



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 11, 2006

SUBJECT: FAI Route 57 (I-57)  
Project IM-057-2 (145) 062  
Section [X1- (4, 4-1, 5, 6, 6-2] R-1  
Williamson County  
Contract No. 98948  
Item No. 60, September 22, 2006 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. Revised Pages 5,9, and 65 of the Special Provisions.

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,

Michael L. Hine  
Engineer of Design  
and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger" followed by "P.E." in a smaller font.

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

cc: Mary C. Lamie, Region 5, District 9; N. R. Stoner; Roger Driskell;  
Estimates; Design & Environment File

dp

The cost of the truck mounted changeable message sign will be paid for at the contract unit price per calendar day as CHANGEABLE MESSAGE SIGN, SPECIAL. The price will be payment in full for furnishing the truck, flashing beacon, message sign, driver and radio.

The Traffic Control Supervisor and the Changeable Message Sign, Special shall be present anytime workers are present, during lane closures from 8:00 am to 8:00 pm when workers are not present, and anytime a queue is present. If a queue is present during a lane closure after 8:00 pm but workers are not present, the TRAFFIC CONTROL SUPERVISOR and the CHANGEABLE MESSAGE SIGN, SPECIAL shall be paid for in accordance with article 109.04.

## **RUBBLIZED PAVEMENT STAGE CONSTRUCTION REQUIREMENTS**

The Contractor must submit a staging plan in writing to the District Project Implementation Engineer and Central Bureau of Construction for approval. No work may begin until the contractor's staging plan has been approved. Any staging plan must meet the requirements listed below; plans not meeting these requirements will not be approved.

1. Only Method I rubblization will be allowed.
2. The Material Transfer Device will be allowed on the rubblized pavement.
3. All lifts of bituminous concrete including the final surface course must be in place and the shoulders must be at the same elevation as the adjacent lane before the lane can be opened to traffic.
4. Truck traffic or a Material Transfer Device will not be allowed upon the pavement until the bituminous has cooled for 12 hours except for delivery of materials.
5. After the first lift of bituminous, the material transfer device shall operate on the shoulder for all driving lane work except where obstructions prohibit the use of the material transfer device on the shoulder.

## **COOPERATION BETWEEN CONTRACTORS**

The Contractor is to be aware that at and within the limits of this project additional projects may be under construction. Contract 99272 (I-57 Overpass construction at Morgan Avenue in Marion), with a letting date of March 9, 2007, is located within the limits of Contract 98948. Contract 98950 (I-57 rehabilitation and reconstruction from the CO&E RR overpass to the Old IL 13/I-57 interchange), with a letting date of January 19, 2007, is located near the limits of Contract 98948. Contract 98982 (I-57 Safety Project), with a letting date of November 17, 2006, is located within the limits of Contract 98948.

The Contractor shall coordinate his/her work with the Contractors of Contracts 99272, 98950 and 98982 to minimize any possible conflicts. The Contractor shall also notify the Engineer 5 working days in advance of any work that may affect Contracts 99272, 98950 and 98982.

## **SMOOTHNESS SURFACE TESTING OF FINAL SURFACE OVER RUBBLIZED PCC**

The smoothness requirements in the BDE special provision Surface Testing of Pavements for full-depth pavement shall apply to this project.

It is understood that the cost of complying with these requirements is included in the unit prices of the various pay items involved, and no additional compensation will be allowed.

Revised 9-11-06

Immediately prior to overlay:

Two passes with a vibratory roller.

Any unstable material encountered while compacting or under construction trafficking shall be treated as defined in the section entitled Pavement Breaking. If a large area of unstable material is identified during the rubblizing process, work shall be halted and the Engineer notified. Any depressions greater than 50 mm (2 in.) in depth shall be filled with replacement material and compacted. When specified by the Engineer, replacement material shall be used to reestablish the pavement crown. Water may be used to aid in compaction of the replacement material, when approved by the Engineer.

Opening Roadway to Traffic. Public traffic will not be allowed on the rubblized pavement before the required binder, surface and shoulders are in place, except at crossovers and/or access points. Public traffic will not be allowed on a rubblized crossover or access point for more than 24 hours. Maintenance of crossovers and/or access points shall be as specified by the Engineer. Crossovers and/or access points shall be maintained in the same compacted state as the other areas, until the bituminous concrete overlay is in place. Construction traffic on the rubblized base shall be limited to delivery of materials directly ahead of the paver.

Paving Limitations. A tracked paver shall be used to place the first lift of bituminous concrete binder over the prepared rubblized pavement. During stage construction, the overlay width shall be such that it will not interfere with subsequent rubblizing operations. At a given location, the overlay shall be placed within 48 hours of the pavement breaking operation. If rain occurs between rubblizing and paving, the rubblized pavement shall be dry and stable to the satisfaction of the Engineer before the paving operation begins.

If a material transfer device is proposed, the Contractor shall submit equipment specifications with axle loading configurations and proposed paving sequence to the Engineer three weeks prior to paving. The Engineer will provide any equipment restrictions based on device loadings and proposed paving sequence.

Method of Measurement. Rubblizing will be measured for payment in square meters (square yards) of existing pavement in place.

Basis of Payment. This work will be paid for at the contract unit price per square meters (square yards) for RUBBLIZING PORTLAND CEMENT CONCRETE PAVEMENT, of the method shown in the plans.

Any required removal of unsuitable or unstable material, subgrade repair, and bituminous concrete placement will be paid for according to Article 109.04 of the Standard Specifications.

Action taken to address any large concrete pieces resulting from inadequate breaking will not be paid for separately.

Revised 9-11-06

TABLE 1. (CONT'D) CLASSES OF PORTLAND CEMENT CONCRETE AND MIX DESIGN CRITERIA					
Class of Concrete	Slump, mm (in.)	Mix Design Compressive Strength, kPa (psi)	Mix Design Flexural Strength, kPa (psi)	Air Content, %	Coarse Aggregate Gradations Permitted
		Hours	Hours		
		48	48		
PP – 1	100 (4) Max	22,100 (3200)	4150 (600)	4.0 – 7.0	CA-7, CA-11, CA-13, CA14, or CA-16
PP – 2	150 (6) Max	22,100 (3200)	4150 (600)	4.0 – 6.0	CA-7, CA-11, CA-13, CA14, or CA-16
PP – 3	100 (4) Max	22,100 (3200)	4150 (600)	4.0 – 6.0	CA-7, CA-11, CA-13, CA14, or CA-16
PP – 4	150 (6) Max	22,100 (3200)	4150 (600)	4.0 – 6.0	CA-7, CA-11, CA-13, CA14, or CA-16

For PP-1, PP-2, PP-3 or PP-4; only CA-13, CA-14, or CA-16 may be used for bridge deck patching. In addition, the mix design strength at 48 hours shall be increased to 27,500 kPa (4,000 psi) compressive or 4,650 kPa (675 psi) flexural for bridge deck patching.

For PP-1, the slump may be increased to 150 mm (6 in.) Max if a high range water-reducing admixture is used.”

Delete Article 1020.05(g) of the Standard Specifications.

**REINFORCEMENT BARS (BDE)**

Effective: November 1, 2005

Revised: November 2, 2005

Revise Article 1006.10(a) of the Supplemental Specifications to read: