



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

March 2, 2007

SUBJECT: FAP Route 698 (IL 89)  
Project BRF-0698 (023)  
Section 1VBR  
Bureau County  
Contract No. 66361  
Item No. 52, March 9, 2007 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 i & ii of the Table of Contents to the Special Provisions.
2. Revised pages 7 & 8 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 cursive script, reading "Ted B. Walschleger P.E.".

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

cc: Diane O'Keefe, Dep. Dir. Highways, Dist 3 Engineer; Roger Driskell; R. E. Anderson; Estimates; Design & Environment File

TBW:RS:jc

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North Approach Embankment. The anticipated overall long term magnitude of embankment settlement at the north approach embankment is 312 mm at the point of the greatest fill depth. The settlement platforms are to measure the magnitude of settlement induced by embankment fill. The point of substantial completion of settlement shall be determined by the district, based on the monitoring data collected from the settlement platforms. As a general guideline, settlement is anticipated to be at a point of substantial completion when no more than 25 mm of additional settlement is anticipated to occur after the embankment fill has been in place for one year.

South Embankment. The settlement platforms are to measure the magnitude of settlement induced by embankment fill. The point of substantial completion of settlement shall be determined by the district, based on the monitoring data collected from the settlement platforms. As a general guideline, settlement is anticipated to be at a point of substantial completion when no more than 25 mm of additional settlement is anticipated to occur after the embankment fill has been in place for one year.

Differential Settlement: All embankments shall be constructed in a uniform manner so as to not cause differential settling. The use of Bridge Monitoring will be required to ensure settlement does not occur at or around the existing bridge abutments and/or bridge piers. Before placement of embankment begins the contractor will supply written plans, to be approved by the Engineer, with details on how monitoring of the bridge will be performed. Weekly progress reports will also be provided to the Engineer showing current bridge conditions to preconstruction conditions.

All work described under this Special Provision will be paid for at the contract unit price per each for SETTLEMENT PLATFORMS, which shall be full compensation for the cost of supplying, installing, maintaining and abandoning the platforms, and at the contract unit price each for BRIDGE MONITORING which will include the cost of providing monitoring plans, monitoring of the bridge and weekly reports.

## **ESTIMATED SETTLEMENT TIME OF SETTLEMENT PLATFORMS**

Settlement platforms for use on the South and North embankments will have an approximate settlement time of 30 calendar days.

## **SANITARY SEWER AND WATERMAIN PIPE AT RAILROAD CROSSING**

### Bridge Design

Over the Iowa Interstate Railroad at Spring Valley, IL  
DOT/AAR 603833R  
Mile Post 104.34

General. The existing 8 span structure, 487' in length will be replaced with a three span structure, 230' in length. It will provide a 30' roadway width and 5' sidewalk along the west side of the bridge. A minimum vertical clearance of 23'-4" will be maintained over the tracks and the new roadway profile will be 2" higher in this location.

Construction. Stage construction will be used to construct the bridge keeping one lane of traffic open at all times. Crash walls will be used on the 2 center piers on each side of the Iowa Interstate tracks. Steel piles will be used under the footing of the piers. A temporary mechanically stabilized earth wall will be utilized in the construction of embankment sections under the new bridge. Protective shield will be used to remove the existing structure as outlined by the bidding contractor. No shoring or sheet piling is anticipated for this project.

Drainage. Deck rails will not be used within the area over the tracks or within 10' from the cross arms of a railroad pole line. Open lid manholes have been placed on either side of the base of the slope wall at

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approximately Station 31+50 Rt. and Lt. and outside of railroad right of way. These will take any drainage runoff from the north into the existing storm sewer system. On the south side of the Iowa Interstate Railroad an access road will be built between the Iowa Interstate right of way and the slopewall. This will include small ditches to take drainage runoff from the south slopewall and revert it away from the railroad and back to the south.

Completion of Work. This project is on a March 10<sup>th</sup> letting with the allotment of 100 working days to complete the work.

Railroad Flaggers. It is anticipated that 60 days will be needed for railroad flaggers.

#### Sanitary Sewer Specifications.

1. Product to be carried in pipe – waste water
2. Pipe size – Inside diameter 17.33”; Outside diameter 19.5”; wall thickness 1.083”
3. Pipe material – PVC on either side of Iowa Interstate right of way and PVC (C-900) beneath tracks.
4. Pipe specifications – ANSI/AWWA C900
5. Types of joints – Push-On (ASTM)
6. Method of installation – open trench outside of Iowa Interstate right of way and jacked and bored using launching and receiving pits under railroad.
7. Depth of pipe – base of rail to top of casing 6’-8”
8. Casing – Seamless steel casing pipe 24” welded joint API 5L, Grade 8

#### Watermain Specifications.

1. Product to be carried in pipe – water
2. Pipe size – Inside diameter 10.58”; Outside diameter 11.10”; wall thickness 281”
3. Pipe material – ductile iron
4. Pipe specifications – ANSI A21.51/AWWA C151
5. Types of joints – Push-On (ASTM)
6. Method of installation – open trench outside of Iowa Interstate right of way and jacked and bored using launching and receiving pits under railroad.
7. Depth of pipe – base of rail to top of casing 5’-6”
8. Casing – seamless steel casing pipe 1`6” welded joint API 5L, Grade 8.

### **TOURNAMENT LANE CLOSURE**

During the annual Walleye Tournament in Spring Valley, this location experiences a large increase in both vehicle and pedestrian traffic. In order to provide safe and efficient access to the tournament location, two lanes of traffic and a pedestrian sidewalk will be provided from March 17 through April 1, 2008. No lane closures shall be allowed during this period without the approval of the engineer.

### **WETLAND AREAS**

(Effective April 3, 1997; Revised January 1, 2007)

Description: According to Federal Executive Order 11990, dated May 24, 1977, and Articles 107.01 and 107.23 of the Standard Specifications, the Contractor shall protect the wetland areas on or adjacent to this project.

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