



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 11, 2010

SUBJECT: FAI Routes 290 & 355 (I-290 & I-355)
Project ACIM-000S (694)
Section 22 (1, 1-1, 2 & 3)RS-7
DuPage County
Contract No. 60G51
Item No. 194, January 15, 2010 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 the Schedule of Prices.
2. Revised pages 3 - 6, 22 - 25 & 105 - 110 of the Special Provisions.
3. Revised sheets 1 - 4 & 6 of the Plans,
4. Added sheet 106A to the 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,

Charles Ingersoll, Chief
Bureau of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E." with a small "P.E." to the right.

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

cc: Diane O'Keefe, Region 1, District 1; Mike Renner; R. E. Anderson;
Estimates

TBW:MS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER - 60G51

State Job # - C-91-492-09
 PPS NBR - 1-77328-0000
 County Name - DUPAGE -
 Code - 43 - -
 District - 1 - -
 Section Number - 22(1,1-1,2&3)RS-7

Project Number
 ACIM-000S/694/

Route
 FAI 290
 FAI 355

* REVISED : JANUARY 11, 2010

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
A2002614	T-CARYA CORD 1-3/4	EACH	20.000				
A2002914	T-CELTIS OCCID 1-3/4	EACH	25.000				
A2005014	T-GYMNOCLA DIO 1-3/4	EACH	45.000				
A2006514	T-QUERCUS BICOL 1-3/4	EACH	30.000				
A2012122	T-AESCU ASP 1-3/4 BB	EACH	25.000				
B2001664	T-CRATAE CRU-I SF 5'	EACH	30.000				
B2006116	T-SYRG PEK M TF 2	EACH	25.000				
K0036120	MULCH PLACEMENT 4	SQ YD	3,600.000				
K1003660	MOWING CYCLES	EACH	2.000				
X0301424	SILICONE JOINT SEALER	FOOT	128.500				
X0322185	BR DK LTX C OLY 2 1/4	SQ YD	21,341.000				
X0322256	TEMP INFO SIGNING	SQ FT	1,639.000				
X0322489	BR DK LTX C OLY 2 1/2	SQ YD	8,121.000				
X0322729	MATL TRANSFER DEVICE	TON	110,099.000				
X0322856	WEED CONT N SEL/N RES	GALLON	2.400				

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X0322859	WEED CONTR PRE-EM GRN	POUND	10.000				
X0323879	SERVICE PATROL	CAL DA	298.000				
X0324685	TEST STRIP SMA	EACH	2.000				
X0325201	SHOULDER RUM STRIP RM	SQ YD	674.000				
X0325222	WEED CONT BASAL TRTMT	GALLON	60.000				
X0325303	STR REP CON DP OVER 5	SQ FT	66.000				
X0325305	STR REP CON DP = < 5	SQ FT	595.000				
X0325391	EXPD POLYSTYRENE FILL	CU YD	1,168.000				
X0325702	NIGHT WORK ZONE LIGHT	L SUM	1.000				
X0325737	TEMP TR SIGNAL TIMING	EACH	22.000				
X0325739	HMA SHLD REM REPL SPL	SQ YD	5,014.000				
X0325775	WET RF TEM TAPE T3 4	FOOT	241,149.000				
X0325822	CONC BAR WALL R&R PD	FOOT	8.000				
X0325840	WET RF TEM TAPE T3 12	FOOT	8,119.000				
X0325876	WET RF TEM TAPE T3 8	FOOT	67,276.000				

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X0326090	ERECT STRUCT STEEL	POUND	9,260.000				
X0326107	WET RF TEM TAPE T3 5	FOOT	41,690.000				
X0326701	WEED CONT BROADLF TRF	POUND	1.400				
X0326765	CLN & PT EXP REBAR SP	SQ FT	770.000				
X0326768	CON T HD POLY COILBLE	FOOT	100.000				
X0326791	NOISE ABATE WALL RPRS	L SUM	1.000				
X0326792	BR DK LTX C OLY 2 3/4	SQ YD	1,297.000				
X0326793	BR DECK HY-SCAR 2 3/4	SQ YD	1,297.000				
X0326794	CLN RESL RELIEF JOINT	FOOT	901.500				
X0326795	MOD EX PIN LINK CONN	L SUM	1.000				
X0326796	CLEAN TROUGH	EACH	4.000				
X0326797	REATT GRDRL TO STRUC	EACH	4.000				
X0326798	PIN REPLACEMENT	EACH	32.000				
X0326799	CLIP EX BEAM FLANGE	EACH	11.000				
X0326818	CONC BAR REM REPL SF	FOOT	100.000				

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X0326819	CONC BAR REM REPL DF	FOOT	230.000				
X0326838	REMOV SIGN PANL T1 SP	SQ FT	56.000				
X0326839	REMOV SIGN PANL T2 SP	SQ FT	436.000				
X0326840	REMOV SIGN PANL T3 SP	SQ FT	11,769.000				
X0326841	REM SIN PAN ASY TB SP	EACH	54.000				
X0326842	MILE POST MKR ASSY SP	EACH	58.000				
X2010300	TREE REMOV UNDER 6	UNIT	960.000				
X4066580	POL HMA SC SMA N80	TON	60,176.000				
X4066685	POL HMA BC SMA N80	TON	49,923.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
X7013820	TR CONT SURVEIL EXPWY	CAL DA	149.000				
X8730312	EC C LEAD 18 4C TW SH	FOOT	11,546.000				
X8850102	INDUCTION LOOP	FOOT	3,139.000				
Z0001800	APPROACH SL REP (PD)	SQ YD	99.600				
Z0003600	BEAM STRAIGHTENING	L SUM	1.000				

