Addendum One

1. Does the city have a tentative start date?

   The project will be ready to begin as soon as the general contractor is selected for the project.

2. Please clarify the project duration according to the ITB subsection 1.6

   We are allowing 180 days for the project to be completed from the time the general contractor that is selected is given permission to begin.

3. Can you provide the name of the brick color on the school façade to find the matching pavers?

   The school's brick color name is unknown. Per the construction plans, the contractor is to best color match to the existing school color and provide a brick color samples submittal to the City for final approval.

4. Please confirm the type of metal to be used for the rail and tunnel.

   The basis of design for the railroad metal rails is corten weathering steel.
   The basis of design for the tunnel structure tubular metal supports is corten weathering steel. All selected metal & finishes to be corrosion resistant. Per the construction plans, the contractor is to submit shop drawings with metal and finishes from a licensed engineer for both the railroad and tunnel structure designs to the City for final approval.

5. On the Tree Protection Plan (TP-01) there is a "Root Bridging Insert Detail." On the detail there is a callout for a 6 Mil Poly Vapor Barrier, but I do not see this called out for the rest of the concrete bike path or sidewalk for the project. Considering this is all outdoors and the rain in Georgia, would that same 6 Mil Poly Vapor Barrier be required for the rest of the concrete bike path and the sidewalk, or just for the "Root Bridging" areas? If it is not required for the rest of the bike path and sidewalk, why would it be necessary for the "Root Bridging" areas?

   The vapor barrier is only required at the root bridging areas, to help prevent potential soil leaching that could cause root damage. Refer to detail 1/CD-01 for the concrete trail typical cross section outside of root bridging areas.

6. Can you provide a detail for item "METAL POST CABLE RAIL, AT STRUCTURAL SLAB (Designed by Structural Engineer)"?

   Please see attached metal post and cable detail. Detail provided is for basis of design only.

7. Please confirm the color of the concrete for the path
   Concrete to be 3000 PSI, standard grey uniform color.

   Contractor to provide concrete mix design submittal to City for final approval.

8. Is water quality monitoring and sampling necessary since the disturbed area is less than one acre?

    No.

9. Can we get a Manufacturer and Model Number for the Tunnel?
    As indicated in the construction plans, there is no pre-determined manufacturer and model number for the tunnel. The tunnel basis of design is not outlined as a pre-manufactured product.
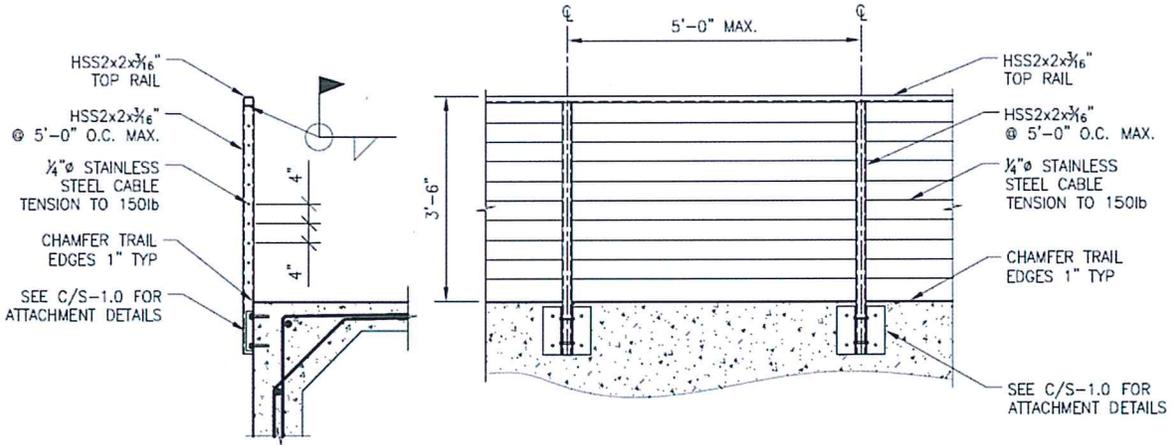
10. Note 2 on Detail 2 on CD-03 calls for Basis of Design as Shown. Can we get some additional information so that we are all pricing the same Fabricated Tunnel Structure? Or could an Allowance be set for this structure.

