

ADDENDUM No. 1

May 8, 2019

Subject: Village of Antioch 2019 Resurfacing Program
Section Number: 20-00000-01-GM
May 14, 2019 Letting

To Prospective Bidders:

Revision to the Project Quantities:

1. The project quantities have been revised to include the additional pay item for "Pulverization, 8 Inch", therefore
 - **Replace the "Schedule of Prices, BLR 12200a" from the original proposal booklet with the enclosed revised "Schedule of Prices, BLR 12200a".**
 - **Replace the "Schedule of Quantities" from the original proposal booklet with the enclosed revised "Schedule of Quantities".**

Revision to the Special Provisions:

1. The project Special Provision for "Pulverization, 8 Inch" has been added, therefore
 - **Add the enclosed PULVERIZATION special provision (IDOT LR 400-8) to the original proposal booklet.**

Revision to the Typical Sections:

1. The project Typical Sections have been revised to include Pulverization, 8 Inch on Little Windsor Drive, therefore
 - **Add the enclosed "Typical Section 2B" to the original proposal booklet.**

Contractors must utilize the enclosed material when preparing their bid. The signed copy of ADDENDUM No. 1 must be included with the submitted Proposal.

No Proposal shall be considered responsive nor shall any Proposal be considered unless the appropriate space for acknowledgement of the addendum is completed in the original bid package and unless the Proposal is accompanied by a signed copy of this ADDENDUM No. 1. The signed copy of ADDENDUM No. 1 shall be attached to the Proposal.

The undersigned agrees to be bound by the modifications made within this ADDENDUM No. 1, and hereby waives any and all claims based upon the additional or modified information contained herein.

Acknowledgement of ADDENDUM No. 1

Company Name: _____

Signature of Company Representative: _____



SCHEDULE OF PRICES

A bid will be declared unacceptable if neither a unit price nor total price is shown.

County LAKE
 Local Public Agency ANTIOCH
 Section 20-00000-01-GM
 Route VARIOUS

Schedule for Multiple Bids

Combination Letter	Sections Included in Combinations	Total

Schedule for Single Bid

(For complete information covering these items, see plans and specifications)

Bidder's Proposal for making Entire Improvements
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Item No.	Items	Unit	Quantity	Unit Price	Total
1	BITUMINOUS MATERIALS (TACK COAT)	POUND	32,556		
2	BITUMINOUS MATERIALS (PRIME COAT)	POUND	5,693		
3	POLYMERIZED LEVELING BINDER (M.M.), IL-4.75, N50	TON	2,090		
4	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	350		
5	HOT-MIX ASPHALT SURFACE COURSE, MIX 'D', N50	TON	5,270		
6	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT	SQ YD	1,234		
7	HOT-MIX ASPHALT SURFACE REMOVAL, 1-1/2 INCH	SQ YD	1,600		
8	HOT-MIX ASPHALT SURFACE REMOVAL, 2 INCH	SQ YD	19,255		
9	HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/4 INCH	SQ YD	26,530		
10	HOT-MIX ASPHALT SURFACE REMOVAL, 3-1/2 INCH, SPECIAL	SQ YD	1,900		
11	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH 0 TO 2-1/4 INCH	SQ YD	120		
12	LONGITUDINAL JOINT SEALANT	FOOT	17,055		
13	PAVEMENT PATCHING (PARTIAL DEPTH), 3 INCH	SQ YD	943		
14	PAVEMENT PATCHING (PARTIAL DEPTH), 6 INCH	SQ YD	487		
15	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,035		
16	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,035		
17	HOT-MIX ASPHALT SURFACE REMOVAL, DRIVEWAY BUTT JOINT	SQ YD	1,236		
18	AGGREGATE SHOULDERS, TYPE B	TON	190		
19	AGGREGATE BASE COURSE REMOVAL AND REPLACEMENT, 12 INCH	SQ YD	972		
20	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	29		
21	SEEDING, SPECIAL	SQ YD	290		
22	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1		
23	PULVERIZATION, 8 INCH	SQ YD	630		

State of Illinois
Department of Transportation
Bureau of Local Roads and Streets

SPECIAL PROVISION
for
PULVERIZATION

January 24, 2017

All references to Divisions, Sections or Articles in this Special Provision shall be construed to mean specific Divisions, Sections or Articles of the Standard Specifications for Road and Bridge Construction, adopted by the Department of Transportation.

Description. The pulverization process shall be limited to low volume streets and roadways with an average daily traffic less than or equal to 400. This work shall consist of pulverizing the bituminous layers and/or portions of the aggregate base material to a specified depth and maximum size. Additional aggregate or reclaimed asphalt pavement shall be blended in as required. The pulverized pavement will be graded and compacted and used as an Aggregate Base Course.

Materials. Materials shall be according to the following Articles of Division 1000 – Materials

Item	Article/Section
(a) Water.....	1002
(b) Coarse Aggregates.....	1004
(c) Reclaimed Asphalt Pavement (Note 1).....	1031

Note 1. Reclaimed asphalt pavement (RAP) from Conglomerate "D" Quality or better RAP stockpiles as specified in Article 1031.02 or from milling of the existing roadway may be used as shown on the plans. The RAP material shall not exceed the maximum size requirement of the cold pulverized material.

