

# Park District of Highland Park

## 2021 Sunset Valley Golf Club Cart Path Bridge Fabrication

### **ADDENDUM # 2**

October 22, 2021

#### **ISSUED BY:**

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#### **NOTICE TO ALL BIDDERS:**

The attention of all Bidders is called to this Addendum. This Addendum to the 2021 Sunset Valley Golf Club Cart Path Bridge Fabrication is issued to modify, explain or correct the original documents. It is hereby included in and made part of the Bid Contract Documents and Project Manual, whether or not attached to.

All requirements of the original Project Specifications, Scope of Work and Drawings shall remain in force except as amended by this document.

#### **Item # 1**

##### **Question Received**

The elevation view of the bridges in the plan set depicts “X-bracing” (2 diagonals per bay), which is uncommon. Please advise as to the expectation for the diagonal bracing, single or double?

##### **Response**

Double diagonal bracing is expected for each bridge as it matches an existing bridge on the course.

#### **Item #2**

##### **Question Received**

Will an extension be warranted if raw material delays impact delivery?

##### **Response**

An extension would be warranted if material delays which are determined to be beyond the control of the fabricator impact delivery for Bridges 1 and 9 only.

**Item #3****Question Received**

How will changes in raw material prices be addressed for the alternate that has bridges being delivered in 2023 and 2024? If the bridges are to be built now and stored, will acceptance and payment be issued to the fabricator?

**Response**

Changes in material, labor and delivery costs will not be addressed in the contract and payment for the bridges to be erected in 2023 and 2024 will be paid for upon delivery in 2023 and 2024. Fabricators may bid only on the two bridges to be delivered in 2022 (bridges 1 and 9). Not providing a bid for Alternate 1 will not be considered a reason for rejection.

**Item #4**

Change has been made to General Notes 1 on Sheet S-7. Updated Sheet S-7 attached.

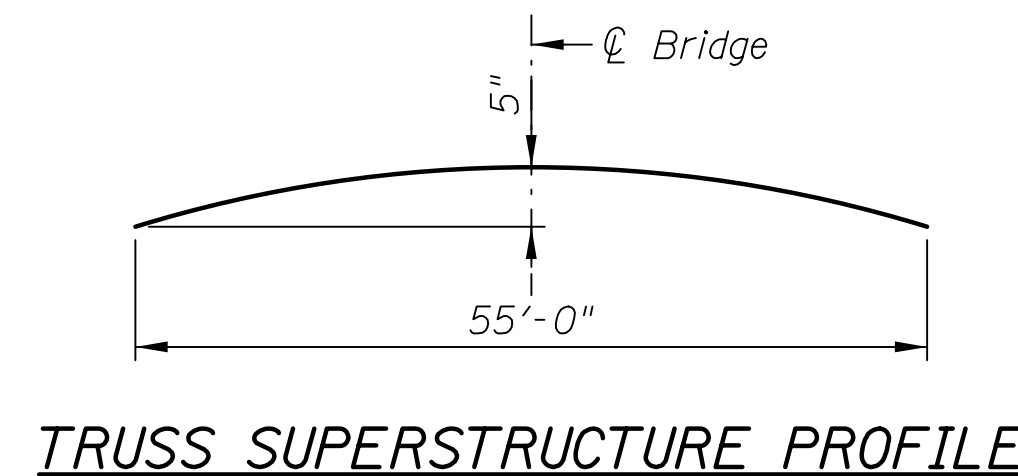
**GENERAL NOTES**

- Truss shall use steel that meets the requirements for AASHTO M270 Grade 50, and ASTM A847 or ASTM A500 Grade C. High strength bolts shall conform to ASTM A325 (Type 1). Where special provisions and these plans differ, these plans shall govern. Bolt size shall be determined by the Contractor.
- Truss shall be painted using a three coat system that conforms to Section 1008.05 of the Standard Specification. Finish color shall be black. The exact color shall be submitted to the Engineer for approval prior to painting any truss elements.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Concrete Sealer shall be applied to the bridge seat and front face of abutment backwall.
- Excavation for placement of Riprap and Filter Fabric is included in the cost of Stone Riprap, Class A4.
- Work shall be preformed in accordance with IDOT's Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Recurring Special Provisions, and the Project Special Provisions.

**FOR INFORMATION ONLY**

**TRUSS MANUFACTURER**

- The substructure is designed per AASHTO LRFD and based on the assumed truss dead loads (including deck) shown under Bridge Reactions Table.
- The bridge shall have a vertical camber dimension at midspan equal to 100% of the full dead load deflection.
- Bridge bearing seat elevations are subject to revision based on the approved pedestrian truss superstructure shop drawings. Contractor shall verify all dimensions and elevations with final shop drawings.
- The truss manufacturer shall design all truss bearing anchor bolts.
- Total factored superstructure dead load at each abutment = 10,875 LBS.



