

ADDENDUM #1

PROJECT: Uncompahgre River Pedestrian Bridge
BID NO: 19-025
FROM: Jim Scheid
DATE: July 1, 2019



The Uncompahgre River Pedestrian Bridge drawings and specifications are supplemented or changed as follows:

1. Question: What is the length (dimension from back face of abutment to outside face of turndown) of the approach slab?
Answer: 10 feet.
2. Question:-Sheet C-3 Note 6 calls for a hydraulic jack with a 75-100 ton capacity. This is a very specific range that is well above the requirements for the verification and proof tests. Please consider deleting the capacity requirement of the hydraulic jack?
Answer: A calibrated hydraulic jack, with adequate capacity to complete the sacrificial test (tension to failure) is adequate, DOWL recommends a 50-ton minimum capacity. The calibration date of the jack shall be within 90 days of the micropile tests performed.
3. Question:-What type of corrosion protection is required for the micropile and/or grout?
Answer: Corrosion protection for the micropile is not required, however, the non-shrink grout mix design satisfying the requirement of Class 2 sulfate exposure shall be submitted for engineer review and approval. The grout properties shall be as follows: Maximum water to cement ratio of 0.45, minimum compressive strength of 4500 psi (at 28 days) and Type V ASTM C150 cement.
4. Question:-What range of specific gravity on the rip-rap is acceptable?
Answer: A specific gravity of 2.5 to 3.0 is acceptable for the rip-rap.
5. Question:-The vehicle load stated under Design Data on sheet G-1 call for a "H-10 vehicle (G.V.W.) = 10,000, please confirm the vehicle load that needs to be applied to the bridge?
Answer: An H-5 vehicle with G.V.W. = 10,000 pounds is the design vehicle for the bridge.
6. Question:-The typical bridge section on sheet C-2 shows the horizontal safety rails on the outside of the bridge. Can these rails be placed on the inside?
Answer: Placing the safety rails on the inside of the bridge is acceptable provided they don't protrude past the vertical projection of the rub rail.

7. Question:- The Typical Bridge Section on sheet C-2 shows a Wood Rub Rail, can this be exchanged with a steel channel? If the rub rail must be wood, can an IPE rub rail be used in place of treated Douglas Fir or Southern Pine?
Answer: The City of Montrose requests a wood rail. IPE Brazilian Walnut would be an acceptable alternate to Douglas Fir or Southern Pine.
8. Question:- Can the DS Brown CV-3000 expansion material and adequate substitution for the specified DS Brown CV-2250 expansion material?
Answer: Yes, the CV-3000 expansion material can be substituted for the CV-2250.
9. Question:- Do the bridges contain lead paint?
Answer: The existing structures have not been tested for lead paint. The contractor shall remove the existing bridges by not impacting the painted surfaces and dispose of the bridges per all applicable Colorado laws.
10. Question:- Please clarify the options for access.
Answer: Reference attached exhibits EX-1 and EX-2 for locations of the trail closure, staging areas and access. The following clarifications are provided regarding the access:
- a)Limited heavy equipment access is available off the hill to the west from 6485 Road. Contractor shall coordinate with the City of Montrose for access and repair and resurface trail to restore to pre-project conditions.
 - b)Access is available off of Chipeta Road to the south. The contractors shall protect the concrete trail as necessary with the understanding the trail running north-south will remain open during the duration of the project. Using the width within the trail right-of-way outside the limits of the concrete is encouraged. Dump trucks shall have multiple rear axles and be limited to 4 tons of material per trip. Contractor shall coordinate with the City of Montrose for access and repair and resurface trail to restore to pre-project conditions.
 - c)Access for all equipment and material is available off of Ogden Road to the east.

End of Addendum No. 1