



Illinois Department of Natural Resources

One Natural Resources Way • Springfield, Illinois 62702-1271
<http://dnr.state.il.us>

Rod R. Blagojevich, Governor

Sam Flood, Acting Director

February 24, 2006

SUBJECT: Des Plaines River – Rand Park Flood Control Phase III
Floodwall, Berm and Bike Trail
Des Plaines, Illinois
Cook County
FR-416
Item No. 2W, March 10, 2006 Letting
Addendum A

NOTICE TO PROSPECTIVE BIDDERS:

Attached is an addendum to the plans or proposal. The addendum involves revised and/or added material.

1. Revised the item numbers on the sixth through tenth pages and the title on the tenth page of the Schedule of Prices. Descriptions, units, and quantities are unchanged.
2. Changed item number from 1W to 2W on the Proposal Bid Bond form.
3. Revised page 107 of the Special Provisions which is part of the Temporary Sheet Piling special provision.
4. Revised the Miner Street Stairs special provision pages 189 and 190 and added pages 190A and 190B.
5. Revised plan drawings: G-2, G-3, C-1, SCR-1, SMU-4, SMU-5, SMU-6, SMU-7, SST-1, and SST-2.

Prime Contractors must utilize the enclosed material when preparing their bid and must include any Schedule of Prices changes in their bidding proposal.

Bidders using computer generated bids are cautioned to reflect any and all Schedule of Prices changes, if involved, into their computer programs.

Sincerely,

Ted Montrey, P.E., S.E.
Chief, Design Section

TMM:GMS:kmp



ILLINOIS
DEPARTMENT OF
NATURAL RESOURCES
Office of Water Resources

RETURN WITH BID

**Des Plaines River – Rand Park Flood Control
Phase III
Floodwall, Berm and Bike Trail
Des Plaines, Illinois Cook County FR- 416**

Item No. 2W
Letting Date March 10, 2006

Proposal Bid Bond

KNOW ALL MEN BY THESE PRESENTS, That We _____

as PRINCIPAL, and _____

_____ as SURETY, are

held jointly, severally and firmly bound unto the STATE OF ILLINOIS in the penal sum of 5 percent of the total bid price, or for the amount specified in Article 5 on page 3 of the proposal, whichever is the lesser sum, well and truly to be paid unto said STATE OF ILLINOIS, for the payment of which we bind ourselves, our heirs, executors, administrators, successors and assigns.

THE CONDITION OF THE FOREGOING OBLIGATION IS SUCH, That Whereas, the PRINCIPAL has submitted a bid proposal to the STATE OF ILLINOIS, Department of Natural Resources, Office of Water Resources (DNR), accepting proposals through the Department of Transportation, for the improvement designated by the Transportation Bulletin Item Number and Letting Date indicated above.

NOW, THEREFORE, if the DNR shall accept the bid proposal of the PRINCIPAL; and if the PRINCIPAL shall, within the time and as specified in the bidding and contract documents, submit a DBE Utilization Plan that is accepted and approved by the DNR; and if, after award by the DNR, the PRINCIPAL shall enter into a contract in accordance with the terms of the bidding and contract documents including evidence of the required insurance coverages and providing such bond as specified with good and sufficient surety for the faithful performance of such contract and for the prompt payment of labor and material furnished in the prosecution thereof; or if, in the event of the failure of the PRINCIPAL to make the required DBE submission or to enter into such contract and to give the specified bond, the PRINCIPAL pays to the DNR the difference not to exceed the penalty hereof between the amount specified in the bid proposal and such larger amount for which the DNR may contract with another party to perform the work covered by said bid proposal, then this obligation shall be null and void, otherwise, it shall remain in full force and effect.

IN THE EVENT the DNR determines the PRINCIPAL has failed to comply with any requirement as set forth in the preceding paragraph, then Surety shall pay the penal sum to the STATE OF ILLINOIS, Department of Natural Resources, Office of Water Resources, within fifteen (15) days of written demand therefor. If Surety does not make full payment within such period of time, the DNR may bring an action to collect the amount owed. Surety is liable to the DNR for all its expenses, including attorney's fees, incurred in any litigation in which it prevails either in whole or in part.

In TESTIMONY WHEREOF, the said PRINCIPAL and the said SURETY have caused this instrument to be signed by their respective officers this _____ day of _____ A.D., _____.