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Z0006220	BR DECK HY-SCAR 2 1/4	SQ YD	21,341.000				
Z0006225	BR DECK HY-SCAR 2 1/2	SQ YD	8,121.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0016001	DECK SLAB REP (FD-T1)	SQ YD	370.000				
Z0016002	DECK SLAB REP (FD-T2)	SQ YD	894.000				
Z0018500	DRAINAGE STR CLEANED	EACH	25.000				
Z0018600	DRAINAGE STR RECONST	EACH	8.000				
Z0018700	DRAINAGE STR REMOVED	EACH	1.000				
Z0030250	IMP ATTN TEMP NRD TL3	EACH	12.000				
Z0030260	IMP ATTN TEMP FRN TL3	EACH	5.000				
Z0030270	IMP ATTN TEMP FRW TL3	EACH	2.000				
Z0030330	IMP ATTN REL FRD TL3	EACH	5.000				
Z0030350	IMP ATTN REL NRD TL3	EACH	16.000				
Z0048665	RR PROT LIABILITY INS	L SUM	1.000				
Z0064800	SELECTIVE CLEARING	UNIT	600.000				

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Z0073200	TEMP SHORING & CRIB	EACH	6.000				
Z0073351	TEMP SLAB SUPPORT SYS	L SUM	1.000				
Z0073400	TEMP SUPPORT SYSTEM	EACH	32.000				
* Z0075310	TIE BARS 3/4	EACH	47.000				
Z0076600	TRAINEES	HOUR	1,500.000		0.800		1,200.000
20100110	TREE REMOV 6-15	UNIT	1,440.000				
20100210	TREE REMOV OVER 15	UNIT	480.000				
20101300	TREE PRUN 1-10	EACH	48.000				
20101350	TREE PRUN OVER 10	EACH	48.000				
20101400	NITROGEN FERT NUTR	POUND	41.000				
20101500	PHOSPHORUS FERT NUTR	POUND	41.000				
20101600	POTASSIUM FERT NUTR	POUND	41.000				
20700220	POROUS GRAN EMBANK	CU YD	313.000				
20700400	POROUS GRAN EMB SPEC	CU YD	132.000				
21101625	TOPSOIL F & P 6	SQ YD	4,540.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
25000210	SEEDING CL 2A	ACRE	0.500				
25000400	NITROGEN FERT NUTR	POUND	18.000				
25000500	PHOSPHORUS FERT NUTR	POUND	18.000				
25000600	POTASSIUM FERT NUTR	POUND	18.000				
25001800	SEEDING CL 4 MOD	ACRE	0.700				
25100115	MULCH METHOD 2	ACRE	1.000				
25100630	EROSION CONTR BLANKET	SQ YD	4,540.000				
28000400	PERIMETER EROS BAR	FOOT	1,100.000				
28000510	INLET FILTERS	EACH	25.000				
40600200	BIT MATLS PR CT	TON	545.000				
40600300	AGG PR CT	TON	2,723.000				
40600400	MIX CR JTS FLANGEWYS	TON	1,021.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40600982	HMA SURF REM BUTT JT	SQ YD	5,200.000				
40600985	PCC SURF REM BUTT JT	SQ YD	1,500.000				

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40601005	HMA REPL OVER PATCH	TON	7,453.000				
40603085	HMA BC IL-19.0 N70	TON	29,597.000				
40603340	HMA SC "D" N70	TON	19,729.000				
* 42001300	PROTECTIVE COAT	SQ YD	253.000				
42001420	BR APPR PVT CON (PCC)	SQ YD	2,408.000				
42001500	PCC BR APPR SHLD PAVT	SQ YD	23.000				
42100800	PAVT REINFORCEMENT 9	SQ YD	2,408.000				
44000162	HMA SURF REM 3 1/4	SQ YD	65,662.000				
44000164	HMA SURF REM 3 3/4	SQ YD	193,845.000				
44000165	HMA SURF REM 4	SQ YD	421,135.000				
44000500	COMB CURB GUTTER REM	FOOT	400.000				
44000700	APPROACH SLAB REM	SQ YD	4,641.000				
44001980	CONC BARRIER REMOV	FOOT	412.500				
44002213	HMA RM OV PATCH 3 1/4	SQ YD	339.000				
44002216	HMA RM OV PATCH 4	SQ YD	11,155.000				

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44002218	HMA RM OV PATCH 4 1/2	SQ YD	19,416.000				
44003800	MEDIAN SURF REMOVAL	SQ FT	40,850.000				
* DELETED							
* DELETED							
* DELETED							
* DELETED							
44200549	CL A PATCH T1 10	SQ YD	335.000				
44200553	CL A PATCH T2 10	SQ YD	334.000				
44200557	CL A PATCH T3 10	SQ YD	132.000				
44200577	CL A PATCH T2 12	SQ YD	46.000				
44200581	CL A PATCH T3 12	SQ YD	20.000				
44200583	CL A PATCH T4 12	SQ YD	187.000				
* 44201749	CL D PATCH T1 9	SQ YD	231.000				
* 44201753	CL D PATCH T2 9	SQ YD	3,972.000				
* 44201757	CL D PATCH T3 9	SQ YD	1,332.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
* 44201759	CL D PATCH T4 9	SQ YD	23,628.000				
44201761	CL D PATCH T1 10	SQ YD	34.000				
44201765	CL D PATCH T2 10	SQ YD	102.000				
44201769	CL D PATCH T3 10	SQ YD	102.000				
44201771	CL D PATCH T4 10	SQ YD	102.000				
* 44213000	PATCH REINFORCEMENT	SQ YD	1,082.000				
* 44213200	SAW CUTS	FOOT	582.000				
50102400	CONC REM	CU YD	469.000				
50104650	SLOPE WALL REMOV	SQ YD	224.000				
50157300	PROTECTIVE SHIELD	SQ YD	21,739.000				
50200100	STRUCTURE EXCAVATION	CU YD	1,970.000				
50300225	CONC STRUCT	CU YD	276.200				
50300255	CONC SUP-STR	CU YD	1,548.700				
50300260	BR DECK GROOVING	SQ YD	31,946.000				
50300300	PROTECTIVE COAT	SQ YD	34,775.000				

