

*Kane County Division of Transportation
Longmeadow Parkway Section C1 – Contract 63955*

Letting Date: October 2nd, 2018 @ 9:00 am

Addendum #2 – September 27, 2018

Addendum #2, as issued by the Kane County Division of Transportation on September 27, 2018, includes the following revisions and clarifications:

Special Provisions

- Page 10 – Revised the Completion Date Plus Working Days Specification to require the Contractor to complete all contract items and safely open all roadways to traffic by 11:59 PM on November 20, 2020 except as specified, consistent with page 3 or 6 of the Proposal form (BLR 12200).
- Page 76 – Revised the Temporary Access Causeway specification to include mussel relocation work and associated coordination with the Illinois Department of Natural Resources (IDNR) that will be the responsibility of the Contractor.

Plans

- Sheets 116, 154, & 171 - Revised the parapet railing on the F Shape Parapet from HSS 5 x 3 x ½ to HSS 5 x 3 x ¼. Also, revised the Parapet Railing Elevation at Expansion Joint Detail to indicate the appropriate detail that is to be referenced at various locations along the railing.

Bidder Questions

1. RE: Clarification of Dewatering Specifications

Question: Can you clarify the two dewatering item for me?

- 1) X0301852 – Dewatering Structure No. 1 – Is this only for the west side of the river MSE Wall #1? Description states: Contractor for construction of **MSE Walls, abutments** and other components not designed with a cofferdam. Is this item for both MSE Walls 1 & 2 and their undercuts?
- 2) X0426200 – Dewatering Description states: ... dewatering the excavation as determined by the Contractor for construction of the detention basin including drainage structures and storm sewer.

X0301852 – Dewatering Structure No. 1 – the title confuses me, what is considered Structure #1?

Answer: DEWATERING STRUCTURE NO. 1 (X0301852) is for all dewatering that will be required to construct any part of Structure No. 045-3024 (including undercuts) that is not constructed with a cofferdam. Structure No. 045-3024 (which is considered Structure No. 1 in the Dewatering Structure No. 1 specification) includes MSE Wall 1, MSE Wall 2, and the Fox River Bridge. This pay item does not include the dewatering for piers 1, 2, and 3 because the dewatering of the pier excavations is included in the cost of COFFERDAM (TYPE 2) (LOCATION – 1), COFFERDAM (TYPE 2) (LOCATION – 2), and COFFERDAM (TYPE 2) (LOCATION – 3).

The DEWATERING (X0426200) pay item is for all dewatering that will be required to construct the detention basin on the east side of the Fox River to the lines and grades shown in the plans. It also includes the dewatering required to construct drainage structures and storm sewer entering the basin, within the basin, and exiting the basin into the Fox River.

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 **November 20, 2020** except as specified herein. ²

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.

RESTRICTION ON WORKING DAYS AFTER A COMPLETION DATE

Effective: January 21, 2003

Revised: January 1, 2007

All temporary lane closures during the period governed by working days after a completion date will not be permitted during the hours of 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:00 p.m. Monday through Friday.

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.

Failure to Open Traffic Lanes to Traffic: Should the Contractor fail to completely open and keep open all the traffic lanes to traffic in accordance with the limitations specified above, the Contractor shall be liable and shall pay to the Department the amount of \$250 per lane blocked, 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. The Department may deduct such damages from any monies due the Contractor. These damages shall apply during the period governed by working days after a completion date and any extensions of that contract time.

Preparedness, Prevention and Contingency Plan (PPC): The Contractor shall prepare a PPC Plan, which details procedures for preventing contamination of the causeway rock and addresses clean up procedures. Contamination includes, but is not limited to, fuel, hydraulic or lubricating fluids, cleaning solutions, soil or other debris, or any material which could contaminate the river. The PPC shall be submitted to the Engineer for review and approval prior to commencing causeway construction activities.

Permits: The construction work in the Fox River for the bridge will require both Federal and State permits. Appropriated permits based on the temporary work impacts to the Fox River have been obtained from the US Army Corps of Engineers, the Illinois Department of Natural Resources-Office of Water Resources, Illinois Environmental Protection Agency and the Kane-DuPage Soil and Water Conservation District.

The Contractor is responsible for preparing any additional information, exhibits or plans to revise the existing permit prior to construction if the Contractor's construction plan is different from that permitted. No extension of time or compensation will be granted as a result of any delay in securing a revised permit.

