



## PIMA COUNTY

### PROCUREMENT DEPARTMENT

DESIGN & CONSTRUCTION DIVISION • 130 W. CONGRESS STREET, 3RD FLOOR • TUCSON, ARIZONA 85701-1317  
TELEPHONE (520) 724-3731 • FAX (520) 724-4434

September 9, 2015

#### ADDENDUM NO. 1

#### **SOLICITATION NO. 191406 – ELEPHANT HEAD ROAD BRIDGE OVER THE SANTA CRUZ RIVER SUPERSTRUCTURE REPLACEMENT PROJECT**

This Addendum addresses questions raised through 11:00 am on September 9, 2015, and at the pre-bid meeting of September 3, 2015. This Addendum shall be incorporated and made part of the Bid Documents as though included therein. **This addendum is 8 pages.**

#### **QUESTIONS/CLARIFICATIONS/REQUESTS FOR INFORMATION:**

**PRE-BID ATTENDANCE SIGN IN SHEET:** The sign-in sheet for the pre-bid meeting held September 3, 2015, is available on the Pima County Procurement Department Design and Construction Division website at: <http://www.pima.gov/procure/ifbfp-dc.htm> under the heading for this solicitation.

#### **PLANS:** Attachment 2 (3 pages)

Sheets 17 and 18 are being re-issued to clarify dimensions and information for the handrail details. Replace (Plan sheets 17 & 18 of the project plan set) with the attached revised plan sheets 17 and 18, Attachment 2 of this Addendum.

#### **QUESTIONS/CONCERNS:**

**Q(1)** For any scheduling questions do we contact TPAC?

**A)** Prior to the bid opening, all questions will go through Anthony Schiavone. Once this contract is awarded, Jim Cunningham (Pima County Field Engineering Manager) will be the main point of contact regarding the coordination of schedules. However, there may be times when the Contractor will need to contact TPAC directly.

**Q(2)** Do all girders have to be ready for shipment by December 18<sup>th</sup>?

**A)** Yes, TPAC is required to have all girders ready for shipment no later than December 18<sup>th</sup>. The actual delivery date could be sooner depending on TPAC's final production schedule.

**Q(3)** The specifications mention 8 continuous days for girder placement. Are those working days or calendar days?

**A)** All box beams must be delivered and erected in not more than eight (8) consecutive calendar days. The Contractor is required to be prepared for the delivery and erection of the box beams no later than December 18<sup>th</sup>.

**Q(4)** Can drilled and expoxied anchors be used in lieu of cast-in-place headed studs for the rail being placed onto the traffic barriers?

**A)** The County has experienced poor performance using that method. The Contractor shall fabricate and install the rail using the details shown on the plans.

**Q(5)** How should the welding of railing be handled in the field?

**A)** The Contractor shall provide field welding and recoating of all field welds using a zinc rich galvanizing paint as contained in the notes shown on Sheet 17.

**Q(6)** On the plans, Sheet 18, in one detail it shows holes evenly spaced and in another detail it shows holes being off center.

**A)** Sheets 17 and 18 are being re-issued to clarify dimensions and information for the handrail details.

**Q(7)** Are there bleed holes in the rails for the handrailing?

**A)** Any bleed holes that may be needed for galvanizing procedures should be shown and detailed in the shop drawing submittal.

**Q(8)** What type of site preparation is required for TPAC prior to them delivering the girders?

**A)** TPAC has supplied a drawing for site preparation (see Attachment 1, 2 pages, to this Addendum). Also, the Special Provisions show that the slope for the detour and equipment access going into the wash should not exceed 8%. However, TPAC requires that the slope not exceed 7% slope for their equipment and girder delivery.

#### **SPECIAL PROVISIONS:**

Special Provisions, Item 7010100 Provide Detour, eighth bullet, is modified as follows:

#### **CHANGE:**

##### **From:**

"For the Vertical Control, the maximum slope is 8%, the maximum algebraic difference in grade is 15% for sag vertical curves and 13.5% for crest vertical curves."

##### **To:**

"For the Vertical Control, the maximum slope is 7% and the maximum algebraic difference in grade for both sag and crest vertical curves is 14%."

