August 7, 2018

To Whom It May Concern:

This notice is to inform you that Addendum #01 has posted, for the following project:

**US91 BINGHAM COUNTY LINE ROAD TO YORK ROAD**
**E000225**

The addendum is available on our website at: [http://itd.idaho.gov/business/](http://itd.idaho.gov/business/)

1) Sweeping and temporary transition ramps will be by the contractor. Mill tailing are not satisfactory for use as temporary ramps, cold mix or hot mix are satisfactory.
2) ITD trucks will haul off mill tailings.
3) ITD will provide a water truck.
4) Will the contractor be required to blade edges before and pull it back after paving? NO paving width is less than the roadway width, slope shoe will be required.
5) What is the completion date for this project? Sept 30, 2018
6) Is there a limit of allowable hours of work per day? No
7) ITD will be hauling HMA material correct? Yes
8) What type of trucking will ITD have? (End Dumps, Belly Dumps) End Dumps
9) What is the load capacity for the trucks? Average 10 ton capacity
10) What type of PG liquid is required for the HMA? PG 64-34
11) What type of aggregate are you requiring? 1/2 inch aggregate at .10’ mat depth
12) What will be done for the cracks on the roadways? (Horizontal & Longitudinal) Nothing
13) Are we paving fog line to fog line? Fog line to Fog line 24 feet in width and a 2 foot slope shoe added to that on each side
14) What is the calculation you use to figure the quantity of HMA? Length x Width x Depth x assumed unit weight
15) Will there be RAP allowed in the HMA mix? No
16) Will ITD be doing the QC/QA? Yes
17) QC Testing ??? What QC/QA control will ITD follow for the paving. – ITD will follow MTR frequencies of 1 per 750 Ton
18) Will the new QASP v1.1 be used? – Under QASP v 1.1 ITD will be the sole tester for acceptance on this project
19) What is the testing frequency? 1 per 750 ton – (assume 2807 Ton 4 tests)
20) How big are the lots for testing? Minimum 3 test per lot – (1 lot)
21) Where is the testing material been pulled out of? Truck? Roadway? Plant? – at a depth of .10’ testing will be pulled out of the truck. 1 sample will be from roadway to verify
22) Will you core the paving? Yes
23) Is there a test strip required? Yes. We will also need to have NCAT burn calibrations submitted prior to testing.
24) Striping to be done by ITD? Yes
If you have any questions regarding this or any other projects, please contact Lora Longhurst, Senior Buyer at 208 239-3346.

Thank you for your interest in the Idaho Transportation Department.

Business & Support Management