

**State Project Nos. 005-10-0037, 006-01-0021, 006-02-0064,  
006-25-0001, 006-30-0041, 063-03-0051 and 063-04-0035 (Const.)  
State Project No. 700-18-0014 (Engr.)**

**Huey P. Long Bridge Widening  
Eastbank & Westbank Approaches and Main Bridge Deck Widening  
Route US 90  
23 JANUARY 2008**

The following questions were submitted to LTM between November 1, 2007 and January 23, 2008. Answers to the questions are as follows:

*1. EB/WBB Roadway – On page 1587 bent E-12 has no dimensions listed W, X, Y, Z for the facial panel. But in the table at bottom of page a dimension for TT is given. Does this bent include a facial panel if so what are the dimensions?*

**Answer: Bent WBB-E12 includes a fascia panel; Sheet No. 1587 to be revised to include elevations for the fascia panel.**

*2. EB/WBB Roadway – On page 1587 bent E-17 there are no dimensions for the column height. However the rebar schedule on pg 1591 shows quantities for rebar for E-17 column. What is the height of the column if column exists?*

**Answer: Using the terminology shown on Sheet No. 1587, Bent WBB-E17 contains a trumpet section with no column shaft. However, the reinforcement detailed under the “COLUMN” heading on Sheet No. 1591 includes the main reinforcing and ties from the top of the footing to the bent cap. The reinforcement detailed under the “TRUMPET” heading on Sheet No. 1591 does not include main column reinforcing and ties.**

*3. EB/WBB Roadway – Page 1597 using elevations shown while calculating the height of seats on the bent cap has the height to be 1.54’. This height of the seats, using elevations shown, is greater than the length of anchor bolts used. Is this true or are the elevations off or is the height of the cap bent cap to be greater?*

**Answer: The height of the risers vary between 4” to 6” depending on which prestressed girder it is supporting. The elevations shown for the top of riser are correct. Sheet No. 1597 will be revised to correct the elevations shown on the elevation view of the bent.**

*4. EB/EBB Roadway – On page 1777 bent E-12 the trumpet has 2 different heights shown while the elevations are the same. Is the height of the trumpet 14’ or 14’-5/16”?*

**Answer: The trumpet height for Bent EBB-E12 is 14’-0”;** Sheet No. 1777 to be revised to show correct trumpet height.

5. *The first concern is that the steel grade appears to be Grade 50W and will be fully painted. Although that is not a problem to fabricate or paint, in my opinion and the opinion of the NSBA (National Steel Bridge Alliance), you are wasting money using Grade 50W in lieu of Grade 50 steel if you are going to paint the structure anyway. The cost savings on this project would be around \$500,000 in material if Grade 50 was used. Although it can't hurt to go with the painted Grade 50W approach, we believe that when the paint starts to wear away, the underlying base steel with rust just the same as Grade 50 because the protective patina required of the 50W steel may never form. FYI, per the NSBA, the practice of fully painting 50W has been abandoned by several northern states over the last couple of years. **Would you consider changing the steel grade to Grade 50?***

**Answer: The General Notes will be revised to allow for use of 50 or 50W steel.**

6. It appears that the East Bank approaches and the West Bank approaches were designed separately as they show no consistency. There are two major differences that impact us as the fabricator. The West Bank approaches have shorter girders in the design (up to a max. of 124' long) and many optional field splices that give the fabricator and contractor some flexibility should a longer girder become more favorable. There are no longitudinal stiffeners. This is the good design.

But the East Bank approaches are not a favorable design for the fabricator or the contractor. With the exception of the girders that are directly over the piers, all of the other girders are extremely long and there is no provision to have additional optional field splices. There are 50 of the 90 girders that will either give fabricators a problem or knock them out of the bidding process. There are 20 total girders that range between 140' 6" and 155' long. There are another 20 girders that range between 174' and 180' long. And there are 10 more girders all around 215' long.

***Can there be optional field splices added to the design at this late date?*** If so, every girder over 140' long should have an optional field splice added. This will greatly increase the competitiveness of the fabricated steel price (more fabricators could participate), lower the delivered price of the steel and assist in the erection of the bridge.

