



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 6, 2017

SUBJECT: FAI Route 70 (I-70)
Section 60-10-PP-1
Madison County
Contract No. 76K92
Item No. 37, September 22, 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 Schedule of Prices
2. Revised the Table of Contents to the Special Provisions
3. Added pages 34 and 35 to the Special Provisions
4. Revised sheets 4 and 8 of the Plans

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,

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 small "P.E." to the right.

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

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

CWR/ck

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 76K92

State Job # - C-98-090-17

County Name - MADISON - -

Code - 119 - -

District - 8 - -

Section Number - 60-10-PP-1

Project Number

*REVISED: SEPTEMBER 05, 2017

Route

FAI 70

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X4405020	LONG PAR DEP REM 2	FOOT	49,210.000				
*REV X4406220	PART DEP REM T2 2	SQ YD	281.000				
*ADD X4406420	PART DEP REM T3 2	SQ YD	707.000				
*REV X4406620	PART DEP REM T4 2	SQ YD	367.000				
X4420900	LONG PART DEPTH PATCH	TON	1,124.800				
*REV X4421000	PARTIAL DEPTH PATCH	TON	152.000				
X7015005	CHANGEABLE MESSAGE SN	CAL DA	154.000				
67100100	MOBILIZATION	L SUM	1.000				
70100420	TRAF CONT-PROT 701411	EACH	2.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				
70100800	TRAF CONT-PROT 701401	L SUM	1.000				
70100815	TRAF CONT-PROT 701446	L SUM	1.000				
70200100	NIGHT WORK ZONE LIGHT	L SUM	1.000				
70300100	SHORT TERM PAVT MKING	FOOT	2,661.000				
70300150	SHRT TRM PAVT MK REM	SQ FT	887.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
78009006	MOD URETH PM LINE 6	FOOT	28,182.000				
78009008	MOD URETH PM LINE 8	FOOT	2,218.000				
78009012	MOD URETH PM LINE 12	FOOT	114.000				
78100100	RAISED REFL PAVT MKR	EACH	619.000				
78300200	RAISED REF PVT MK REM	EACH	619.000				

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PARTIAL DEPTH HOT-MIX ASPHALT PATCHING

Effective: April 1, 2014

Revised: June 30, 2017

Description. This work shall consist of partial depth removal of the existing portland cement concrete pavement or hot-mix asphalt (HMA) pavement and replacement with HMA.

The partial depth removal on a lane width or less shall be classified by type/size as follows.

Type I	Less than 8 sq yd (9 sq m)
Type II	8 sq yd (9 sq m) or more, but less than 50 sq yd (42 sq m)
Type III	50 sq yd (42 sq m) or more, but less than 100 sq yd (84 sq m)
Type IV	100 sq yd (84 sq m) or more

Materials. Materials shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Bituminous Material for Tack Coat	406.02
(b) Hot-Mix Asphalt (Note 1)	1030

Note1. If the patch is going to be resurfaced, the HMA for partial depth patches shall be a surface mixture of the same type as the proposed resurfacing or as approved by the Engineer. If the patch is not going to be resurfaced, the mix shall be as shown on the plans.

Equipment. Equipment shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Self-Propelled Milling Machine	1101.16
(b) Concrete Saw	442.03(d)
(c) Wheel Saw	442.03(e)
(d) Rollers	442.03
(e) Mechanical Sweeper	1101.03
(f) Air Equipment (Note 1)	

Note 1. The air equipment shall be capable of supplying compressed air at a minimum pressure of 100 psi (690 kPa) and shall have sufficient flow rate to remove all disturbed pavement debris. The equipment shall also be according to ASTM D 4285.

CONSTRUCTION REQUIREMENTS

General. The minimum patch dimension shall be 24 x 24 in. (600 x 600 mm).

Partial Depth Removal. Partial depth removal of the pavement shall be accomplished by the use of a milling machine and/or the wheel saw. The patch area shall be cleaned by air equipment or mechanical sweeper and all disturbed pavement debris and any loose or unsound concrete shall be removed. Materials resulting from the removal shall be disposed of according to Article 202.03 of the Standard Specifications.

Added 9-5-17

Exposed reinforcement shall be removed back to the point where the steel is in contact with sound concrete. Where high steel is encountered, the depth of the patch may be reduced as directed by the Engineer.

Replacement with HMA. When the Engineer determines the exposed pavement will be suitable for a partial depth patch, a bituminous tack coat shall be applied according to Article 406.05(b) of the Standard Specifications.

The prepared patch shall be filled with HMA with a maximum lift thickness of 3 in. (75 mm). Where more than one lift is needed, the top lift shall be a minimum of 2 in. (50 mm) thick. At the option of the Contractor, the 2 in. (50 mm) top layer may be constructed using HMA surface course. The HMA shall be compacted to the satisfaction of the Engineer.

Patch Maintenance. Patches opened to traffic which are high or become rough by rutting, shoving, or heaving shall be corrected by trimming off high areas and/or filling depressions. Filled areas shall be rolled again.

Areas Unsuitable for a Partial Depth Patch. When the Engineer determines the exposed pavement will not be suitable for a partial depth patch, or removal is one half or more of the pavement thickness, the remaining portion of the pavement shall be removed and a full depth patch shall be constructed according to Section 442 of the Standard Specifications for the Class of full depth patches included in the contract. The exposed area may be filled with HMA and the full depth patch constructed at a later date. HMA shall be placed as specified for the partial depth repair.

Method of Measurement. Partial depth removal of the pavement will be measured for payment in place and the area computed in square yards (square meters).

HMA for partial depth patching of the pavement and for the backfilling of partial depth removal when it is determined the area is not suitable for a partial depth patch will be measured for payment in tons (metric tons) according to Article 406.13 of the Standard Specifications.

Basis of Payment. Partial depth removal of the pavement will be paid for at the contract unit price per square yard (square meter) for PARTIAL DEPTH REMOVAL, of the type and thickness specified.

HMA for partial depth patching and for backfilling areas unsuitable for a partial depth patch will be paid for at the contract unit price per ton (metric ton) for PARTIAL DEPTH PATCHING.

When the Engineer determines to convert any partial depth patch to a full depth patch after the partial depth removal of the pavement has begun, the partial depth removal will still be paid for at the contract unit price for PARTIAL DEPTH REMOVAL. The remaining removal for the full depth patch will be considered as included in the appropriate full depth patching pay item.

Added 9-5-17