

August 14, 2017

**ADDENDUM NO. 3**

**FOR**

**CENTRAL DEICING FACILITY (CDF) – PAVING & UTILITIES**

**SPECIFICATION NO. 413130**

For which Bids are due in the office of the Chief Procurement Officer, Department of Procurement Services, Bid & Bond Room 103, City Hall, 121 N. LaSalle Street, Chicago, IL 60602 at **11:00 a.m., Central Time on August 28, 2017.**

The following additions, changes and revisions are incorporated into the above-referenced Specification (the "Contract Documents") as noted. All other provisions and requirements as originally set forth, except as amended by previous addenda, remain in full force and are binding. Any additional work required by this Addendum shall conform to the applicable provisions of the original Contract Documents.

**BIDDER MUST ACKNOWLEDGE RECEIPT OF THIS ADDENDUM IN THE SPACE PROVIDED ON THE PROPOSAL EXECUTION PAGE**

**SECTION 1. NOTICE OF REVISIONS/CHANGES/CLARIFICATIONS**

***BID OPENING HAS BEEN POSTPONED TO August 28, 2017***

	The Bid Opening Date has been postponed to August 28, 2017. For which Bids are due in the Department of Procurement Services, Bid & Bond Room, Room 103, City Hall, 121 N. LaSalle Street, Chicago, Illinois, 60602, at 11:00 a.m., Central Time.
	Part I Specifications, Section 3, Schedule of Prices, has been modified.
	Part I Specifications, Section 4, Time of Completion, has been modified. Please review Section 4 in its entirety. There are several changes in this section.
	2017 Safety Manual has been reissued.
End of Section 1.	

**SECTION 2. DRAWINGS**

<b>Drawing Sheet Number Volume 1</b>	<b>Change</b>
GI-100A	<ul style="list-style-type: none"><li>Revised professionals seals page and removed note.</li></ul>
GI-101	<ul style="list-style-type: none"><li>Modified sheet index by including additional sheets.</li><li>Replace this sheet in its entirety.</li></ul>
GI-102	<ul style="list-style-type: none"><li>Formatting change due to additional sheets added in GI-101.</li><li>Replace this sheet in its entirety.</li></ul>
GI-103	<ul style="list-style-type: none"><li>Formatting change due to additional sheets added in GI-101.</li><li>Modified sheet index by including additional sheets.</li><li>Replace this sheet in its entirety.</li></ul>
GI-103A	<ul style="list-style-type: none"><li>Formatting change due to additional sheets added in GI-101.</li></ul>

	<ul style="list-style-type: none"> <li>• Modified sheet index by including additional sheets.</li> <li>• Replace this sheet in its entirety.</li> </ul>
GI-108	<ul style="list-style-type: none"> <li>• Added to abbreviations list (ATO and NTP).</li> </ul>
GC-102	<ul style="list-style-type: none"> <li>• Revised location for potential stockpile note to specify restricted/suitable material in this location.</li> <li>• Added note that existing ASR-9 to be removed.</li> <li>• Revised proposed Taxiway U designation.</li> </ul>
GC-103	<ul style="list-style-type: none"> <li>• Revised location for potential stockpile note to specify topsoil material for Stockpile 89.</li> <li>• Revised location for potential stockpile note to specify restricted material for Stockpile 90.</li> </ul>
GC-107	<ul style="list-style-type: none"> <li>• Modified Schedule and note under the Construction Progress Schedule listing the “Winter Shutdown”.</li> </ul>
GC-108	<ul style="list-style-type: none"> <li>• Modified the limits of Areas 4A and 6.</li> <li>• Revised Bullet #3 under Note #9 – Area 6.</li> </ul>
GC-109	<ul style="list-style-type: none"> <li>• Modified Durations notes for Area 1 and 1A.</li> </ul>
GC-110	<ul style="list-style-type: none"> <li>• Modified Durations note for Area 2.</li> </ul>
GC-111	<ul style="list-style-type: none"> <li>• Modified the limits of Work for Area 4A.</li> <li>• Modified the Restrictions Notes; Note #2 Bullet #1 – Area 4, Note #4 Bullet #1 – Area 5, and Note #5 Bullet #1 – Area 5A.</li> <li>• Modified Durations notes for Areas 3, 4, 5, and 5A.</li> <li>• Modified General Note 7.</li> </ul>
GC-112	<ul style="list-style-type: none"> <li>• Modified the limits of Work for Area 6.</li> <li>• Modified Durations Note for Area 6.</li> </ul>
CD-101	<ul style="list-style-type: none"> <li>• Modified existing service road material. Changed hatch from bituminous pavement to aggregate.</li> </ul>
CD-102	<ul style="list-style-type: none"> <li>• Modified existing service road material. Changed hatch from bituminous pavement to aggregate.</li> <li>• Added existing underdrain removal linework.</li> </ul>
CD-103	<ul style="list-style-type: none"> <li>• Added additional asphalt removal area due to pipe removal.</li> <li>• Added existing underdrain removal linework.</li> </ul>
CD-105	<ul style="list-style-type: none"> <li>• Modified existing service road material. Changed hatch from bituminous pavement to aggregate.</li> </ul>
CD-106	<ul style="list-style-type: none"> <li>• Modified existing service road material. Changed hatch from bituminous pavement to aggregate.</li> </ul>
CD-113	<ul style="list-style-type: none"> <li>• Modified existing FAA/electrical/communications structures and lines for removal and abandonment limits.</li> </ul>
CU-200	<ul style="list-style-type: none"> <li>• Removed Sanitary Sewer Notes from the plan sheet (moved to CU-200B).</li> </ul>
CU-200A	<ul style="list-style-type: none"> <li>• New Sheet: “SANITARY SEWER ROUTING TO MWRD INTERCEPTOR”.</li> </ul>
CU-200B	<ul style="list-style-type: none"> <li>• New Sheet: “MWRD NOTES”.</li> </ul>
CU-201	<ul style="list-style-type: none"> <li>• Shifted east-west portion of 12” water main north. Shifted 2” water service to align with glycol yard hydrant. Shortened 4” DIP water services and relocated valve. Shifted 20” water main east. Shifted 12” water main west. Shifted fire hydrant on east side of GSE pad to 10 feet from 12” water main. Deleted far-side fire hydrant bollards.</li> <li>• Changed sewer DIP class to 56 and added end cap.</li> <li>• Revised Note #3.</li> </ul>
CU-202	<ul style="list-style-type: none"> <li>• Shifted 20” water main east. Shortened 8” hydrant lead from 20” feeder main. Relocated hydrant valve to be adjacent to feeder main. Shifted butterfly valve</li> </ul>

	<p>location to reduce vault depth. Shifted 12" water main west. Shortened hydrant lead from 12" water main. Shortened 4" DIP water service and relocated valve. Corrected 12" valve callout to gate valve. Deleted far side hydrant bollards.</p> <ul style="list-style-type: none"> <li>• Changed 6" DIP sewer class to 56.</li> </ul>
CU-203	<ul style="list-style-type: none"> <li>• Shifted 20" water main east. Shortened 8" hydrant lead from 20" feeder main. Relocated hydrant valve to be adjacent to feeder main. Shifted butterfly valve location to reduce vault depth. Shifted 12" water main west. Shortened hydrant lead from 12" water main. Shortened 4" water service and relocated valve. Corrected 12" valve callout to gate valve. Deleted far side hydrant bollards. Deleted 8" fire service for control tower from 20" feeder main and converted 2" water service from 12" water main to an 8" service that terminates at gate valve.</li> <li>• Revised the tee to a 12"x12"x8".</li> </ul>
CU-204	<ul style="list-style-type: none"> <li>• Shifted 20" water main east. Shortened 8" hydrant lead from 20" feeder main. Relocated hydrant valve to be adjacent to feeder main. Shifted 12" water main west. Shortened hydrant lead from 12" water main. Deleted far side hydrant bollards. Deleted fire hydrant from 20" feeder main near Tank Farm Road intersection. Provided tee and 8" gate valve and valve basin for future hydrant near the intersection and shifted its location to the east. Shifted connection point to existing 20" water main to east along Perimeter Road at the Tank Farm Road intersection to interface with the adjacent contract. Changed the diameter of the existing water main and valve to which the 12" water main will connect south of Tank Farm Road to a 20" diameter. Added a 20" x12" reducer as the connecting fitting at the existing 20" N-S water main south of Tank Farm Road. (The fitting is included in the length of the 12" water main.)</li> <li>• Revised SMH designation for sanitary manhole.</li> <li>• Revised SMH designation for Lift Station.</li> <li>• Changed the length of 20" DIP to 40'.</li> </ul>
CU-205	<ul style="list-style-type: none"> <li>• Replace sheet in its entirety.</li> </ul>
CU-206	<ul style="list-style-type: none"> <li>• Adjusted vertical elevations of crossing utilities.</li> <li>• Revised connection for 6" DIP at 100+00. Revised 6" DIP pipe to class 56.</li> <li>• Added class 56 to 8" DIP.</li> <li>• Revised SMH designation for Lift Station and inverts.</li> <li>• Revised SMH designation for Sanitary Sewer Manhole.</li> </ul>
CU-207	<ul style="list-style-type: none"> <li>• Replace this sheet in its entirety.</li> </ul>
CU-208	<ul style="list-style-type: none"> <li>• Replace this sheet in its entirety.</li> </ul>
CU-209	<ul style="list-style-type: none"> <li>• Replace this sheet in its entirety.</li> </ul>
CU-210	<ul style="list-style-type: none"> <li>• Replace this sheet in its entirety.</li> </ul>
CU-221	<ul style="list-style-type: none"> <li>• Added stationing to CECO line.</li> <li>• Revised locations of COMED "T" manholes.</li> <li>• Revised location of COMED transformer pad.</li> </ul>
CU-222	<ul style="list-style-type: none"> <li>• Added stationing to CECO line.</li> <li>• Revised locations of COMED "T" manholes.</li> <li>• Revised locations of COMED transformer pads.</li> <li>• Added COMED ATO switchgear pad.</li> </ul>
CU-223	<ul style="list-style-type: none"> <li>• Added stationing to CECO line.</li> <li>• Revised location of COMED "T" manhole.</li> <li>• Revised location of COMED transformer pad.</li> </ul>

