Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 24, 2006

SUBJECT: FAP Route 701 (IL 122)
Section (128 BR) I-1
Tazewell County
Contract No. 68484
Item No. 95, August 4, 2006 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 2 of the Schedule of Prices.
2. Revised pages i & ii of the Table of Contents to the Special Provisions.
3. Revised pages 2, 3, 12 and 14 of the Special Provisions.
4. Revised sheets 1, 3, 4, 9 and 23 – 30 of the Plans.
5. Added sheets 30A and 30B 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,

Michael L. Hine
Engineer of Design
and Environment

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

cc: J. E. Crowe, Region 3, District 4; Roger Driskell; R. E. Anderson; Estimates; Design & Environment File

TBW:RS:jc

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF PRICES
CONTRACT NUMBER - 68484

State Job # - C-94-075-05
PPS NBR - 4-06150-0100
County Name - TAZEWELL- -
Code - 179 - -
District - 4 - -
Section Number - (128BR)I-1

Project Number

Route FAP 701

Item Number	Pay Item Description	Unit of Measure	Quantity	x	Unit Price	=	Total Price
25000600	POTASSIUM FERT NUTR	POUND	3.000				
25100630	EROSION CONTR BLANKET	SQ YD	152.000				
28000400	PERIMETER EROS BAR	FOOT	92.000				
* DELETED							
* 28100209	STONE RIPRAP CL A5	TON	1,165.000				
28200200	FILTER FABRIC	SQ YD	1,067.000				
28400100	GABIONS	CU YD	339.000				
* DELETED							
* DELETED							
* 31101900	SUB GRAN MAT C	TON	479.000				
40600100	BIT MATLS PR CT	GALLON	148.000				
40600300	AGG PR CT	TON	1.000				
40600980	BIT SURF REM BUTT JT	SQ YD	160.000				
48101200	AGGREGATE SHLDS B	TON	2.000				
50101500	REM EXIST SUP-STR	EACH	1.000				
50300225	CONC STRUCT	CU YD	6.000				
50300260	BR DECK GROOVING	SQ YD	273.000				
			* REVISED : JULY 21, 2006				

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Department will not be held responsible for any delays incurred due to acquisition of additional permits or amending the existing permit. Determination of allowable methods for completion of this work under the current permit can be obtained from the Corps of Engineers.

TRAFFIC CONTROL PLAN
Effective: March 29, 2006

Traffic control shall be in accordance with the applicable sections of the "Standard Specifications for Road and Bridge Construction," the applicable guidelines contained in the "Illinois Manual on Uniform Traffic Control Devices for Streets and Highways," these Special Provisions, and any special details and Highway Standards contained herein and in the plans.

Special attention is called to Section 701 and Articles 107.09 and 107.14 of the "Standard Specifications for Road and Bridge Construction" and the following Highway Standards relating to traffic control:

701306 701321 702001 704001

In addition, the following special provision(s) will also govern traffic control for this project:

Wide Load Signing
Traffic Control and Protection, Standard 701321
Construction and Maintenance Sign Supports
Flagger Vests
Impact Attenuators, Temporary
Temporary Concrete Barrier
Traffic Control Deficiency Deduction

WIDE LOAD SIGNING
Effective: March 29, 2006

The Contractor will be required to obtain these signs from the:

Illinois Department of Transportation
Traffic Operations Sign Shop
5826 N. Knoxville Avenue
Peoria, IL 61614
(309) 693-5176
Attn: Bill Harrmann

Due to the reduced lane widths during bridge construction, wide loads will be unable to use the bridge. To alert drivers of wide loads to this condition, signs indicating the maximum allowable load width on the bridge will be erected at intersecting roads as directed by the Engineer or at locations shown in the plans. It will be the responsibility of the Contractor to erect and maintain these signs at locations shown in the plans or as directed by the Engineer. Any sign that is damaged during the construction activities shall be replaced at the Contractor's expense.

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This item will be paid for at the contract unit price per lump sum for WIDE LOAD SIGNING which shall consist of obtaining the signs, erecting the signs and returning these signs to the Illinois Department of Transportation and no additional compensation will be allowed.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701321

This item pertains to the method of traffic control and protection that is to be utilized in conjunction with the proposed temporary runaround. This work shall conform to the applicable portions of Section 700 of the Standard Specifications and the Construction Staging and Traffic Control Plans, which are included in the overall project plans. This item of work shall include the furnishing, installing, maintaining, relocating, and removal of all traffic control devices used for the purpose of regulating, warning or directing the traffic during the construction of applicable portion of this project.

All traffic control devices used on this project shall conform to the plans, special provisions, traffic control standards, Standard specifications for Traffic Control Items, and the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways. No modification of these requirements will be allowed without prior written approval of the Engineer.

Traffic control devices shall include all temporary traffic control and regulatory signs as described herein, and their supports, temporary pavement markings, barricades with sand bags, plastic drums, channelizing devices, temporary rumble strips, warning lights, arrowboards if necessary, flaggers, or any other device used for the purpose of regulating, warning, or guiding traffic through the construction zone and guiding traffic on the detour route.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices as shown on the plans or as directed by the Engineer. Special attention shall be given to advance warning signs during construction operations in order to keep lane assignment consistent with barricade placement and stage construction at all times. The Contractor shall cover or remove all traffic control devices that are inconsistent with lane assignment patterns during the transition from one construction stage to another.

