Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 1, 2022

SUBJECT: FAU 9330 (Frank Scott Parkway)
Section 13-00301-15-PW
St. Clair County
Contract No. 97752
Item 163
March 11, 2022 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 Plan Sheets 5, 7, 14, 15, 16, 18 & 162**
3. **Added Plan Sheet 162A**
4. **Revised BDE Special Provision Index**
5. **Revised page 12 of the Special Provisions**
6. **Added page 12A to the Special Provisions**
7. **Added pages 83A, 83B & 83C 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,

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

BDE SPECIAL PROVISIONS

The following special provisions indicated by an "X" are applicable to this contract. An * indicates a new or revised special provision for the letting.

	File Name	Pg.		Special Provision Title	Effective	Revised
*	80099			Accessible Pedestrian Signals (APS)	April 1, 2003	Jan. 1, 2022
	80274			Aggregate Subgrade Improvement	April 1, 2012	April 1, 2016
	80192			Automated Flagger Assistance Device	Jan. 1, 2008	
	80173			Bituminous Materials Cost Adjustments	Nov. 2, 2006	Aug. 1, 2017
*	80246			Bituminous Surface Treatment with Fog Seal	Jan. 1, 2020	Jan. 1, 2022
	80436	64	X	Blended Finely Divided Minerals	April 1, 2021	
	80241			Bridge Demolition Debris	July 1, 2009	
	5026I			Building Removal-Case I (Non-Friable and Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5048I			Building Removal-Case II (Non-Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5049I			Building Removal-Case III (Friable Asbestos)	Sept. 1, 1990	April 1, 2010
	5053I			Building Removal-Case IV (No Asbestos)	Sept. 1, 1990	April 1, 2010
	80384	65	X	Compensable Delay Costs	June 2, 2017	April 1, 2019
	80198			Completion Date (via calendar days)	April 1, 2008	
	80199			Completion Date (via calendar days) Plus Working Days	April 1, 2008	
	80293			Concrete Box Culverts with Skews > 30 Degrees and Design Fills ≤ 5 Feet	April 1, 2012	July 1, 2016
	80311	69	X	Concrete End Sections for Pipe Culverts	Jan. 1, 2013	April 1, 2016
	80261	71	X	Construction Air Quality – Diesel Retrofit	June 1, 2010	Nov. 1, 2014
	80434			Corrugated Plastic Pipe (Culvert and Storm Sewer)	Jan. 1, 2021	
	80029	74	X	Disadvantaged Business Enterprise Participation	Sept. 1, 2000	Mar. 2, 2019
	80229	83A	X	Fuel Cost Adjustment	April 1, 2009	Aug. 1, 2017
*	80433			Green Preformed Thermoplastic Pavement Markings	Jan. 1, 2021	Jan. 1, 2022
*	80422			High Tension Cable Median Barrier	Jan. 1, 2020	Jan. 1, 2022
*	80442			Hot-Mix Asphalt – Start of Production	Jan. 1, 2022	
*	80438			Illinois Works Apprenticeship Initiative – State Funded Contracts	June 2, 2021	Sept. 2, 2021
*	80411			Luminaires, LED	April 1, 2019	Jan. 1, 2022
*	80045			Material Transfer Device	June 15, 1999	Jan. 1, 2022
	80418			Mechanically Stabilized Earth Retaining Walls	Nov. 1, 2019	Nov. 1, 2020
	80430	84	X	Portland Cement Concrete – Haul Time	July 1, 2020	
*	3426I			Railroad Protective Liability Insurance	Dec. 1, 1986	Jan. 1, 2022
	80395			Sloped Metal End Section for Pipe Culverts	Jan. 1, 2018	
*	80340			Speed Display Trailer	April 2, 2014	Jan. 1, 2022
*	80127			Steel Cost Adjustment	April 2, 2014	Jan. 1, 2022
	80397	85	X	Subcontractor and DBE Payment Reporting	April 2, 2018	
	80391	86	X	Subcontractor Mobilization Payments	Nov. 2, 2017	April 1, 2019
	80437			Submission of Payroll Records	April 1, 2021	
*	80435			Surface Testing of Pavements – IRI	Jan. 1, 2021	Jan. 1, 2022
	80410			Traffic Spotters	Jan. 1, 2019	
*	20338	87	X	Training Special Provisions	Oct. 15, 1975	Sept. 2, 2021
	80318			Traversable Pipe Grate for Concrete End Sections	Jan. 1, 2013	Jan. 1, 2018
*	80429			Ultra-Thin Bonded Wearing Course	April 1, 2020	Jan. 1, 2022
	80439	90	X	Vehicle and Equipment Warning Lights	Nov. 1, 2021	
	80440			Waterproofing Membrane System	Nov. 1, 2021	
	80302	91	X	Weekly DBE Trucking Reports	June 2, 2012	Nov. 1, 2021
	80427	92	X	Work Zone Traffic Control Devices	Mar. 2, 2020	
	80071	94	X	Working Days	Jan. 1, 2002	

This work will be paid for at the contract unit price per square yard for STONE RIPRAP, CLASS A3, which price shall include all excavation and material necessary for proper installation of the riprap. Filter Fabric will be measured and paid for separately as specified in Section 282 of the "Standard Specifications for Road and Bridge Construction".

PROCESSING MODIFIED SOIL, 12”

This work shall consist of constructing a modified soil layer composed of soil, water and lime according to Section 302 of the “Standard Specifications for Road and Bridge Construction”.

The soil modifier shall consist of dry lime at the locations shown on the plans, and as directed by the Engineer. The estimated lime-to-soil (by dry weight) ratio is 4 percent.

