

ADDENDUM NO. 1

DATE: May 3, 2019

TO: All Bidders

FROM: Penny Owens, Assistant Purchasing Agent

SUBJECT: Addendum No. 1 – Jackson Avenue Ramps Project

BIDS TO BE OPENED: May 9, 2019, at 11:00:00 a.m. Eastern Time

This addendum is being published to respond to questions asked by potential bidders regarding the Jackson Avenue Ramps Project. This addendum becomes a part of the Contract Document and modifies the original specifications as noted.

Question #1: Will the sign in sheets from this morning's meeting be made available to those in attendance?

Response: The pre-bid meeting sign in sheets are posted to the City of Knoxville's Purchasing website.

Question #2: Does access need to be maintained?

Response: Access to buildings along Jackson Ave at the Ramps level does not need to be maintained, but access to the lower apartments and pedestrians to Gay St must be maintained.

Question #3: Can the contractor do a pre-construction survey to document existing damage to limit liability before NTP?

Response: Yes

Question #4: How do the bridges tie to the buildings?

Response: The ramps are not attached to the adjacent buildings in the existing condition because they were built years later.

Question #5: Does the pedestrian access need to be covered overhead?

Response: No

Question #6: No quantity on preformed liner for poured in place concrete wall under ramp?

Response: Rustication joint by the lineal foot applied to the form. This is not a quantified item. This is a detail that is a part of how concrete is to be poured, detailed on the plans.

Question #7: Will there be any punishment if the property owner does not remove the AC units under the East Ramp in a timely manner and hold up our schedule?

Response: All will be removed prior to demolition.

Question #8: Is the Geotech report available?

Response: The Geotech report is available at <https://ws.onehub.com/folders/118tbkob>

Question #9: What are going to be the working days/hours on the project? Is there a work hour restriction?

Response: The work hour restrictions shall be M-F 7AM-7PM. Work will be allowed on Saturdays from 7AM -7PM on a case by case basis.

Question #10: Do the plans say the structures must be removed on the weekends only?

Response: No. The work hour restrictions shall be M-F 7AM-7PM.

Question #11: Does access have to be maintained to the fire alley under the East Ramp?

Response: Contractor does not have to maintain access to Fire Alley during construction but needs to be accessible in finished condition.

Question #12: Can the AT&T Vault under the East Ramp be moved?

Response: No, it cannot be relocated. We have survey data on where the vault is located that will be provided to the successful bidder.

Question #13: The plans say, "Contractor to design micropiles". Have they already been designed?

Response: Yes, but submittals will still be required.

Question #14: If we can redesign the micropiles differently, is a change allowed?

Response: Yes, but the project quantities need to be bid as the plans show.

Question #15: What if we find that a section doesn't work?

Response: The contractor must bid accordingly.

Question #16: If our redesign of the micropiles doesn't required them to be battered, can we do that?

Response: Yes, the micropiles along the building side were designed that way so it is possible to do at smaller spacings. However, the project still needs to be bid as the plans show and any changes can be proposed during the submittal process.

Question #17: There were some questions at the Pre-Bid about the casing that Hayward Baker uses to get the Buy America certificate. We asked them to forward the question about mill seconds, new mill secondary. The feds do not usually give a waiver. This can cause a price increase. Never received in writing.

Response: Buy America statement shall apply to all steel on this project.

Question #18: Do the existing buildings have basements?

Response: Yes

Question #19: What are the basement walls made of?

Response: We are assuming concrete in most areas, but the contractor will need to investigate this if they find necessary.

Question #20: What material is on the exterior of the basement?

Response: We know a portion is brick, but otherwise we are not sure. The environmental document is available at <https://ws.onehub.com/folders/118tbkob>

Question #21: Can we replace the concrete masonry walls with poured in place walls?

Response: The contractor shall bid the project as shown on the plans. Alternatives such as this will be reviewed during the submittals process.

Question #22: Do the concrete masonry walls have reinforcing steel? Is that in the plans?

Response: Yes.

Question #23: Are there As-Built Drawings we can use to plan demolition?

Response: No.

Question #24: The plans say the adjacent buildings need to be monitored for movement and if they do, the buildings shall be evacuated immediately. Two Part Question:

- a. How closely should the movement be monitored?
- b. If the buildings do need to be evacuated, who will facilitate the evacuation?

Response: a. This is a contractor risk management decision. b. It is the contractor's job site, so it will be the contractor's responsibility to provide safety to the community.

Question #25: Were the new foundations designed to miss the old foundation?

Response: Yes, they were designed to avoid the old foundations. The old foundations are specified to be removed 1 ft below surface to ensure they will not be in the way.