**Answer: The contractor/fabricator will be permitted to submit additional field splices for approval. The contractor/fabricator will be responsible for the design of the bolted field splices and for any additional cost of materials (splice plates and bolts).**

7. The web thickness on the East Bank girders has been reduced when compared to the West Bank girders. To compensate, longitudinal stiffeners have been added to all the webs. This usually is a more expensive option because of the time required to add these pieces. ***Would it be possible to have the option to thicken the web and eliminate the longitudinal stiffeners? If so, how thick would the web have to be?***

**Answer: No alternative design will be provided in the plans. The contractor/fabricator may propose an alternative design in accordance with Subsection 105.19.**

*8. The general notes refer to the bolts as being Type 3. Since the steel is to be painted, there should not be a requirement for Type 3 bolts as this type is for unpainted applications.*

**Answer: The requirement to use Type 3 bolts for all bolted connections on the approaches and main bridge will be removed from the General Notes.**

*9. The summary of quantities sheet (Sheet 321) indicates that there is 138,000 pounds of steel associated with the Main Spans portion of this project. Please provide a sheet reference number to indicate what steel details this is referring to.*

**Answer: Details for the structural metalwork (Item 807-06) on main bridge can be found on the following sheets:**

- 1) Sheet Nos. 1052 – 1062, Floorbeam Details 11 – 21: The details on these sheets are for the stringer bolsters connected to the top of the floorbeams.**
- 2) Sheet Nos. 1063 – 1066, Stringer Details 1 – 4: The details on these sheets are for the shear studs that are welded to the top of the stringers.**

*10. Sheets 533 – 539 and 1664 – 1669 provide details for the connection of the approach steel spans to the main piers. The details show a half-section at the pier. It appears obvious that the half-section is symmetrical about the center line of bridge and therefore is typical for the WB EBB and WBB roadways and for the EB EBB and WBB roadways respectively. Please verify and consider if additional notes may be required to clarify.*

**Answer: The details shown on Sheet Nos. 533 – 539 and Sheets 1664 – 1669 are symmetrical about the centerline of bridge and therefore are applicable for the Eastbank Bound and Westbank Bound structures. Additional notes will be added to plans to clarify.**

*11. Sheet No. 301, under the pile notes states that the top 10' of all piling is to be coated with a 2-coat coal tar epoxy except that portion in the concrete footing. However, the notes on Sheets No. 351, 585, 774, 825, 1509, 1709, 1876 and 1915 state that the upper 20' of steel piles is to be coated. Which is the correct length to be coated?*

**Answer: The top 20 feet of all piles are to be coated with coal tar epoxy. The note on Sheet No. 301 will be revised accordingly.**

*12. The Elevation View on Sheet No. 1502 as well as Section B-B indicates seal concrete at the footing for Pier WBB-VA. The same thing is indicated for Pier EBB-VA on Sheet No. 1702. Are seal concrete and a cofferdam required at Piers VA as shown? What is the thickness of the seal concrete?*

**Answer:** Tremie seal concrete and cofferdams are not required at Pier WBB-VA and Pier EBB-VA. The tremie seal concrete shown on Pier WBB-VA and Pier EBB-VA on Sheet Nos. 1502 and 1702 respectively will be removed.

*13. The pile quantities for Piers WBB-VA, WBB-BA, WBB-CA and WBB-DA in the table on Sheet No. 309 and the pile quantities for Piers EBB-VA, EBB-BA, EBB-CA and EBB-DA in the table on Sheet No. 310 do not agree with the pile lengths listed in the Pile Data tables on Sheet No. 1518 and Sheet No. 1718 respectively. What are the correct lengths of piles and/or quantities?*

**Answer:** The pile lengths listed in the Pile Data tables on Sheet Nos. 1518 and 1718 are correct. Sheet Nos. 309 and 310 will be revised to correspond with the pile lengths shown on Sheet Nos. 1518 and 1718 respectively. All quantity sheets affected by this change will be revised.

