Addendum No. 2
July 1, 2016

41st Street Pedestrian Bridge over South Lake Shore Drive
Requisition No. 101275
Specification No. 133665

For which proposals will be opened in the office of the Department of Procurement Services, Room 103, City Hall, 121 North LaSalle Street, Chicago, Illinois 60602, on July 7, 2016 at 11:00 a.m., Central Time

RESPONDENT WILL ACKNOWLEDGE RECEIPT OF THIS ADDENDUM IN THE COVER LETTER OF ITS SUBMISSION

I. The Bid Opening Date has been postponed from July 7, 2016 to July 15, 2016.

II. Questions and Answers

Q. 1. For the structural steel, please confirm that the fabricator must AISC certified. The erector also? Which category is required for each?

A. 1. Yes, they have to be AISC certified: Certified Bridge Fabricator - Advanced (ABR), and Advanced Certified Steel Erector (ACSE).

Q. 2. Buy America” requirements for the structural steel are limiting the number of steel fabricators who have the capabilities to quote this project. Particularly for the 3ft diameter tube sections, which are apparently almost exclusively foreign. In the interest of allowing more bidders to create a more competitive market, could the “Buy America” requirement be waived?

A. 2. No, all structural steel shall be “Buy America.”

Q. 3. Structural Steel paint requirements are limiting the number of steel fabricators who have the capabilities to quote this project. The specifications call for the interior of all tube steel to receive at least primer coat where not exposed directly to environment. In the interest of allowing more bidders to create a more competitive market, could the paint requirements for the interior of the tube sections be waived?

A. 3. No, the interior of all tube steel to receive at least primer coat.

Q. 4. On Drawings #241 and #245 – Detail 1, Structural Steel fabricators have advised that the shop assembled steel framing for deck level spans 4 and 5 in unit 2 are too large to be shipped as shown in the drawings. There are no shipping ports available to handle curved frames that are 24’ wide and 120’ long. Would it be possible to figure field splicing in these spans to allow for shipping? Please advise.

A. 4. Our analysis indicates that delivery of the large steel sections via barge to the site is a feasible option and shipping ports are available. Additional requests for field splices may be considered and evaluated on a case-by-case basis.

Q. 5. Please clarify what is to be included within in each of the (5) one lump sum Structural Steel pay items. For example, is deck level tube steel to be included with F&E Structural Steel, Ribs, Span 4 or in F&E Structural Steel, Spans 4 and 5? Are you considering the tubes to be ribs or the transverse girders to be the ribs? Also, can the tube ribs be more clearly identified in the framing plans? There are two Rib Cs, one in Span 4 and one in Span 5. This is confusing. Please advise.

A. 5. All ribs are identified in the contract plans. For example, in Span 4 there are 5 ribs: Ribs A, B, C, D and E. It will be paid under the pay item “Furnishing and Erecting Structural Steel, Ribs, Span 4”. The total weight of steel for these ribs is shown in the general notes on Sheet 167. All other steel such as transverse girders, stiffener plates, connection plates, cowlings and so on will be paid by pay items of “Furnishing and Erecting Structural Steel, Spans 4 and 5” or “Furnishing and Erecting Structural Steel, Approaches”.


Q. 6. On Drawings #189 and #288, Pier details show the main tube/rib being welded to web of transverse girder in the field. Can this connection be made in the shop instead?

A. 6. The welded connection of the main tube/rib to the web of the transverse girder may be completed in the shop provided it is capable of being transported to the field without damage.

Q. 7. On Drawings #201, #205, and #309, etc., East and West approach stairs are shown as suspended and cast in place with concrete foundations. There are no bearing devices indicated at stair foundations, is this the correct interpretation? Are the stairs meant to tie into the steel reinforcing?

A. 7. The East and West Approach Stair ribs are to be supported on bearings at the piers and are embedded in concrete at the abutments. The shear studs were provided for the rib portion embedded in the abutment as per plans. Sheets 201 and 309 have been revised and included in Addendum 1 to show the bearing located at the pier.

Q. 8. On Drawing #339, where steel cowling intersects transverse girders or on top of Rib A, is there any connection to be made from steel cowling to the steel transverse girder or Rib A? Are they meant to be completely independent? Would it be acceptable to figure a connection here to aid in the installation?

A. 8. The connection of the steel cowling is to be made to the transverse girders. As stated on Sheet 339, the contractor is responsible for providing temporary bracing and supports to the cowling and railing during construction, and submit these supports for review and approval.