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50501110	STRUCT STEEL REMOV	POUND	7,910.000				
50800205	REINF BARS, EPOXY CTD	POUND	363,740.000				
50800515	BAR SPLICERS	EACH	1,804.000				
51100100	SLOPE WALL 4	SQ YD	224.000				
51205200	TEMP SHT PILING	SQ FT	2,068.000				
52000110	PREF JT STRIP SEAL	FOOT	2,239.500				
54213447	END SECTIONS 12	EACH	9.000				
55039700	SS CLEANED	FOOT	600.000				
58700300	CONCRETE SEALER	SQ FT	71,231.000				
59100100	GEOCOMPOSITE WALL DR	SQ YD	726.000				
60100945	PIPE DRAINS 12	FOOT	345.000				
60109580	P UNDR FOR STRUCT 4	FOOT	932.000				
60208210	CB TC T20F&G	EACH	2.000				
60247160	DR STR T1 W/2 T20F&G	EACH	1.000				
60300205	FR & GRATES ADJUST SP	EACH	123.000				

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60300310	FR & LIDS ADJUST SPL	EACH	123.000				
60500050	REMOV CATCH BAS	EACH	2.000				
60500060	REMOV INLETS	EACH	11.000				
60605000	COMB CC&G TB6.24	FOOT	400.000				
60900115	TY B INLET BOX 609001	EACH	3.000				
60900215	TY C INLET BOX 609001	EACH	3.000				
60900330	TY D INLET BOX 609001	EACH	6.000				
60900515	CONC THRUST BLOCKS	EACH	9.000				
63000001	SPBGR TY A 6FT POSTS	FOOT	425.000				
63000005	SPBGR TY B	FOOT	125.000				
63200305	SPBGR REM	FOOT	550.000				
63300230	REM REIN EX SPBGR ATS	FOOT	125.000				
64200105	SHOULDER RUMBLE STRIP	FOOT	153,458.000				
67100100	MOBILIZATION	L SUM	1.000				
70102550	TR CONT-PROT TEMP DET	EACH	6.000				

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70106800	CHANGEABLE MESSAGE SN	CAL MO	48.000				
70300240	TEMP PVT MK LINE 6	FOOT	41,470.000				
70400100	TEMP CONC BARRIER	FOOT	24,625.000				
70400200	REL TEMP CONC BARRIER	FOOT	22,899.000				
72000105	SIGN PANEL T1 SPL	SQ FT	103.000				
72000205	SIGN PANEL T2 SPL	SQ FT	1,190.000				
72000305	SIGN PANEL T3 SPL	SQ FT	12,605.000				
72400100	REMOV SIN PAN ASSY TA	EACH	7.000				
72800100	TELES STL SIN SUPPORT	FOOT	522.000				
73000105	WOOD SIN SUPPORT SPL	FOOT	684.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	653.000				
78000200	THPL PVT MK LINE 4	FOOT	171,146.000				
78000400	THPL PVT MK LINE 6	FOOT	834.000				
78000500	THPL PVT MK LINE 8	FOOT	64,416.000				
78000600	THPL PVT MK LINE 12	FOOT	12,919.000				

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78004210	PREF PL PM TB INL L4	FOOT	1,362.000				
78004220	PREF PL PM TB INL L5	FOOT	49,418.000				
78004240	PREF PL PM TB INL L8	FOOT	1,903.000				
78005100	EPOXY PVT MK LTR-SYM	SQ FT	1,634.000				
78005110	EPOXY PVT MK LINE 4	FOOT	481,157.000				
78005120	EPOXY PVT MK LINE 5	FOOT	123,172.000				
78005140	EPOXY PVT MK LINE 8	FOOT	175,411.000				
78008200	POLYUREA PM T1 LTR-SY	SQ FT	218.000				
78008210	POLYUREA PM T1 LN 4	FOOT	5,871.000				
78008220	POLYUREA PM T1 LN 5	FOOT	24,374.000				
78008240	POLYUREA PM T1 LN 8	FOOT	2,488.000				
78008250	POLYUREA PM T1 LN 12	FOOT	2,317.000				
78100100	RAISED REFL PAVT MKR	EACH	5,377.000				
78100105	RAISED REF PVT MKR BR	EACH	190.000				
78200410	GUARDRAIL MKR TYPE A	EACH	17.000				

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78200450	MONODIR GDRL REFL	EACH	300.000				
78200530	BAR WALL MKR TYPE C	EACH	1,970.000				
78300100	PAVT MARKING REMOVAL	SQ FT	46,941.000				
78300200	RAISED REF PVT MK REM	EACH	5,377.000				
81900200	TR & BKFIL F ELECT WK	FOOT	100.000				
84200600	REM LT U NO SALV	EACH	55.000				

- A. All contract items related to the I-355 structures and I-355 permanent lane closures to be completed by 11:59 PM on June 30, 2010.
- B. I-355 roadway milling and resurfacing operations, including pavement marking installation, to be completed by 11:59 PM on October 31, 2010.
- C. All contract items related to replacing existing sign panels, installing new sign panels and removal of existing sign lighting units as shown in the contract plans to be completed by 11:59 PM on October 31, 2010. Replacement of Type III Sign Panels shall not start until after August 27, 2010.

Add the following paragraph to the beginning of Article 105.08. "The Contractor shall identify all such work items (including the critical items listed above) at the beginning of the contract and coordinate the sequence and timing for their execution and completion with the other Contractors through the Engineer. All of these work items shall be identified as separate line items in the Contractor's proposed Construction Progress Schedule. Additional compensation or the extension of contract time will not be allowed for the progress of the work items affected by the lack of such coordination by the Contractor."

INTERIM COMPLETION DATE PLUS WORKING DAYS

Revise and add to Article 108.05 (b) of the Standard Specifications as follows:

"When an interim completion date plus working days is specified, the Contractor shall complete.

- 1) All contract items related to the FAI – 290 permanent lane closures as shown in Stages 1, 2 and 3 in the contract plans by 11:59 PM on August 27, 2010. However, all contract items related to SN 022-0092 as shown in Stage 2 in the contract plans shall be completed by 11:59 PM on September 17, 2010.
- 2) All contract items related to the IL Route 83 structure beam repairs (SN 022-0096 and SN 022-0097) by 11:59 PM on April 10, 2010.
- 3) All contract items related to SN 022-0094 as shown in Stage 1 in the contract plans by 11:59 PM on May 19, 2010. The permanent lane closure can be in place for a maximum of thirty-two (32) consecutive, calendar days. All contract items related to SN 022-0094 as shown in Stage 2 in the contract plans by 11:59 PM on June 30, 2010.
- 4) All contract items related to the FAI – 355 structures and FAI – 355 permanent lane closures by 11:59 PM on June 30, 2010.
- 5) All contract items related to SN 022-0092 as shown in Stage 1 in the contract plans by 11:59 PM on August 27, 2010. This item cannot begin until Item 4 is completed. The permanent lane closure can be in place for a maximum of twenty-eight (28) consecutive, calendar days and cannot begin until July 6, 2010.

