

January 4, 2021

SUBJECT: FAU Route 1488 (47th St.) Project-P45F(785) Section 2020-054-RS&SW Cook County Contract No. 62L26 Item No. 9, January 15, 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 the Schedule of Prices.
- 2. Revised page ii of the Table of Contents to the Special Provisions.
- 3. Revised pages 78-82 of the Special Provisions.
- 4. Added pages 126-131 to the Special Provisions.
- 5. Revised sheets 1, 2, 6 and 9-13 of the Plans.
- 6. Added sheet 6A to 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,

GLEG

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

FAU Route 1488 (47<sup>th</sup> St.) Project-P45F(785) Section 2020-054-RS&SW Cook County Contract No. 62L26

FUEL COST ADJUSTMENT (BDE)	72
HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)	75
HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (MODIFIED FOR I	-FIT)
(D-1)	78
HOT MIX ASPHALT – QUALITY CONTROL FOR PERFORMANCE (BDE)	82
MOBILIZATION (BDE)	88
PORTLAND CEMENT CONCRETE – HAUL TIME (BDE)	88
PORTLAND CEMENT CONCRETE PAVEMENT PATCHING (BDE)	89
PORTLAND CEMENT CONCRETE PAVEMENT PLACEMENT (BDE)	90
RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)	90
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)	100
STEEL PLATE BEAM GUARDRAIL MANUFACTURING (BDE)	112
SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)	112
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	113
TEMPORARY PAVEMENT MARKING (BDE)	113
TRAFFIC CONTROL DEVICES - CONES (BDE)	116
TRAINING SPECIAL PROVISIONS (BDE)	116
IDOT TRAINING PROGRAM GRADUATE ON-THE-JOB TRAINING SPECIAL PROVISION	119
WARM MIX ASPHALT (BDE)	121
WEEKLY DBE TRUCKING REPORTS (BDE)	123
WORK ZONE TRAFFIC CONTROL DEVICES (BDE)	123
WORKING DAYS (BDE)	125
SURFACE TESTING OF PAVEMENTS – IRI (BDE)	. 126

Test	Test Requirement	Test Method
Dynamic shear @ 88℃ (unaged), G*/sin δ, kPa	1.00 min.	AASHTO T 315
Creep stiffness @ -18℃ (unaged), Stiffness (S), MPa m-value	300 max. 0.300 min.	AASHTO T 313
Ash, %	1.0 - 4.0	AASHTO T 111
Elastic Recovery, 100 mm elongation, cut immediately, 25℃, %	70 min.	ASTM D 6084 (Procedure A)
Separation of Polymer, Difference in °C of the softening point (ring and ball)	3 max.	ITP Separation of Polymer from Asphalt Binder"

# HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (MODIFIED FOR I-FIT) (D-1)

Effective: January 1, 2019 Revised: November 1, 2020

<u>Description</u>. This special provision requires the Illinois Flexibility Index Test (I-FIT) be used during mixture design verification and production testing for all hot-mix asphalt (HMA) mixtures.

<u>Mixture Design</u>. Add the following to the list of referenced standards in Article 1030.04 of the Standard Specifications:

"Illinois Modified AASHTO TP 124

Determining the Fracture Potential of Asphalt Mixtures Using the Illinois Flexibility Index Test (I-FIT)"

Revise Article 1030.04(d) of the Standard Specifications to read:

"(d) Verification Testing. During mixture design, prepared samples shall be submitted to the District laboratory for verification testing. The required testing, and number and size of prepared samples submitted, shall be according to the following tables.

High ESAL – Required Samples for Verification Testing		
Mixture	Hamburg Wheel and I-FIT Testing <sup>1/2/</sup>	
Binder	total of 3 - 160 mm tall bricks	
Surface	urface total of 4 - 160 mm tall bricks <sup>3/</sup>	

Low ESAL – Required Samples for Verification Testing		
Mixture	I-FIT Testing <sup>1/2/</sup>	
Binder	1 - 160 mm tall brick	
Surface	2 - 160 mm tall bricks <sup>3/</sup>	

- 1/ The compacted gyratory bricks for Hamburg wheel and I-FIT testing shall be  $7.5 \pm 0.5$  percent air voids.
- 2/ If the Contractor does not possess the equipment to prepare the 160 mm tall brick(s), twice as many 115 mm tall compacted gyratory bricks will be acceptable.
- 3/ The additional surface mixture brick tested for I-FIT long term aging will be for the Department's informational purposes only.

