



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 15, 2013

SUBJECT: FAP Route 344 (IL 83)
Section 540 R-RS-2
Du Page and Cook Counties
Contract No. 60N49
Item No. 117, April 26, 2013 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 Table of Contents to the Special Provisions.
3. Revised pages 3, 4 & 137 of the Special Provisions.
4. Added pages 188 - 191 to the Special Provisions.
5. Revised sheets 3, 16 & 21 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 P.E." with a stylized flourish at the end.

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

cc: John Fortmann, Region 1, District 1; Dave Lippert; Mike Renner;
Estimates

MS/ks

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SCHEDULE OF PRICES
 CONTRACT
 NUMBER -

60N49

State Job # - C-91-319-11

Project Number
 *REVISED: APRIL 10, 2013

Route
 FAP 344

County Name - VARIOUS--

Code - 0 - -

District - 0 - -

Section Number - 540R-RS-2

| Item Number | Pay Item Description | Unit of Measure | Quantity | x | Unit Price | = | Total Price |
|---------------|-----------------------|-----------------|-------------|---|------------|---|-------------|
| A2005516 | T-NYSSA SYLVAT 2 | EACH | 32.000 | | | | |
| B2004116 | T-MALUS PF TF 2 | EACH | 31.000 | | | | |
| B2005136 | T-MALUS SS 2 | EACH | 31.000 | | | | |
| B2006116 | T-SYRG PEK M TF 2 | EACH | 31.000 | | | | |
| K0029634 | WEED CONTR PRE-EM GRN | POUND | 218.000 | | | | |
| X0322936 | REMOV EX FLAR END SEC | EACH | 4.000 | | | | |
| *ADD X4060120 | NON-T BIT MATLS PR CT | POUND | 155,575.000 | | | | |
| X4401198 | HMA SURF REM VAR DP | SQ YD | 7,371.000 | | | | |
| X4402020 | CONC MEDIAN SURF REM | SQ FT | 186,961.000 | | | | |
| X5537800 | SS CLEANED 12 | FOOT | 2,000.000 | | | | |
| X6030310 | FR & LIDS ADJUST SPL | EACH | 10.000 | | | | |
| X6061311 | CONC MEDIAN SURF 5 | SQ FT | 9,858.000 | | | | |
| X6061312 | CONC MEDIAN SURF 5 SP | SQ FT | 15,678.000 | | | | |
| Z0004562 | COMB C C&G REM & REPL | FOOT | 12,995.000 | | | | |
| Z0018500 | DRAINAGE STR CLEANED | EACH | 47.000 | | | | |

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|---------------|-----------------------|-----------------|------------|---|------------|---|-------------|
| Z0030850 | TEMP INFO SIGNING | SQ FT | 51.400 | | | | |
| Z0034105 | MATL TRANSFER DEVICE | TON | 22,289.000 | | | | |
| Z0048665 | RR PROT LIABILITY INS | L SUM | 1.000 | | | | |
| Z0076604 | TRAINEES TPG | HOUR | 1,000.000 | | 10.000 | | 10,000.000 |
| *ADD 20101000 | TEMPORARY FENCE | FOOT | 1,200.000 | | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 323.000 | | | | |
| 20201200 | REM & DISP UNS MATL | CU YD | 6,057.000 | | | | |
| 20400800 | FURNISHED EXCAVATION | CU YD | 221.000 | | | | |
| 20800150 | TRENCH BACKFILL | CU YD | 95.000 | | | | |
| 21101600 | TOPSOIL F & P VAR DP | SQ YD | 16,850.000 | | | | |
| 21101615 | TOPSOIL F & P 4 | SQ YD | 5,713.000 | | | | |
| 21400100 | GRADING & SHAP DITCH | FOOT | 1,400.000 | | | | |
| 25000210 | SEEDING CL 2A | ACRE | 4.630 | | | | |
| 25000400 | NITROGEN FERT NUTR | POUND | 420.000 | | | | |
| 25000500 | PHOSPHORUS FERT NUTR | POUND | 420.000 | | | | |