Furthermore, the permanent lane closures shown in the plans for Stages 1, 2 and 3 – I-290 and I-355 shall not begin before April 1, 2010.

This work includes:

- The items pertaining to all structures

The Contractor will be allowed to complete all clean-up work and punch list items within 3 working days after the interim completion date for opening the roadway to traffic.

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Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for cleanup work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.”

Article 108.09 or the Special Provision for “Failure to Complete the Work on Time”, if included in this contract, shall apply to both the completion date and the number of working days

COMPLETION DATE PLUS WORKING DAYS

Effective: September 30, 1985

Revised: January 1, 2007

Revise Article 108.05 (b) of the Standard Specifications as follows:

"When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on October 31, 2010 except as specified herein.

The Contractor will be allowed to complete all clean-up work and punch list items within 10 working days after the completion date for opening the roadway to traffic. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for cleanup work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 or the Special Provision for “Failure to Complete the Work on Time”, if included in this contract, shall apply to both the completion date and the number of working days.

FAILURE TO COMPLETE THE WORK ON TIME

Effective: September 30, 1985

Revised: January 1, 2007

Should the Contractor fail to complete Stages 1, 2, 3 and 4 within the required number of calendar days and/or fail to complete the work on or before the completion date as specified in the Special Provisions for INTERIM COMPLETION DATE PLUS WORKING DAYS and COMPLETION DATE PLUS WORKING DAYS, or within such extended time as may have been allowed by the Department, the Contractor shall be liable to the Department in the amount of \$8,000 (eight thousand dollars), not as a penalty but as liquidated damages, for each calendar day or a portion thereof of overrun in the contract time or such extended time as may have been allowed.

In fixing the damages as set out herein, the desire is to establish a certain mode of calculation for the work since the Department’s actual loss, in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This said mode is an equitable rule for measurement of the Department’s actual loss and fairly takes into account the loss of use of the roadway if the project is delayed in completion. The Department shall not be required to provide any actual loss in order to recover these liquidated damages provided herein, as said damages are very difficult to ascertain. Furthermore, no provision of this clause shall be construed as a penalty, as such is not the intention of the parties.

Revised 01/11/2010

A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

COOPERATIVE INCENTIVE PAYMENT PLAN

Effective: October 1, 1995

Revised: January 1, 2007

The Contractor shall be entitled to only cooperative incentive payment for completing all contract items and safely opening all roadways to traffic in accordance with the requirements of the special provision "Interim Completion Date Plus Working Days." In order to receive incentive payment, two lanes must be open on SN 022-0092 and all permanent lane closures must be removed by 11:59 PM on August 27, 2010.

The Contractor and the Department recognize that the prosecution of work by other contractors may not be effectively under the control of the Contractor; however, it is also recognized and agreed that the nature of the project is such that use of the highway cannot safely and efficiently begin until all sections are completed.

Should work under this contract, as described above, and all work on the Department's Contract

Section: 2009-099BR
Contract No. 60I57
Counties: Cook and DuPage

be completed, the Contractor shall be entitled to \$8,000 as a cooperative incentive payment for each calendar day of completion prior to August 27, 2010. No cooperative incentive payment will be made solely because the Contractor has finished early and no cooperative incentive payment will begin to accrue until the interim date of completion of work under this contract, as described above, and until the interim date of completion of all work on the Department's Contract.

Section: 2009-099BR
Contract No. 60I57
Counties: Cook and DuPage

Should the Contractor be delayed in the commencement, prosecution or completion of the work for any reason, there shall be no extension of the cooperative incentive payment completion date even though there may be granted an extension of time for completion of the work. No cooperative incentive will be paid if the Contractor fails to complete the work before the specified completion date. Failure by the contractor to complete all work as specified above before August 27, 2010 shall release and discharge the State, The Department and all of its officers, agents and employees from any and all claims and demands for payment of any incentive amount or damages arising from the refusal to pay an incentive amount. Cooperative incentive payments shall in no event be paid for more than 30 calendar days.

The cooperative incentive payment shall be paid at the rate of \$8,000 per calendar day for completion of work, as specified above, each day prior to the completion date, as indicated in TABLE A. The maximum payment under this cooperative incentive plan will be limited to 30 calendar days.

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TABLE A

Date Completed	Cooperative Incentive	Date Completed	Disincentive Deduction
July 28, 2010	\$240,000	August 27, 2010	\$0
July 29, 2010	\$232,000	August 28, 2010	\$8,000
July 30, 2010	\$224,000	August 29, 2010	\$16,000
July 31, 2010	\$216,000	August 30, 2010	\$24,000
August 1, 2010	\$208,000	August 31, 2010	\$32,000
August 2, 2010	\$200,000	September 1, 2010	\$40,000
August 3, 2010	\$192,000	September 2, 2010	\$48,000
August 4, 2010	\$184,000	September 3, 2010	\$56,000
August 5, 2010	\$176,000	September 4, 2010	\$64,000
August 6, 2010	\$168,000	September 5, 2010	\$72,000
August 7, 2010	\$160,000	September 6, 2010	\$80,000
August 8, 2010	\$152,000	September 7, 2010	\$88,000
August 9, 2010	\$144,000	September 8, 2010	\$94,000
August 10, 2010	\$136,000	September 9, 2010	\$104,000
August 11, 2010	\$128,000	September 10, 2010	\$112,000
August 12, 2010	\$120,000	September 11, 2010	\$120,000
August 13, 2010	\$112,000	September 12, 2010	\$128,000
August 14, 2010	\$104,000	September 13, 2010	\$136,000
August 15, 2010	\$96,000	September 14, 2010	\$144,000
August 16, 2010	\$88,000	September 15, 2010	\$152,000
August 17, 2010	\$80,000	September 16, 2010	\$160,000
August 18, 2010	\$72,000	September 17, 2010	\$168,000
August 19, 2010	\$64,000	September 18, 2010	\$176,000
August 20, 2010	\$56,000	September 19, 2010	\$184,000
August 21, 2010	\$48,000	September 20, 2010	\$192,000
August 22, 2010	\$40,000	September 21, 2010	\$200,000
August 23, 2010	\$32,000	September 22, 2010	\$208,000
August 24, 2010	\$24,000	September 23, 2010	\$216,000
August 25, 2010	\$16,000	September 24, 2010	\$224,000
August 26, 2010	\$8,000	September 25, 2010	\$232,000
August 27, 2010*	\$0	September 26, 2010	\$240,000**

*The interim completion date specified in the contract.

