



Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 1, 2018

SUBJECT: FAI Route 90/94/290 (I-90/94/290)
Project NHPP-VQI4(255)
Section 2014-013R&B-R
Cook County
Contract No. 60X93
Item No. 4, November 9, 2018 Letting
Addendum B

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 pages vii of the Table of Contents to the Special Provisions
3. Revised pages 1-4 of the Special Provisions
4. Added pages 528-530 to the Special Provisions
5. Revised sheets 1, 3, 13, 15, 28, 367 and 1092 of the Plans
6. Added sheet 386A 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,

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

A handwritten signature in black ink, reading "Ted B. Walschleger P.E." with a stylized flourish at the end.

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

cc: Anthony Quigley, Region 1, District 1; Tim Kell; D. Carl Puzey

MS/kf

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Revised 11/1/18

STATE OF ILLINOIS

SPECIAL PROVISIONS

The following Special Provisions supplement the "Standard Specifications for Road and Bridge Construction" adopted April 1, 2016, the latest edition of the "Manual of Uniform Traffic Control Devices for Streets and Highways, the "Manual of Test Procedures for Materials" in effect on the date of invitation for bids, and the Supplemental Specifications and Recurring Special Provisions indicated on the Check Sheets included herein which apply to and govern the construction of FAI Route 90/94/290 (I-90/94/290), Project NHPP-VQ14(255), Section 2014-013R&B-R, Cook County, Contract No. 60X93, and in case of conflict with any part or parts of said specifications, the said special provisions shall take precedence and shall govern.

LOCATION OF PROJECT

The project is located along FAI Route 90/94/290 from Clinton Street on the East and Halsted Street on the West (FAI Route 290) to Jackson Boulevard on the North and Taylor Street on the South (FAI Route 90/94). The gross and net length of the project is 10,534.10 feet (1.995 miles).

DESCRIPTION OF PROJECT

The work consists of the construction of Ramp West to South (WS) (016-1715), Ramp West to North (WN)(016-1706), Ramp South to East (SE)(SN 016-1714), the Southbound Taylor Exit Ramp (SN 016-1718), Eastbound I-290 Exit Ramp to Taylor Street, and portions of Ramp East to South (ES) and the Westbound Congress Viaduct Bridge (SN 016-0461). The work also includes construction of retaining walls #14 (SN 016-1803), #16 (SN 016-1805), #46 (SN 016-1833), #47 (SN 016-1834), #48 (SN 016-1835) as well as modifications to existing wall #12 (SN 016-2311).

Work includes bridge construction, retaining wall construction, roadway reconstruction, erosion control and protection, utility relocation of existing storm sewers, water tunnels, special waste excavation, earth excavation and embankment, removal of existing improvements, miscellaneous storm sewers, pavements, pavement marking and signage, roadway lighting, ITS, traffic control and protection, urban enhancements and all incidental and collateral work necessary to complete the improvements as shown on the Plans and as described herein.

SOILS INFORMATION

Soil boring logs and generalized soil profiles are shown in the Plans for SN 016-1706, SN 016-1714, SN 016-1715, SN 016-1718, SN 016-1803, SN 016-1805, SN 016-1833, SN 016-1834, and SN 016-1835.

Revised 11/1/18

The reports below are available for inspection at IDOT District 1, 201 W. Center Court, Schaumburg, Illinois.

