



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 14, 2020

SUBJECT: FAI Route 90 (I-90)
Project 35N3(515)
Section 2019-082-RS&T
Cook County
Contract No. 62J59
Item No. 7, April 24, 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 the Schedule of Prices
2. Revised page iv of the Table of Contents to the Special Provisions
3. Revised pages 2-6 & 75-77 of the Special Provisions
4. Added pages 198-201 to the Special Provisions
5. Revised sheets 3, 5, 9, 10, 11, 13, 34, 36 & 37 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,

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

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

MTS

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STATUS OF UTILITIES (D-1)

Effective: June 1, 2016

Revised: January 1, 2020

Utility companies and/or municipal owners located within the construction limits of this project have provided the following information regarding their facilities and the proposed improvements. The tables below contain a description of specific conflicts to be resolved and/or facilities which will require some action on the part of the Department's contractor to proceed with work. Each table entry includes an identification of the action necessary and, if applicable, the estimated duration required for the resolution.

UTILITIES TO BE ADJUSTED

Conflicts noted below have been identified by following the suggested staging plan included in the contract. The company has been notified of all conflicts and will be required to obtain the necessary permits to complete their work; in some instances, resolution will be a function of the construction staging. The responsible agency must relocate, or complete new installations as noted below; this work has been deemed necessary to be complete for the Department's contractor to then work in the stage under which the item has been listed.

Pre-Stage

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
-	-	-	-	-

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
-	-	-	-	-

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
-	-	-	-	-

Stage 3

STAGE / LOCATION	TYPE	DESCRIPTION	RESPONSIBLE AGENCY	DURATION OF TIME
-	-	-	-	-

No conflicts to be resolved *(or if there are conflicts they are to be listed as noted above)*

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Pre-Stage: 0 Days Total Installation
Stage 1: 0 Days Total Installation
Stage 2: 0 Days Total Installation
Stage 3: 0 Days Total Installation

The following contact information is what was used during the preparation of the plans as provided by the Agency/Company responsible for resolution of the conflict.

Agency/Company Responsible to Resolve Conflict	Name of contact	Phone	E-mail address

UTILITIES TO BE WATCHED AND PROTECTED

The areas of concern noted below have been identified by following the suggested staging plan included for the contract. The information provided is not a comprehensive list of all remaining utilities, but those which during coordination were identified as ones which might require the Department's contractor to take into consideration when making the determination of the means and methods that would be required to construct the proposed improvement. In some instances, the contractor will be responsible to notify the owner in advance of the work to take place so necessary staffing on the owner's part can be secured.

Pre-Stage

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
-	-	-	-

Stage 1

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
I-90 Stage 1A-1D	Underground Conduit	The Contractor is alerted that there is underground conduit next to the existing barrier wall along the length of the project. There are no anticipated conflicts with the proposed improvements.	AT&T
Lawrence Ave Bridge	Conduit attached to structure	The Contractor is alerted that there is conduit attached to the Lawrence Ave Structure. There are no anticipated conflicts with the proposed improvements.	AT&T

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I-90 at Harlem Ave	Underground Fiber Optic	The Contractor is alerted that there is underground Fiber Optic crossing I-90 at Harlem Ave. There are no anticipated conflicts with the proposed improvements.	CenturyLink
I-90 at Sayre Ave	Underground Fiber Optic	The Contractor is alerted that there is underground Fiber Optic crossing I-90 at Harlem Ave. There are no anticipated conflicts with the proposed improvements.	CenturyLink
I-90 at Lawrence Ave	Underground Sludge Line	The Contractor is alerted that there is an underground Sludge Line crossing I-90 along Lawrence Ave. There are no anticipated conflicts with the proposed improvements.	Metropolitan Water Reclamation District of Greater Chicago
I-90 at Nagle Ave	Water Main	The Contractor is alerted that there is a 16" feeder main located from approximately 39 to 41 feet west of the property line of N Nagle Avenue There are no anticipated conflicts with the proposed improvements.	City of Chicago Department of Water Management
I-90 at Harlem Ave	Water Main	The Contractor is alerted that there is a 16-inch feeder main located at approximately 40 feet east of the east property line of N Harlem Avenue There are no anticipated conflicts with the proposed improvements.	City of Chicago Department of Water Management
I-90 between N Laporte Ave and N Lamont Ave	Water Main	The Contractor is alerted that there is a 78-inch PCCP between N Laporte Ave and N Lamont Ave. There are no anticipated conflicts with the proposed improvements.	City of Chicago Department of Water Management
I-90 between N Laporte Ave and N Lamont Ave	Water Main	The Contractor is alerted that there is a 60-inch PCCP located between N Laporte Ave and N Lamont Ave. There are no anticipated conflicts with the proposed improvements.	City of Chicago Department of Water Management
I-90 between N Lavergne Ave and N Lamont Ave	Water Main	The Contractor is alerted that there is a 60-inch PCCP located between N Lavergne Ave and N Lamont Ave. There are no anticipated conflicts with the proposed improvements.	City of Chicago Department of Water Management

