



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 17, 2026

SUBJECT: FAP Route 318 (IL 6)
Project NHPP-D4F5(771)
Section 72[(7,7-1)RS-3;1RS-5]
Peoria County
Contract No. 68474
Item No. 22, February 27, 2026 Letting
Addendum B

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

1. Revised pages 18-20 of the Special Provisions.

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

SLOTTED DRAIN 15" WITH 1¾" SLOT

Description. This work consists of furnishing and installing slotted drains at the locations shown in the plans and all accessories (including concrete encasement) required for connecting the slotted drain pipes and connections to drainage structures where necessary.

General. Slotted drain shall be built conforming with the applicable requirements of Section 542 of the Standard Specifications, the details and District Standards shown in the plans, and as described herein. The slot depth shall be as shown in the plans. The slot width shall be 1¾".

Basis of Payment. This work will be paid for at the contract unit price per Foot for SLOTTED DRAIN 15" WITH 1¾" SLOT, which price shall include all labor, equipment, and materials to complete.

JOINT FILLING WITH MICROSURFACING MATERIAL

Description. This work shall consist of filling the centerline or edgeline joint in the CRC pavement with micro-surfacing material.

Materials. Materials shall be as according to Section 404.02 of the Standard Specifications for Road and Bridge Construction.

Equipment. Equipment shall be as according to Section 404.03 of the Standard Specifications for Road and Bridge Construction.

General. The paving mixture shall be capable of field regulation of the setting time. The compatibility of all ingredients in the mix, including the mix set additive, shall be certified by the emulsified asphalt manufacturer.

Weather Limitations. Placement of the micro-surfacing shall be done when the temperature is at least 50 degrees Fahrenheit and rising and the forecast for the next 24 hours is above 40 degrees Fahrenheit.

Mix Design. Mix design shall be as according to Section 404.06(a) of the Standard Specifications for Road and Bridge Construction.

Joint Preparation. Prior to applying the micro-surfacing. The joint shall be cleared of all material, including old sealant. Immediately prior to the tack coat being placed, dust and debris shall be blown from the joint with a power brush/blower or with compressed air at a minimum pressure of 90 psi. When compressed air is used, the pneumatic tool lubricator must be bypassed and a filter installed on the discharge calve to keep water and oil out of the lines. A polymerized tack coat shall be applied to the pavement across the joint at a rate that will provide a residual rate of 0.04 lb./sq. ft. according to Article 406.05(b). The joint preparation shall be approved by the Engineer prior to the application of the micro-surfacing. No dry aggregate either spilled from the lay-down machine or existing on the road will be permitted.

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Joint Filling. The micro-surfacing shall be applied as shown in the plans and the following. The micro-surfacing shall only be applied when the joint is clean and dry. The micro-surfacing shall be applied at a rate that will fill the entire joint and does not lead to excessive settling of the material. Determinations of the application rates shall be from the daily readings taken from the material control devices during the progress of the work. A sufficient amount of material shall be carried at all times in all parts of the spreader box to ensure that the joint is filled in a single pass. Overloading of the spreader shall be avoided. No lumps or uncoated aggregate will be permitted in the final mix.

The micro-surfacing material on the pavement surface shall have a maximum width of one (1') foot and a maximum thickness of 3/16".

If the micro-surfacing material settles more than 1 inch within 24 hours of placement, a second lift shall be placed.

Adjustments to the mix design may be required during construction. The percent of mineral filler in the mix design may be increased or decreased by less than 0.3 percent when the micro-surfacing is being placed if it is found to be necessary for better consistency or set times. The Engineer will give final approval for all adjustments.

Mix Consistency. Mix consistency shall be as according to Section 404.09(c) of the Standard Specifications for Road and Bridge Construction.

Mix Stability. Mix stability shall be as according to Section 404.09(d) of Standard Specifications for Road and Bridge Construction.

Clean-Up. The Contractor shall, on a daily basis, remove any debris associated with the performance of the work.

Sampling and Testing. Mix design shall be as according to Section 404.12 of the Standard Specifications for Road and Bridge Construction.

Curing. The micro-surfacing shall cure for a minimum of 3 days before placement of the Hot Mix Asphalt resurfacing.

Method of Measurement. The micro-surfacing joint filling will be measured for payment by Tons of aggregate and pounds of emulsion used.

Tack coat shall not be measured separately for payment.

Basis of Payment. Aggregate will be paid for at the contract unit price per Ton of MICRO-SURFACING AGGREGATE FOR CENTERLINE JOINT FILLING.

Emulsion will be paid for at the contract unit price per Pound of MICRO-SURFACING EMULSIFIED ASPHALTS FOR CENTERLINE JOINT FILLING.

Tack coat shall be considered included in the cost of EMULSIFIED ASPHALTS FOR CENTERLINE JOINT FILLING.

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GRADING AND SHAPING DITCHES (SPECIAL)

This work shall be performed in accordance with Section 214 of the Standard Specifications, except as modified herein.

Excess material from Grading and Shaping Ditches shall be removed and disposed of in accordance with Article 202.03 of the Standard Specifications.

Basis of Payment: The removal and disposal of excess material shall not be paid for separately but shall be considered included in the contract unit price per Foot for GRADING AND SHAPING DITCHES (SPECIAL).

PAVEMENT PATCHING (SPECIAL)

This work shall consist of the removal and disposal of existing pavement, remaining wide flange beam, sleeper slab, reinforcement bars, and any necessary excavation and the replacement with Class A Pavement Patches, Sleeper Slab, and Sub-base as detailed on the Expansion Joint Detail sheets in the plans.

Class A pavement patch work shall be in accordance with applicable portions of Section 442 of the Standard Specifications and Highway Standard 442001. Sleeper Slab work shall be performed in accordance with Section 503 of the Standard Specifications. The surface of the sleeper slab shall be a smooth trowel finish with a 10 mil Polyethylene Bond Breaker. Sub-base work shall be in accordance with applicable portion of Section 331 of the Standard Specifications.

All saw cuts, tie bars, welded wire reinforcement, reinforcement bars, sleeper slabs, bond breakers, and sub-base will not be measured for payment, but shall be considered included in the cost of PAVEMENT PATCHING (SPECIAL).

Method of Measurement. Pavement Removal and replacement will be measured for payment in place, and the area computed in Square Yards.

Basis of Payment. This work will be paid for at the contract unit price per Square Yard for PAVEMENT PATCHING (SPECIAL), regardless of size and thickness, which price shall include all labor, equipment, and materials necessary to complete the work.

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