



475 North Cross Street  
Sycamore, IL 60178  
Building (815) 895-4434  
Engineering (815) 895-4557  
Fax (815) 895-7572  
www.cityofsycamore.com

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**City of Sycamore**  
**2023 Microsurface Project**  
**Addendum #1**  
January 31, 2023

3 Pages

This addendum is issued for the purpose of clarifying the intent of the contract documents and plans and also for making necessary corrections, deletions, and/or additions to the documents and plans. This addendum shall supersede any information found with the Contract Documents, Plans or previous addenda.

Each bidder shall include this document into their proposal along with entering the information and signing below.

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Company	Signature of Authorized Personnel	Date
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**Clarifications:**

1. There is no crackfilling planned for this project. The project limits were crackfilled in the fall of 2023.
2. Patching clarifications.
  - a. Locations will be marked in the field prior to the start of work.
  - b. Min Patch width will be 4' with a minimum length of 4'
  - c. All patching is within the project limits.
  - d. Density testing for patching shall be completed in accordance with LR1030. Please see attached.
  - e. Leveling Binder thicknesses will range from 1" to scratch.

State of Illinois  
DEPARTMENT OF TRANSPORTATION  
Bureau of Local Roads & Streets

SPECIAL PROVISION  
FOR  
GROWTH CURVE

Effective: March 1, 2008  
Revised: December 13, 2021

All references to Sections and Articles in this Special Provision shall be construed to mean specific Sections and Articles in the Standard Specifications for Road and Bridge Construction adopted by the Department of Transportation.

The Contractor shall perform a growth curve at the beginning of placement of each type of mix and each lift. The growth curve for each type of mix and each lift shall be performed within the first 200 tons (180 metric tons). If an adjustment is made to the specific mix design, the Engineer reserves the right to request an additional growth curve and supporting tests at the Contractor's expense.

Compaction of the growth curve shall commence immediately after the course is placed and at a temperature of not less than 280 °F (140 °C). The growth curve, consisting of a plot of lb/cu ft (kg/cu m) vs. number of passes with the project breakdown roller, shall be developed. Roller speed during the growth curve testing shall be the same as the normal paving operation. This curve shall be established by use of a nuclear gauge. Tests shall be taken after each pass until the highest lb/cu ft (kg/cu m) is obtained. This value shall be the target density provided the HMA Gyratory air voids are within acceptable limits. If the HMA Gyratory air voids are not within the specified limits, corrective action shall be taken, and a new target density shall be established.

A new growth curve is required if the breakdown roller used on the growth curve is replaced with a new roller during production. The target density shall apply only to the specific gauge used. If additional gauges are to be used to determine density specification compliance, the Contractor shall establish a unique minimum allowable target density from the growth curve location for each gauge.

At least one core sample per day shall be taken at a location specified by the Engineer. Core densities will be determined using the Illinois-Modified AASHTO T 166 or T 275 procedure by the Department. The core density shall be according to Articles 1030.09(c). Any required corrective action for testing using nuclear density testing shall be according to Article 1030.09(f). The QA Manager is responsible for assuring and documenting that the determined number of rollerpasses has been accomplished. The Engineer reserves the right to take core samples at any time to verify density from the nuclear gauge.

All lifts and confined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 95 percent nor greater than 102 percent of the target density obtained on the growth curve. Unconfined longitudinal joint edges shall be compacted to an average nuclear gauge density of not less than 93 percent nor greater than 102 percent of the target density obtained on the growth curve. The average nuclear gauge density shall be based on tests representing one day's production.

Quality Control density tests shall be performed at randomly selected locations within 1/2 mile (800 m) intervals per lift per lane. In no case shall more than one half day's production be completed without density testing being performed. Longitudinal joint density testing shall be performed at each random density test location. Longitudinal joint testing shall be located at a distance equal to the lift thickness or a minimum of 2 in. (50 mm) from each pavement edge.

If the Contractor is not controlling the compaction process and is making no effort to take corrective action, the operation shall stop as directed by the Engineer.