



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 12, 2014

SUBJECT: FAP Route 373 (IL 171)
Project ACNHPP-0373(029)
Section (0707-608 & 611)HB-B
Cook County
Contract No. 60W77
Item No. 11, September 19, 2014 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 the Recurring Special Provision Check Sheet
3. Revised pages ii-iv of the Table of Contents to the Special Provisions
4. Revised pages 5, 6 & 108-110 of the Special Provisions
5. Added pages 276-278 to the Special Provisions
6. Revised sheets 2, 6 & 13b 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 black ink, appearing to read 'Ted B. Walschleger' with a small 'P.E.' to the right.

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

cc: John Fortmann, Region 1, District 1; Tim Kell; D. Carl Puzey; Estimates

MS/kf

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES

CONTRACT
NUMBER -

60W77

State Job # - C-91-370-13

Project Number

Route

County Name - COOK- -

ACNHPP-0373/029/

FAP 373

Code - 31 - -

*REVISED: SEPTEMBER 11, 2014

District - 1 - -

Section Number - (0707-608 & 611)HB-B

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
XX006821	CONC TRUCK WASHOUT	L SUM	1.000				
X0322247	MAIN EX TRAFFIC SURV	L SUM	1.000				
X0322441	DIG LOOP DET SEN U 4C	EACH	1.000				
X0322442	TONE EQ 3 FRE REC PRG	EACH	4.000				
X0322443	TONE EQ 3 FREQ TR PRG	EACH	4.000				
X0322444	TONE EQ POWER SUPPLY	EACH	2.000				
X0322445	TONE EQ MOUNT FRAME	EACH	1.000				
X0322936	REMOV EX FLAR END SEC	EACH	3.000				
X0323149	TEMP M S EARTH RET WL	SQ FT	336.000				
X0323898	CCTV DOME CAMERA	EACH	3.000				
X0323914	FOC SPLICE - LATERAL	EACH	3.000				
X0323957	FOC SPLICE - MAINLINE	EACH	4.000				
X0325040	FO INNERDUCT 1 1/4"	FOOT	2,500.000				
X0325349	TEMP CON BAR (PERM)	FOOT	425.000				
X0325500	SS JUNCTION BOX TYP J	EACH	4.000				

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X0326461	CCTV EQPT FBR OPT DST	EACH	3.000				
X0327236	TEMP WP 50 CL 4	EACH	1.000				
X0327261	CAB HOUSING EQU TY 4	EACH	1.000				
X0327965	ELCBL 19 50PR	FOOT	5,500.000				
X0328502	CCTV CAM STR GS 50 MH	EACH	2.000				
X5030305	CONC WEARING SURF 5	SQ YD	382.000				
X5040100	PREC BRIDGE APP SLAB	SQ FT	3,276.000				
X5210100	HLMR BRG GUID EXP 150	EACH	4.000				
X5210120	HLMR BRG GUID EXP 250	EACH	4.000				
X5210130	HLMR BRG GUID EXP 300	EACH	4.000				
X5210340	HLMR BRNG FIXED 500K	EACH	4.000				
X5860110	GRANULAR BACKFILL STR	CU YD	179.000				
X7011015	TR C-PROT EXPRESSWAYS	L SUM	1.000				
*ADD X7030025	WET REF TEM TP T3 L&S	SQ FT	2,398.000				
*DEL X7030040	WET REF TEM TAPE T3-6	FOOT	2,398.000				

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X8710027	FIB OPT CBL 4F SM	FOOT	300.000				
X8710030	FIB OPT CBL 48F SM	FOOT	5,000.000				
X8730249	ELCBL C 19 6/C	FOOT	750.000				
X8730312	EC C LEAD 18 4C TW SH	FOOT	1,100.000				
X8850102	INDUCTION LOOP	FOOT	40.000				
Z0004552	APPROACH SLAB REM	SQ YD	250.000				
Z0005216	HMA STAB 6 AT SPBGR	SQ YD	101.000				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.000				
Z0020800	EROSION CONTROL CURB	FOOT	240.000				
Z0030850	TEMP INFO SIGNING	SQ FT	280.000				
Z0033028	MAINTAIN LIGHTING SYS	CAL MO	13.000				
Z0034210	MECH ST EARTH RET WL	SQ FT	3,904.000				
Z0040530	PIPE UNDERDRAIN REMOV	FOOT	383.000				
Z0046304	P UNDR FOR STRUCT 4	FOOT	172.000				
Z0073002	TEMP SOIL RETEN SYSTM	SQ FT	5,052.000				

