



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

May 30, 2007

SUBJECT: FAP Route 789 (IL 143)
Project F-0789 (047)
Section 56RS-1
Madison County
Contract No. 76219
Item No. 18, June 15, 2007 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 pages 1 and 35 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,

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: Mary C. Lamie, Region 5, District 8; Roger Driskell; Estimates; Design & Environment File

TBW:DB:jc

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAP Route 789 (IL 143); Section 56RS-1; Madison County; Contract No. 76219 and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

LOCATION OF PROJECT

IL 143 from Park Drive in Edwardsville to East of I-55.

DESCRIPTION OF PROJECT

This project consists of patching, milling and resurfacing. Items of work include: Pavement Patching 12", Leveling Binder (MM), Hot Mix Asphalt Surface Course, Hot Mix Asphalt Surface Removal, Strip Reflective Crack Control Treatment, Aggregate Shoulders, Gutter Removal and Replacement, Raised Reflective Pavement Marker Removal and Replacement, Thermoplastic Pavement Marking, Traffic Control and all necessary and collateral work required to complete the project.

COMPLETION DATE

The Contractor for this project is advised that the construction activities for this improvement will be governed by a completion date of November 1, 2007, as specified in Article 108.05 of the Standard Specifications.

In the event that all work except as herein specified is not completed by the specified completion date, liquidated damages for each calendar day will be deducted based upon the total contract amount using the schedule in Article 108.09 of the Standard Specifications.

All roadway and shoulder work items shall be completed by the completion date with the exception of permanent pavement marking and raised reflective pavement markers which shall be completed within the allotted working days.

MONTHLY LABOR SUMMARY AND ACTIVITY REPORTING SYSTEM

Effective: 1-1-1995

Revised June 2001

I. Monthly Labor Summary Report, Form SBE 148

Revised 05/30/2007

PARTIAL DEPTH PATCHING

Description. This work shall consist of partial depth removal of the existing pavement structure and replacement with hot-mix asphalt at the locations shown on the plans or as directed by the Engineer.

Materials. The bituminous prime coat and hot-mix asphalt mixture shall be according to Section 406 of the Standard Specifications.

Equipment. The machine used for milling shall be a self-propelled milling machine capable of milling to the specified depth without damaging the adjacent pavement that is to remain in place. Rollers used to compact the hot-mix asphalt mixture shall be according to Article 442.03 of the Standard Specifications. Cleaning equipment shall be a mechanical sweeper according to Article 1101.03 of the Standard Specifications or air equipment capable of applying compressed air, at a minimum 690 kPa(100psi), and shall have sufficient flow rate to remove all disturbed pavement debris. Air equipment shall meet the requirements of ASTM D 4285.

CONSTRUCTION REQUIREMENTS

General. Disposal of waste materials shall be according to Article 202.03 of the Standard Specifications.

Partial depth removal of the pavement shall be accomplished by the use of a milling machine. Debris from the milling operation shall be removed from the patch area by air equipment or mechanical sweeper and shall remove all disturbed pavement debris and any loose and/or unsound hot-mix asphalt.

When the Engineer determines the exposed pavement will be suitable for a partial depth patch, a bituminous prime coat shall be applied according to Article 406.05(b) of the Standard Specifications.

The prepared patch shall be filled with hot-mix asphalt with a maximum lift thickness of 3 inches. Where more than one lift is needed, the top lift shall be a minimum of 2 inches thick. At the option of the Contractor, the 2 inch top layer may be constructed using hot-mix asphalt surface course. The hot-mix asphalt shall be compacted to the satisfaction of the Engineer.

Patches opened to traffic which are high or become rough by rutting, shoving, or heaving shall be corrected by trimming off high areas and/or filling depressions. Filled areas shall be rolled again. Trimming high patches or filling in depressions on rough patches shall be at the Contractor's expense.

Method of Measurement. Partial depth removal of the pavement will be measured in square yards of the thickness specified.

Hot-mix asphalt mixtures for partial depth patching of pavement will be measured in tons.

Revised 05/30/2007