ADDENDUM No. 1

RE: IDL WITB 22-234-041007 - Johnson Creek Bridge Replacement

Addendum No.1 is issued by the Idaho Department of Lands in response to the below questions as well as clarifications / modifications to original specifications and scope of work.

QUESTIONS

1. See below responses to submitted inquiries:

   Q: Regarding old creosote pilings, do these need to be completely removed or can they be cut off at ground level?
   A: If posts and pilings of old timber treated bridge cannot be removed easily, see Page 7 of the project drawings under "Structure Demolition Notes":
   1. Complete Structure Removal in accordance with FP-14 Section 203.
   2. Submit a Demolition Plan for approval that includes, as a minimum, the following (see page 21 FSSS 153):
      a. Drawings and a written outline illustrating and describing the methods, equipment to be used, and estimated quantities. The Demolition Plan must comply with all applicable OSHA requirements. The Excavation Plan is incidental to the work.

      Additional Mitigation from Fisheries Biologist and Supervisor for Aquatics:
      Contractor may excavate down two feet below grade with an excavator to remove the post or piling if unable to pull out the post or piling entirely. The hole left from the removal must be back filled with similar streambed material that is in the excavation area.

   Q: Are there any DBE requirements related to this project?
   A: The State of Idaho does not have any preference laws regarding DBE for this project.

   Q: There is a W6x25 post called out in the plans for all 4 approach corners. Can we please get a detail of the post? (Drawings 17, 19, 20).
   A: The intent for this post was to be a heavier section (W6x25) and to omit the wood spacer block (see Sheet 17 for elevation). The Post will then in turn bolt directly to the HSS bridge railing tube. The Post will be consistent in length with that shown on Sheet 19 and will require holes similar to the details found on Sheet 17. The included snapshot shows this configuration that is shown on Sheets 19 & 20.
Q: The bid schedule calls out weathering steel, but the drawings mention galvanized. Can you please clarify which pieces are galvanized or weathering? (Drawings 2, 17, 19, 20, 21, 22).

A: The bid item 55601 on Sheet 2 was listed as weathering steel in error. Please provide galvanized rail components consistent with the callouts throughout the plans.

CLARIFICATIONS / MODIFICATIONS

2. The following clarifications and modifications have been made to the original project specifications and scope of work:
   a. All Bidders are responsible for providing a bid price for installing a temporary bridge for stream crossing during project work. The original bid schedule has been modified and replaced in both the bid packet and the fillable downloadable form to reflect the added line item. Bidders must submit the updated bid schedule titled, “Attachment 4 - REVISED BID SCHEDULE” with its submission to be considered responsive.
      i. Item numbers added to bid schedule as reference to FP-14 handbook.
      ii. Additionally, if a Bidder has already submitted a bid before the date of this addendum; THE BIDDER MUST PROVIDE A FULL REVISED RESPONSE PRIOR TO THE DUE DATE UTILIZING THE REVISED BID SCHEDULE to be considered for contract award.
         1. If the awarded Contractor submits a plan showing the work can be accomplished with minimal disruption to the streambed for its planned stream crossing; without provision of the temporary bridge, that line item can be removed from the contract modified to reflect the decrease. For transparent and objective evaluations of all bid submissions, the line item must be submitted and will count toward the evaluated total for the cost evaluation for each Bidder.
      2. There is a chance USFWS may require the temporary bridge after review of the awarded Bidder’s project plan. In this case, it is much easier to have the cost built in on the front end than administratively modify the agreement with a change order to increase the value later.
   b. Additional images of bridge site have been included, see attachment titled, “Attachment 1.b”.
   c. Due to road closure, no public access will be allowed on the temporary bridge. Only awarded contractor is allowed access to site.
   d. Awarded contractor will be granted to utilize space South of boat launch area to laydown bridge components, supplies, and materials following closure of road in late Fall 2022.
      a. Area South of boat launch: area can be utilized as far back as tree line. Contractor is approved to move large rocks to situate equipment in the area (see images as attachments titled “Attachment 1.b”).
      b. If Contractor utilizes staging area in project plan, then Contractor is responsible for reacclimating the area once the project is complete (placement of stones, etc. back to original location. Images reflecting current setting are included, see “Attachment 1.b”).
      c. If Contractor utilizes staging are in project plan, the cost must be included in the mobilization cost on the bid schedule.
   e. Access is not granted North of the bridge due to private owned property. Stockpiling, riprap, other building materials nor equipment is approved in this area. Note, the private property is utilized during time of the project. Residents have been informed to use alternate routes during construction.
f. SCREEN SIZE LIMITATION: NOAA fingerling criteria require openings ≤ 0.25 inch (6.35mm) for all screen fabric types.

g. The County plows the road up to the cattle guard during the winter season.

All other terms of the solicitation remain the same unless otherwise noted.

Thank you.

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ATTACHMENT 1.B

Additional bridge images:

1. Left Abutment Nov. 2020
2. Looking Downstream 11.19.2020
3. Looking Downstream at Full Pool
4. Looking Downstream from Bridge Deck
5. Looking Downstream Nov. 2020
6. Looking Upstream Nov. 2020
7. Looking Upstream from Bridge Deck
8. Looking Upstream Nov. 2020
9. Right Abutment Nov. 2020

Staging area images:

1. Staging Area 1
2. Staging Area 2
3. Staging Area 3