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

December 24, 2019

SUBJECT: Route FAU 6576 (Kickapoo Creek Road)
Section 16-00006-00-BR
Peoria County
Contract No. 89748
Item 119
January 17, 2020 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 pages 6 and 7 of the special provisions**
2. **Revised sheet 20 of the plans**
3. **Added sheet 22A of the plans**
4. **Updated Index of Sheets on sheet 1 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,

Jack A. Elston, P.E.
Bureau Chief, Design and Environment

structure to Sta. 12+59.51±.as shown on Contract Plans. The existing retaining wall shall be neatly cut at the north end of the semi-gravity portion, where it will abut the new construction. This work shall conform to the applicable portions of Section 501 of the Standard Specifications.

The Contractor is advised that the existing retaining wall was constructed in at least two phases. The portion to be removed was constructed in 1912, while the portion to remain was constructed in 1931. Any available plans may or may not reflect what is currently present in the field. The Contractor shall make whatever field investigations he deems necessary prior to beginning removal operations.

If existing wood piles interfere with proposed pile locations the wood piles shall be removed and filled with dry loose sand. Existing wood piles that do not interfere shall be cut off at a minimum 6 inches clear of proposed footing.

This work will be paid for at the contract unit price bid each for REMOVAL OF EXISTING STRUCTURES NO. 2.

REMOVAL OF EXISTING STRUCTURES NO. 3

This work shall consist of the complete removal of the existing north retaining wall, including footing, stem and any other appurtenances attached to the structure. The limits of removal shall include the entire wall to the north of the existing bridge structure. This work shall conform to the applicable portions of Section 501 of the Standard Specifications.

The Contractor is advised that construction plans are not available for the existing north retaining wall. The Contractor shall make whatever field investigations he deems necessary prior to beginning removal operations.

If existing wood piles interfere with proposed pile locations the wood piles shall be removed and filled with dry loose sand. Existing wood piles that do not interfere shall be cut off at a minimum 6 inches clear of proposed footing.

This work will be paid for at the contract unit price bid each for REMOVAL OF EXISTING STRUCTURES NO. 3.

TEMPORARY SOIL RETENTION SYSTEM

This work consists of furnishing and constructing a temporary soil retention system (TSRS) to facilitate structure removal and construction of the new three-sided structure and west wing walls. All work shall be in accordance with the applicable portions of Sections 516 and 522 of the Standard Specifications, except as noted herein.

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The TSRS shall consist of soldier pile retaining walls as detailed in the plans. The soldier piles shall be drilled according to the methods described in Section 516 and appropriate for the site conditions encountered. The timber lagging can be either treated or untreated.

After placement of the new structure and wing walls, the excavated area shall be backfilled to the finished grades. Prior to completion of backfilling, the TSRS shall be removed to a minimum depth of 2 feet below finished grade.

All work required to construct the TSRS as shown on the plans, including excavation, furnishing and setting soldier piles, timber lagging backfilling, and partial removal of TSRS will be paid for at the contract lump sum price bid for TEMPORARY SOIL RETENTION SYSTEM.

STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5 INCHES)

This work shall consist of structurally repairing concrete surfaces of the wing walls for the railroad tunnel structure west of the proposed three-sided structure as shown on the plans. Repairs shall be performed in accordance with the Guide Bridge Special Provision for Structural Repair of Concrete, GBSP 53.

In addition to the repair of deteriorated concrete as shown on the plans, this work also includes the removal and replacement of concrete along the vertical face of the ends of the wing walls (regardless of condition) to facilitate a tight fit between the new wing walls and the existing railroad tunnel wing walls. A minimum of 3" of concrete shall be removed from the vertical face of the ends of the railroad tunnel wing walls. This removal shall be performed prior to constructing the new wing walls for the three-sided structure. The repair concrete shall be placed after the new wing walls are in place. One inch pre-molded joint filler shall be placed between the new three-sided structure wing walls and the repair concrete.

This work will be paid for at the contract unit price per square foot for STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5 INCHES).

THREE-SIDED PRECAST CONCRETE STRUCTURES (SPECIAL) 20 FT

This work shall consist of designing, furnishing and installing the three-sided precast concrete structure according to the Guide Bridge Special Provision for Three Sided Precast Concrete Structure (Special), GBSP 90, and all applicable portions of Sections 502, 503, 504, 512 and 540 of the Standard Specifications.

The foundation type, layout and dimensions depicted on the plans are conceptual only, and may be altered as required by the Contractor's engineer to accommodate the proposed three-sided structural system to be used.

Type SM steel railing will be attached to the face of the new headwall as shown on the plans. The Contractor shall coordinate the rail post layout and anchorage embedment details with the three-sided structure supplier as required to insure proper fit-up. The new headwalls and structure units shall be designed to accommodate loads associated with a TL 3 rail designation.

Included in this item is the design, furnishing and installation of precast or cast-in-place concrete wing walls at the west end of the structure. These walls shall butt up to the repaired ends of the existing railroad tunnel structure west of the proposed three-sided structure. These walls shall be oriented 90 degrees with the centerline of the three-sided structure.

This item also includes construction of a scour protection slab (with cut-off wall) as described in All Bridge Designer Memorandum 16.1 for Scour Protection Method 3.

It is anticipated that the minimum depth of fill over the top slab will be greater than 3 feet. Therefore, no membrane waterproofing system has been included. If, based on the dimensions of the structural system provided, the minimum depth of fill is less than 3 feet, the Contractor shall install a membrane waterproofing system at no additional cost. This system shall comply