*14. The Special Provision for Item S-044 on page D-120 lists the structures that are to be removed on the East Bank. No structures are listed in the table below Sta. 125+00. However, on the bus tour on December 12, 2007, there were three additional buildings indicated to be removed – an abandoned service station (about Sta. 117+50), a dental office building (about Sta. 116+25) and the Pep Boys building (about Sta. 110+50). Are these buildings to be removed under this contract?*

**Answer:** The table of structures and obstructions to be removed on the Eastbank has been revised in the special provisions. The dental office building (Item 19-E) and the Pep Boys building (Item 20-E) are to be removed in this contract. The abandoned service station will be removed by others.

*15. (a) Do any of the structures to be removed contain asbestos or any other hazardous material? (b) Are there any underground fuel or other hazardous liquid material storage tanks at any of the structures to be removed? (c) If so, how is the removal and disposal of these hazardous materials to be paid?*

**Answer:** (a) Three of the structures to be removed contain asbestos: Items 16-E, 17-E and 4-W. The Special Provisions for Item S-044, Removal of Structures and Obstructions has been updated to reflect findings of the “Asbestos Inspection Report”, dated 20 July 2007. This document will be posted to the project web site. (b) There are no underground storage tanks to be removed under this project. No ground contamination sites have been identified within the limits of the project. (c) Item 202-05, Excavation, Disposal and Backfilling of Contaminated Soil has been added to the contract documents in the event contaminated soil is found during demolition of existing structures or construction of required structures.

16. (a) *Are there drawings that show electrical line relocations by Entergy on the East Bank and the West Bank?* (b) *What are the time frames for various electrical line relocations?* (c) *Will transformers on abandoned poles be removed and disposed of by the utility?* (d) *Will abandoned poles be removed and disposed of by the utility?*

**Answer:**

**(a) Drawings of all utility relocations will be provided to the contractor at a pre-construction meeting following award of the contract to the low bidder. A composite drawing showing the planned relocations will also be provided at the preconstruction meeting.**

**(b) A comprehensive list of all utility companies has been assembled and will be included in the project Special Provisions. This list will provide the time frame required for relocation to the utilities once the Clearing and Grubbing work and Right-of-Way staking is completed at the new location of the utilities.**

**(c) & (d) Abandoned transformers, poles and all associated electrical facilities installed by Entergy will be removed by Entergy.**

17. *The cap and fascia panel elevations listed on plan sheet 647 appear to be incorrect. Please review and clarify.*

**Answer: Bent cap and fascia panel elevations will be revised on Sheet No. 647.**

18. *The plan concrete quantity for bent EBB-E10 shown on sheet 1773 appears to not include one of the columns. The same issue exists for bent WBB-E11 on sheet 1585. Please review and clarify.*

**Answer: Concrete quantities for Bents EBB-E10 and WBB-E11 on Sheet Nos. 1773 and 1585 respectively are incorrect and will be revised. All quantity sheets affected by this changed will be revised.**

19. *The riser elevations F and N listed for WBBR1-2 on sheet 1884 appear to be incorrect. Please review and clarify.*

**Answer: Riser elevations F and N listed for WBBR1-2 on Sheet No. 1884 will be revised.**

20. *On plan sheet 313 the quantities for PPC Girders are listed incorrectly for bent W37 to W36 and bent W35 to W34. Bent W37 to W36 should be Type IV girders and bent W35 to W34 should be Type III girders. Please review and clarify.*

**Answer: The PPC girder quantities for spans W37-W36 and W35-W34 have been corrected on Sheet No. 313 and included in Plan Revision #1.**

21. *On plan sheet 316 the quantity for PPC Girders Type III for bent 10 to 9 appears to be incorrect. We think the quantity should be 217.4 LF rather than 271.4 LF. Please review and clarify.*

**Answer: Sheet No. 316 will be revised to show a quantity of 217.2 LF for span WBBR2-9 to WBBR2-10. All quantity sheets affected by this change will be revised.**

22. *On plan sheet 321 the quantities for PPC Girder Type III for bent 5 to 6, bent 6 to 7, and bent 7 to 8 appear to be incorrect. It seems that the quantity listed does not include the 6<sup>th</sup> girder in these spans. Please review and clarify.*