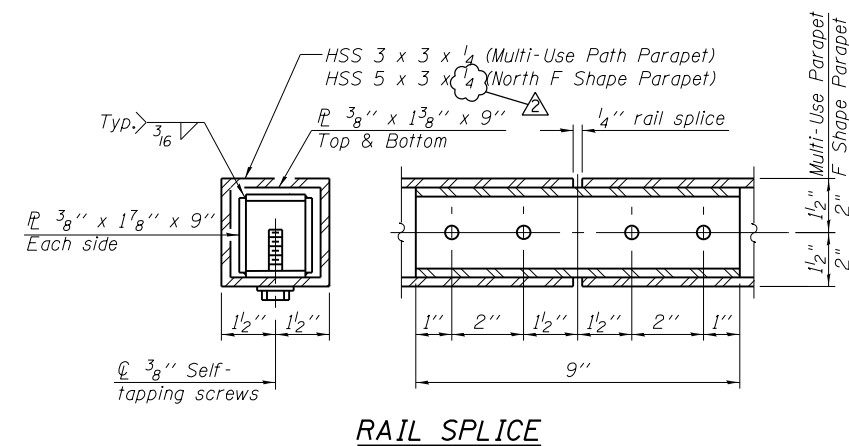
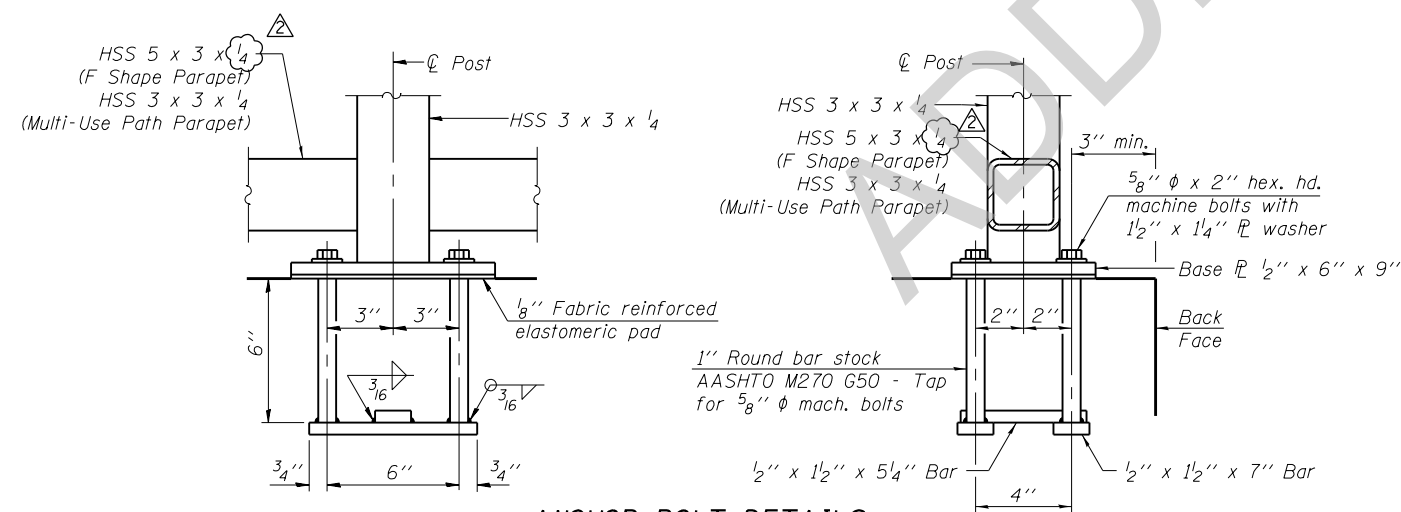
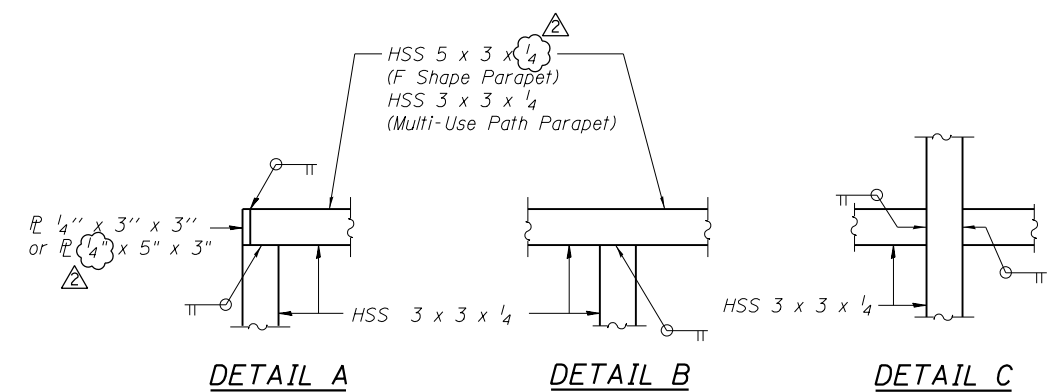
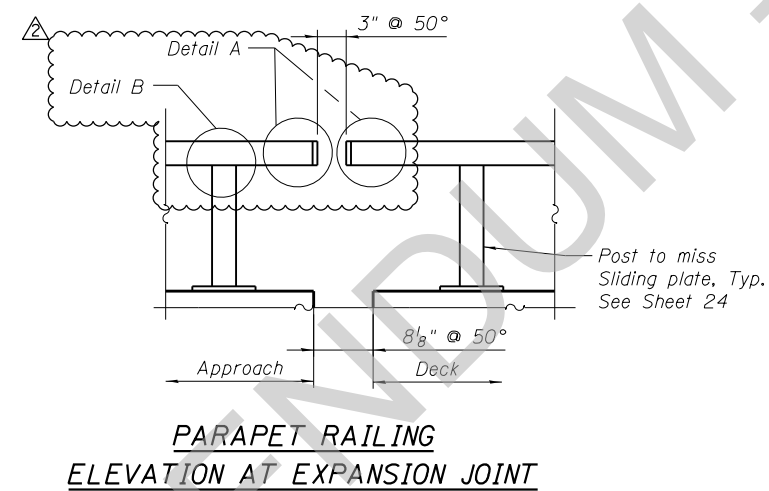
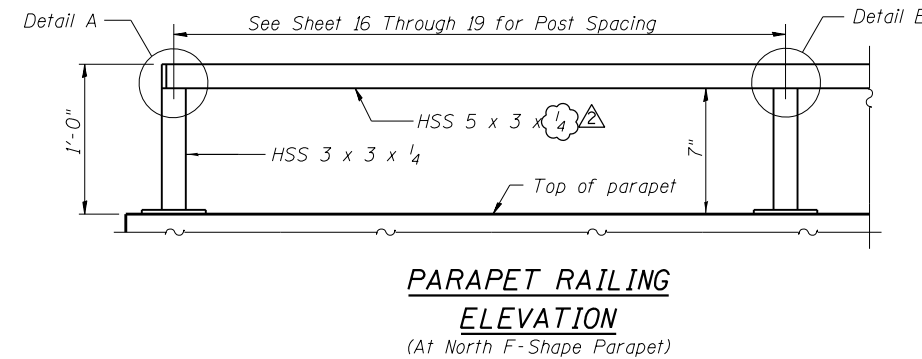
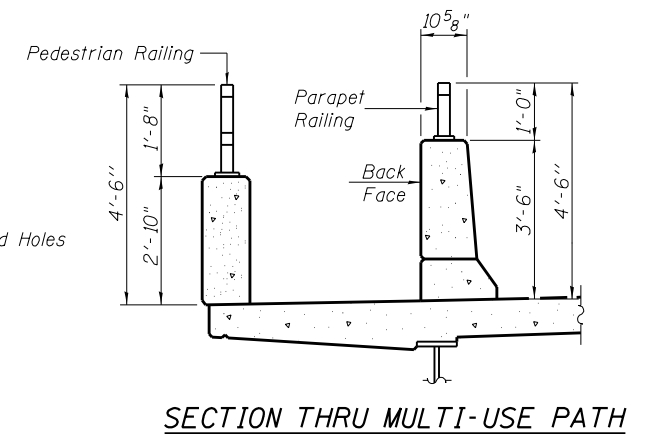
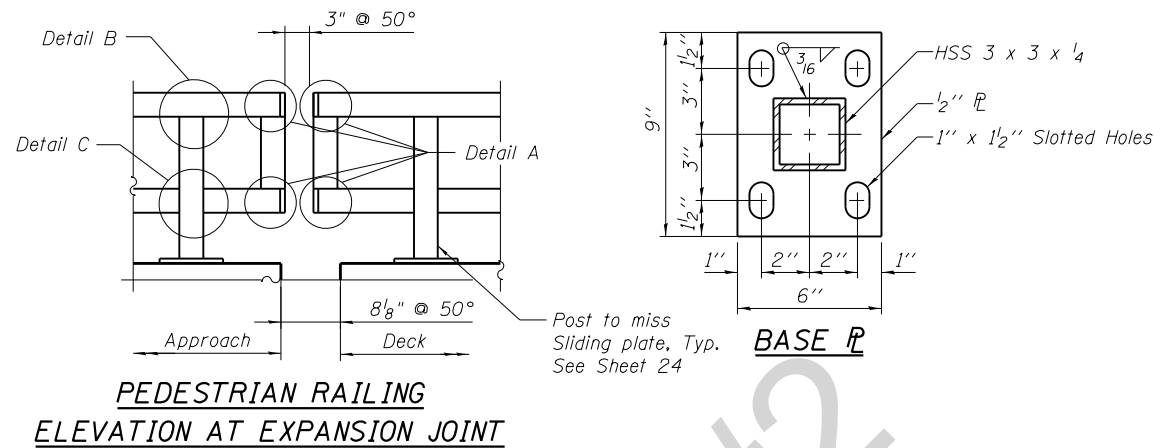
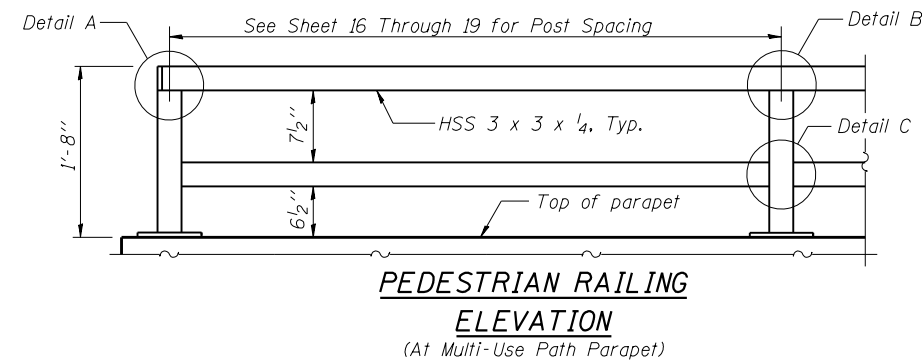
The Contractor may also obtain a permit for a completely different plan if they so choose. The Contractor would be responsible for meeting all of the requirements for the permit (drawings, calculations, fees, certifications, fees, etc.) and no extension of time or compensation will be granted as a result of any delay in obtaining the permit to start construction.