<p>Roadway Geotechnical Report Jane Byrne Interchange Reconstruction 60X93 and 60X79 Ramp Completion Section 2014-013R&B-R Cook County, Illinois Prepared by Wang Engineering, Inc. Original: January 16, 2018 Revised: April 02, 2018 Final Revision: August 8, 2018</p> <p>Addendum To Roadway Geotechnical Report Dated August 08, 2018 Jane Byrne Interchange Reconstruction 60X93 and 60X79 Ramp Completion Section 2014-013R&B-R Cook County, Illinois Prepared by Wang Engineering, Inc. Original: September 20, 2018</p> <p>Roadway Geotechnical Report Circle Interchange Reconstruction I-290 From Loomis Street to I-90/94 Section 2013-077R, PTB 163/ITEM 001 IDOT D-91-227-13, Contract 60X77 Cook County, Illinois Prepared by Wang Engineering, Inc. Original: July 14, 2015 Approved: September 4, 2015 (Includes Addendum / Disposition of Comments – Dated September 16, 2015)</p> <p>Technical Memorandum EB Taylor Exit Ramp Contract 60X93 Jane Byrne Interchange Reconstruction PTB 163, Item 001 September 20, 2018</p> <p>Technical Memorandum Drainage Work Contract 60X93 Circle Interchange Reconstruction IDOT Job No. D-91-227-13, IDOT PTB 163, Item 01 September 4, 2018</p>	<p>Structure Geotechnical Report Circle Interchange Reconstruction Ramp WN WB I-290 to NB I-90/94 Over NB I-90/94 Bypass Existing SN 016-2448 Proposed SN 016-1706 IDOT PTB 163-001, PTB 163/ITEM 001 Cook County, Illinois Prepared by: Wang Engineering, Inc. Original: February 13, 2014 Revised: September 19, 2014</p> <p>Structure Geotechnical Report Circle Interchange Reconstruction Southeast Ramp Bridge over Interstates 290 and 90/94 Existing SN 016-2452, Proposed SN 016-1714 FAI 290, Section 2014-013 R&B-R IDOT D-91-227-13, PTB 163/ITEM 001 Cook County, Illinois Prepared by: Wang Engineering, Inc. Original: June 5, 2017 Revised: February 19, 2018</p> <p>Structure Geotechnical Report Westbound Interstate 290 Ramp Bridge to Southbound Interstate 90/94 Proposed SN 016-1715, Existing SN 016-2450 Section 2014-013R&B-R IDOT D-91-227-13, IDOT PTB 163/ITEM 001 Circle Interchange Reconstruction Cook County, Illinois Prepared by: Wang Engineering, Inc. Original: June 19, 2017 Revised: December 5, 2017</p> <p>Technical Memorandum Drilled Shaft at Pier C2, SN 016-0461, Contract 60X93 Circle Interchange Reconstruction IDOT Job No. D-91-227-13, IDOT PTB 163, Item 01 July 20, 2018</p>
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Structure Geotechnical Report
Circle Interchange Reconstruction
Taylor Street Bypass Ramp Bridge Over Interstate 290
Proposed SN 016-1718
FAI 90/94/290, Section 2014-013R&B-R
IDOT D-91-227-13, PTB 163/ITEM 001
Cook County, Illinois
Prepared by: Wang Engineering, Inc.
Original: January 8, 2014
Revised: October 30, 2017

Structural Geotechnical Report
Circle Interchange Reconstruction
Retaining Wall 14 (Proposed SN 016-1803)
F.A.I Route 94, (I-290 WB TO I-90/94 SB)
IDOT D-91-227-13 / PTB 163-001
Cook County, Illinois
Prepared by: Wang Engineering
Original: August 25, 2017
Revised: April 30, 2018

Structural Geotechnical Report
Circle Interchange Reconstruction
Retaining Wall 16 (Proposed SN 016-1805)
F.A.I. Route SB 90/94/290 (Dan Ryan Expressway)
Station 7320+50.00 to Station 7326+25.98
Section 2014-013R&B-R, IDOT D-91-227-13 / PTB 163-001
Cook County, Illinois
Prepared by: Wang Engineering
Original: September 27, 2017
Revised: February 15, 2018

Structure Geotechnical Report
Circle Interchange Reconstruction
Retaining Wall 46
IDOT D-91-227-13, PTB 163/ITEM 001
Cook County, Illinois
Prepared by: Wang Engineering, Inc.
Original: August 16, 2017
Revised: October 20, 2017

Structural Geotechnical Report
Circle Interchange Reconstruction
Retaining Wall 47 (Proposed SN 016-1834)
F.A.I 94, (SB I-90/94 Taylor St. Bypass Ramp)
Station 6405+49.34 to Station 6407+76.39
Section 2014-013 R&B-R
IDOT D-91-227-13, PTB 163/ITEM 001
Cook County, Illinois
Prepared by: Wang Engineering
Original: August 23, 2017
Revised: March 7, 2018

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Structure Geotechnical Report
Circle Interchange Reconstruction
Retaining Wall 48 (Proposed SN 016-1835)
F.A.I. Route 94, (I-90/94 SB to I-290 EB)
Station 1403+78.00 to Station 1404+89.01
Section 2014-013R&B-R
IDOT D-91-227-13, PTB 163/ITEM 001
Cook County, Illinois
Prepared by: Wang Engineering, Inc.
Original: August 22, 2017

Letter Report for Subsurface Investigation
Existing Wall 12 Foundation Elevations
Circle Interchange Reconstruction
IDOT D-91-227-13, PTB 163/001
Wang No. 1100-04-01
August 20, 2014

Structure Geotechnical Report
Circle Interchange Reconstruction
Interstate 290 Congress Viaduct
Des Plaines Street To Canal Street
Existing SN 016-0461, Proposed SN 016-0461
Sections 2014-001 R&B, 2014-004 R&B
IDOT D-91-227-13, PTB 163/Item 001
Cook County, Illinois
Original Report: September 30, 2014
Revised Report: June 22, 2015