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I-90 at N Mulligan Ave	Water Main	The Contractor is alerted that there is a 36-inch feeder main located approximately 14 feet west of the east property line of N Mulligan Ave. There are no anticipated conflicts with the proposed improvements.	City of Chicago Department of Water Management
I-90 at N Newcastle Ave	Water Main	The Contractor is alerted that there is a 24-inch feeder main located approximately 85 feet west of the east property line of N Newcastle Ave. There are no anticipated conflicts with the proposed improvements.	City of Chicago Department of Water Management

Stage 2

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
-	-	-	-

Stage 3

STAGE / LOCATION	TYPE	DESCRIPTION	OWNER
-	-	-	-

No facilities requiring extra consideration (*or listed as noted above*)

The following contact information is what was used during the preparation of the plans as provided by the owner of the facility.

Agency/Company Responsible to Resolve Conflict	Name of contact	Phone	E-mail address
AT&T Local/Metro/TCA	Bobby Ahkter		ba3817@att.com
AT&T-D	Janet C. Ahern	630-573-5453	g11629@att.com
CenturyLink	Kendal Williams-Zetins	918-547-0547	Kendall.Zetina@centurylink.com
Metropolitan Water Reclamation District of Greater Chicago	Margarita Johnson	847-568-8380	PatinoM@mwr.org
City of Chicago Department of Water Management	Angela Krueger	312-744-5070	Krueger@cityofchicago.org
ComEd	Carla Strunga	630-576-7237	Carla.strunga@comed.com
People's Gas	Doriana Garza	312-240-4399	Doriana.garza@peoplesgasdelivery.com

The above represents the best information available to the Department and is included for the convenience of the bidder. The days required for conflict resolution should be considered in the bid as this information has also been factored into the timeline identified for the project when setting the completion date. The applicable portions of the Standard Specifications for Road and Bridge Construction shall apply.

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Estimated duration of time provided above for the first conflicts identified will begin on the date of the executed contract regardless of the status of the utility relocations. The responsible agencies will be working toward resolving subsequent conflicts in conjunction with contractor activities in the number of days noted.

The estimated relocation duration must be part of the progress schedule submitted by the contractor. A utility kickoff meeting will be scheduled between the Department, the Department's contractor and the utility companies when necessary. The Department's contractor is responsible for contacting J.U.L.I.E. prior to all excavation work.

WORK RESTRICTIONS

The contractor will not be allowed any lane closures on westbound I-90 (Kennedy Expressway) prior to May 3, 2021.

INTERIM COMPLETION DATE FOR EASTBOUND I-90 (Kennedy Expressway)

The contractor shall complete all contract items and safely open all roadways to traffic for work on eastbound I-90 (Kennedy Expressway) prior to October 16, 2020.

Article 108.09 or the Special Provision for "Failure to Complete the Work on Time", if included in this contract, shall apply to the interim completion date.

COMPLETION DATE PLUS WORKING DAYS

Effective: September 30, 1985

Revised: January 1, 2007

Revise Article 108.05 (b) of the Standard Specifications as follows:

"When a completion date plus working days is specified, the Contractor shall complete all contract items and safely open all roadways to traffic by 11:59 PM on, **October 15, 2021** except as specified herein.

The Contractor will be allowed to complete all clean-up work and punch list items within **5** working days after the completion date for opening the roadway to traffic. Under extenuating circumstances the Engineer may direct that certain items of work, not affecting the safe opening of the roadway to traffic, may be completed within the working days allowed for clean up work and punch list items. Temporary lane closures for this work may be allowed at the discretion of the Engineer.