The application of modifiers shall be accomplished by slurry placement method or with a mechanical spreader capable of applying the modifier uniformly and minimizing the airborne release of dry modifiers, or other method approved by the Engineer.

This work shall be paid for at the contract unit price per square yard for PROCESSING MODIFIED SOIL, 12”; and per ton for LIME.

PORTLAND CEMENT CONCRETE PAVEMENT 9”

This work shall consist of constructing a Portland cement concrete pavement according to Section 420 and 1050 of the “Standard Specifications for Road and Bridge Construction”, except as modified herein:

The existing pavement has 40’ (nominal) transverse contraction joint spacing.

The Contractor shall construct the proposed pavement with transverse contraction joints spaced at 13.33’ (nominal). Each joint shall have a dowel bar basket. If there is a mid-panel crack in the existing pavement, the contractor shall align the nearest proposed joint with the existing pavement crack. Joints may be moved up to 3’ to match existing pavement cracks.

If existing cracks do not fall within the 3’ variant, the 13.33’ spacing shall govern and a transverse relief saw cut will be installed at the existing crack.

The contractor shall have no additional compensation for variances in spacing of dowel bar baskets or welded wire reinforcement as required by this contract.

Any random cracking of the proposed pavement shall be repaired by methods that are in strict accordance with the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction. Alternate or past methods of repair, will not be accepted. Joint sealer shall be 3/16” maximum in width.

Saw cutting and sealing of proposed transverse and longitudinal joints are included in the cost of Portland Cement Concrete Pavement 9”.

Article 420.09(e). Type A final finish shall be used throughout the project unless directed by the Engineer.

Article 420.20. Revise the first paragraph of this article to read as follows:

Added 3/1/2022

FUEL COST ADJUSTMENT (BDE)

Effective: April 1, 2009
Revised: August 1, 2017

Description. Fuel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in fuel prices when optioned by the Contractor. The bidder shall indicate with their bid whether or not this special provision will be part of the contract. Failure to indicate "Yes" for any category of work will make that category of work exempt from fuel cost adjustment.

General. The fuel cost adjustment shall apply to contract pay items as grouped by category. The adjustment shall only apply to those categories of work checked "Yes", and only when the cumulative plan quantities for a category exceed the required threshold. Adjustments to work items in a category, either up or down, and extra work paid for by agreed unit price will be subject to fuel cost adjustment only when the category representing the added work was subject to the fuel cost adjustment. Extra work paid for at a lump sum price or by force account will not be subject to fuel cost adjustment. Category descriptions and thresholds for application and the fuel usage factors which are applicable to each are as follows:

(a) Categories of Work.

(1) Category A: Earthwork. Contract pay items performed under Sections 202, 204, and 206 including any modified standard or nonstandard items where the character of the work to be performed is considered earthwork. The cumulative total of all applicable item plan quantities shall exceed 25,000 cu yd (20,000 cu m). Included in the fuel usage factor is a weighted average 0.10 gal/cu yd (0.50 liters/cu m) factor for trucking.

(2) Category B: Subbases and Aggregate Base Courses. Contract pay items constructed under Sections 311, 312 and 351 including any modified standard or nonstandard items where the character of the work to be performed is considered construction of a subbase or aggregate, stabilized or modified base course. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is a 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

(3) Category C: Hot-Mix Asphalt (HMA) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 355, 406, 407 and 482 including any modified standard or nonstandard items where the character of the work to be performed is considered HMA bases, pavements and shoulders. The cumulative total of all applicable item plan quantities shall exceed 5000 tons (4500 metric tons). Included in the fuel usage factor is 0.60 gal/ton (2.50 liters/metric ton) factor for trucking.

(4) Category D: Portland Cement Concrete (PCC) Bases, Pavements and Shoulders. Contract pay items constructed under Sections 353, 420, 421 and 483 including any

modified standard or nonstandard items where the character of the work to be performed is considered PCC base, pavement or shoulder. The cumulative total of all applicable item plan quantities shall exceed 7500 sq yd (6000 sq m). Included in the fuel usage factor is 1.20 gal/cu yd (5.94 liters/cu m) factor for trucking.

(5) Category E: Structures. Structure items having a cumulative bid price that exceeds $250,000 for pay items constructed under Sections 502, 503, 504, 505, 512, 516 and 540 including any modified standard or nonstandard items where the character of the work to be performed is considered structure work when similar to that performed under these sections and not included in categories A through D.

(b) Fuel Usage Factors.

English Units

Category	Factor	Units
A - Earthwork	0.34	gal / cu yd
B – Subbase and Aggregate Base courses	0.62	gal / ton
C – HMA Bases, Pavements and Shoulders	1.05	gal / ton
D – PCC Bases, Pavements and Shoulders	2.53	gal / cu yd
E – Structures	8.00	gal / $1000

Metric Units

Category	Factor	Units
A - Earthwork	1.68	liters / cu m
B – Subbase and Aggregate Base courses	2.58	liters / metric ton
C – HMA Bases, Pavements and Shoulders	4.37	liters / metric ton
D – PCC Bases, Pavements and Shoulders	12.52	liters / cu m
E – Structures	30.28	liters / $1000

(c) Quantity Conversion Factors.

Category	Conversion	Factor
B	sq yd to ton	0.057 ton / sq yd / in depth
	sq m to metric ton	0.00243 metric ton / sq m / mm depth
C	sq yd to ton	0.056 ton / sq yd / in depth
	sq m to metric ton	0.00239 m ton / sq m / mm depth
D	sq yd to cu yd	0.028 cu yd / sq yd / in depth
	sq m to cu m	0.001 cu m / sq m / mm depth

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:

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.

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