



Addendum 4
Solicitation #26-99507
AERIAL LIFT BRIDGE REHABILITATION PROJECT

This addendum serves to notify all bidders of the following changes to the solicitation documents:

The following questions asked are answered in *italics* below:

1. Would you please provide an inventory of the existing counterweight pockets to understand the flexibility to balance the bridge? How much space is available in the pockets? How much and what material (steel, concrete, etc.) is the current installed ballast?
 - a. *Existing concrete balance blocks present on the counterweight are approximately 130 lbs. each with 37 currently in-place on counterweight and 30 stored on tower off counterweight at the south end, and 68 currently in-place on counterweight and 14 stored on tower off counterweight at the north end. Pocket space is limited on the top of the counterweights and means to secure movement may need to be provided if existing stored counterweight blocks are utilized for span balancing.*
 - b. *Refer to Addendum 2 responses to question 5 (page 125 of 132) regarding allowable added/removed weight tolerances.*
2. We may install a temporary platform / containment system attached to the bottom of the lift span if the USCG allows a reduction in clearance to the water. We would offset the weight of the installation with ballast in the counterweights to maintain the project balance targets. Would this be acceptable? Are there any concerns structurally with attaching the temporary platform to the underside of the lift span and leaving throughout the operational season if clearance is not restricted.
 - a. *Refer to response to question 3 below for clearance reduction allowance.*
 - b. *Note that due to unpredictable emergency stops that may occur during normal bridge operation, the presence of platforms or containment materials will present a public safety hazard with the potential for unsecured debris falling to the public areas, pathways and shipping channel below. No temporary platforms / containment will be allowed to remain on the structure during bridge operational periods.*
3. The navigable water information provided shows that 15' clearance is not met for the bottom chord of the structure for average water elevation. This would not allow for any temporary access to perform work on the lower chord members. Does 15"

clearance need to be achieved through the full width of the channel, or can restrictions below be made with a minimum allowable width of open channel below the structure?

	5/19/2026 to 6/17/2026		AVG	13.92	13'-11"
			MAX	14.71	14'-9"
			MIN	13.40	13'-5"

Standard Low Water Elevation	-	600.5	-	15.57	15'-7"
Extreme High Water Elevation	-	605.32	-	10.75	10'-9"

- a. *The USCG has confirmed they will allow for vertical clearance reduction between the lift span low chord and the channel water surface elevation over half of the bridge/channel width at a time during lift bridge shutdown (non-lift span operational) periods only. Markings, lighting and advanced notification to the USCG identifying timeframes and which side of the vertical clearance will be impacted will be required prior to restricting the clearance during construction.*
4. Is there an acceptable amount of the bridge that can be blocked while hanging a working deck from the bottom of the lifting truss while the bridge remains operational? We anticipate a working deck suspended 6 feet below the bottom of the existing bottom chord. Would covering approximately 1/2 or 1/3 of the span be acceptable?
 - a. *Refer to response to question 3 above.*

Please acknowledge receipt of this Addendum by checking the acknowledgement box within the solicitation at www.bidexpress.com.

Posted: **July 9, 2026**