Equipment. Equipment shall be according to the following Articles of Division 1100 – Equipment

Item	Article/Section
(a) Self-Propelled Pneumatic-Tired Rollers (Note 1).....	1101.01(c)
(b) Vibratory Roller (Note 2).....	1101.01(g)
(c) Motor Grader.....	1101.05
(d) Aggregate Spreaders.....	1102.04
(e) Self-Propelled Vibratory Padfoot Roller (Note 3)	
(f) Self-Propelled Reclaimer (Note 4)	

Note 1. The self-propelled pneumatic-tired roller shall have a gross weight of not less than 25 tons (23 metric tons).

Note 2. The double drum vibratory steel roller shall have a gross weight of not less than 10 tons (9 metric tons).

Note 3. The self-propelled vibratory pad foot roller shall have 84 in. (2133 mm) wide drums and gross weight of not less than 10 tons (9 metric tons). A front mounted blade is recommended for back-dragging.

Note 4. The self-propelled reclaimer shall be capable of fully pulverizing the existing pavement to the depth required, incorporating water, and mixing the materials to produce a homogeneous material. The minimum power of the self-propelled reclaimer shall be 500 hp (373 kW). The self-propelled reclaimer shall be capable of reclaiming not less than 8 ft (2.4 m) wide and up to 12 in. (305 mm) deep in each pass. The self-propelled reclaimer shall have a system for adding water with a full-width spray bar consisting of a positive displacement pump interlocked to the self-propelled reclaimer's ground speed so the amount of water being added is automatically adjusted with changes to the self-propelled reclaimer's ground speed. Individual valves on the spray bar shall be capable of being turned off as necessary to minimize water overlap on subsequent passes.

Pulverization, Shaping, and Compacting.

The existing bituminous layers and aggregate base material shall be pulverized, to the depth required, by the self-propelled reclaimer and shaped by the motor grader to the proposed crown according to the plans. If additional aggregate is required to meet the proposed grade line, this material shall be added prior to pulverization and thoroughly blended during the pulverization process. All of the pulverized material shall pass the 1-1/2 in. sieve. The pulverized and shaped material shall be compacted to the satisfaction of the Engineer. The moisture content shall be sufficient to prevent segregation of the pulverized materials. Water should be added as required by the Engineer to obtain compaction satisfactory to the Engineer.

Quality Control / Quality Assurance (QC/QA).

- 1) Quality Control by the Contractor. The Contractor shall perform or have performed the inspection and tests required to assure conformance of the contract requirements. Control includes the recognition of obvious defects and their immediate correction. This may require increased testing, communication of test results to the job site, modification of operations, suspension of the work, or other actions appropriate.

The Engineer shall be immediately notified of any failing tests and subsequent remedial action. Passing tests shall be reported to the Engineer no later than the start of the next work day.

- 2) Quality Assurance by the Engineer. The Engineer will conduct independent assurance tests on split samples taken by the Contractor for quality control testing. In addition, the Engineer will witness the sampling and splitting of these samples and will immediately retain witnessed split samples for quality assurance testing.

3) Test Methods

- a) Depth of Pulverization. The nominal depth measured at the centerline shall be required.
- b) Maximum Particle Size. Sampling shall be done at three randomly located test holes across the width of the pulverized material per test site. Sampling / testing should be done immediately behind the self-propelled reclaimer machine. Caution should be used to avoid obtaining subgrade material with the pulverized material from the test holes. All of the pulverized material shall pass through a 1-1/2 in. sieve.
- c) Compaction and Stability. A proof rolling test is to be conducted using a standard proof rolling vehicle to assess the quality of the road. The test vehicle for proof rolling shall consist of a tandem axle truck loaded to a minimum gross weight of 40,000 lb (18,100 kg). Proof rolling shall consist of 10 passes in each lane of the completed pulverized base course. Failure of the proof rolling test will be indicated by ruts in excess of one half inch (1/2 in). Any failures in the base that occur during the proof rolling shall be immediately repaired and shall be subjected to an additional five passes of the test vehicle after the initial 10 passes are completed. This process shall be repeated, if necessary, until all failed areas pass the proof rolling. A nuclear density test is permitted when the proof rolling test is not a viable option.
- d) Frequency. The following list provides the minimum frequency for tests; however, the Engineer may increase the testing frequency if the construction process is experiencing problems or unknown conditions are encountered.

Depth of Pulverization	- QC 1 per 500 ft (150 m)
	- QA 1 per 1000 ft (300 m)
Maximum Particle Size	- QC 1 per 0.5 day production
	- QA 1 per 1.0 day production
Compaction and Stability	- QC 1 per 0.25 mile (0.4 km)
	- QA 1 per 1.0 mile (1.6 km)

Method of Measurement.

