

ADDENDUM NO. 2

DATE: May 3, 2019

TO: All Bidders

FROM: Penny Owens, Assistant Purchasing Agent

SUBJECT: Addendum No. 2 – 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 deadline for questions be extended since Addendum #1 is to be released with less than 6.5 hours to the cut-off for questions?

Response: Deadline for questions was extended 24 hours.

Question #2: TYPICALLY SIDEWALKS ON BRIDGES ARE PAID UNDER ITEMS FOR CLASS “D” CONCRETE AND EPOXY COATED REINFORCING STEEL FOR PORTIONS COVERING THE BRIDGE AND APPROACH SLABS. IS THIS THE CASE FOR THIS PROJECT? IF SO, COULD A NOTE BE ADDED TO THE PLANS TO CONFIRM IT?

Response: The sidewalk along the bridge portions of the ramps is included in the quantities for the bridge deck.

Question #3: Colored Concrete Specification?

Response: The sidewalk and stamped concrete paving shall all be integrally colored concrete. The integral color for concrete shall be 242 Sandstone as manufactured by Solomon Colors. The bridge rail shall be a colored concrete similar to the Gay Street Viaduct Rail. A mock-up for all colored concrete shall be submitted for acceptance by the resident Engineer.

Question #4: Is there a masonry spec?

Response: TDOT STANDARD SPECIFICATION 613 BRICK MASONRY

Question #5: No quantity for steps?

Response: The quantity for the steps has been included in the quantity for slab-on-grade. See footnote.

Question #6: How do we pay for proof load testing?

Response: Item #606-29.02 will be changed to a unit of per each in the Revised plans coming out early next week. 5% of micropiles will be proof tested.

Question #7: We need some clarification on the difference between Item # 501-01.01 Portland Cement Concrete Plain 8” 642 CY and 920-10.02 Stamped Concrete 8” Thick 642 CY. This is the same quantity so is it a duplication or is the second item number just for the technique of stamping the concrete while the cost of the concrete is covered under 501-01.01?

Response: This is a duplication. Item #501-01.01 will be removed in the revised plans coming out early next week.

Question #8: For the stamped concrete, is it colored? Do we need additional bid item for that?

Response: Yes, this shall be integrally colored concrete. The colored concrete shall be 242 Sandstone as manufactured by Solomon Colors. See Item #920-10.02.

Question #9: Do you want a mock up?

Response: Yes, we do want a mock up for approval by the resident Engineer.

Question #10: Where do we use colored concrete?

Response: The sidewalk and stamped concrete paving shall all be integrally colored concrete. The integral color for concrete shall be 242 Sandstone as manufactured by Solomon Colors. The bridge rail shall be a colored concrete similar to the Gay Street Viaduct Rail. A mock-up for all colored concrete shall be submitted for acceptance by the resident Engineer.

Question #11: No quantity for brick veneer? What was the plan on that item?

Response: Item #613-02 Brick Masonry will be added to the revised plans coming out early next week. The quantity shall be 22.75 MBRK.

Question #12: Need more information to quote doors/frames and hardware for under the structures. No specifications nor listing of what hardware to provide. Discrepancy of quantity.

Response: See attached specification. The door schedule will be revised on L1.10 to reflect the bid tab.

Question #13: CAN THE CONTRACT TIME BE EXTENDED? 365 DAYS (12 MONTHS) IS AGGRESSIVE CONSIDERING THE AMOUNT OF WORK REQUIRED (DRILLED SHAFTS, MICROPILES, BRIDGES, RETAINING WALLS, CLASSIC RAIL, ETC.) WITHOUT EVEN CONSIDERING THE REMOVAL WILL TAKE LONGER DUE TO SAWCUTTING & REMOVING SECTIONS ONE AT TIME AND POSSIBLY BEING RESTRICTED TO WEEKENDS OR TIMES WHEN BUILDINGS ARE NOT OCCUPIED. IF THE CONTRACT TIME CAN NOT BE EXTENDED, CAN IT BE CHANGED TO SUBSTANTIAL

COMPLETION (365 DAYS)? IF CHANGED TO SUBSTANTIAL COMPLETION, HOW WILL IT BE DEFINED FOR THIS PROJECT?

Response: Contract time shall be 365 days with the work hours provided in Addendum 1.

Question #14: WHAT IS THE ROADWAY ITEM 725-24.55 AS BUILT PLANS TO INCLUDE?

Response: Contractor is responsible for providing the City of Knoxville with As-Built plans of this project in finished condition. Any changes to the design plans shall be noted. Survey data for any utilities, foundation, piles, structures, etc that will be covered during construction needs to be collected and submitted as it differs from the design plans. As-Built plans shall be delivered to the City of Knoxville electronically.

