



Addendum No. 4
CITY OF PEORIA
Deerbrook Drive Reconstruction
March 27, 2025

The following shall be considered part of the Contract Documents for the subject project and shall apply to all construction there under.

This Addendum revises the Bid Opening time and date to 2:00 PM on April 03, 2025. Specific changes are discussed further below.

PLANS

1. Sheet 2

- a. By-pass pumping legend has been amended to say "AS REQUIRED"

2. Sheet 3

- a. The quantity of Item 20100110 – TREE REMOVAL (6 TO 15 UNITS DIAMETER) has been zeroed out as this work will be performed by the city.
- b. The quantity of Item 20100210 – TREE REMOVAL (OVER 15 UNITS DIAMETER) has been zeroed out as this work will be performed by the city.
- c. The quantity of Item 28100227 – STONE RIPRAP, CLASS B4 has been revised.
- d. Item 28200200 – FILTER FABRIC has been added to the list.
- e. The quantity for Item 31100100 – SUBBASE GRANULAR MATERIAL, TYPE A has been revised.
- f. The quantity of Item 35101600 – AGGREGATE BASE COURSE, TYPE B, 4" has been revised.
- g. The quantity of Item 42400100 – PORTLAND CEMENT CONCRETE SIDEWALK, 4" has been revised.
- h. The quantity for Item 42300200 – PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6" has been revised.
- i. Item 54210189 – PIPE ELBOW, 24" has been added.
- j. Item 54213660 size designation of the PRECAST REINFORCED FLARED END SECTION 15" has been revised to 24" per the schedule table on sheet 41 and plan sheet 43 as the incoming pipe 51 is a 24" RCP pipe.
- k. The quantity of Item 60600605 – CONCRETE CURB TYPE B has been zeroed out as curbing associated with ADA ramps is considered incidental to ramp construction.
- l. Item 67100100 – MOBILIZATION has been added.
- m. The quantity of Item X1200274 – TEMPORARY BYPASS PUMPING has been zeroed out as this is incidental to gabion installation at the outfalls.
- n. The quantity for Item X1700109 – EXPOSED AGGREGATE SURFACE, 6" has been zeroed out as this item will no longer be used.
- o. The quantity for Item X2010516 – SELECTIVE CLEARING has been zeroed out.

- p. The quantity of Item X2600012 – REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBY has been zeroed out as this item is not used.
- q. The quantity of Item X6020065 – INLET TYPE G-1, DOUBLE (SPECIAL) has been revised from 7 to 4.
- r. The quantity of Item X6020085 – INLET TYPE G-1 (SPECIAL) has been revised from 11 to 17.
- s. New Item X6021815 – INLET MANHOLE, TYPE G-1, 5' has been added. 3 units have been added.
- t. New Special Provision Item INLETS, TYPE G-1, & TYPE G-1 INLET MANHOLE has been added. 3 units have been added.
- u. The quantity for Item Z0062456 – TEMPORARY PAVEMENT has been revised from 965 SY to 2,315 SY.
- v. New Special Provision Item – CLEARING AND GRUBBING has been added.

3. Sheet 4

- a. Table showing the tabulation of quantities for Item X1200274 – TEMPORARY BYPASS PUMPING SYSTEM has been removed as this will be considered incidental to gabion installation.
- b. The quantity of Item 42300200 – PORTLAND CEMENT CONCRETE DRIVEWAY, 6" at STA 10+08.96 has been revised and the total quantity has been updated accordingly.
- c. Item X1700109 – EXPOSED AGGREGATE SURFACE, 6" has been removed from the DRIVEWAY SCHEDULE TABLE as this bid item will no longer be used. Quantities for this item have been added to PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6" quantities.

4. Sheet 5

- a. Quantities for Item 60600605 – CONCRETE CURB, TYPE B has been zeroed out as curbs associated with ADA sidewalk ramps are incidental to ADA curb ramps.
- b. The individual and total quantities for Item 31100100 – SUBBASE GRANULAR MATERIAL, TYPE A have been revised.
- c. The stationing and quantities for Item 42400100 – PORTLAND CEMENT CONCRETE SIDEWALK, 4" and Item 35101600 – AGGREGATE BASE COURSE, TYPE B, 4" have been revised.

