



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 24, 2015

SUBJECT: FAI Route 72 (I-72)  
Project ACNHPP-0072(403)  
Section (84-10-2)RS-5  
Sangamon County  
Contract No. 72G92  
Item No. 189, March 6, 2015 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. Replaced the Schedule of Prices
2. Revised pages 4, 17, 18 and 19 of the Special Provisions
3. Revised sheets 3, 4, 5, 6, 8, 9, 10, 15, 16, 24 and 25 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 cursive script, reading "Ted B. Walschleger" followed by a small "P.E." to the right.

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

cc: Roger Driskell, Region 4, District 6; Tim Kell; Estimates

DB/kf

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 SCHEDULE OF PRICES  
 CONTRACT  
 NUMBER -

72G92

State Job # - C-96-063-14

County Name - SANGAMON- -  
 Code - 167 - -  
 District - 6 - -  
 Section Number - (84-10-2)RS-5

Project Number  
 ACNHPP-0072/403/  
 \*REVISED: FEBRUARY 20, 2015

Route  
 FAI 72

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
X0320157	CLEAN UNDERDR OUTLET	EACH	132.000				
X0322279	OUTLET MARKER	EACH	132.000				
X2503000	MAINTENANCE MOWING	ACRE	84.000				
X4200760	PCC OVERLAY 6	SQ YD	152,080.000				
X7010410	SPEED DISPLAY TRAILER	CAL MO	16.000				
X7200201	WIDTH RESTRICT SIGN	L SUM	1.000				
X7830072	GRV RCSD PVT MRKG 6	FOOT	76,992.000				
*REV X9900002	GEOTEX FAB INTERLAYER	SQ YD	76,306.600				
Z0076600	TRAINEES	HOUR	2,000.000		0.800		1,600.000
Z0076604	TRAINEES TPG	HOUR	2,000.000		15.000		30,000.000
*REV 35501300	HMA BASE CSE 4	SQ YD	38,020.000				
35501328	HMA BASE CSE 11	SQ YD	22,812.000				
*REV 40600275	BIT MATLS PR CT	POUND	38,495.000				
40600625	LEV BIND MM N50	TON	5,322.800				
40600982	HMA SURF REM BUTT JT	SQ YD	1,778.000				

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44000162	HMA SURF REM 3 1/4	SQ YD	114,060.000				
44000178	HMA SURF REM 7 1/4	SQ YD	38,020.000				
44004250	PAVED SHLD REMOVAL	SQ YD	22,812.000				
44200529	CL A PATCH T2 8	SQ YD	110.900				
44200533	CL A PATCH T3 8	SQ YD	116.600				
44200535	CL A PATCH T4 8	SQ YD	208.400				
44213000	PATCH REINFORCEMENT	SQ YD	457.200				
44213200	SAW CUTS	FOOT	1,892.500				
*REV 44213206	TIE BARS 5/8	EACH	462.000				
48102100	AGG WEDGE SHLD TYPE B	TON	5,196.000				
63500105	DELINEATORS	EACH	86.000				
64200116	SHOULDER RUM STRIP 16	FOOT	68,436.000				
67000400	ENGR FIELD OFFICE A	CAL MO	12.000				
67100100	MOBILIZATION	L SUM	1.000				
70100700	TRAF CONT-PROT 701406	L SUM	1.000				

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Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
70100800	TRAF CONT-PROT 701401	L SUM	1.000				
70103815	TR CONT SURVEILLANCE	CAL DA	60.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	12.000				
*DEL 70300100	SHORT TERM PAVT MKING	FOOT	10,265.400				
*REV 70300230	TEMP PVT MK LINE 5	FOOT	136,872.000				
78005120	EPOXY PVT MK LINE 5	FOOT	76,992.000				
78100100	RAISED REFL PAVT MKR	EACH	430.000				
*REV 78300100	PAVT MARKING REMOVAL	SQ FT	42,772.400				
78300200	RAISED REF PVT MK REM	EACH	430.000				

