



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 15, 2013

SUBJECT: FAP Route 351(US 6)
Section 3277 RS-4
Cook County
Contract No. 60K98
Item No. 3, April 26, 2013 Letting
Addendum B

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 page ii of the Table of Contents to the Special Provisions.
3. Added pages 156-159 to the Special Provisions.
4. Revised sheet 3 of 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,

John D. Baranzelli, P. E.
Acting Engineer of Design and Environment

A handwritten signature in black ink, appearing to read 'Ted B. Walschleger P.E.'.

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

cc: John Fortmann, Region 1, District 1; Dave Lippert; Mike Renner;
Estimates

dp

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

60K98

State Job # - C-91-626-10

Project Number

Route

County Name - COOK - -

*REVISED: APRIL 08, 2013

FAP 351

Code - 31 - -

**REVISED: APRIL 12, 2013

District - 1 - -

Section Number - 3277RS-4

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X2020110	GRADING & SHAP SHLDRS	UNIT	130.000				
**ADD X4060120	BIT MATLS PR CT	POUND	83,993.000				
X4402020	CONC MEDIAN SURF REM	SQ FT	29,277.000				
X5537800	SS CLEANED 12	FOOT	560.000				
X6030310	FR & LIDS ADJUST SPL	EACH	15.000				
Z0004562	COMB C C&G REM & REPL	FOOT	2,110.000				
Z0018500	DRAINAGE STR CLEANED	EACH	100.000				
Z0030850	TEMP INFO SIGNING	SQ FT	102.800				
20201200	REM & DISP UNS MATL	CU YD	2,711.000				
*ADD 21101600	TOPSOIL F & P VAR DP	SQ YD	3,253.000				
21101615	TOPSOIL F & P 4	SQ YD	352.000				
*DEL 21101695	TOPSOIL F & P 30	SQ YD	3,253.000				
25000210	SEEDING CL 2A	ACRE	0.672				
25000400	NITROGEN FERT NUTR	POUND	41.000				
25000500	PHOSPHORUS FERT NUTR	POUND	41.000				

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25000600	POTASSIUM FERT NUTR	POUND	41.000				
25100630	EROSION CONTR BLANKET	SQ YD	3,253.000				
25200110	SODDING SALT TOLERANT	SQ YD	352.000				
25200200	SUPPLE WATERING	UNIT	5.000				
**DEL 40600200	BIT MATLS PR CT	TON	401.000				
**DEL 40600300	AGG PR CT	TON	502.000				
40600400	MIX CR JTS FLANGEWYS	TON	189.000				
40600827	P LB MM IL-4.75 N50	TON	5,111.000				
40600895	CONSTRUC TEST STRIP	EACH	2.000				
40600982	HMA SURF REM BUTT JT	SQ YD	904.000				
40603595	P HMA SC "F" N90	TON	12,344.000				
42001300	PROTECTIVE COAT	SQ YD	704.000				
44000159	HMA SURF REM 2 1/2	SQ YD	124,434.000				
44003510	MEDIAN REMOVAL (PD)	SQ FT	36.000				
44201803	CL D PATCH T2 13	SQ YD	1,082.000				

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44201807	CL D PATCH T3 13	SQ YD	1,505.000				
44201809	CL D PATCH T4 13	SQ YD	1,317.000				
48102100	AGG WEDGE SHLD TYPE B	TON	246.000				
60252800	CB RECONST	EACH	4.000				
60300305	FR & LIDS ADJUST	EACH	7.000				
67000400	ENGR FIELD OFFICE A	CAL MO	6.000				
67100100	MOBILIZATION	L SUM	1.000				
70102625	TR CONT & PROT 701606	L SUM	1.000				
70102630	TR CONT & PROT 701601	L SUM	1.000				
70102635	TR CONT & PROT 701701	L SUM	1.000				
70300100	SHORT TERM PAVT MKING	FOOT	23,444.000				
70300210	TEMP PVT MK LTR & SYM	SQ FT	979.000				
70300220	TEMP PVT MK LINE 4	FOOT	60,778.000				
70300240	TEMP PVT MK LINE 6	FOOT	3,863.000				
70300250	TEMP PVT MK LINE 8	FOOT	6,576.000				

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70300260	TEMP PVT MK LINE 12	FOOT	1,721.000				
*REV 70300280	TEMP PVT MK LINE 24	FOOT	576.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	2,605.000				
72000100	SIGN PANEL T1	SQ FT	50.500				
72400100	REMOV SIN PAN ASSY TA	EACH	9.000				
72400310	REMOV SIGN PANEL T1	SQ FT	50.500				
72900100	METAL POST TY A	FOOT	50.000				
78000100	THPL PVT MK LTR & SYM	SQ FT	979.000				
78000200	THPL PVT MK LINE 4	FOOT	60,778.000				
78000400	THPL PVT MK LINE 6	FOOT	3,863.000				
78000500	THPL PVT MK LINE 8	FOOT	6,576.000				
78000600	THPL PVT MK LINE 12	FOOT	1,721.000				
*REV 78000650	THPL PVT MK LINE 24	FOOT	576.000				
78008210	POLYUREA PM T1 LN 4	FOOT	292.000				
78008230	POLYUREA PM T1 LN 6	FOOT	292.000				

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78100100	RAISED REFL PAVT MKR	EACH	891.000				
78300100	PAVT MARKING REMOVAL	SQ FT	244.000				
78300200	RAISED REF PVT MK REM	EACH	713.000				
88600600	DET LOOP REPL	FOOT	3,075.000				
89502378	REBLD EX HH TO HD HH	EACH	1.000				

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WORK RESTRICTION

The contractor shall be required to perform all roadway work on US Route 6 (159th Street) at night between the hours of 8:00 PM and 5:00 AM from Monday through Sunday.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

Failure to Open Traffic Lanes to Traffic: Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified above, the Contractor shall be liable and shall pay to the Department the amount of \$250 per lane blocked, not as a penalty but as liquidated and ascertained damages, for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time.