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Z0076600	TRAINEES	HOUR	1,000.000		0.800		800.000
Z0076604	TRAINEES TPG	HOUR	1,000.000		15.000		15,000.000
20100110	TREE REMOV 6-15	UNIT	45.000				
20101000	TEMPORARY FENCE	FOOT	542.000				
20200100	EARTH EXCAVATION	CU YD	1,318.000				
20201200	REM & DISP UNS MATL	CU YD	654.000				
20400800	FURNISHED EXCAVATION	CU YD	24,097.000				
28000250	TEMP EROS CONTR SEED	POUND	193.000				
28000305	TEMP DITCH CHECKS	FOOT	100.000				
28000315	AGG DITCH CHECKS	TON	88.000				
28000400	PERIMETER EROS BAR	FOOT	1,602.000				
28001100	TEMP EROS CONTR BLANK	SQ YD	6,824.000				
30300112	AGG SUBGRADE IMPR 12	SQ YD	3,037.000				
40600275	BIT MATLS PR CT	POUND	140.000				
40603085	HMA BC IL-19.0 N70	TON	15.000				

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40603340	HMA SC "D" N70	TON	10.000				
42000501	PCC PVT 10 JOINTED	SQ YD	89.000				
42001300	PROTECTIVE COAT	SQ YD	2,198.000				
42001420	BR APPR PVT CON (PCC)	SQ YD	1,281.000				
42001430	BR APPR PVT CON (FLX)	SQ YD	744.000				
44000100	PAVEMENT REM	SQ YD	307.000				
44001980	CONC BARRIER REMOV	FOOT	677.000				
44004250	PAVED SHLD REMOVAL	SQ YD	3,103.000				
48101202	AGGREGATE SHLDS B	CU YD	14.000				
48203057	HMA SHOULDERS 15	SQ YD	2,693.000				
50100300	REM EXIST STRUCT N1	EACH	1.000				
50100400	REM EXIST STRUCT N2	EACH	1.000				
50105220	PIPE CULVERT REMOV	FOOT	121.000				
50157300	PROTECTIVE SHIELD	SQ YD	2,078.000				
50200100	STRUCTURE EXCAVATION	CU YD	2,227.000				

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50200450	REM/DISP UNS MATL-STR	CU YD	472.000				
50300225	CONC STRUCT	CU YD	803.200				
50300255	CONC SUP-STR	CU YD	958.500				
50300260	BR DECK GROOVING	SQ YD	2,972.000				
50300280	CONCRETE ENCASEMENT	CU YD	9.000				
50300285	FORM LINER TEX SURF	SQ FT	694.000				
50300300	PROTECTIVE COAT	SQ YD	3,729.000				
50500105	F & E STRUCT STEEL	L SUM	1.000				
50500505	STUD SHEAR CONNECTORS	EACH	14,037.000				
50800205	REINF BARS, EPOXY CTD	POUND	379,270.000				
50800515	BAR SPLICERS	EACH	80.000				
51100100	SLOPE WALL 4	SQ YD	397.000				
51201600	FUR STL PILE HP12X53	FOOT	5,652.000				
51202305	DRIVING PILES	FOOT	5,652.000				
51203600	TEST PILE ST HP12X53	EACH	8.000				