Article 108.09 or the Special Provision for "Failure to Complete the Work on Time", if included in this contract, shall apply to both the completion date and the number of working days.

Revised 4/14/2020

KEEPING THE EXPRESSWAY OPEN TO TRAFFIC

Effective: March 22, 1996
 Revised: January 21, 2015

Whenever work is in progress on or adjacent to an expressway, the Contractor shall provide the necessary traffic control devices to warn the public and to delineate the work zone as required in these Special Provisions, the Standard Specifications, the State Standards and the District Freeway details. All Contractors' personnel shall be limited to these barricaded work zones and shall not cross the expressway.

The Contractor shall request and gain approval from the Illinois Department of Transportation's Expressway Traffic Operations Engineer at www.idotlcs.com twenty-four (24) hours in advance of all daily lane, ramp and shoulder closures and 7 days in advance of all permanent and weekend closures on all Freeways and/or Expressways in District One. This advance notification is calculated based on workweek of Monday through Friday and shall not include weekends or Holidays.

LOCATION: I-90/94 Kennedy: Harlem to I-94 (Edens Expressway)

WEEK NIGHT	TYPE OF CLOSURE	ALLOWABLE LANE CLOSURE HOURS		
Sunday - Thursday	1-Lane	9:00 PM	to	5:00 AM
	2-Lane	11:59 PM	to	5:00 AM
Friday	1-Lane	10:00 PM (Fri)	to	8:00 AM (Sat)
	2-Lane	11:59 PM (Fri)	to	6:00 AM (Sat)
Saturday	1-Lane	9:00 PM (Sat)	to	10:00 AM (Sun)
	2-Lane	11:59 PM (Sat)	to	8:00 AM (Sun)

Kennedy 1-Lane Closure hours may be more restrictive if the Reversible Lanes are also closed.

LOCATION: I-90/94 Kennedy REVERSIBLES

WEEK NIGHT	ALLOWABLE LANE CLOSURE HOURS		
Sunday – Thursday	9:00 PM	to	5:00 AM
Friday	11:00 PM (Fri)	to	6:00 AM (Sat)
Saturday	11:00 PM (Sat)	to	8:00 AM (Sun)

In addition to the hours noted above, temporary shoulder and non-system interchange partial ramp closures are allowed weekdays between 9:00 A.M. and 3:00 P.M. and between 7:00 P.M. and 5:00 A.M.

Narrow Lanes and permanent shoulder closures will not be allowed between Dec. 1st and April 1st.

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Full Expressway Closures will only be permitted for a maximum of 15 minutes at a time during the low traffic volume hours of 1:00 A.M. to 5:00 A.M. Monday thru Friday and from 1:00 A.M. to 7:00 A.M. on Sunday. During Full Expressway Closures, the Contractor will be required to close off all lanes except one, using Freeway Standard Closures. Police forces should be notified and requested to close off the remaining lane at which time the work item may be removed or set in place. The District One Expressway Traffic Control Supervisor (847-705-4151) **shall be** notified at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of the proposed road closure and will coordinate the closure operations with police forces. Liquidated Damages as specified in the Failure to Open Traffic Lanes to Traffic for One lane or ramp blocked shall be assessed to the Contract for every 15 minutes beyond the initial 15 minutes all lanes are blocked.

All stage changes requiring the stopping and/or the pacing of traffic shall take place during the allowable hours for Full Expressway Closures and shall be approved by the Department. The Contractor shall notify the District One Expressway Traffic Control Supervisor at least 3 working days (weekends and holidays DO NOT count into this 72 hours notification) in advance of any proposed stage change.

A Maintenance of Traffic Plan shall be submitted to the District One Expressway Traffic Control Supervisor 14 days in advance of any stage changes or full expressway closures. The Maintenance of Traffic Plan shall include, but not be limited to: lane and ramp closures, existing geometrics, and equipment and material location.

All daily lane closures shall be removed during adverse weather conditions such as rain, snow, and/or fog and as determined by the Engineer. Also, the contractor shall promptly remove their lane closures when Maintenance forces are out for snow and ice removal.