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|---------------|-------------------------------------|-----------------|--------------------|---|------------|---|-------------|
| 25000600 | POTASSIUM FERT NUTR | POUND | 420.000 | | | | |
| 25100630 | EROSION CONTR BLANKET | SQ YD | 22,564.000 | | | | |
| 28000250 | TEMP EROS CONTR SEED | POUND | 118.000 | | | | |
| *REV 28000305 | TEMP DITCH CHECKS | FOOT | 682.000 | | | | |
| 28000400 | PERIMETER EROS BAR | FOOT | 1,438.000 | | | | |
| *DEL 28000500 | INLET & PIPE PROTECT | EACH | 34.000 | | | | |
| *ADD 28000510 | INLET FILTERS | EACH | 40.000 | | | | |
| *ADD 28100105 | STONE RIPRAP CL A3 | SQ YD | 11.000 | | | | |
| 30300112 | AGG SUBGRADE IMPR 12 | SQ YD | 1,262.000 | | | | |
| 35501316 | HMA BASE CSE 8 | SQ YD | 20.000 | | | | |
| 35501326 | HMA BASE CSE 10 1/2 | SQ YD | 1,139.000 | | | | |
| 35600718 | HMA BC WID 10 1/2 | SQ YD | 122.000 | | | | |
| *DEL 40600200 | BIT-MATLS PR CT | TON | 485.000 | | | | |
| *DEL 40600300 | AGG PR CT | TON | 926.000 | | | | |
| 40600400 | MIX CR JTS FLANGEWYS | TON | 695.000 | | | | |

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|-------------|-----------------------|-----------------|-------------|---|------------|---|-------------|
| 40600827 | P LB MM IL-4.75 N50 | TON | 12,813.000 | | | | |
| 40600895 | CONSTRUC TEST STRIP | EACH | 3.000 | | | | |
| 40600982 | HMA SURF REM BUTT JT | SQ YD | 1,466.000 | | | | |
| 40601005 | HMA REPL OVER PATCH | TON | 1,374.000 | | | | |
| 40603153 | P HMA SC SMA N80 | TON | 22,289.000 | | | | |
| 40603340 | HMA SC "D" N70 | TON | 3,995.000 | | | | |
| 42001300 | PROTECTIVE COAT | SQ YD | 12,774.000 | | | | |
| 44000159 | HMA SURF REM 2 1/2 | SQ YD | 223,327.000 | | | | |
| 44000200 | DRIVE PAVEMENT REM | SQ YD | 20.000 | | | | |
| 44000500 | COMB CURB GUTTER REM | FOOT | 10,847.000 | | | | |
| 44002210 | HMA RM OV PATCH 2 1/2 | SQ YD | 9,814.000 | | | | |
| 44201765 | CL D PATCH T2 10 | SQ YD | 7,104.000 | | | | |
| 44201769 | CL D PATCH T3 10 | SQ YD | 580.000 | | | | |
| 44201771 | CL D PATCH T4 10 | SQ YD | 850.000 | | | | |
| 48102100 | AGG WEDGE SHLD TYPE B | TON | 612.000 | | | | |

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|-------------|-----------------------|-----------------|-----------|---|------------|---|-------------|
| 50105220 | PIPE CULVERT REMOV | FOOT | 99.000 | | | | |
| 54261318 | CONC ES 542001 18 1:3 | EACH | 1.000 | | | | |
| 550A0070 | STORM SEW CL A 1 15 | FOOT | 100.000 | | | | |
| 550A0090 | STORM SEW CL A 1 18 | FOOT | 715.000 | | | | |
| 550A0120 | STORM SEW CL A 1 24 | FOOT | 300.000 | | | | |
| 60200805 | CB TA 4 DIA T8G | EACH | 7.000 | | | | |
| 60204505 | CB TA 5 DIA T8G | EACH | 1.000 | | | | |
| 60250200 | CB ADJUST | EACH | 20.000 | | | | |
| 60251200 | CB ADJ NEW T8G | EACH | 11.000 | | | | |
| 60257900 | MAN RECONST | EACH | 4.000 | | | | |
| 60262700 | INLETS RECONST | EACH | 4.000 | | | | |
| 60404950 | FR & GRATES T24 | EACH | 10.000 | | | | |
| 60406000 | FR & LIDS T1 OL | EACH | 10.000 | | | | |
| 60603800 | COMB CC&G TB6.12 | FOOT | 2,203.000 | | | | |
| 60605000 | COMB CC&G TB6.24 | FOOT | 8,485.000 | | | | |