    The tunnel structure is a custom fabrication basis of design. The contractor will need to coordinate and work with the City to achieve any pre-determined allowance for design, fabrication, and installation of the tunnel structure.
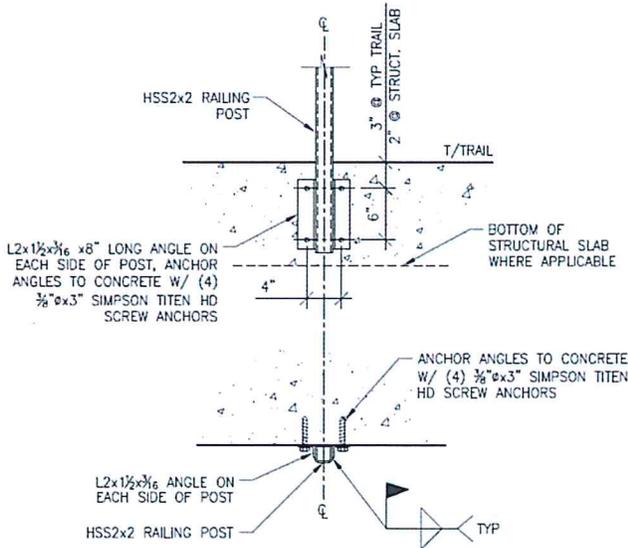
11. Regarding the railroad crossing for the LaGrange Bike Park:Detail E on CP-02 shows the Railroad Crossing Plan. What type of welded metal railing would be needed (I-Beam, Flat Bar, etc)? And, what type of coating would be needed for the metal restraint surrounding the stone ballast

    Please see response to Addendum question #4 for the railroad crossing. Welded metal railing type to be selected and submitted to the City for final approval. Basis of metal railing design to emulate the metal rail type used on active rail lines.
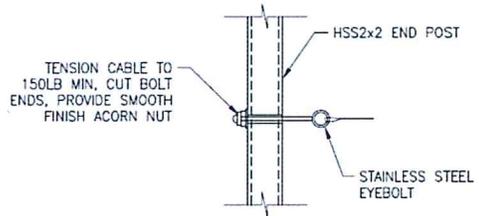   The medal edge restraint is to be corrosion resistant, with the contractor to submit the type & finish to the City for final approval.

Detail A — STEEL CABLE HANDRAIL DETAIL

HSS2x2x³⁄₁₆" TOP RAIL

HSS2x2x³⁄₁₆" @ 5'-0" O.C. MAX.

¼"∅ STAINLESS STEEL CABLE TENSION TO 150lb

CHAMFER TRAIL EDGES 1" TYP

SEE C/S-1.0 FOR ATTACHMENT DETAILS

4"

4"

5'-0" MAX.

3'-6"

HSS2x2x³⁄₁₆" TOP RAIL

HSS2x2x³⁄₁₆" @ 5'-0" O.C. MAX.

¼"∅ STAINLESS STEEL CABLE TENSION TO 150lb

CHAMFER TRAIL EDGES 1" TYP

SEE C/S-1.0 FOR ATTACHMENT DETAILS

A **S-1.0** STEEL CABLE HANDRAIL DETAIL
SCALE: 1/2"=1'-0"

Detail C — RAILING ATTACHMENT DETAIL

HSS2x2 RAILING POST

3" @ TYP TRAIL
2" @ STRUCT. SLAB

T/TRAIL

6"

4"

L2x1½x³⁄₁₆ x8" LONG ANGLE ON EACH SIDE OF POST, ANCHOR ANGLES TO CONCRETE W/ (4) ⅜"∅x3" SIMPSON TITEN HD SCREW ANCHORS

BOTTOM OF STRUCTURAL SLAB WHERE APPLICABLE

ANCHOR ANGLES TO CONCRETE W/ (4) ⅜"∅x3" SIMPSON TITEN HD SCREW ANCHORS

L2x1½x³⁄₁₆ ANGLE ON EACH SIDE OF POST

HSS2x2 RAILING POST

TYP

C **S-1.0** RAILING ATTACHMENT DETAIL
SCALE: 1"=1'-0"

Detail D — CABLE TENSION ASSEMBLY

HSS2x2 END POST

TENSION CABLE TO 150LB MIN, CUT BOLT ENDS, PROVIDE SMOOTH FINISH ACORN NUT

STAINLESS STEEL EYEBOLT

D **S-1.0** CABLE TENSION ASSEMBLY
SCALE: 1"=6"