

**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
22 FEBRUARY 2008**

On 23 January 2008, responses were posted for 51 questions received between 1 November 2007 and 23 January 2008.

The following questions were submitted to LTM between 24 January 2008 and **22 February** 2008, except for the hazardous waste and insurance questions left unanswered from before. Answers to the questions are as follows:

52. Our question #1, on the October 31 round of questions, dealt with hazardous waste generator status, in which the response to that question was that LADOTD is the "Generator" (attached are the questions and answers for your convenience). However, upon review of the bid proposal and specifications we did not notice any revisions stating such.

Accordingly, we request that the Contract reflect that the contractor does not assume this risk. We ask for your confirmation that the following clause (or mutually acceptable clause) be included in the Contract.

"With respect to liability, damages, claims and costs thereof relating to or arising out of contamination, special or non-special wastes, hazardous wastes or pollution in connection with the Bridge materials, lead paint, excavation, stockpiling, handling transporting and disposing of such waste as called for by this contract:

- (a) It is understood that the contractor's services involving such substances are uninsurable and for the LADOTD's benefit. Contractor shall not be obligated for further cleanup, removal or remedial action after completing such work.*
- (b) It is acknowledged that, as between the Contractor and the LADOTD, the LADOTD is considered and designated the generator under this Contract, any necessary generator identification numbers will be obtained in the LADOTD's name, and the LADOTD will sign the necessary generator manifests.*
- (c) LADOTD is responsible for the designation of the disposal site selected for the job."*

Answer: The LADOTD will assume the role of “Generator” of the waste generated due to removal of lead paint from the existing structure and shall sign manifests for all generated lead paint containing waste. The Contractor shall be considered the “Co-Generator” of the lead containing waste and will also sign the manifests and shall share responsibility for proper controlling of the waste. The Contractor shall submit to the New Orleans Public Belt Railroad (NOPBRR) copies of all manifests for transporting any lead paint containing waste removed from the existing bridge structure as a result of any work performed. The Contractor shall also submit to the NOPBRR copies of the required certificates of recycling for the lead paint containing wastes.

53. Our team, along with their respective insurance carriers, have recently completed an extensive review of the Standard Provisions sections E and H, relating to insurance requirements. Generally speaking we feel insurance is obtainable that meets the intent of the specifications. However, we can not meet the requirements of the existing specifications as presently worded.

With that said, we request the following changes be adapted to Sections E and H of the Standard Provisions. Please note, requests a) through l) are administrative, or wording revisions, that will allow us to bid the contract in compliance. Request l) is an add to the contract, adapted on contract III, in which we believe should be adapted on this contract as well.

- a) *Section E: Standard Provisions; General Liability Policies
Pages E1 to E13 are written as Railroad Protective Liability Insurance requirements, not General Liability requirements. The requirements as written cannot be obtained via a General Liability policy. On past Huey P Long contracts LADOT allowed a Railroad Protective Liability Insurance policy to satisfy this requirement. The section and all headers should be corrected to read “Railroad Protective Liability Policies”, not General Liability Policies.*
- b) *Page E-3, Item 3 requires separate limits of Coverage A, Coverage B and Coverage C for bodily injury, property damage and physical damage property insurance. Insurance companies offer one per occurrence limit for all of these coverages combined with a policy aggregate. On past Huey P Long contracts LADOT accepted Railroad Protective Liability coverage without separate limits for Coverage A, B and C. Item 3 should be amended to reflect the \$6 million per occurrence / \$12 million aggregate required limits as required on page H-6 of the contract.*
- c) *Section E repeatedly refers to Coverages A as bodily injury, B as property damage and C as physical damage to property. Insurance companies define Coverage A as bodily injury and property damage liability and Coverage B as physical damage to property. On past Huey P Long contracts there is no Coverage C. Please delete all references to Coverage C.*