**TOTAL BILL OF MATERIAL**

ITEM	Alternative A		Alternative B	
	UNIT	QTY.	UNIT	QTY.
Furnishing Pedestrian Truss Superstructure	Each	2	Each	6

Alternative A - Total of 2 bridges (Brigde No. 1 and 2) to be delivered around the third week of March 2022.

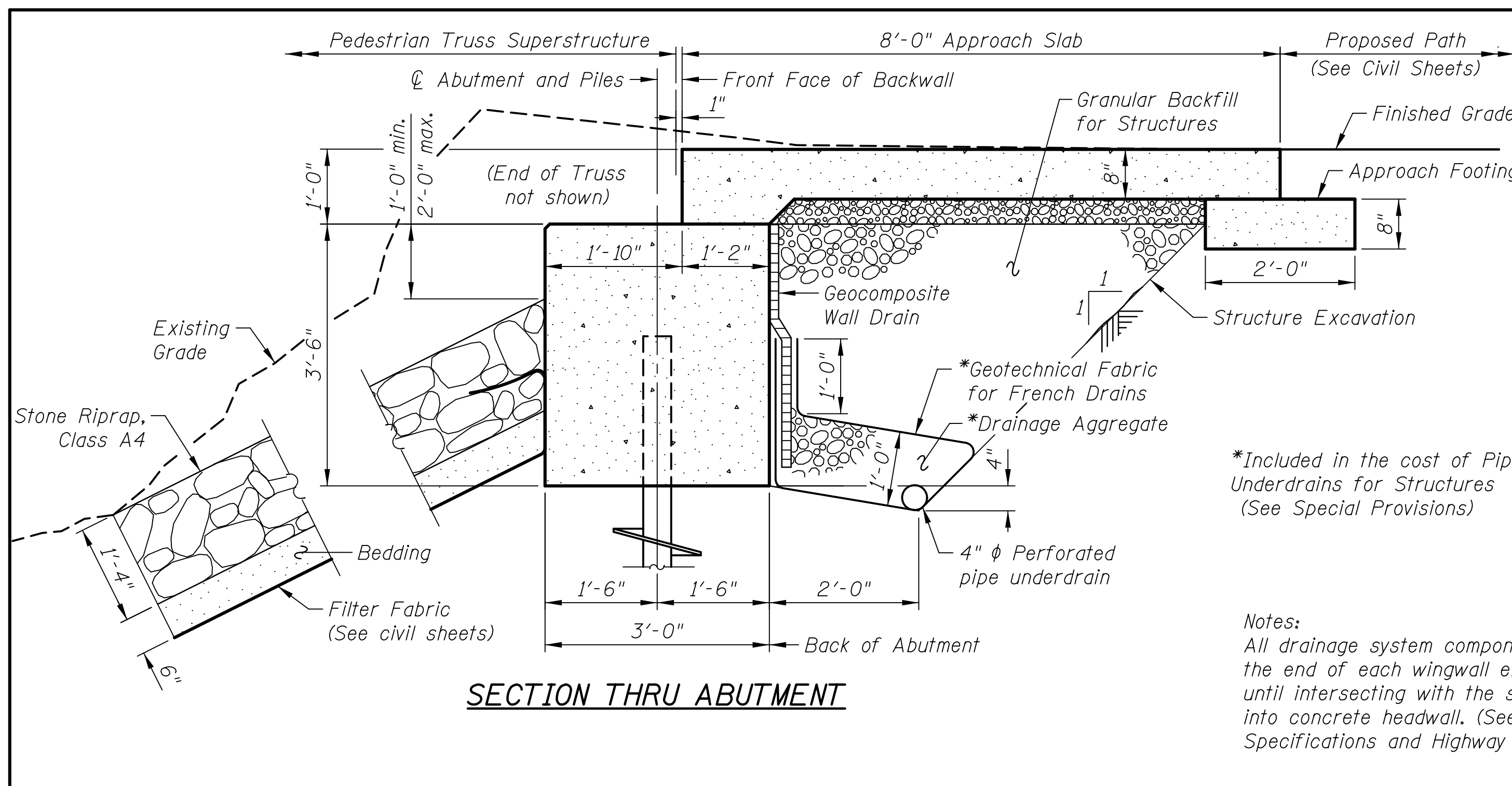
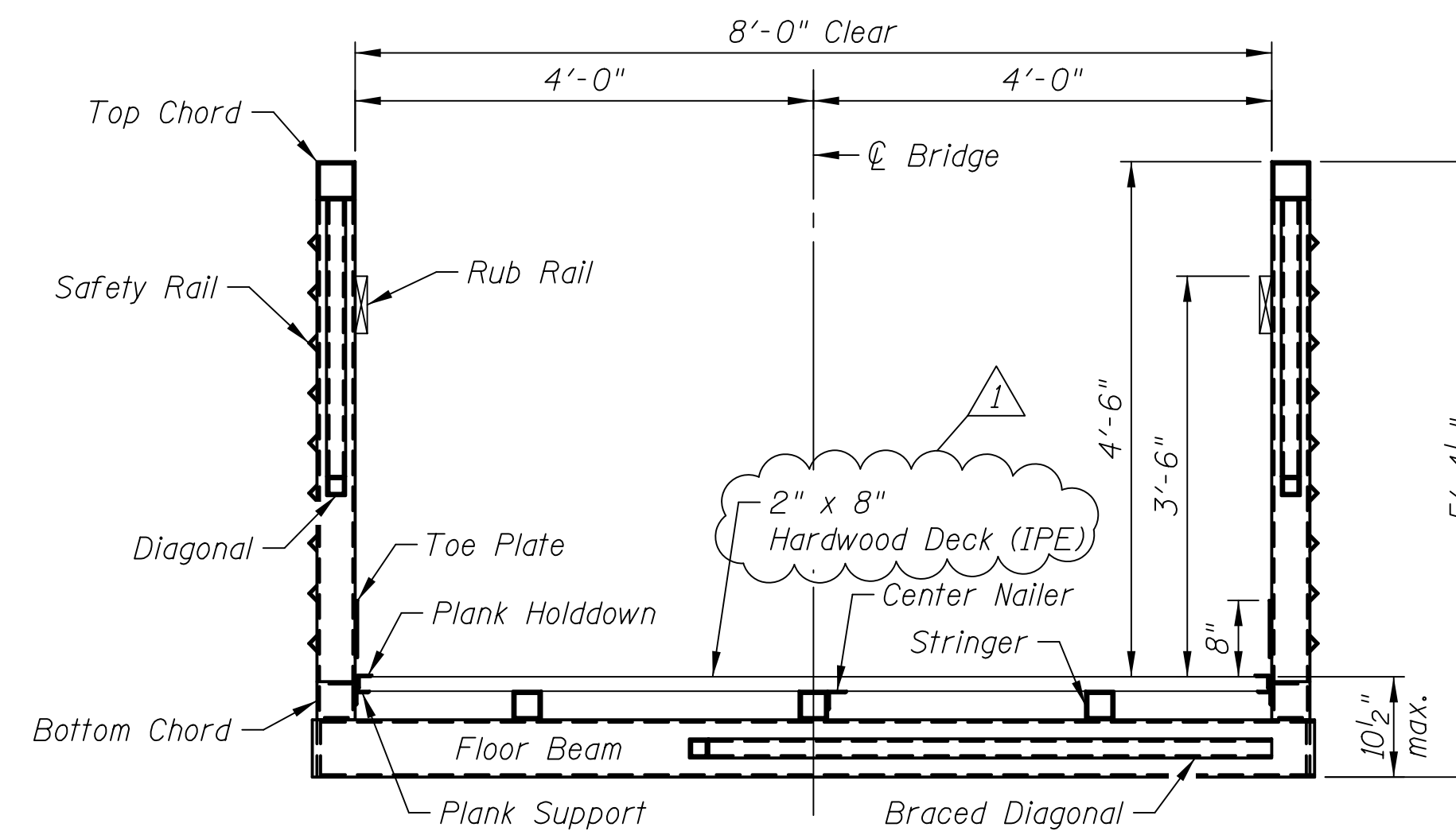
Alternative B - Total of 6 bridges to be delivered on the following approximate schedule: 2 bridges on the third week of March of 2022, 2023 & 2024.

