



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 4, 2012

SUBJECT: FAP Routes 322 & 325 (US 51 & IL 16)
Project F-NHF-000S (894)
Section (14) RS-4 & (43) RS-7
Christian County
Contract No. 72F38
Item No. 40, June 15, 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 page i of the Table of Contents to the Special Provisions.
2. Revised page 3 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 cursive script, reading "Ted B. Walschleger P.E.".

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

cc: Roger Driskell, Region 4, District 6; Mike Renner; Estimates

TBW/DB/III

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Revised 06/04/12

The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Articles 105.07, 107.20, 107.31, and 108.02 of the Standard Specifications for Road and Bridge Construction shall apply.

The estimated utility relocation dates should be part of the progress schedule submitted by the Contractor. If any utility adjustments or relocations have not been completed by the above dates specified and when required by the Contractor's operations after these dates, the Contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the Contractor's critical path schedule is affected.

PAVEMENT STATIONING NUMBERS AND PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and /or overlay. The numbers shall be approximately 20 mm (3/4 inch) wide, 125 mm (5 inches) high and 15 mm (5/8 inch) deep.

The pavement station numbers shall be installed as specified herein:

Interval – 100 meters (metric stationing) or 250 feet (English stationing)

Bottom of Numbers -- 150 mm (6 inches) from the inside edge of the pavement marking and/or resurfacing joint.

Location:

- 2-Lane Pavements – At center line in direction of increasing stations.
- 3 and 5-Lane Pavements – Left edge of center lane in direction of increasing stations.
- Multi-Lane Divided Roadways – Outside edge of pavement in both directions.
- Ramps – Along baseline edge of pavement.

Position – Stations shall be placed so they can be read from the adjacent shoulder.

Format – Metric [English] pavement stations shall use this format (XX+XOO [XO"]) where X represents the pavement station.

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

HOT MIX ASPHALT – MIXTURE DESIGN REQUIREMENTS (D6) 05/18/12

In addition to the requirements of Article 1030.04, all High ESAL mixtures **with N design level of 70 or higher** shall meet the Hamburg Wheel Test (IL Modified AASHTO T 324) and Tensile Strength (IL Modified AASHTO T 283) criteria described in the Special Provision for HOT MIX ASPHALT-MIXTURE DESIGN VERIFICATION AND PRODUCTION.

High ESAL mixtures placed for temporary pavement that will be removed during this contract are not required to meet Hamburg Wheel criteria.

If the mix fails the Department's verification test, the Contractor shall make necessary changes to the mixture to ensure it meets the required criteria. The Contractor may utilize a private laboratory for additional testing. The Contractor may also provide the Department four gyratory specimens meeting the preparation requirements of Illinois Modified AASHTO T 324. The Department will perform up to two additional Hamburg Wheel tests. The Department will

Revised 06/04/12