- d) *Page E-5, Insuring Agreements, I includes coverage for bodily injury claims made by the contractor or their employees arising out acts or omissions in connection with the work at the job. This coverage is available. However, the clause ends by stating the coverage should be available “whether or not arising out of such acts or omissions”. The insurance will only apply in the cases of legal liability, and the policies provided to LADOT on past Huey P Long contracts were legal liability policies. “Whether or not arising out of such acts or omissions” should be deleted.*
- e) *Page E-8, Exclusion (g) 2, refers to Medical Payments Coverage. Railroad Protective Liability insurance does not provide Medical Payments Coverage. In fact, the Railroad Protective policies provided on past Huey P Long contracts did not include Medical Payments Coverage. “Any Medical Payments Coverage, or under any” should be deleted from this clause.*
- f) *The list of allowed exclusions in this section does not include pollution, asbestos, fungus, bacteria, completed work, or war. These exclusions are required by all insurers, including those on prior Huey P Long contracts, and must be added to the list of allowable exclusions.*
- g) *Conditions, 4, Limits of Liability sets forth the allowable limits of liability for Coverage B and C. This condition should be replaced by the insurer’s per occurrence and aggregate limit language as shown on past Huey P Long Railroad Protective Policies.*
- h) *Conditions, 16, Three Year Policy, defines the policy length and premium payment process. As this project will certainly exceed 3 years, this requirement is inapplicable. The contractor and insurer should be allowed to adjust the policy period and premium payment schedule as mutually agreed.*

Answer: Section E questions a) through h) are the LaDOTD Supplemental Specifications for General Liability Requirements under Railroad-Highway Insurance Protection that cannot be modified. This same section was included in the contracts for Phases II and III of the Huey P. Long Bridge Widening Project.

- i) Section H, New Orleans Public Belt Railroad Requirements:
Page H-5, Insurance, states the “contractor shall carry first-party construction insurance to cover the replacement cost of the main bridge superstructure.” Allowable policy types are listed as commercial, property damage, liability umbrella, “builder’s risk” or “all risk.” Liability and Umbrella are not first-party insurance, they are third-party insurance and the first-party insurance for the entire structure (which exceeds the scope of our work) may not be commercially available. On past Huey P Long contracts a combination of general liability and bumbershoot insurance limits were used to satisfy this requirement. “First-party construction” should be deleted from the second line of this clause.

Answer: The language for this contract and past Huey P. Long Bridge Contracts allowed for the general liability and bumbershoot insurances and again, they will be considered satisfactory for this contract.

- j) The first two lines of H-6 are duplicative of the last two lines of H-5. The first two lines of H-6 should be deleted.*
- k) H-6 requires the State of Louisiana be added as a Named Insured on the Railroad Protective Liability policy. Insurers will only allow an entity with interest in the rail to be Named Insureds. Per LADOT's experience on prior phases, the correct legal entity should be listed as the State of Louisiana, Department of Transportation.*
- l) The current contract does not include a limitation of liability such as that included in the contract for Phase III in Addendum 8. Please include a similar limitation of liability for the Contractor under the current contract. We suggest a paragraph that states, "With respect to any loss for which insurance coverage exists, NOPBRR and the State of Louisiana agree that contractor's liability is limited to the amount recoverable under the policy(ies) of insurance plus the amount of Contractor's deductible under such policy(ies) of insurance".*

Answer: For questions j), k) and l), the Revised Construction proposal will include the corrected language to reflect the language used on previous Huey P. Long Bridge Contracts. The State of Louisiana Department of Transportation and Development need to be included as an additional named insured because the majority of the work under this last contract is on the highway portion of the structure.

Questions 54 - 61 deal with the rocker bearing details for the steel plate girder approach spans.

54. Is material non-fracture or fracture critical?

Answer: The steel for the rocker bearings is not classified as fracture critical.

55. What are heat treat requirements? (this is by strict allocation, and very little is being issued)

Answer: No heat treatment is required.

56. If impact testing is required, to what zone is correct?

Answer: No impact testing is required for the steel girder bearings.

57. *If zone 2 is correct, this still leaves us with four possibilities of A709Gr36, A709Gr50W,*

A709Gr36 F2 or T2, A709Gr50W F2 or T2, as far as basic material goes. Please clarify.

Answer: The basic material for the bearings shall be A709 Grade 50 unless noted otherwise on the bearing details.

58. *Is material as-rolled, or normalized?*

Answer: Material to be as-rolled.

