

ADDENDUM NO. 1

February 6, 2018

Lake Street Bascule Bridge over the South Branch Chicago River, Structural Repairs Specification No. 469154

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 February 14, 2018 at 11:00 a.m., Central Time

The Addendum in its entirety can be downloaded and printed from URL address:

www.cityofchicago.org/bids

- 1. The Bid Opening Date has been postponed from February 14, 2018 to March 8, 2018 at 11:00 a.m., Central Time.**

- 2. Can clarification be provided regarding which steel has already by fabricated?**

Fabrication of carrying truss members A1A2, A1A3, A1A4, A1A5, A1A6, and A1A7 and Gusset Plate A1 was part of a previous contract. All other structural steel is to be fabricated as part of this work. Please see Note 1 on Sheets S100-S103 and Notes 3 and 4 under "Structural Notes" on Sheet S002.

- 3. Are the undersized holes in the Munster Steel shop drawings (Sheets S104-S135) to be reamed in the field?**

The contractor is responsible for field detailing the undersized holes. See Note 10 under "Structural Notes" on Sheet S002 and the Special Provisions "Erect Structural Steel" and "Furnish and Erect Structural Steel".

- 4. S131 – The shop bolts are not noted that the erector will have to fully torque these bolts. If you recall, we (Munster) did not torque any bolts (same as the first go around).**

Correct. All carrying truss members A1A2, A1A3, A1A4, A1A5, A1A6, and A1A7 are currently assembled but the bolts are not fully torqued. All gusset plates A1 are loose.

- 5. S101 – the large gusset plate at A4 is dark lined. It is not in our in-house (i.e. Munster) scope. On S131, it is not called out to be replaced in the bid. Please verify.**

Correct. Sheets S101 and S103 will be revised accordingly.

6. We do mechanical services and repairs on bridge. Is the involved in this project? Or is it simply structural?

The work does not include any mechanical repairs. The work includes structural steel and concrete repairs only.

7. Can clarification be provided regarding the intent of the trunnion girder shoring system loading prior to the carrying truss repairs/replacement and requirements for the demolition and erection procedure submittals.

As noted on Sheet S002, the shoring towers can be loaded to 1,100 kips or 1/8" of movement is observed on CTA track level. Based on the work previously performed in the West Leaf, it is anticipated that movement at CTA level will be observed prior to reaching the 1,100 kip jacking load. Regardless of the final jacking load, it is not anticipated that all load will be relieved from the carrying trusses. The Contractor shall submit a construction procedure showing each step of the removal and replacement process with supporting calculations sealed by a Licensed Structural Engineer in the State of Illinois verifying that all members will remain stable and not become overstressed during any step of the removal and replacement process. A suggested construction procedure has been included on revised Sheet S002, which summarizes the procedure utilized during the previously performed work in the West Leaf.

8. Can clarification be provided on the scope and surface preparation required for "Cleaning and Painting Selective Steel Structure – East Leaf" and "Cleaning and Painting Selective Steel Structures – West Leaf?"

Reference Painting Note 1 on Sheet S002 for the scope of the painting. Reference Painting Notes 4 and 5 on Sheet S002 for the surface preparation requirements.

9. Will the bid date be extended?

The bid opening date has been revised to March 8, 2018.

10. What is the voltage of overhead CTA power cables above the rear break?

The overhead cables are at 120 V.

11. Can portions of the existing platforms be removed for material access?

Non-structural components can be removed with CDOT's approval and shall be restored at no additional cost to the Contract.

- 12. Much of the structural steel being provided by Munster Steel is currently stored at their facility as fully assembled members. According to the information provided at the walk through today, it is not possible for this material to be offloaded and inserted into the work area as assembled members. Our question is: Who will be responsible for the costs to disassemble the material to allow for the limited offloading parameters?**

The Contractor will be responsible for all costs associated with disassembly and re-assembly of the material as required to place the material into the counterweight pit. Based on the work previously performed in the West Leaf, the maximum width between the rear break of the movable span and the fixed span break is approximately 24", provided the eastern set of trunnion girder shoring towers are moved 3 to 4 feet towards the river wall prior to opening the leaf.