PRINCIPAL

SURETY

(Company Name)

(Company Name)

By: _____

(Signature & Title)

By: _____

(Signature of Attorney-in-Fact)

Notary Certification for Principal and Surety

STATE OF ILLINOIS,
COUNTY OF _____

I, _____, a Notary Public in and for said County, do hereby certify that
_____ and _____

(Insert names of individuals signing on behalf of PRINCIPAL & SURETY)

who are each personally known to me to be the same persons whose names are subscribed to the foregoing instrument on behalf of PRINCIPAL and SURETY, appeared before me this day in person and acknowledged respectively, that they signed and delivered said instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and notarial seal this _____ day of _____, A.D. _____.

My commission expires _____

Notary Public

In lieu of completing the above section of the Proposal Bid Form, the Principal may file an Electronic Bid Bond. By signing below the Principal is ensuring the identified electronic bid bond has been executed and the Principal and Surety are firmly bound unto the State of Illinois under the conditions of the bid bond as shown above.

Electronic Bid Bond ID# _____

Company/Bidder Name _____

Signature and Title _____

(Rev. 2004)

Revised: 2/24/06

DES PLAINES RIVER - RAND PARK FLOOD CONTROL
 PHASE 3
 FLOODWALL, BERM AND BIKE TRAIL
 DES PLAINES, ILLINOIS
 COOK COUNTY
 FR-416

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | | TOTAL PRICE | |
|----------|---|-------|----------|------------|-------|-------------|-------|
| | | | | DOLLARS | CENTS | DOLLARS | CENTS |
| 76 | Mobilization | l sum | 1 | | | | |
| 77 | Traffic Control and Protection (Special) | l sum | 1 | | | | |
| 78 | Pavement Marking Tape, Type III - Letters and Symbols | sq ft | 36 | | | | |
| 79 | Pavement Marking Tape, Type III 4" | foot | 14,000 | | | | |
| 80 | Pavement Marking Tape, Type III 6" | foot | 1,256 | | | | |
| 81 | Work Zone Pavement Marking Removal | sq ft | 5,230 | | | | |
| 82 | Temporary Concrete Barrier | foot | 240 | | | | |
| 83 | Relocate Temporary Concrete Barrier | foot | 480 | | | | |
| 84 | Sign Panel - Type 1 | sq ft | 56 | | | | |
| * 85 | Metal Post - Type B | foot | 125 | | | | |
| * 86 | Thermoplastic Pavement Marking - Line 4" | foot | 10,728 | | | | |
| * 87 | Thermoplastic Pavement Marking - Line 24" | foot | 12 | | | | |
| * 88 | Polyurea Pavement Marking - Line 4" | foot | 5,012 | | | | |
| * 89 | Polyurea Pavement Marking - Line 5" | foot | 1,106 | | | | |
| * 90 | Polyurea Pavement Marking - Line 24" | foot | 11 | | | | |

*Revised February 24, 2006

DES PLAINES RIVER - RAND PARK FLOOD CONTROL
 PHASE 3
 FLOODWALL, BERM AND BIKE TRAIL
 DES PLAINES, ILLINOIS
 COOK COUNTY
 FR-416

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | | TOTAL PRICE | |
|----------|--|-------|----------|------------|-------|-------------|-------|
| | | | | DOLLARS | CENTS | DOLLARS | CENTS |
| * 91 | Aggregate for Temporary Access | ton | 20 | | | | |
| * 92 | Bar Splicers | each | 72 | | | | |
| * 93 | Controlled Low-strength material | cu yd | 440 | | | | |
| * 94 | Impact Attenuators (Temporary) | each | 2 | | | | |
| * 95 | Pipe Underdrains, Perforated PVC 6 inch | foot | 350 | | | | |
| * 96 | Turbidity Curtain | foot | 2,506 | | | | |
| * 97 | High Visibility Temporary Fencing | foot | 1,815 | | | | |
| * 98 | Furnishing and Installing Traffic Barrier Terminal, Type 1 Special | each | 1 | | | | |
| * 99 | Temporary Soil Retention System | sq ft | 1,050 | | | | |
| * 100 | Temporary Pavement | sq yd | 228 | | | | |
| * 101 | Bituminous Base Course Superpave 5" | sq yd | 863 | | | | |
| * 102 | Bituminous Concrete Surface Course, Superpave, Mix "C", N50 | ton | 99 | | | | |
| * 103 | Bituminous Concrete Binder Course, Superpave, IL-19.0, N50 | ton | 111 | | | | |
| * 104 | Construction Staking | l sum | 1 | | | | |
| * 105 | Portland Cement Concrete Bike Trail 6 inch | sq ft | 44,452 | | | | |

