



**Addendum No. 2**  
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**DATE: March 8, 2021**

Joliet Junior  
College 1215  
Houbolt Road  
Joliet, IL 60431

**TO:** Prospective Bidders  
**SUBJECT:** Parking Lot Improvements  
**JJC PROJECT NO.:** B20040

This Addendum forms a part of the Bidding and Contract Documents and modifies the original bidding document as posted on the JJC website. Acknowledge receipt of this addendum in the space provided on the Bid Form. FAILURE TO DO SO MAY SUBJECT BIDDER TO DISQUALIFICATION.

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The purpose of this addendum is to clarify questions, which were emailed to purchasing.

1. Is there a specification for the crack-filling material to be used on the outer ring road?  
*Answer: We are using the IDOT Standard Specifications for crack-filling material.*
2. The Engineer's Estimate of Quantities shows the unit for crack-filling the outer ring road as LS (lump sum) - meaning any crack 1/8" or greater within the limits shall be routed and filled. Is there any estimated in lineal feet that will need crack-filling? Or will it be up to the contractor to determine the estimated quantity?  
*Answer: There is no estimated lineal footage provided, it is up to the contractor.*
3. Are any unit prices going to be required to be submitted with the base bid?  
*Answer: No unit prices are being requested.*
4. Is the intention of the contract to re-stripe the pavement markings on the outer ring road entirely? Or just as-needed where effected by the crack-filling? The engineer's estimate of quantities shows 1.0 LF of pavement marking.  
*Answer: The unit noted in the engineer's estimated quantities should read LS. The total length is to be re-striped.*

The revised specification for crack filling is attached to this addendum.

**End of Addendum #2**

## SECTION 32 12 20 – CRACK SEALING HOT-MIX ASPHALT PAVEMENT

### PART 1 GENERAL

#### 1.01 WORK INCLUDES

A. General Trades Contractor to provide:

1. This work shall consist of routing, cleaning, and sealing transverse and longitudinal reflected cracks in existing hot-mix asphalt (HMA) pavement.
2. Materials: Materials shall be according to the following:

Item	Article/Section
(a) Hot-Poured Joint Sealer.....	1050.02

3. Equipment: The routing machine shall have a steel, circular cutting head with carbide tipped cutters mounted radially. The machine shall be capable of routing a uniform, square shape approximately  $\frac{3}{4}$  x  $\frac{3}{4}$  in. (20 x 20 mm) in either a straight or irregular line.

The kettle used for heating the sealer shall be double-jacketed.

#### 1.02 RELATED REQUIREMENTS

- A. Section 01 45 29 "Testing Laboratory Services" for testing of asphalt surfaces.
- B. Section 02 41 00 "Demolition" for demolition of existing asphalt pavements.
- C. Section 31 10 00 "Site Clearing" for the removal of existing materials on site.
- D. Section 31 20 00 "Earth Moving" for excavating, backfilling, site grading, and for site utilities.
- E. Section 31 23 13 "Subgrade Preparation" for preparation of subgrade prior to placing asphalt.
- F. Section 32 12 16 "Asphalt Paving" for Hot-Mix requirements.
- G. Section 32 11 23 "Aggregate Base Courses" for placement of aggregate base before paving.

#### 1.03 REFERENCE STANDARDS

- A. IDOT Standard Specifications for Road and Bridge Construction, including all supplements, Latest edition, Section 451 Articles 451.01 through

## 1.04 SUBMITTALS

- A. Bill(s) of Lading for Bituminous Material

## 1.05 QUALITY ASSURANCE

- A. All Sealant used on this project meets the requirement of the IDOT Standard Specifications for Road and Bridge Construction, latest edition Section 1050.02.

## PART 2 PRODUCTS

### 2.01 MATERIALS

- A. In accordance with Article 451.02 and 1050.02 of the IDOT Standard Specifications for Road and Bridge Construction, including all supplements, Latest edition.

## PART 3 EXECUTION

### 3.01 EQUIPMENT

- A. In accordance with Article 451.03 of IDOT Standard Specifications for Road and Bridge Construction, including all supplements, Latest edition.

### 3.02 CONSTRUCTION REQUIREMENTS

- A. Primary transverse and longitudinal working cracks shall be routed, cleaned, and sealed. Any adjacent secondary cracks shall be only cleaned and sealed as directed by the Engineer.
- B. Cracks shall be routed following the crack as nearly as possible, approximately  $\frac{3}{4}$  in. (20 mm) wide by  $\frac{3}{4}$  in. (20 mm) deep as close to a 1:1 ratio as possible. Immediately ahead of sealer placement, dust and debris shall be blown from the crack with a power brush/blower or with compressed air with a minimum pressure of 90 psi (620 kPa). When compressed air is used, the pneumatic tool lubricator must be bypassed and a filter installed on the discharge valve to keep water and oil out of the lines.
- C. The hot-poured joint sealer shall be continuously and mechanically agitated during heating. The sealer shall be applied using the methods and equipment recommended by the manufacturer except it shall only be placed when the air temperature in the shade is 40° F (5° C) or greater.
- D. Existing raised reflective pavement markers shall be protected during the crack sealing operations. Tracking of sealant material will not be allowed. If sealant materials are applied to the markers, such material shall be removed.
- E. Sealant shall be placed in the clean, dry crack. The crack shall be slightly overfilled and immediately squeegeed to provide a "band-aid" type effect approximately 2 in. (50 mm) wide, flush with the pavement surface, and with the edges feathered out.
- F. The sealant shall be allowed to cure before opening to traffic. When approved by the Engineer, the sealant may be dusted with fine sand, Portland cement, or mineral filler to prevent tracking.

### 3.03 METHOD OF MEASUREMENT

- A. Crack Routing and filing will be measured for payment as lump sum for the area designated on the plans.

END OF SECTION 321220