COMBINE REACTIONS AS PER LOCAL OR GOVERNING BUILDING CODES AS REQUIRED

	BRIDGE REACTIONS		
	P (LBS)	H (LBS)	L (LBS)
Dead Load	4,350		
Uniform Live Load	10,730		
Vehicle Load	5,000		
Wind Uplift 20 psf	-3,855		
Wind	±2,370	7,365	
Stream Flow	±170	1,215	
Thermal			655

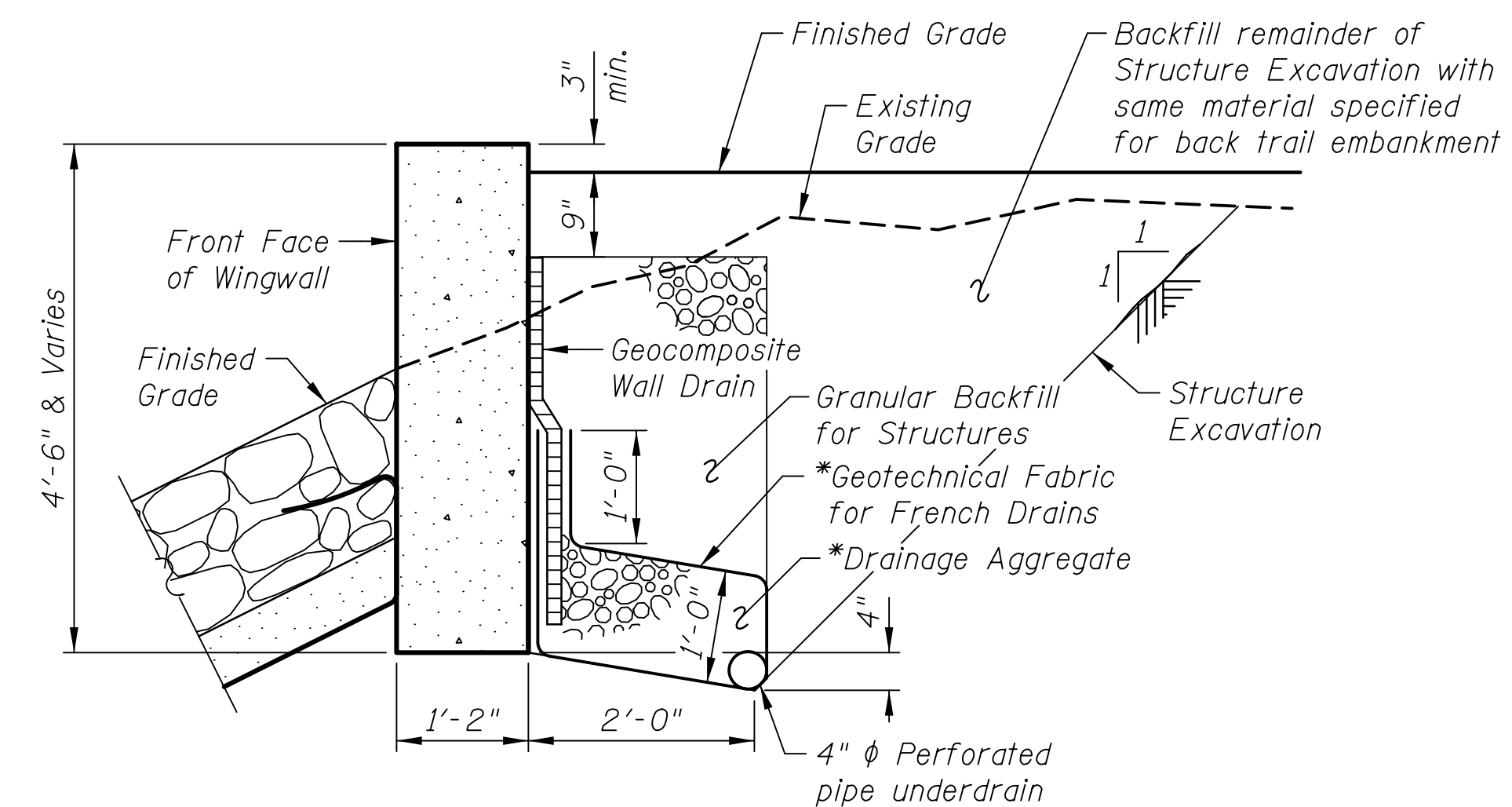
"P" - Vertical Load at Each Base Plate (4 per Bridge)  
 "H" - Horizontal Load at Each Footing (2 per Bridge)  
 "L" - Longitudinal Load at Each Bearing (4 per Bridge)

Bridge Lifting Weight: 17,400 LBS



\*Included in the cost of Pipe Underdrains for Structures (See Special Provisions)

Notes:  
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the sides slopes. The pipes shall drain into concrete headwall. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**FOR INFORMATION ONLY**

**GENERAL DETAILS**

SUNSET VALLEY GOLF COURSE BRIDGE REPLACEMENT  
 HIGHLAND PARK, ILLINOIS

NO.	BY	DATE	REVISION	NO.	BY	DATE	REVISION
1	G/JH	10/22/21	Revised General Note 1				
2	G/JH	10/18/21	Revised Hardwood Decking Size				

FILE: ...S07-General Data.dgn	SHEET NUMBER:
DRAWN BY: JAL DATE: 10.12.21	GHA PROJECT # 5121.250
CHECKED BY: G/JH DATE: 10.12.21	SCALE: NTS
	OF 9 SHEETS