Q. 9. On Drawing #335, the painted structural steel cowling is indicated as shop welded to the stainless steel railing post. Is the intention to have the cowling shop attached by the fabricator to the railing or shipped separate from the railing post, embedded in the concrete, and to have the SS railing post added later in the field? Is the cowling required to be shop welded?

A. 9. The intent is for the cowling to be shop welded, as well as the railing posts to be shop welded to the cowling, and then installed prior to pouring the concrete deck.

Q. 10. Per Structural steel specifications and note on Drawing #167, the cost for steel cowling is to be included in structural steel lump sum but, the stainless steel guardrail is paid for by the linear foot. Please confirm.

A. 10. The steel cowling is included in the lump sum pay items for “Furnishing and Erecting Structural Steel” by its location while the pedestrian railing shall be paid for by the linear foot for “Decorative Railing (Deck Mounted)” as shown in the plans and specifications.

Q. 11. On Drawing #241 and #249, no details are provided for the temporary erection lugs or splicing for spans 4 and 5 in unit 2. Are these splices expected to be similar to details provided for the approach spans like on drawings # 187 and #286? Please provide details for these connections, both at the deck framing and overhead arches.

A. 11. The Rib Splice Details is shown on Sheet 253 (S-34), and erection lugs details are considered means and method.

Q. 12. In reference to the above question about splicing at the arches, the Structural Steel spec, in section for Finish, calls for welds to “made so that it will not be conspicuous to the public. For the Arch Ribs and the other Ribs, the weld should be on the upper quarter of the pipe.” How is this possible if they welds are, presumably, all the way around? Please advise.

A. 12. This requirement (Page DS-86) is applicable for longitudinal welds only as indicated in the specifications. Longitudinal welds are the welds along the length of the pipe if the pipe were made from plates.
Q. 13. On Drawing #245, deck hanger detail 2 shows a bolted connection in section B-B. How are these bolted connections expected to be made inside of the tube? Can the connection plate for the hangers be shop attached? Please provide more detail here.

A. 13. The pipe diameter is large enough to make these connections. The bolted connection is required for this connection. The Contractor can make this connection either in field or in the shop.

Q. 14. After Reviewing Addendum No. 1 Issued June 22, 2016, I have the following questions. The Addendum states that all crossings will be paid by the contractor for Metra and CN tracks. The cost of these crossing can vary depending on the railroad, can you tell us what the Metra and CN Railroads will charge for these crossings? Typically we Assume $5,000.00 per Track. Can you provide an allowance in the bid for these crossings?

A. 14. The contractor is responsible for estimating the cost for temporary railroad crossings as required based on their means and methods of construction.

Q. 15. Drawing sheet number 229 shows the sections of the temporary bridge geometry. At what temperature where the elevations of the electrified cable recorded?

A. 15. The LIDAR scans for 41st Street on the west side of the project were taken on December 23, December 30, and December 31, 2014 with the temperatures recorded in the field book at 48⁰, 10⁰, and 6⁰ respectively.

Q. 16. Drawing sheet number 252 shows the hanger data table. At what temperature were the hanger angles taken from?

A. 16. 50⁰ F.

Q. 17. Drawing sheet number 220 shows a 16’ dia. Interceptor sewer under span 4. Please advise what type of material the interceptor sewer is.

A. 17. Per existing plans, the interceptor sewer is a 3-layer brick sewer.

Q. 18. Drawings S-187 and S-286 show the field splice details for the East & West approach steel. The weld symbol descriptions do not match. Sections B-B on each sheet do not match the typical weld symbols. Please clarify.

A. 18. The field splice weld is to be a complete joint penetration groove V weld ground flush and 100% U.T.

Q. 19. Steel Painting requirements: The specs (DS-86 & DS-87) and drawings (Sheet 167) state that the interior of box members, ribs, and arch ribs that are not subjected directly to the environment are to receive, at a minimum, a prime coat of paint. Will areas of welded field splices need to be repainted? We didn’t see access to the 3’ ribs? Please clarify the interior painting as many steel members will be very difficult to access for applying this paint system.

A. 19. Areas inside the box members that are to receive field weld do not need to be repainted.

Q. 20. The suggested erection sequence drawings (sheets 223 – 227) show access roads. These access roads do not appear to be wide enough for the large cranes required for the work. Please clarify if the width of the roads can be modified to accommodate larger cranes.