CU-224	<ul style="list-style-type: none"> <li>• Revised location of CECO line.</li> <li>• Revised locations of COMED “T” manholes.</li> </ul>
CU-226	<ul style="list-style-type: none"> <li>• Modified COMED profile.</li> </ul>
CU-227	<ul style="list-style-type: none"> <li>• Modified COMED profile.</li> </ul>
CU-241	<ul style="list-style-type: none"> <li>• Updated call-out for CED, 6-WAY, 4” to be reinforced under pavement section.</li> <li>• Updated call-out for CED, 4-WAY, 4” to be reinforced under pavement section.</li> <li>• Added designation and northings and eastings to proposed manholes.</li> </ul>
CU-242	<ul style="list-style-type: none"> <li>• Revised description, designation, northings and eastings, and station to proposed manholes. Updated call-out for CED, 12-WAY, 4” to be reinforced under pavement. Updated call-out for CED, 9-WAY, 4” to be reinforced under pavement.</li> </ul>
CU-243	<ul style="list-style-type: none"> <li>• Revised designation and northings and eastings and station to proposed manholes.</li> <li>• Updated call-out for CED, 12-WAY, 4” to be reinforced under pavement section and included the limits.</li> <li>• Updated call-out for CED, 6-WAY, 4” to be reinforced under pavement section.</li> <li>• Updated call-out for CED, 4-WAY, 4” to be reinforced under pavement section.</li> </ul>
CU-244	<ul style="list-style-type: none"> <li>• Revised designation and northings and eastings and station to proposed manholes.</li> <li>• Added call-out for CED, 9-WAY, 4” to be reinforced under pavement section and included the limits.</li> <li>• Updated call-out for CED, 18-WAY, 4” to be reinforced under pavement section.</li> <li>• Updated call-out for CED, 12-WAY, 4” to be reinforced under pavement section.</li> <li>• Updated call-out for CED, 6-WAY, 4” to be reinforced under pavement section.</li> <li>• Updated call-out for CED, 4-WAY, 4” to be reinforced under pavement section.</li> </ul>
CU-245	<ul style="list-style-type: none"> <li>• Revised designation and northings and eastings and station to proposed manholes.</li> <li>• Revised call-out for CED, 9-WAY, 4” to be reinforced under pavement section and included the limits.</li> <li>• Updated call-out for CED, 6-WAY, 4” to be reinforced under pavement section.</li> <li>• Updated call-out for CED, 4-WAY, 4” to be reinforced under pavement section.</li> </ul>
CU-246	<ul style="list-style-type: none"> <li>• Revised designation and northings and eastings and station to proposed manholes.</li> <li>• Updated call-out for CED, 4-WAY, 4” to be reinforced under pavement section.</li> <li>• Updated call-out for proposed COMM ductbank to 4 WAY 4”.</li> </ul>
CU-248	<ul style="list-style-type: none"> <li>• Modified CED profile.</li> <li>• Updated designations for manholes.</li> </ul>
CU-249	<ul style="list-style-type: none"> <li>• Modified CED profile.</li> <li>• Updated designations for manholes.</li> <li>• Removed portion of ductbank.</li> </ul>
CU-250	<ul style="list-style-type: none"> <li>• Modified CED profile.</li> <li>• Updated designations for manholes.</li> </ul>
CU-301	<ul style="list-style-type: none"> <li>• Added controller, generator pads, and portable generator feed cables.</li> <li>• Added #11 and updated conduit type to the Underground Cable/Conduit Schedule.</li> <li>• Added Notes #7 and #8.</li> </ul>

CU-302	<ul style="list-style-type: none"> <li>• Revised lift station to show top of structures at proper elevations.</li> <li>• Added Note #2 concerning cathodic protection of force main piping.</li> </ul>
CU-303	<ul style="list-style-type: none"> <li>• Revised Level Management System in Sanitary Lift Station detail to show final level management elevations</li> <li>• Revised Sanitary Lift Station Pump Controller Enclosure detail and added Note #3.</li> </ul>
CU-304	<ul style="list-style-type: none"> <li>• Revised Sanitary Lift Station Controller Electrical One Line Diagram.</li> <li>• Added portable generator connection information, Note #20 under Electrical Notes.</li> </ul>
CU-310	<ul style="list-style-type: none"> <li>• Added note to Bumper Guard detail to limit placement to pavement side only.</li> </ul>
CU-312A	<ul style="list-style-type: none"> <li>• Changed original sheet number CU-315A to CU-312A.</li> </ul>
CU-315A	<ul style="list-style-type: none"> <li>• Deleted sheet.</li> </ul>
CT-101	<ul style="list-style-type: none"> <li>• Modified taxilane/taxiway safety area grading.</li> </ul>
CT-102	<ul style="list-style-type: none"> <li>• Modified taxilane/taxiway safety area grading.</li> </ul>
CT-103	<ul style="list-style-type: none"> <li>• Modified taxilane/taxiway safety area grading.</li> </ul>
CT-104	<ul style="list-style-type: none"> <li>• Modified Glycol Lift Station Area typical section.</li> </ul>
CT-203	<ul style="list-style-type: none"> <li>• Added shoulder pavement for pipe removal area.</li> </ul>
CT-211	<ul style="list-style-type: none"> <li>• Modified lift station area pavement geometry limits.</li> </ul>
CT-212	<ul style="list-style-type: none"> <li>• Removed depressed curb callouts.</li> </ul>
CT-302	<ul style="list-style-type: none"> <li>• Modified vertical grid annotation (Grid H8).</li> </ul>
CT-303	<ul style="list-style-type: none"> <li>• Modified vertical grid annotation (Grid H8).</li> <li>• Modified note (Grid F4).</li> </ul>
CT-304	<ul style="list-style-type: none"> <li>• Modified vertical grid annotation (Grid H8).</li> <li>• Modified horizontal grid annotation (Grids A1 and E1).</li> </ul>
CT-408	<ul style="list-style-type: none"> <li>• Modified vertical grid annotation (Grids B1 and B8).</li> </ul>
CT-416	<ul style="list-style-type: none"> <li>• Modified vertical grid annotation (Grids B1 and B8).</li> </ul>
CG-101	<ul style="list-style-type: none"> <li>• Revised notes #4 and #5.</li> <li>• Revised earthwork table numbers.</li> <li>• Added additional Notes #7 and #8.</li> </ul>
CG-201	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> <li>• Added spot elevations to delineate areas of shoulder cross slope warping.</li> <li>• Adjusted leader on end section note.</li> </ul>
CG-202	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> <li>• Added spot elevations to delineate areas of shoulder cross slope warping.</li> </ul>
CG-203	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> </ul>
CG-204	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> <li>• Modified area of grading (Grid A5).</li> </ul>
CG-205	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> </ul>
CG-206	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> </ul>
CG-207	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> <li>• Modified area of grading (Grids D4 and D5).</li> </ul>
CG-208	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> </ul>
CG-209	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> </ul>

CG-211	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> <li>• Modified area of grading (Grids D4 and D5).</li> <li>• Added spot elevations to delineate areas of shoulder cross slope warping.</li> </ul>
CG-212	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> <li>• Added spot elevations to delineate areas of shoulder cross slope warping.</li> </ul>
CG-213	<ul style="list-style-type: none"> <li>• Added a flow direction arrow to sheet legend.</li> <li>• Added spot elevations to delineate areas of shoulder cross slope warping.</li> </ul>
CG-300	<ul style="list-style-type: none"> <li>• Added Note #1.</li> </ul>
CG-301	<ul style="list-style-type: none"> <li>• Moved label for 24" DIA DIP sewer on sheet.</li> <li>• Added label for Glycol Recovery Lift Station.</li> <li>• Added labels for storm sewer system.</li> <li>• Added flared end section size and material for flared end section safety grates.</li> </ul>
CG-302	<ul style="list-style-type: none"> <li>• Moved JC-720 label.</li> <li>• Added label for Storm Sewer System 1.</li> </ul>
CG-304	<ul style="list-style-type: none"> <li>• Removed CB-831 and associated sewer.</li> <li>• Added CB-891 and associated sewer.</li> <li>• Updated pipe slope west of CB-832 (Grid A5).</li> <li>• Updated pipe slope between MH-929/MH-930 (Grid E4) and MH-904/MH-945 (Grid C4).</li> <li>• Changed pipe size south of MH-931 (Grid A4).</li> <li>• Updated pipe length north of CB-968 (Grid D3).</li> <li>• Updated pipe length and size north of CB-970 (Grid F3).</li> </ul>
CG-305	<ul style="list-style-type: none"> <li>• Added new catch basin CB-501A and associated sewer.</li> <li>• Added labels for Storm Sewer System 1A.</li> </ul>
CG-307	<ul style="list-style-type: none"> <li>• Added 6" DIP to ramp control tower. Changed location of CB-475. Added MH-478 and updated pipe lengths between MH-413 and CB-475. Added new CB-476 and updated pipe lengths between MH-414 and CB-425. Added callout noting connection of new 6" DIP to roof drain pipe.</li> <li>• Updated information and direction of pipe tributary to CB-474.</li> <li>• Changed flared end section symbol at CB-877 to catch basin symbol and extended pipe to ditch low point.</li> <li>• Updated pipe length between CB-857 and CB-877.</li> </ul>
CG-308	<ul style="list-style-type: none"> <li>• Moved CB-545 label (Grid E4).</li> <li>• Moved pipe length label for 259' – 54" dia sewer (Grid H5).</li> <li>• Added second label for Storm Sewer System 1B.</li> </ul>
CG-311	<ul style="list-style-type: none"> <li>• Updated pipe lengths and sizes north of MH-419 (Grids B4 and C4).</li> <li>• Updated size of FES 3 and changed symbol to flared end section (Grid D4).</li> <li>• Added existing 2-24" fuel lines linework along proposed Tank Farm Road.</li> <li>• Updated alignment north of MH-420 (Grid C4).</li> <li>• Added label for pipe south of MH-418 (Grid A4).</li> </ul>
CG-312	<ul style="list-style-type: none"> <li>• Updated pipe size between MH-641 and MH-642. Updated pipe length north of CB-607 and north of JC-504. Moved storm sewer line between MH-627 and MH-641 north. Added existing 2-24" fuel lines linework along proposed Tank Farm Road.</li> <li>• Added additional labels for Storm Sewer System 1.</li> <li>• Added second label for Storm Sewer System 1B.</li> <li>• Removed existing topo/utility linework and Existing ASR-9 label.</li> </ul>
CG-313	<ul style="list-style-type: none"> <li>• Updated pipe length south of MH-548 (Grid E7).</li> <li>• Updated pipe length and slope east of CB-573 (Grid C7).</li> <li>• Added existing 2-24" fuel lines linework along proposed Tank Farm Road.</li> </ul>