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51204650	PILE SHOES	EACH	134.000				
51500100	NAME PLATES	EACH	2.000				
52000110	PREF JT STRIP SEAL	FOOT	201.000				
52100010	ELAST BEARING ASSY T1	EACH	21.000				
52100510	ANCHOR BOLTS 3/4	EACH	48.000				
52100520	ANCHOR BOLTS 1	EACH	16.000				
52100530	ANCHOR BOLTS 1 1/4	EACH	42.000				
52100540	ANCHOR BOLTS 1 1/2	EACH	14.000				
54215547	MET END SEC 12	EACH	8.000				
58700300	CONCRETE SEALER	SQ FT	11,359.000				
59100100	GEOCOMPOSITE WALL DR	SQ YD	122.000				
60100060	CONC HDWL FOR P DRAIN	EACH	8.000				
60105000	PIPE DRAINS CS/AA 12	FOOT	320.000				
60107700	PIPE UNDERDRAINS 6	FOOT	383.000				
60200305	CB TA 4 DIA T3F&G	EACH	2.000				

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60218300	MAN TA 4 DIA T1F OL	EACH	2.000				
60235610	INLETS TA T2F&G	EACH	16.000				
60500040	REMOV MANHOLES	EACH	2.000				
60500050	REMOV CATCH BAS	EACH	2.000				
60500060	REMOV INLETS	EACH	16.000				
60900515	CONC THRUST BLOCKS	EACH	8.000				
61000225	TY F INLET BOX 610001	EACH	8.000				
63000001	SPBGR TY A 6FT POSTS	FOOT	437.500				
63100070	TRAF BAR TERM T5	EACH	1.000				
63100085	TRAF BAR TERM T6	EACH	5.000				
63200310	GUARDRAIL REMOV	FOOT	1,274.000				
63700275	CONC BAR 2F 42HT	FOOT	522.000				
63700805	CONC BAR TRANS	FOOT	90.000				
63700900	CONC BARRIER BASE	FOOT	522.000				
64200116	SHOULDER RUM STRIP 16	FOOT	766.000				

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64300260	IMP ATTEN FRD NAR TL3	EACH	3.000				
66900450	SPL WASTE PLNS/REPORT	L SUM	1.000				
67000400	ENGR FIELD OFFICE A	CAL MO	13.000				
67100100	MOBILIZATION	L SUM	1.000				
70106800	CHANGEABLE MESSAGE SN	CAL MO	32.000				
70301000	WORK ZONE PAVT MK REM	SQ FT	791.000				
70400100	TEMP CONC BARRIER	FOOT	5,600.000				
70600330	IMP ATTN REL FRD TL3	EACH	7.000				
72000300	SIGN PANEL T3	SQ FT	195.000				
72400330	REMOV SIGN PANEL T3	SQ FT	195.000				
73304000	OVHD SIN STR BR MT	FOOT	16.000				
78000200	THPL PVT MK LINE 4	FOOT	2,141.000				
78000400	THPL PVT MK LINE 6	FOOT	150.000				
78005110	EPOXY PVT MK LINE 4	FOOT	591.000				
78005140	EPOXY PVT MK LINE 8	FOOT	977.000				

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78005150	EPOXY PVT MK LINE 12	FOOT	34.000				
78100100	RAISED REFL PAVT MKR	EACH	4.000				
78100200	TEMP RAIS REF PVT MKR	EACH	14.000				
78200530	BAR WALL MKR TYPE C	EACH	241.000				
78300100	PAVT MARKING REMOVAL	SQ FT	1,920.000				
78300200	RAISED REF PVT MK REM	EACH	11.000				
81025400	CON ENC RC 4 PVC 1X1	FOOT	500.000				
81028200	UNDRGRD C GALVS 2	FOOT	2,500.000				
81028220	UNDRGRD C GALVS 3	FOOT	150.000				
81028730	UNDRGRD C CNC 1 1/4	FOOT	150.000				
81100320	CON AT ST 1 PVC GS	FOOT	441.000				
81100605	CON AT ST 2 PVC GALVS	FOOT	200.000				
81100705	CON AT ST 2.5 PVC GS	FOOT	20.000				
81200230	CON EMB STR 2 PVC	FOOT	280.000				
81200270	CON EMB STR 4 PVC	FOOT	20.000				