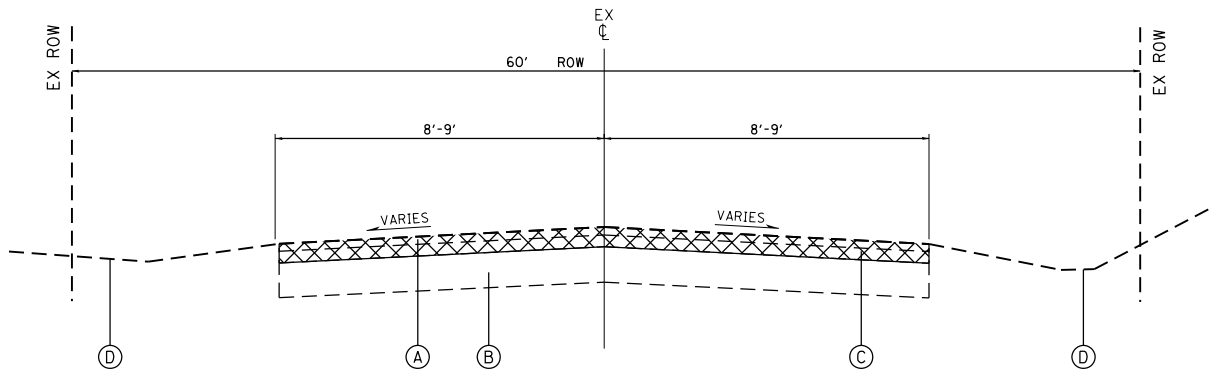
Pulverization will be measured in square yards (square meters) using the centerline length and width from outside to outside of completed pavement.

If additional Coarse Aggregate is required, it will be measured in tons (metric tons) according to the requirements of Article 311.08(b).

Basis of Payment.

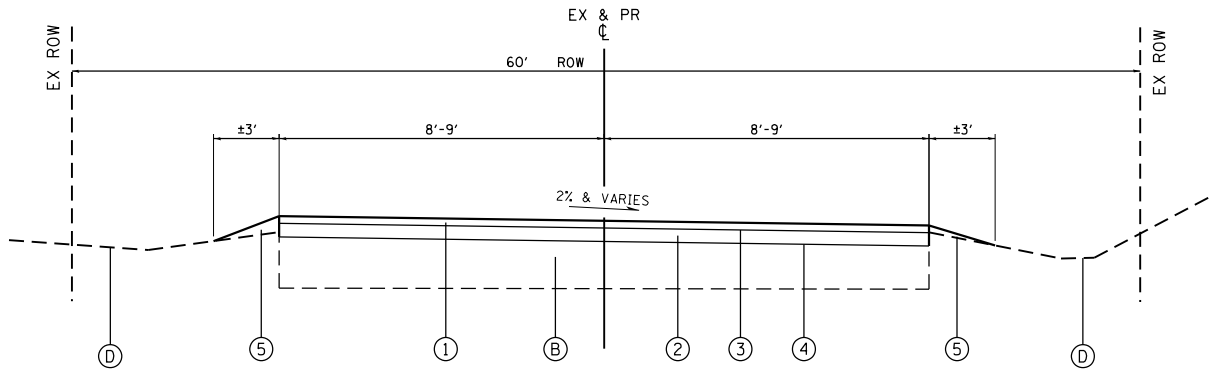
The pulverization will be paid for at the contract unit price per square yard (square meter) for PULVERIZATION, of the thickness specified.

The coarse aggregate or reclaimed asphalt pavement will be paid for at the contract unit price per ton (metric ton) for AGGREGATE BASE REPAIR.



EXISTING TYPICAL SECTION

LITTLE WINDSOR DRIVE



PROPOSED TYPICAL SECTION

LITTLE WINDSOR DRIVE

EXISTING LEGEND

- (A) EXISTING HOT-MIX ASPHALT PAVEMENT, 3-1/2"±
- (B) EXISTING AGGREGATE BASE COURSE, 10"±
- (C) PULVERIZATION, 8 INCH
- (D) EXISTING GROUND

NOTES:

UNDERCUT LOCATIONS WILL BE DETERMINED BY THE ENGINEER.

CONTRACTOR MAY NEED TO REGRADE ROADWAY PROFILE TO MAINTAIN PROPER DRAINAGE.

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50; 1-3/4"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 2-1/4"
- (3) BITUMINOUS MATERIALS (TACK COAT)
- (4) BITUMINOUS MATERIALS (PRIME COAT)
- (5) SEEDING (SPECIAL)

REVISIONS		
#	DATE:	BY:
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10.		



HRGreen.com
 Illinois Professional Design Firm
 # 184-001322

**VILLAGE OF
 ANTIOCH
 2019 ROAD PROGRAM**

SHEET ORIENTATION

DATE: 05/07/19		
HORIZ. SCALE: N.T.S.		
DWN. BY:	DSN. BY:	CHK. BY:
SECTION NO. 20-00000-01-GM		
SHEET NO.		

2B