	Updated sewer alignment and structures northeast of MH-528 (Grids F8 to G6).
CG-313A	<ul style="list-style-type: none"> <li>• New sheet. Added profiles for storm sewer system 1A and 1B.</li> </ul>
CG-314	<ul style="list-style-type: none"> <li>• Added pavement sections.</li> <li>• Updated locations of inverts of CED and FAA crossing utility.</li> <li>• Updated and added pipe sizes and inverts at MH-502, JC-502, and MH-523.</li> </ul>
CG-315	<ul style="list-style-type: none"> <li>• Added pavement sections.</li> <li>• Updated pipe inverts at JC-504. Added and updated inverts for crossing utilities.</li> <li>• Updated pipe inverts at MH-526 and MH-528.</li> </ul>
CG-316	<ul style="list-style-type: none"> <li>• Added pavement sections. Updated CB-573 inverts. Updated crossing utility locations and inverts. Lowered storm sewer upstream of MH-548 to match inverts. Updated pipe length upstream of CB-573.</li> </ul>
CG-316A	<ul style="list-style-type: none"> <li>• Updated system 1C profile.</li> <li>• Added pavement sections. Updated crossings for system 6. Added sewer information at diversion structure. Updated label for lift station. Updated 24" DIP sewer invert at glycol lift station.</li> </ul>
CG-317	<ul style="list-style-type: none"> <li>• Updated crossing utility information.</li> <li>• Updated invert of storm sewers at junction chambers.</li> <li>• Updated pipe to DIP at Diversion Structure - STA 704+37.95.</li> <li>• Updated rim elevation at Diversion Structure - STA 704+37.95</li> <li>• Removed existing junction chamber at 700+00.</li> </ul>
CG-317A	<ul style="list-style-type: none"> <li>• Updated 27" RCP invert at JC-713</li> </ul>
CG-317B	<ul style="list-style-type: none"> <li>• Added pavement section.</li> <li>• Updated utility crossing information.</li> <li>• Updated sewer profile between MH-906 and MH-410. Updated storm inverts at manholes.</li> <li>• Modified alignment north of CB-857. Updated rim elevation of CB-857.</li> <li>• Updated pipe to ESVCP at MH-807.</li> <li>• Updated existing grade at STA 822+50.00.</li> </ul>
CG-317C	<ul style="list-style-type: none"> <li>• Updated storm sewer between MH-410 and MH-411.</li> <li>• Updated utility crossings.</li> <li>• Updated storm inverts at manholes.</li> <li>• Updated rim elevations for MH-444 and MH-414.</li> <li>• Updated storm sewer between MH-419 and FES-3.</li> <li>• Updated proposed grading between STA 404+00.00 and STA 406+00.00</li> <li>• Added MH-478 in between MH-413 and MH-444.</li> </ul>
CG-317D	<ul style="list-style-type: none"> <li>• Updated sewer inverts, utility crossings in between MH-906 and MH-930.</li> <li>• Updated pipe length between CB-921 and CB-958.</li> <li>• Deleted 24" RCP invert direction at MH-930.</li> </ul>
CG-318	<ul style="list-style-type: none"> <li>• Modified note in Detail 3.</li> </ul>
CG-319	<ul style="list-style-type: none"> <li>• Modified notes in Detail 3.</li> <li>• Switched locations of Detail 3 and Detail 5.</li> </ul>
CG-321	<ul style="list-style-type: none"> <li>• Replace this sheet in its entirety.</li> </ul>
CG-322	<ul style="list-style-type: none"> <li>• Darkened detail linework. No material changes have been made.</li> </ul>
CG-322A	<ul style="list-style-type: none"> <li>• Darkened detail linework. No material changes have been made.</li> </ul>
CG-322B	<ul style="list-style-type: none"> <li>• Darkened detail linework. No material changes have been made.</li> </ul>

CG-322C	<ul style="list-style-type: none"> <li>Darkened detail linework. No material changes have been made.</li> </ul>
CG-322D	<ul style="list-style-type: none"> <li>Darkened detail linework. No material changes have been made.</li> </ul>
CG-322E	<ul style="list-style-type: none"> <li>Darkened detail linework. No material changes have been made.</li> </ul>
CG-322F	<ul style="list-style-type: none"> <li>Darkened detail linework. No material changes have been made.</li> </ul>
CG-322G	<ul style="list-style-type: none"> <li>Darkened detail linework. No material changes have been made.</li> </ul>
CG-322H	<ul style="list-style-type: none"> <li>Modified flared end section labels.</li> </ul>
CG-322I	<ul style="list-style-type: none"> <li>Darkened detail linework. No material changes have been made.</li> </ul>
CG-322J	<ul style="list-style-type: none"> <li>Darkened detail linework. Added Note #1.</li> </ul>
CG-322K	<ul style="list-style-type: none"> <li>New sheet showing standard detail for 9 FT IDOT MH TY A.</li> </ul>
CG-322L	<ul style="list-style-type: none"> <li>New sheet showing standard detail for 9 FT IDOT MH TY A.</li> </ul>
CG-322M	<ul style="list-style-type: none"> <li>New sheet showing standard detail for IDOT Catch Basin Type C.</li> </ul>
CG-325	<ul style="list-style-type: none"> <li>Updated Manhole Structure Schedule per design changes.</li> </ul>
CG-326	<ul style="list-style-type: none"> <li>Updated Catch Basin Structure Schedule per design changes.</li> <li>Revised Note #1.</li> </ul>
CG-326A	<ul style="list-style-type: none"> <li>Updated Catch Basin Structure Schedule per design changes.</li> <li>Revised Note #1.</li> </ul>
CG-327	<ul style="list-style-type: none"> <li>Updated Junction Chamber Structure Schedule per design changes.</li> <li>Revised Note #1.</li> </ul>
CG-328	<ul style="list-style-type: none"> <li>Updated Storm Sewer Schedule per design changes.</li> </ul>
CG-329	<ul style="list-style-type: none"> <li>Updated Storm Sewer Schedule per design changes.</li> </ul>
CG-331	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replace this sheet in its entirety.</li> </ul>
CG-332	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-333	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-334	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-335	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-337	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-338	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-341	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-342	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-343	<ul style="list-style-type: none"> <li>Addition of CED duct bank to view on the sheets and updated underdrain inverts. Replaced this sheet in its entirety.</li> </ul>
CG-344	<ul style="list-style-type: none"> <li>Modified Inspection Hole Schedule. Replaced this sheet in its entirety.</li> </ul>
CG-345	<ul style="list-style-type: none"> <li>Modified Inspection Hole Schedule. Replaced this sheet in its entirety.</li> </ul>
CG-346	<ul style="list-style-type: none"> <li>Modified Inspection Hole Schedule. Replaced this sheet in its entirety.</li> </ul>
CG-501	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to</li> </ul>



	Sheets CG-514 and CG-515 in Note 2.
CG-502	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-503	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-504	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-505	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-507	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-508	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-511	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> <li>Modified lift station area jointing layout per geometric change.</li> </ul>
CG-512	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-513	<ul style="list-style-type: none"> <li>Corrected the spelling of the word "TYPES" in Note 1. Revised the reference to Sheets CG-514 and CG-515 in Note 2.</li> </ul>
CG-514	<ul style="list-style-type: none"> <li>Modified joint sealant detail label for Details 1 and 2.</li> <li>Revised name of Joint Details to "Joint Details (Deicing Pad, Taxiways, Taxilanes)"</li> <li>Added detail #6 and #7 for GSE PCC pavement.</li> </ul>
CP-101	<ul style="list-style-type: none"> <li>Modified Perimeter Road markings at driveway entrance.</li> </ul>
CP-104	<ul style="list-style-type: none"> <li>Modified Perimeter Road markings at driveway entrances.</li> </ul>
CP-107	<ul style="list-style-type: none"> <li>Modified Perimeter Road markings at driveway entrances.</li> </ul>
CP-111	<ul style="list-style-type: none"> <li>Modified Perimeter Road markings at driveway entrance.</li> </ul>
CP-116	<ul style="list-style-type: none"> <li>Modified holding stall marking detail. Added scale. Replaced this sheet in its entirety.</li> </ul>
EA-101	<ul style="list-style-type: none"> <li>Updated call-out for CED, 12-WAY, 4" to be reinforced under pavement.</li> <li>Updated call-out for CED, 9-WAY, 4" to be reinforced under pavement.</li> </ul>
EA-102	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for electrical ductbank, 6-WAY, 4" to be reinforced under pavement.</li> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement..</li> <li>Add sign SN111-23.</li> </ul>
EA-103	<ul style="list-style-type: none"> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement.</li> <li>Updated northings and eastings for manholes.</li> </ul>
EA-104	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for CED, 12-WAY, 4" to be reinforced under pavement section.</li> <li>Updated call-out for CED, 6-WAY, 4" to be reinforced under pavement section.</li> <li>Updated call-out for CED, 4-WAY, 4" to be reinforced under pavement section.</li> <li>Added size of conduit from CCTV camera pole to manholes.</li> </ul>
EA-105	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> </ul>