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81300220	JUN BX SS AS 6X6X4	EACH	2.000				
81300550	JUN BX SS AS 12X12X6	EACH	7.000				
81300800	JUN BX SS AS 18X12X6	EACH	2.000				
81400200	HD HANDHOLE	EACH	6.000				
81603081	UD 3#2#4GXLP USE 1.5 P	FOOT	325.000				
81702110	EC C XLP USE 1C 10	FOOT	1,730.000				
81800190	A CBL 2-1C2 MESS WIRE	FOOT	2,500.000				
82107200	UNDERPAS LUM 100W HPS	EACH	10.000				
83600300	LIGHT POLE FDN 30D	FOOT	20.000				
84200600	REM LT U NO SALV	EACH	7.000				
84500120	REMOV ELECT SERV INST	EACH	2.000				
87000785	ECA C XLPTC 2C 2 6 GR	FOOT	1,500.000				
87301305	ELCBL C LEAD 14 1PR	FOOT	150.000				
87800200	CONC FDN TY D	FOOT	5.000				
89500510	CAB HOUSING EQU REMOV	EACH	1.000				

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89502300	REM ELCBL FR CON	FOOT	6,500.000				
89502380	REMOV EX HANDHOLE	EACH	2.000				
89502385	REMOV EX CONC FDN	EACH	3.000				

RECURRING SPECIAL PROVISIONS

The following RECURRING SPECIAL PROVISIONS indicated by an "X" are applicable to this contract and are included by reference:

<u>CHECK SHEET #</u>		<u>PAGE NO.</u>
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In fixing the damages as set out herein, the desire is to establish a certain mode of calculation for the work since the Department's actual loss, in the event of delay, cannot be predetermined, would be difficult of ascertainment, and a matter of argument and unprofitable litigation. This said mode is an equitable rule for measurement of the Department's actual loss and fairly takes into account the loss of use of the roadway if the project is delayed in completion. The Department shall not be required to provide any actual loss in order to recover these liquidated damages provided herein, as said damages are very difficult to ascertain. Furthermore, no provision of this clause shall be construed as a penalty, as such is not the intention of the parties.

A calendar day is every day shown on the calendar and starts at 12:00 midnight and ends at the following 12:00 midnight, twenty-four hours later.

PUBLIC CONVENIENCE AND SAFETY (DIST 1)

Effective: May 1, 2012

Revised: July 15, 2012

Add the following to the end of the fourth paragraph of Article 107.09:

"If the holiday is on a Saturday or Sunday, and is legally observed on a Friday or Monday, the length of Holiday Period for Monday or Friday shall apply."

Add the following sentence after the Holiday Period table in the fourth paragraph of Article 107.09:

"The Length of Holiday Period for Thanksgiving shall be from 5:00 AM the Wednesday prior to 11:59 PM the Sunday After"

Delete the fifth paragraph of Article 107.09 of the Standard Specifications:

"On weekends, excluding holidays, roadways with Average Daily Traffic of 25,000 or greater, all lanes shall be open to traffic from 3:00 P.M. Friday to midnight Sunday except where structure construction or major rehabilitation makes it impractical."

TRAFFIC CONTROL PLAN (D1)

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 9/12/14

The Contractor shall contact the District One Bureau of Traffic at least 72 hours in advance of beginning work.

STANDARDS:

635011	REFLECTOR MARKERS AND MOUNTING DETAILS
643001	SAND MODULE IMPACT ATTENUATORS
701400-07	APPROACH TO LANE CLOSURE FREEWAY/EXPRESSWAY
701401-08	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-08	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEED ≥ 45 MPH
701428	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-05	TWO LANE CLOSURE FREEWAY/EXPRESSWAY
701901-03	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER

DETAILS:

- TC-08 ENTRANCE AND EXIT RAMP CLOSURE DETAILS
- TC-09 SINGLE LANE WEAVE AND MULTILANE WEAVE
- TC-12 MULTI-LANE FREEWAY PAVEMENT MARKING
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC-16 PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
- TC-17 TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
- TC-18 SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

SPECIAL PROVISIONS:

- TEMPORARY INFORMATION SIGNING
- MAINTENANCE OF ROADWAYS
- CONTRACTOR COOPERATION
- PUBLIC CONVENIENCE AND SAFETY
- KEEPING THE EXPRESSWAY OPEN TO TRAFFIC
- FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC
- TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)
- TRAFFIC CONTROL FOR WORK ZONE ACCESS
- TYPE III TAPE FOR WET CONDITIONS

Revised 9/12/14

Testing.