Question #15: WHAT IS ITEM 204-10.30 FOUNDATION PREPARATION TO INCLUDE?

Response: Please refer to TDOT Specifications for Foundation Preparation, Section 204. The structural drawings note applicable specification numbers.

Question #16: COULD A DETAIL BE PROVIDED FOR THE CONCRETE PARAPET (TEXAS CLASSIC) AT THE 2" STRIPSEAL EXPANSION JOINTS AND INCLUDE SLIDER PLATE AND SIDEWALK COVER PLATE DETAILS, IF REQUIRED?

Response: No separate detail for the Texas Classic Parapet Rail is required. This shall be the same as noted on sheet S0.1 list of standard drawings for strip seal expansion joint drawing number STD-3-1 and STD-3-2.

Question #17: THE S3 BRIDGE PLANS SHOW TO INCLUDE (8) ELASTOMERIC BEARINGS (1/2" X 6" X 24") FOR THE SHARED ABUTMENT. THERE ARE NO BEAMS FOR THIS SECTION AND THE DECK WILL BE CAST IN PLACE, SO ARE THESE ELASTOMERIC BEARINGS NEEDED HERE?

Response: This is the expansion end of the bridge. Elastomeric bearing pads shall support this side of the bridge. Expansion joint material shall be placed as shown in the area between the bearing pads to prevent any bonding between the slab and end bent.

Question #18: FOR S1 & S2 BRIDGE PLANS, THE ABUTMENTS ARE SHOWN TO INCLUDE ELASTOMERIC BEARINGS (2-1/4" X 9" X 3'-0") THAT ARE TO BE STEEL REINFORCED (10 EA – S1 BRIDGE & 10 EACH – S2 BRIDGE). THESE BEARINGS ARE NOT TYPICAL WITH TDOT PRESTRESSED CONCRETE BEAMS, SO COULD AN ITEM BE ADDED FOR THESE TYPE BEARINGS?

Response: Not necessary, all bearing pads, whether steel reinforced or not, will be provided by the PPC manufacturer.

Question #19: THERE IS CONFLICT BETWEEN THE NOTES AND TYPICAL SECTION PLAN DRAWINGS REGARDING BED OF SAND BELOW THE BRICK PAVING. THE

GENERAL NOTES FOR S1 & S2 BRIDGES STATE “BOX BEAM BRIDGES HAVE BEEN DESIGNED AND DETAILED TO ACCOMMODATE THE PLACEMENT OF ½” BED OF SAND AND BRICK PAVERS FOR THE ROADWAY OF THE PROPOSED STRUCTURES.” THE TYPICAL SECTIONS OF THE BRIDGES HOWEVER SHOW A 1” BED OF SAND. IS THE NOTE INCORRECT OR DOES THE DESIGN NEED TO BE RECHECKED FOR AN ADDITIONAL ½” OF SAND?

Response: Sheet S1.2, S2.2 will be changed to reflect a 1” bed of sand. As noted in Addendum 1, “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.”

Question #20: AT THE PRE-BID MEETING, A VIDEO OF A COMPANY REMOVING A SMALL SECTION OF THE BRICK PAVING WAS SAID TO HAVE BEEN TAKEN. CAN THAT VIDEO MADE AVAILABLE? WHICH COMPANY PERFORMED THIS WORK AND WAS KIND OF COST WAS INVOLVED TO DO IT?

Response: The video is attached to this addendum. Hickory Hardscapes performed the work. Price information will not be provided.

Question #21: ARE ANY OF THE EXISTING BUILDINGS FOOTINGS IN CONFLICT WITH NEW CONSTRUCTION?

Response: We do not have knowledge of existing building foundations.

Question #22: Will value engineering be allowed one the project is awarded?

Response: No.

Question #23: Does the COK, engineers associated with the COK, or TDOT have any existing drawing of the ramps and various repairs that have occurred over the years? If so, please provide the drawings.

Response: We do not have any As-Built drawings of the existing structures or repairs.

Question #24: Please confirm the allowable work hours for demolition and construction. Note on S3.2 states that demolition is to take place on the weekend, or during times when the building is not occupied. Just because it is a weekend does not mean that the buildings will be unoccupied. It is unclear how much time will be available for removal. Will any night work be allowed?

Response: Demolition shall occur during the work hour restrictions of M-F 7AM-7PM.

Question #25: Since the plans state the contractor is totally responsible for any damage caused by the demolition can the contractors use their own demolition plan in lieu of the one provided in the plans. If the demolition plan provided is used this places liability on the EOR.

Response: Contractor shall submit their demolition plan for approval by the City of Knoxville.

