



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 13, 2014

SUBJECT: FAS Route 1600 (CH 7)
Project BHS-1600(121)
Section 11-00078-03-BR
Adams County
Contract No. 93624
Item No. 138, November 21, 2014 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 Special Provision REMOVAL OF EXISTING STRUCTURES

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, appearing to read 'Ted B. Walschleger P.E.'.

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

Route: FAS 1600
Section: 11-00078-03-BR
Project No.: BRS-1600(121)
County: Adams
Local Agency: Adams County

CONCRETE STRUCTURES

This work consists of the placement of portland cement concrete for the adjustment of the top of cap elevation of the existing abutments and piers in accordance with all applicable portions of Section 503 of the Standard Specifications and the following:

The entire surface of the existing abutment and pier caps shall be sand blasted to remove any chloride contaminated or other unsound concrete as directed by the Engineer and to be prepared as a bonded construction joint prior to concrete placement.

This work will be included in the contract unit price per cubic yard for CONCRETE STRUCTURES.

PRECAST PRESTRESSED CONCRETE DECK BEAMS (33" DEPTH)

Shop drawings shall be furnished to the Adams County Highway Department as specified in Article 1042.03(b). The plans shall be submitted to the following address:

Adams County Highway Department
P.O. Box 3797
101 North 54th Street
Quincy, IL 62305-3797

PORTLAND CEMENT MORTAR FAIRING COURSE

This work shall be done in accordance with all applicable portions of Section 583 of the Standard Specifications with the following exception:

Basis of Payment. The work shall be considered included in the contract unit price per square foot for Precast Prestressed Concrete Deck Beams of the depth specified on the plans and no additional compensation will be allowed.

REMOVAL OF EXISTING SUPERSTRUCTURES

This work consists of the removal and disposal of the existing concrete deck beams with cast-in-place concrete bridge rail, aluminum rail, and bituminous wearing surface in accordance with all applicable portions of Section 501 of the Standard Specifications and the following:

The deck removal consists of approximately 24,350 square feet of deck beams

The bridge rail removal consists of approximately 1624 lineal feet of railing

The existing bituminous wearing surface consists of approximately 160 cubic yards of asphalt

The existing concrete railing consists of approximately 177 cubic yards of concrete

All materials above shall become property of the Contractor. The removal items shall be disposed of in accordance with Article 202.03 of the Standard Specifications and as described within the special provisions.

Deck Beam Removal. The Contractor shall remove the beams from their existing location intact (i.e. remove by lifting the beam from its location and lowering the beam to the ground or placing the beam on a trailer or similar and moving it to a final location). Removal of the beams by jackhammers, shears, concrete breakers, hydraulic impact equipment, or gravity induced impact equipment or similar methods implied in this sentence shall not be permitted.

The Contractor shall have the option to place intact beams in an excavated trench within the limits of the right of way as shown on the plans and as directed by the Engineer or remove the intact beams from the jobsite for reuse or disposal in accordance with Article 202.03 of the Standard Specifications.

If the Contractor elects to remove the concrete parapet wall prior to lifting the beam, the removal shall be done in a manner that does not compromise the structural integrity of the beam causing it to fall from its location. All broken concrete shall be recovered and all exposed reinforcement bars shall cut flush with the concrete and placed in an excavated trench or removed from the jobsite. If the Contractor elects to remove the beam with concrete railing intact, the Contractor may

- a) Place the beam in the trench, excavated as shown on the cross sections, then remove the guardrail and cut all exposed reinforcement bars flush with the concrete; or,
- b) Excavate a portion of the trench deeper than shown on the cross section to accommodate the beam and concrete railing, place the beam, backfill the space around the beam and railing, place any remaining beams in the trench and backfill to the line and grade shown on the cross sections; or,
- c) Remove the beam from the jobsite for disposal elsewhere.

Excess material from the trenches may be used to construct ramps to facilitate access to the trenches and resulting work platform. The ramps and any excess material shall be removed prior to completion of the project and the area restored to its original line and grade. If any proposed ramp is to be placed over existing riprap, filter fabric or other separating layer shall be laid over the riprap prior to the placement of any earth material. The material used for the separating layer should be able to prevent the infiltration of earth or sand into the voids of the existing riprap.

Disposal of the concrete deck beams on or off site, any trench or related excavation and backfilling, removal of all excess material, grading, reshaping and other related work shall be considered incidental to the cost of removing the existing structure.

Existing dowel rods shall be cut flush with the top of the substructure caps if fully engaged in the cap. If the dowel rods are pulled from the cap during removal, the resulting hole shall be cleaned and filled with non-shrink grout.

The existing piers and abutments will not be removed. Only a portion of the wing walls will be removed. It shall be the responsibility of the Contractor to protect the existing substructure and wing walls from damage during the removal of the superstructure. The Contractor shall repair any damage to the existing substructure or wing walls at his/her expense.

Ancillary Superstructure Removals. The existing steel support beams spanning under a beam of Span 8 shall remain property of the Adams County Highway Department. The two steel support beams shall be removed with their full length preserved. The beams may be unbolted to reduce the weight or length of the beam(s). No cutting of the beams shall be allowed. The beams shall be placed within the existing right of way at the southern end of the approach guard for removal by the Adams County Highway Department.

The steel framework attached to the piers at each end of Span 8 shall be removed and become property of the Contractor. The vertical steel members shall be cutoff at least 12" below the existing ground line. The anchors placed in the pier caps may remain unless otherwise directed by the Engineer.

The existing traffic control devices on Span 7 and all signs and posts within the project limits shall remain property of the Adams County Highway Department. All traffic control items shall be removed in a manner which will not damage the specific item. Upon removal, the traffic control devices, signs and posts shall be placed within the existing right of way at the southern end of the approach guard for removal by the Adams County Highway Department.

Measurement and Payment: All labor, materials and equipment required to remove, salvage and dispose of the existing bridge superstructure items attached to the bridge superstructure satisfying the condition stated herein shall be paid for at the contract unit price per each for REMOVAL OF EXISTING SUPERSTRUCTURES and no additional compensation will be allowed.

BRIDGE APPROACH PAVEMENT (SPECIAL)

This work shall consist of the construction of bridge approach pavement in accordance with the modified abutment and bridge approach pavement detail sheets in the plans and the following.

A concrete slab ("sleeper slab") supporting the end of the bridge approach pavement will not be required. The pavement width shall be 30 feet, except at the existing wing walls.

This work will be paid for at the contract unit price per square yard for BRIDGE APPROACH PAVEMENT (SPECIAL). The unit price bid for Bridge Approach Pavement (Special) shall include the necessary excavation and backfill, tie bars, granular sub-base, reinforcement bars and all other items necessary to complete this item of work.