Additional lane closure hour restrictions may have to be imposed to facilitate the flow of traffic to and from major sporting events and/or other events.

All lane closure signs shall not be erected any earlier than one-half (1/2) hour before the starting hours listed above. Also, these signs should be taken down within one-half (1/2) hour after the closure is removed.

The Contractor will be required to cooperate with all other contractors when erecting lane closures on the expressway. All lane closures (includes the taper lengths) without a three (3) mile gap between each other, in one direction of the expressway, shall be on the same side of the pavement. Lane closures on the same side of the pavement with a one (1) mile or less gap between the end of one work zone and the start of taper of next work zone should be connected. The maximum length of any lane closure on the project and combined with any adjacent projects shall be three (3) miles. Gaps between successive permanent lane closures shall be no less than two (2) miles in length.

Private vehicles shall not be parked in the work zone. Contractor's equipment and/or vehicles shall not be parked on the shoulders or in the median during non-working hours. The parking of equipment and/or vehicles on State right-of-way will only be permitted at the locations approved by the Engineer.

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Check barricades shall be placed every 1000' within a lane closure to prevent vehicles from driving through closed lanes.

Temporary ramp closures for service interchanges will only be permitted at night during the restricted hours listed for temporary one-lane closures within the project limits. However, no two (2) adjacent entrance and exit ramps in one direction of the expressway shall be closed at the same time.

FAILURE TO OPEN TRAFFIC LANES TO TRAFFIC

Effective: March 22, 1996

Revised: February 9, 2005

Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified under the Special Provisions for "Keeping the Expressway Open to Traffic", the Contractor shall be liable to the Department for the amount of:

One lane or ramp blocked = \$ 3,000.00

Two lanes blocked = \$ 5,000.00

Not as a penalty but as liquidated and ascertained damages for each and every 15 minute interval or a portion thereof that a lane is blocked outside the allowable time limitations. Such damages may be deducted by the Department from any monies due the Contractor. These damages shall apply during the contract time and during any extensions of the contract time.

TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)

Effective: March 8, 1996

Revised: April 1, 2019

Description. This work shall include furnishing, installing, maintaining, replacing, relocating, and removing all traffic control devices used for the purpose of regulating, warning, or directing traffic. Traffic control and protection shall be provided as called for in the plans, applicable Highway Standards, District One Expressway details, Standards and Supplemental Specifications, these Special Provisions, or as directed by the Engineer.

General. The governing factor in the execution and staging of work for this project is to provide the motoring public with the safest possible travel conditions on the expressway through the construction zone. The Contractor shall arrange his operations to keep the closing of lanes and/or ramps to a minimum.

The Contractor shall be responsible for the proper location, installation, and arrangement of all traffic control devices. Special attention shall be given to existing warning signs and overhead guide signs during all construction operations. Warning signs and existing guide signs with down arrows shall be kept consistent with the barricade placement at all times. The Contractor shall immediately remove, completely cover, or turn from the motorist's view all signs which are inconsistent with lane assignment patterns.

Revised 4/14/20

REMOVAL AND DISPOSAL OF REGULATED SUBSTANCES (PROJECT SPECIFIC)

Description. This work shall consist of the removal and disposal of regulated substances according to Section 669 of the Standard Specifications as revised below.

Contract Specific Sites. The excavated soil and groundwater within the areas listed below shall be managed as either “uncontaminated soil”, hazardous waste, special waste or non-special waste. For stationing, the lateral distance is measured from centerline and the farthest distance is the offset distance or construction limit, whichever is less.

Site 3818-1: I-90 ROW, I-90 from west of M.M. 81 to east of M.M. 84 (CL I-90 between Harlem Avenue and I-94), Chicago, Cook County

- Station 45+60 to Station 46+30 (CL I-90 Eastbound [EB]), 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo[a]pyrene, Lead and Manganese.
- Station 46+30 to Station 46+85 (CL I-90 EB), 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 52+25 to Station 52+90 (CL I-90 EB), 0 to 35 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo[a]pyrene, Benzo[b]fluoranthene, Dibenz(a,h)anthracene and Manganese.
- Station 79+45 to Station 80+20 (CL I-90 EB), 0 to 60 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo[a]pyrene and Manganese.
- Station 89+00 to Station 89+50 (CL I-90 EB), 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 90+75 to Station 90+95 (CL I-90 EB), 0 to 60 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 103+05 to Station 103+60 (CL I-90 Westbound [WB]), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo[a]pyrene, Lead and Manganese.
- Station 119+75 to Station 120+30 (CL I-90 EB), 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 120+05 to Station 120+60 (CL I-90 WB), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameter: Lead and Manganese.
- Station 134+70 to Station 136+05 (CL I-90 WB), 0 to 50 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameter: Lead and Manganese.