**Answer: The PPC girder quantities for spans EBB-E5 through EBB-E10 have been corrected on Sheet No. 321 and included in Plan Revision #1.**

23. *The deck width shown on plan sheets 485-486 and 709-710 is 36'-6", however the strip seal lengths shown on sheets 313 and 315 for these spans is 39.33'. Please review and clarify.*

**Answer: Strip seal lengths for the cross sections shown on Sheet Nos. 485-486 will be revised to 34.0 ft. on Sheet Nos. 313 and 315. The strip seal joint details (Sheet 2008) states that the pay length for strip seal joints is the distance between gutter lines along the centerline joint. All strip seal joint quantities will be updated accordingly.**

24. *On plan sheet 1101, the note indicates that railing erection will be paid under Bid Item 810-03, however sheet 317 does not include quantity for the railing on the main bridge deck. Please review and clarify.*

**Answer: Tubular railing on main bridge is fabricated and delivered under the previous superstructure widening contract and erected under this contract. The cost to erect the tubular railing on main bridge is paid under Item S-123, Structural Metalwork (Erect).**

25. *Will stay-in-place metal decking be allowed on this project?*

**Answer: Yes, a note allowing the Contractor to use galvanized stay-in-place metal forms will be added to the plans. Galvanized stay-in-place forms metal forms may be used provided the use of the forms does not add weight or thickness to the concrete deck. To avoid adding weight, the "valleys" of the steel stay-in-place forms must be filled with Styrofoam.**

26. *Is there lead paint on the structural steel in the Jefferson Highway overpass? Is there any information on the concentration as for the Approaches?*

**Answer: The Jefferson Highway overpasses are a twin bridge configuration. One bridge was built in 1961 and should be assumed to have a lead based paint system. The second bridge was built in 1985 when DOTD was no longer using lead based paint systems and as such this structure should be assumed not to have lead based paint.**

27. *The note regarding vibratory hammers on Sheet No. 302 in the first column under “Pile Driving and Excavation” seems to indicate that the use of vibratory hammers is not allowed within 1500’ of levees. However, notes on Sheets No. 585, 774, 825, 1509, 1709, 1876 and 1915 state that “the use of vibratory hammers for pile driving is not allowed.” Will the use of vibratory hammers be allowed anywhere on the project?*

**Answer: No, Sheet No. 302 will be revised to eliminate the confusion.**

28. *(a) Are the “soil restraint” cofferdams that remain in place at the noted locations on the Plans to be included for payment under Item 802-05 “Cofferdams”? (b) What cofferdams are included under this pay item? Notes on the various pile data table sheets (e.g. Sheet No. 361) indicate that cofferdams where sheeting is used and removed area to be included under Item 802-01 “Structure Excavation”. (c) Are we correct in assuming that this note on the pile data table sheets applies to any other excavation that the contractor elects to use sheeting for temporary support?*

**Answer: (a) The soil restraint cofferdams constructed near the existing railroad towers are to be paid under Item 802-01, Structural Excavation. (b) The cofferdam and tremie concrete required to construct the lower portions of Pier IVA are to be paid under Item 802-05, Cofferdams. (c) The note on the pile data table sheets applies to the “soil restraint” cofferdams.**

29. *Are there any details available for the steel girders on the newer westbound Jefferson Highway overpass bridge? No information on the size of the steel girders at this structure are given on Sheet No 327 or Sheet No. 2379.*

**Answer: No additional plans of the existing Jefferson Highway Overpasses are available at this time; however, the steel spans for the Westbound Overpass structure can be anticipated to be comparable to the steel spans for the Eastbound Overpass structure.**

30. *Do the curtain walls on the eastbound Jefferson Highway overpass structure have intermediate footings as on the newer westbound overpass structure? None are indicated on the Plans. Any other details on these curtain walls?*

**Answer: No additional plans are available showing curtain wall details for the existing Jefferson Highway Eastbound Overpass.**

31. Demolition drawings on Sheets No. 331 – 333 for the existing Approach Structures do not show demolition of the existing concrete piers at Bent 27 R & L and Bent 28 R & L on the East Bank or at Bent 51 R & L and Bent 52 R & L on the West Bank. Are these existing concrete piers to be demolished to 2' below ground also?

