal particles or other materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois modified AASHTO T 27, a 50 g sample of the GTR shall conform to the following gradation requirements:

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 µm)	95 ± 5
No. 50 (300 µm)	> 20

Added 7/22/2022

Add the following to the end of Note 1. of article 1030.03 of the Standard Specifications:

“A dedicated storage tank for the Ground Tire Rubber (GTR) modified asphalt binder shall be provided. This tank must be capable of providing continuous mechanical mixing throughout by continuous agitation and recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent.”

Added 7/22/2022