	<ul style="list-style-type: none"> <li>Updated call-out for CED, 4-WAY, 4" to be reinforced under pavement section.</li> </ul>
EA-106	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Added call-out for CED, 9-WAY, 4" to be reinforced under pavement section and included the limits.</li> <li>Updated call-out for CED, 18-WAY, 4" to be reinforced under pavement section.</li> <li>Updated call-out for CED, 12-WAY, 4" to be reinforced under pavement section.</li> <li>Updated call-out for CED, 6-WAY, 4" to be reinforced under pavement section.</li> <li>Updated call-out for CED, 4-WAY, 4" to be reinforced under pavement section.</li> </ul>
EA-107	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement.</li> <li>Add sign SN222-20.</li> </ul>
EA-108	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for CED, 9-WAY, 4" to be reinforced under pavement section.</li> <li>Updated call-out for CED, 6-WAY, 4" to be reinforced under pavement section.</li> <li>Updated call-out for CED, 4-WAY, 4" to be reinforced under pavement section.</li> <li>Added size of conduit from CCTV camera pole to manholes.</li> </ul>
EA-109	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement section.</li> <li>Add sign SN222-21.</li> </ul>
EA-110	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement section.</li> <li>Add sign SN111-24.</li> </ul>
EA-111	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement section.</li> </ul>
EA-112	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manholes.</li> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement section.</li> <li>Add sign SN333-015.</li> </ul>
EA-113	<ul style="list-style-type: none"> <li>Revised northings and eastings to proposed manhole.</li> <li>Updated call-out for electrical ductbank, 4-WAY, 4" to be reinforced under pavement section.</li> </ul>
EA-116	<ul style="list-style-type: none"> <li>Revised fixture tables and included base can installation detail column per design change.</li> </ul>
EA-117	<ul style="list-style-type: none"> <li>Revised fixture tables and included base can installation detail column per design change.</li> </ul>
EA-118	<ul style="list-style-type: none"> <li>Revised fixture tables and included base can installation detail column per design change.</li> </ul>
EA-119	<ul style="list-style-type: none"> <li>Revised fixture tables and included base can installation detail column per design change.</li> </ul>
EA-120	<ul style="list-style-type: none"> <li>Revised fixture tables and included base can installation detail column per design change.</li> </ul>
EA-121	<ul style="list-style-type: none"> <li>Revised fixture tables and included base can installation detail column per</li> </ul>

	design change.
EA-122	<ul style="list-style-type: none"> <li>Revised fixture tables and included base can installation detail column per design change.</li> </ul>
EA-123	<ul style="list-style-type: none"> <li>Updated edge light location and circuit table per design change.</li> </ul>
EA-124	<ul style="list-style-type: none"> <li>Updated edge light location and circuit table per design change.</li> </ul>
EA-125	<ul style="list-style-type: none"> <li>Updated edge light location and circuit table per design change.</li> </ul>
EA-126	<ul style="list-style-type: none"> <li>Updated edge light location and circuit table per design change.</li> </ul>
EA-201	<ul style="list-style-type: none"> <li>Added circuit '444' to callouts.</li> </ul>
EA-202	<ul style="list-style-type: none"> <li>Added circuit '444' to callouts.</li> </ul>
EA-203	<ul style="list-style-type: none"> <li>Added circuit '444' to callouts.</li> </ul>
EA-204	<ul style="list-style-type: none"> <li>Added circuit '444' to callouts.</li> </ul>
EA-205	<ul style="list-style-type: none"> <li>Added circuit '444' to callouts.</li> </ul>
EA-302	<ul style="list-style-type: none"> <li>Revised sign panel to match CDA sign plan.</li> </ul>
EA-306	<ul style="list-style-type: none"> <li>Revised sign panel to match CDA sign plan.</li> </ul>
EA-307	<ul style="list-style-type: none"> <li>Revised sign panel to match CDA sign plan.</li> </ul>
EA-309	<ul style="list-style-type: none"> <li>Revised sign panel to match CDA sign plan.</li> </ul>
EA-310	<ul style="list-style-type: none"> <li>Revised sign panel to match CDA sign plan.</li> </ul>
EA-312	<ul style="list-style-type: none"> <li>Revised sign panel to match CDA sign plan.</li> </ul>
EA-316	<ul style="list-style-type: none"> <li>Revised New Sign Schedule to match CDA sign plan.</li> </ul>
EA-903	<ul style="list-style-type: none"> <li>Revised detail for SAE grade 5 galvanized carbon steel bolts.</li> </ul>
EA-904	<ul style="list-style-type: none"> <li>Revised detail for SAE grade 5 galvanized carbon steel bolts.</li> </ul>
ES-120	<ul style="list-style-type: none"> <li>Electrical building infrastructure updates for Ramp Control Tower.</li> </ul>
ES-121	<ul style="list-style-type: none"> <li>Added additional outgoing feeder to Ramp Control Tower transformer from the metered pedestal disconnect.</li> </ul>
ES-122	<ul style="list-style-type: none"> <li>Revised one-line diagram.</li> </ul>
ES-124	<ul style="list-style-type: none"> <li>Revised Detail #1.</li> </ul>
ES-125	<ul style="list-style-type: none"> <li>Removed note "By Others" in Detail #1</li> </ul>
ES-300	<ul style="list-style-type: none"> <li>Revised circuit '111' map.</li> </ul>
ES-301	<ul style="list-style-type: none"> <li>Revised circuit '111' map.</li> </ul>
ES-302	<ul style="list-style-type: none"> <li>Revised circuit '222' map.</li> </ul>
ES-303	<ul style="list-style-type: none"> <li>Revised circuit '222' map.</li> </ul>
ES-304	<ul style="list-style-type: none"> <li>Revised circuit '333' map.</li> </ul>
ES-305	<ul style="list-style-type: none"> <li>Revised circuit '333' map.</li> </ul>
ES-319	<ul style="list-style-type: none"> <li>New Sheet: Added circuit '444' map.</li> </ul>
ES-320	<ul style="list-style-type: none"> <li>New Sheet: Added circuit '444' map.</li> </ul>
End of Section 2.	

### **SECTION 3. INSTRUCTION AND EXECUTION DOCUMENTS**

Section Number	Sheet Numbers	Change
Part I Specifications, Section 3	S3-2 to S3-9	Revised schedule of prices supersedes Issued for Bid to reflect all changes made to pay items and quantities.
End of Section 3.		

#### **SECTION 4. TECHNICAL SPECIFICATIONS**

Section Number	Change
TOC	<ul style="list-style-type: none"> <li>Added specification for Force Main.</li> </ul>
02510	<ul style="list-style-type: none"> <li>Deleted push-on joints.</li> <li>Deleted PVC pipe material language throughout the specification.</li> <li>Modified Subsections 1.01.B.1 and 1.01.B.9.</li> <li>Modified Subsection 2.02.C.</li> <li>Deleted Subsection 2.04.K.</li> <li>Modified Subsection 2.09.D and 2.09.F.</li> <li>Modified Title of Subsection 2.11.</li> <li>Deleted Subsections 2.11.A and 2.11.D.</li> <li>Modified Subsection 2.11.C.</li> <li>Deleted Subsection 3.04.C.</li> <li>Added new Subsection 4.01.F.</li> <li>Modified Subsections 4.01.G and 4.01.I.</li> <li>Revised pay item in accordance with Section 3 of this addendum.</li> </ul>
02542	<ul style="list-style-type: none"> <li>Modified Title of Subsection 2.10.</li> <li>Deleted Subsection 2.10.B.</li> <li>Modified Subsection 4.01.B.</li> <li>Added new Subsection 4.01.C.</li> <li>Added new Subsection 5.01.C.</li> <li>Added new pay item in accordance with Section 3 of this addendum.</li> </ul>
02637	<ul style="list-style-type: none"> <li>Deleted Class 55 in Subsection 2.01.A.1.</li> <li>Revised pay item in accordance with Section 3 of this addendum.</li> </ul>
02638	<ul style="list-style-type: none"> <li>Added specification for Force Main.</li> </ul>
15541	<ul style="list-style-type: none"> <li>Removed reference to bollards in Subsection 1.01.B.7.</li> <li>Added reference to Section 02638 – Force Main in 1.02.A.3.</li> <li>Revised Subsection 1.03.C.</li> <li>Clarified submittal requirements in Subsections 1.04.A.4 and 1.04.A.5.</li> <li>Revised Subsection 1.04.D.3.</li> <li>Revised structural requirement of concrete manhole and vault to delete aircraft rating in Subsection 2.01.C.</li> <li>Revised number of subsections in Part 2.02.C.</li> <li>Added requirement for conduit seals in Subsection 2.02.C.7.</li> <li>Deleted Section 2.08 in its entirety.</li> <li>Clarified incidental items to the pay items for the sanitary lift station in Subsection 4.01.A.</li> <li>Modified Subsection 5.01.A to include force main within and between the wet well manhole and valve vault.</li> </ul>
15542	<ul style="list-style-type: none"> <li>Added Section 2.15 – Piping and Valves.</li> </ul>
D-701	<ul style="list-style-type: none"> <li>Added new pay items in accordance with Section 3 of this addendum.</li> </ul>