The Contractor shall be responsible for coordinating with the Illinois Department of Natural Resources (IDNR) to determine the footprint of the causeway. The Contractor shall locate all mussels within the footprint of the causeway and determine relocation protocols and permissions that are required by the IDNR. The Contractor shall hire a Subcontractor or Consultant to perform the mussel relocation work who is qualified in handling state wildlife in accordance with the IDNR and their relocation protocols.

Method of Measurement: The work will be measured for payment as a lump sum item and will include the construction of both the east and west causeways.

Basis of Payment: This work will be paid for at the contract unit price per lump sum for TEMPORARY ACCESS CAUSEWAY, and the following.

- a) 25% of the item will be paid once the initial causeway is installed.
- b) 25% of the item will be paid once the initial causeway is removed
- c) 25% of the item will be paid once the subsequent causeway is installed
- d) 25% of the item will be paid once the subsequent causeway is removed

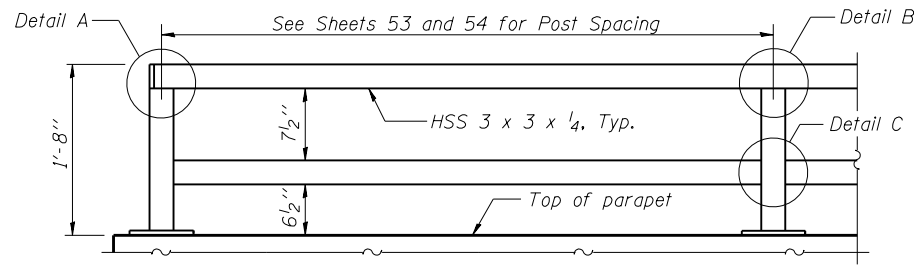


NOTE:

