



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 14, 2020

SUBJECT: FAI Route 290 (I-290)
Section 2019-151-BR
Cook County
Contract no. 62K23
Item No. 18, 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 the Table of Contents to the Special Provisions
3. Revised pages 11, 28 & 29 of the Special Provisions
4. Added pages 117 & 118 to the Special Provisions
5. Revised sheets 1-5, 7-18, 24, 25, 28, 31-35, 39, 40, 43, 45-50, 53-55 & 57-61 of the Plans
6. Added Sheets 61A & 61B to 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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REMOVE EXISTING JOINT

Description. This work shall consist of furnishing all labor and equipment necessary to remove and properly dispose of existing joint material at the locations specified in the plans. Existing joints to be removed at Structure Number 016-0995 and Structure Number 016-0311 are neoprene expansion joints, generally consisting of anchor blocks, membrane, and anchor bolts.

Construction Requirements. The existing joint material shall be removed without causing damage to adjacent bridge slab elements. The removal method shall be submitted to the Engineer for approval. Any damage to deck slab shall be repaired by the Contractor at no additional cost to the Department. The joint material shall be removed and disposed of according to the applicable portions of Article 501.05.

Method of Measurement. The joint removal will be measured for payment in feet measured along the centerline of joint.

Basis of Payment. The removal and disposal of the existing joint material shall be paid for at the contract unit price per foot for REMOVE EXISTING JOINT.

Revised 4/15/2020

STRUCTURAL STEEL REMOVAL

Description. This work shall consist of furnishing all labor, equipment and materials necessary to remove and dispose of structural steel members as shown in the Plans and/or as directed by the Engineer,

Construction Requirements. The removal and disposal of any existing members, bolts or rivets necessary for the installation of new members as shown in the plans shall be included in this item. Burning of existing rivets will only be allowed near steel surfaces which are to be removed and discarded. Burning of existing rivets will not be allowed for members to remain in place or members that are to be removed and reinstalled. When burning of rivets is not allowed, the head of the rivet shall be sheared off and the shank driven or drilled out. Extreme care shall be taken while removing the rivets so as not to damage the existing structural steel that is to remain. 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. Structural steel called out for removal shall be cut either mechanically or with a torch.

Method of Measurement. This work will be measured for payment in units of POUND.

Basis of Payment. This work will be paid for at the contract unit price per POUND, for STRUCTURAL STEEL REMOVAL, which payment shall constitute full compensation for all labor, equipment, tools, and incidentals necessary to complete the work as specified.

Revised 4/15/2020

BRIDGE SIDEWALK REPAIR

This work shall consist the removal and disposal of all loose and deteriorated concrete from the bridge sidewalk and the replacement with new concrete to the original top of sidewalk. The work shall be done according to the applicable requirements of Sections 501, 503 and 1020 of the Standard Specifications and this Special Provision.

Bridge Sidewalk repairs will be classified as follows:

- (a) Partial-Depth. Partial-depth repairs shall consist of removing the loose and unsound sidewalk concrete, disposing of the concrete removed and replacing with new concrete. The removal may be performed by chipping with power driven hand tools or by hydro-scarification equipment. The depth shall be measured from the top of the sidewalk surface, at least 3/4 in. (20 mm) but not more than 1/2 the concrete sidewalk thickness, measured to the top of the deck
- (b) Full-Depth. Full-depth repairs shall consist of removing concrete full-depth to the top of the deck, disposing of the concrete removed, and replacing with new concrete to the original concrete sidewalk surface. The removal may be performed with power driven hand tools, hydraulic impact equipment, or by hydro-scarification equipment.

Revised 4/15/2020

JACK AND REMOVE EXISTING BEARINGS

Effective: April 20, 1994

Revised: April 13, 2018

Description: This work consists of furnishing all labor, tools and equipment for jacking and supporting the existing beams/slab while removing the bearing assembly. The Contractor is responsible for the complete design of the bridge lifting procedures and the materials used. The Contractor shall furnish and place all bracing, shoring, blocking, cribbing, temporary structural steel, timber, shims, wedges, hydraulic jacks, and any other materials and equipment necessary for safe and proper execution of the work. The Contractor shall remove and dispose of the bearings according to Article 501.05 of the Standard Specifications.

Construction Requirements: The Contractor shall submit details and calculations of his/her proposed jacking systems and temporary support procedures for approval by the Engineer before commencing work. If unforeseen field conditions preclude the execution of the approved jacking plan, the Engineer may require the Contractor to provide additional supports or measures. All changes to the jacking plan shall be approved by the Structural Engineer that sealed the jacking plan. 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 structure.

- (a) Jack and Remove Existing Bearings with bridge deck in place. Jacking and cribbing under and against the existing diaphragms, if applicable, will not be allowed. The Contractor's jacking plans and procedures shall be designed and sealed by an Illinois Licensed Structural Engineer.

In all cases, traffic shall be removed from the portion of the structure to be jacked prior to and during the entire time the load is being supported by the hydraulic pressure of the jack(s). The minimum jack capacity per beam shall be as noted in the plans. Whenever possible, traffic shall be kept off that portion of the structure during the entire bearing replacement operation. The shoring or cribbing supporting the beam(s) during bearing replacement shall be designed to support the dead load plus one half of the live load and impact shown in the plans. If traffic cannot be kept off that portion of the structure during the bearing replacement then the shoring or cribbing supporting the beam(s) shall be designed to support the dead load and full live load and impact shown in the plans.

No jacking shall be allowed during the period of placement and cure time required for any concrete placed in the span(s) contributing loads to the bearings to be jacked and removed.

Jacking shall be limited to 1/8 in. (4 mm) maximum when jacking one bearing at a time. Simultaneous jacking of all beams at one support may be performed provided the maximum lift is 1/4 in. (7 mm) and the maximum differential displacement between adjacent beams is 1/8 in. (4 mm). Suitable gauges for the measurement of superstructure movement shall be furnished and installed by the Contractor.

Added 4/15/2020

- (b) Jack and Remove Existing Bearings when entire bridge deck is removed. Jacking and bearing removal shall be done after the removal of the existing bridge deck is complete. The Contractor's plans and procedures for the proposed jacking and cribbing system shall be designed and sealed by an Illinois Licensed Structural Engineer, unless jacking can be accomplished directly from the bearing seat under the beams or girders.

Jacking shall be limited to 1/4 in. (7 mm) maximum when jacking one beam at a time. Simultaneous jacking of all beams at one support may be performed provided the maximum lift is 3/4 in. (19 mm) and the maximum differential displacement between adjacent beams is 1/4 in. (7 mm). When staged construction is utilized, simultaneous jacking of all beams shall be limited to 1/4 in. (7 mm) unless the diaphragms at the stage line are disconnected, in which case the maximum lift is 3/4 in. (19 mm). Suitable gauges for the measurement of superstructure movement shall be furnished and installed by the Contractor.

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.

Basis of Payment: This work will be paid for at the contract unit price each for JACK AND REMOVE EXISTING BEARINGS.

Additional supports or measures resulting from unforeseen field conditions will be paid for according to Article 109.04.

Added 4/15/2020