

**ADDENDUM NO. 4 TO
PROPOSAL CONTRACT
FOR THE CONSTRUCTION OF
CONTRACT 4.2
MAIN STREET TO MAIN STREET MULTIMODAL CONNECTOR PROJECT
SEPTEMBER 16, 2013**

This addendum forms a part of the Contract Documents and modifies the original specifications and drawings, as noted below. Acknowledge receipt of this Addendum in the space provided on the Bid Form. Failure to do so may subject Bidder to disqualification.

This Addendum consists of 1 page and 1 attachment.

Item No. 1: INFORMATIONAL ITEM FOR BIDDERS: Attached to this Addendum is the Bidders Questions Log, current as of September 16, 2013.

Attachments:

1	Bidders Questions Log current as of September 16, 2013.

ALLEN & HOSHALL
1661 INTERNATIONAL DRIVE, SUITE 100
MEMPHIS, TENNESSEE 38120
JOB NO. 71790

Bidders Questions Log

Project 4.2 Main Street to Main Street Multimodal Connector Project (as of September 16, 2013)

Questions raised by Quality Iron Fabricators on August 23rd

1. Please Provide Deck Type, Gauge, and Finish. (ref: Dwgs 13 & 14)
Response: The metal deck infill shown on the South overhang portion of the Harahan Bridge shall adhere to the Specifications set forth in the Pay Item "Special: Aluminum Deck Planking".
2. Is the 54" tall railing similar to the one shown on Drawing 61 or the one on 62? (ref: Dwg 14)
Response: The 54" tall railing on the West Approach Concrete Ramp Bridge shall be similar to the railing shown on Plan Sheet 61.
3. Is the 7'-00" & 9'-00" tall Security Railing similar to the one shown on Drawing 61 or 62? (ref: Dwg 14)
Response: The 7'-0" and 9'-0" tall railing on the West Approach Concrete Ramp Bridge shall be similar to the railing shown on Plan Sheet 62.
4. Detail #4 indicates a 2-line rail. Is this correct or for reference purposes only? Should this rail be similar to that shown on the City of Memphis Drawing # *****? (ref: Dwg 16)
Response: Regarding detail #4 on sheet #16 (Access Ramp and Handrail - Longitudinal Section): In addition to the top and intermediate horizontal rails indicated, a 3rd horizontal rail shall be added at the bottom. This rail will be the same size (1.5" T.S.) as the intermediate and top rails. The bottom rail will be 3.5" clear of the pavement below and will extend the full length of the ramp.
5. Please clarify the rail type to be used for each height rail. (Drawing 61 or 62?). (ref: Dwgs 19-24)
Response: The 54" height mesh screen fence (detail 4 on sheet 21 and detail 5 on sheet 22) noted to be installed north of the approach sidewalk adjacent the segmented bloc wall should match the material and finish of the proposed safety rail detailed as noted on sheet 61 of 94, with the exception that the vertical post will be a 3"x3"x1/4" steel tube with the 2-1/2"x2-1/2"x 1/4" steel tube top rail, also, no kick plate is required.
6. When comparing the 11'-00" and 4'-06" tall railing shown on Drawings 25-28 to that shown on Drawings 61 & 62 there are significant differences, some of the differences are as follows.
 - a) *21-25 shows larger (not sized) WF vertical posts at the ends of each section with smaller members for the intermediate posts.
Response: Refer to Plan Sheets 61 and 62 for sizes.
*61-62 indicates a W6x15 vertical post at the ends, but also shows the W6x15 to be used for the intermediates also. Please clarify.
Response: The W6x15 vertical posts shall be used throughout.
 - b) *25-28 Pictures a cap plate on the end posts with a WT outrigger attached to that cap plate.
*61-62 Shows that a section of W6x15 is to be used for the cantilever.
Response: Refer to Plan Sheets 61 and 62 for details.
 - c) *25-28 Requires there to be decorative stiffeners to form a "Diamond Shape"
*61-62 Has no stiffeners required.
Response: Refer to Note 2 on Plan Sheet 39, the decorative stiffeners shall be located on the posts at the outrigger locations.

- d) *25-28 Indicates 3 horizontal runs. 1-Top, 1-Mid Post, and 1 at the end of the cantilevered member. The two horizontal members attaching to the post appear to be similar in size to the post, while the horizontal attaching to the cantilever is smaller. Please clarify.
*61-62 Indicates only two horizontal runs, 1-Top, and 1- Mid Post run. The 2 members are shown as HSS2-1/2 x 2-1/2.
Please clarify how the rails are to be constructed.

