

Bid Addendum No. 1
January 24, 2020

*Subject: Village of Holiday Hills
Sunset Drive Resurfacing Program
Section No.: 21-00000-01-GM
January 28, 2020 Letting*

To Prospective Bidders:

The contract documents for the above referenced project are hereby amended as set forth below. The information contained within this Addendum No. 1 shall be treated as if it was originally contained within the contract documents.

Modifications to the Special Provisions:

The specification for Hot-Mix Asphalt Binder, Leveling Binder and Surface Course has been updated.

- AC Type 58-22 has been deleted.
- When ABR exceeds 15% the new asphalt binder in the mix shall be PG 58-28 has been deleted.

Replace the Special Provisions Page 8 provided in the original bid package with this enclosed Special Provisions Page 8:

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 and attested copy of this Addendum No. 1. The signed and attested 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

Date: _____

Company Name: _____

Signature: _____

Name: _____

HOT-MIX ASPHALT BINDER, LEVELING BINDER AND SURFACE COURSE

Effective: May 2013

Description and Materials. Hot Mix Asphalt pavements shall be designed, produced, stored, controlled (sample inspection, sampling, and testing), shipped, and constructed in accordance with Section 406 and other applicable sections of the Standard Specifications for Road and Bridge Construction, applicable Special Provisions, and Chapter 44 of the Bureau of Local Roads and Streets Manual and the following:

1. All asphalt mix designs shall target 3.5% Air Voids and all production shall trend about 3.5% Air Voids.
2. N50, IL-19.0 mm Binder course shall have a minimum of 40% passing the #4 sieve.
3. N50, IL-9.5 mm Surface and Level courses shall have a minimum of 40% passing the #8 sieve. The maximum RAP allowed in all surface course mixtures shall not exceed 15%.
4. Re-proportioning (within SSRBC adjustments allowed) of IDOT verified mix designs may be allowed and the contractor must submit these values for a review by the Engineer at least one week prior to the first day of production.
5. One field TSR test by the Contractor will be required to validate changes.
6. The AJMF during production shall meet the remaining IDOT volumetric requirements.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

ITEM	AC TYPE	VOIDS
Hot Mix Asphalt Surface Course, Mix "D," N50	PG 58-28	3.5% @ 50 GYR

Note: The unit weight used to calculate all HMA surface mixture quantities is 112 lbs/sq yd/in

7. No more than 2% Reclaimed Asphalt Shingles shall be allowed in the asphalt.

Construction.

8. In lieu of a pneumatic tired roller, the Contractor may use a vibratory roller set with low amplitude or multiple passes with the tandem roller as approved by the Engineer.
9. Auger extensions are required on all lifts, all mixes.
10. Reverse augers must be installed properly.
11. Paving of the full roadway width shall be completed at the end of each day. Longitudinal joints shall be closed daily and within one truck load of HMA to prevent cold joints. Any violation shall require saw cutting edge back 3" to expose straight edge, shall be tack coated twice, and will be straight and uniform.
12. Asphalt along the curb line shall be compacted such that the asphalt is ¼" above the curb line.

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

"For all mixes designed and verified under the specified 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.

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