



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 22, 2025

SUBJECT: FAP Route 669 (IL 116)
Project NHPP-WF2H(398)
Section (10R-VBY)BR
Peoria County
Contract No. 68898
Item No. 28, August 1, 2025 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 the Schedule of Prices.
2. Revised page iii of the Table of Contents to the Special Provisions.
3. Added pages 136-137 to the Special Provisions.
4. Revised sheet 13 of the Plans.

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

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Revised July 22, 2025

FLEXIBLE DELINEATORS

Effective October 1, 1995

Revised January 1, 2007

Flexible delineators shall meet the requirements of Traffic Control and Protection Standard 702001 of the Illinois Highway Design Standards for Traffic Control and as modified herein.

Flexible delineators post shall be of a hinged, self recovering design, as manufactured by Flexstake, Inc. or an approved equal.

The top portion of the post is made of a polycarbonate material which shall be resistant to impact, ultraviolet light, ozone hydrocarbons, and shall be self-erecting after withstanding vehicle impacts. Polycarbonate post shall remain dimensionally stable from -150°F (-100°C) (brittleness point) to 285°F (140°C) (melting point).

Post shall remain intact up to seventy-five impacts at a vehicle speed of 55 MPH (90 kph) by a typical American made car from either direction at temperatures from -30°F to 130°F (-35°C to 55°C).

The top section of the post shall be surface mount with a polyurethane hinge. The hinge shall have an internal memory and remain dimensionally stable to from -30°F (-35°C).

The minimum width at the top of the post shall be 3 inches (75 mm) and the maximum wall thickness shall be 0.180 inches (5 mm). Lengths shall be a minimum height of 3 feet (1 m).

The posts shall be orange in color. They shall be colorfast and shall be designed to provide an essential convex surface to accommodate a 100 m (4 inches) wide reflective sheeting on both sides. Sheeting shall meet Article 1097.03 of the Standard Specifications and shall have two alternating, reflectorized white And two alternating orange stripes sloping downward at 45° toward the side on which traffic will pass.

Posts shall be free of surface porosity and other defects that may affect appearance and serviceability.

Posts shall contain a minimum of 40% (by weight) post consumer recycled material, and all material shall be recycled.

Posts shall be field-repairable with a repair kit. Posts and other components shall be field replaceable.

When an existing flexible delineator needs to be replaced due to numerous vehicular hits, the new flexible delineator will be paid for at the contract unit price per Each.

This work will be paid for at the contract unit price per Each for FLEXIBLE DELINEATORS.

Added July 22, 2025

PCC QMP ELECTRONIC REPORT SUBMITTALS

Effective: January 13, 2022

The Contractor's QC personnel shall be responsible for electronically submitting the following reports to the Department: PRO and IND data for BMPR MI654 "Air, Slump, & Quantity"; PRO data for BMPR MI655 "PCC Strength"; and PRO data for BMPR MI504 "Field/Lab Gradation". The format for the electronic submittals will be the "QMP" reporting program which will be provided by the Department. Microsoft Office 2007 or newer is required for this program which must be provided by the Contractor.

PCC SUPERSTRUCTURE AGGREGATE OPTIMIZATION

Effective: August 4, 2006 Revised: January 1, 2022

Delete Note 7/ of Article 1004.01 (c) and replace Article 1004.02(d)(1) with the following:

For the bridge superstructure and bridge approach slab, the Class BS concrete shall be uniformly graded.

This may be accomplished by using a uniformly graded single coarse aggregate, or by blending two or more coarse aggregate sizes. As a minimum for multiple coarse aggregate sizes, CA 7 or CA 11 shall be blended with CA 13, CA 14, or CA 16. The final single coarse aggregate or combined coarse aggregate gradation shall have minimum 45 percent and maximum 60 percent passing the 1/2 in. (12.5 mm) sieve. However, the Contractor may propose for approval by the Engineer an alternate uniformly graded concrete mixture using the information in the "Portland Cement Concrete Level III Technician Course - Manual of Instructions for Design of Concrete Mixtures".

For bridge decks and bridge approach slabs, the as-placed water cement ratio shall be between 0.39 and 0.41. The coarse aggregate shall be listed on the Department's Bureau of Materials and Physical Research "Freeze Thaw Rating List".

Concrete Superstructures Aggregate Optimization will not be paid for separately but shall be considered as included in the unit cost of CONCRETE SUPERSTRUCTURES.

PCC AUTOMATIC BATCHING EQUIPMENT

Effective: April 23, 2010 Revised: August 1, 2023

Portland cement concrete provided shall be produced from batch plants that conform to the requirements of Article 1103.03 (a) and (b) of the Standard Specifications for Road and Bridge Construction. Semi-automatic batching will not be allowed.

Plants shall have computerized batching interfaced with a printer. IDOT Producer Number, IDOT Concrete Material Code, batch weights, aggregate mixtures, water added, amount of each admixture or additive, and percent variance from design shall be printed for each batch. The ticket shall state the actual water-cement ratio as batched, and the amount of water that can be added to the batch without exceeding the maximum water-cement ratio. Truck delivery tickets will still be required as per Article 1020.11 (a)(7) of the Standard Specifications.

Added July 22, 2025