

## **ADDENDUM NO. 1**

**May 7, 2018**

### **Lakefront Bicycle Trail #3 over the Chicago River**

#### **Specification No. 409567**

The date 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 May 9, 2018 at 11:00 a.m., Central Time.

#### **BIDDER WILL ACKNOWLEDGE RECEIPT OF THIS ADDENDUM IN THE SPACE PROVIDED IN THE PROPOSAL PAGE**

I. The Bid Opening Date has been postponed from May 9, 2018 to May 23, 2018 at 11:00 a.m. Central Time.

II. Questions and Answers

**Q. 1.** Presently, only three of the four center locks are operable. What caused the failure of the inoperable center lock? How long has it been inoperable?

**A.1.** The bid is to be based on the contract documents available to you.

**Q.2.** What is the current balance condition of the bridge?

**A.2.** The bid is to be based on the contract documents available to you.

**Q.3.** When was the last time that the bridge's balance condition was tested by the strain gauge method?

**A.3.** The bid is to be based on the contract documents available to you.

**Q.4.** The project requires the removal and replacement of a significantly large amount of the existing turned bolts. There is a very high probability that many of these bolts will not be able to be removed. What is CDOT's plan for dealing with these bolts once the contractor has attempted the removals by "normally accepted" industry practices?

**A.4.** This is the contractor means and methods. The bid is to be based on the contract documents available to you.

**Q.5.** Item 100, Shoring Towers: The counterweight must be shored during the project. Is the floor of the counterweight pit adequate to support these loads?

**A.5.** This is the contractor means and methods. The Contractor is responsible for the analysis of the existing pit with their proposed system.

**Q.6.** Contaminated Soil Submarine Cable Assembly: Sheet G-3 General Notes Item 12 and 16: Please provide soil contaminate profiling so that the disposal costs can be accurately estimated.

**A.6.** The bid is to be based on the contract documents available to you.

**Q.7.** Bid item 60 Micropiles: Please provide soil contaminate profiling so that the disposal costs can be accurately estimated.

**A.7.** The bid is to be based on the contract documents available to you.

**Q.8.** If contaminated soil material is to be disposed of off-site please confirm that CDOT will be the generator of that waste material and sign the transportation manifest forms.

**A.8.** Yes, CDOT will sign the forms as the generator.

**Q.9.** The specifications do not include a copy of the bid bond form to be submitted with the bid. Please issue the proper bid form. Book 2 page 3 states that the bid deposit is 5% and page 38 states that it is 10%. Please clarify.

**A.9.** The contract specific Bid Deposit of 5% is found in the legal ad for Specification 409567 and in Book 2, on page 3. A copy of the bid bond form is not included, but the Requirements for bid deposit found on page 38 states:

- *Bid deposits shall be in the amount shown in the advertisement or as may be prescribed herein, but not in excess of 10% of the bid*
- *Bid deposit shall be a bond provided by a surety company authorized to do business in the State of Illinois, or the equivalent in cashiers check, money order or certified check.*

**Q.10.** What is the current range of operation for the Bascule leaves? Sheet MS-4 states that the bridge opening is limited to 72o 45' 00". If the bridge does not currently open to that angle, will the leaves have to be made to open to that angle?

**A.10.** The bid is to be based on the contract documents available to you.

**Q.11.** Have plans been submitted for permit review for the Bridge House Architectural and Structural Modifications? If so, what is the status of review and will the permit likely be approved for the design as currently detailed on the plans?

**A.11.** Yes, CDOT has approved these modifications.

**Q.12.** Will CDOT allow Lake Shore Drive to be closed for extended weekend periods of time for the installation of CWT shoring, to handle bridge balancing and pit cleaning? If not, what are the limits on closures?

**A.12.** See detail specification Book 3, sheet I-13 for guidance. The bid is to be based on the contract documents available to you.

**Q.13.** When was the last time the bridge pits were cleaned and dewatered? See note 20 on sheet MS-3. Please clarify/quantify the scope of this work or provide an allowance item.

**A.13.** The pit was cleaned and dewatered in Spring, 2017. No allowance item will be added. The amount of cleaning/dewatering required is dependent on your means and methods.

**Q.14.** Are temporary heel locks required during the removal of the heel lock frame? The drawings make reference to the work being performed "in stages". Since the centerlocks must be removed early in the job, is it acceptable to solely rely on the temporary centerlock channels to resist the forces carried normally by the centerlocks and heel locks?