After installation, the cable shall be tested as approved by the Engineer. Cable failing to pass the test shall be replaced with new cable at no additional cost.

Method of Measurement.

The cable shall be measured for payment in linear foot in place. Measurements shall be made in straight lines between changes in direction and to the centers of Equipment. All vertical cable and permissible cable slack shall be measured for payment. A total of six (6) feet of slack shall be allowed for the end of a run terminating at a panel and four (4) feet will similarly be allowed when terminating at a wall-mounted panel. Additional vertical distance for the height of conduit risers, etc., as applicable, will be measured for payment for equipment so mounted.

Basis of Payment.

This work shall be paid at the Contract unit price per linear foot, furnished and installed for ELECTRICAL CABLE IN CONDUIT , LEAD IN, NO. 18 4/C, TWISTED SHIELDED

SIGN SHOP DRAWING SUBMITTAL

Effective: January 22, 2013

Add the following paragraph to Article 720.03:

“Shop drawings will be required, according to Article 105.04, for all Arterials/Expressway signs except standards/highway signs covered in the MUTCD. Shop drawings shall be submitted to the Engineer for review and approval prior to fabrication. The shop drawings shall include dimensions, letter sizing, font type, colors and materials.”

SPEED DISPLAY TRAILER (BDE)

Effective: April 2, 2014

Add the following to Article 701.15(l) of the Standard Specifications:

“(l) Speed Display Trailer. A speed display trailer shall be utilized on freeways and expressways as part of Highway Standard 701400. The trailer shall be placed on the right hand side of the roadway adjacent to, or within 100 ft (30 m) beyond, the first work zone speed limit sign.

Whenever the speed display trailer is not in use, it shall be considered non-operating equipment and shall be stored according to Article 701.11.”

Add the following to Article 701.20 of the Standard Specifications:

“(k) Speed Display Trailer will be paid for at the contract unit price per calendar month or fraction thereof for each trailer as SPEED DISPLAY TRAILER.”

Revised 9/12/14

Add the following to Article 1106.02 of the Standard Specifications:

“(o) Speed Display Trailer. The speed display trailer shall consist of a LED speed indicator display with self-contained, one-direction radar mounted on an orange see-through trailer. The height of the display and radar shall be such that it will function and be visible when located behind concrete barrier.

The speed measurement shall be by radar and provide a minimum detection distance of 1000 ft (300 m). The radar shall have an accuracy of ± 1 mile per hour.

The speed indicator display shall face approaching traffic and shall have a sign legend of “YOUR SPEED” immediately above or below the speed display. The digital speed display shall show two digits (00 to 99) in mph. The color of the changeable message legend shall be a yellow legend on a black background. The minimum height of the numerals shall be 18 in. (450 mm), and the nominal legibility distance shall be at least 750 ft (250 m).

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the posted limit is exceeded. The speed indicator shall have a maximum speed cutoff. The display shall include automatic dimming for nighttime operation.

The speed indicator measurement and display functions shall be equipped with the power supply capable of providing 24 hours of uninterrupted service.”

HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE)

Effective: January 1, 2010

Revised: April 1, 2012

Description. This work shall consist of testing the density of longitudinal joints as part of the quality control/quality assurance (QC/QA) of hot-mix asphalt (HMA). Work shall be according to Section 1030 of the Standard Specifications except as follows.

Quality Control/Quality Assurance (QC/QA). Delete the second and third sentence of the third paragraph of Article 1030.05(d)(3) of the Standard Specifications.