Response: Refer to Notes 1 and 7 on Plan Sheet 62 for responsibility of rail member connections to posts and mesh screening.

7. Drawing indicates that there may be additional framing required to support the Light Fixtures, and Cameras. Is there any additional framing required to support these or any other items? (ref: Dwg 34)
Response: Please provide additional clarification to question.

8. These drawings deal with the Canopy Structures, and although the drawings give a good representation of the overall configuration, they do not provide any dimensions or sizes. Are we to scale the drawings for overall geometry, spacing, beam depth, etc.? Is it possible to get some basic dimensional information to help with our estimate? (ref Dwg 32-34)

Response: The protective canopies shall adhere to the Section "Special Item - Protective Canopies" on Sheet 36A. Refer to Plan Sheet 14 for dimensional information.

9. The canopies will carry an enormous amount of wind load into the existing structure it is attaching to. Has the existing structure been checked to verify it will withstand the additional loads? If not, who's responsibility will it be to analyze the impact of the added canopies and make any upgrades necessary to strengthen the structure? (ref Dwg 32-34)

Response: The protective canopies shall adhere to the Section "Special Item - Protective Canopies" on Plan Sheet 36A. It is the responsibility of the Registered Professional Engineer, as employed by the Contractor, that the proposed protective canopies comply with applicable design codes and specifications.

10. a) Proposed Material language states that all material is to be galvanized with the exception of the Sub Stringers, which are to be weathering steel. (ref Dwg 35)

- b) Specification Notes only refer to Weathering Steel.

Please Clarify/Verify the Following Material.

Sub Stringers - Weathering Steel

Other Steel @ Boardwalk - ???

Response: Weathering Steel

Railings - Galvanize only

Gates, Bollards, Misc. - Galvanize only

Response: Refer to Plan Sheets 16, 17, and 22.

Canopies - ???

Response: Galvanize

Grating @ Railing - Galvanize only

Response: Refer to both Specifications for Mesh Screening

Planks - Aluminum

Response: Refer to Specification for Aluminum Deck Planking

11. The elevation indicates a W6x15 is to be used for all verticals, but the section seems to indicate smaller verticals. The approximate spacing of the vertical W6x15's is +/- 8'-00". Will the specified mesh screen span the 8'-00" without additional members? (ref Dwg 62)

Response: Refer to Note 1 on Plan Sheet 62, the Contractor shall verify the size of the proposed rail system members in coordination with the selected mesh screening manufacturer.

12. Where the cantilevered and mesh terminate, there is no horizontal shown. Should there be an HSS 2-1/2 x 2-1/2 running continuous in between the verticals to support the mesh? (ref Dwg 62)
Response: Refer to Note 1 on Sheet Plan 62, the Contractor shall verify the size of the proposed rail system members in coordination with the selected mesh screening manufacturer.
13. Also important to mention is that the aluminum planks will deteriorate if place directly on the sub stringers unless they are galvanized, or some type of bearing pad is used between the dissimilar metals.
Response: A bonded rubber insulation strip shall be provided between the deck planking and substringers, refer to Plan Sheets 39 and 65.
14. We cannot seem to verify location of the Overlook Platforms. Could you please advise?
Response: The overlook platforms shall be provided at Piers 2 and 3, refer to Plan Sheets 49 and 48, respectively.

Questions raised by Pyramid Electric on September 3rd

1. I have discovered some discrepancies within the bid form for the Main to Main Contract 4.2 that I wish to bring to your attention. The discrepancies are as follows:
- Item 104 should be 1-run with a quantity of 4,150
 - Item 105 should be 1-run with a quantity of 2,550
 - Item 106 should be 1-1/4" conduit instead of 2-1/2"
 - Item 107 should be 1-run with a quantity of 16,600
 - Item 108 should be 4/0 wire with a quantity of 10,500
 - Item 109 should be #4 wire with a quantity of 2,180
 - Item 110 should be 4/0 wire with a quantity of 4,150
 - Item 111 should be 1-run with a quantity of 2,625
 - Item 121 quantity should be 6,000
 - Item 122 quantity should be 26,300
 - Item 123 quantity should be 3,870
 - Item 124 should be an allowance by MLGW
- Per 280500.1.2.A.1 items 127, 128, and 129 should be F.B.O.
Response: The discrepancies will be corrected by an addendum to the documents.