*Revised February 24, 2006

DES PLAINES RIVER - RAND PARK FLOOD CONTROL
 PHASE 3
 FLOODWALL, BERM AND BIKE TRAIL
 DES PLAINES, ILLINOIS
 COOK COUNTY
 FR-416

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | | TOTAL PRICE | |
|----------|--|-------|----------|------------|-------|-------------|-------|
| | | | | DOLLARS | CENTS | DOLLARS | CENTS |
| * 106 | Seeding, Mulching and Fertilizing | acre | 5.6 | | | | |
| * 107 | Levee Embankment | cu yd | 16,372 | | | | |
| * 108 | Handrail, 54" | foot | 2,118 | | | | |
| * 109 | Handrail, 24" | foot | 270 | | | | |
| * 110 | Grating for Concrete Flared End Section 12" | each | 1 | | | | |
| * 111 | Remove, Store and Reerect Traffic Sign | each | 10 | | | | |
| * 112 | Remove, Store and Reerect Traffic Sign with Light | each | 1 | | | | |
| * 113 | Remove, Store and Reerect Campground Road Closure Swing Gate | each | 1 | | | | |
| * 114 | Big Bend Lake Pipe Extensions | l sum | 1 | | | | |
| * 115 | Wheels Pump Station Structure | l sum | 1 | | | | |
| * 116 | Wheels Pump Station Electrical Work | l sum | 1 | | | | |
| * 117 | Wheels Pump Station Pumps, Pump Controls, Piping and Appurtenances | l sum | 1 | | | | |
| * 118 | Miner Street Pump Station Structure | l sum | 1 | | | | |
| * 119 | Electric Service Connection - Miner Street Pump Station | l sum | 1 | | | | |
| * 120 | Electric Service Installation - Miner Street Pump Station | l sum | 1 | | | | |

*Revised February 24, 2006

DES PLAINES RIVER - RAND PARK FLOOD CONTROL
 PHASE 3
 FLOODWALL, BERM AND BIKE TRAIL
 DES PLAINES, ILLINOIS
 COOK COUNTY
 FR-416

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | | TOTAL PRICE | |
|----------|--|-------|----------|------------|-------|-------------|-------|
| | | | | DOLLARS | CENTS | DOLLARS | CENTS |
| * 121 | Miner Street Pump Station Electrical Work | I sum | 1 | | | | |
| * 122 | Miner Street Pump Station Pumps, Pump Controls, Piping and Appurtenances | I sum | 1 | | | | |
| * 123 | Rand Road Flood Gate | I sum | 1 | | | | |
| * 124 | Ballard Road Flood Gate | I sum | 1 | | | | |
| * 125 | Tidflex for 6" Ductile Iron Pipe | each | 1 | | | | |
| * 126 | Tidflex for 12" Reinforced Concrete Pipe | each | 3 | | | | |
| * 127 | Tidflex for 15" Reinforced Concrete Pipe | each | 2 | | | | |
| * 128 | Tidflex for 24" Reinforced Concrete Pipe | each | 2 | | | | |
| * 129 | Tidflex for 36" Reinforced Concrete Pipe | each | 1 | | | | |
| * 130 | Tidflex for 96" Reinforced Concrete Pipe | each | 1 | | | | |
| * 131 | Micropile | each | 8 | | | | |
| * 132 | Micropile, Tension Test Pile | each | 1 | | | | |
| * 133 | Architectural Concrete Form Liner Finish | sq ft | 24,602 | | | | |
| * 134 | Miner Street Gate Structure | I sum | 1 | | | | |
| * 135 | Electric Service Connection - Bike Trail Lighting System | I sum | 1 | | | | |

*Revised February 24, 2006

DES PLAINES RIVER - RAND PARK FLOOD CONTROL
 PHASE 3
 FLOODWALL, BERM AND BIKE TRAIL
 DES PLAINES, ILLINOIS
 COOK COUNTY
 FR-416