**CONTRACT NUMBER**

**72G92**

**THIS IS THE TOTAL BID**

**\$ \_\_\_\_\_**

**NOTES:**

- 1. Each PAY ITEM should have a UNIT PRICE and a TOTAL PRICE.**
- 2. The UNIT PRICE shall govern if no TOTAL PRICE is shown or if there is a discrepancy between the product of the UNIT PRICE multiplied by the QUANTITY.**
- 3. If a UNIT PRICE is omitted, the TOTAL PRICE will be divided by the QUANTITY in order to establish a UNIT PRICE.**
- 4. A bid may be declared UNACCEPTABLE if neither a unit price nor a total price is shown.**

I-72 Mainline (EB) Station 0+00.00 to Station 171+09.00:

- Remove and reconstruct the existing 11" median shoulder.
- Mill Outside Lane:
  - Mill existing 3 ¼" HMA surface and binder (typ.) to concrete pavement
- Mill outside shoulder – 7 ¼"
- Place 4" HMA binder on outside shoulder.
- Place 1 ¼" HMA leveling binder on outside lane and outside shoulder.
- Place 6" PCC overlay on outside lane.
- Place 6" PCC overlay on outside shoulder.
- Place aggregate shoulder wedge.
- Mill Inside Lane
  - Mill existing 3 ¼" HMA surface and binder (typ.) to concrete pavement.
- Mill inside shoulder – 3 ¼"
- Place 1 ¼" HMA leveling binder on inside lane and shoulder.
- Place 6" PCC overlay on inside lane.
- Place 6" PCC overlay on inside shoulder.
- Place aggregate shoulder.

If the contractor elects to pour the mainline pavement and shoulders monolithically, a revised sequence of construction shall be submitted and approved by the Engineer.

Measurement and Payment for Traffic Control and Protection: Traffic Control and Protection Standards 701401 and 701406 will be measured on a lump sum basis and paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION STANDARD 701401; and TRAFFIC CONTROL AND PROTECTION STANDARD 701406.

Message boards will be measured and paid for in accordance with the Standard Specifications. It is anticipated that up to two different message boards could be required at times (one at each end of the job as required by Traffic Control and Protection 701400).

Traffic Control Surveillance will be measured and paid for as specified in the Standard Specifications.

All pavement markings removal will be paid for separately.

All other traffic control and protection required will not be measured for payment and will be considered incidental to the contract.

Revised 2/24/15

Equipment. Equipment shall be according to Article 420.03 and 1101.10 of the Standard Specifications, except as noted herein. The mechanical saw used for cutting joints shall be equipped with an upcutting blade and a restricting skid plate to prevent spalling of the finished saw cut. For surface variation corrections, the grinding device shall be a self-propelled machine with diamond blades. The machine shall be designed for grinding concrete surfaces, and shall have a minimum effective head width of 3 ft (0.9 m).

### CONSTRUCTION REQUIREMENTS

Preparation of Existing Pavement. The area to be overlaid shall be milled as shown on the plans according to Section 440 of the Standard Specifications. Areas requiring patching shall be patched according to Section 442 of the Standard Specifications. The patches shall be milled or their surface given a rough texture.

When detector loops are required, the loops shall be Type I or Type II according to Section 886 of the Standard Specifications. The detector loops shall be installed into the milled surface prior to cleaning.

Following milling, the surface shall be cleaned. Cleaning shall be accomplished by sweeping to remove all large particles and air blasting to remove dust. As an alternative to air blasting, a vacuum sweeper may be used to accomplish the dust removal. The surface shall be free of standing water. The prepared surface shall meet the approval of the Engineer prior to proceeding with the work.

Interlayer Installation Requirements. The interlayer material, as required on the plans, shall be installed according to the following:

- (a) HMA interlayer. The HMA used as an interlayer shall be a minimum thickness of 1.25-in. (31 mm) using IL-9.5 N50 Mix and placement shall be according to Section 406 of the Standard Specifications for leveling binder (machine method).

Revised 2/24/15

(b) Geotextile fabric interlayer. The geotextile fabric interlayer shall be installed according to the following minimum standards, or per manufacturer's recommendations:

1. The Geotextile Fabric shall be stored above ground, protected from water and sunlight, and protected from damage.
2. Prior to the placement of the fabric layer, the pavement shall be free of loose material.
3. Roll fabric out on prepared existing surface. Fabric should be tight without excess wrinkles and folds. Place the fabric within 7 days of concrete paving.
4. Pin the fabric to the prepared existing surface with bolts/nails punched through 2 in. – 2.75 in. (50 – 70 mm) galvanized washers/discs on 6 ft (1.8 m) centers.
5. Use additional fasteners as needed to ensure fabric does not shift or fold prior to concrete placement.
6. Fabric shall have a minimum overlap of 6 in. (150 mm).
7. In no location should more than 3 layers of fabric overlap.
8. The fabric overlap should be directed away from the direction of paving to help prevent damage or folding during concrete placement.
9. Fabric should extend beyond the shoulder edge of the new concrete a minimum of 4 in. (100 mm).
10. Place the fabric layer to a grade and tolerance such that the overlying PCC pavement thickness will meet minimum design requirements.

