



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 19, 2008

SUBJECT: FAI Route 55 (I-55)  
Project IM-055-2 (120) 072  
Section (68-4) F  
Montgomery County  
Contract No. 72C32  
Item No. 58, January 16, 2008 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 1 and 10 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,

Eric E. Harm  
Interim Bureau Chief  
Bureau of Design and Environment

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

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

cc: Roger Driskell, Region 4, District 6; Mike Renner; R. E. Anderson;  
Estimates

TBW:DB:jc

## STATE OF ILLINOIS

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### SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction," adopted January 1, 2007, the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," and the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheet included herein which apply to and govern the construction of FAI Route 55 (I-55), Section (68-4)F, Montgomery County, Contract No. 72C32 and in case of conflict with any part or parts of said Specifications, the said Special Provisions shall take precedence and shall govern.

#### LOCATION OF PROJECT

The project is located at the structures carrying FAI 55 (I-55) over Macoupin Creek, 0.3 miles south of the Farmersville Interchange.

#### DESCRIPTION OF PROJECT

This project consists of all labor, materials, and equipment necessary for the fabrication of structural steel, prior to the proposed superstructure replacement contract for SN 068-0038 and 068-0039. The superstructure replacement contract is on a tentative letting date of March 6, 2009.

#### COMPLETION DATE AND STORAGE

The fabrication of the structural steel for this contract shall be completed by April 15, 2009. The fabrication contractor shall store the structural steel for up to 90 days until delivery to the erection contractor. An extra 60 calendar days are included into the contract for additional storage time if need be and is to be paid for at the contract unit price for calendar day as STORAGE OF STRUCTURAL STEEL.

**If the Contractor fails to complete the required work by the final date, he/she shall be liable to the Department for liquidated damages in accordance with Article 108.09 of the Standard Specifications and any other additional special provision which may be attached herein which supplements Article 108.09.**

#### FURNISHING STRUCTURAL STEEL

Description: This work consists of furnishing, fabricating, shop painting, storing and delivering all structural steel to the jobsite, as shown on the plans, in accordance with the requirements of Sections 505 and 506 of the Standard Specifications and as specified in these Special Provisions. The Contractor for this work shall hereinafter be referred to as the Fabrication Contractor.

Revised 12-19-2008

Method of Measurement. Shop cleaning and painting new structures will not be measured for payment. Field cleaning and painting will not be measured for payment except when performed under a contract that contains a separate pay item for this work.

Basis of Payment. This work will be paid for according to Article 506.07.

## **SURFACE PREPARATION AND PAINTING REQUIREMENTS FOR WEATHERING STEEL**

Effective: November 21, 1997

Revised: February 2, 2007

Description: This work consists of surface preparation of structural steel on bridges built with AASHTO Grade 50W (AASHTO M270M Grade 345W) weathering steel. Also included is the protection and cleaning of the substructure.

Paint systems: When painting of the structural steel or portions thereof is specified on the plans, unless noted otherwise the Contractor shall have the option of using a shop and field applied paint system or a full shop applied system. **When fabrication and erection of structural steel are accomplished under separate contracts, the entire paint system shall be shop applied as part of the fabrication contract.** Cleaning and painting shall be according to the Special Provision for "Cleaning and Painting New Metal Structures" except as modified herein.

- a) Shop and Field Applied Paint System. When the primer is to be shop applied and the intermediate and top coats field applied the Inorganic Zinc Rich/ Acrylic/ Acrylic Paint System shall be used.
- b) Shop Applied Paint System. When the primer, intermediate and top coats are all to be shop applied the Organic Zinc Rich/ Epoxy/ Urethane Paint System shall be used.
- c) The galvanizing requirement of Article 506.04(j) of the Standard Specifications shall not apply to AASHTO M164 (M164M) Type 3 bolts.
- d) All materials for the paint system used shall be supplied by the same paint manufacturer. The color of the finish coat supplied shall match the Federal Color Standard 595a 20045.

### **Construction Requirements**

Surface Preparation: All steel shall be cleaned of any surface contamination according to SSPC-SP1 (Solvent Cleaning) and then given a blast cleaning according to SSPC-SP6 (Commercial Blast Cleaning) except areas to be painted shall be given a blast cleaning according to SSPC-SP10 (Near-White Blast Cleaning).

Water Washing: After blasting and painting, all areas of the steel to remain unpainted shall be sprayed with a stream of potable water to ensure uniform weathering.

Protection and Cleaning of Substructure: The piers and abutments shall be protected during construction to prevent rust staining of the concrete. This can be accomplished by temporarily wrapping the piers and abutments with polyethylene covering. Any rust staining of the piers or abutments shall be cleaned to satisfaction of the Engineer after the bridge deck is complete.

Revised 12-19-2008