Questions raised by OCCI on September 4th

1. Is there a Proposal that bidders need to have to submit the proposal? Our company downloaded the bid documents electronically but noticed in the Specs under "Rejection of Proposals" is states: "All of the documents that are bound therein are part of the Proposal and shall not be detached. Proposals shall not be taken apart. Proposals taken apart may be subject to rejection."
Response: The requirements regarding what needs to be included with the Proposal will be addressed by an addendum to the documents.

Questions raised by OCCI on September 5th

1. Will the City of Memphis pay partial payments for stored materials during the course of the project?
Response: Yes, payment for stored materials will be approved provided invoices are produced, and the material is secured and accounted for.

2. Are bidders expected to submit references with their proposal as described in Section 01010 - Part 1.01(B)?

Response: No, bidders are not required to submit references with their proposal. References are to be furnished when requested by the City.

3. Assuming subcontractors carry the same types of insurance coverage as described in the City of Memphis Insurance Requirement section, are the limits of General Liability and Auto coverage expected to match the Contractors', or can their limits be proportionate to their subcontract total?

Response: The requirement for insurance coverage for the subcontractors is given in the Section entitled INSURANCE REQUIREMENT – CITY OF MEMPHIS however no specific types of nor amounts of coverage are specified. Certificates of Insurance will not be required for the subcontractors.

4. Do DBE subcontractors have to be pre-qualified with TDOT as a contractor and pre-certified on the TNUCP list to be listed on the City of Memphis Disadvantaged Business Enterprise Compliance Form, or just pre-certified as a DBE on the TNUCP list? Assuming the apparent low bidder submits their proposed subcontractors' names 14 days after the bids are opened, the DBE subcontractor could be pre-qualified in the interim, correct?

Response: All subcontractors are required to file "prequalification questionnaires" with the Tennessee Department of Transportation. All contractors identified as a Disadvantaged Business Enterprise (DBE) must be on the Tennessee Uniform Certification Program (TNUCP) List at the time of the bid opening. The apparent successful bidder will be required to submit his proposed subcontractors for approval immediately after bidders are opened. All subcontractors must be approved prior to the 10-day deadline for executing the Construction Contract.

Questions raised by OCCI on September 6th

1. What is the water source available for the Fire Suppression System? What flow rate (in gpm) is available from the source?

Response: The source of water will be from the local utility company in Memphis, Memphis Light Gas & Water Division. The utility has public water lines located in the Rights-of-Way of Virginia Avenue and Channel 3 Drive. Bidders may coordinate with the local utility owner to obtain estimates of available flow rates. Preliminary discussions with the Memphis Fire Department have indicated that the fire suppression system must be cable of delivering the following volume of water: 500 gpm at 100 psi at the remote hose valve, and 250 gpm at three (3) additional hose valves for a maximum flow of 1,250 gpm. To accomplish this it is expected that a fire pump to boost the city water pressure will be required. Further coordination is expected after award of the contract.

2. Where can details of the "Union Pacific access system..." discussed in Section 10040 of the Specification under Work Included be found? Is this a UPRR Standard, an AREMA requirement, or something specific for this project?

Response: The UPRR requires a fire suppression access system. All work included performed by the Contractor shall be in accordance with Part 1.1 of Section 10040. All design and details performed by the Contractor shall be in accordance with Part 1.3 of Section 10040.

Questions raised by Jensen Construction on September 11th

1. The Structural Repair pay items (Line # 67, 68, 69) and the Concrete Repair pay item (Line # 73) are shown as lump sum items. Plan sheets 69-71 list very specific repair locations that are to be addressed under these pay items. Notes 1 and 2 on sheet 71 also states that these locations are for bidding purposes, but the exact number of locations shall be determined by the inspection report in coordination with the bridge inspector and field engineer. In the event that the number of repairs increases from what is listed in the plans, how will payment for these repairs be handled? What if the number of repair decreases, however unlikely that is? Do we need to build contingencies into our lump sum prices?

Response: The final number of repairs has not been quantified in the Plans, but has been estimated for bidding purposes. The final number and location of repairs shall be determined from the Bridge Inspection Report as directed by the Field Engineer or Inspector. There shall be no contingencies available for a difference between the estimated and final repair quantities.