**The disincentive deduction shall be charged until work is completed.

- A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends the following 12:00 midnight, twenty-four hours later.

TOLLWAY PERMIT AND BOND

Effective: January 13, 1989

The Contractor will be required to obtain a permit from the Illinois State Toll Highway Authority (ISTHA) in accordance with Article 107.04 of the Standard Specifications prior to initiating any lane closures on the Tollway or doing any work on the ISTHA right of way. As part of the permit, the Contractor will be required to post a surety bond with ISTHA.

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SERVICE PATROLS

Description: The Contractor shall provide vehicles and personnel to patrol the expressway, to relocate incidents and stalls from the traveled lanes, to clean up debris from the incidents and, in general, to increase safety, reduce delays, and provide assistance to motorists.

Patrolling Requirements: Service patrols shall be provided to cover portions of the I-290 Reconstruction Project (CN 60G51) as noted below and in accordance with the following requirements:

Dates: Start 12:01 AM no later than ten days after the execution of the contract by the Department or placement of any lane reductions with temp Barrier wall whichever is first.

End 11:59 PM on August 27, 2010 (interim completion date) or as directed by the Engineer.

Times: 24 hours per day, 7 days per week

Patrol Limits: Northern limit: I-290 (Extension) at Biesterfield Rd including ramps at the Thorndale Ave. interchange.

Southern limit: I-355 at Army Trail Road interchange and including all ramps at US 20 interchange.

Eastern Limit: I-290 at York Road interchange including the IL 83 interchange ramps

Patrol limits include ramps at the I-290/I-355 interchange.

Number of Patrols: Two service patrol units

Patrol Vehicle Requirements: The service patrol vehicle shall be a "medium duty" tow vehicle with a minimum Gross Vehicle Weight Rating (GVWR) chassis of twenty nine thousand (29,000) pounds and not to exceed thirty one thousand (31,000) pounds, dual wheel chassis and ten ton recovery equipment rating. The overall length of the rear body from the front compartment to the rear tail plate shall not exceed 112 inches. Tow body shall have adequate storage for items listed in this special provision. All vehicles used on this project shall be less than two years old and have less than twenty-four thousand (24,000) miles on an individual Vehicle's odometer, engine, transmission and chassis at the beginning of the project. The use of one of the two Service Patrols being a "flat bed" type recovery vehicle will be considered.

The Contractor shall provide a submittal at the Preconstruction Meeting detailing the proposed service patrol vehicles intended for use on this project to the Engineer for review and approval.

Within one (1) week of the start of the project and before initiating any patrol activities, the Contractor along with the Engineer shall inspect each patrol vehicle and its associated equipment, accessories and parts to ensure that they meet all specifications and requirements contained herein. The Contractor shall perform basic similar inspections, at least once per month, throughout the duration of this project. The Contractor shall fully document all inspections and all actions taken a result of such inspections, and submit them to the Department. The format of such documentation shall be submitted by the Contractor and approved by the Department before initiating service patrols.

All Service Patrol Vehicles shall be marked with logos and letters on 2-foot by 2-foot magnetic signs (each side of the vehicle). No other Logos, letters, and numbers shall be visible while on patrol. The wording on the magnetic signs will be as specified by the Department. "Service Free" stickers (3-inch capital letters) shall also be posted on both sides of the vehicle.

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All identification markings shall be maintained in a clean and readable condition throughout this contract. All wording and logos shall be removed or covered when vehicles are not patrolling.

Each Service Patrol Vehicle shall be equipped with the following:

- A. Hydraulically operated, wheel lift-towing equipment, with a minimum lift rating of ten thousand (10,000) pounds retracted, eight thousand (8,000) pounds extended. All tow equipment shall include proper nylon webbed safety straps. The vehicle shall also be equipped with in-cab controls. The wheel lift shall accommodate tire sizes of both automobiles and medium duty trucks. Towing capacity of wheel lift shall be 32,000 pounds minimum.
- B. Hydraulically operated tow boom with a minimum static rating of twenty thousand (20,000) pounds which shall be capable of towing up to an 80,000 pound loaded tractor trailer.
- C. Winch Cable – one hundred feet of ½” diameter, 6x19 with working limit of ten thousand pounds.
- D. Accessory truck tow bar shall be rated at eighty thousand pounds minimum.
- E. Two, 12 foot long 3/8 inch diameter alloy tow chains with grab hooks on each end.
- F. A rubber face push bumper.
- G. Spot light capable of directing a 300 ft beam centered in any direction.
- H. Power outlets (hot boxes), front & rear-mounted, with outlets compatible to twelve volt booster cables.
- I. Heavy duty, 145+amps charged battery.
- J. A trailer hitch capable of handling a 1.875 inch and/or a 2 inch ball.
- K. Motorcycle transporting capability.
- L. Rear work lights.
- M. Safety chain D-ring or eyelet mounted on rear of vehicle.
- N. A truck mounted flashing Type B arrowboard with in cab controls. If folding type, then it must be capable of folding by means of electrical hydraulic controls. Manually operated, fold up/fold down types are not acceptable.
- O. Amber warning lights or strobes with front and rear directional flashing capability.