D-750	<ul style="list-style-type: none"> <li>• Revised website for ACO in Subsection 1.02.A.</li> <li>• Added reference to Section D-751 in Subsection 1.03.A.</li> <li>• Revised Subsection 2.02.A</li> <li>• Revised Subsection 2.03.A.</li> </ul>
D-751	<ul style="list-style-type: none"> <li>• Revised and added new pay items in accordance with Section 3 of this addendum</li> </ul>
L-100	<ul style="list-style-type: none"> <li>• Revised specification to have all fixtures within this contract to be furnished by CDA and installed by Contractor.</li> <li>• Guidance signs and sign panels within this contract to be furnished by CDA and installed by Contractor.</li> <li>• Modified Subsections 1.01.B and 1.01.D.</li> <li>• Added Subsection 1.01.C clarifying accessories for fixtures.</li> <li>• Added Subsection 1.01.E clarifying accessories for in-pavement light bases.</li> <li>• Added Subsection 1.01.F clarifying accessories for guidance signs.</li> <li>• Modified Subsections 2.02.B, 2.02.C, and 2.02.D.</li> <li>• Modified Subsection 2.03.A to remove manufactured by Integro, LLC.</li> <li>• Modified Subsections 2.04.A, 2.04.E.1, and 2.04.H.</li> <li>• Added Subsection 2.04.E.4.</li> <li>• Deleted Section 2.07.</li> <li>• Modified Subsections 4.01.A, 4.01.B, 4.01.C, 4.01.D, and 4.01.E.</li> <li>• Added Subsection 4.01.F and 4.01.G.</li> <li>• Deleted Subsection 4.02.A.</li> <li>• Modified Subsection 4.02.B.</li> <li>• Modified Subsection 5.02.A.</li> <li>• Deleted Subsection 5.02.B.</li> <li>• Revised and added new pay items in accordance with Section 3 of this addendum.</li> </ul>
L-110	<ul style="list-style-type: none"> <li>• Revised and added new pay items in accordance with Section 3 of this addendum.</li> </ul>
L-115	<ul style="list-style-type: none"> <li>• Changed designation of Section 2.05.K to 2.05.I.</li> <li>• Modified Subsection 2.06.A to add “or approved equal”</li> <li>• Added Section 3.05 Commonwealth Edison (ComEd) ATO Pad installation.</li> <li>• Added title for Subsection 4.01 Manhole and Handhole.</li> <li>• Added Subsection 4.01.C.</li> <li>• Modified Subsection 5.01.A.</li> <li>• Revised and added new pay item in accordance with Section 3 of this addendum.</li> </ul>
L-125	<ul style="list-style-type: none"> <li>• Modified Subsection 3.03.A for conduit infrastructure from the variable message boards to Ramp Tower.</li> <li>• Added Subsection 3.03.B to provide dimensions for message board face, panel and frame.</li> <li>• Modified Subsection 3.04.A.2 requiring the contractor to submit variable messages for approval and revised variable messages.</li> </ul>
P-152	<ul style="list-style-type: none"> <li>• Added Subsection 3.01.G.</li> <li>• Added Subsection 4.01.E.</li> <li>• Added new pay item in accordance with Section 3 of this addendum.</li> </ul>
P-154	<ul style="list-style-type: none"> <li>• Modified Subsection 4.01.B.</li> <li>• Added Subsection 4.01.C.</li> <li>• Modified Subsection 5.01.B.</li> </ul>

	<ul style="list-style-type: none"> <li>• Added Subsection 5.01.C.</li> <li>• Revised descriptions of Pay items in accordance with Section 3 of this addendum.</li> </ul>
End of Section 4.	

## **SECTION 5. RESPONSES TO QUESTIONS/REQUESTS FOR CLARIFICATIONS**

The following questions and requests for clarification were submitted in accordance with the instructions provided in the Contract Documents. The City's response (shown in ***bold italics***) follows each question or request for clarification in the table below:

<b>Question 1:</b>	Because the Mass Grading project is still underway, what will be the proposed [final] elevations for that project?
<b>Response:</b>	<b><i>Grades referenced as “existing ground” within Central Deicing Facility (CDF) – Paving &amp; Utilities are to be considered “final” mass grading elevations.</i></b>
<b>Question 2:</b>	Drawing ES-124 calls out vmb pole is by others. Is this correct or is the vmb pole by Contractor?
<b>Response:</b>	<b><i>See updated Drawing Sheet ES-124. Work for VMB poles will be performed by Central Deicing Facility (CDF) – Paving &amp; Utilities contractor.</i></b>
<b>Question 3:</b>	Drawing ES-125 calls out CCTV pole is by others. Is this correct or is the CCTV pole by Contractor?
<b>Response:</b>	<b><i>See updated Drawing Sheet ES-125. Work for CCTV poles will be performed by Central Deicing Facility (CDF) – Paving &amp; Utilities contractor.</i></b>
<b>Question 4:</b>	In specification L-125, nothing is listed in Part 2 ‘products’. Are the variable message boards provided by the City? If no, please provide detail of message boards.
<b>Response:</b>	<b><i>See additional details provided on revised Drawing Sheet ES-124 regarding the variable message boards.</i></b>
<b>Question 5:</b>	Specification L-125-3.03 calls for the Contractor to provide and install power and control wiring for the Variable Message Boards from the Ramp Operations Control Tower. Please provide details for power and control wiring (size, quantity, type, etc.).
<b>Response:</b>	<b><i>Power and control wiring for the variable message boards are not part of this contract. These will be part of a separate project bid. (Package 2 (Ramp Tower) of the Central Deicing Facility project)</i></b>
<b>Question 6:</b>	Is payment for power and control wiring for the variable message signs incidental to Item L-125-02 or in control/power cable line items?
<b>Response:</b>	<b><i>Refer to response to question 5 above.</i></b>
<b>Question 7:</b>	Do in-pavement base cans that fall within 2’ of pavement joint require a box out? If so, please provide a detail.
<b>Response:</b>	<b><i>See attached new Drawing Sheet ES-319 for core and diamond details when in-pavement base cans fall within 2’ of pavement joints.</i></b>
<b>Question 8:</b>	Will manhole and handhole checklists have to be done for new COMED and CED manhole and handholes? If yes, are they incidental to the manhole/handhole items or paid under L-118-01?
<b>Response:</b>	<b><i>As required per Specification Section L-118, Paragraph 5.01, Subparagraph A, “All costs associated with the preparation, mapping, tagging, and documentation of the CED/FAA Communication MH/HH As-built Checklist as described in this Section, will not be paid for separately but are included in the overall Contract price. No additional time or monies will be granted to the Contractor for compliance with the requirements of this Section.”</i></b>

<b>Question 9:</b>	Are all ComEd and CED manholes and handholes ac-rated (both structure and lid/cover)?
<b>Response:</b>	<b>All ComEd and CED manholes and hand holes are aircraft load rated for both structure, lid and cover.</b>
<b>Question 10:</b>	The schedule is VERY aggressive. Are multiple shifts available to the contractor to complete the work?
<b>Response:</b>	<b>Yes. Work near the Taxiways and Runway 15/33 will require coordination per Part One of Three: Instructions and Execution Documents, Section 4.3, Note 2 on Page S4-2.</b>
<b>Question 11:</b>	Per detail on drawing EA-908, duct banks under roadways and taxiways have to be reinforced. There are no reinforced duct bank items for duct banks. Are the duct banks to be reinforced? If so, what pay items are reinforced duct banks paid under?
<b>Response:</b>	<b>Duct banks under roadways and taxiways are reinforced. The duct bank bid items have been revised to include reinforced duct bank bid items.</b>
<b>Question 12:</b>	Note 3 on Drawing EP-103, states that contractor shall install temporary electrical load testing equipment on both COMED lines to confirm existing loads and future circuits. What line item is this paid under?
<b>Response:</b>	<b>The electrical load testing shall be considered incidental to the installation of the constant current regulators under Pay Items L-124-01 and L-124-02 respectively.</b>
<b>Question 13:</b>	Note 2 on drawing EP-101 states that the floor has to be x-rayed prior to any drilling. What line item is this paid under?
<b>Response:</b>	<b>The x-raying of the floor is considered incidental to the installation of the constant current regulators under Pay Items L-124-01 and L-124-02 respectively.</b>
<b>Question 14:</b>	Per spec 15542.4.01a, line item 15542-01 includes a 12 strand, single mode, fiber optic cable for connection to existing SMS. Please provide cable routing and location of termination points.
<b>Response:</b>	<b>Fiber optic cable shall connect to the Ramp Control Tower to be constructed by others. The Contractor shall coordinate this work with the Ramp Control Tower Contractor.</b>
<b>Question 15:</b>	Pay Item #140 description is conflicting; Is this pay item intended to compensate for RCB (owner provided from onsite stockpile) placed by the bidder, and thus requires a revision to the description?
<b>Response:</b>	<b>See revised Specification Section P-154.</b>
<b>Question 16:</b>	Pay Item #141 description is conflicting; Is this pay item intended to compensate for CA-5 (Offsite source) furnished and placed by the bidder, and thus requires a revision to the description?
<b>Response:</b>	<b>Refer to response to question 15 above.</b>
<b>Question 17:</b>	Specification Book 1 of 3, page S4-1 states that Substantial Completion is 476 days after NTP. Subsequently, a 30-day punch list period will be granted, thus giving a total duration of 506 days for all punch list work to be completed. However, Specification page #S4-11 states that Substantial Completion is 445 days after NTP. Please clarify which is correct.
<b>Response:</b>	<b>See revised Part One of Three: Instructions and Execution Documents, Section 4, Page S4-1. Substantial Completion is 445 days after NTP.</b>
<b>Question 18:</b>	Work Area 1A is explained on Spec page S4-7, including the requirement for the TWY Z/J project to be complete prior to starting Service Rd 'A'. However, Area 1A is noted to be complete within a 50-day duration from NTP, or approximately late October 2017. What is the progress with the TWY Z/J project, as anticipated by the current CDF bid date of 7/25/17?