Add the following paragraphs to the end of Article 1030.05(d)(3) of the Standard Specifications:

“Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 4 in. (100 mm), from each pavement edge. (i.e. for a 5 in. (125 mm) lift the near edge of the density gauge or core barrel shall be within 5 in. (125 mm) from the edge of pavement.) Longitudinal joint density testing shall be performed using either a correlated nuclear gauge or cores.

- a. Confined Edge. Each confined edge density shall be represented by a one-minute nuclear density reading or a core density and shall be included in the average of density readings or core densities taken across the mat which represents the Individual Test.

Revised 9/12/14

- b. Unconfined Edge. Each unconfined edge joint density shall be represented by an average of three one-minute density readings or a single core density at the given density test location and shall meet the density requirements specified herein. The three one-minute readings shall be spaced ten feet apart longitudinally along the unconfined pavement edge and centered at the random density test location.”

Revise the Density Control Limits table in Article 1030.05(d)(4) of the Standard Specifications to read:

“Mixture Composition	Parameter	Individual Test (includes confined edges)	Unconfined Edge Joint Density Minimum
IL-4.75	Ndesign = 50	93.0 – 97.4%	91.0%
IL-9.5, IL-12.5	Ndesign ≥ 90	92.0 – 96.0%	90.0%
IL-9.5,IL-9.5L, IL-12.5	Ndesign < 90	92.5 – 97.4%	90.0%
IL-19.0, IL-25.0	Ndesign ≥ 90	93.0 – 96.0%	90.0%
IL-19.0, IL-19.0L, IL-25.0	Ndesign < 90	93.0 – 97.4%	90.0%
SMA	Ndesign = 50 & 80	93.5 – 97.4%	91.0%
All Other	Ndesign = 30	93.0 - 97.4%	90.0%”

CONCRETE FOUNDATION

Effective: June 1, 1994

Revised: Sept. 15, 2010

DESCRIPTION:

This item shall consist of constructing a concrete foundation for the installation of a traffic signal, cabinet, and cabinet with pedestal, anchor bolt, and ground rod in accordance with the following requirements and conforming in all respects to the lines, grades and dimensions shown on the plans or as directed by the Engineer and in applicable portions of Section 878 of the Standard Specifications and the Bureau of Design and Environment Concrete Foundation Detail #878001-08.

MATERIALS

The materials shall conform to the specifications of Class SI concrete and concrete Reinforcement Bars in the Standard Specifications for Road and Bridge Construction. The conduit and fittings within the limits of the foundation shall conform to the same requirements as that specified for the conduit outside these limits.

Anchor bolts shall meet the requirements of Section 505 of the Standard Specifications and the material shall conform to the requirements of Article 1006.09 of the Standard Specifications for Road and Bridge Construction. A ground rod shall be installed in each foundation and shall conform to Section 806. Unless otherwise indicated in plans, ground rods shall be one piece copper-clad steel rods 3/4” x 10’ (2cm x 3 m).

Revised 9/12/14

GROOVING FOR RECESSED PAVEMENT MARKINGS (BDE)

Effective: November 1, 2012

Revised: August 1, 2014

Description. This work shall consist of grooving the pavement surface in preparation for the application of recessed pavement markings.

Equipment. Equipment shall be according to the following.

- (a) Pavement Marking Tape Installations: The grooving equipment shall have a free-floating saw blade cutting head equipped with gang-stacked diamond saw blades. The diamond saw blades shall be of uniform wear and shall produce a smooth textured surface. Any ridges in the groove shall have a maximum height of 15 mils (0.38 mm).
- (b) Liquid and Thermoplastic Pavement Marking Installations: The grooving equipment shall be equipped with either a free-floating saw blade cutting head or a free-floating grinder cutting head configuration with diamond or carbide tipped cutters and shall produce an irregular textured surface.

CONSTRUCTION REQUIREMENTS

General. The Contractor shall supply the Engineer with a copy of the pavement marking material manufacturer's recommendations for constructing a groove.