The vehicle shall also contain the following equipment, accessories and parts:

- A. Tool Kit
- B. 2 gallons of Diesel Fuel.
- C. 2 gallons of unleaded gasoline in approved safety can.
- D. 2, 3/8 inch safety chains, 5 feet in length minimum, grab hooks on both ends.
- E. One First Aid kit.
- F. One Fire extinguisher, twenty pound minimum, chemical ABC
- G. One pry bar, minimum 36 inches long
- H. 5 gallons of water.
- I. 2 wood blocks, 4-inch x 4-inch x 12-inch.
- J. A 24-inch wide street broom.
- K. A square-end shovel.
- L. 36 highway flares of 15 minute burn.
- M. 16 twenty-eight inch high reflectorized cones (per IDOT std 701901).
- N. A two ton, minimum, Hydraulic floor jack.
- O. Lug wrenches for standard and metric

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- P. One set of booster cables, 25 feet in length.
- Q. Multipurpose funnel with flexible spout.
- R. Dolly, "pop-up"-type", for removing otherwise untowable vehicles.
- S. 5 gallon can filled with oil absorbent material.
- T. One 5 gallon trash can for debris collection.
- U. One lock out set.
- V. One container of "plug-in-dike", to plug diesel fuel leaks.
- W. One traffic incident management sign with the legend "INCIDENT AHEAD". Sign will be 48"X48" with stand, black legend and border on a fluorescent pink background.

Requirements for Vehicle Operators: Service Patrol Vehicle Operators shall be licensed in accordance with the Illinois Vehicle Code for the vehicles to be used under this contract. Any change in drivers and vehicles as presented under this Contract must be approved in writing, in advance, by the Resident Engineer. Termination of the employee may occur for noncompliance. All operators must have a current Class A or B Commercial Driver's License with endorsements, if applicable, and certified in CPR and basic first aid.

Operators shall be competent and trained in the tasks of tow truck operators and provide safe and proper discharge of their service responsibilities. The Contractor shall provide resumes of the proposed operators to the Department before assigning them to patrol vehicles. The contractor shall be responsible to run a check on the driving record and criminal background of potential operators. This must be submitted to the Department with the driver's résumé. The Department reserves the right to not approve a driver based on any information obtained by the Department or information contained in the background checks.

The Service Patrol Vehicle Operator shall:

1. Follow all the policies and procedures set forth in the Service Patrol Manual which will be given to the Contractor at the start of the project.
2. Work closely with the Illinois State Police, local fire departments, local police departments, and the Department's Emergency Traffic Patrol rendering assistance as needed.
3. Attend Incident Management Meetings for this project as scheduled.
4. Wear nametags with photo identification that are visible to the motorists.
5. Maintain "Service Patrol Logs" which will be completed daily and made available to the Department at all times. These Service Patrol Logs shall contain all items which will be listed in the Service Patrol Manual.
6. The Contractor shall provide 3,000 first-class postage paid Service Patrol Post Cards bearing the following return address I-290 Service Patrol, Illinois Department Of Transportation, Bureau of Traffic, 201 west Center Ct, Schaumburg, IL., 60196. The format of the post card shall be approved by the Engineer. The Contractor shall be responsible for ensuring an adequate number of post cards are available in each service patrol vehicle throughout the duration of this project. Operator shall distribute the post card to each motorist that they assist.
7. Not accept gratuities, gifts, or compensation in cash, kind or any form from the motorists under any circumstances. Not ask any motorist/passenger encountered for any personal information such as Name, Address or Phone number.

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VIOLATION OF THIS REQUIREMENT SHALL CONSTITUTE GROUNDS FOR IMMEDIATE DISMISSAL.

8. Not tow any vehicle to any location other than shoulders or drop locations.
 9. Not recommend any specific secondary towing service, or repair shop.
- VIOLATION OF THIS REQUIREMENT SHALL CONSTITUTE GROUNDS FOR IMMEDIATE DISMISSAL.

Communication Equipment Requirements: Each Service Patrol Vehicle shall be equipped with a licensed cellular, two-way radio/telephone. The Contractor shall provide the Department with 3 additional radio/telephones. These cellular radio/telephones shall have two-way capabilities for talking directly to IDOT representatives and the project supervisor. The Contractor shall maintain the radio/phones and all necessary licenses throughout the contract.

Each vehicle shall also be equipped with an external speaker and public address system with one hundred watts output. The PA system shall be used while assisting motorists or as directed by the Department. The Contractor is expected to use PA system in a professional manner.

Method of Measurement: Service Patrols shall be measured for payment in calendar days for each vehicle and operator. A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends the following 12:00 midnight, twenty-four hours later.

Basis of Payment: This work will be paid for at the contract unit price per calendar day or fraction thereof for SERVICE PATROL. This price shall include an operator, the vehicle and all materials, supplies, and equipment necessary to reduce traffic delays by providing assistance to motorists and by relocating stalled and disabled vehicles in an expeditious manner.

KEEPING THE IL 83 EXPRESSWAY AND EXPRESSWAY RAMPS OPEN TO TRAFFIC

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and the District Freeway Lane Closure Standards and details. All Contractor's personnel shall be limited to these barricaded work zones and shall not cross the expressway or arterial route.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer (847-705-4155) twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and seventy-two (72) hours in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One.

During the replacement of the beam for SN 022-0096 and SN 022-0097 the Contractor will detour southbound IL Route 83 traffic onto adjacent CD Road and temporarily close southbound IL Route 83.

TEMPORARY LANE CLOSURES WILL **NOT** BE PERMITTED DURING THE HOURS LISTED BELOW:

LOCATION: IL-83@ I-290

WEEKDAY	TYPE OF CLOSURE	HOURS THAT CLOSURES ARE NOT PERMITTED	
MONDAY THRU FRIDAY	ONE LANE	5:00 A.M. – 9:00 A.M. AND	3:00 P.M. – 7:00 P.M.
SATURDAY and SUNDAY	ONE LANE	2:00 P.M. – 7:00 P.M.	

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- (6) Accumulated asphalt binder in gallons (liters), tons (metric tons), etc. to the nearest 0.1 unit.
- (7) Residual asphalt binder in the RAP material (per size) as a percent of the total mix to the nearest 0.1 unit.
- (8) Aggregate and RAP moisture compensators in percent as set on the control panel (Required when accumulated or individual aggregate and RAP are printed in wet condition).