A. 20. The existing Metra and IC access roads vary in width, and the dimensions shown in the plans reflect the observed traveled path widths of these access roads. The areas adjacent to these access roads consist of ballast and stone which may provide a wider working area for large equipment. The Contractor may propose to construct wider temporary access roads as required to accommodate their equipment. Coordination with Metra and IC railroads will be required as a part of the right of entry agreements.
Q. 21. Drawing sheet numbers 194 & 294 Fixed bearing Details show shop welding locations. These should be field welded locations. Please clarify.

A. 21. The welds for the bearing assembly should be performed in the shop.

Q. 22. Tensioning of hold downs: Drawings 253 (pier 3) and 264 (pier 5) show very small access holes (1’-1” x 2’-2” @ pier 3) for an initial stressing of 60 kips. Please clarify if there are other larger access locations?

A. 22. There are no other larger access locations.

Q. 23. Staging restrictions – Spec sheets 1-4, & 1-11 through 1-15 and drawing sheet 168 show the staging restrictions and the Metra track closure schedule. Page 1-13 states that the special event coordination and staging sequence is to be coordinated with the commissioner and that these dates are to include all dates with the McCormick Place, the Chicago Park District, Burnham Park, Soldier Field and the Museum Campus. No additional compensation will be allowed the contractor for any delays or inconvenience resulting from the activities or adjacent developments. Please provide a calendar showing the above special event schedule impacts so we can compare with the Metra schedule impacts and determine our schedule.

A. 23. Upon award, the requested special event schedules will be provided to initiate coordination with these agencies.

Q. 24. Railroad flagging: Spec 1-16 through 1-18. Please confirm that the RR flagging costs will be paid for by CDOT directly to the respective RR companies.

A. 24. Yes, via railroad agreement.

Q. 25. Removal & Disposal of Regulated Substances – Spec sheets 1-19 through 1-21 show the areas that contain contaminated soil. Please provide a drawing showing the location (stations) of this material. The cross sections (drawing sheets 363 -403) do not reflect this data.

A. 25. The Landscape Soil Plan sheets 108 through 110 show the limits of the soil removal types.

Q. 26. Cooperation with the utilities & others - Spec page 1-22. Note 37 on sheet 4 states that the private utility companies & their contractors will perform the required adjustments or supports to their utilities. For scheduling purposes, please advise if this work will be completed prior to the start of our contract work.

A. 26. Utility relocation work will not be completed in advance of the contract, and as Note 37 states, the Contractor shall notify the affected utility owners allowing sufficient time to complete the work in accordance with the Contractor’s schedule.

Q. 27. We officially request a 2 week bid extension from 7/7 to 7/21. This request has come from numerous DBE & non – DBE structural steel fabricators, miscellaneous suppliers and subcontractors. If requested, we can provide the names of these companies.

A. 27. The bid opening has been extended to July 15.

Q. 28. The project schedule per the contract documents indicates a duration of 18 months between the notice to proceed and the required substantial completion date. Considering the complexity of the structural steel fabrication for the project, it is likely that procurement of structural steel material will take 12 months or more, starting at the Notice to Proceed. As a result, the proposed 18 month schedule is not realistic. Would the City be willing to modify the schedule to include a procurement period (approximately 10 months) after the notice to proceed, and then a construction period (approximately 14 months) after that. In that case, the overall project schedule could be 24 months to accommodate procurement issues, but the construction period and impact the project stakeholders (Metra, IC RR, others) could be reduced from 18 months to 14 months. Please consider this type of change to the project schedule requirements.
A. 28. The construction schedule will remain 18 months after NTP.

Q. 29. The shear studs attached to the cowling are to be paid under the Steel Cowling pay item as noted on sheet 335 note 10. However, the quantity of shear studs for the cowling seems to be included in the quantity for pay item 50500505 STUD SHEAR CONNECTORS 9,564 each. Please confirm the pay item the shear studs attached to the cowling are to be paid.

A. 29. The cost of shear studs attached to the cowling is included in the pay item “Furnishing and Erecting Structural Steel, Spans 4 and 5” (for Unit 2) or “Furnishing and Erecting Structural Steel, Approaches” for (Units 1 and 3).

Q. 30. Book 2 states no work shall be permitted between 9 PM and 8 AM. Please confirm night shifts will be acceptable as required with lane closure and track closure restrictions.

