



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 7, 2018

SUBJECT: FAP 336A (Randall Road)
Section 06-00329-01-PW
McHenry County
Contract No. 61E53
Item 212
June 15, 2018 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 pages 49 & 50 of the Special Provisions.**
- 2. Revised sheets 22 – 40, 381 – 402, 627, 646 & 694 of the Plans.**

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

Very truly yours,

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

A handwritten signature in black ink, reading "Ted B. Walschleger P.E." with a stylized flourish at the end.

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

Basis of Payment.

Replace the fourth paragraph of Article 406.14 of the Standard Specifications with the following:

“Stone matrix asphalt will be paid for at the contract unit price per ton (metric ton) for POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified; and POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, STONE MATRIX ASPHALT, of the mixture composition and Ndesign specified.”

HMA MIXTURE DESIGN REQUIREMENTS (VILLAGE OF ALGONQUIN)

Description and Materials

The following specification is to be used for the following Village of Algonquin roadways and multi-use paths paths:

1. Bunker Hill Drive/Huntingon Drive
2. Stonegate Road
3. Mutli-Use path connecting to underpass below Randall Road

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.
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

<u>ITEM</u>	<u>AC TYPE</u>	<u>VOIDS</u>
Hot Mix Asphalt Surface Course, Mix "D," N50 – used on Bunker Hill Drive/Huntington Drive & Stonegate Road	PG 58-22/58-28*	3.5% @50 GYR
Hot Mix Asphalt Surface Course, Mix "D," N50 – used on Mutli-Use path connecting to underpass below Randall Road	PG 58-22/58-28*	3.5% @50 GYR

Leveling Binder (Machine Method), N50	PG 58-22/58-28*	3.5%@50 GYR
Hot Mix Asphalt Binder Course, IL-19, N50	PG 58-22/58-28*	3.5%@50 GYR

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

*When Asphalt Binder Replacement (ABR) exceeds 15%, the new asphalt binder in the mix shall be PG 58-28.

Hot Mix Asphalt Construction

1. Tack coat all longitudinal joints (hot and cold) and curb faces.
2. Pneumatic tired roller is required on all lifts, all mixes, all courses.
3. Auger extensions are required on all lifts, all mixes.
4. Reverse augers must be installed properly.
5. Augers shall be installed properly at the bearing point.
6. Roll (compact) the confined and curb line longitudinal joint by overlapping by 6" from the hot to cold side of mat and l or curbing.
7. 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.
8. Asphalt along the curb line shall be compacted such that the asphalt is 1/i" above the curb line.

RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES (D-1)

Effective: November 1, 2012

Revised: January 1, 2018

Revise Section 1031 of the Standard Specifications to read:

“SECTION 1031. RECLAIMED ASPHALT PAVEMENT AND RECLAIMED ASPHALT SHINGLES

1031.01 Description. Reclaimed asphalt pavement and reclaimed asphalt shingles shall be according to the following.

- (a) Reclaimed Asphalt Pavement (RAP). RAP is the material resulting from cold milling or crushing an existing hot-mix asphalt (HMA) pavement. RAP will be considered processed FRAP after completion of both crushing and screening to size. The Contractor shall supply written documentation that the RAP originated from routes or airfields under federal, state, or local agency jurisdiction.
- (b) Reclaimed Asphalt Shingles (RAS). Reclaimed asphalt shingles (RAS). RAS is from the processing and grinding of preconsumer or post-consumer shingles. RAS shall be a clean and uniform material with a maximum of 0.5 percent unacceptable material, as defined in Central Bureau of Materials Policy Memorandum, “Reclaimed Asphalt Shingle (RAS) Sources”, by weight of RAS. All RAS used shall come from a Central Bureau of Materials approved processing facility where it shall be ground and processed to 100 percent passing the 3/8 in. (9.5 mm) sieve and 90 percent passing the #4 (4.75 mm) sieve. RAS shall