(b) Batch Plants

- (1) Date, month, year, and time to the nearest minute for each print.
- (2) HMA mix number assigned by the Department.
- (3) Individual virgin aggregate hot bin batch weights to the nearest pound (kilogram)
- (4) Mineral filler weight to the nearest pound (kilogram).
- (5) Individual RAP Aggregate weight to the nearest pound (kilogram).
- (6) Virgin asphalt binder weight to the nearest pound (kilogram)
- (7) Residual asphalt binder of each RAP size material as a percent of the total mix to the nearest 0.1 percent.

The printouts shall be maintained in a file at the plant for a minimum of one year or as directed by the Engineer and shall be made available upon request. The printing system will be inspected by the Engineer prior to production and verified at the beginning of each construction season thereafter.

1031.08 RAP in Aggregate Surface Course and Aggregate Shoulders. The use of RAP in aggregate surface course and aggregate shoulders shall be as follows.

- (a) Stockpiles and Testing. RAP stockpiles may be any of those listed in Article 1031.02, except "Other". The testing requirements of Article 1031.03 shall not apply.
- (b) Gradation. One hundred percent of the RAP material shall pass the 1 1/2 in. (37.5 mm) sieve. The RAP material shall be reasonably well graded from coarse to fine. RAP material that is gap-graded or single sized will not be accepted."

HOT MIX ASPHALT PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS (D-1)

Effective: April 4, 2008

Revised: January 1, 2010

Description: This special provision describes the procedures used for production, placement and payment for hot-mix asphalt (HMA). This special provision applies to all HMA surface course mixtures, excluding Stone Matrix Asphalt (SMA), that individually have a minimum quantity of 8,000 tons (7,260 metric tons) and are placed at a minimum nominal thickness equal to or greater than three times the nominal maximum aggregate size.

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This work shall be according to the Standard Specifications for Road and Bridge Construction except as specified herein.

- Delete Articles:
- 406.06(b), 2nd Paragraph (Temperature requirements)
 - 406.06 (e) 3rd Paragraph (Pavers speed requirements)
 - 406.07 (Compaction)
 - 1030.05(a) (4, 5, 7, 8, 9, & 10) (QC/QA Documents)
 - 1030.05(d) (2) a. (Plant Tests)
 - 1030.05(d) (2) b. (Dust-to-Asphalt and Moisture Content)
 - 1030.05(d) (2) d. (Small Tonnage)
 - 1030.05(d) (2) f. (HMA Sampling)
 - 1030.05(d) (3) (Required Field Tests)
 - 1030.05(d) (4) (Control Limits)
 - 1030.05(d) (5) (Control Charts)
 - 1030.05(d) (6) (Corrective Action for Required Plant Tests)
 - 1030.05(d) (7) (Corrective Action for Field Tests (Density))
 - 1030.05(e) (Quality Assurance by the Engineer)
 - 1030.05(f) (Acceptance by the Engineer)
 - 1030.06(a) paragraphs 3, 7, 8, & 9:
 - 3 (Before start-up...)
 - 7 (After an acceptable...)
 - 8 (If a mixture...)
 - 9 (A nuclear/core...)

The following documents have been added or modified to replace the equivalent documents in the current Manual of Test Procedures for Materials.

Existing	Replacement
ERS - HMA QC/QA Initial Daily Plant & Random Samples; Appendix E2	PFP Hot-Mix Asphalt Random Plant Samples or PFP Hot-Mix Asphalt Random Behind Paver Sampling
ERS - Determination of Random Density Test Site Locations; Appendix E3	PFP Random Density Procedure
ERS - Quality Level Analysis; Appendix E1	PFP Quality Level Analysis

Definitions:

- A. Quality Control (QC): All production and construction activities by the Contractor required to achieve the required level of quality.
- B. Quality Assurance (QA): All monitoring and testing activities by the Engineer required to assess product quality, level of payment, and acceptability of the product.
- C. Percent Within Limits (PWL): The percentage of material within the quality limits for a given quality characteristic.
- D. Quality Characteristic: The characteristics that are evaluated by the Department for payment using PWL. The quality characteristics for this project are field Voids in the Mineral Aggregate (VMA), voids, and density. Field VMA will be calculated using the combined Aggregates Bulk Specific Gravity (G_{sb}) from the mix design

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- E. Quality Level Analysis (QLA): QLA is a statistical procedure for estimating the amount of product within specification limits.
- F. Sublot: A sublot for field VMA, voids, and density will be 1000 tons, or adjusted to achieve a minimum of 10 tests. If a sublot consists of less than 200 tons, it shall be combined with the previous sublot.
- G. Lot: A lot consists of 10 sublots. If seven or less sublots remain at the end of production of a mixture, the test results for these sublots will be combined with the previous lot for evaluation of percent within limits and pay factors.
- H. Density Testing Interval: The interval for density testing will be 0.2 mile for lift thickness equal to or less than 3.0 inches and 0.1 mile for lift thickness greater than 3.0 inches. If a density testing interval is less than 200 ft, it will be combined with the previous test interval.
- I. Density Test: A density test consists of a core taken at a random longitudinal and transverse offset. The HMA maximum theoretical gravity (G_{mm}) will be based on the running average of four including the current day of production. Initial G_{mm} will be based on the average of the first four test results. The random transverse offset excludes the outer 1.0 ft from an unconfined edge. For confined edges, the random transverse offset excludes a distance from the outer edge equal to the lift thickness or a minimum of 2.0 inches.

Pre-production Meeting:

The Engineer will schedule a pre-production meeting a minimum of seven calendar days prior to the start of production. The HMA QC Plan, test frequencies, random test locations, and responsibilities of all parties involved in testing and determining the PWL will be addressed. Personnel attending the meetings will include the following:

- Resident Engineer
- District Mixture Control Representative
- QC Manager
- Contractor Paving Superintendent
- Any consultant involved in any part of the HMA sampling or testing on this project

Quality Control (QC) by the Contractor:

The Contractor's quality control plan shall include the schedule of testing for both quality characteristics and non-quality characteristics required to control the product such as binder content and mixture gradation. The schedule shall include sample location. The minimum test frequency shall not be less than outlined in the Minimum Quality Control Sampling and Testing Requirements table below.