<b>Response:</b>	<b>See revised Part One of Three: Instructions and Execution Documents, Section 4. Work Area 1A is to be completed within 80 days of NTP. TW Z/J and Tank Farm Road Project was given NTP on June 22, 2017.</b>
<b>Question 19:</b>	Work Area 1A is defined as having a 50-day duration starting with NTP per notes on S4-10, however the Time of Completion bar chart on S4-2 depicts this 50-day duration starting AFTER the 30-day NTP. Is Work Area 1A required to be complete on Day 50, or Day 80?
<b>Response:</b>	<b>See revised Part One of Three: Instructions and Execution Documents, Page S4-10. Work Areas 1 &amp; 1A is required to be completed 80 days after NTP.</b>
<b>Question 20:</b>	Similarly, Work Area A is depicted with conflicting start and end dates on the same to Specification pages as Work Area 1A per the question above. Please clarify the intended start and completion dates for Work Area A.
<b>Response:</b>	<b>Assuming the question is referring to Work Area 1 and not Work Area A, Work Areas 1 and 1A are required to be completed 80 days after NTP.</b>
<b>Question 21:</b>	Page S4-8 of the Specifications denotes Work Areas 5 and 5A starting after the 2017-2018 winter shutdown. Page S4-12 states that the Winter Shutdown period for this CDF – Paving & Utilities project will be from 12/15/17 to 3/15/18. However, the schedule bar chart on S4-2 depicts these to Work Areas commencing in the middle of February 2018. Please confirm the start date(s) for Work Areas 5 & 5A.
<b>Response:</b>	<b>See revised Part One of Three: Instructions and Execution Documents, Section 4. Work Areas 5 &amp; 5A will start after April 15, 2018 or as approved by the Commissioner.</b>
<b>Question 22:</b>	Spec page S4-8, Item 2 under the 'Restrictions' section states that Work Area 4 cannot start until April 9, 2017. Should this date be in 2018 instead, as it appears to be correctly stated on S4-10 for Work Area 4? Please confirm.
<b>Response:</b>	<b>Correct. See revised Part One of Three: Instructions and Execution Documents, Section 4.</b>
<b>Question 23:</b>	What is the intended schedule (start date and duration) of the referenced 'Taxiway J/Z Package B project to be coordinated with the work included in this CDF contract, as it pertains to the work area near Runway 15-33?
<b>Response:</b>	<b>In general, Taxiway Z/J and Tank Farm Road – Package B is scheduled to begin after Runway 15/33 is decommissioned.</b>
<b>Question 24:</b>	Spec page S4-12 states in the last sentence that the Commissioner reserves the right to restrict any work area to winter conditions, and the Contractor will not receive additional compensation. Work Areas #2 and 3 are inferred to have work continue through this 2017-2018 winter shutdown period per the schedule bar chart on S4-2. If any portion of the duration within this winter shutdown period is required to complete Work Area 2 or 3, will the Contractor be given additional time (duration) on the calendar to offset the lost duration not anticipated prior to the bid date?
<b>Response:</b>	<b>Contractor must anticipate in the bid that no work will take place during the winter suspension period.</b>
<b>Question 25:</b>	Please confirm the CDA will claim "Generator" status for any pre-existing hazardous waste/special waste materials encountered on this project.



<b>Response:</b>	<b><i>The Chicago Department of Aviation will claim generator status.</i></b>
<b>Question 26:</b>	Can the existing asphalt and concrete stockpiles be utilized for structural fills?
<b>Response:</b>	<b><i>No. Structural fill will come from Stockpile C established by preceding CDF – Mass Grading contract. See table on Sheet CG-101. RCB will be used for shoulder base only.</i></b>
<b>Question 27:</b>	Per specification section T-905 – Topsoil placement, please verify that the topsoil must be pulverized prior to placement in its final position.
<b>Response:</b>	<b><i>Yes. See Specification Section T-905, Part 3.03.A.</i></b>
<b>Question 28:</b>	Per specification section P-150 – do all asphalt pavement removals require the contractor to utilize milling methods? If variable depth, are aggregate subbase materials allowed to be mixed within the asphalt millings and disposed of, or stockpiled, on site for OMP's future use?
<b>Response:</b>	<b><i>Per Specification Section P-150, Part 3.01.A, "All bituminous pavement removal, including the pavement from bituminous composite pavement, must be removed by milling operation". Bituminous pavement and aggregate subbase materials must not be mixed.</i></b>
<b>Question 29:</b>	Per note 'F' on Plan GI-104, upon what date or Schedule milestone will the CDA take over maintenance of grass / weeds along existing or proposed fence lines?
<b>Response:</b>	<b><i>After final completion.</i></b>
<b>Question 30:</b>	Regarding the conflicting Weather Delay duration conflicts between Book 1 and 2 of the Bid Specifications, please confirm if Section 4.5 – Weather Days in Book 1 (Page S4-12) with the 11 <sup>th</sup> day constituting delay Day #1 governs over Specification – Book 2 of 3 (Gen Conditions), which states that the 4 <sup>th</sup> Weather Day constitutes the first accepted day of delay.
<b>Response:</b>	<b><i>Reference Part Two of Three, Article VIII, Part B.4.a, "Unless otherwise specified in Part I, Instruction and Execution Documents, Section 4 – Time of Completion, an exceptional weather event shall be defined as an event that prevents work on one (1) or more Critical Path activities within the Baseline Schedule for three (3) or more consecutive planned workdays." Part One of Three: Instructions and Execution Documents, Section 4 notes otherwise to the eleven (11) day requirement. Part One of Three governs.</i></b>
<b>Question 31:</b>	In regard to Pay Item #165 – Airfield Pavt Marking, does this item include any and all colors of pavement marking required as detailed in the Contract Plans, including temporary black pavement markings necessary for temporary pavement closures (in lieu of marking removals per Pay Item #166)?
<b>Response:</b>	<b><i>No, black pavement markings are considered incidental per Specification Section P-620, Part 5.01.C. All other colors will be paid under airfield pavement marking pay item.</i></b>
<b>Question 32:</b>	May the existing ASR #9 be removed prior to the proposed ASR #9 being commissioned, which is included in the separate Runway 10R-28L Safety & Security Package #2

	contract (also to be bid in July 2017)?
<b>Response:</b>	<b>No.</b>
<b>Question 33:</b>	Note #4 on Plan GC-101 states that the Contractor must keep ARFF access routes open at all times. Where do these ARFF routes fall within the CDF project site? Are they adjacent to Runway 15-33 and Taxiway K?
<b>Response:</b>	<b>No ARFF routes fall within the project site. Work along Runway 15-33 and Taxiway K will require coordination with OPS which may include maintaining access for the CFD.</b>
<b>Question 34:</b>	Note #6 on Plan GC-105 refers to quantification and utilization of existing earthwork stockpiles from current CDF – Mass Grading contract. What will be the status of this preceding CDA contract’s material stockpiles for spoil and embankment? Will a progress survey be provided to bidders prior to the anticipated bid date?
<b>Response:</b>	<b>Projected stockpile quantities have been provided on Drawing Sheet CG-101. A progress survey will not be provided.</b>
<b>Question 35:</b>	The bid construction calendar on Plan GC-107 depicts an NTP date of 8/1/17. Is this still anticipated given the current contract bid date is 7/25/17, or is an NTP date of 10/1/17 more likely?
<b>Response:</b>	<b>See revised Sheet GC-107.</b>
<b>Question 36:</b>	Pending the answer to the question above, will the contract duration of 445 calendar days remain unchanged, allowing for the completion of the project to fall around January of 2019?
<b>Response:</b>	<b>Contract duration is 445 calendar days after the start date set forth on the NTP.</b>
<b>Question 37:</b>	Referencing Plan GC-108 for Work Area 1 – will the vegetation free zone along the proposed AOA fence west of the new Perimeter Road, or disturbance to the agg shoulders placed in the adjacent TWY Z/J & Tank Farm Road contract, be compensated under any Unit Price Pay Item or Allowance?
<b>Response:</b>	<b>Reference Specifications F-162_Chain Link Fence (10 ft), Section 4.01.A: “Type A (10 feet high) will be measured in lineal feet along the centerline of fence. Electrical grounding, installation of vegetative free zone, weed control, installation of AOA signs and wildlife deterrent fence barrier will not be measured separately, but will be considered included in the cost of the fence installation and no additional compensation will be allowed.” Coordination with adjacent contractors is incidental to the fence pay item.</b>
<b>Question 38:</b>	Will Taxiway Z be constructed, or embankment complete, in the adjacent TWY Z/J & Tank Farm Rd contract when Temporary Service Road ‘A’ is required to be constructed (within 50 days of NTP)? Similarly, will all the utility crossings be constructed and backfilled on this adjacent project to accommodate the proposed temp service road?
<b>Response:</b>	<b>This duration has been revised to 80 days from NTP. The work to support the Temporary Service Road ‘A’ is anticipated to be complete by the 80 days from NTP.</b>
<b>Question 39:</b>	How will the temporary safety fence, which is listed on Plan GC-109 as General Note #1, be compensated to the Contractor? Similarly, will the Safety Fence depicted on Plan GC-110 for Phase 2 be incidental to the work, or paid under line item #146?
<b>Response:</b>	<b>All temporary safety fence is incidental to the project.</b>

<b>Question 40:</b>	Is any night work associated with Phases 5 & 5A required to be complete between 10:30pm and 6:00am, as coordinated through weekly STOP meetings with the CDA & airfield operations?
<b>Response:</b>	<b>Yes. Work near the Taxiways and Runway 15/33 will require coordination at the weekly STOP meetings and with CDA Airfield Operations. Reference Section 4.3, Note 2 on Page S4-2 of Part One of Three: Instructions and Execution Documents.</b>
<b>Question 41:</b>	The single contractor staging area designated for this project, as shown on Plan GC-105, is not sufficient for the project scope and duration. Will there be other airfield or landside property available to facilitate the contractor's needs?
<b>Response:</b>	<b>No. Contractor staging is as shown on Drawing Sheet GC-105.</b>
<b>Question 42:</b>	Will the temporary Safety Fence, or delineation barricades, required across new pavement sections constructed in Phases 3 & 4 for Work Areas 4 and 5, be required to remain in place beyond completion of the contract? If so, are these barricades to be furnished by the Contractor per the details provided on Plan GC-113?
<b>Response:</b>	<b>No. The Contractor shall remove all safety fence and barricades at the end of the project. Barricades to be provided are per the details shown on Drawing Sheet GC-113.</b>
<b>Question 43:</b>	The coarse aggregate specifications for the P 501 PCCP call for A.S.T.M. C 33 #4 and #67 size material. Is it acceptable to use a one part A.S.T.M. C 33 #467?
<b>Response:</b>	<b>No.</b>
<b>Question 44:</b>	Plan CG-303 in Volume 2 of 2 depicts the proposed 72" storm sewer connecting to an existing junction chamber within the existing north shoulder of Taxiway K. Will the contractor be compensated for the shoulder removal and replacement required to complete this drainage connection?
<b>Response:</b>	<b>Yes. Refer to Drawing Sheets CD-103 and CT-203.</b>
<b>Question 45:</b>	Will there be an allowance available to provide compensation for temporary site drainage to construct the work around the phased work areas and dictated start dates? Particularly, the drainage system that runs north of the ASR #9, draining Work Areas 4 and 3 to the west will not be installed until Phase 6. Similarly, Phase 5 includes a portion of the main storm sewer outfall, which isn't supposed to commence until after the winter moratorium.
<b>Response:</b>	<b>The site shall be maintained to drain at all times. Reference Specification Section P-152, Part 2.02.E.</b>
<b>Question 46:</b>	Will the FAA Dig Book be approved and available to use by the Contractor for Phase 1 excavation & utility locating work by 8/1/17, or the anticipated NTP date?
<b>Response:</b>	<b>No. The contractor is responsible to prepare the dig book.</b>
<b>Question 47:</b>	Are the type 'A1' PCC pavement joints depicted in the Volume 2 plans, and detailed on Sheet CG-514 – section #3, intended to have continuous reinforcement parallel to each 'A1' joint to within 3" of each edge of pavement? That is 6 continuous #6 bars on both sides of the joint both top and bottom, totaling 24 bars each per 'A1' joint?
<b>Response:</b>	<b>Yes.</b>
<b>Question 48:</b>	Per the PCC Pavement plans in Volume 2, are all reinforced panels indicated with a black dot? Does this include all PCC pavement panels to contain in-pavement light cans per the Electrical Plans (EA-101 to EA-110)?

