

LOCHNER

June 27, 2013

**CITY OF OVERLAND PARK, KS
CONSTRUCTION PROJECT NO. BR-1377
CARS Project No. 320000947**

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ADDENDUM NO. 1

NOTICE ALL BIDDERS FOR THE:

Bridge Redecking
Metcalf Avenue Bridge over the Blue River
BR-1377, CARS Project No. 320000947
Overland Park, KS

You are instructed to read and to note the following described changes, corrections, clarifications, omissions, deletions, additions, approvals and statements pertinent to the Contract Bid and Construction Documents. The attached ADDENDUM NO. 1 is a part of the Contract Bid and Construction Documents and shall govern in the performance of the Work.

Bidders must acknowledge receipt of this addendum in two ways:

- On page B-3, Section 6 of the BID form when submitting your bid
- Sign and fax a copy of this cover letter to the attention of Mark Hartegan, Lochner, at 816-363-0027

Sincerely,

H.W. LOCHNER, INC.



Mark Hartegan, P.E.
Project Manager, Structural Engineering

Cc: Justin Nickel, P.E., Overland Park Civil Engineer, Senior

Enclosure

Company Name

Signature

Printed Name

**Bridge Redecking
Metcalf Avenue Bridge over the Blue River
BR-1377, CARS Project No. 320000947
Overland Park, KS**

**ADDENDUM NO. 1
June 27, 2013**

TO ALL PROSPECTIVE BIDDERS:

The Contract Documents are hereby amended by the following modifications:

1. CONTRACT DOCUMENTS AND SPECIFICATIONS:

- a. On Bid Form p. B-1, Item No. 1 "Force Account (Set)" insert a unit price of \$80,000.00.

2. PLANS:

- a. On Plan sheet 20, Deck Removal Details, **delete the following note:**

For protection of the existing girders, the maximum spacing of temporary supports along the existing concrete girders shall be as shown in Temporary Support Spacing Diagram. Edge of temporary walkways shall be fully supported along the length of the bridge.

Replace the note with the following notes:

The existing concrete girders will have a greatly reduced capacity for carrying negative moments and a somewhat reduced capacity for carrying positive moments after the deck is removed. For protection of the existing girders, the maximum spacing of temporary supports along the existing girders shall be as shown in the Temporary Support Spacing Diagram. Contractor shall verify that the temporary support spacing is adequate for the Contractor's construction loading. Contractor shall submit to the Engineer sealed calculations and drawings from a licensed Professional Engineer if a modified spacing is required that shows:

- The cracking moment of the existing girders at temporary supports is not exceeded by the negative moment from these construction loads: weight of existing girder, weight of new concrete deck, weight of formwork, screed load, and construction live loads (foot traffic).
- The positive moment capacity of the existing girders halfway between temporary supports is not exceeded by the positive moment from these construction loads: weight of existing girder, weight of new concrete deck, weight of formwork, screed load, and construction live loads (foot traffic).

The Engineer's assumed construction loadings in determining the maximum spacing of temporary supports in the Temporary Support Spacing Diagram were as follows:

- Weight of Existing Girders: as calculated using the details from Plan sheets 52-54 (Existing bridge plans)
- Weight of New Concrete Deck: as calculated using the details from Plan sheet 23
- Weight of Formwork: 13 psf
- Weight of Screed: 5,800 lbs
- Construction Live Load (foot traffic on construction walkways): 50 psf

Edge of temporary walkways shall be fully supported along the length of the bridge.

*** RECEIPT OF THIS ADDENDUM IS TO BE ACKNOWLEDGED ON THE BID FORM AND BY FAXING A COPY OF THE ADDENDUM COVER LETTER TO MARK HARTEGAN, LOCHNER, AT 816-363-0027 ***