**Answer: Details showing demolition limits for existing Bents 27 (R&L) and Bents 28 (R&L) on the Eastbank and existing Bents 51 (R&L) and Bents 52 (R&L) on the Westbank will be added to the demolition sheets.**

32. How much of the existing abutment walls at Abutment 29 R & L on the East Bank and at Abutment 53 R & L on the West Bank are to be removed to 2' below ground? How close to the RR tower support pier portion that is to remain should the abutment wall be removed?

**Answer: Details showing demolition limits for existing Abutment 29 (R&L) on the Eastbank and existing Abutment 53 (R&L) on the Westbank will be added to the demolition sheets.**

33. The curtain wall plan sheets include a note indicating the curtain wall concrete shall be included under item 805-01-F Class A Concrete (Bents). The bid quantities for 805-01 Class A Concrete and 805-01-F appear to both include the curtain wall concrete quantities according to the summary of bridge quantities on plan sheets 305 to 312. Which bid item should we include the cost of the curtain walls?

**Answer: Curtain wall concrete is to be paid under item 805-01-F, Class A Concrete (Bents). The summary of bridge quantities and estimated quantity sheets will be revised to delete the Class A Concrete (Item 805-01) shown in the curtain wall sections.**

34. The Main Span Superstructure contract includes an amended Mobilization specification allowing a maximum of 15 percent of the original total contract to be paid under 727-01 Mobilization. We recommend this contract have the same amended specification due to the high cost of insurance, mobilization of personnel and equipment, and preparatory work required for this project.

**Answer: The specifications for Mobilization will be revised to the 15% maximum and payment schedule used for the Mains Spans Superstructure contract.**

35. (a) Are the bridge deck floor stringers being provided already painted or is this contract to paint the floor stringers? (b) Where will these beams be stored? (c) Who provides transportation of these beams to the jobsite?

**Answer: (a) The main bridge stringers will be fabricated, painted (two prime and one top coat) and delivered by the Superstructure Widening contractor. The Approaches contractor will be responsible for moving the stringers from the job site**

storage area to the main spans, erection of the stringers and touch-up painting for damages to the paint resulting from erection.

(b) The specific storage site is not yet known; however, the Superstructure Widening contractor is responsible to storing the stringers at the job site.

(c) The Superstructure Widening contractor will provide transportation of the stringers to the job site as part of the superstructure contract.

36. (a) *Since the truss monitoring system is provided and installed under the previous contract, is the truss modeling data available pre-bid (or post-bid) to the other bid teams?* (b) *Also, can the other bid teams be provided contact information for the engineer contracted to perform the truss monitoring for the existing contract?*

**Answer:**

(a) **No data has been collected to date. Data collected can be made available to the Approaches and Main Bridge Contractor.**

(b) **CTL Group is performing the truss monitoring. Contact Thomas Weinmann at (847) 972-3280.**

37. *Is the current list of subcontractors and suppliers on the existing Phase III contract available to the other bidders?*

**Answer:** The LADOTD will maintain a list of subcontractors and suppliers on the existing Phase III. However, if you contact the Resident Engineer/Project Engineer from LTM Mr. Timothy Todd (225) 906-4408 he could make the list available

38. *There is no mention of stripping and reusing native topsoil. Will we be allowed to use the native soils?*

**Answer: Yes, as long as the native soils meet any criteria called out in the plans and specifications (Section 203).**

39. *We cannot find details for the impact attenuator pay items S-009 through S-012. Where we can find this information?*

**Answer: All design criteria for the impact attenuators can be found in special provisions S-009 – S-012. The contractor shall submit information on the type, size and the manufacturer of the attenuator he intends to utilize for each location including proposed backup wall modification to the Bridge Design Section for review and approval.**

40. *Will stay-in-place forms be permitted to form the bridge decks?*

**Answer: See answer to Question #25.**

41. *What form of temporary counterweight will be used by the Phase III Contractor on the truss widening and how are the counterweights intended to be placed (attached) and removed?*