5. Sheet 6

- a. Table for TRAFFIC CONTROL has been removed. All items related to traffic control and protection shall be paid as a LUM SUM item under ITEM X7010216 – TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- b. Outfall Stabilization Table
 - i. ITEM 21001000 – GEOTECHNICAL FABRIC FOR GROUND STABILIZATION has been replaced by ITEM 28200200 – FILTER FABRIC and quantities have been updated.
 - ii. Total quantities for ITEM 28100227 – STONE RIPRAP CLASS B4 has been revised.

6. Sheet 7

- a. Total Quantities for item 28100227 – STONE RIPRAP CLASS B4 have been revised.

7. Sheet 18
 - a. Note to "REMOVE AND REPLACED EX. EXPOSED AGGREGATE CONCRETE DRIVEWAY" has been removed for 1111 W. Deerbrook Drive. The driveway pavement will be PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6".
8. Sheet 20
 - a. "BY OTHERS" has been appended to all TREE REMOVAL items.
9. Sheet 21
 - a. "BY OTHERS" has been appended to all TREE REMOVAL items.
10. Sheet 22
 - a. "BY OTHERS" has been appended to the TREE REMOVAL item.
11. Sheet 25
 - a. Page number referencing to SANITARY SEWER PIPE encasement has been updated to page 88.
12. Sheet 26
 - a. Note to "REPLACE EXPOSED AGGREGATE CONCRETE DRIVEWAY" has been removed from 1111 W. Deerbrook Drive.
13. Sheet 34
 - a. Pipe alignment for P13 has been revised.
 - b. Structure S 19 has changed to INLETS, TYPE G-1 AND TYPE G-1 INLET-MANHOLE from INLET, TYPE G-1, DOUBLE (SPECIAL). Inverts have been updated.
 - c. Structure S16 rim elevation has been revised from 787.17 to 786.84 on the Profile.
 - d. Length of pipe for P13 has been revised on the Profile.
14. Sheet 35
 - a. Structure S 23 has been changed to INLETS, TYPE G-1 AND TYPE G-1 INLET-MANHOLE from INLET, TYPE G-1, DOUBLE (SPECIAL).
 - b. Structure S 24 has been changed to INLETS, TYPE G-1 AND TYPE G-1 INLET-MANHOLE from INLET, TYPE G-1, DOUBLE (SPECIAL).
15. Sheet 36
 - a. Structure S 36 has been changed to INLET MANHOLE TYPE G-1 from INLET, TYPE G-1.
16. Sheet 37
 - a. Structure S 47 has been changed to INLET, MANHOLE, TYPE G-1, 5' from INLET, TYPE G-1.
 - b. Structure S 50 has been changed to INLET, MANHOLE, TYPE G-1, 5' from INLET, TYPE G-1.
17. Sheet 39
 - a. Structures have been revised for S19, S19A; S23, S23A; S24, S24A. Inverts have been revised.
18. Sheet 40
 - a. Structure S6 has been revised.
19. Sheet 41

- a. Structures S47 and S50 have been revised. Structure S61's name has been changed to PRECAST REINFORCED CONCRETE FLARED END SECTION 24" from FLARED END SECTION.
20. Sheet 42
- a. Location of drainage structure (S16) in the swale on the right side of N. Wilderness Drive has been revised.
21. Sheet 43
- a. Missing callouts for Structure I.D., Station and Inverts S22, S24A have been added.
 - b. A 24" PIPE ELBOW has been added to the P51 connection to S61. Detail referencing has been updated for the Outfall Protection.
22. Sheet 44
- a. Structure information for S5 has been added on the Profile.
23. Sheet 45
- a. Structure information for S22, S24, S24A and pipe have been added to the Profile.
24. Sheet 51
- a. For Outfall D, the quantity for Item 12, FILTER FABRIC has been revised from 277 SF to 370 SF.
25. Sheet 52
- a. Note under FILTER FABRIC has changed from "no bedding or filter fabric is to be placed under riprap." to "PLACE BEDDING AND FILTER FABRIC UNDER RIPRAP."
26. Sheet 53
- a. Note #3 has been revised to state "ALL TRAFFIC CONTROL DEVICES SHALL BE PLACED AND SPACED AS REQUIRED BY ILMUTDC".
27. Sheet 56 and 57
- a. Callout for TRAFFIC BARRIERS have been revised to "TEMPORARY TRAFFIC BARRIERS – SEE NOTE 1"
 - b. Sheet note has been added for "CONTRACTOR TO PROVIDE TREATMENT OF LEADING ENDS OF TEMPORARY BARRIER"
28. Sheet 83
- a. DETAIL 2 – The placement of the GEOTEXTILE has been revised to show a 6 INCH tuck at the bottom of the trench with an extension along the side of the excavation 1/2 INCH below finish grade. The 6 INCH tuck over the CA-16 aggregate base course has been removed.
29. Sheet 86
- a. DETAIL 2 – The name and the information provided in the detail has been changed to show 2 different configurations for the double inlets. In one alternative, the deeper inlet is a TYPE G-1 INLET while the second alternative proposes a TYPE G-1 INLET MANHOLE for the deeper structure. The TYPE G-1 INLET MANHOLE is proposed for locations where the pipes are too large to fit in a standard Type G-1 Inlet.
30. Sheet 87
- a. Title for DETAIL 1 has been revised to "INLET-MANHOLE, TYPE G-1".