A. 30. Yes, with the proper public and agencies coordination limited night work may be acceptable.

Q. 31. Sheet 141 states that workmanship shall conform to current applicable Metra and AREMA Specifications. Such Metra specifications have not been included in the book 3 special provision. Please provide the applicable specifications for this work.

A. 31. The work associated with the catenary down guy installation is covered under the specifications in Book 3. The Contractor is responsible for coordinating any work within the railroad property with the respective railroad agency and adhere to their specifications and requirements.

Q. 32. Item 157” CONDUIT IN REINF CONC 5” DIA. PVC 3X2” will require an excavation within Metra’s E-80 surcharge loading for tracks 1 and 2. Any excavation in this zone will require temporary earth retention from the ductbank trench to the catenary structure. There is no pay item for temporary earth retention at the 2 required locations. Please add a pay item for the required temporary earth retention along the Metra tracks to facilitate the ductbank installation.

A. 32. As shown on Sheet 138, the Contractor shall stake the manholes and duct bank in the field for approval by Metra. It is anticipated that the excavation for this work will be located outside of the surcharge loading limits and not require any temporary earth retention system to construct the duct bank.

Q. 33. On previous contract, Metra has created acceptance requirements not listed in the specifications or special provisions to have a watertight ductbank system. The designed ductbank is not a water tight system and water will get into the handholes and ductbank system. Please confirm this will not be an acceptance requirement of the Metra ductbank as it is not designed this way.

A. 33. Yes, the ductbank system shall be watertight. The specification reads “The contractor shall provide watertight conduit sealing bushings and expandable mechanical conduit plugs at each end of each raceway in the ductbank to prevent water from seeping into the raceways.”

Q. 34. On previous contracts, Metra has enforced additional compaction specifications not listed in the standard spec or special provision. Metra has enforced a 95% compaction requirement. Item 162 for trench backfill of the Metra ductbank does not mention any compaction density requirements and states to follow specification 815 which is not applicable to this work. Please confirm trench backfill compaction for ductbanks will not require 95 percent compaction.

A. 34. Yes, 95% compaction will be required.

Q. 35. Drawing L-20 shows existing primary aerial cables to be 4-397.5 KCMI/1 and 2-4/0 that are to be spliced into new underground cables. After site visit, it appears that the existing primary aerial cables are #6 solid. Please advise if the cable sizes listed in the drawings are correct.
A. 35. The existing aerial cables’ quantity, size and type shown on Sheet L-20 are consistent with the existing AC Power Distribution plans provided by Metra.

Q. 36. Drawing L-21 shows underground cables splicing into existing primary aerial cables. There are no cutouts, fusing or arrestor’s shown on the drawings. Is it Metra’s intent not to have protection between the underground cables and existing aerial cables? Please advise.

A. 36. The underground cables are spliced to aerial cables as shown on the plans. No cutouts, fusing or arrestors will be required.

Q. 37. Traffic Control General Notes reference relocation of traffic signals. Are traffic signal relocates required, and if so, how is the contractor compensated for this work?

A. 37. There are no existing traffic signals identified for relocation, but if the Contractor elects an alternate method of delivering large sections of the structure via public roadways which requires the temporary removal and reinstallation of existing traffic signals then this shall be coordinated with the City and this work shall be included in the applicable pay items.

Q. 38. Detailed Specifications, Book 3, Page DS-211 notes the contractor shall “provide temporary lighting, power, and wiring for the performance of all trades, for the entire period of construction, and remove all temporary wiring at the completion of construction.”
   a. Please advise how the contractor is compensated for this work.
   b. Please advise the locations where temporary lighting, power, and wiring is required.
   c. Is temporary lighting, power, and wiring required for the Temporary Bridge installed in Stage II?
   d. Is temporary lighting, power, and wiring required for the Proposed Lakefront Trail Structure prior to installation of the permanent lighting?

A. 38. There is no temporary lighting required under this pay item.

Q. 39. Is there any work associated with the existing bridge over Lake Shore Drive at 43rd Street as part of this contract?

A. 39. No, only coordination is required.

Q. 40. Is the stainless steel 1-5/8" x 2-7/16" channel shown on Plan Sheet L-17 (135) and L-19 (137) required to span the entire bridge pier?

A. 40. Yes.

Q. 41. Please provide a detail for the “Luminaire Mounting Plate” as noted on Plan Sheet L-18 (136).

A. 41. Note 5 on Plan Sheet L-18 (Sheet 136) states the general spacing and arrangement of the proposed lighting have been shown for the detail. The Contractor shall be responsible for a complete and structurally sound installation.