Maintain the geotextile fabric layer during and after placement tight and without wrinkles or folds throughout its entire length until placement of the concrete overlay. During this maintenance period, correct any deficiencies to the satisfaction of the Engineer. The bond breaker layer shall properly drain at all times. Do not place fabric on areas subject to excess traffic until immediately before concrete placement.

During construction, keep the fabric and associated drain trenches free of fine soils or other contaminants. If contamination of the fabric layer occurs, remove and replace or clean the surface to the satisfaction of the Engineer to assure drainage capacity as designed at no cost to the Department.

Forms and Form Setting. This work shall be according to Article 420.06 of the Standard Specifications.

Placing. This work shall be according to Article 420.07 of the Standard Specifications, except standing water on the existing pavement surface shall be removed prior to concrete placement. Slip form paving shall be according to Article 420.14 of the Standard Specifications. However in Article 420.14©(2) of the Standard Specifications, the amount of pavement removed for edge slump will be at the direction of the Engineer and reinforcement will not be required. The interlayer shall be wetted immediately prior to placement of the concrete, with no standing water.

Strike Off, Consolidation, Finishing, Longitudinal Floating, Straightedging, Edging, and Final Finish. This work shall be according to Article 420.09 of the Standard Specifications, except when a Type B final finish is specified the artificial turf drag shall be replaced with a rough broom finish struck perpendicular to the direction of traffic flow. The rough broom finish shall be performed over the entire surface including tooled joints.



Joints. Joints shall be constructed at the locations and spacing shown on the plans.

- (a) Transverse and Longitudinal Sawed Joints. Field adjustments to the transverse joint locations will be permitted provided no transverse joint exceeds the planned spacing by more than 10 percent.

The joints shall be mechanically sawed to 1/4 the depth of the inlay or overlay, and shall be a minimum 1/8 in. (3 mm) and a maximum 1/4 in. (6 mm) wide. Sawed joints shall be constructed as soon as the concrete will support the weight of the saw and operator without disturbing the final finish. Saw cuts shall be made within 24 hours of placement.

- (b) Longitudinal Construction Joint. This work shall be performed according to Article 420.05(b) of the Standard Specifications. Installation of tie bars with a mechanical tie bar inserter will not be allowed. The minimum pull-out strength for No. 4 tie bar shall be 9,600 lbs.

Surface Tests for Mainline Pavement. The finished surface of the pavement shall be tested for smoothness according to Article 407.09 of the Supplemental Specifications, except as follows:

The finished surface of the pavement shall be tested for smoothness once the pavement has attained a flexural strength of 550 psi (3,800 kPa) or a compressive strength of 3000 psi (20,700 kPa).

One wheel track shall be tested per lane. Testing shall be performed 3 ft (1 m) from and parallel to the edge of the lane away from traffic.

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

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.

For pavement that is corrected by removal and replacement, the minimum area shall be replaced in even panel sizes.

SMOOTHNESS ASSESSMENT SCHEDULE (PCC)		
High-Speed Mainline Pavt. Average Profile Index in./mile (mm/km)	Low-Speed Mainline Pavt. Average Profile Index in./mile (mm/km)	Assessment per subplot
6.0 (95) or less		+\$800.00
>6.0 (95) to 11.0 (175)	15.0 (240) or less	+\$650.00
>11.0 (175) to 17.0 (270)	>15.0 (240) to 25.0 (400)	+\$400.00
>17.0 (270) to 30.0 (475)	>25.0 (400) to 45.0 (710)	+\$0.00
>30.0 (475) to 40.0 (635)	>45.0 (710) to 65.0 (1025)	+\$0.00
Greater than 40.0 (635)	Greater than 65.0 (1025)	-\$500.00