59. *What are non-destructive testing requirements?*

Answer: Any non-destructive testing requirements shall be performed per the Louisiana Standard Specifications for Roads and Bridges (2000 Edition).

60. *What material is required for the lower to upper frame pivot connection studs and nuts?*

Answer: The pins for the bearings will be A668 Class D.

61. *Material requirement for the Pintle Pins?*

Answer: The pintles will be A668 Class D.

62. *To remove the stringers from the Main Span Floor Beams, the connection angle to the Floor Beam will need to be removed. Does the existing connection angle need to be replaced when installing bolts in the holes in the Floor Beam to re-secure to connection of the existing stiffener angle on the opposite side of the Floor Beam web? (Plan Sheet Nos. 1015, 1042 to 1046, 1049 and 1050 do not seem to indicate removing the stringer connection angle but it will be necessary to remove the stringer.)*

Answer: No. The plans have been revised to allow the removal of the connection angle to facilitate the removal of the existing stringer and will be included in Revision #2.

63. *When removing the tension straps between the top flange of the highway floor beam bracket and the top flange of the RR floor beam, is it required to remove the connection angles for the strap from the top flange of the RR floor beam? If so, are the rivet holes in the top flange of the RR floor beam left open?*

Answer: No. Tension strap removal requirements have been clarified in the plans and will be included in Revision #2.

64. *Are there any legible drawings that show the sizes of the connection strap components and the connection details?*

Answer: There are no drawings provided that show the tension strap sizes. Tension straps are typically comprised of two 13/16" x 7 3/4" bars. At the end floorbeams, the tension strap is made of angles of similar cross-sectional area.

65. *Do surfaces of the top flange of the RR floor beam exposed by the removal of the tension strap get sandblasted and painted? If so, what paint system is to be used for the RR floor beam and under what pay item?*

Answer: No. The plans have been clarified to require no removal of the tension strap on the railroad floorbeam.

66. *On Sheet No. 1225, the existing RR tower foundations to be removed are labeled as "Bent 51", "Bent 52", "Bent 53" and "Bent 54". Shouldn't the RR tower foundations to be removed be Bent 46, Bent 47, Bent 48 and Bent 49?*

Answer: Plan Sheet Nos. 1225 and 1235 will be revised to show RR Bent Nos. 46, 47, 48, and 49 as being removed by others.

67. *At the bottom of page D-120 in the Special Provisions, it states that portions of the structures on Nos. 10-E, 11-E, 12-E and 13-E are of historical significance and will be removed by others (NOPBRR). Exactly what portions of these structures will be removed by others?*

Answer: Small portions of the building façade are to be removed by others. Any remaining portions of the building will be removed under the Approaches Contractor.

68. *Are there any existing structure plans available for the NOPBRR structures with any foundation information?*

Answer: No plans are available for any of the structures to be removed.

69. *A number of businesses are still occupying structures to be removed. When will these businesses vacate the structures to be removed? What in the way of interior furnishings and equipment will be left inside for the Contractor to remove prior to demolition?*

Answer: Workaround dates are provided in the Remarks column for each structure which cannot be removed at Notice to Proceed. Interior furnishings and personal equipment are to be removed by the owner prior to the workaround date.

Any remaining furnishings are to be disposed of by the contractor under Item S-044.

70. In the table on page D-119 of the Special Provisions, it appears that the designations "Left" and "Right" are reversed according to the stationing. Is this correct?

Answer: Left and Right designations are based the direction of increasing station. Since the direction of station is unconventional on this project (generally increasing from right to left), the left and right designations may appear to be reversed; however, the left and right designations are correct in the construction proposal revised 1-22-2008, sheets D-120 through D122.

71. At No. 2-W in the table on page D-119 of the Special Provisions, will Jefferson Parish be removing the two mobile structures within the fenced compound on the eastern side of the drainage canal or will the Contractor remove and take possession of the structures?

Answer: All personal property has been removed by Jefferson Parish. Anything remaining in the right of way should be removed by the contractor. As of December 11, 2007, the two immobilized vehicles which had been located on this property have been moved.