Q. 42. Are any catenary down guy anchor excavations along the Metra and/or IC/CN tracks anticipated to fall into the E80 loading zone requiring braced excavation? If so, who is responsible for this cost?

A. 42. The proposed catenary down guys will be installed with a permanent casing and will not require braced excavation.

Q. 43. The Expansion/Deflection Conduit Coupling Detail on Plan Sheet L-27 (145) shows a minimum 2’ length of stainless steel conduit on the “deflection” side. Is the same 2’ stainless steel conduit length also required on the “expansion” side?

A. 43. No
Q. 44. Is the "expansion" fitting also to be stainless steel?

A. 44. No

Q. 45. Note 1 of the Expansion/Deflection Conduit Coupling Detail on Plan Sheet L-27 (145) states that "any non-stainless metal shall be hot dip galvanized and coated". What pieces of the Expansion/Deflection coupling are allowed to be non-stainless?

A. 45. Expansion and Deflection fitting.

Q. 46. Will PVC expansion/deflection couplings matching the characteristics of the embedded conduit be allowed in place of stainless steel?

A. 46. No

Q. 47. Where is the DMX controller to be mounted in the Aesthetic Lighting Controller?

A. 47. It may be mounted on the side wall.

Q. 48. Is the contractor allowed to include with our bid aesthetic lighting elements which meet the performance specifications of the aesthetic lighting system, but are not an LED fixture Manufacturer listed in the specifications?

A. 48. Yes, as long as they meet or exceed the performance requirements of LED manufacturers listed in the specifications.

Q. 49. Will all the specified components (DMX controller, heater, extra breakers, and TVSS) fit inside of the standard City of Chicago controller cabinet, on top of the standard items that are required? Please provide a plan detail showing all of these components.

A. 49. Additional components shall be mounted on side wall of the cabinet.

Q. 50. Are the linear LED railing fixtures required to be demonstrated (mocked-up) for review and approval by the Commissioner, in addition to the RGB fixture demonstration?

A. 50. Yes, mock-up is required.

Q. 51. Please provide a detail of how the "(2) S.S. Unistrut Supports" mount to the Railing Posts, as detailed on Plan Sheet L-26 (144).

A. 51. This may be requested by the successful bidder for the Commissioner’s consideration.

Q. 52. Please provide a detail of how the ½" Flexible Liquid Tight Metallic Conduit mounts to the Railing Posts, as detailed on Plan Sheet L-26 (144).

A. 52. This may be requested by the successful bidder for the Commissioner’s consideration.

Q. 53. Please provide a detail of how the ½" Flexible Liquid Tight Metallic Conduit terminates in the top rail, as detailed on Plan Sheet L-26 (144) & L-27 (145).

A. 53. This may be requested by the successful bidder for the Commissioner’s consideration.

Q. 54. Pedestrian Bridge Lighting Plans L-6 through L-10 (124-128) show ½" Flexible Liquid Tight Metallic Conduit running between the 15" x 4" x 3" SS Junction Box A.T.S., but the details on Plan Sheets L-26 (144) & L-27 (145) show 1-1/2" Flexible Liquid Tight Metallic Conduit transitioning from embedded to the bottom of the junction box. Please clarify which is correct.
A. 54. 1 ½” flexible Liquid Tight Metallic Conduit transitioning form embedded to the bottom of the junction as shown on L-26 and L-27 is correct.

Q. 55. Are fittings for Flexible Liquid Tight Metallic Conduit required to be stainless steel? If not, what material is required?

A. 55. Yes, it shall be stainless steel.

Q. 56. Are PVC 90 degree elbows as detailed on Plan Sheets L-26 (244) & L-27 (145) acceptable for transition from embedded conduit to Flexible Liquid Tight Metallic Conduit? If not, what material is required?

A. 56. Yes. PVC elbows are acceptable.

Q. 57. The steel cowling for the bridge deck railing is being paid for under various furnish and erect structural steel items. Plan details (plans pg 335) show all the stainless steel handrail posts being shop welded to the steel cowling. Shouldn’t the cowling be part of the handrail pay item to assure quality control and coordination between two different fabricators?

A. 57. This Work will remain as shown on the Plans.

Q. 58. The underside of the bridge deck appears to be tangent, or near, to the horizontal ribs in spans 4 & 5. This condition may require the shop welding of anchor studs to the ribs to accommodate the usage of an overhang bracket to form the outer edges as well as being able provide a safe work platform and support for the heavy steel cowling with handrail post attached for concrete placement. Will shop welding of forming accessories to the ribs be allowed?

