



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

December 21, 2020

SUBJECT: FAI Route 39 (I-39)
Project NHPP-L8FB(633)
Section (50-6HB-1)I-3
LaSalle County
Contract No. 66L00
Item No. 27, January 15, 2021 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 pages 96 & 97 of the Special Provisions.
3. Revised sheets 4-7 and 14 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

MTS

- (c) Pumping Unit. The pumping unit shall be truck mounted, capable of mixing and injecting the foam between the concrete and subbase, and capable of controlling the rate of rise of the pavement. The pumping unit shall have a certified flow meter that measures the amount of foam injected and a digital display in pounds (kilograms). Calibration of the Contractor's equipment will be required daily before any work begins. The Contractor shall eject a minimum of 10 lb (4.5 kg) of foam to be weighed by the Engineer. The Engineer will calculate the factor for the specific pump and its display to determine the weight (mass) in pounds (kilograms) of foam used.
- (d) Leveling Unit. The leveling unit shall be capable of measuring elevation to ensure that the slabs are raised to an even plane and to the required elevation, or the approval of the Engineer. The unit shall have an accuracy of 1/32 in. (1 mm).

STEEL BRIDGE RAIL POSTS

Description. This work consists of removing, storing and reinstalling existing steel bridge rail posts that conflicts with concrete reconstruction work.

CONSTRUCTION REQUIREMENTS

General. Existing bridge rail posts which conflicts with concrete reconstruction work of the structure's curb (at the expansion joints) shall be removed, stored and reinstalled with new threaded anchor rods, high strength bolts including hex nuts and lock washers.

Removal/Storage. Whenever necessary, the rail posts (when are located within concrete removal areas) shall be carefully removed and stored at location(s) that will cause no damage to the rail posts. If the existing posts are damaged due to the Contractor's removal/storage operations the damaged post shall be replaced at the Contractor's expense. If the posts are damage not due to the Contractor's operations, the post shall be replaced at the Department's expense according to Article 109.04 of the Standard Specifications.

Re-Erecting Existing Bridge Rail Posts. Re-erecting existing bridge rail posts shall be according to Section 509 of the Standard Specifications and Plan Details.

After all curb reconstruction work has been completed, existing threaded anchor rods shall be inspected for reuse. If the existing rods are determined to be sound, the anchor rods shall be reused. If the anchor rods are found to be unsuitable for reuse, they shall be cut off and ground flush with the concrete, the rail post shall be adjusted to provide a minimum of 1 1/2" between existing and new anchor rods. New anchor rods shall be furnished and installed according to plan details.

Basis of Payment. This work will be paid for with CONCRETE SUPERSTRUCTURE.

Revised 12/21/2020

TEMPORARY RUMBLE STRIPS (SPECIAL)

The Temporary rumble strips shall be placed 500 feet in advance of the first Real-Time Traffic Control Signing (RTTC) traffic will encounter and the last Portable Changeable Message Signs before the alternate route in each direction.

TRAFFIC CONTROL AND PROTECTION (SPECIAL)

This work shall include furnishing, installing, maintaining, replacing, relocating and removing all traffic control devices used for the purpose of regulating, warning, or directing traffic along I-39, and adjacent entrance and exit ramps during Stage 1, and Stage 2. Traffic control and protection shall be provided as called for on the stage construction plan sheets, the Standard Specifications in accordance with Standard 701402, these special provisions, or as directed by the Engineer.

This work will be paid for at the contract lump sum price for TRAFFIC CONTROL AND PROTECTION (SPECIAL). This price shall be payment in full for all labor, materials, transportation, handling, and any other work necessary to furnish, install, maintain, replace, relocate and remove all traffic control devices required in the plans and specifications in accordance with the Standards 701402. Temporary concrete barrier, temporary pavement marking, and pavement marking removal shall be paid for separately as well as traffic control and protection pay items included in the plans.

WARRANTY FOR CLEANING AND PAINTING STEEL STRUCTURES

Effective: March 3, 2000

Revised: November 24, 2004

Description. This work consists of providing a warranty for the cleaning and painting of existing steel structures as performed under the following pay items; CLEANING AND PAINTING STEEL BRIDGE and CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES, and/or CONTAINMENT AND DISPOSAL OF NON-LEAD PAINT CLEANING RESIDUES at the designated location(s).

The Contractor shall unconditionally warrant to the Illinois Department of Transportation (IDOT) that all work completed under the above contract pay items, including all materials and workmanship furnished by the Contractor and subcontractors, shall comply with the Contract, and that the cleaning and painting system applied to the bridge be free of defects, as hereinafter defined for a period of two years after the Warranty Period Start Date.

Revised 12/21/2020