**Answer: Phase III Contractor is still developing the erection scheme; no details are available at this time.**

42. *If the completion of the Phase III contract is delayed, will the Phase IV contractor receive a compensable time extension?*

**Answer: Appropriate consideration will be given considering the specific operations being affected.**

43. *Special Provisions – D-2 – Last Paragraph: “Cooperation with Other Contractors/Maintenance of Traffic”. Please clarify the reference to the base bid and optional bid made in this section.*

**Answer: This reference to base/optional bids is outdated and will be revised in a future addendum.**

44. *Special Provisions – D-8 – Contractor’s Licensing Laws: “Prior to receiving bid forms, the prospective bidder...will be required to possess a Louisiana contractors license from the Louisiana State Licensing Board for Contractors in each of the following classifications—painting and coating/lead based paint abatement and removal.” Please clarify when this license must be obtained. Please provide a list of contractors who presently hold these licenses.*

**Answer: This Special Provision is being revised to indicate that these licenses have to be obtained prior to award of contract. Contractors should contact the Louisiana State Licensing Board of Contractors to obtain a list of contractors/subcontractors who currently hold these licenses.**

45. *Special Provisions – D-20 – Critical Path Method (CPM) for Construction Progress Scheduling. Paragraph C on page D-20 states: “The Schedule of Earnings will not include advanced payments for stockpiled materials.” Does this mean that payments for stockpiled materials will not be made on this project?*

**Answer: Payment for stockpiled material will be made in accordance with Section 109.07 of the La. DOTD Standard Specifications.**

46. *Special Provisions – D-47 – Field Laboratories/Field Office. The Special Provisions state that the Contractor is to provide phone service for the field office and the three laboratories. Will the Contractor have to pay for long-distance phone bills?*

**Answer: Yes, subject to oversight by the Resident Engineer. Each employee has a cellular phone which can be used for long distance calls.**

*47. Special Provisions – D-52 – Driven Piles. Subsection 804.08 states: “Pile driving records shall be made and as a minimum include...” Who is responsible for maintaining these pile driving records?*

**Answer: These records are normally kept by the LTM inspectors and maintained in the LTM project office.**

*48. Special Provisions – D-118 – Removal of Structures and Obstructions. Have contamination assessments been performed on all structures and obstructions to be removed? Are the structures empty? Are there any contaminants to be disposed of associated with this work? Are there any records available to determine which structures are founded on piling?*

**Answer: S-044, Removal of Structures and Obstructions list has been revised and will be included in a forthcoming proposal addendum. A separate Asbestos Inspection Report was prepared, dated 20 July 2007, and will be posted to the project web site for reference. Several of the structures noted for removal do contain asbestos and are noted in the updated S-044 Special Provision. This Special Provision also notes the expected vacancy date (workaround until date) for structures which are not already empty. There are no records to indicate which of these structures are founded on piling.**

*49. Will there be a site that aggregate can be unloaded from barges?*

**Answer: The Approaches contractor will be responsible for making arrangements for an aggregate storage site.**

*50. There are a limited number of as-built plans, especially as pertains to demolition. Are additional as-built plans forthcoming?*

**Answer: There are no additional as-built plans being added to the plan set prior to bidding.**

*51. Per pages D-119 & D-120 in the Construction Proposal Part 1 of 2 there is a listing of all the buildings, obstructions and billboards to be demolished. Drawing page 119 shows two structures that appear needing to be demolished at stations 59+50 and 57+50. Drawings (pages 1288 and 1289) at stations 113+00, 116+00, 117+00 also appear to have three buildings that need demolition. These 5 buildings do not appear on the specification item matrix. Are they to be demolished under phase 4 contract?*

**Answer: The table of structures and obstructions to be removed has been revised and will be included in a future addendum. The two buildings at 57+50 and 59+50 are not in the ROW and are not acquired. Item 19-E of S-044, Removal of Structures and Obstructions, addresses the structure at 116+00. There is a structure at 117+00 which will be removed by others. No structure could be located at 113+00.**