31. Sheet 88

- a. DETAIL 3 – The metal material for the pipe handrail and post shall have been revised to match the special provision.
- b. DETAIL 5 – INLET TYPE G-1 SPACIAL has been added.

SPECIFICATIONS

1. Title Page – The Bid Opening time and date have been revised to 2:00 PM, April 03, 2025.
2. Page 6 – The Bid Opening time and date have been revised to 2:00 PM, April 03, 2025.
3. Pages 15 – 18, ARTICLE 5 – BASIS OF BID. Item numbers and quantities have been updated per Addendum 4 changes.
4. Special Provision for TEMPORAY EXCESS ROAD (SPECIAL) on page-67 consisting of aggregate unlaidd with geotextile has been struck through as it will no longer be used.
5. Special Provision for EXPOSED AGGREGATE SURFACE (X1700109) on page-71 has been struck through as this item will no longer be used.
6. Special Provision for TEMPORARY BY-PASS PUMPING (SPECIAL) on page-68 has been struck through as this item will not be a requirement. The contractor is to use any necessary means and method to work in the dry for installation of gabion structures at the outfalls.
7. Special Provision for EXPOSED AGGREGATE SURFACE (X1700109) on page-72 has been struck through as this item will no longer be used.
8. Special Provision SELECTIVE CLEARING (X2010516) on page-72 will not be used. Special Provision CLEARING AND GRUBBING has been added for removal of remaining small vegetation in the outfalls.
9. Special Provision REMOVE AND RELOCATE SIGN PANEL AND POLE ASSEMBLY (X2600012) on page-73 has been struck through as this item is not applicable.
10. Basis of Payment for INLETS, TYPE G-1, DOUBLE (SPECIAL) (X6020085) on page-76 has been revised to include concrete fill for the sump elevation.
11. Basis of Payment for INLETS, TYPE G-1 AND TYPE G-1 INLET-MANHOLE on page-76 has been revised to include concrete fill for the sump elevation.
12. PERMEABLE ASPHALT PAVING SYSTEM, Surface Infiltration Tests, #4. (pages 98 – 99), Clarification regarding Contractor responsibility to assure flow rate has been added.
13. Text edits have been added to Special Provision TRAFFIC CONTROL AND PROTECTION (SPECIAL) (X7010216) on page-76 to align with the suggested intent of the phasing.
14. Qualification has been added (4.a) for flowrate requirement for Surface Infiltration Tests for PERMEABLE ASPHALT PAVING SYSTEM Special Provision.
15. Special Provision CLEARING AND GRUBBING has been added for removal of vegetation at the outfalls.

ADDITIONAL INFORMATION

1. *Bidder Question: Can you clarify what the aggregate subgrade improvement 12" pay item is for? The 10107 SY roughly matches the total pavement area but there is no mention of it on the typical sections or in any table. They refer to aggregate base course, type CA-7 where the pay item is 6104 TON.*