New and renewal mix designs shall meet the following requirements for verification testing.

(1) Hamburg Wheel Test. The maximum allowable rut depth shall be 0.5 in. (12.5 mm). The minimum number of wheel passes at the 0.5 in. (12.5 mm) rut depth criteria shall be based on the high temperature binder grade of the mix as specified in the mix requirements table of the plans.

Illinois Modified AASHTO T 324 Requirements <sup>1/</sup>		
PG Grade Minimum Number of Wheel Passes		
PG 58-xx (or lower)	5,000	
PG 64-xx	7,500	
PG 70-xx	15,000 <sup>2/</sup>	
PG 76-xx (or higher)	20,000 <sup>2/</sup>	

- 1/ When produced at temperatures of 275 ± 5 °F (135 ± 3 °C) or below, loose warm mix asphalt shall be oven aged at 270 ± 5 °F (132 ± 3 °C) for two hours prior to gyratory compaction of Hamburg wheel specimens.
- 2/ For IL-4.75 binder course, the minimum number of wheel passes shall be reduced by 5,000.
- (2) Tensile Strength. Tensile strength testing shall be according to the Illinois Modified AASHTO T 283 procedure. The minimum allowable conditioned tensile strength shall be 60 psi (415 kPa) for non-polymer modified performance graded (PG) asphalt binder and 80 psi (550 kPa) for polymer modified PG asphalt binder, except polymer modified PG XX-28 or lower asphalt binders which shall have a minimum tensile strength of 70 psi (483 kPa). The maximum allowable unconditioned tensile strength shall be 200 psi (1380 kPa).
- (3) I-FIT Flexibility Index (FI). The minimum FI shall be as follows.

Illinois Modified AASHTO TP 124		
Mixture Short Term Aging, Minimum FI		
HMA <sup>1/</sup>	8.0	
SMA	16.0	
IL-4.75	12.0	

1/ All mix designs, except for SMA and IL-4.75 mixtures.

If a mix fails the Department's verification testing, the Contractor shall make necessary changes to the mix and provide passing Hamburg wheel, tensile strength, and I-FIT test results from a private lab. The Department will verify the passing results."

Delete paragraph six, seven and eight of Article 1030.06(a).

Add the following to the end of Article 1030.06(a) of the Standard Specifications to read:

"Mixture sampled to represent the test strip shall include approximately 60 lb (27 kg) of additional material for the Department to conduct Hamburg wheel testing and approximately 80 lb (36 kg) of additional material for the Department to conduct I-FIT testing. Within two working days after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the Hamburg wheel and I-FIT testing shall be according to the "High ESAL - Required Samples for Verification Testing" table in Article 1030.04(d) above.

Mixture sampled during production for Hamburg wheel and I-FIT will be tested by the Department. The Hamburg wheel and I-FIT results shall meet the requirements specified in Article 1030.04(d) above.

Upon notification by the Engineer of a failing Hamburg wheel or I-FIT test and prior to restarting production, the Contractor shall make necessary adjustments approved by the Engineer to the mixture production and submit another mixture sample for the Department to conduct Hamburg wheel and I-FIT testing. Prior produced material may be paved out provided all other mixture criteria is being met. Upon consecutive failing Hamburg wheel and I-FIT tests, no additional mixture shall be produced until the Engineer receives passing Hamburg wheel and I-FIT test results.

The Department may conduct additional Hamburg wheel and I-FIT testing on production material as determined by the Engineer."

Add the following to the end of Article 1030.06(b) of the Standard Specifications:

"I-FIT testing will be performed for Low ESAL mixtures (excluding Class D patches, pavement patching and incidental HMA) during mixture production. Within one working day after sampling, the Contractor shall deliver prepared samples to the District laboratory for verification testing. The required number and size of prepared samples submitted for the I-FIT testing shall be according to the "Low ESAL - Required Samples for Verification Testing" table in Article 1030.04(d) above."