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- Station 157+60 to Station 160+25 (CL I-90 WB), 0 to 40 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameter: Lead and Manganese.
- Station 161+60 to Station 162+55 (CL I-90 WB), 0 to 50 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameter: Benzo[a]pyrene, Lead and Manganese.
- Station 162+55 to Station 163+55 (CL I-90 WB), 0 to 40 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo[a]pyrene, Lead and Manganese.
- Station 162+75 to Station 163+00 (CL I-90 EB), 0 to 25 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 163+55 to Station 164+40 and (CL I-90 WB), 0 to 30 feet and 0 to 20 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo[a]pyrene, Lead and Manganese.
- Station 164+05 to Station 164+30 (CL I-90 EB), 0 to 25 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Manganese.
- Station 165+20 to Station 165+50 (CL I-90 EB), 0 to 25 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(3). Contaminants of concern sampling parameters: Benzo[a]pyrene, Lead and Manganese.
- Station 166+20 to Station 168+00 (CL I-90 WB), 0 to 30 feet LT and 0 to 20 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo[a]pyrene and Manganese.
- Station 166+60 to Station 168+60 (CL I-90 EB), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 168+00 and to Station 169+50 and (CL I-90 WB), 0 to 30 feet LT and 0 to 20 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 168+60 to Station 169+55 (CL I-90 EB), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Manganese.
- Station 171+65 to Station 172+40 (CL I-90 EB), 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Benzo[a]pyrene, Lead and Manganese.

Added 4/14/2020

- Station 172+40 to Station 174+20 (CL I-90 EB), 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 177+00 to Station 177+15 (CL I-90 WB), 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 179+30 to Station 179+60 (CL I-90 WB), 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 178+95 to Station 179+20 (CL I-90 EB), 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 180+95 to Station 181+20 (CL I-90 EB), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(5). Contaminants of concern sampling parameters: Arsenic and Manganese.
- Station 182+55 to Station 182+75 (CL I-90 EB), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 184+55 to Station 188+15, 0 to 30 feet LT and 0 to 45 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 188+00 to Station 189+30 (CL I-90 WB), 0 to 30 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 190+35 to Station 191+00 (CL I-90 WB), 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 191+15 to Station 192+25 (CL I-90 EB), 0 to 25 feet LT and 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 194+00 to Station 194+25 (CL I-90 EB), 0 to 25 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminant of concern sampling parameter: Manganese.
- Station 197+70 to Station 198+00 (CL I-90 EB), 0 to 25 feet LT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 199+90 to Station 201+70 (CL I-90 WB), 0 to 45 feet LT and 0 to 30 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Lead and Manganese.

Added 4/14/2020

- Station 201+55 and to Station 202+00 and (CL I-90 EB), 0 to 25 feet LT and 0 to 45 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(2). Contaminants of concern sampling parameters: Lead and Manganese.
- Station 201+70 and to Station 202+40 and (CL I-90 WB), 0 to 45 feet LT and 0 to 25 feet RT. The Engineer has determined this material meets the criteria of and shall be managed in accordance with Article 669.05(a)(1). Contaminant of concern sampling parameter: Manganese.

Work Zones

Three distinct OSHA HAZWOPER work zones (exclusion, decontamination, and support) shall apply to projects adjacent to or within sites with documented leaking underground storage tank (LUST) incidents, or sites under management in accordance with the requirements of the Site Remediation Program (SRP), Resource Conservation and Recovery Act (RCRA), or Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), or as deemed necessary. For this project, the work zones apply for the following ISGS PESA Sites:

None

Additional information on the above sites collected during the regulated substances due-diligence process is available through the District's Environmental Studies Unit (DESU).

Added 4/14/2020