- a. Response: This line item is an allowance for as-needed subgrade improvement beneath the roadway. Refer to Special Provisions, Aggregate Subgrade Improvement, 12" (30300112) and the Subsurface Exploration and Geotechnical Evaluation report prepared by Midwest Engineering (February 22, 2023). The report is included as an Appendix to this Addendum 4.
 - b. The cost of Excavation for the subgrade improvement shall be included in the SY unit price for the aggregate subgrade improvement. The special provision has been modified to include this statement.
2. Bidder Question: *There is a pay item for temporary access road 1400sy with fabric and rock. What is the purpose of the 1400 SY of temporary granular road with geotextile underlay and where is this proposed?*
 - a. Response: This item has been removed from the bid item list and special provisions.
3. Bidder Question: *Temporary Traffic Barrier on MOT plans –^(a)What is the purpose of the temporary traffic barriers? Are they the same thing as the concrete barriers? ^(b)Is an additional barrier required inside of the concrete barrier to keep the base aggregate clean? ^(c)The MOT cross sections seem like there isn't enough room to erect the concrete barriers and install deflectors at the ends. Can changes be made to provide more space between the construction area and the traffic lane? ^(d)What type of protection is needed at concrete barrier ends?*
 - a. Response: Yes, they are the same and the purpose is to provide separation and protection between vehicular traffic and the work zone. MOT plan terminology has been revised to match bid items.
 - b. Response: A secondary barrier is not needed if the base aggregate is kept clean.
 - c. Response: The travel lane and temporary access road widths as shown on sheets 58 and 59 are minimum lane widths. The contractor may use the full extent of the ROW to stage the road construction, and the overall widths of any cross section may be adjusted to provide the necessary minimum travel lane widths. Staging and devices for traffic protection are to follow the latest edition of Illinois Manual of Uniform Traffic Control Devices (ILMUTCD).
 - d. Response: Treatment for the protection at concrete barrier ends should follow the latest edition of the ILMUTCD.
4. Bidder Question: *Is a prebid meeting possible? With all the stage construction, access requirements, and having to construct temporary items next to green infrastructure that needs to be kept "uncontaminated" a discussion would be beneficial to hear your expectations.*
 - a. Response: Per Addendum 3, a non-mandatory prebid meeting was held on Tuesday, March 18, 2025, at 11:30 to 12:30.
5. Bidder Question: *What accommodations need to be made for driveway access during the phased construction?*
 - a. Response: It is the contractor's responsibility to provide driveway access accommodations. Refer to Special Provisions, "Construction Sequence and Schedule" and "Contractor Access" for access requirements.
6. Bidder Question: *Type B curb at ADA ramps - These items are typically considered incidental to ADA ramps. Please clarify?*
 - a. Response: Curbs designated as Type B that were associated with the ADA ramps have been removed. The curbs are to be included with CIP concrete pavement 4", and the pavement quantities have been adjusted accordingly.
7. Bidder Question: *What are the 25 remove and relocate sign panel and pole assembly pay items?*
 - a. Response: This pay item has been removed.

8. *Bidder Question: Geotextile at porous concrete panel - Is the geotextile installed on a double tuck at the porous concrete panels; how is this installed per the detail enlargements?*
 - a. Response: Detail 2 on Sheet 83 has been revised to show the geotextile next to the preformed joint filler. The detail enlargements show the position of the geotextile.
9. *Bidder Question: The tree cutting restriction for bats period begins on April 1st, which will impact the construction schedule. Tree cutting is proposed for the ROW, but it is not clear if it will be required at the outfalls. To comply with the restriction, can the city top off the trees in advance?*
 - a. Response: Tree removal at the right-of-way and at the outfalls will be done by the City and the quantities have been removed. The special provision for selective clearing has been replaced with Special Provision for CLEARING AND GRUBBING. Removal of tree stumps shall be done by the Contractor and included in the Clearing and Grubbing unit price.
10. *Bidder Question: The bypass pumping specification seems more appropriate for sanitary sewers that have a constant base flow. The stationing for the pumping at outfall is also confusing. Is the bypass pumping a requirement?*
 - a. Response: The pay item has been removed. The accompanying special provision has been struck out. The use of bypass pumping is at the discretion of the contractor to perform the excavation and installation of the gabions at the outfalls in the dry.
11. *Structure S16 (P39 – Schedule; P34 – Plan): Type B, type 8 grate stub of Wilderness Drive. The structure is 1.67 FT deep but because of the dimensions of the physical structure and grate, the structure may not fit at the designed depth.*
 - a. Response: P13 invert have been revised to accommodate minimum structure depth at S16.
12. *At S18, inlet type G-1 double special. This is a deeper structure followed by a shallower structure. Shallow grades at S18 and S18A will not allow for the proposed arrangement. Please clarify.*
 - a. Response: Inverts and sumps have been revised for all the shallower G-1 double special inlets.
13. *What is the purpose of the concrete header that is dividing porous and non-porous asphalts. This structure will complicate porous and non-porous asphalt construction and will be expensive to install. Is it a design requirement?*
 - a. Response: The concrete header is a requirement. It is to provide a clear demarcation between the porous and non-porous sections of the roadway to facilitate maintenance and future repair and reconstruction as required.
14. *Bidder Question: Porous asphalt construction - P. 94 of the special provision calls for infiltration of the test strips of ATPB and porous asphalt pavement. Is the expectation that infiltration testing and all testing be completed before full production as it relates to construction staging?*
 - a. Response: The Special Provision provides minimum test section size specifications. Per the Special Provision, "Production paving of the ATPB mixture may continue past the limits of the test section when final approval is given by the Engineer." If the Contractor chooses to construct a test section larger than the minimum size specification they may do so at their own risk.
15. *Bidder Question: Porous asphalt construction - If the temporary pavement needs to be removed to install curbs next to installed porous pavement, it will create a raveled edge since the porous asphalt pavement tends to unravel. Can all the porous asphalt pavement (wearing course) be installed later over the placed ATPB base? How will the ATPB be kept protected?*
 - a. Response: The Contractor may install the pervious asphalt surface wearing course (PASWC) later after the ATPB has been installed so long as the ATPB can be kept from

