



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

September 8, 2026

SUBJECT FAI Route 64 (I-64)
Section 95-(5,6)PP-1
Washington County
Contract No. 76W01

Item No. 083, September 18th, 2026, 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 4 of the Special Provisions.

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

MTS

Note 1. If the patch is going to be resurfaced, the HMA for partial depth patches shall be a surface mixture of the same type as the proposed resurfacing or as approved by the Engineer. If the patch is not going to be resurfaced, the mix shall be as shown on the plans.

Equipment. Equipment shall be according to the following Articles/Sections of the Standard Specifications.

Item	Article/Section
(a) Self-Propelled Milling Machine	1101.16
(b) Concrete Saw	442.03(f)
(c) Wheel Saw	442.03(g)
(d) Rollers	442.03
(e) Mechanical Sweeper	1101.03
(f) Air Equipment (Note 1)	

Note 1. The air equipment shall be capable of supplying compressed air at a minimum pressure of 100 psi and shall have sufficient flow rate to remove all disturbed pavement debris. The equipment shall also be according to ASTM D 4285.

Construction Requirements

The minimum patch dimension shall be 24 x 24 in.

Partial Depth Removal. Partial depth removal of the pavement shall be accomplished by using a milling machine and/or the wheel saw. The patch area shall be cleaned by air equipment or mechanical sweeper, and all disturbed pavement debris and any loose or unsound concrete shall be removed. Materials resulting from the removal shall be disposed of according to Article 202.03 of the Standard Specifications.

Exposed reinforcement shall be removed back to the point where the steel is in contact with sound concrete. Where high steel is encountered, the depth of the patch may be reduced as directed by the Engineer.

Replacement with HMA. When the Engineer determines the exposed pavement will be suitable for a partial depth patch, a bituminous prime coat shall be applied according to Article 406.05(b) of the Standard Specifications. The prepared patch shall be filled using 1 lift of 1.50" Polymerized HMA surface course, IL-9.5, Mix "E," N90, and 1 lift of 2.50" HMA binder course, IL-19.0, N90. The HMA shall be compacted to the satisfaction of the Engineer.

Patch Maintenance. Patches opened to traffic which are high or become rough by rutting, shoving, or heaving shall be corrected by trimming off high areas and/or filling depressions. Filled areas shall be rolled again.

Areas Unsuitable for a Partial Depth Patch. When the Engineer determines the exposed pavement will not be suitable for a partial depth patch or removal is one half or more of the pavement thickness, the remaining portion of the pavement shall be removed, and a full depth patch shall be constructed according to Section 442 of the Standard Specifications for the class of full depth patches included in the contract. The exposed area may be filled with HMA, and the full depth patch constructed at a later date. HMA shall be placed as specified for the partial depth repair.