Additionally, per TPAC:

Crane and truck access is needed into the Santa Cruz River. The trucks will enter the wash from a ramp at the west end of the Elephant Head Road Bridge. The center pin of the crane locations will be centered at the southside of each pier as shown on attached drawing. Truck access will be south of the crane location using a minimum 12' wide road. There needs to be a minimum 70' clear space from the south end of the piers for truck and crane access as shown on the attached drawing. The trucks will exit the wash from a ramp at the east end of the Elephant Head Road Bridge and then turn around and cross back through the wash. Erection will start from the east end of the bridge and work towards the west end of the bridge. All crane pads, and truck and crane access, must be firm and level in order to maneuver under their own power.

The Contractor shall adhere to the Special Provisions and this addendum when providing access for TPAC and for girder transport/erection.

**Q(9)** Does TPAC need to complete all girder activity during their 8-day period?

**A)** TPAC is required to have the girders transported and placed during the eight (8) continuous calendar day period. The Contractor for this project should anticipate an additional two (2) calendar days (for a total of 10 continuous calendar days) to allow TPAC to complete all grouting and tensioning work for the girders. TPAC will not be conducting any activity on December 24<sup>th</sup> or December 25<sup>th</sup>.

All other requirements and terms of the Solicitation remain unchanged. Respondents are required to certify receipt of this addendum in their Bid Proposal. Failure to do so may result in declaration of the bid as non-responsive.

All questions shall be addressed in writing to Anthony V. Schiavone, Commodity/Contracts Officer, email [anthony.schiavone@pima.gov](mailto:anthony.schiavone@pima.gov) or fax number 520-724-4434. Please submit them no later than Friday, September 11, 2015. Any questions submitted after the 11th might not get a response.