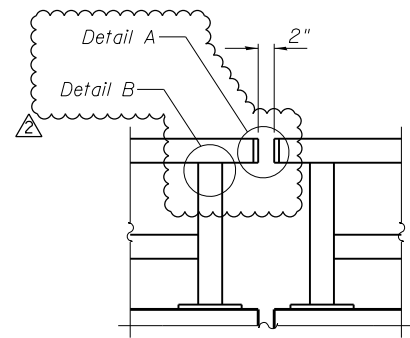
All post, railing, splices, anchor devices, bent plates, etc. shall be galvanized prior to painting. Paint shall use the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The entire system shall be shop applied. The color of the final finish coat shall be Dark Bronze. The color shall be submitted by the Contractor for approval by the Kane County Division of Transportation.

BILL OF MATERIAL

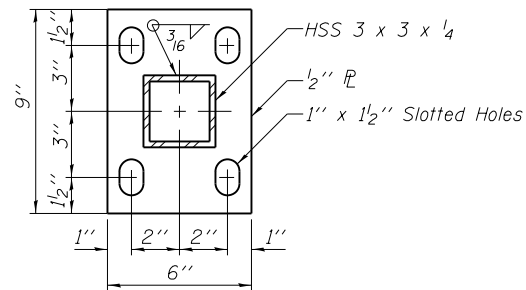
Item	Unit	Quantity
Parapet Railing	Foot	845
Pedestrian Railing	Foot	856



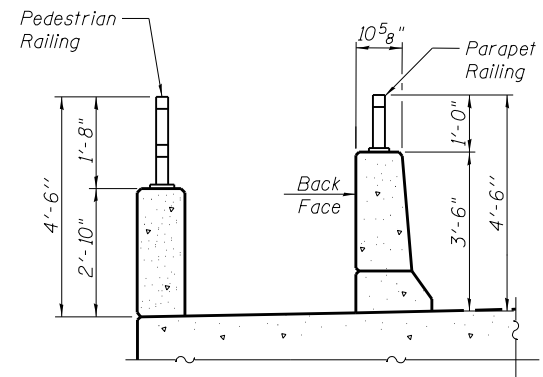
**PEDESTRIAN RAILING
ELEVATION**
(At Multi-Use Path Parapet)



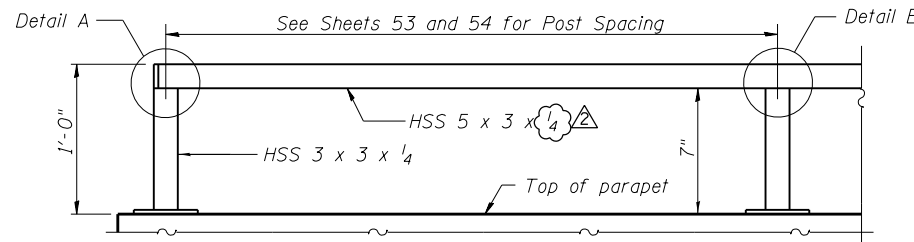
**PARAPET RAILING
ELEVATION AT EXPANSION JOINT**
(Two Element Rail Shown - One Element Rail Similar)