Pavement Grooving Methods. The grooves for recessed pavement markings shall be constructed using the following methods.

- (a) Wet Cutting Head Operation. When water is required or used to cool the cutting head, the groove shall be flushed with high pressure water immediately following the cut to avoid build up and hardening of slurry in the groove. The pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.
- (b) Dry Cutting Head Operation. When used on HMA pavements, the groove shall be vacuumed or cleaned by blasting with high-pressure air to remove loose aggregate, debris, and dust generated during the cutting operation. When used on PCC pavements, the groove shall be flushed with high pressure water or shot blasted to remove any PCC particles that may have become destabilized during the grooving process. If high pressure water is used, the pavement surface shall be allowed to dry for a minimum of 24 hours prior to the final cleaning of the groove and application of the pavement marking material.

Added 9/12/14

Pavement Grooving. Grooving shall not cause ravels, aggregate fractures, spalling or disturbance of the joints to the underlying surface of the pavement. Grooves shall be cut into the pavement prior to the application of the pavement marking material. Grooves shall be cut such that the width is 1 in. (25 mm) greater than the width of the pavement marking line as specified on the plans. Grooves for letters and symbols shall be cut in a square or rectangular shape so that the entire marking will fit within the limits of the grooved area. The position of the edge of the grooves shall be a minimum of 4 in. (100 mm) from the edge of all longitudinal joints. The depth of the groove shall not be less than the manufacturer's recommendations for the pavement marking material specified, but shall be installed to a minimum depth of 110 mils (2.79 mm) and a maximum depth of 200 mils (5.08 mm) for pavement marking tapes thermoplastic markings and a minimum depth of 40 mils (1.02 mm) and a maximum depth of 80 mils (2.03 mm) for liquid markings. The cutting head shall be operated at the appropriate speed in order to prevent undulation of the cutting head and grooving at an inconsistent depth.

At the start of grooving operations, a 50 ft (16.7 m) test section shall be installed and depth measurements shall be made at 10 ft (3.3 m) intervals within the test section. The individual depth measurements shall be within the allowable ranges according to this Article. If it is determined the test section has not been grooved at the appropriate depth or texture, adjustments shall be made to the cutting head and another 50 ft (16.7 m) test section shall be installed and checked. This process shall continue until the test section meets the requirements of this Article.

For new HMA pavements, grooves shall not be installed within 14 days of the placement of the final course of pavement.

Final Cleaning. Immediately prior to the application of the pavement marking material or primer sealer, the groove shall be cleaned with high-pressure air blast.

Method of Measurement. This work will be measured for payment in place, in feet (meter) for the groove width specified.

Grooving for letter, numbers and symbols will be measured in square feet (square meters).

Basis of Payment. This work will be paid for at the contract unit price per foot (meter) for GROOVING FOR RECESSED PAVEMENT MARKING of the groove width specified, and per square foot (square meter) for GROOVING FOR RECESSED PAVEMENT MARKING, LETTERS AND SYMBOLS.

Added 9/12/14

The following shall only apply when preformed plastic pavement markings are to be recessed:

Add the following paragraph after the first paragraph of Article 780.07 of the Standard Specifications.

“The markings shall be capable of being applied in a grooved slot on new and existing portland cement concrete and HMA surfaces, by means of a pressure-sensitive, precoated adhesive, or liquid contact cement which shall be applied at the time of installation. A primer sealer shall be applied with a roller and shall cover and seal the entire bottom of the groove. The primer sealer shall be recommended by the manufacturer of the pavement marking material and shall be compatible with the material being used. The Contractor shall install the markings in the groove as soon as possible after the primer sealer cures according to the manufacturer’s recommendations. The markings placed in the groove shall be rolled and tamped into the groove with a roller or tamper cart cut to fit the groove and loaded with or weighing at least 200 lb (90kg). Vehicle tires shall not be used for tamping. The Contractor shall roll and tamp the material with a minimum of 6 passes to prevent easy removal or peeling.”

Added 9/12/14