



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 1, 2023

SUBJECT: FAP Route 669 (IL 116/IL 8)  
Project NHPP-ARSL(797)  
Section 13-[(HB,HB-1,2)BR-1]RS-2  
Tazewell County  
Contract No. 68C00  
Item No. 52, November 17, 2023 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 the Table of Contents to the Special Provisions.
2. Revised sheets 24 and 25 of the Special Provisions.

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,

A handwritten signature in black ink, appearing to read 'Jack A. Elston'.

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

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## **STRUCTURAL STEEL REMOVAL**

Effective: October 3, 1997

Revised: January 1, 2007

### Description:

This work shall consist of the satisfactory removal and disposal of structural steel members as shown on the plans. This work shall be performed according to Section 501 of the Standard Specifications.

Burning of existing rivets or bolts will only be allowed near steel surfaces which are to be removed and discarded. Burning of existing rivets or bolts will not be allowed for members to remain in place and members that are to be removed and reinstalled at a later date. When burning of rivets or bolts is not allowed the head of the rivet or bolt shall be sheared off and the shank driven or drilled out. Extreme care shall be taken while removing the rivets or bolts so as not to damage the existing structural steel which is to remain. Unless noted otherwise on the plans, the cost of rivet and bolt removal shall be included in this item. All damage to existing members which are to remain shall be repaired or the member replaced to the satisfaction of the Engineer. Repair or replacement of damaged members shall be at the Contractor's expense and at no additional cost to the State.

### Method of Measurement

Structural steel removal will not be measured for payment. Payment will be based upon the pounds (kilograms) of structural steel removal shown on the plans.

### Basis of Payment

This work will be paid for at the contract unit price per pound (kilogram) for STRUCTURAL STEEL REMOVAL.

## **REMOVAL OF EXISTING BEARINGS**

**Description:** This work shall consist of removal and proper disposal of the existing bearings at locations shown in the plans according to Article 501.05 of the Standard Specifications.

**Method of Measurement:** This work shall be measured at each individual location as indicated in the plans.

**Basis of Payment:** This work shall be paid for at the contract unit price each for REMOVAL OF EXISTING BEARINGS, which price shall include all equipment, materials and labor required to satisfactorily complete the work. The jacking and cribbing required to remove the load from the existing bearings is not included as part of this work.

## **JACKING AND CRIBBING**

**Description:** This item shall consist of furnishing all material, equipment and labor for installation and subsequent removal of jacking support systems complete, including jacks, support beams, shims, and all necessary cribbing to be used while performing the reconstruction of the abutment caps.

**Construction:** Traffic shall be removed from the portion of the structure to be jacked prior to commencing jacking operations. Traffic shall be kept off that portion of the structure until all abutment cap reconstruction work has been completed and all jacking support systems and cribbing have been fully removed.

The superstructure, or portions thereof, shall be raised after removal of the existing bridge deck in such a manner as to avoid distortion or damage to any of its members. Differential jacking height shall not exceed 1/8 inch transversely between adjacent beams or 1/4 inch longitudinally between adjacent

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supports. The actual raising of the superstructure shall be kept to the minimum height required to complete the abutment cap reconstruction, as shown on the plans.

Jacking and cribbing details with calculations shall be submitted to the Engineer for approval prior to starting any jacking procedures. The Contractor's jacking plans shall be prepared and sealed by an Illinois Licensed Structural Engineer. Approval of the Contractor's Jacking and Cribbing plan by the Engineer shall in no way relieve the Contractor of responsibility for the safety of the operation or for damage to the structure.

At any time during the bridge raising operations, the Engineer may require the Contractor to provide additional supports or measures to furnish an added degree of safety. The Contractor shall provide such additional supports or measures at no extra cost to the Department.

The Contractor shall be responsible for restoring to their original condition, prior to jacking, the drainage ditches, pavement, or slopewall disturbed by the cribbing footings.

The Contractor shall assume all responsibility and be liable for any damage caused by improper supports for the jacking and cribbing system and for any damage to existing utility, lighting or navigation lighting conduits suspended under the bridge or attached to, or embedded in, the piers. Neither added precautions nor the failure of the Engineer to order additional protection will in any way relieve the Contractor of sole responsibility for the safety of lives, equipment, and the structure.

**Method of Measurement:** This work will be measured for payment in units of Each, for each substructure unit requiring jacking of beams.

**Basis of Payment:** This work, as herein specified, will be paid for at the contract price for JACKING AND CRIBBING at the substructure locations specified, which price shall be payment for all work and materials required at each substructure unit.

## **CLEANING AND PAINTING CONTACT SURFACE AREAS OF EXISTING STEEL STRUCTURES**

Effective: June 30, 2003

Revised: October 23, 2020

**Description.** This work shall consist of the surface preparation and painting of existing steel structures in areas that will be in contact with new steel.

The existing steel at primary connections (faying surfaces) shall be prepared and primed as specified herein prior to connecting new structural steel to the existing structure.

The existing steel at secondary connections shall be prepared, and if bare metal is exposed, primed as specified herein prior to connecting new structural steel to the existing structure.

**General.** The existing coatings shall be assumed to contain lead and may also contain other toxic metals. Any plans that may be furnished for the work, and any dimensions or other information given regarding a structure, are only for the purpose of assisting bidders in determining the type and location of steel to be cleaned and painted. It is the responsibility of the Contractor to verify this information and the accuracy of the information provided shall in no way affect the price bid for structural steel.

**Materials.** The Bureau of Materials and Physical Research has established a list of all products that have met preliminary requirements. Each batch of material must be tested and approved before use.

The paint materials shall meet the requirements of the following articles of the Standard Specification:

<u>Item</u>	<u>Article</u>
a) Organic Zinc Rich Primer	1008.05
b) Aluminum Epoxy Mastic	1008.03

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