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY | UNIT PRICE | | TOTAL PRICE | |
|----------------|--|-------|----------|------------|-------|-------------|-------|
| | | | | DOLLARS | CENTS | DOLLARS | CENTS |
| * 136 | Electric Service Installation - Bike Trail Lighting System | l sum | 1 | | | | |
| * 137 | Bike Trail Lighting System - Flood Control | l sum | 1 | | | | |
| * 138 | Bike Trail Lighting System - Des Plaines | l sum | 1 | | | | |
| * 139 | Miner Street Water Main Relocation | l sum | 1 | | | | |
| * 140 | Interceptor No. 9 Structure | l sum | 1 | | | | |
| * 141 | Temporary Curb and Gutter | foot | 20 | | | | |
| * 142 | 1842 E. Miner Street Demolition and Modifications | l sum | 1 | | | | |
| * 143 | 1844 E. Miner Street Demolition and Modifications | l sum | 1 | | | | |
| * 144 | Miner St. Stairs | l sum | 1 | | | | |
| | | | | | | | |
| TOTAL PROPOSAL | | | | | | | |

NOTE:

1. Each pay item should have a unit price and a total price.
2. The unit price shall govern if no total price is shown or if there is a discrepancy between the product of the unit price multiplied by the quantity.
3. If a unit price is omitted, the total price will be divided by the quantity in order to establish a unit price.
4. A bid will be declared unacceptable if neither a unit price nor a total is shown.

*Revised February 24, 2006

cease operations, notify the Engineer, take all proper means to support such structures, etc., and do not resume operations until corrective measures have been completed. The Contractor must provide and place additional bracing and shoring necessary to safeguard and prevent any such movement and settlement, or as so ordered by the Engineer. The Contractor must design such system and submit to the Engineer for approval. If the Contractor fails to comply promptly with such order, such bracing and shoring may be placed by the Engineer at the Contractor's expense. Any such action, however, must not relieve the Contractor of the responsibility for the adequacy of the temporary earth retention system.

Additional protection of adjacent bridge and building structures:

A complete photographic or video survey of these structures must be performed prior to the commencement of driving any sheeting. At this time any significant existing cracks must be identified and crack displacement sensors installed. Also at this time a seismograph should be installed on the structures, at a fixed location near the Work area. The seismograph will be used to measure the peak ground motions (or peak particle velocities; "ppv"), throughout the piling installation. Prior to sheet pile driving, the Contractor shall submit his plan for monitoring his operations to assure compliance with this special provision and industry standards. Trained personnel shall be provided to operate the seismograph equipment and interpret the recordings.

All sheeting installed within 100 feet of these structures must be driven with high-velocity vibrators. This equipment, available in the Chicago area, produces lower ppv's than conventional vibratory pile drivers. Peak particle velocities measured must not exceed ¼ inch per second. The U.S. Bureau of Mines has established this number as the maximum ppv allowed.

During the sheet piling installation, if either the maximum ppv of 1/4 inch per second is exceeded, or the crack displacement sensors indicate excessive movements/displacements, installation of the sheeting by the vibratory driving method must be discontinued. Installation of the sheeting must then be performed using hydraulic drivers ("Still-worker" or approved equivalent type of equipment), which should produce little, if any, measurable ground motions.

Method of Installing Temporary Sheet Piling Using Hydraulic Hammer From Station 22+00 to Station 26+50:

The methods described in the STEEL SHEET PILING Special Provision for work between Station 22+00 and 26+50 shall also apply to any temporary sheet piling in this area.

METHOD OF MEASUREMENT

The temporary sheet piling will be measured for payment in place in square feet. Any temporary sheet piling cut off, left in place, or driven to dimensions other than those shown on the contract plans without the written permission of the Engineer, shall not be measured for payment but shall be done at the contractor's expense.

If the Contractor is unable to drive the sheeting to the specified tip elevation(s) and can demonstrate that any further effort to drive it would only result in damaging the sheeting, then the Contractor shall be paid based on the plan quantity of temporary sheeting involved. However, no additional payment will be made for any walers, bracing, or other supplement to the temporary sheet piling, which may be required as a result of the re-evaluation in order to insure the original design intent was met.

SPECIAL PROVISION
MINER STREET STAIRS

DESCRIPTION

This work shall consist of providing the materials and labor related to the demolition and modification of a portion of the northeast wingwall parapet and the construction of new reinforced concrete stairs and steel railing assembly from the Miner Street Bridge to the bike path in accordance with the details shown in the Plans, in accordance with this Special Provision and in accordance with Sections 503 and 510 of the Standard Specifications except as modified herein.