- 13. Spec GBSP21 states that the contractor and Department are considered to be co-generators of the waste. Please confirm that the contractor will only be considered generator of waste for items that are brought onto sight and will not be listed as co-generator for existing lead based paint that will be removed during the cleaning and painting of the existing structure.**

As stated in the Special Provisions, both The Contractor and the Department shall be considered co-generators of all waste produced during execution of the Contract.

- 14. Please clarify the scope of maintenance work. Is it expected that the prime contractor will maintain bridge electrical, lubrication, bridge balancing, tightening, adjusting and debris cleanup for the 305 day duration of the project? What are other major activities as noted in the specification for this Lump Sum pay item.**

As stated on Sheet G003 Construction Note 3 and Special Provision "Bridge Operation and Maintenance," operation of the bridge will be performed by the City. However, the Contractor will be responsible for the operational and maintenance items noted in the Special Provision "Bridge Operation and Maintenance," which include, but are not limited to, maintaining the navigable channel and river traffic, coordination with the Coast Guard, lubrication, electrical/lighting maintenance, debris removal, water removal (including pumping of counterweight pits), and maintaining the current balance state of the bridge.

- 15. Please confirm that original signatures on the Schedule C's do not need to be wet signatures. To maximize the number of MBE's and WBE's to bid on the project, we will utilize fax and emailed paperwork. Wet signature Schedule C's can be submitted post bid prior to award.**

See Book 1 Section XXIV.V.B. Schedule C: MBE/WBE Letter of Intent to Perform as a Subcontractor or Supplier

“If a facsimile copy of the Schedule C has been submitted with the bid, an executed original Schedule C must be submitted by the bidder for each MBE and WBE included on the Schedule D within five (5) business days after the date of the bid opening.”

16. Please extend the bid date to February 28.

See Question No. 9 of Addendum 1.

17. Summary of items discussed at the site visit on January 29, 2018.

- a. Lowering Materials into the pit.
 - i. The 10% load needs to be released from the shoring towers and the eastern set of shoring towers will need to be moved towards the river wall 3-4' to allow for a maximum width between the rear break of the movable span and the fixed span break of approximately 24" to lower material from the roadway.
 - ii. There is a panel at the northeast corner of the roadway that is removable allowing material to be lowered or removed from the pit during the entire construction duration. Scrap can be removed on an ongoing basis to allow for maximum work area in the pit.
 - iii. There are CTA power cables overhead above the rear break that should be protected before lowering steel into pit.
- b. Reinforcement of Trunnion Girder.
 - i. There are several conduits as well as machinery shafts that are secured along the trunnion girder. These utilities don't need to and cannot be removed to install the material.
 - ii. There are electrical control panels located at each end of the trunnion girder. These panels make for tight working conditions, however the reinforcement can be installed without the relocation of the panels. The panels cannot be relocated.
- c. Carrying Truss Rehabilitation.
 - i. Due to the distance from the top chord to the pit floor vs. the length of the members, the members need to be carefully maneuvered to fit into position. With the amount of moves needed to get the members into place, it is not beneficial to try to install a completely assembled member at once.
 - ii. The top large gusset plate repair and replacement requires portions of the rear columns to be disassembled. This work takes place in very tight places requiring an IW to be positioned inside the gusset plates and columns.
 - iii. All gusset plate connections require field reaming. Once the holes are pinned within field reaming tolerances, the use of a mag drill instead of reaming is allowed.
- d. General Maintenance of the Pit.

- i. The pit walls have constant water infiltration requiring the pit to be frequently pumped dry.
- ii. During rain and snow events the pit will receive water from the bridge leaf which drains into the pit. During these events the pit will require frequent pumping.

18. Will the catwalk drawings be included in the addendum?

The catwalk drawings will be included in Addendum 2, which will be provided at a later date.

19. Revisions/ Attached Documents:

- Drawings G003, G004, S001, S002, S101, S103, S205, S400, S401, S402 have been revised and are included in this addendum.
- The schedule of price has been revised and is included in this addendum.

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End of Addendum No. 1

Department of Procurement Services
City of Chicago

Jamie L. Rhee
Chief Procurement Officer