FAU Route 1488 (47<sup>th</sup> St.) Project-P45F(785) Section 2020-054-RS&SW Cook County Contract No. 62L26

### HOT MIX ASPHALT – QUALITY CONTROL FOR PERFORMANCE (BDE)

Effective: April 1, 2017 Revised: July 2, 2019

<u>Description</u>. This special provision describes the procedures for production, placement and payment of hot-mix asphalt (HMA) under the quality control for performance (QCP) program; as well as the requirements for intelligent compaction. This special provision shall apply to the HMA mixtures specified in the plans. This work shall be according to the Standard Specifications and the special provision, "Hot-Mix Asphalt Binder and Surface Course" except as modified herein.

Delete Articles:	406.06(b)(1), 2 <sup>nd</sup> Paragraph 406.06(b)(2)d.	(Temperature Requirements) (Temperature Requirements)
	406.06(b)(3)b.	(Temperature Requirements)
	406.06(e), 3 <sup>rd</sup> Paragraph	(Paver Speed Requirements)
	406.07(b)	(Rolling)
	406.07(c)	(Density)
	1030.05(a)(4, 5, 9,)	(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)(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), 2 <sup>nd</sup> paragraph	(Before start-up)

FAU Route 1488 (47<sup>th</sup> St.) Project-P45F(785) Section 2020-054-RS&SW Cook County Contract No. 62L26

#### SURFACE TESTING OF PAVEMENTS – IRI (BDE)

Effective: January 1, 2021

<u>Description</u>. This work shall consist of testing the ride quality of the finished surface of pavements, according to Illinois Test Procedure 43, "Ride Quality Testing Using the International Roughness Index (IRI)". Work shall be according to Sections 406, 407, or 420 of the Standard Specifications, except as modified herein.

#### Hot-Mix Asphalt (HMA) Overlays

Revise Article 406.03(h) of the Standard Specifications to read:

"(h) Pavement Surface Grinding Equipment......1101.04"

Revise Article 406.11 of the Standard Specifications to read:

"406.11 Surface Tests. Prior to pavement improvements, the Engineer will measure the smoothness of the existing high-speed mainline pavement. The Contractor shall measure the smoothness of the finished high-speed mainline, low-speed mainline, and miscellaneous pavements within three days of paving. Testing shall be performed in the presence of the Engineer and according to Illinois Test Procedure 43. The pavement will be identified as high-speed mainline, low-speed mainline, low-speed mainline, or miscellaneous as follows.

- (a) Test Sections
  - (1) High-Speed Mainline Pavement. High-speed mainline pavement shall consist of pavements, ramps, and loops with a posted speed limit greater than 40 mph. These sections shall be tested with an inertial profiling system (IPS).
  - (2) Low-Speed Mainline Pavement. Low-speed mainline pavement shall consist of pavements, ramps, and loops with a posted speed limit of 40 mph or less. These sections shall be tested with an IPS.
  - (3) Miscellaneous Pavement. Miscellaneous pavement includes segments that either cannot readily be tested by an inertial profiler or conditions beyond the control of the contractor preclude the achievement of smoothness levels typically achievable with mainline pavement construction. This may include the following examples or as determined by the Engineer.
    - (a) Pavement on horizontal curves with a centerline radius of curvature of less than or equal to 1,000 ft (300 m) and the pavement within the superelevation transition of such curves;

- (b) Pavement on vertical curves having a length less than or equal to 200 ft (60 m) in combination with an algebraic change in tangent grade greater than or equal to 3 percent as may occur on urban ramps or other constricted-space facilities;
- (c) The first and last 50 ft (15 m) of a pavement section where the Contractor is not responsible for the adjoining surface;
- (d) Intersections and the 25 ft (7.6 m) before and after an intersection or end of radius return;
- (e) Variable width pavements;
- (f) Side street returns, to the end of radius return;
- (g) Crossovers;
- (h) Connector pavement from the mainline pavement expansion joint to the bridge approach slab;
- (i) Bridge approach slab;
- (j) Pavement that must be constructed in multiple short segments, typically defined as 600 ft (180m) or less;
- (k) Pavement within 25 ft (7.6 m) of manholes, utility structures, or other appurtenances;
- (I) Turn lanes.