REFERENCES

The publications listed below form a part of this Specification to the extent referenced. The publications, latest edition, are referred to in the text by basic designation only.

ASTM International, (ASTM):

1. ASTM A36/A36M - Standard Specification for Carbon Structural Steel.
2. ASTM A53/A53M - Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-coated Welded and Seamless (Metric).
3. ASTM A123/A123M - Standard Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products.
4. ASTM A500 - Standard Specification for Cold-Formed Welded and Seamless Carbon Steel Structural Tubing in Round and Shapes.

National Ornamental & Miscellaneous Metals Association, (NOMMA):

1. NOMMA Guideline 1 - Joint Finishes.

American Welding Society, (AWS):

1. AWS A2.0 - Standard Welding Symbols.
2. AWS D1.1 - Structural Welding Code.

Code of Federal Regulations, (CFR):

1. 28 CFR Part 36, Appendix A - ADAAG - Americans with Disabilities Act Accessibility Guidelines.
2. 41 CFR Part 101, Subpart 101-19.6, Appendix A - UFAS - Uniform Federal Accessibility Standards.

The Society for Protective Coatings, (SSPC):

1. SSPC - Steel Structures Painting Manual.
2. SSPC Paint 20 - Zinc-Rich Primers (Type I - Inorganic and Type II - Organic).

GENERAL

The new reinforced concrete stairs shall be cantilevered from the existing Northeast wingwall of the Miner Street Bridge.

The new railing assembly shall consist of steel handrail and guardrail assemblies including rails, posts, balusters, gates, hardware and attachments.

Railing Assembly Design Requirements:

1. Design railing assembly, connections and attachments to the concrete stair to resist loads in accordance with the governing code, the International Building Code (IBC) 2000. Conform to requirements of ADAAG and UFAS.
2. Design railing assembly including top rails/handrails, intermediate rails, posts, wall rails and attachments to resist the following loads which do not need to act concurrently:
 - a. A single concentrated load of 200 lbs (890 N) applied in any direction at any point along the top and have attachment devices and supporting structure to transfer this loading to appropriate structural elements of the building.
 - b. A uniform load of 50 lb/ft (730 N/m) applied in any direction at the top and to transfer this load through the supports to the structure.
3. Design intermediate rails (all rails except top rail/handrail), balusters and panel fillers to withstand a horizontally applied normal load of 50 lbs (220 N) applied on an area equal to 1 sf (0.093 sq m) including openings and space between rails. Reactions due to this loading are not required to be superimposed with other load conditions specified.
4. Design railing assembly under direct supervision of a Structural Engineer experienced in design of this work and licensed in the State of Illinois.

The Contractor shall visit the site and familiarize himself with all existing conditions prior to bidding the Work.

Verify field measurements prior to fabrication.

MATERIALS

Provide material in accordance with the Standard Specifications, this Special Provision and as shown on the Drawings.

Railing Assembly Components:

1. Steel pipe shall conform to ASTM A500 or ASTM A53, Grade B, Type E, Schedule 80.
2. Steel bars, channels and plates shall conform to ASTM A36.
3. Provide rail, post and baluster sizes as shown on the Drawings. Space support posts and wall brackets 5 feet (1.5 m) oc, maximum. Finish joints in accordance with NOMMA Guideline 1.
4. Fittings shall be cast steel flush type elbows and T-shapes, wall brackets and escutcheons.
5. Mount with adjustable brackets and flanges. Prepare backing plate for mounting in wall construction.
6. Exposed fasteners shall be flush countersunk screws or bolts consistent with design of railing assembly.
7. Splice connectors shall be steel concealed spigots or interior steel sleeves, 6 inch (150 mm) minimum in length.
8. Gate hardware including hinges, stops and hasps shall be consistent with design of railing assembly.
9. Welding materials shall be AWS D.1 of type required for materials being welded.