**A.14.** The Temporary Shoring shall be used.

**Q.15.** Original Construction Plans from the 1930s and Rehabilitation Plans from the 1980s show submarine cables on both the east and west sides of the bridge, but the current Drawings only callout submarine cables on the eastern side on Drawing MS-1 (sheet 42 of 411) showing "Exist. Submarine Cables" running between the N.E. and S.E. Bridge Houses. Please confirm if the cables exist on the eastern side of the bridge. If they exist, are they active or abandoned, and has their location been confirmed to not impact any of the work of this project? Will the Contractor need to perform any work associated with them?

**A.15.** The existing east side submarine cables have been abandoned in place. The contractor will have no work associated with the east side cables.

**Q.16.** Contract Drawing C-6 (sheet 14 of 411) shows silt curtains in the river on the east side of the bridge, but nothing is shown on the west side. Is anything required for the dredging and dolphin work on the western side of the bridge?

**A.16.** Silt curtains are required on east side of the bridge only. Refer to MS-3 (44 of 411) which gives Scope of Work note 22.

**Q.17.** The contract requires the contractor to design the span locks. Please provide the design load for the span locks.

**A.17.** Span lock loads to be determined by Contractor.

**Q.18.** If the contractor determines that some of the components for the span locks are salvageable and can be restored to near new condition and that all stresses are within current AASHTO requirements, can the components be reused?

**A.18.** The bid is to be based on the contract documents available to you.

**Q.19.** The contract requires the contractor to provide rigorous and complete calculations for the span locks. Please provide clarification. For example is it expected that finite element analysis be conducted for complex shapes such as the span lock jaw castings or is it acceptable to provide calculations similar to those that would have been calculated in 1931?

**A.19.** Calculations must demonstrate compliance with AASHTO Design Specifications. Finite Element Analysis will be required.

**Q.20.** Is it correct that no rehabilitation is expected with regard to the heel lock machinery with the exception of new bolts and new shims?

**A.20.** Yes, that is correct.

**Q.21.** The heel lock machinery is to be exactly reproduced when it is installed. There is no tolerance on exact. Please provide measureable (quantitative) alignment criteria for the reinstalled machinery so we know when we have achieved acceptable results. Also please provide criteria for establishing the existing alignment. To what tolerance are the various parts to be measured to?

**A.21.** Contractor shall document alignment and clearances of existing heel lock machinery before it is removed. Measurements shall be accurate to plus or minus 0.002 inches. The heel lock machinery shall be reinstalled and aligned to match or exceed the measurements prior to disassembly. The machinery shall operate as well or better when reinstalled as determined by the City.

**Q.22.** For the heel lock machinery there is a statement that the contractor is to submit "information regarding any components that the contractor feels may not be suitable for re-use." Is the contractor responsible for engineering decisions related to the conditions of the heel lock machinery and if so is there a requirement for this machinery to be inspected by a qualified mechanical engineer?

**A.22.** The City recognizes that disassembly of the heel lock system may reveal previously unknown issues. The City is requesting that the Contractor bring any such issues they discover to our attention in a timely manner so these issues can be properly addressed. The Contractor is not responsible for engineering decisions related to the conditions of the heel lock machinery and there is no requirement for this machinery to be inspected by a qualified mechanical engineer.

**Q.23.** Please clarify the paint specification for machinery to identify what gets painted and what does not get painted. For instance it is not clear if the existing heel lock machinery gets painted.

**A.23.** Per the detailed mechanical specifications in Book 3, the heel lock machinery is not required to be painted.

**Q.24.** Drawing M-6 indicates that parts with greater than 20% section loss are to be replaced. Does this mean that parts with less than 20% section loss do not get replaced? If so, our concern is that even a small amount of section loss on a pin, pin hole, thread or other machinery part can result in a part not performing as intended. Please clarify that 20% section loss is or is not the only criteria for replacement of parts for the emergency brakes. It would be our expectation that the brakes would perform reliably and as originally intended when the rehabilitation of the brakes is complete. Allowing 20% section loss of components may not meet this expectation.

**A.24.** It is agreed that the brakes should perform reliably and as originally intended when the rehabilitation of the brakes is complete. 20% section loss is the criteria for bidding. The City recognizes that disassembly of the brake system may reveal previously unknown issues. The City is requesting that the Contractor bring any such issues they discover to our attention in a timely manner so these issues can be properly addressed.

**Q.25.** For the new span locks is a hand crank system required and if so is a hand crank on the tail shaft of the motor acceptable or is the existing system to be replaced in kind?