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|-------------|-----------------------|-----------------|------------|---|------------|---|-------------|
| 67000400 | ENGR FIELD OFFICE A | CAL MO | 6.000 | | | | |
| 67100100 | MOBILIZATION | L SUM | 1.000 | | | | |
| 70102630 | TR CONT & PROT 701601 | L SUM | 1.000 | | | | |
| 70102635 | TR CONT & PROT 701701 | L SUM | 1.000 | | | | |
| 70102640 | TR CONT & PROT 701801 | L SUM | 1.000 | | | | |
| 70200100 | NIGHT WORK ZONE LIGHT | L SUM | 1.000 | | | | |
| 70300100 | SHORT TERM PAVT MKING | FOOT | 45,352.000 | | | | |
| 70300210 | TEMP PVT MK LTR & SYM | SQ FT | 2,493.000 | | | | |
| 70300220 | TEMP PVT MK LINE 4 | FOOT | 57,338.000 | | | | |
| 70300240 | TEMP PVT MK LINE 6 | FOOT | 10,584.000 | | | | |
| 70300250 | TEMP PVT MK LINE 8 | FOOT | 1,908.000 | | | | |
| 70300260 | TEMP PVT MK LINE 12 | FOOT | 3,989.000 | | | | |
| 70300280 | TEMP PVT MK LINE 24 | FOOT | 1,839.000 | | | | |
| 70301000 | WORK ZONE PAVT MK REM | SQ FT | 4,991.000 | | | | |
| 78000100 | THPL PVT MK LTR & SYM | SQ FT | 2,493.000 | | | | |

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|----------------|-----------------------|--------------------|------------|---|------------|---|-------------|
| 78000200 | THPL PVT MK LINE 4 | FOOT | 57,338.000 | | | | |
| 78000400 | THPL PVT MK LINE 6 | FOOT | 10,584.000 | | | | |
| 78000500 | THPL PVT MK LINE 8 | FOOT | 1,908.000 | | | | |
| 78000600 | THPL PVT MK LINE 12 | FOOT | 3,989.000 | | | | |
| 78000650 | THPL PVT MK LINE 24 | FOOT | 1,839.000 | | | | |
| 78100100 | RAISED REFL PAVT MKR | EACH | 2,312.000 | | | | |
| 78300200 | RAISED REF PVT MK REM | EACH | 2,102.000 | | | | |
| 88600600 | DET LOOP REPL | FOOT | 4,593.000 | | | | |
| 89502376 | REBUILD EX HANDHOLE | EACH | 11.000 | | | | |

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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.”

COMPLETION DATE PLUS WORKING DAYS

Effective: September 30, 1985

Revised: January 1, 2007

Revise Article 108.05 (b) of the Standard Specifications as follows:

"When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on, October 31, 2013 except as specified herein.

The Contractor will be allowed to complete all clean-up work and punch list items within 5 working days after the completion date for opening the roadway to traffic. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for clean up work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 or the Special Provision for “Failure to Complete the Work on Time”, if included in this contract, shall apply to both the completion date and the number of working days.

Revised 4-15-2013

RAILROAD PROTECTIVE LIABILITY INSURANCE (BDE)

Effective: December 1, 1986

Revised: January 1, 2006

Description. Railroad Protective Liability and Property Damage Liability Insurance shall be carried according to Article 107.11 of the Standard Specifications. A separate policy is required for each railroad unless otherwise noted.

| NAMED INSURED & ADDRESS | NUMBER & SPEED OF PASSENGER TRAINS | NUMBER & SPEED OF FREIGHT TRAINS |
|--|--|--|
| Iowa Pacific Holdings 118 S. Clinton St Chicago, Il 60661 | 0 | 1 per day@ 10mph |
| DOT/AAR No.: 174 065Y RR Division: | RR Mile Post: 7.80 RR Sub-Division: | |
| For Freight/Passenger Information Contact: Timothy Fuhrer For Insurance Information Contact: Todd Cecil | | Phone: 847-856-9537 Phone: 312-466-0900 Cecilt@iowapacific.com |

Approval of Insurance. The original and one certified copy of each required policy shall be submitted to the following address for approval:

Illinois Department of Transportation
Bureau of Design and Environment
2300 South Dirksen Parkway, Room 326
Springfield, Illinois 62764

The Contractor will be advised when the Department has received approval of the insurance from the railroad(s). Before any work begins on railroad right-of-way, the Contractor shall submit to the Engineer evidence that the required insurance has been approved by the railroad(s). The Contractor shall also provide the Engineer with the expiration date of each required policy.

Basis of Payment. Providing Railroad Protective Liability and Property Damage Liability Insurance will be paid for at the contract unit price per Lump Sum for RAILROAD PROTECTIVE LIABILITY INSURANCE.

Revised 4-15-2013

This provision shall be incorporated directly or by reference into each subcontract approved by the Department.