<b>Response:</b>	<b>Yes.</b>
<b>Question 49:</b>	The paving plans (CG-500....) depict 9” PCC pavement areas west of Taxilane Z and the CDF apron. The pavement joints associated are noted as ‘E’ or ‘C’, similar to the 18” PCC Pavement areas (apron, Taxiways, etc.). What are the joint dowel bar sizes to be for 9” PCC Pavement, as the joint section on Plan CG-514 does not show for pavement with a thickness less than 13”.
<b>Response:</b>	<b>See revised Drawing Sheet CG-514 for additional details.</b>
<b>Question 50:</b>	Is the Unclassified Excavation from the ongoing CDF Mass Grading Project, Project No. OH.6151.200.1854.50, being processed according to the P-152 contract specification, specifically the requirement to screen all Unclassified Excavation using a bar screen with a maximum opening of 2” x 4”? If not, please confirm that any concrete, asphalt, brick, metallic debris, or other debris encountered in the proposed embankment area and designated stockpiles A, B, C will be paid per Article X of the General Conditions.
<b>Response:</b>	<b>The material being sorted is following Specification Section P-152 for the ongoing CDF – Mass Grading project. The material that has been sorted by the CDF – Mass Grading project should be assumed to meet Specification Section P-152, however, areas of new site cut and older stockpiles (not created by the CDF – Mass Grading project) should be assumed to still need to be processed/sorted to meet the requirements in Specification Section P-152.</b>
<b>Question 51:</b>	We would like to request a modification to Article VIII(B) (I) of the General Conditions to read as follows: “If the Contractor is delayed in the commencement, prosecution or completion of the Work by a third party or by any cause beyond the Contractor’s control, none of which are due to any fault, neglect, act or omission on Contractor’s part, then the Contractor shall be entitled solely and exclusively to an extension of time only. If the Contractor is delayed in the commencement , prosecution or completion of the Work by any act of the City, including but not limited to a delay, change, addition, deletion or modification in the Work or any omission, neglect or default of the City, or by order of the Commissioner, or Commissioner’s designee, or by any cause beyond the Contractors control, none of which are due to any fault, neglect, act or omission on Contractor’s part, then the contractor shall be entitled solely and exclusively to an extension of time only.”
<b>Response:</b>	<b>No, the General Conditions will remain as is for this project.</b>
<b>Question 52:</b>	Will the City include a contractual provision limiting the aggregate amount of liquidated damages assessed by the City against the contractor? Please note this is an industry standard on large projects like this one and something expected by sureties.
<b>Response:</b>	<b>Refer to response to Question 51 above.</b>
<b>Question 53:</b>	We would like to request a consequential damage waiver be added to the contract documents that reads as follows: “Mutual Waiver of Consequential Damages. Owner and Contractor agree to waive all claims against each other for any consequential damages that may arise out of or relate to the Contract Documents or the Project. Owner’s waiver includes, but is not limited to, Owner’s loss of use of the Project, loss of income, profit or financing related to the Project, as well as the loss of business, loss of financing, principal office overhead and expenses, loss of profits not related to the Project, or loss of reputation. Contractor’s waiver includes, but is not limited to, loss of business, loss of

	financing, loss of profits not related to Project, loss of bonding capacity, or loss of reputation. The provisions of this section shall also apply in the event of termination of this Agreement and shall survive such termination. The Provisions of this Section shall not be deemed to affect the imposition of liquidated damages in accordance with the Agreement, which by their nature may be deemed to compensate Owner for damages that might be considered consequential.”
<b>Response:</b>	<b>No, the General Conditions will remain as is.</b>
<b>Question 54:</b>	Will a contractor that has an existing concrete batch plant for another contract be allowed to utilize that plant in the current location or will they be required to remove and relocate said plant for this project?
<b>Response:</b>	<b>No, the locations of the batch plants that may be used for this project are as shown on the contract plans.</b>
<b>Question 55:</b>	Many work areas of this contract are directly affected by several of the ongoing contracts, in that some of the portions of work fall within the same footprint. Will there be relief if areas and restrictions differ from what is stated in the Phasing notes?
<b>Response:</b>	<b>Reference Part Two of Three, Article III, Part D.</b>
<b>Question 56:</b>	What is the anticipated completion date for the Central De-Icing Facility (CDF) – Mass Grading project (Spec #287910)?
<b>Response:</b>	<b>The CDF – Mass Grading project is anticipated to be completed prior to the end of mobilization on this contract.</b>
<b>Question 57:</b>	Spec section L-100, under Part 2, Equipment and Materials, under 2.02, there is a requirement for various L852 fixtures and L861T fixtures to be supplied a sole source, that being ADB Safegate America LLC. In recent projects at O’Hare (the Runway 9C-27C Bid package #1 project, being the most recent), the fixtures were supplied to the contractor by CDA, which allowed for competitive bidding on other items required for fixture installation, such as L830 transformers, L823 connectors, L868 bases, etc. If only one manufacturer is permitted to supply fixtures, they are then also going to supply these other items at whatever price they choose, making all of those bid items non-competitive. Would CDA consider procuring the fixtures and supplying them to the contractor for installation, thus allowing for competitive bids on the balance of material for the lighting bid items? The same would have to apply to the regulators, bid in bid items 123 and 124. In order for a supplier to quote a complete competitive package to the contractor, any sole sourced items would have to be removed from the contractor furnished items and supplied to the contractor by CDA.
<b>Response:</b>	<b>Specifications and bid items have been revised to indicate that all fixtures, guidance signs, and sign panels shall be provided by CDA and installed by the Contractor.</b>
<b>Question 58:</b>	Can Trench Backfill be furnished from on-site stockpiles of crushed material? If so, where are these stockpiles located?
<b>Response:</b>	<b>No.</b>
<b>Question 59:</b>	Is all excess material going to the same stockpile, regardless of classification (suitable,

	restricted, unsuitable)?
<b>Response:</b>	<b>No. Refer to revised Sheets GC-102 and GC-103 for proposed stockpile classifications.</b>
<b>Question 60:</b>	For pay items P-154-01 and P-154-03, where are the RCB (CA-5) and CA-6 stockpiles on site for owner supplied material?
<b>Response:</b>	<b>Available material will be located in the Proposed CIP Crusher Location as shown on Sheet GC-101 and placed by the proceeding CDF Mass Grading project.</b>
<b>Question 61:</b>	Plans GC-102 to GC-105 indicate multiple potential stockpile locations for excess material that are at varying distances from the project site. These plans further indicate that there are different requirements for accessing these piles (flaggers, etc) and different placement requirements. The determination of where material is stockpiled is at the discretion of the commissioner. How is a bidder supposed to include a fixed unit price for excavating and stockpiling excess material for all the different options when ultimately the bidder has no control over where the material will go, how it will be place, or what requirements will be required once the material is placed?
<b>Response:</b>	<b>Material types have been added to the proposed stockpile locations. Anticipated excess volumes and material types are included in the earthwork table on Sheet CG-101. For bidding purposes, assume 90,000 CY to SP-89, 250,000 CY to SP-90 and 335,000 CY to SP-51.</b>
<b>Question 62:</b>	Specification P-152 section 4.01(C.) indicates that sorting ... segregating any recyclable materials and other debris... The CDF – Mass Grading project was required to sort and remove all debris to the extent possible under its Contract. Please confirm that language included is merely standard language and the all material will be pre-sorted/segregate as required under the CDF – Mass Grading package.
<b>Response:</b>	<b>Material processed under the CDF- Mass Grading will be sorted to remove debris as required by P-152. The excavation of material not touched by the CDF – Mass Grading package will need to be processed/sorted to meet the requirements of P-152. For example, site cut and use of materials from other stockpiles not created by the CDF – Mass Grading package.</b>
<b>Question 63:</b>	Will the aggregate for P-152-04 – Unclassified Excavation – Undercut and Backfill be provided onsite or is it contractor supplied?
<b>Response:</b>	<b>Pay Item P-152-04 – Unclassified Excavation – Undercut and Backfill is to be furnished by the Contractor as specified in Specification Section P-152, Part 4.01.D.</b>
<b>Question 64:</b>	What is the existing thickness of the existing South West Perimeter road that has to be removed. There does not seem to be any existing typical section in the plans.
<b>Response:</b>	<b>The existing South West Perimeter Road is compacted aggregate. Refer to updated Drawing Sheets CD-101, CD-102, CD-105 and CD-106. The removal of aggregate material will be measured and paid for as Unclassified Excavation under Pay Item P-152-01.</b>
<b>Question 65:</b>	What is the existing thickness of the existing Bit Shoulder that has to be removed. There does not seem to be any existing typical section in the plans.

