



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 11, 2012

SUBJECT: FAS Route 733 (US 67)  
Project ACNHRS-0733(112)  
Section (62,48)RS-3, 50RS-2  
Greene County  
Contract No. 76F25  
Item No. 31, September 21, 2012 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 sheets 3 and 4 of the Plans to correct the funding split.
2. Revised page 9 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,

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.'.

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

cc: Omer M. Osman, Region 5, District 8; Mike Renner; Estimates

TBW/DB

“When hydrated lime is used as the anti-strip additive, a separate bin or tank and feeder system shall be provided to store and accurately proportion the lime onto the aggregate either as a slurry, as dry lime applied to damp aggregates, or as dry lime injected onto the hot aggregates prior to adding the liquid asphalt cement. If the hydrated lime is added either as a slurry or as dry lime on damp aggregates, the lime and aggregates shall be mixed by a power driven pugmill to provide a uniform coating of the lime prior to entering the dryer. If dry hydrated lime is added to the hot dry aggregates in a drum plant, the lime will be added in such a manner that the lime will not become entrained into the air stream of the dryer and that thorough dry mixing will occur prior to the injection point of the liquid asphalt. When a batch plant is used, the hydrated lime shall be added to the mixture in the weigh hopper or as approved by the Engineer.”

Basis of Payment. Revise the seventh paragraph of Article 406.14 of the Standard Specifications to read:

“For mixes designed and verified under the Hamburg Wheel criteria, the cost of furnishing and introducing anti-stripping additives in the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

If an anti-stripping additive is required for any other HMA mix, the cost of the additive will be paid for according to Article 109.04. The cost incurred in introducing the additive into the HMA will not be paid for separately, but shall be considered as included in the contract unit price of the HMA item involved.

No additional compensation will be awarded to the Contractor because of reduced production rates associated with the addition of the anti-stripping additive.”

**HOT MIX ASPHALT QUALITY CONTROL FOR PERFORMANCE (BMPR)**

Effective: January 1, 2012

Description. This special provision describes the procedures for production, placement and payment of hot-mix asphalt (HMA). This work shall be according to the Standard Specifications except as modified herein. This special provision shall apply to HMA mixtures as listed in the following table.

Mixture/Use:	Level Binder Machine Method N70
Location:	US 67 – Contract 76F25 - <b>4668</b> tons
Mixture/Use:	Hot Mix Asphalt Surface Course Mix “D” N70
Location:	US 67 – Contract 76F25 – <b>9865</b> tons
Mixture/Use:	
Location:	

Revised 9/11/2012