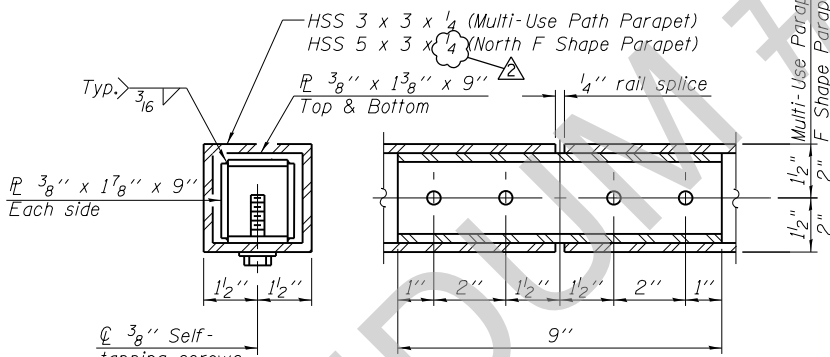
BASE PLATE



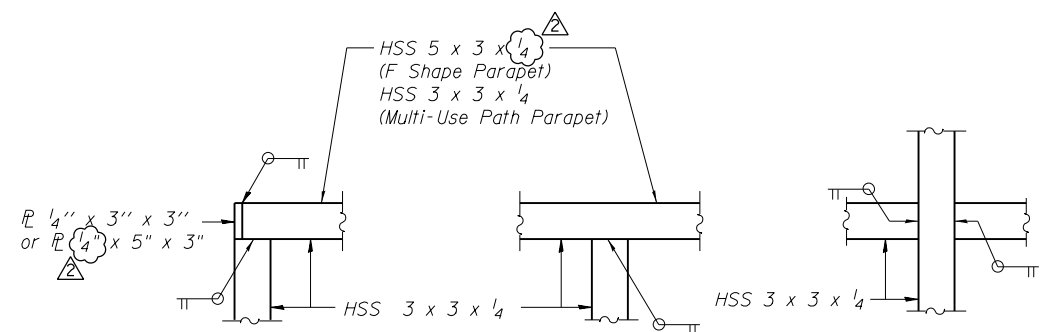
SECTION THRU MULTI-USE PATH



**PARAPET RAILING
ELEVATION**
(At North F-Shape Parapet)



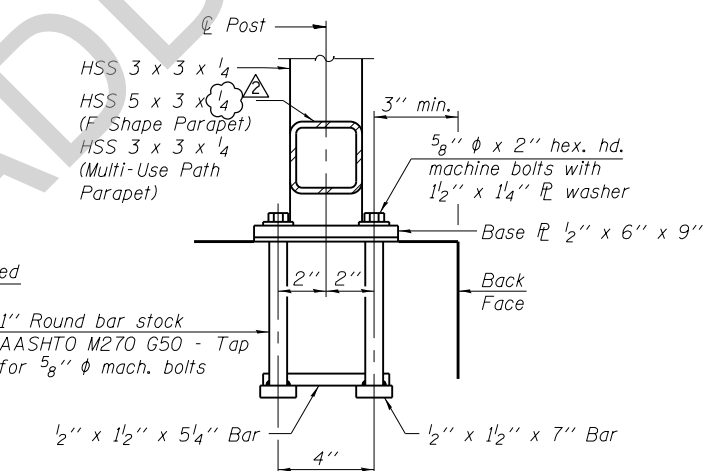
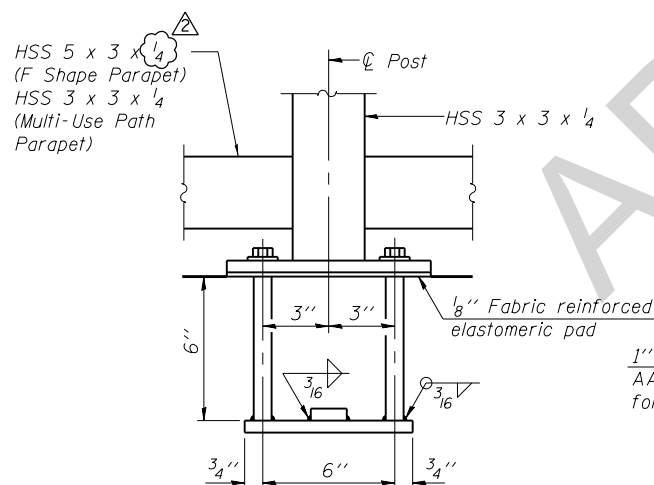
RAIL SPLICE



DETAIL A

DETAIL B

DETAIL C



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

NOTE

All post, railing, splices, anchor devices, bent plates, etc. shall be galvanized prior to painting. Paint shall use the Organic Zinc Rich Primer / Epoxy / Urethane Paint System. The entire system shall be shop applied. The color of the final finish coat shall be Dark Bronze. The color shall be submitted by the Contractor for approval by the Kane County Division of Transportation.

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	216
Pedestrian Railing	Foot	213



USER NAME : Denise Herrera	DESIGNED - PA	REVISED - 9/27/18
PLOT SCALE : 4.000' / in.	DRAWN - CPB	REVISED -
PLOT DATE : 9/27/2018	CHECKED - PA	REVISED -
	DATE - 8/31/2018	REVISED -



**KANE COUNTY
DIVISION OF TRANSPORTATION**

**WALL 1 - RAILING DETAILS
STRUCTURE NO. 045-3024**

SCALE: SHEET 60 OF 90 SHEETS STA. 2205+60.00 TO STA. 2221+10.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2298	13-00215-20-BR	KANE	239	154
CONTRACT NO. 63955				
ILLINOIS FED. AID PROJECT				

