



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

January 9, 2012

SUBJECT: FAP Route 304 (IL 100)
Project FBD-0040 (011)
Section 2I-3
Jersey County
Contract No. 76D29
Item No. 93, January 20, 2012 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 i of the Table of Contents to the Special Provisions.
2. Revised pages 14 and 50 of the Special Provisions.
3. Added page 118 to 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,

Scott E. Stitt, 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: Omer M. Osman, Region 5, District 8; Mike Renner; Estimates

TBW:DB:jc

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Revised 01/09/12

In the event that the Contractor chooses to conduct informal builder's trials, the Contractor must afford the Owner (or Owner's Representative)s an opportunity to witness the trials and these parties must be given at least one day's advance notice prior to each builder's trial.

After satisfactory completion of all dock trials in the test program, formal **Underway Trials** shall be carried out for the purpose of testing the Pushboat and Barge Ferry as a whole and the performance of individual systems while underway away from the dock. Underway trials shall include testing of all machinery, and all mechanical, piping and electrical systems as required by Sections II-2, II-3, II-4, II-5 and II-8 of this specification.

During the trials and subsequent guarantee period, all machinery shall perform as specified without malfunction, overheating, or excessive vibration. If any mechanical or electrical equipment is found to be defective, it shall be corrected and trials shall be repeated to the satisfaction of the USCG inspector and Owner (or Owner's Representative) to demonstrate that its operation is in compliance with the Ferry performance that is specified.

A **test of the Barge Ferry stability and trim** shall be conducted to the satisfaction of the USCG, at the Owner's expense. Attention is called to 46 CFR 178 subpart C and section 179 pertaining to small ferry vessels. Note that stability calculations and a written report entitled "IDOT New Brussels Ferry Stability Assessment Barge"; a stability calculations and summary report, (2010 Oct 04) has been prepared by the designer, Art Anderson Associates, for review by the USCG. This report is based upon estimated lightship weight and center of gravity for the Barge Ferry. “

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PART II - TECHNICAL SPECIFICATIONS

Section 1 Structural

1.01 References

- [1] Code of Federal Regulations – 46 CFR Sub-chapter T (Barge Ferry)
- [2] ABS Rules for Building and Classing Steel Barges – 2009
- [3] ABS Rules for Building and Classing Steel Vessels for Service on Rivers and Intracoastal Waterways – 2007, referred to as the “ABS River Rules”
- [4] SNAME Publication, Ship Design And Construction (1969 edition)
- [5] ASTM F1053-94 Standard Guide for Steel Hull Construction Tolerances
- [6] SHIP STRUCTURE COMMITTEE – 331, Ship Structures Committee Design Guide for Ship Structural Details

1.02 Introduction

This section contains the general requirements for the structural hulls, deckhouse, towlink, ramps, integral tanks, hatches, and foundations. Supplemental requirements regarding specific tanks and foundations may be contained in other sections of this specification. Hull structure is designed for service in the protected waters of the Illinois River at Brussels, IL.

The Pushboat shall be constructed to the general arrangement as shown in drawing 801-101 and lines and offsets provided in drawing 839-101.

Revised 01/09/12

TABLE 5.05-1
 IDOT FERRY PIPING MATERIAL SCHEDULE

Piping System and Design Press. & Temp.	Piping		Takedown Joints	Fittings	Valves		Bolting & Gaskets	Remarks
	Size	Material			Body	Trim		
LUBE OIL SYSTEM (Lube Oil Service Filling & Transfer) 150 psi 200F degrees	1½" & below	Carbon steel seamless, SCH 40, ASTM A106, Grade B	Flange, Socket weld or slip-on 150#, ANSI B16.5, steel, ASTM A105	Socket weld Class 3000, ANSI B16.11, steel, ASTM A105	Gate, globe & angle R.S., O.S. & Y, 600#, socket weld, steel, ASTM A105 Ball valve, swing-out wafer type, 150# socket weld ends, ANSI B16.11, steel, ASTM A216	Stainless steel renewable seat & disk Stainless steel ball Viton seats & seals	Bolts: ANSI B18.2 galvanized steel, ASTM A307, Grade B Nuts: ANSI B18.2 galvanized steel ASTM A563 Grade A Gaskets: Garlock Blue Gard 3000 or equal	Flexible connections: USCG 46 CFR56.60 Approved
DECKS DRAINS (Weather Deck Drains) 50 psi 100F degrees	All	Carbon steel welded or seamless, SCH 40, ASTM A53, Grade B, Type S or E, galvanized	None	Buttweld, , ANSI-B16.9, steel, galvanized, ASTM A234, GRADE WPB	None		Bolts: ANSI B18.2 galvanized steel, ASTM A307, Grade B Nuts: ANSI B18.2 galvanized steel ASTM A563 Grade A Gaskets: Neoprene cloth inserted	
VENTS 50 psi 100F degrees	All	Carbon steel welded or seamless, SCH 40, ASTM A53, Grade B, Type S or E, galvanized	Flange, weld neck or slip-on, 150#, ANSI B16.5, steel, galvanized, ASTM A105	Buttweld, SCH 40, ANSI-B16.9, steel, galvanized, ASTM A234, Grade WPB	Tank vent check valve. Cast steel, threaded or buttwelded, ASTM A216, grade WCB Revised 1/9/12	Tank vent check valve. Plastic ball Revised 1/9/12	Bolts: ANSI B18.2 galvanized steel, ASTM A307, Grade B Nuts: ANSI B18.2 galvanized steel ASTM A563 Grade A Gaskets: Garlock Blue Gard 3300 or equal	Tank vent check valves on pushboat with flame screen. Revised 1/9/12

POTENTIAL NEW OR REVISED UNITED STATES COAST GUARD REQUIREMENTS

The Department is aware that the United States Coast Guard is in the process of revising various requirements covered under Title 46 of the Code of Federal Regulations governing shipping and that these new requirements may take effect as soon as calendar year 2012. However at the time of preparing the bid documents contained herein, the exact nature of any potential new requirements is unknown. Extra work which results from future new or revised requirements by the United States Coast Guard under Title 46 of the Code of Federal Regulations will be paid for according to Article 109.04 of the Standard Specifications for Road and Bridge Construction.

Added 01/09/12