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Minimum Quality Control Sampling and Testing Requirements

Quality Characteristic	Minimum Test Frequency	Sampling Location
Mixture Gradation	1/day	per QC Plan
Binder Content		
G _{mm}		
G _{mb}	per QC plan	per QC Plan
Density		

Revise Article 1030.05(d) (4) to read:

- “(4) The QC Manager shall notify the Engineer when the following individual corrective action limits are exceeded and describe corrective action.

Corrective Action Limits

Gradation:	High & Low ESAL	SMA
½ inch	± 6 %	± 6 %
¾ inch		± 4 %
No. 4	± 5 %	± 5 %
No. 8	± 5 %	± 4 %
No. 30	± 4 %	± 4 %
No. 200	± 1.5 %	± 1.5 %
Voids	± 1.2 %	± 1.2 %
Field VMA ^{1/}	- 0.7 % or + 2.0 %	- 0.7 % or + 2.0 %
HMA Binder Content	± 0.3 %	± 0.2 %
Dust/AC Ratio	Min. 0.6 - Max 1.2	--
HMA Moisture Content	Max 0.3%	Max 0.3%”

Notes: 1/ based on minimum required VMA from mix design

Initial Production Testing: The Contractor and Engineer’s laboratory shall complete all tests and report all results to the Engineer within two working days of sampling. PFP will begin after an acceptable test strip, if one is used.

Quality Assurance (QA) by the Engineer:

The Engineer will test each subplot for field VMA, voids, dust/ac ratio and density to determine payment for each lot. A subplot shall begin once an acceptable test-strip has been completed and the AJMF has been determined. If the test strip is waived, a subplot shall begin with the start of production. All Department testing will be performed in a qualified laboratory by personnel who have successfully completed the Department HMA Level I training.

Voids, field VMA, and Dust/AC ratio: The mixture subplot size is 1000 tons. The Engineer will determine the random tonnage and the Contractor shall be responsible for obtaining the sample according to either the “PFP Hot-Mix Asphalt Random Plant Samples” or “PFP Hot-Mix Asphalt Random Behind Paver Sampling” procedure.

Density: The Engineer will identify the random locations for each density interval within each subplot. The Contractor shall be responsible for obtaining the cores according to the “PFP Random Density Procedure”.

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The locations will be identified after final rolling and cores shall be obtained under the supervision of the Engineer.

Test Results: The Department test results for the first subplot of every lot will be available to the Contractor five working days from the time the subplot has been delivered to a Department's Testing Facility or a location designated by the Engineer. Test results for the completed lot will be available to the Contractor 14 working days from the time the last subplot has been delivered to a Department testing facility or a location designated by the Engineer.

The Engineer will maintain a complete record of all Department test results. Copies will be furnished upon request. The records will contain, as a minimum, the originals of all Department test results and raw data, random numbers used and resulting calculations for sampling locations, and quality level analysis calculations.

Dispute Resolution:

Dispute resolution testing will only be permitted when the difference between the Contractor and Department test results exceed the precision limits listed below:

Test Parameter	Limits of Precision
Voids	1.0%
VMA	1.5
No. 200 (75 µm)	1.5 %
Binder Content	0.2%
Core Density	1.0%

If dispute resolution is necessary, the Contractor shall submit a request in writing within four working days of receipt of the results of the quality index analysis for the lot. The request for dispute resolution must include the Contractor's quality control and split sample test results. The Engineer will document receipt of the request. The Bureau of Materials and Physical Research (BMPR) laboratory will be used for dispute resolution testing.

For density disputes, the Engineer will locate and mark the dispute resolution core locations by adding 1.0 ft longitudinally to the location of the original cores tested using the same transverse offset. The Engineer will witness the coring process and take possession of the cores and submit them to the BMPR laboratory for testing.

If three or more consecutive mix sublots are contested, corresponding density results will be recalculated with the new G_{mm} .

All dispute resolution results will replace original quality assurance test results for pay factor recalculation. The overall lot pay factor and the lot pay adjustment for the lot under dispute resolution will be recalculated.

If the recalculated overall lot pay factor is less than or equal to the original overall lot pay factor, laboratory costs listed below will be borne by the Contractor.

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Test	Cost
Mix Testing	\$700.00 / subplot
Core Density	\$100.00 / core

Acceptance by the Engineer and Basis of Payment:

The Engineer may cease production and reject material produced under the following circumstances:

- If the Contractor is not following the approved quality control plan
- If PWL for any quality characteristic is below 50% for any lot
- If visible pavement distress occurs such as segregation or flushing
- If any test exceeds the acceptable limits listed below:

Parameter	Acceptable Range
Field VMA	-1.0 -+3.0%
Voids	2.0 – 6.0 ^{1/}
Density: IL-19.0, IL-25.0, IL-9.5, IL-12.5 IL-4.75, SMA	90.0 – 98.0% 92.0 – 98.0%
Dust / AC Ratio	0.4 – 1.5

^{1/} The acceptable range for SMA mixtures shall be 2.0% - 5.0%

Payment will be based on the calculation of the quantity within specification limits for each quality characteristic according to the “PFP Quality Level Analysis” document. Payment will be calculated for each lot. Final payment for the project will be weighted on quantity for each lot. For full depth pavement, payment will be evaluated on a lift basis and combined equally. Pay items will be as follows: XXX PFP Incentive, PFP Disincentive, PFP Resolutions Testing.

Dust / AC Ratio

In addition to the PWL on VMA, voids, and density, a monetary deduction will be made using the pay adjustment table below for dust/AC ratios that deviate from the 0.6 to 1.2 range.

Range	Deduct / subplot
$0.6 \leq X \leq 1.2$	\$0
$0.5 \leq X < 0.6$ or $1.2 < X \leq 1.4$	\$1000
$0.4 \leq X < 0.5$ or $1.4 < X \leq 1.6$	\$3000
$X < 0.4$ or $X > 1.6$	Shall be removed and replaced

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