HOT-MIX ASPHALT – PRIME COAT (BMPR)

Effective: February 19, 2013

Revise Note 1 of Article 406.02 of the Standard Specifications to read:

“Note 1. The bituminous material used for prime coat shall be one of the types listed in the following table. When more than one type is shown for a particular application, the Engineer reserves the right to specify the type which shall be used.

When emulsified asphalts are used, any dilution with water shall be performed by the emulsion producer. The emulsified asphalt shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion.

Application	Bituminous Material Types
Prime Coat on Brick, Concrete, or HMA Bases	SS-1, SS-1h, SS-1hP, SS-1vh, CSS-1, CSS-1h, CSS-1hP, HFE-90, RC-70
Prime Coat on Aggregate Bases	MC-30, PEP”

Revise Article 406.05(b) of the Standard Specifications to read:

“(b) Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60 °F (15 °C).”

Added 4-15-2013

- “(1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the prime coat from adhering to the base. Cleaning shall be accomplished by sweeping and vacuuming or sweeping and air blasting methods, as approved by the Engineer. The base shall be free of standing water at the time of application. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table.

Type of Surface to be Primed	Residual Asphalt Rate lb/sq ft (kg/sq m)
Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete	0.05
Fog Coat between HMA Lifts, IL-4.75 & Brick	0.025

The bituminous material for the prime coat shall be placed one lane at a time. The primed lane shall remain closed until the prime coat is fully cured and does not pickup under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

- (2) Aggregate Bases. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft \pm 0.01 (1.21 kg/sq m \pm 0.05).

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but at no time shall the curing period be less than 24 hours for MC-30 or four hours for PEP. Pools of prime occurring in the depressions shall be broomed or squeegeed over the surrounding surface the same day the prime coat is applied.

The base shall be primed 1/2 width at a time. The prime coat on the second half/width shall not be applied until the prime coat on the first half/width has cured so that it will not pick up under traffic.

The asphalt binder rate will be verified a minimum of once per type of surface to be primed as specified herein for which at least 2000 tons of HMA will be placed. The test will be according to the “Determination of Residual Asphalt in Prime and Tack Coat Materials” test procedure.

Prime coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time.

Added 4-15-2013

Prime coat shall be placed no more than five days in advance of the placement of HMA. If after five days loss of prime coat is evident prior to covering with HMA, additional prime coat shall be placed as determined by the Engineer at no additional cost to the Department.”

Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

“Aggregate for covering prime coat will not be measured for payment.”

Revise the first paragraph of Article 406.14 of the Standard Specifications to read:

“Prime Coat will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT), POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) or NON-TRACKING BITUMINOUS MATERIALS (PRIME COAT).”

Revise Article 1032.02 of the Standard Specifications to read:

“1032.02 Measurement. Asphalt binders, emulsified asphalts, rapid curing liquid asphalt, medium curing liquid asphalts, slow curing liquid asphalts, asphalt fillers, and road oils will be measured by weight.

A weight ticket for each truck load shall be furnished to the inspector. The truck shall be weighed at a location approved by the Engineer. The ticket shall show the weight of the empty truck (the truck being weighed each time before it is loaded), the weight of the loaded truck, and the net weight of the bituminous material.

When emulsion is used, the proportions of emulsion and any water added to the emulsion shall be shown on the Bill of Lading.

Payment will not be made for bituminous materials in excess of 105 percent of the amount specified by the Engineer.”

Add the following to the table in article 1032.04 of the Standard Specifications:

“SS-1vh	160 - 180	70 – 80”
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Added 4-15-2013

Add the following to Article 1032.06 of the Standard Specifications:

“(g) Non Tracking Emulsified Asphalt SS-1vh:

Requirements for SS-1vh			
Test		SPEC	AASHTO Test Method
Saybolt Viscosity @ 25C,	SFS	20-200	T 72
Storage Stability, 24hr.,	%	1 max.	T 59
Residue by Evaporation,	%	50 min.	T 59
Sieve Test,	%	0.3 max.	T 59
Tests on Residue from Evaporation			
Penetration @25°C, 100g., 5 sec., dmm		20 max.	T 49
Softening Point,	°C	65 min.	T 53
Solubility,	%	97.5 min.	T 44
Orig. DSR @ 82°C,	kPa	1.00 min.	T 315”

Revise the last table of Article 1032.06 to read:

“Grade	Use
SS-1, SS-1h, CSS-1, CSS-1h, HFE-90, SS-1hP, CSS-1hP, SS-1vh	Prime or fog seal
PEP	Bituminous surface treatment prime
RS-2, HFE-90, HFE-150, HFE- 300, CRSP, HFP, CRS-2, HFRS-2	Bituminous surface treatment
CSS-1h Latex Modified	Microsurfacing”

Added 4-15-2013