*/s/Anthony V. Schiavone*

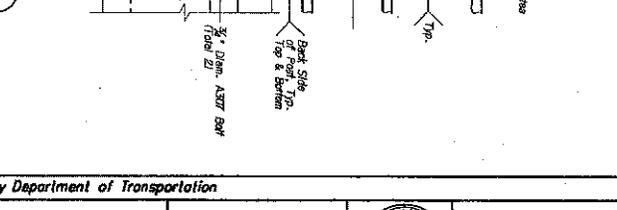
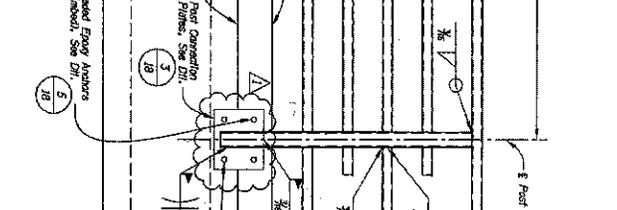
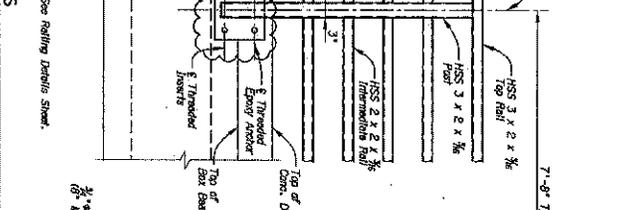
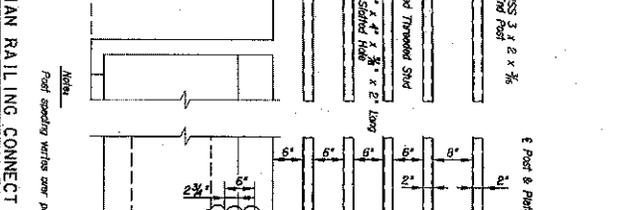
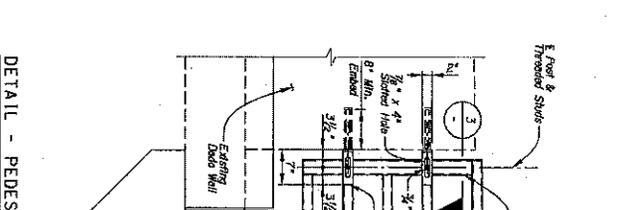
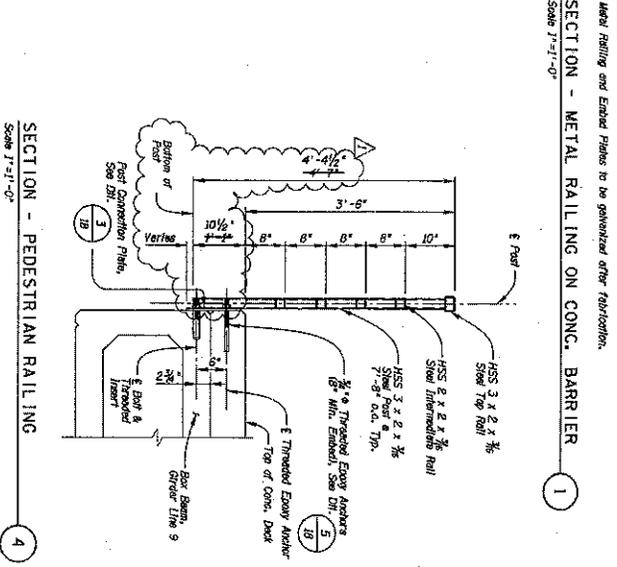
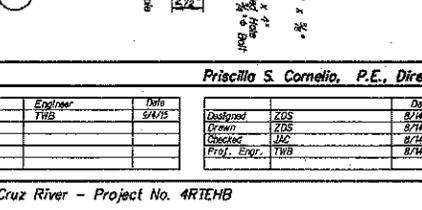
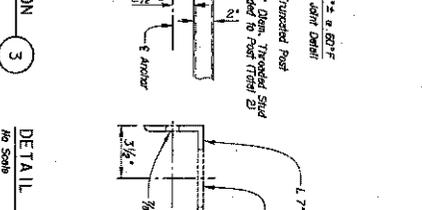
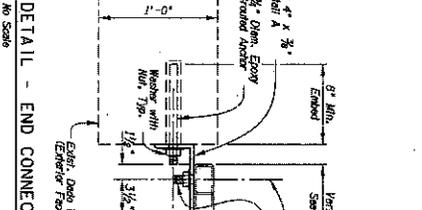
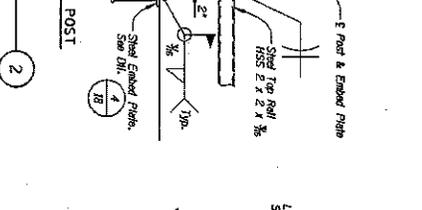
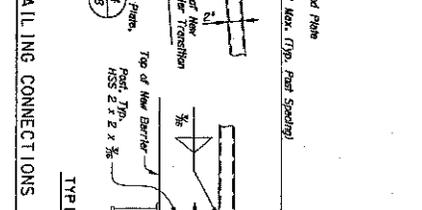
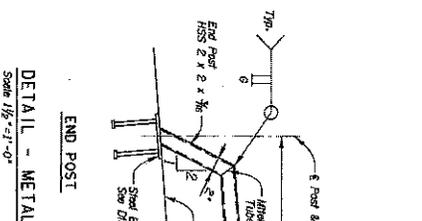
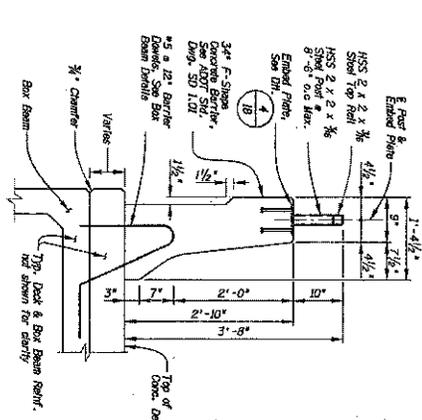
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Anthony V. Schiavone – Commodity/Contracts Officer

# **ATTACHMENT 1**



# **ATTACHMENT 2**



- Notes:
1. See notes on sheet 15.
  2. Field verify actual plate location prior to fabricating metal railing.
  3. Posts to be field welded shall be marked prior to erecting. Field welds shall be coated with an Engineer approved zinc rich paint after welding.

Notes:

Field welding verify saw plans. See railing details sheet.

Pima County Department of Transportation

Priscilla S. Cornello, P.E., Director

BARRIER AND RAILING DETAILS  
 ELEPHANT HEAD ROAD BRIDGE  
 OVER THE SANTA CRUZ RIVER  
 PROJECT NO. 4RTEHB



No.	Revision Description	Engineer	Date	Drawn	Date
1	Final Layout Position	TWS	5/14/15	ZOS	8/14/15
				ZIS	8/14/15
				JAC	8/14/15
				TWS	8/14/15

