



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 23, 2008

SUBJECT: FAI Route 80
Section D2 Spring Patching 2007-2
Rock Island County
Contract No. 64D34
Item No. 26, August 1, 2008 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 page 1 of the Schedule of Prices.
2. Revised page i of the Table of Contents to the Special Provisions.
3. Revised page 5 of the Special Provisions.
4. Added page 46 to the Special Provisions.
5. Revised sheets 3 & 5 – 16 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,

Eric E. Harm
Interim Bureau Chief
Bureau of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger P.E." with a small "P.E." to the right.

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

cc: George F. Ryan, Region 2, District 2; Mike Renner; Estimates

TBW:MS:jc

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Revised 07/23/2008

COMPLETION DATE

The Contractor shall perform his work in such a manner that all lanes on the project are open to traffic, on or prior to October 31, 2008.

The project shall have all contract items completed before the project is considered complete.

If the Contractor fails to complete the project such that all lanes are not open by the above completion date, the Contractor shall be charged liquidated damages by the Department of ONE THOUSAND ONE HUNDRED THIRTY DOLLARS (\$1,130) a day for each day all lanes are not open beyond the required opening date.

There shall be no additional working days allowed for cleanup or incidental work items after the completion date.

CRITICAL PATH SCHEDULE

Effective February 10, 1995

The construction of this project will be planned and recorded with a conventional Critical Path Method (CPM) as specified in Article 108.02 of the Standard Specifications and the following:

The Contractor is responsible for preparing the initial schedule in the form of an activity on arrow diagram which shall include activity description and duration, two copies shall be submitted to the Engineer at the preconstruction meeting. The construction time, as determined by the schedule shall not exceed the specified contract time. The schedule shall be updated the first of each month, when there is a delay in completion of any critical activity, or when the contract is modified causing additions, deletion or revision of activities required.

As determined by CPM analysis, only delays in activities which affect milestone dates or contract completion dates will be considered for a time extension.

If the Contractor does seek a time extension of any milestone or contract completion date, he/she shall furnish documentation as required by the Engineer to enable him to determine whether a time extension is appropriate under the terms of the contract.

Revised 07/23/2008

SEQUENCE OF WORK

Pavement patching shall be completed before any paving is started.

Only one mainline lane shall be closed for paving operations and shall be completed by 7:00 A.M. unless additional time is approved in writing by the Engineer.

Paving Sequence of Work – Station 96+25 to Station 177+75:

1. Binder lift for Eastbound (EB) passing lane and adjacent left shoulder (Binder-761 tons).
 - 1.1. Shoulder and passing lane shall remain closed until the mat has cooled significantly to avoid rutting by heavy truck traffic. The Resident Engineer shall be final authority in determining when lane can be opened to traffic.
2. Binder and Surface mixes on EB driving lane and adjacent right shoulder (Binder-710 tons, Surface-1,375 tons).
 - 2.1. Shoulder and driving lane shall remain closed until the mat has cooled significantly to avoid rutting by heavy truck traffic. The Resident Engineer shall be final authority in determining when lane can be opened to traffic.
3. Surface and left shoulder mix for EB passing lane (Surface 1,293 tons)
 - 3.1. Shoulder and passing lane shall remain closed until the mat has cooled significantly to avoid rutting by heavy truck traffic. The Resident Engineer shall be final authority in determining when lane can be opened to traffic

Added 07/23/2008