



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 8, 2021

SUBJECT FAI Route 55 (I 55)
Project COVD-G3Q5(348)
Section 2019-154-RS
Will County
Contract No. 62K30
Item No. 7, September 17, 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 pages i & ii of the Table of Contents to the Special Provisions
3. Revised pages 48 & 110-112 of the Special Provisions
4. Revised sheets 9, 10, 12, 21-50 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,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

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

MTS

TABLE OF CONTENTS

LOCATION OF PROJECT	1
DESCRIPTION OF PROJECT	1
MAINTENANCE OF ROADWAYS	2
STATUS OF UTILITIES (D-1)	2
PUBLIC CONVENIENCE AND SAFETY (DIST 1)	6
COMPLETION DATE PLUS WORKING DAYS	6
CONTRACTOR COOPERATION	7
ADJUSTMENTS AND RECONSTRUCTIONS	8
GENERAL REQUIREMENTS FOR WEED CONTROL SPRAYING	9
WEED CONTROL, BROADLEAF IN TURF	11
WEED CONTROL, NATIVE LANDSCAPE REMEDIATION	13
WEED CONTROL, AQUATIC	15
TREE REMOVAL – GENERAL REQUIREMENTS	16
TREE REMOVAL, ACRES (SPECIAL)	17
WOODY PLANT CARE	20
SELECTIVE CLEARING	21
COFFERDAM (TYPE 1) (IN-STREAM/WETLAND WORK)	22
DRAINAGE STRUCTURES TO BE CLEANED	23
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC)	23
SOIL DISPOSAL ANALYSIS	25
AGGREGATE FOR CONCRETE BARRIER (DISTRICT ONE)	25
COARSE AGGREGATE FOR BACKFILL, TRENCH BACKFILL AND BEDDING (D-1)	26
DRAINAGE AND INLET PROTECTION UNDER TRAFFIC (DISTRICT 1)	26
ENGINEER’S FIELD OFFICE TYPE A (SPECIAL)	28
FRICTION AGGREGATE (D-1)	30
GRADING AND SHAPING SHOULDERS	33
GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D-1)	33
HOT-MIX ASPHALT BINDER AND SURFACE COURSE (D-1)	35
HOT-MIX ASPHALT – MIXTURE DESIGN VERIFICATION AND PRODUCTION (MODIFIED FOR I-FIT) (D-1)	45
TRAFFIC CONTROL PLAN	48
KEEPING THE EXPRESSWAY OPEN TO TRAFFIC	50
FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC	52
TEMPORARY INFORMATION SIGNING	53

Revised 9/8/2021

TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).....	54
TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS).....	58
TRAFFIC CONTROL FOR WORK ZONE AREAS	59
SPEED DISPLAY TRAILER (D1)	60
NIGHTTIME WORK ZONE LIGHTING (DISTRICT ONE)	61
MAINTAINING ITS DURING CONSTRUCTION.....	63
CAT 5 ETHERNET CABLE.....	65
LIGHT POLE, SPECIAL.....	66
WIRELESS VEHICLE DETECTION SYSTEM	67
WIRELESS VEHICLE DETECTION SOLAR REPEATER	74
WIRELESS IN PAVEMENT DETECTOR	75
ATMS SYSTEM INTEGRATION.....	78
GATEWAY INTEGRATION.....	80
MATERIAL TRANSFER DEVICE (BDE)	81
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE)	82
BLENDED FINELY DIVIDED MINERALS (BDE).....	84
COMPENSABLE DELAY COSTS (BDE).....	84
CONSTRUCTION AIR QUALITY – DIESEL RETROFIT (BDE).....	88
DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION (BDE)	90
DISPOSAL FEES (BDE)	100
EMULSIFIED ASPHALTS (BDE)	101
ENGINEER’S FIELD OFFICE AND LABORATORY (BDE)	105
FUEL COST ADJUSTMENT (BDE).....	108
HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)	112
HOT MIX ASPHALT - PAY FOR PERFORMANCE USING PERCENT WITHIN LIMITS -JOBSITE SAMPLING (BDE)	116
MOBILIZATION (BDE)	121
PORTLAND CEMENT CONCRETE – HAUL TIME (BDE).....	121
PREFORMED PLASTIC PAVEMENT MARKING TYPE D - INLAID (BDE)	122
RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (BDE)	125
REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (BDE)	135
SILT FENCE, INLET FILTERS, GROUND STABILIZATION AND RIPRAP FILTER FABRIC (BDE).....	147
STEEL PLATE BEAM GUARDRAIL MANUFACTURING (BDE)	152
SUBCONTRACTOR AND DBE PAYMENT REPORTING (BDE)	153
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	153
SURFACE TESTING OF PAVEMENTS – IRI (BDE)	154

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 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 I-FIT testing shall be according to the “Low ESAL - Required Samples for Verification Testing” table in Article 1030.04(d) above.”

TRAFFIC CONTROL PLAN

Effective: September 30, 1985

Revised: January 1, 2007

Traffic Control shall be according to the applicable sections of the Standard Specifications, the Supplemental Specifications, the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways", any special details and Highway Standards contained in the plans, and the Special Provisions contained herein.

Special attention is called to Article 107.09 of the Standard Specifications and the following Highway Standards, Details, Quality Standard for Work Zone Traffic Control Devices, Recurring Special Provisions and Special Provisions contained herein, relating to traffic control.

Revised 9/8/2021

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:

$$\text{Percent Difference} = \{(FPI_L - FPI_P) \div FPI_L\} \times 100$$

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.

Revised 9/8/2021

This page intentionally left blank

Revised 9/8/2021

HOT-MIX ASPHALT – LONGITUDINAL JOINT SEALANT (BDE)

Effective: August 1, 2018

Revised: November 1, 2019

Add the following to Article 406.02 of the Standard Specifications.

“(d) Longitudinal Joint Sealant (LJS)1032”

Add the following to Article 406.03 of the Standard Specifications.

- “(k) Longitudinal Joint Sealant (LJS) Pressure Distributor (Note 2)
- (l) Longitudinal Joint Sealant (LJS) Melter Kettle (Note 3)

Note 2. When a pressure distributor is used to apply the LJS, the distributor shall be equipped with a heating and recirculating system along with a functioning auger agitating system or vertical shaft mixer in the hauling tank to prevent localized overheating. The distributor shall be equipped with a guide or laser system to aid in proper placement of the LJS application.

Revised 9/8/2021