72. At No. 7-W in the table on page D-119, five light standards are listed to be removed. There are actually eight light standards on this property. Does this mean that the light standards and concrete paving outside the R/W or construction easement can remain in place?

Answer: Yes, any light standards and concrete paving located outside the R/W or construction easement should remain in place.

73. Are foundation plans/information available for any of the business structures to be removed?

Answer: No plans are available for any of the structures to be removed.

74. Are we correct in assuming that the concrete foundations for billboards need only be cut off two feet below ground or sub-grade?

Answer: Foundations for billboards need only be removed two feet below ground or sub-grade except where the foundation may conflict with new foundation piles, in which case, the conflicting foundation shall be completely removed.

75. On Sheet 1284 (Retaining Wall Details) there are notes listed below each of the Bill of Quantities tables that state "For retaining wall details, see Std. Plan RW-1". The referenced plan (RW-1) is not included in the drawing package, or listed on the DOTD's website in the Standard Plan / Details page. Where can this sheet be located?

Answer: Standard Plan RW-01 was included in Plan Revision #1.

76. The table on D-120 lists 3-E and 4-E to be removed from the Transicold property. The eastern end of 3-E is under a large canopy structure. Is this canopy to remain on the Transicold property or is it to be removed along with the two buildings?

Answer: The small canopy between the buildings and the large canopy was purchased and any portion of it which is still in the right of way is to be removed after any work around date. Site inspection of January 29, 2008 appeared that the canopy had been cut and removed from the right of way by Transicold. Large canopy was not purchased and is located on remainder property.

77. The buildings 3-E and 4-E are surrounded by lots of equipment, storage containers and trailers on the Transicold property. What of this is the Contractor to remove and what will the owner/tenant remove?

Answer: The buildings and any personal property still located within the right of way after the work around date are to be removed by the contractor.

78. Adjacent to 10-E are two structures – a 16 x 7 metal building and a 25 x 7 steel plate storage building. Are these removed by the Contractor or will NOPBRR remove them?

Answer: Contractor is to remove both of these structures if they are still located on the property after the work around date.

79. On Sheet 746, note 5 under Stage W4 Suggested Sequence of Construction states: "Girders in a given span shall not be released into their steel dead load position until after lateral bracing and cross frames have been installed in that span." This note seems to imply that the girders are not stable until all three girders are set and lateral bracing and cross frames are installed in the span, thus the Contractor is required to temporarily support the girders with shore towers or other means. Is that a correct interpretation?

Answer: Correct. As is typical of plate girders, individual girder lines may not be stable without external support/bracing until the lateral bracing and cross frames are connected. Additionally, the contractor is required to submit erection drawings to indicate how the girders will be erected including any temporary supports/bracing needed. These drawings are to be submitted to the Bridge Design Engineer, Consulting Engineer, and the New Orleans Public Belt Railroad for review.

80. *The standard specifications 804.06 (a) and general notes say that vibratory hammers cannot be used unless noted on the plans or approved by the engineer. We would like to ask to use vibratory hammers at the following locations.*

- a- *Pier IVA cofferdam*
- b- *Temporary access trestle*
- c- *Temporary cofferdams in general*

Answer: As stated in the General Notes, the use of vibratory hammers for pile driving operations is not allowed for permanent piles. For temporary works, such as described above, the use of vibratory hammers will be permitted upon approval of the Project Engineer.

81. *On sheet 1519 a note says the use of a removable casing for drilled shafts is not permitted. Does this mean an oscillator/rotator method of construction of these shafts is not allowed?*

Answer: The oscillator/rotator method of construction will not be allowed for the construction of the required shafts.

82. *We did not see our insurance questions/answers posted on the HPL website, will they be answered on a future website posting?*

Answer: See response to Question #53.