Question #26: Please provide the data for the utility vaults in the Fire Alley discussed in the pre-bid meeting.

Response: The location of the vault is shown on the plans. Survey data shall be provided to the successful bidder.

Question #27: Please provide information on the desired brick pattern stamp.

Response: Shall replicate existing brick paver pattern.

Question #28: Will the drill shaft casings be required to follow the Buy-America Act?

Response: Yes, Buy America Statement shall apply.

Question #29: Will the micropile casings be required to follow the Buy-America Act?

Response: Yes, Buy America Statement shall apply.

Question #30: Is the City of Knoxville going to keep the remaining brick pavers, or do the contractors have salvage rights?

Response: The City of Knoxville will keep any remaining brick pavers.

Question #31: Are the steel lintels to be included with the brick veneer pricing?

Response: Steel lintels shall be included in the cost of the brick masonry.

Question #32: The Specifications include Section 32 30 00 for Site Improvements containing benches and bike racks. Please confirm if benches and bike racks are part of the scope of work as none have been found in the drawings. If so, what pay item should pricing be carried.

Response: No benches and bike racks are to be installed in this project.

Question #33: The Specification include Section 32 91 13 for planting soils. Please provide locations that the planting soil will be required and what pay item should cost be carried?

Response: There are no planting soils required.

Question #34: We see that Buy America requirements are part of this contract. With regard to the micropile casing, please clarify if New Prime Steel Pipe will be required or if New Mill Secondary pipe material is allowable.

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

Question #35: Will there be any limitations to hammering during the demolition process due to the businesses?

Response: Demolition shall occur during the work hour restrictions of M-F 7AM-7PM.

Question #36: When we demo the existing structures, can we crush and recycle the concrete and use it as fill?

Response: Crushed concrete may be utilized as fill material upon approval by City of Knoxville.

Question #37: During the process of removing and stockpiling the existing brick pavers there could be damage done to the existing brick pavers that are to be re-laid. What is the plan if there isn't enough salvageable brick pavers?

Response: The area for bricks to be used in the new ramps is substantially smaller so this should not be an issue. The contractor is responsible for replacing any damaged bricks if there is a shortage.

Question #38: Does the concrete pavement need to be poured mechanically?

Response: It is a viable option, but not required.

Question #39: Will the COK employ the Geotech Testing Agency?

Response: The contractor to employ as part of their QC plan and testing.

Question #40: Will the COK or the Geotech include the Sonic Logging Testing?

Response: Geotech shall include as part of their contract with the contractor.

Question #41: Are the expansion joint headers to be stamped/colored concrete?

Response: No

Question #42: Has the COK considered areas for staging?

Response: Areas for construction are noted on plans.

Question #43: The plans state to perform a lateral load test on micropiles. This is uncommon in this area. We understand the need for vertical load test, but do not understand why the COK wants to expense of a lateral load test. Please explain. Are the lateral load test to be performed on the same percentage of piles as the vertical load testing?

Response: Since the micropiles will be resisting large lateral loads (micropiles that can't be battered supporting a retaining wall), please test the piles as specified in the plans. Piles that need

to be tested for lateral loading are 5% of the piles that are resisting high lateral forces Stay within the 5% or 10 piles maximum to be lateral tested.

Question #44: Are Performance Tests to be preproduction verification tests?

Response: Performance tests (test piles) are not to be preproduction verification tests. Test piles are to be a part of the final structural system.

Question #45: Can production piles be used for Performance Tests?

Response: Yes

Question #46: Can the pile load information be provided that was used to size the pile section shown on the Micropile Detail on S4.10?

Response: The pile loading information has been provided to assist the micropile manufacturer.

Question #47: Does the City have all necessary permits in place so construction can start immediately upon award?

Response: Yes

Question #48: HOW ARE THE SIDEWALKS ALONG THE RETAINING WALLS TO BE PAID (S4 PLANS)? THERE IS NO ITEM FOR CLASS "D" CONCRETE ON THE S4 PLANS. CAN PERMANENT FORMS (REMAIN IN PLACE STEEL OR PRECAST PANELS) BE USED TO FORM UNDERNEATH THE SIDEWALK IN BETWEEN THE 12" THICK SUPPORT WALLS?

Response: The sidewalks along the retained portions of the ramps is covered under Item number 701-01.01 (4"). Yes, permanent forms can be used and remain in place.

Items for Clarification:

1. The concrete mix for bridge rails and exposed surfaces shall be natural sand only (no manufactured sand) and no addition of fly ash will be allowed. All exposed surfaces shall be handrub finish (previously denoted as textured finish). The bridge rails shall be sandblasted.

END OF ADDENDUM NO. 2