clogging with dirt and sediment. The Contractor may use any means and methods as necessary to prevent clogging of the ATPB prior to PASWC installation.

16. Bidder Question: Storm Sewer - Pipe Runs (P46) & (P47) (Plan sheet 37) appear to be missing from the pipe schedule on Plan sheet 41. Are these quantities missing from the bid quantities as well?

a. Response: Pipes have been updated and added to the tables and quantities.

17. Bidder Question: Storm Sewer - There are multiple locations where the G-1 inlet structures are too small to fit the suggested pipes...

- S19, S23, S24, S36, S47, S50 – these structures have 24" RCP running into G-1 Inlets. Some have multiple pipes in addition.
- While some of these pipes may be made "to fit" into the structures as shown, the integrity of the structure will be shot because they won't be any walls left to provide support.
- At times we have "fit" pipe into structures by cutting most of the structure away and sawing the pipes at all angles, but these do not provide good long term structures.
- I would suggest these structures be upgraded to 4' dia. or 5' dia. G-1 inlet manholes. Our general rule is G-1 work for 18" RCP and smaller. 24" and bigger requires manholes.

a. Response: Structures have been revised.

18. Bidder Question: Storm Sewer – Plans sheet 43 shows outfall F – It appears that S61 (24" RCP FES) is angled. Was this your intent? Do you want this to have an angled pipe or a special pipe collar? If so, how will this be paid for?

a. Response: A pipe elbow has been added to the quantities.

19. Bidder Question: The quantity for item #109 Concrete Header appears to be double what is shown on the plans. Please advise.

a. Response: The quantity for concrete header is 15 cubic yards; the Summary of Quantities, Plans, and Bid Item list all show the same quantity.

20. Bidder Question: If item #24 Agg Subgrade Improvement 12" is for undercut areas, how is the removal of the unsuitable material paid for?

a. The cost of Excavation for the subgrade improvement shall be included in the SY unit price for the aggregate subgrade improvement. The special provision has been modified to include this statement.

21. Bidder Question: There are 26 utility crossing that are in direct conflict with either the storm pipping or storm structures. How are we to handle this work? Will the utilities be moved before our work begins?

a. Response: The plans have been shared with the utility companies and the intent is for the utility companies to relocate their utilities before the start of construction where feasible. However, there may be instances where the sequence of work must be coordinated with the utility company for efficiency. The contractor is to work with the city utility coordinator (Mandy Mooberry) to phase their work.

22. Can cast in place porous concrete of the same thickness be used in lieu of the precast panels?

a. Response: No, precast panels are required.

23. Bidder Question: Sheet 51 the quantity table for outfall shows 0 tons of Riprap is that correct?

a. Response: The zero (0) quantity for RR 4B for Outfall E is correct.

24. Bidder Question: Sheet 43 shows outlet for Outfall F refers to sheet 69 detail 3 that detail is on sheet 71 but does not show the size of RR required and don't think its included in quantities.

- a. Response: The riprap size to be used at Outfall F is to be RR 4B. The quantity is provided on the Outfall Stabilization table and the quantity for the Outfall F has been added to the total quantity.
- 25. Bidder Question: Quantities for RR 4B don't match between bid item and summary sheets?
 - a. Response: RR 4B is to be used at Outfalls D and F. This quantity has been updated in the Summary of Quantities and Outfall Stabilization table on Sheet 7.
- 26. Can you provide the bid form as an Excel file?
 - a. Response: An Excel file is provided with Addendum 4.
- 27. Are there contaminated soils on this site? If so, how are they being paid for?
 - a. Response: We have no knowledge of contaminated soils within the project limits.