<b>Response:</b>	<b><i>The existing bituminous shoulder is approximately 7 inches.</i></b>
<b>Question 66:</b>	Are all costs associated with Temp Service Roads A, B, C, & D, including the installation, maintenance and removal covered under Allowance Pay Item Number M-103-03?
<b>Response:</b>	<b><i>Yes.</i></b>
<b>Question 67:</b>	Within Book 1 of 3, Section 4.3.5, Durations, it states that Phase 4 Area 6, all work shall start on October 8, 2018, and it has a 90-day construction duration. This will put the completion date into 2019. The substantial duration length of 476 days stated in Section 4.0 and the progress schedule shown in Section 4.2, do not appear to correspond with the project ending in 2019. Please confirm duration of Phase 4.
<b>Response:</b>	<b><i>The Phase 4 duration has been revised to 45 days. See revised Section 4 of Part One of Three: Instructions and Execution Documents.</i></b>
<b>Question 68:</b>	Specification Section P-501 of Book 3, Part 4.10.H states that the tolerance of any dowel from its required horizontal and vertical alignment after the pavement has been completed will not be greater than 1/8 inch per feet. This allowable error in alignment seems abnormally tight. On past projects, ¼ inch per feet has been the allowable tolerance. Can you please confirm the alignment?
<b>Response:</b>	<b><i>The tolerance that is listed is correct.</i></b>
<b>Question 69:</b>	Plan page CG-101, Note #5, indicates to sheets CG-102, CG-103, and CG-105 for additional stockpile and earthwork notes. These pages are not included in the plans. Was the note intended to state GC-102, 103, and 105?
<b>Response:</b>	<b><i>Note #5 has been updated. See updated Drawing Sheet CG-101.</i></b>
<b>Question 70:</b>	In the L-100, Section 5.02 Guidance Signs and Bases, subsection A the last sentence states, "The retroreflective sign panels shall be provided to the Contractor by CDA for installation which shall be considered incidental to this bid item." We typically manufacture the total sign including all the panels. Is it the desire of the city and the airport that we manufacture signs with no panels?
<b>Response:</b>	<b><i>Specifications and bid items have been revised to indicate that all guidance signs and sign panels shall be provided by CDA and installed by the Contractor.</i></b>
<b>Question 71:</b>	In regards to the RCB material shown under the bituminous shoulder, typical section sheet CT-100 and CT -101 refer you to detail 1 and 2 (CT-102) and detail 3 (CT-103) respectively. The minimum depth of the RCB material is shown as 20" (outside edge) and 4'-0" min (inside edge thickness, to bottom of the lime stabilized subgrade). This would mean your RCB material will be below the 12" Lime Stabilized layer. This can be seen in the proposed cross sectional drawings. The total depth from top of pavement to bottom of the 12" lime stabilized layer is 42". Detail 1 and 2 on CT-102 shows the RCB material built adjacent to the midsection of the Lime stabilized layer. Please clarify which depth and/or which detail should be used for the construction and placement of the RCB material underneath the bituminous shoulder or should we use the depth as shown in the proposed cross sections.
<b>Response:</b>	<b><i>Refer to Detail 1 on Drawing Sheets CT-101, CT-102, and CT-103 for depth of RCB material in shoulder pavement.</i></b>

<b>Question 72:</b>	Plan Sheet CT-100 depicts a detail (#2) for the underdrain under the de-icing pad. The dimensioned depth of the center of the 8" pipe underdrain below the top of the lime stabilized subgrade appears insufficient. To install the drain below the lime stabilized subgrade, as that appears to be the intent of the detail, please confirm a more appropriate depth other than the 16" dimension shown and confirm reference to the center or invert of the drain.
<b>Response:</b>	<b><i>Refer to Detail 2 on Drawing Sheet CT-100 for underdrain installation depth.</i></b>
<b>Question 73:</b>	Similarly, the 8" underdrain detail for the proposed taxiway shoulders shown on CT-102 and CT-103, as referenced from CT-100 and CT-101, does not provide a depth for the invert of the drain from the top or bottom of the lime stabilization course. Please confirm the depths of the proposed 8" pipe underdrain inverts, as they relate to the Inspection hole inverts and pavement elevations depicted in Plan Volume 2 of 2, sheets CG-330 to 343.
<b>Response:</b>	<b><i>Refer to invert elevations on Drawing Sheets CG-330 to CG-343 for installation of underdrains within shoulder pavement.</i></b>
<b>Question 74:</b>	We have reviewed the reinforced panels that are shown in the jointing plans. We have noticed that the reinforced panel locations shown (depicted with a black dot) correlate to the areas that are shown in the typical details for any pavement penetrations, box-out structures (Drainage structure, electrical, inspection holes...etc.), and also any fillet pavement areas (irregularly shaped panels). We have also noticed that when you look at all of the panels that have an in-pavement structure, not all of them are called out to have reinforced panels, and in some cases, some show reinforced panels even without any in-pavement structure in them. Please provide clarification on what was used to determine which panels require reinforcement. It seems that there should be more reinforced panels that what is currently shown in the PCC Pavement Jointing Plans. How will any additional reinforced panels not shown in the drawings be addressed?
<b>Response:</b>	<b><i>All reinforced panels are shown with a black dot in the panel. Refer to Drawing Sheets CG-501 through CG-513.</i></b>
<b>Question 75:</b>	Reference Detail 3 and 3A for Type A-1 Reinforced Expansion Joints on page CG-514: Is the reinforcing shown in detail 3 to be installed in the pavement panels on either side of the joint?
<b>Response:</b>	<b><i>Yes.</i></b>
<b>Question 76:</b>	Reference Detail 3 and 3A for Type A-1 Reinforced Expansion Joints on page CG-514: Is the reinforcing shown in detail 3A to be installed into each pavement panel on either side of the joint or just at the far ends of the Type A-1 Joint?
<b>Response:</b>	<b><i>Yes, It is to be installed into each pavement panel.</i></b>
<b>Question 77:</b>	Our company manufactures underground electrical and aircraft-rated precast concrete structures. The above project for bidding will be due in a few weeks. I have reviewed spec drawings and can't locate any drawings for line 118 L-115-01 for (83) each 6' x 6' electrical manholes & line 119 L-115-02 for (7) each Type T aircraft-rated manholes. Can you please provide in order to quote?



<b>Response:</b>	<b><i>The Type T manholes are the manholes from the main ComEd (CECO) north/south duct bank to the Ground Service Equipment (GSE) Areas and Ramp Tower. The details for this structure are shown in the CU-300 Drawing Sheet series (ComEd Details, CU-316 through CU-344).</i></b>  <b><i>The airfield manholes (6'x6') are utilized in the CED duct bank system and the details are shown in the EA-900 drawing series (Airfield Lighting Details, EA-900 through EA-916).</i></b>
<b>Question 78:</b>	Are the sluice gates to be constructed out of cast iron or stainless steel material? What grade of material is required?
<b>Response:</b>	<b><i>Type 304L Stainless Steel. Part 2.15 – Piping and Valves – has been added to Specification Section 15542. Information specific to the Sluice Gate is found in Part 2.15.D.6.</i></b>
<b>Question 79:</b>	Please provide detailed specifications for the sluice gate motor actuator.
<b>Response:</b>	<b><i>Part 2.15 – Piping and Valves – has been added to Specification Section 15542. Information specific to the Sluice Gate is found in Part 2.15.D.6.</i></b>
<b>Question 80:</b>	Please clarify which material can be stockpiled at Stockpile #51, and how many cubic yards can be stockpiled.
<b>Response:</b>	<b><i>Material type has been clarified on Drawing Sheet GC-102 of this Addendum. For quantity, please reference Note 4 Sheet GC-102 in the IFB set. This note will remain unchanged in this Addendum.</i></b>
<b>Question 81:</b>	Reference Detail 2 on page CG-319 and on CU-306, the note says to use 1'-0" min Granular Trench Stabilization (CA-1) where required by Engineer or OMP. Without a definitive quantity identified in the plans, please advise how this additional excavation and backfill material placement will be paid for.
<b>Response:</b>	<b><i>Reference Drawing Sheet CU-306, Note 4. If required payment would be covered under Specification Section P-152 "Unclassified Excavation Undercut and Backfill".</i></b>
<b>Question 82:</b>	There is not a specification for the 4" & 6" Ductile Iron Glycol Forcemain Piping shown on drawing CG-351. Can you please provide a specification?
<b>Response:</b>	<b><i>See Specification Section 15542 for the piping as specified.</i></b>
<b>Question 83:</b>	There is not a specification for the Check Valves & Gate Valves for the Glycol Piping shown on drawing CG-351. Can you please provide a specification for these valves?
<b>Response:</b>	<b><i>See Specification Section 15542 for valve requirements.</i></b>
<b>Question 84:</b>	There is not a specification or equipment schedule for the small sump pump shown on CG-351 in the 24" Sump Pit. Can you please provide a specification for this pump?
<b>Response:</b>	<b><i>See sheet CG-353, use Zoeller model M53 or approved equal.</i></b>

<b>Question 85:</b>	The piping coming off the small sump pump shown on CG-351 is not sized. Can you please provide the pipe size?
<b>Response:</b>	<b><i>Use 2" threaded galvanized steel.</i></b>
<b>Question 86:</b>	The Reclaimed Glycol Transfer Pump and Motor shown on CG-351 only states that it is to be 150gpm. Can you please provide more information on this pump so we can quote it properly?
<b>Response:</b>	<b><i>Use self-priming Hydromatic cast iron pumps 150 gpm @ 20 ft TDH or approved equal.</i></b>

In accordance with Section 1 of the "Requirements for Bidding and Instructions for Bidders" in Part One of Three: Instructions and Execution Documents, the deadline for questions has passed. No additional questions will be answered prior to bid opening except as the Chief Procurement Officer, in her sole discretion, deems to be in the best interest of the City.

**END OF ADDENDUM NO. 3**

CITY OF CHICAGO  
DEPARTMENT OF PROCUREMENT SERVICES

JAMIE L. RHEE  
CHIEF PROCUREMENT OFFICER