Geotechnical Design Memorandum
Date: June 29, 2018
Subject: Lightweight Cellular Concrete Fill (LCCF) Standard Clarification
Project: Circle Interchange – Contracts 60X79 and 60X93.
Wang No. 1100-04-01

Geotechnical Letter Report
Overhead Sign Structures
Jane Byrne Interchange, Contract 60X93
Cook County, Illinois
Wang No. 1100-04-01
July 6, 2018

Geotechnical Letter Report
High Mast Light Tower 6 ZEF1
Jane Byrne Interchange Contract 60X93
Wang No. 1100-04-01
May 23, 2018

Revised 11/1/18

LOCATE TUNNEL, CHICAGO

Description. Work under this item shall consist of furnishing all labor, equipment, tools, excavation, backfill and items required to create and maintain the shaft excavations, all materials, and incidentals necessary to locate the existing water tunnel within the project limits. This work shall be performed in accordance with the applicable portions of Sections 501, 502, and 516 of the Standard Specifications, except as herein modified.

The Contractor shall field locate the tunnel within the limits specified on the Plans.

General Requirements. All work shall be performed as shown on the Plans and as directed by the Engineer. The procedures described herein are consistent with tunnel location procedures developed and utilized by the Chicago Department of Water Management (CDWM).

Construction Requirements. Procedure for Locating the Existing Water Tunnel:

1. The exact location of the tunnel is unknown and documentation of the tunnel location is restricted to designations on bridge and expressway record drawings.
2. At a minimum of four locations along the estimated alignment, accurately locate center of tunnel cross-section with probes. This is necessary as the exact location of the tunnel is not documented. If the alignment of the tunnel is not considered to be on a consistent and expected bearing, additional locations should be considered but will be included in the cost of the original locate.
3. The foundation drawing showing the tunnel location submitted for review must show the probe locations and the locations that "hit" the tunnel to confirm the Contractor has accurately located the tunnel.
4. Drill hole to top of tunnel with 12" drill and note exact elevation of top of tunnel. Install casing to maintain opening. A casing must be installed in all cases - no exceptions will be allowed.
5. Drill through top of tunnel; determine elevation of invert of tunnel. **Note if a substantial amount of water comes out of the hole notify the Engineer immediately.**
6. A video or sonar survey must be performed after the completion of the cased holes into the tunnel at each location. The survey must be done to:
 - a. Verify the location of the tunnel
 - b. Verify the casings are located near the center of the tunnel so the bulkheads can be successfully installed (if a bulkhead is planned at that location).
 - c. Ensure the tunnel is clear between the existing or proposed bulkhead locations. If it is discovered that either of the casings are located to the side of the tunnel, a new casing must be installed nearer to the center of the tunnel to ensure a successful bulkhead installation, and the old casing abandoned by filling with concrete.
 - d. The existing brick bulkhead located at the west end of the tunnel to be filled shall be inspected to determine if there is a need to install a new bulkhead. The existing condition should identify if the integrity of the bulkhead will allow the tunnel to be filled without allowing CLSM material to migrate beyond the existing bulkhead.
7. The Contractor shall perform a survey showing the location of the tunnel and the bulkhead areas. The survey shall be provided to the Engineer.

Method of Measurement. This work will be measured for payment as each.

Basis of Payment The cost of locating the tunnel will be paid for at the each price for LOCATE TUNNEL, CHICAGO. This includes all exploration, restoration, samples, surveys, video, sonar, drilling or any other means necessary to locate the tunnel within the designated area on the Plans.

BULKHEAD TUNNEL, CHICAGO

Description. Work under this item shall consist of furnishing all labor, equipment, tools, excavation, backfill, items required to create and maintain the shaft excavations, all materials, and incidentals necessary to bulkhead the existing tunnel within the project limits. This work shall be performed in accordance with the applicable portions of Sections 501, 502, and 516 of the Standard Specifications, except as herein modified.

The Contractor shall construct a concrete bulkhead at the locations specified on the Plans and as detailed below.

General Requirements. All work shall be performed as shown on the Plans and as directed by the Engineer. The installation of the proposed bulkhead shall result in a safe and stable structure at all times, and shall comply with all safety requirements as required by all City, State, and Federal laws, codes or other regulations. The procedures described herein are consistent with tunnel bulkhead procedures developed and utilized by the Chicago Department of Water Management (CDWM).