TEMPORARY EROSION AND SEDIMENT CONTROL (BDE)

Effective: January 1, 2012

Revise the first paragraph of Article 280.04(f) of the Standard Specifications to read:

“(f) Temporary Erosion Control Seeding. This system consists of seeding all erodible/bare areas to minimize the amount of exposed surface area. Seed bed preparation will not be required if the surface of the soil is uniformly smooth and in a loose condition. Light disking shall be done if the soil is hard packed or caked. Erosion rills greater than 1 in. (25 mm) in depth shall be filled and area blended with the surrounding soil. Fertilizer nutrients will not be required.”

Delete the last sentence of Article 280.08(e) of the Standard Specifications.

Revised 4-15-2013

WORK RESTRICTIONS

The contractor shall be required to perform all roadway work on IL Route 83 between the hours of 8:00 PM and 5:00 AM from Monday through Friday with a one lane closure allowed between the hours of 8:00 PM to 5:00 AM and a two lane closure allowed between the hours of 11:00 PM to 5:00 AM. There are no restrictions on Saturday and Sunday.

The exceptions to the work time and lane closure restrictions are as follows:

- The contractor will be allowed one inside lane closure on IL Route 83 between the daytime hours of 9:00 AM and 3:00 PM and night time hours of 8:00 PM to 5:00 AM to complete the proposed median work.
- The contractor will be allowed one inside lane closure on IL Route 83 for the construction of the left turn lane extensions on IL Route 83 between the daytime hours of 9:00 AM and 3:00 PM and night time hours of 8:00 PM to 5:00 AM. The proposed aggregate subgrade shall be placed within three (3) calendar days once excavation for the turn lane extensions has been started.
- The contractor will be allowed one southbound outside lane and shoulder closure on IL Route 83 between the daytime hours of 9:00 AM and 3:00 PM and night time hours of 8:00 PM to 5:00 AM to complete the proposed drainage work between Mark Street and Devon Avenue.
- The construction of the proposed sewer crossing IL Route 83 shall be performed under the night time hours of 8:00 PM to 5:00 AM. A one lane closure will be allowed between the hours of 8:00 PM to 5:00 AM. A two lane closure will be allowed between the hours of 11:00 PM to 5:00 AM.
- The contractor will not be allowed simultaneous lane closures for the drainage work and the median/left turn lane extension work.

There are no work hour restrictions for any of the above work on Saturday and Sunday.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

Failure to Open Traffic Lanes to Traffic: Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified above, the Contractor shall be liable and shall pay to the Department the amount of \$250 per lane blocked, not as a penalty but as liquidated and ascertained damages, for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time.

Added 4-15-2013

HOT-MIX ASPHALT – PRIME COAT (BMPR)

Effective: February 19, 2013

Revise Note 1 of Article 406.02 of the Standard Specifications to read:

“Note 1. The bituminous material used for prime coat shall be one of the types listed in the following table. When more than one type is shown for a particular application, the Engineer reserves the right to specify the type which shall be used.

When emulsified asphalts are used, any dilution with water shall be performed by the emulsion producer. The emulsified asphalt shall be thoroughly agitated within 24 hours of application and show no separation of water and emulsion.

| Application | Bituminous Material Types |
|---|--|
| Prime Coat on Brick, Concrete, or HMA Bases | SS-1, SS-1h, SS-1hP, SS-1vh, CSS-1, CSS-1h, CSS-1hP, HFE-90, RC-70 |
| Prime Coat on Aggregate Bases | MC-30, PEP” |

Revise Article 406.05(b) of the Standard Specifications to read:

“(b) Prime Coat. The bituminous material shall be prepared according to Article 403.05 and applied according to Article 403.10. The use of RC-70 shall be limited to air temperatures less than 60 °F (15 °C).”

“(1) Brick, Concrete or HMA Bases. The base shall be cleaned of all dust, debris and any substance that will prevent the prime coat from adhering to the base. Cleaning shall be accomplished by sweeping and vacuuming or sweeping and air blasting methods, as approved by the Engineer. The base shall be free of standing water at the time of application. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface as specified in the following table.

| Type of Surface to be Primed | Residual Asphalt Rate lb/sq ft (kg/sq m) |
|--|---|
| Milled HMA, Aged Non-Milled HMA, Milled Concrete, Non-Milled Concrete & Tined Concrete | 0.05 |
| Fog Coat between HMA Lifts, IL-4.75 & Brick | 0.025 |

The bituminous material for the prime coat shall be placed one lane at a time. The primed lane shall remain closed until the prime coat is fully cured and does not pickup under traffic. When placing prime coat through an intersection where it is not possible to keep the lane closed, the prime coat may be covered immediately following its application with fine aggregate mechanically spread at a uniform rate of 2 to 4 lb/sq yd (1 to 2 kg/sq m).