Miscellaneous pavement shall be tested using a 16 ft (5 m) straightedge.

- (4) International Roughness Index (IRI). An index computed from a longitudinal profile measurement using a quarter-car simulation at a simulation speed of 50 mph (80 km/h).
- (5) Mean Roughness Index (MRI). The average of the IRI values for the right and left wheel tracks.
- (6) Areas of Localized Roughness (ALR). Isolated areas of roughness, which can cause significant increase in the calculated MRI for a given sublot.

- (7) Lot. A lot will be defined as a continuous strip of pavement 1 mile (1,600 m) long and one lane wide. When the length of a continuous strip of pavement is less than 1 mile (1,600 m), that pavement will be included in an adjacent lot. Structures will be omitted when measuring pavement length, but will not be considered as a discontinuity and the numbering of sublots will not restart. The limits of the structure shall include the entire length between the outside ends of both connector pavements.
- (8) Sublot. Lots will be divided into 0.1 mile (160 m) sublots. A partial sublot greater than or equal to 264 ft (80 m) resulting from an interruption in the pavement will be subject to the same evaluation as a whole sublot. Partial sublots less than 264 ft (80 m) shall be included with the previous sublot for evaluation purposes.
- (b) Corrective Work. Corrective work shall be completed according to the following.
  - (1) High-Speed Mainline Pavement. For high-speed mainline pavement, any 25 ft (7.6 m) interval with an ALR in excess of 150 in./mile (2,400 mm/km) will be identified by the Engineer and shall be corrected by the Contractor. Any sublot having a MRI greater than 100.0 in./mile (1,580 mm/km), including ALR, shall be corrected to reduce the MRI to the full pay threshold, or replaced at the Contractor's option.
  - (2) Low-Speed Mainline and Miscellaneous Pavements. Bumps in low-speed mainline pavement or miscellaneous pavement which exceed the 5/16 in. (8 mm) tolerance will be identified by the Engineer and shall be corrected by the Contractor.

Corrective work shall be completed with pavement surface grinding equipment or by removing and replacing the pavement. Corrective work shall be applied to the full lane width. When completed, the corrected area shall have uniform texture and appearance, with the beginning and ending of the corrected area normal to the centerline of the paved surface.

Upon completion of the corrective work, the surface of the sublot(s) shall be retested. The Contractor shall furnish the data and reports to the Engineer within 2 working days after corrections are made. If the MRI and/or ALR still do not meet the requirements, additional corrective work shall be performed. For sublot(s) that are replaced, assessments will be based on the MRI determined after replacement.

Corrective work shall be at no additional cost to the Department.

- (c) Smoothness Assessments. Assessments will be paid to or deducted from the Contractor for each sublot of mainline pavement per the Smoothness Assessment Schedule. Assessments will be based on the MRI of each sublot prior to performing any corrective work unless the Contractor has chosen to remove and replace the sublot. For sublots that are replaced, assessments will be based on the MRI determined after replacement.
  - (1) High-Speed Mainline Pavement. The upper MRI thresholds for high-speed mainline pavement are dependent on the MRI of the existing pavement before construction (MRI<sub>0</sub>) and shall be determined as follows.

	MRI Thresholds (High-Speed, HMA Overlay)		
Upper MRI Thresholds <sup>1/</sup>	MRI₀ ≤ 125.0 in./mile (≤ 1,975 mm/km)	MRI <sub>0</sub> > 125.0 in./mile <sup>1/</sup> (> 1,975 mm/km)	
Incentive (MRI <sub>I</sub> )	45.0 in./mile (710 mm/km)	0.2 × MRI <sub>0</sub> + 20	
Full Pay (MRI <sub>F</sub> )	75.0 in./mile (1,190 mm/km)	0.2 × MRI <sub>0</sub> + 50	
Disincentive (MRI <sub>D</sub> )	100.0 in./mile (1,975 mm/km)	0.2 × MRI₀ + 75	

1/ MRI<sub>0</sub>, MRI<sub>I</sub>, MRI<sub>F</sub>, and MRI<sub>D</sub> shall be in in./mile for calculation.

