



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 7, 2018

SUBJECT: FAP Route 669 (US 24/IL 29)  
Project NHPP-KH13(442)  
Section 11RS-12  
Tazewell County  
Contract No. 68D69  
Item No. 227, June 15, 2018 Letting  
Addendum A

## NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised the Schedule of Prices
2. Revised the Table of Contents to the Special Provisions
3. Revised pages 12-14 and 76 of the Special Provisions
4. Added pages 84-85 to the Special Provisions
5. Revised sheets 9 and 11 of the Plans

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

Jack A. Elston, P.E.  
Bureau Chief  
Bureau 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: Kensil Garnett, Region 3, District 4; Tim Kell

JW/kf

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Revised 6/7/18

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Revised 6/7/18

## **WORKING RESTRICTIONS**

No traffic (except traffic crossing over to and from entrances and ramps) shall be allowed on the milled surface or the primed leveling binder.

For northbound US 24/IL 29, two lanes must remain open at all times from the south end of the project to the exit ramp to westbound I-474 (the paved shoulder may be utilized and the outside lane may become the exit lane to westbound I-474). No workers, vehicles, or equipment shall occupy any lane adjacent to an open northbound lane on weekdays from 6:00 A.M. to 8:30 A.M.

For southbound US 24/IL 29, two lanes must remain open at all times from the entrance ramp from eastbound I-474 to the south end of the project (the paved shoulder may be used as the outside lane from the entrance ramp from eastbound I-474 to the south end of the project). No workers, vehicles, or equipment shall occupy any lane adjacent to an open southbound lane on weekdays from 3:30 P.M. to 6:00 P.M.

No work shall be performed at the intersections of the I-474 ramps and U.S. Route 24/IL Route 29 on week days from 6:30 A.M. to 8:30 A.M. or from 3:30 P.M. to 6:00 P.M.

## **COORDINATION WITH OTHER CONTRACTORS**

Contract 68E02 for the painting of various structures is on the June 15, 2018 letting. The Contractor shall coordinate traffic control work on this Contract with traffic control work on Contract 68E02.

Contract 68606 for structure work on I-474 was let in March of 2016. No direct conflict with traffic control is expected. However, the Contractor shall schedule and perform work on U.S. Route 24/IL Route 29 in such a way as to prevent traffic on ramps from backing up all the way to mainline I-474.

## **VERTICAL BARRICADES**

Vertical barricades shall be used in the various traffic control standard installations where devices are located directly adjacent to open lanes of traffic to provide a greater travelling width. The cost of using vertical barricades in the various traffic control setups shall be included in the cost of the various traffic control pay items provided in the plans.

Revised 6/7/18

Construction Requirements.

Revise the second paragraph of Article 406.06(b)(1) of the Standard Specifications to read:

“The HMA shall be delivered at a temperature of 250 to 350 °F (120 to 175 °C). WMA shall be delivered at a minimum temperature of 215 °F (102 °C).”

Basis of Payment.

This work will be paid at the contract unit price bid for the HMA pay items involved. Anti-strip will not be paid for separately, but shall be considered as included in the cost of the work.

**WEEKLY DBE TRUCKING REPORTS (BDE)**

Effective: June 2, 2012

Revised: April 2, 2015

The Contractor shall submit a weekly report of Disadvantaged Business Enterprise (DBE) trucks hired by the Contractor or subcontractors (i.e. not owned by the Contractor or subcontractors) that are used for DBE goal credit.

The report shall be submitted to the Engineer on Department form “SBE 723” within ten business days following the reporting period. The reporting period shall be Monday through Sunday for each week reportable trucking activities occur.

Any costs associated with providing weekly DBE trucking reports shall be considered as included in the contract unit prices bid for the various items of work involved and no additional compensation will be allowed.

Revised 6/7/18

**DATE OF COMPLETION (PLUS WORKING DAYS)**

Effective March 1, 1990

Revised August 3, 2018

The Contractor shall schedule his operations so as to complete all work, except as specified below, and open all the roadway to traffic on or before November 16, 2018. The Contractor shall note that this completion date is based on an expedited work schedule. The Contractor will be allowed five (5) working days, after the November 16, 2018 completion date, to complete punchlist and the following item: electrical work.

**SPRAY PAVER**

A spray paver as defined in Article 1102.06 will be required to place all mainline level binder, surface course, and associated tack coats.

The spray paver will be paid for at the contract lump sum price for SPRAY PAVER.

**BITUMINOUS MATERIALS (TACK COAT), SPECIAL**

Tack coat shall be in accordance with Section 406 of the Standard Specifications and as defined below:

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

"Note 1. The bituminous material used for tack or prime coat shall be one of the types listed in the following table.

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
Tack Coat on Brick, Concrete, or HMA Bases	SS-1hP
Prime Coat on Aggregate Bases	MC-30, PEP"

Added 6/7/18



Revise Article 406.05(b)(1) of the Standard Specifications to read:

- "(b) Tack or Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10.
- (1) Tack Coat for 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 to remove all large particles and air blasting to remove dust. As an alternate to air blasting, vacuum sweeping may be used to accomplish the dust removal. Vacuum sweeping shall be accomplished with a regenerative air vacuum sweeper. 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.
Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete	0.08
Fog Coat between HMA Lifts, IL-4.75 & Brick	0.05"

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

**"Basis of Payment.** Tack Coat will be paid for at the contract unit price per pound of residual asphalt applied for BITUMINOUS MATERIALS (TACK COAT), SPECIAL."

Added 6/7/18