A. 58. Shop welding of anchor studs to Rib B and transverse girders will be allowed. Shop welding of anchor studs to Rib A will not be allowed.

Q. 59. Will an alternate method of bridge deck forming such as a stay in place metal deck be allowed?

A. 59. No.

Q. 60. Page DS-57 in specifications “Anchor Bolts shall be installed according to Article 521.06 and as noted on the plans with the exception that anchor bolts shall set in position and cast in concrete. Anchor bolts shall not be drilled and set.”

A. 60. Anchor bolts are to be in in position and cast in concrete unless note on the contract plans.

Q. 61. Sheet 191/403 note 2 “Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after bearings are in place.” Sheet 290 note 2 similar Note 3 “Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications” Sheet 290 note 3 similar

A. 61. Anchor bolts are to be in in position and cast in concrete unless note on the contract plans.

Q. 62. Sheet 192/403 note 4 “Anchor bolts for bearing shall be placed in holes drill in the concrete through holes in the bottom bearing plate after bearings are in place” Sheet 292 note 4 similar

A. 62. Anchor bolts are to be in in position and cast in concrete unless note on the contract plans.

Q. 63. Sheet 254/403 note 2 “Anchor bolts for bearings shall be placed in holes drilled in the concrete through holes in the bottom bearing plate after members are in place.” Sheet 255 note 2 similar, sheet 256 note 2 similar

A. 63. Anchor bolts are to be in in position and cast in concrete unless note on the contract plans.
Q. 64. In Specification section X0326485 Decorative Railing (Deck Mounted) section "General Requirements", Item 'C' calls for a single source responsibility for the railing system including the "Field Erection". Future Fabrication Company has furnished and delivered 18th Street Bridge & Wells Street Bridge railing systems in the past which were successfully installed by other firms. Can the Decorative Railing be supplied by a single source and installed by others?

A. 64. This may be requested by the successful bidder for Commissioner's consideration.

Q. 65. Regarding the post connection to the steel cowling, as it is detailed in the customer prints. The post are to be field welded to the steel cowling, this will create a lot of field touch up of both the steel cowling and the stainless steel post and have large cost impacts and additional time at each post for field installation. Would a stainless steel base plate welded to the SSTL post and mechanically attached to the steel cowling be an acceptable option for install?

A. 65. This may be requested by the successful bidder for Commissioner's consideration.

Q. 66. Refer to sheets 138 and 141. Please provide the dimension between the centerline of the existing track and the proposed down guy drilled shafts.

A. 66. It is anticipated that the proposed down guy drilled shafts will align with the existing west columns of the catenary trusses which are approximately 9' to 12' west of the centerline of Track 1. Exploration trench quantities have been included to verify there are no conflicts with the proposed foundations. The proposed down guy shall be staked in the field for approval by Metra.

Q. 67. Refer to sheet 138. Please provide the dimension between the centerline of the existing track and the proposed duct bank.

A. 67. Response: It is anticipated that the proposed duct bank will be located below the existing Metra access road to the west of the existing catenary truss foundations. The Contractor must coordinate the location of the proposed duct bank with Metra which will include Metra field locating all of their existing underground facilities within the proposed improvement area and the Contractor staking the proposed alignment agreed upon with Metra. Exploration trench quantities have been included to verify there are no conflicts with the proposed manholes and duct banks. The preliminary dimension for the duct bank may range between 20' to 30' west of the centerline of Track 1 dependent upon approval from Metra.

Q. 68. The drawings show Stainless steel posts being welded to carbon steel cowling with paint finish. These are two dissimilar metals and certainly lead to galvanic action. How does the design team intend to separate the two disparate elements.

A. 68. The welding of two dissimilar materials is acceptable.

Q. 69. The drawings prohibit any field welding at the Guard rails and require temporary bracing support, during the deck curing process. It is impossible to erect this railing without any field welds at points where fabricated lengths are put together. How does the design team envisage this Guard rail installation process?

A. 69. As stated in the plans on Sheet 339, the contractor is responsible for providing temporary bracing and supports to the cowling and railing during construction, and submit these supports for review and approval. The connection of the steel cowling is to be made to the transverse girders.

