



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 3, 2021

SUBJECT: FAS Route 1042 (IL 251)
Project STP-Z0BK(342)
Section 106VBR-D
Ogle County
Contract No. 64L75
Item No. 16, September 17, 2021 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 page 7 of 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

Basis of Payment: This work will be paid for at the contract unit price per Square Yard for SHOULDER REMOVAL (SPECIAL), which price shall include saw cuts, removal and disposal of the shoulder material and all other materials, labor, tools, equipment and incidentals necessary to complete this item of work.

Removal of the Inlet box will be measured separately for payment as REMOVE INLET BOX.

JOINT TRIMMING

Description: The following is the sequence for milling and paving:

1. Patch, mill and resurface both lanes of IL 251.
2. Place the bottom 6.5" of new HMA Shoulders adjacent to IL 251.
3. Prior to priming and placement of the final 1.5" shoulder lift, mill a variable depth (1.5" at 12' lane line, to approximately 2.75" at original outside EOP) of mainline IL 251 from original outside EOP, up to the 12' final EOP line of IL 251. The purpose of the variable depth mill will be to produce a 4% final shoulder for the entire 6' width. 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 binder lift. The intent is to create a vertical face at the 12' final EOP line of IL 251, and provide a lateral confinement for the adjacent shoulder surface course. Skid steer mounted mills will not be allowed.
4. Clean and prepare the surface of the remaining shoulder as per Article 406.05 of the Standard Specifications prior to the placement of the final shoulder surface course. The tack coat shall be sprayed the full width of the shoulder and also lapped onto the adjacent lane of IL 251 a distance not to exceed 4 in. This additional width is to ensure the vertical face of the adjacent mat is adequately covered with prime coat.
5. Placement of this surface course shall require the use of a joint-matching device in lieu of a longitudinal averaging ski. The compacted height of this lane shall be exactly flush, or not more than 1/32 in. higher, to the adjacent lane to ensure the joint has sufficient material for adequate compaction. During placement, the side plate of the screed shall not exceed 1/2 in. overlap onto the adjacent lane.

The milling of the extra width at the outside edge of IL 251 will be paid for at the contract unit price per square yard for HOT-MIX ASPHALT SURFACE REMOVAL, SPECIAL.

The additional tack coat will be paid for at the contract unit price per pound of residual asphalt for BITUMINOUS MATERIAL (TACK COAT).

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.

FURNISHING AND ERECTING STRUCTURAL STEEL

Description: This work shall consist of furnishing, erecting and painting the replacement steel diaphragms as shown on the plans. The work shall be performed in accordance with the applicable portions of Section 505 of the Standard Specifications.

The diaphragm size as noted on the plans is estimated. The Contractor shall match existing diaphragm beam size to utilize existing support angles as directed by the Engineer.