Construction Requirements. Procedure for Establishing Bulkheads within the Existing Water Tunnel:

1. Calculate the amount of very low slump, lean concrete needed to form bulkhead in tunnel.
2. Determine if water is contained in tunnel.
3. Place concrete in tunnel to 1 ft above top of tunnel (use tremie methods if tunnel contains water). Actual amount of concrete placed must be compared to calculated amount to fill tunnel.
4. When concrete sets, drill a 4" core to the invert of tunnel. Verify from an examination of the cores that the bulkhead has no discontinuities.
5. If the bulkhead verification is satisfactory by the Engineer, complete filling the core hole with concrete to surface.
6. Keep core samples drilled for verification for inspection for a minimum of 4 weeks.
7. If the bulkhead cannot be confirmed, move to new location (6 to 8 ft away) and keep repeating procedure until tunnel bulkhead closure can be confirmed.
8. Provide drawings to the Engineer showing the location of bulkhead(s), amount of concrete placed, calculated amount of concrete required, and any problems encountered in establishing the bulkhead(s) in a letter to the Engineer within 1 week of completing the bulkhead(s).
9. After completion of bulkhead installation, the Contractor shall restore any damaged parkway, pavement or sidewalk to its condition prior to the start of operations. All excess grout shall be removed and disposed of in accordance with the Standard Specifications.

Added 11/1/18

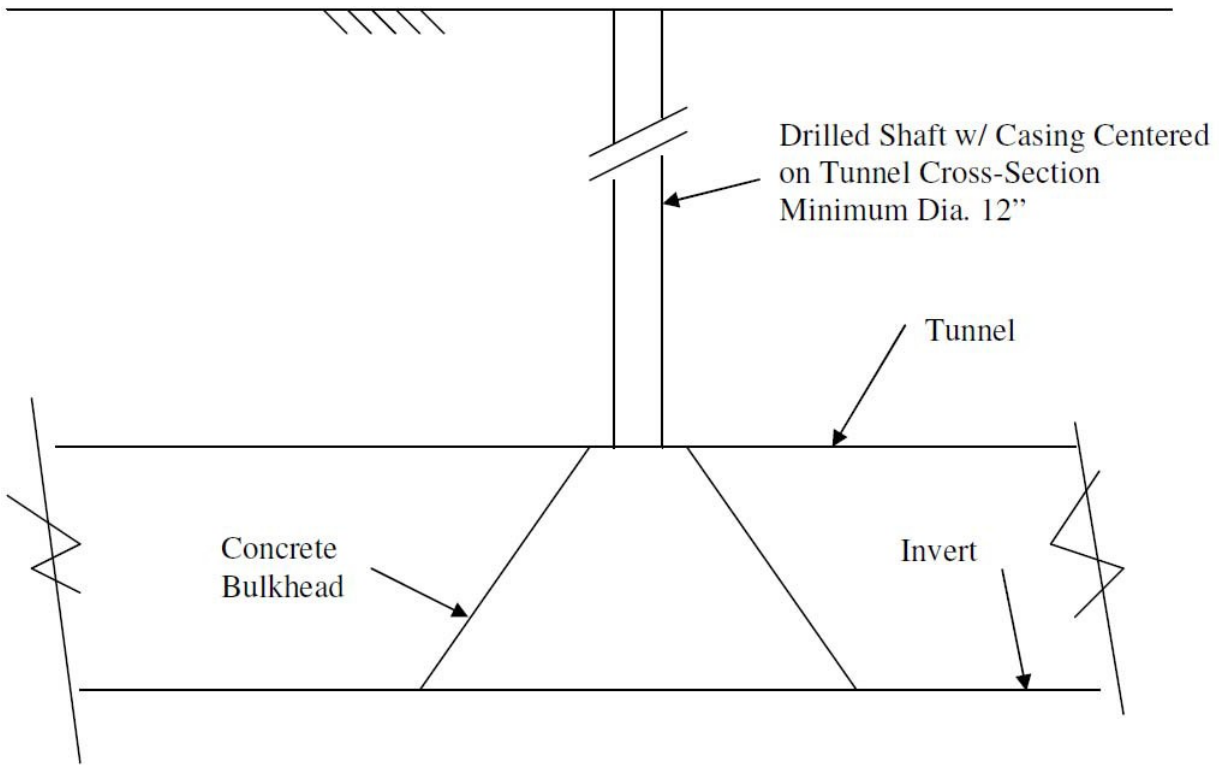


Figure No. 1

Method of Measurement. BULKHEAD TUNNEL, CHICAGO will be measured for payment as each and will include all locations shown on the Plans.

Basis of Payment. The cost of bulkheading the tunnel will be paid for at the EACH unit price for BULKHEAD TUNNEL, CHICAGO, which price includes all drilling, removal and disposal of all material, construction of any retaining or support structures, repairs to existing concrete structures, concrete, core samples, backfill, and any incidentals required to complete the work as specified

Added 11/1/18