**A.25.** The existing system is to be replaced in kind.

**Q.26.** The specifications require the span lock design drawings to be signed by a structural engineer. It would appear that the appropriate discipline is a mechanical engineer. Please confirm that a mechanical engineer should sign and seal the span lock drawings.

**A.26.** A licensed mechanical engineer should sign and seal the span lock drawings.

**Q.27.** Sheet M-3. Note 1. There is no scope described for the existing holes. If the existing holes are measured and the diameters vary by more than the prescribed fit or if the finish of the existing hole exceeds what is required what work is required?

**A.27.** Contractor shall bid for the work based on the information contained in the contract documents. There is a note on sheet M-3 under the list of fasteners indicating that "...it is the Contractor's responsibility to verify existing conditions of the fastener holes and provide appropriate fits for the new fasteners". If the existing holes are measured and the diameters vary by more than the prescribed fit or if the finish of the existing hole exceeds what is required, the Contractor is to drill and ream as appropriate to achieve the prescribed fit.

**Q.28.** Sheet M-3. Note 2. What is the scope of work if the fasteners for any given bearing are found to have different sizes or the tolerances do not meet the prescribed fit?

**A.28.** Reference response to question 27. Contractor shall bid for the work based on the information contained in the contract documents. The Contractor is expected to perform due diligence in determining the nominal size of fastener required. If the fasteners sizes vary for a given bearing, the fasteners should be standardized to the greatest extent practical to the largest fastener. Holes should be drilled and reamed as appropriate.

**Q.29.** Sheet M-3. Note 2. If work is to be done to clean up the existing holes, does this note imply that if the majority of holes are completed to a uniform size and then a location is discovered that does not clean up to that size that all holes will have to be enlarged so that the fastener size can be standardized? It is not practical to develop pricing for the work if this note is to be interpreted and enforced literally.

**A.29.** Reference response to question 28. It is agreed that complete uniformity of fasteners may not be practical. Exceptions will be accepted on a case by case basis.

**Q.30.** Sheet M-3 Note 4. As written this note only applies to the fasteners which are new and does not mention the hole. Is this omission intentional (i.e. will the holes be left as-is or should the holes be reamed to clean up)?

**A.30.** Reference response to question 27.

**Q.31.** Sheet M-4. Our experience with similar projects in Chicago is that the holes in the rack segments/truss are in poor condition when the existing bolts are removed and it is not practical to achieve the same fit with the same nominal size bolt in every hole (some holes will need to be enlarged substantially whereas some will require very minimal clean up). Does this note imply that if the majority of fasteners are installed with proper clean up/fit and then

a location is discovered that does not clean up that all holes will have to be enlarged so that the bolt size can be standardized? It is not practical to develop pricing for the work if this note is to be interpreted and enforced literally.

**A.31.** Reference response to question 29.

**Q.32.** As a follow-up to Q3 of Clarification No. 2, the motor brakes are not independent of the project. The city must return these brakes in an expedited time frame so we can make the project schedule. Please advise of a date for when the City will return the brakes so we can complete our work accordingly.

**A.32.** City forces will perform their work within the timeline detailed in the approved contractor's construction schedule.

**Q.33.** As a follow-up question to Q11 and Q12 of Clarification No. 2, the answer to these questions is that the fasteners are the original fasteners. Is it fair to assume that the cap and/or fasteners have never been removed for inspection? Please advise.

**A.33.** Yes, assume the cap and/or fasteners have never been removed for inspection.

**Q.34.** Submission of Bridge Supplier Pre-qualification package to be an approved bridge supplier.

**A.34.** Guidance on becoming licensed in the City of Chicago can be found in Book 2. For further guidance, reach out to the Department of Procurement Services.

**Q.35.** Bid Item 69 - Structural Steel Removal has a unit quantity of 456,500 lbs. The majority of this quantity (448,340 lbs.) is in the movable structure. However, all the new F&E structural steel in the movable structure is lump sum. Please consider changing the structural steel removal item(s) to lump sum.

**A.35.** The unit of measurement for Bid Item 69 will not be changed.

**Q.36.** Due to the complexity of this project, multiple subcontractors have requested an extension in bid date. Would you please consider postponing the bid date by at least 2 weeks to allow adequate time to provide an accurate estimate?

**A.36.** The revised bid date is now May 23, 2018.

**END OF ADDENDUM NO. 1**

Department of Procurement Services  
City of Chicago

Jamie L. Rhee  
Chief Procurement Officer