Q. 70. This question is regarding Item 69 X0325318 Lightweight Cellular Concrete Fill. What class of lightweight cellular concrete fill is to be installed for this project? The specification lists Class II or IV with significant price differences between the two.

A. 70. Class IV Lightweight Cellular Concrete Fill is to be used.
Q. 71. If it is determined through soil disposal analysis testing that the soil excavated from the duct bank is classified as “Non-Special Waste”, will this material hauled off be paid for as item 66900200 “Non-Special Waste Disposal” pay item?

A. 71. Yes. In Book 3, Page I-20 under “Removal and Disposal of Regulated Substances” states that contaminated urban fill within the railroad ROW has been detected and if confirmed through testing shall be disposed of as Non-Special Waste Disposal.

Q. 72. If it is determined through soil disposal analysis testing that the soil from our drilled shafts is classified as “Non Special Waste”, will this material hauled off be paid for as item 66900200 “Non Special Waste Disposal” pay item?

A. 72. Yes. Based on the limited soil samples obtained under the Phase II Environmental Site Assessment, guidance for “Removal and Disposal of Regulated Substances” has been included in Book 3 and soil removal notes are shown on the Landscape Soil Plan Sheets 108 to 110.

Q. 73. Book 3, page I-19, Removal and Disposal of Regulated Substances, states that the soil located within the Burnham Park has no evidence of contamination and no special disposal requirements north of PI Station 56+05.60. Is the Contractor to assume that the remainder of the soil in Burnham Park is Non-Special Waste?

A. 73. For clarification of the limits for soil removal and non-special waste disposal, see the Landscape Soil Plan Sheets 109 and 110 for Burnham Park.

Q. 74. Book 3, page I-19, Removal and Disposal of Regulated Substances, states that the contaminated soil located within the Williams-Davis Park was capped with 3 feet of clean soil. Can the Contractor handle, reuse and/or dispose of this material as Clean Fill?

A. 75. As shown on the Landscape Soil Plan Sheet 108, any excavation up to 15’ in depth must be disposed of as Non-Special Waste. While Williams-Davis Park (also identified as Terrace Park under the original site development) was constructed with an engineered barrier and 3’ of “clean fill”, testing has shown this “clean fill” to be contaminated and any excavation of this material will be disposed of as Non-Special Waste.

Q. 75. Book 3, page I-19, Removal and Disposal of Regulated Substances, states that the soil located within the Burnham Park has no evidence of contamination and no special disposal requirements north of PI Station 56+05.60. Contract drawing sheet 66 of 403 details that the majority of the soil in the East to be Non-Special Waste. What areas have been determined by the City to contain Non-Special Waste? Is the upper soils considered Clean and if so what is the determining limit between clean and Non-Special Waste soils?

A. 75. For clarification of the limits for soil removal and non-special waste disposal, see the Landscape Soil Plan Sheets 109 and 110 for Burnham Park.

Q. 76. Please confirm the method of measurement and payment for the Earthwork, Unsuitable and Structure Excavations when Non-Special Waste is encountered. IDOT Specification 669 states payment will be made for transportation and disposal from an excavation determined to be contaminated. Will all excavation, regardless of final placement (Non-Special Waste disposal, embankment and/or clean fill disposal) be paid under one of the excavation items, 9, 10 or 46? Will item 111 Non-Special Waste Disposal, be payment for the transportation and disposal of Non-Special Waste soil, exclusive of excavation?

A.76. Excavation required will be paid for with the associated work being performed and is covered under Earth Excavation, Removal and Disposal of Unsuitable Material, Topsoil Furnish and Place, Special and Structure Excavation which are all measured for payment in cubic yards. Any excavation that has been tested and identified as contaminated will be disposed of as Non-Special Waste in accordance with the IDOT Standard Specifications Section 669.
Q. 77. Specification section X 0326485 Decorative Railing (Deck Mounted), section “Materials”, “Finishes” Part ‘C’, # ii calls for the stainless steel railing to have a Satin, Reflective, Directional Polish: No. 7. Please clarify which finish is desired. Satin #4 finish or a Reflective #7 finish? In regards to the verbiage “Directional Polish”, please clarify direction on plates & round pipes?

A.77. Satin #4 finish for the Decorative Railing (Deck Mounted) railing system. Directional Polish should be along the length of any stainless steel member.

Q. 78. On customer plan sheets 331 (A-10), 332 (A-1 1), & 340 (A-19) there are call outs for a 1/4" diameter stainless steel horizontal cable 3" on center max. All other notes and project specifications call for all stainless steel cable involved in the decorative railing to be a 1-by-19 3/8" diameter wire rope. Please confirm the correct wire rope to be used.

