



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 25, 2017

SUBJECT: FAS 1511 (CH 20)
Section 13-00203-00-RS
Vermilion County
Contract No. 91545
Item 137
April 28, 2017 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 14 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,

Maureen M. Addis, P.E.
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

- Note 1. ~~The self-propelled pneumatic-tired roller shall have a gross weight (mass) of not less than 25 tons (23 metric tons).~~ Note 1 shall not apply to this contract.
- Note 2. The double drum vibratory steel roller shall weigh a minimum of 10 tons (9 metric tons).
- Note 3. The self-propelled vibratory pad foot roller shall have 84 in (2133 mm) wide drums and weigh a minimum of 10 tons (9 metric tons). A front mounted blade is recommended for back-dragging. A self-propelled vibratory pad foot roller shall be required for each self-propelled reclaimer.
- Note 4. The self-propelled reclaimer shall be capable of fully pulverizing the existing pavement to the depth required, incorporate the emulsified asphalt and water, and mix the materials to produce a homogeneous material. The minimum power of the self-propelled reclaimer shall be 500 hp (373 kW). The self-propelled reclaimer shall be capable of reclaiming not less than 8 ft (2.4 m) wide and up to 12 in. (305 mm) deep in each pass. The self-propelled reclaimer shall have a system for adding emulsified asphalt with a full width spray bar consisting of a positive displacement pump interlocked to the self-propelled reclaimer's ground speed so that the amount of emulsion being added is automatically adjusted with changes to the self-propelled reclaimer's ground speed. The additive system shall be capable of incorporating up to 7 gal/sq yd (31.7 L/sq m) of emulsified asphalt. Individual valves on the spray bar shall be capable of being turned off as necessary to minimize emulsion overlap on subsequent passes.
- Note 5. Water trucks shall be set up for a controlled spray.

CONSTRUCTION REQUIREMENTS

Weather Limitations. This work shall be performed when atmospheric temperature in the shade and away from artificial heat is 50 °F (10 °C) and rising. Also, the weather shall not be foggy or rainy. The weather forecast shall not call for freezing temperature within 7 days with after placement of any portion of the project and the annual average low temperature within 7 days of the end of the project shall be greater than 32 °F (0 °C). The Engineer may restrict work when the heat index is greater than 100 °F (38 °C).

Pre-pulverization and Initial Shaping. The existing pavement shall be pre-pulverized by the self-propelled reclaimer and/or shaped by the motor grader to correct for profile, crown, and contour, according to the plans, before the addition of the emulsified asphalt. Water, coarse aggregate, RAP Material, or other additives required may be added during this operation. The pre-pulverized and shaped material shall be compacted with a vibratory roller in static mode to support equipment and/or traffic and to provide depth control during processing. Depth of pre-pulverization and shaping shall be 1 in. (25 mm) to 2 in (50 mm) less than the depth of final processing.

Processing. Moisture content shall be within ± 1.0 percent from the mix design. If the moisture content is too low, water shall be added directly to the mixing chamber of the reclaimer by a water truck connected to the reclaimer. The emulsified asphalt shall be applied at the percentage recommended in the mix design. The required depth of reclamation shall be monitored regularly. Prior to spreading and compacting, the processed material shall have a gradation meeting the mix design.