



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 4, 2013

SUBJECT: FAP Route 303(IL 173)
Project HSIP-0303(055)
Section 134-N-1
Lake County
Contract No. 60L28
Item No. 16, June 14, 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. Revised page ii of the Table of Contents to the Special Provisions.
2. Added pages 265-266 to 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.", with a small "P.E." to the right.

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

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

dp

GRANULAR MATERIALS (BDE)	110
HOT-MIX ASPHALT - DENSITY TESTING OF LONGITUDINAL JOINTS (BDE).....	110
LIQUIDATED DAMAGES (BDE)	112
PAVEMENT MARKING REMOVAL (BDE).....	112
PAVEMENT PATCHING (BDE)	112
PAVEMENT REMOVAL (BDE)	113
PAYMENTS TO SUBCONTRACTORS (BDE).....	113
PLACING AND CONSOLIDATING CONCRETE (BDE).....	114
PORTLAND CEMENT CONCRETE (BDE).....	117
QUALITY CONTROL/QUALITY ASSURANCE OF CONCRETE MIXTURES (BDE).....	152
REMOVAL AND DISPOSAL OF SURPLUS MATERIALS (BDE)	166
SUBCONTRACTOR MOBILIZATION PAYMENTS (BDE)	166
TEMPORARY EROSION AND SEDIMENT CONTROL (BDE).....	167
TRACKING THE USE OF PESTICIDES (BDE)	167
TRAFFIC CONTROL DEFICIENCY DEDUCTION (BDE)	167
UTILITY COORDINATION AND CONFLICTS (BDE)	168
WARM MIX ASPHALT (BDE)	173
WEEKLY DBE TRUCKING REPORTS (BDE)	178
STORM WATER POLLUTION PREVENTION PLAN	179
BITUMINOUS MATERIALS COST ADJUSTMENTS (BDE) (RETURN FORM WITH BID).....	187
STEEL COST ADJUSTMENT (BDE) (RETURN FORM WITH BID)	190
IEPA FORM 663	194
GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D-1).....	265

GROUND TIRE RUBBER (GTR) MODIFIED ASPHALT BINDER (D-1)

Effective: June 26, 2006

Revised: January 1, 2013

Add the following to the end of article 1032.05 of the Standard Specifications:

“(c) Ground Tire Rubber (GTR) Modified Asphalt Binder. A quantity of 10.0 to 14.0 percent GTR (Note 1) shall be blended by dry unit weight with a PG 64-28 to make a GTR 70-28 or a PG 58-28 to make a GTR 64-28. The base PG 64-28 and PG 58-28 asphalt binders shall meet the requirements of Article 1032.05(a). Compatible polymers may be added during production. The GTR modified asphalt binder shall meet the requirements of the following table.

Test	Asphalt Grade GTR 70-28	Asphalt Grade GTR 64-28
Flash Point (C.O.C.), AASHTO T 48, °F (°C), min.	450 (232)	450 (232)
Rotational Viscosity, AASHTO T 316 @ 275 °F (135 °C), Poises, Pa-s, max.	30 (3)	30 (3)
Softening Point, AASHTO T 53, °F (°C), min.	135 (57)	130 (54)
Elastic Recovery, ASTM D 6084, Procedure A (sieve waived) @ 77 °F, (25 °C), aged, ss, 100 mm elongation, 5 cm/min., cut immediately, %, min.	65	65

Note 1. GTR shall be produced from processing automobile and/or light truck tires by the ambient grinding method. GTR shall not exceed 1/16 in. (2 mm) in any dimension and shall contain no free metal particles or other materials. A mineral powder (such as talc) meeting the requirements of AASHTO M 17 may be added, up to a maximum of four percent by weight of GTR to reduce sticking and caking of the GTR particles. When tested in accordance with Illinois modified AASHTO T 27, a 50 g sample of the GTR shall conform to the following gradation requirements:

Sieve Size	Percent Passing
No. 16 (1.18 mm)	100
No. 30 (600 μm)	95 ± 5
No. 50 (300 μm)	> 20

Added pages 6-4-13

Add the following to the end of Note 1. of article 1030.03 of the Standard Specifications:

“A dedicated storage tank for the Ground Tire Rubber (GTR) modified asphalt binder shall be provided. This tank must be capable of providing continuous mechanical mixing throughout by continuous agitation and recirculation of the asphalt binder to provide a uniform mixture. The tank shall be heated and capable of maintaining the temperature of the asphalt binder at 300 °F to 350 °F (149 °C to 177 °C). The asphalt binder metering systems of dryer drum plants shall be calibrated with the actual GTR modified asphalt binder material with an accuracy of ± 0.40 percent.”

Revise 1030.02(c) of the Standard Specifications to read:

“(c) RAP Materials (Note 3)1031”

Add the following note to 1030.02 of the Standard Specifications:

Note 3. When using reclaimed asphalt pavement and/or reclaimed asphalt shingles, the maximum asphalt binder replacement percentage shall be according to the most recent special provision for recycled materials.