Smoothness assessments for high-speed mainline pavement shall be determined as follows.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, HMA Overlay)		
Mainline Pavement MRI Range	Assessment Per Sublot 1/	
MRI ≤ MRI <sub>I</sub>	+ (MRI <sub>I</sub> – MRI) × \$33.00 <sup>2/</sup>	
MRI₁ < MRI ≤ MRI <sub>F</sub>	+ \$0.00	
MRI <sub>F</sub> < MRI ≤ MRI <sub>D</sub>	– (MRI – MRI <sub>F</sub> ) × \$20.00	
$MRI > MRI_D$	- \$500.00	

- 1/ MRI, MRI<sub>I</sub>, MRI<sub>F</sub>, and MRI<sub>D</sub> shall be in in./mile for calculation.
- 2/ The maximum incentive amount shall not exceed \$500.00.

Smoothness assessments will not be paid or deducted until all other contract requirements for the pavement are satisfied. Pavement that is corrected or replaced for reasons other than smoothness, shall be retested as stated herein."

## Hot-Mix Asphalt (HMA) Pavement (Full-Depth)

Revise the first paragraph of Article 407.03 of the Standard Specifications to read:

"407.03 Equipment. Equipment shall be according to Article 406.03."

Revise Article 407.09 of the Standard Specifications to read:

**"407.09 Surface Tests.** The finished surface of the pavement shall be tested for smoothness according to Article 406.11, except as follows:

The testing of the existing pavement prior to improvements shall not apply and the smoothness assessment for high-speed mainline pavement shall be determined according to the following table.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, Full-Depth HMA)		
Mainline Pavement MRI, in./mile (mm/km)	Assessment Per Sublot <sup>1/</sup>	
≤ 45.0 (710)	+ (45 – MRI) × \$80.00 <sup>2/</sup>	
> 45.0 (710) to 75.0 (1,190)	+ \$0.00	
> 75.0 (1,190) to 100.0 (1,580)	– (MRI – 75) × \$30.00	
> 100.0 (1,580)	- \$750.00	

- 1/ MRI shall be in in./mile for calculation.
- 2/ The maximum incentive amount shall not exceed \$1,200.00."

#### Portland Cement Concrete Pavement

Delete Article 420.03(i) of the Standard Specifications.

Revise Article 420.03(j) of the Standard Specifications to read:

"(i) Coring Machine (Note 1)"

Revise Article 420.10 of the Standard Specifications to read:

"**420.10** Surface Tests. The finished surface of the pavement shall be tested for smoothness according to Article 406.11, except as follows.

The testing of the existing pavement prior to improvements shall not apply. The Contractor shall measure the smoothness of the finished surface of the pavement after the pavement has attained a flexural strength of 250 psi (3,800 kPa) or a compressive strength of 1,600 psi (20,700 kPa).

Membrane curing damaged during testing shall be repaired as directed by the Engineer at no additional cost to the Department.

(a) Corrective Work. No further texturing for skid resistance will be required for areas corrected by grinding. Protective coat shall be reapplied to ground areas according to Article 420.18 at no additional cost to the Department.

Pavement corrected by removal and replacement, shall be corrected in full panel sizes.

(b) Smoothness Assessments. Smoothness assessment for high-speed mainline pavement shall be determined as follows.

SMOOTHNESS ASSESSMENT SCHEDULE (High-Speed, PCC)		
Mainline Pavement MRI, in./mile (mm/km) <sup>3/</sup>	Assessment Per Sublot <sup>1/</sup>	
≤ 45.0 (710)	+ (45 – MRI) × \$120.00 <sup>2/</sup>	
> 45.0 (710) to 75.0 (1,190)	+ \$0.00	
> 75.0 (1,190) to 100.0 (1,580)	– (MRI – 75) × \$45.00	
> 100.0 (1,580)	- \$1,125.00	

- 1/ MRI shall be in in./mile for calculation.
- 2/ The maximum incentive amount shall not exceed \$1,800.00.
- 3/ If pavement is constructed with traffic in the lane next to it, then an additional 10 in./mile will be added to the upper thresholds."

## Testing Equipment

Delete Article 1101.10 of the Standard Specifications.