A.78. 3/8" diameter stainless steel wire rope is to be used.

Q. 79. On customer plan sheet 340 (A-19) "Typical cable termination / transition elevations" detail has a note that states "Stainless steel threaded terminal for 1/4" dia. Stainless steel cable, stainless steel flat washer and hex nut, typ." & a note for "Quick-Connect Fillings". Please clarify what cable components you are referencing at these connections. Or will the particular components for the cable system be per the manufactures recommendation?

A.79. Particular components for the cable system per manufacturer’s recommendations shall be submitted for review and approval by the Commissioner.

Q. 80. On customer plan sheet 340 (A-19) Detail ‘B’ has a note calling for a “S.S. anchor slip connections”. We are interpreting this as an internal sleeve connection attached to only one side of the top rail with a stainless steel anchor to allow thermal movement between the railing sections at expansion joints. Please confirm this is the design intent?

A. 80. Correct – the slip connection noted on sheet 340 (A-19) Detail “B” is intended to be an internal sleeve connection attached to only one side of the Top Rail, Bicycle handlebar “Rub” Rail (and handrail, where applicable) with stainless steel anchors to allow thermal movement between the railing sections at expansion joints.

Q. 81. Can the digital files (DXF or CAD) be made available for bidding purposes of the 3/4" railing post & 3/4" arm brackets that support the handrail & bicycle rub rail?

A. 81. Digital files may be requested by the successful bidder for the Commissioner’s consideration.

Q.82. On customer plan sheet 144 of 403 (L-2 6) shows (2) stainless steel unistrut supports in the railing post ‘C’ & ‘D’ to mount the junction boxes. Please clarify what pay item will be responsible for the stainless steel unistrut? Also, how is it to be attached in the post? Mechanically or welded.

A.82. The stainless steel unistrut for driver mounting in the handrail posts shall be included in Pay Item #167 Junction Box, Stainless Steel, Attached to Structure, 15”x4”x3”. Unistrut shall be welded to posts with ¼" fillet weld all around.

Q.83. Please clarify if post ‘C’, ‘D’, ‘E’, & ‘X’ (Any double post with 1/4" plates welded to them) will require a fully welded joint where any two pieces meet or if stitch welds will be allowed, or if this will be per the recommendation of the manufacture?
A.83. Post types 'C', 'D', 'E', & 'X' (Any double post with 1/4" plates welded to them) will require a fully welded joint where any two pieces meet.

Q.84. I have attached a NOMMA chart to these RFI questions, please confirm what # the welding will need to meet, #1, #2, #3, or #4?

A. 84. Minimum requirements for welding finish are as follows: Finish #2 (Completely sanded joint, some undercutting and pinholes OK) is the minimum weld finish for any visually exposed weld (for instance: welds at base of post type "C" exposed to exterior). Finish #4 (Good quality, uniform undressed weld with minimal spatter) is the minimum acceptable weld finish at any weld not visually exposed (for instance, welds inside of post type "C").

Q. 85. Will the railing be required to be fabricated in an AISC certified facility as well as follow all AWS D1.6 requirements?

A. 85. The railing will not be required to be fabricated in an AISC certified facility. However, all AWS D1.6 requirements shall be followed.

Q. 86. Electrical dwg sheet 138 shows a new ductbank & 2 manholes adjacent to the Metra tracks. Due to the location of this work to the tracks it appears that some kind of a retention system will need to be utilized to protect the trains, etc.

A. 86. As shown on Sheet 138, the Contractor shall stake the manholes and duct bank in the field for approval by Metra. It is anticipated that the excavation for this work will be located outside of the surcharge loading limits of the railroad tracks and will not require any temporary earth retention system to construct the duct bank. In the Addendum response to Question 67, the response states “The preliminary dimension for the duct bank may range between 20’ to 30’ west of the centerline of Track 1 dependent upon approval from Metra.” The conduit runs from the proposed manholes to the existing catenary trusses are relatively shallow and are located to the west of the existing catenary truss foundations which are 12’ long by 5’ wide and may act as a temporary soil retention system for the installation of the conduit.

ALL REVISIONS INSCRIBED HEREIN WILL BE INCORPORATED INTO THE BID SPECIFICATION PER ADDENDUM NO. 2

END OF ADDENDUM 2