Railing Assembly Fabrication:

1. Fit and shop assemble components in largest practical sizes, for delivery to site.
2. Fabricate components with joints tightly fitted and secured. Furnish spigots and sleeves to accommodate site assembly and installation.
3. Supply components required for anchorage of fabrications. Fabricate anchors and related components of same material and finish as fabrication, except where specifically noted otherwise.
4. Continuously seal joined pieces by continuous welds. Drill condensate drainage holes at bottom of members at locations that will not encourage water intrusion.
5. Corners may be bent instead of joined. Bends shall be uniformly formed in jigs, with cylindrical cross section of pipe maintained through the bends.
6. Grind exposed joints flush and smooth with adjacent finish surface. Make exposed joints butt tight, flush, and hairline. Ease exposed edges to small uniform radius.
7. Exposed Welded Joints: NOMMA Guideline 1 Joint Finish 2.
8. Accurately form components to suit stairs and landings, to each other and to existing structures.
9. Accommodate for expansion and contraction of members and structure movement without damage to connections or members.
10. Provide manufacturer's standard expansion-contraction control device at all flexible joints in the structure to which the railing assembly is mounted and at 40 ft (12 m) intervals maximum.
11. Plug pipe ends with convex or dome shaped end caps.
12. Gates:
 - a. Fabricate gates as detailed for guardrail assemblies. Gate opening widths and directions of operation are indicated on Drawings.
 - b. Fabricate gates to permit 180 degree swing.
 - c. Support gates from gateposts.
13. Galvanize all steel components after fabrication to ASTM 123/A123M, provide 1.25 oz/sq ft (380 g/sq m) zinc coating. Touch-up primer for galvanized surfaces shall be SSPC 20 zinc rich.

SUBMITTALS

Shop drawings for:

1. Railing Assembly: Indicate layout for handrail assemblies, guardrail assemblies and gates, and clearances and fit to other construction. Identify profiles, sizes, connections attachments, reinforcing, anchorage, size and type of fasteners and accessories. Submit shop drawings and design calculations for railing assembly, connections and attachments to the concrete stair and existing structure sealed and signed by a Structural Engineer licensed in the State of Illinois.
2. For Plans not showing detailed reinforcing bar lists, the Contractor shall prepare and submit reinforcing bar fabrication shop drawings, including complete reinforcing bar lists, with all bending and splicing information, their location and all other information required for their proper placement in the Work.
3. All materials used in the Work, including product data, material certificates certifying that materials meet or exceed specified requirements.

Do not fabricate components or begin work in areas where shop drawings are required until the Engineer has approved the submittals.

INSTALLATION

Install in accordance with the Standard Specifications, this Special Provision and as shown on the Plans.

Railing Assembly Installation:

1. Install components plumb and level, accurately fitted, free from distortion or defects.
2. Anchor guardrail assembly posts to support with steel plates, welded to posts and bolted to the supporting structure.
3. Install gate posts at concrete slabs in steel pipe sleeves. Wrap posts with PVC insulating tape 3 inch (75 mm) above and 3 inch (75 mm) below the top surface of the concrete. The wraps shall overlap one inch. Fill the annular space between posts and pipe sleeves set in concrete with quick setting hydraulic cement.
4. Provide anchors, brackets and fittings required for connecting handrail assemblies to walls or guardrail assembly posts. Brackets and fittings shall project not less than 2-1/4 inch (57 mm) from finish wall surface or post to the center of the rail. Secure brackets to walls with lag bolts and expansion shields at concrete. Weld brackets to guardrail assembly posts.
5. Provide hardware and anchors required for connecting gate to gate post. Install three hinges per gate leaf. Install stops and hasps on latch side of gates and gate posts for padlocking by Owner in the closed position. Install stops and hasps on gate and adjacent construction for padlocking by Owner in the open position.
6. Field weld anchors as indicated on shop drawings. Touch-up welds with primer. Grind welds smooth. Perform field welding in accordance with AWS D.1.
7. Conceal bolts and screws whenever possible. Where not concealed, use flush countersunk fastenings.
8. Assemble with spigots and sleeves to accommodate tight joints and secure installation.
9. Erection Tolerances:
 - a. Maximum Variation from Plumb: 1/4 inch (6 mm) per story, non-cumulative.
 - b. Maximum Offset from Alignment: 1/4 inch (6 mm).
 - c. Maximum Out-of-Position: 1/4 inch (6 mm).

METHOD OF MEASUREMENT

Miner Street Stairs will be measured on a lump sum basis. Railing assembly will not be measured for payment.

BASIS OF PAYMENT

This work will be paid for at the contract lump sum price for the MINER STREET STAIRS which price will be payment in full for all labor, materials, transportation, handling, and any incidentals as required to remove and modify a portion of the existing parapet and guardrail and to furnish the concrete stairs, steel railing assembly and install all materials as specified herein and as shown on the Plans.