Question #26: Relocating Residents: What happens to the residents if the project goes over time or over budget?

Response: All effected residents have been permanently relocated.

Question #27: There is not a pay item for Class D Concrete for the sidewalk.

Response: See Item #701-01.01 CONCRETE SIDEWALK (4")

Question #28: What is the budget for this project?

Response: We do not share the budget.

Question #29: Were Average Unit Prices used to calculate the budget?

Response: A combination of average unit prices, recent bid prices on similar projects in the area, and risk factor assessment were used to determine the budget.

Question #30: Will the project be awarded if only one bid?

Response: Yes, as long as the City of Knoxville receives concurrence from TDOT.

Question #31: Who administers the contract?

Response: The City of Knoxville

Question #32: Who is the engineer?

Response: Vaughn & Melton

Question #33: Who is the Inspector?

Response: Vaughn & Melton will also do CEI

Question #34: Is there an asbestos report?

Response: Yes, the asbestos reports are available at <https://ws.onehub.com/folders/118tbkob>

Question #35: Suggesting moving the bid to 5/8/19 to move away from TDOT Letting?

Response: We have taken this under advisement and will not be moving the bid opening.

Question #36: For the stamped concrete, is it colored? Do we need additional bid item for that?

Response: The 8” thick stamped concrete for the roadway shall be integrally colored. See Sheet L1.3.

Question #37: Do you want a mock up?

Response: Yes, we do want a mock up for approval.

Question #38: Can we use the TDOT Standard STD-11-2 Standard Concrete Classic Rail Item # 620-05.02, see attached file, for the 620-03.10 Concrete Parapet (Texas Classic) detailed in the plans? This is the parapet rail that TDOT will be using on the Broadway Bridge, Knox CNT014, that bids on 5-10-19, which is right next to these ramps.

Response: No.

Question #39: Sheet S1.1 references Drilled Shaft Specification dated 01/01/2015. The version in the contract documents has a revision date of 5/18/17. One main difference in the 5/18/17 revision is the use of Self Consolidated Concrete (SCC). In addition, the plans call for Class “X” concrete for the drilled piers. Please clarify which special provision is to be followed and will SCC be required.

Response: Please refer to Special Provision 625, Drilled Shaft Specifications, Revision date 5/18/2017. The special provision states to use the concrete class and strength specified on the plans. The “X” is a generic name, concrete strength and maximum aggregate size is given. Use the special provision directions with the self-consolidating concrete.

Question #40: Will the spoils generated from caisson drilling need to be tested for hazardous materials & how will the Contractor be compensated if the spoils need to be taken to a brown fill-site?

Response: The Geotech report does not indicate the presence of any hazardous material. The geotech report is available at <https://ws.onehub.com/folders/118tbkob>

Question #41: How will the pay be determined for the core drilling and sampling? Normally it would be from the ground surface to the bottom of the required coring (assumed tip elevation plus an additional 10 feet on this one). I ask because with the tight timeframe, I assume some of the contractors may elect to have the coring performed prior to demo (i.e., from the existing bridge deck) in an attempt to save time and to accommodate lead time for rebar fabrication/delivery. In that instance would it be paid from the bridge deck or the underlying ground surface.

Response: The core drilling and sampling shall be paid for from the underlying ground surface.

Question #42: Who is establishing the tip elevation and will cores be left at the site or need to be delivered somewhere?

Response: The tip elevation is determined from the Geotech report. The contractor shall verify and have the tip elevation approved by the on-site Geotechnical Engineer. The Geotechnical Engineer shall be hired by the contractor as part of the drilling. All cores shall be delivered to the Geotechnical Engineer.

Items for Clarification:

1. **The deadline for questions is being extended to Friday, May 3, 2019.**
2. A portion of the bridge deck will include reusing the existing brick pavers. The pavers shall be placed back on the bridge with the unworn side facing up to create as smooth of a riding surface as possible. As the bricks exist now they have been worn down some in the wheel paths and vary in thickness. If you put the bricks back with the worn side up, you would have to put them back in the exact same location in order to create a smooth riding surface. It would be difficult to mark and replace all of the bricks in the exact same location since any markings would likely be disturbed during the cleaning process of the bricks. As such, the sand bed will need to vary in depth with the worn surface of the brick facing down in order to create a level riding surface.
3. The City of Knoxville intends to provide guide signs to direct the pedestrian traffic around the work zone along Jackson Avenue. No separate payment will be made for this signage, the contractor shall include any costs to install these as part of the cost of traffic control.

END OF ADDENDUM NO. 1