



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

February 26, 2013

SUBJECT: FAP Route 330(US 45)
Project NHF-0330(072)
Section 2012-088-I
Cook County
Contract No. 60W09
Item No. 69, March 8, 2013 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 page ii of the Table of Contents to the Special Provisions.
2. Added pages 174-175 to the Special Provisions.
3. Revised sheets 1, 2, 113 & 139 of the Plans.
4. Added sheet 133 to the Plans.

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,

John D. Baranzelli, P. E.
Acting Engineer 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: John Fortmann, Region 1, District 1; Mike Renner; D. Carl Puzey;
Estimates

dp

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REVISED 2-26-13

TEMPORARY SUPPORT SYSTEM

Description: This work shall consist of designing, furnishing, installing, adjusting for stage construction when required and subsequent removal of the temporary support system according to the dimensions and details shown on the plans and in the approved design submittal.

General: The temporary support system shall be designed by the Contractor as a minimum, to retain / support an existing 48" dia. pipe culvert as shown in the plans. The existing pipe culvert is being supported to prevent it from shifting as a result of a proposed excavation for a new concrete box culvert being constructed in close proximity to the pipe culvert.

The design calculations and details for the temporary support system proposed by the Contractor shall be submitted to the Engineer for approval. The calculations shall be prepared and sealed by an Illinois Licensed Structural Engineer. This approval will not relieve the Contractor of responsibility for the safety of the excavation. Approval shall be contingent upon acceptance by all involved utilities.

Materials: Piles shall be used for the temporary support system and they shall be untreated timber piles. See Articles 512 & 1007 of the latest Standard Specifications for Road and Bridge Construction for timber piling specifications.

Construction: The Contractor shall verify locations of all underground utilities before installing any of the support system components or commencing any excavation. Any disturbance or damage to existing structures, utilities or other property, caused by the Contractor's operation, shall be repaired by the Contractor in a manner satisfactory to the Engineer at no additional cost to the Department. The support system shall be installed according to the Contractor's approved design, or as directed by the Engineer, prior to commencing any related excavation. If unable to install the temporary support system as specified in the approved design, the Contractor shall have the adequacy of the design re-evaluated. Any reevaluation shall be submitted to the Engineer for approval prior to commencing the excavation adjacent to the area in question. The Contractor shall not excavate below the maximum excavation line shown in the approved design without the prior permission of the Engineer. The temporary support system shall remain in place until the Engineer determines it is no longer required.

Initial excavation should be performed to expose up to the upper half of the pipe culvert. The timber piles should be driven as shown on the plans before additional excavation commences for the proposed adjacent box culvert. Contractor is to note that the proposed box culvert, and hence the excavation, are to be performed in stages as shown on the plans. Pieces of wood wedges may be used between piles and pipe culvert to maintain a positive contact if a gap occurs or if there is a danger of the existing pipe culvert shifting out of alignment. The timber piles should be driven at a maximum of 8'-0" spacing.

The temporary support system shall be removed and disposed of by the Contractor when directed by the Engineer. Removed system components shall become the property of the Contractor.

Added 2-26-13

When an obstruction is encountered, the Contractor shall notify the Engineer and upon concurrence of the Engineer, the Contractor shall begin working to break up, push aside, or remove the obstruction. An obstruction shall be defined as any object (such as but not limited to, boulders, logs, old foundations etc.) where its presence was not obvious or specifically noted on the plans prior to bidding, that cannot be driven or installed through or around, with normal driving or installation procedures, but requires additional excavation or other procedures to remove or miss the obstruction.

Method of Measurement: The temporary support system furnished and installed according to the Contractor's approved design or as directed by the Engineer will be paid for at the lump sum price, as Lump Sum.

Any temporary support system installed beyond those shown on the contract plans or the approved contractor's design without the written permission of the Engineer, shall not be measured for payment but shall be done at the contractor's own expense.

Basis of Payment: This work will be paid for at the contract lump sum price for TEMPORARY SUPPORT SYSTEM.

Payment for any excavation, related solely to the installation and removal of the temporary support system and/or its components, shall not be paid for separately but shall be paid for at the lump sum price for TEMPORARY SUPPORT SYSTEM. Other excavation, performed in conjunction with this work, will not be included in this item but shall be paid for as specified elsewhere in this contract.

Obstruction mitigation shall be paid for according to Article 109.04 of the Standard Specifications.

Added 2-26-13