(2) Aggregate Bases. The prime coat shall be applied uniformly and at a rate that will provide a residual asphalt rate on the prepared surface of 0.25 lb/sq ft ± 0.01 (1.21 kg/sq m ± 0.05).

Added 4-15-2013

The prime coat shall be permitted to cure until the penetration has been approved by the Engineer, but at no time shall the curing period be less than 24 hours for MC-30 or four hours for PEP. Pools of prime occurring in the depressions shall be broomed or squeegeed over the surrounding surface the same day the prime coat is applied.

The base shall be primed 1/2 width at a time. The prime coat on the second half/width shall not be applied until the prime coat on the first half/width has cured so that it will not pick up under traffic.

The asphalt binder rate will be verified a minimum of once per type of surface to be primed as specified herein for which at least 2000 tons of HMA will be placed. The test will be according to the "Determination of Residual Asphalt in Prime and Tack Coat Materials" test procedure.

Prime coat shall be fully cured prior to placement of HMA to prevent pickup by haul trucks or paving equipment. If pickup occurs, paving shall cease in order to provide additional cure time.

Prime coat shall be placed no more than five days in advance of the placement of HMA. If after five days loss of prime coat is evident prior to covering with HMA, additional prime coat shall be placed as determined by the Engineer at no additional cost to the Department."

Revise the second paragraph of Article 406.13(b) of the Standard Specifications to read:

"Aggregate for covering prime coat will not be measured for payment."

Revise the first paragraph of Article 406.14 of the Standard Specifications to read:

"Prime Coat will be paid for at the contract unit price per pound (kilogram) of residual asphalt applied for BITUMINOUS MATERIALS (PRIME COAT), POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) or NON-TRACKING BITUMINOUS MATERIALS (PRIME COAT)."

Revise Article 1032.02 of the Standard Specifications to read:

"1032.02 Measurement. Asphalt binders, emulsified asphalts, rapid curing liquid asphalt, medium curing liquid asphalts, slow curing liquid asphalts, asphalt fillers, and road oils will be measured by weight.

A weight ticket for each truck load shall be furnished to the inspector. The truck shall be weighed at a location approved by the Engineer. The ticket shall show the weight of the empty truck (the truck being weighed each time before it is loaded), the weight of the loaded truck, and the net weight of the bituminous material.

When emulsion is used, the proportions of emulsion and any water added to the emulsion shall be shown on the Bill of Lading.

Added 4-15-2013

Payment will not be made for bituminous materials in excess of 105 percent of the amount specified by the Engineer.”

Add the following to the table in article 1032.04 of the Standard Specifications:

| | | |
|---------|-----------|----------|
| “SS-1vh | 160 - 180 | 70 – 80” |
|---------|-----------|----------|

Add the following to Article 1032.06 of the Standard Specifications:

“(g) Non Tracking Emulsified Asphalt SS-1vh:

| Requirements for SS-1vh | | | |
|---------------------------------------|-----|-----------|--------------------|
| Test | | SPEC | AASHTO Test Method |
| Saybolt Viscosity @ 25C, | SFS | 20-200 | T 72 |
| Storage Stability, 24hr., | % | 1 max. | T 59 |
| Residue by Evaporation, | % | 50 min. | T 59 |
| Sieve Test, | % | 0.3 max. | T 59 |
| Tests on Residue from Evaporation | | | |
| Penetration @25°C, 100g., 5 sec., dmm | | 20 max. | T 49 |
| Softening Point, | °C | 65 min. | T 53 |
| Solubility, | % | 97.5 min. | T 44 |
| Orig. DSR @ 82°C, | kPa | 1.00 min. | T 315” |

Revise the last table of Article 1032.06 to read:

| “Grade | Use |
|---|------------------------------------|
| SS-1, SS-1h, CSS-1, CSS-1h, HFE-90, SS-1hP, CSS-1hP, SS-1vh | Prime or fog seal |
| PEP | Bituminous surface treatment prime |
| RS-2, HFE-90, HFE-150, HFE-300, CRSP, HFP, CRS-2, HFRS-2 | Bituminous surface treatment |
| CSS-1h Latex Modified | Microsurfacing” |

Added 4-15-2013