The Contractor, when directed by the Engineer shall remove all traffic control devices which were furnished, installed and maintained by him under this contract, and such devices shall remain in place until specific authorization for relocation or removal is received from the Engineer.

The Contractor shall contact the Engineer at least 72 hours in advance of beginning work, to allow for coordination between the Traffic Control Plan and the various items of work required.

The furnishing, placement, maintenance and removal of temporary rumble strips as required by Standard 701321 shall be paid at the contract unit price per each for TEMPORARY RUMBLE STRIP. The removal of existing pavement markings in conflict with the proposed traffic control

TIPPING PLATE TYPE ANCHOR STAKES

This work shall consist of furnishing, driving, proof testing, and attaching tipping plate-type anchor stakes at locations indicated on the plans. At the contractor's discretion, either screw-type anchor stakes, or tipping plate type-anchor stakes shall be used to anchor gabion blocks into toe trenches.

Materials Tipping plate-type anchor stakes shall be Manta Ray or Stingray tieback anchors as furnished by Foresight Products, LLC, 6430 E 47th Ave., Commerce City, CO, (800)325-5360. Anchor rod shall be galvanized, threaded steel bar, ¾" diameter and at least 10' in length. Attachment hardware consisting of washers, beveled washers, steel plates and nuts or eyenuts shall be compatible with the anchor rods in terms of fit, function and strength.

Construction Requirements Manta Ray anchors must be driven to a depth that allows sufficient pull back allowance to meet the required minimum finished embedment length after proof testing. A good general rule is to allow for 3 feet of pull-back. Choice of driving equipment is at the discretion of the contractor, but it is recommended that the contractor contact the Foresight Products Engineering Department at 1-800-325-5360 for installation suggestions and required equipment.

Manta Ray anchors must be proof tested to a 6 kip (6,000 pound) load with the Foresight model LL-1, LL-45, or SR-LLK Load Locker or an equivalent approved by the Engineer. After tipping the anchor to its "load locked" position, by one or more cycles of the Load Locker, a proof test must be performed as follows: Upon reaching the proof test load , that load must be held for a period of 1 minute during which time the movement of the anchor rod shall not exceed 0.5". The anchor must also meet the specified minimum embedment length after the proof test. If the anchor fails this proof test, the Engineer must be notified. The contractor shall keep a record of the proof test loads achieved and final embedment lengths of each anchor.

Remedies for failed proof test load shall be dictated by the Engineer, and will include, but not be limited to, the following:

a) Decreased anchor spacing
b) Increased anchor embedment length
c) Slightly different installation angle
d) Larger anchor head size
e) Addition of grout or other capacity enhancing material
f) Re-test after a period of 12-24 hours. History has shown an increase in capacity of 5-10% over time.

Method of Measurement. The work of installing tipping plate-type anchor stakes will be measured on a per unit basis of units actually installed.

Basis of Payment. The work of furnishing and installing tipping plate-type anchor stakes shall be paid for at the contract unit price for each GABION ANCHOR STAKE. Payment for connecting cables shall be included in this work.

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All excavated channel materials that will be subsequently used as backfill should be placed in a temporary stockpile located outside the channel. A sediment barrier shall be installed between the storage pile and the stream channel. Excavated material is only allowed as backfill in areas outside the channel and above normal high water.

All excavated materials that will not be used on site must be immediately removed to a disposal site having an erosion and sediment pollution control plan approved by the Engineer.

Pumped water from excavated areas must be filtered prior to discharging back into streams. Filter bags, portable settling tanks, or sediment basin are acceptable methods of filtering. The use of filter bags is an acceptable method is located on a relatively flat (less than 5% slope) well-vegetated area.

All disturbed areas within the existing channel should be completed and stabilized before flow is redirected into it. Suitable protections should be provided for the stream channel from any disturbed areas that have not yet achieved stabilization.

Basis of Payment. This work will be paid for at the contract unit price for DEWATERING STRUCTURE NO. 1. The unit price shall include all labor, equipment, and materials to divert the water flow, along with all costs associated with adding additional joints to scour countermeasures and repairing any damage caused by any flow events, and other collateral work as included herein.

SEDIMENT FILTER BAGS

Filter Bags may be used to filter water pumped from disturbed areas prior to discharging back into the stream. They may also be used to filter water pumped from the sediment storage areas of sediment basins.

Materials. Filter bags shall be made from non-woven geotextile material sewn with high strength, double stitched “J” type seams. They shall be capable of trapping particles larger than 150 microns.

Construction Requirements. Filter bags shall be installed according to the details shown on in Figure S1 shown on the Dewatering Systems detail sheet.

A suitable means of accessing the bag with machinery required for disposal purposes must be provided. Filter bags shall be replaced when they become ½ full. Spare bags shall be kept available for replacement of those that have failed or are filled.

Bags shall be located in well-vegetated (grassy) areas, and discharges onto stable, erosion resistant areas. Where this is not possible, a geotextile lined flow path shall be provided. Bags shall not be placed on slopes greater than 5%.

Pumping rates vary depending on the size of the filter bag, and the type and amount of sediment discharged to the bag. The pumping rate shall be no greater than 750 gpm or ½ the maximum specified by the manufacturer, whichever is less. The maximum pumping rate shall be approved by the Engineer.

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