



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 7, 2013

SUBJECT: FAU 8006 (Chatham Road)
Project BRM-5146(080)
Section 10-00470-00-BR (Springfield)
Sangamon County
Contract No. 93600
Item 231
June 14, 2013 Letting
Addendum (A)

NOTICE TO PROSPECTIVE BIDDERS:

Due to clarify information necessary to revise the following:

- 1. Revised Index of Special Provisions.**
- 2. Revised pages 7, 8 & 9 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,

John Baranzelli, P.E.
Acting Engineer of Design and Environment

A handwritten signature in cursive script, reading "Ted B. Walschleger, P.E.", with the initials "P.E." written in a smaller font to the right.

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

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The above represents the best information of the Department and is only included for the convenience of the bidder. The applicable provisions of Articles 105.07 and 107.20 of the Standard Specifications for Road and Bridge construction shall apply.

If any utility adjustment or removal has not been completed when required by the contractor's operations, the contractor should notify the Engineer in writing. A request for an extension of time will be considered to the extent the contractor's operations were affected.

CONSTRUCTION AND MAINTENANCE SIGNS: All construction signs mounted on permanent support for use in temporary traffic control having an area of 16 square feet or more shall be mounted on two 4" x 4" wood posts.

The cost of performing this work will be included in the cost of TRAFFIC CONTROL AND PROTECTION (SPECIAL) and will not be paid for separately.

REMOVAL OF EXISTING STRUCTURES: This item shall consist of the complete removal of the existing three span precast prestressed concrete deck beam structure in accordance with Section 501 of the Standard Specifications. All portions of the existing concrete piers and abutments that interfere with the placement of the proposed structure shall be removed in such amounts as to facilitate placement of the proposed structure. All segments of the existing concrete wingwalls that do not interfere with the placement of the new structure shall be removed to a point where a minimum earth cover of 3 feet is provided. The cover shall be measured from the finished grade line. There will be no salvage of the existing structure.

PAVEMENT REMOVAL: This work shall consist of removing the existing concrete roadway and bridge approach pavements at the locations shown on the plans, along with any pavement fabric or reinforcement, and the satisfactory off-site disposal of all the removed material, in accordance with Section 440 of the Standard Specifications.

Payment shall be for all labor, materials and equipment required to remove and dispose of the existing concrete pavement at the contract unit price per square yard for PAVEMENT REMOVAL including any saw cuts to remove the pavement at the location as shown on the plans.

FLEXIBLE DELINEATORS: This work shall consist of furnishing, installing and maintaining the necessary flexible delineators required for the maintenance of traffic shown on the plans in accordance with the applicable portions of Section 701 of the Standard Specifications and Highway Standard 701901. These shall be placed to delineate, two-way traffic over the existing and proposed bridge for the construction staging as shown on the plans.

This work will be measured and paid for at the contract unit price per each for FLEXIBLE DELINEATORS.

PULVERIZATION: This work shall consist of breaking the existing concrete pavement and concrete curb and gutter into pieces at the locations shown on the plans and in accordance with Article 205.03(b) of the Standard Specifications.

Pulverization will be measured using the centerline length and the width from outside to outside of completed pavement, but limited to the width the plans show or as determined by the Engineer and will be measured for payment in square yards as acceptably completed. The concrete shall remain in place.

All work for PULVERIZATION as described herein shall be completed to the satisfaction of the Engineer. The decision of the Engineer shall be final regarding to the quality and acceptability of materials and work.

This work shall be paid for at the contract unit price per square yard for PULVERIZATION.

CURB REMOVAL AND REPLACEMENT: This work shall consist of all labor and equipment to remove and replace the existing concrete curb at the locations shown on the plans, and the satisfactory off-site disposal of all the removed material, in accordance with Section 440 of the Standard Specifications. The concrete curb shall be constructed to the same dimensions and grade as the existing curb.

Payment shall be for all labor, materials and equipment required to remove, replace and dispose of the existing concrete curb at the contract unit price per foot for CURB REMOVAL AND REPLACEMENT including any saw cuts to remove the curb at the location as shown on the plans.

INCIDENTAL HOT-MIX ASPHALT SURFACING: This work shall consist of all labor, material and equipment to construct a hot-mix asphalt surface to the depth and locations shown on the plans in accordance with Section 408 of the Standard Specifications. In addition, this work shall include the removal and disposal of the hot-mix asphalt surface constructed for the commercial entrance in Stage II at Station 214+32, in accordance with Section 440 of the Standard Specifications.

This work shall be paid for at the contract unit price per ton for INCIDENTAL HOT-MIX ASPHALT SURFACING.

CHATHAM ROAD SEWER RELOCATION: This project consists of relocating an existing 30-in. gravity sewer along Chatham Road between Vernon Avenue and Iles Avenue. A 42-in. casing will be used on a portion of the 30-in. sewer. Two 60-in. manholes will also be constructed. By-pass pumping will be necessary to maintain service through the existing pipe