83. *West Bank - West Bank Bound Approach – Conflict between Maintenance of WBB Traffic and construction of New WBB Structure: Phase W5-3, sheets 103 & 184, shows WBB Structure from sta. 1070+00 to sta. 1077+50 being constructed in the same space as Highway 90 traffic. The limits of the structure's footings and excavation for these footings conflict with this traffic. (The bents are in where traffic is running.) Additionally, construction of the WBB Structure from sta. 1077+50 to 1082+00 is doubtful because of access for construction equipment and material in and around the traffic circle traffic on Bridge City Ave. that would prevent reasonable access to these. Please provide suggested phasing that maintains EBB traffic in the mentioned area and allows for construction of the new approach structure in the affected areas.*

Answer: The conflicting required construction has been moved to Stage W6-3 and revised sheets will be issued as part of Revision #2.

84. *East Bank East Bank Bound Approach – Conflict of Pier Caps: On the East Bank both EBB and WBB at piers IVA, VA and VB the drawings note, "The cap for this pier comes into close proximity to the superstructure for the existing bridge. Depending on the formwork, it may be necessary to construct a portion of the cap in phase E1 and the remaining portion in phase E3."*

- a. *Please provide known dimensions between the existing and new bridges that constitute "close proximity".*
- b. *Should the cap be required to be built in two phases; are there any restrictions on the location of the construction joint in the cap?*
- c. *Are there any special details that are required at the construction joint?*

Answer: (a) The required bent cap for these piers are within approximately six (6) inches of the existing superstructure. (b) The location of the construction joint should be midway between the risers for the three-girder unit and the risers for the two-girder unit. (c) Full capacity of the required reinforcing bars shall be maintained while passing through the joint. Mechanical couplers for #14 bars may be used. All other details shall conform to the provisions of the Louisiana Standard Specifications for Roads and Bridges (2000 Edition).

85. *West Bank East Bank Bound Approach – Conflict of New and Existing alignment: The plans show a conflict between the new and existing alignments on the West Bank EBB between piers W5 to W12 on the column and pier drawings. The plans identify a construction joint that is required due to a conflict with the existing structure. Also, the deck drawings show a longitudinal joint from pier W5 to pier 11. There is no longitudinal deck construction joint shown in the span between pier W 11 and W 12.*

- a. *Please provide design details similar to those provided for the steel plate girders sections that are built in 2 phases. (Construction joints details, lap or splice details, camber, closure pours, etc.).*
- b. *Is there a longitudinal construction joint required in the deck between pier W11 and W12? If so, please provide this detail.*

Answer: (a) It is not necessary to provide construction staging details for the BT-78 spans. Construction joint locations on the bent caps are shown on the bent details, P.P.C. girder camber information is provided on the P.P.C girder details and longitudinal construction joint locations are shown on the slab placing plans. (b) There is no required longitudinal construction joint in the deck for spans EBB-W11 to EBB-W12. Sheet No. 712 will be revised and included in Revision #2.

86. *The specification (Section 01025 Item 4.06B for Bid Items S-741-01) states that all HDPE is to be installed by directional boring methods. This is not shown on the plans. Please confirm your intent.*

Answer: As called for in the Special Provisions, directional boring is required for HDPE water lines.

87. *Specification 01625 Item 3.04J states “The Contractor is to pay for the salaries of personnel selected by the Parish “. We assume this refers to the start up of the lift station. Please clarify and monetarily quantify this requirement.*

Answer: The requirement for the Contractor to pay for salaries of Jefferson Parish personnel for the start up of the lift station will be eliminated and removed by the Special Provisions.

88. *The existing waterlines that are shown parallel to the new HDPE waterlines are to be removed by the Contractor. This would tear up the existing roads, which seems to be the purpose of the bores. Can these existing lines be filled with flowable fill and abandoned in place? This may require another bid item.*

Answer: Existing waterlines replaced by new HDPE waterlines may be abandoned in place if filled with flowable fill. There will be no direct payment or bid item.

89. *Tapping sleeve locations are not shown. Is this information available?*

Answer: Tapping sleeve locations are not available.

90. *If we are to use tapping sleeves to tie-in waterlines instead of shutdowns, (drawings state that “water must remain in service at all times during construction”) shouldn’t there be bid items for 4”, 10”, 12”, and 14” tapping sleeves?*

Answer: Tapping sleeves are not to be used for tie-in of waterlines. Temporary shutdown of waterlines will be accepted for tie-in of waterlines after coordination with Jefferson Parish Water Department.

91. *Please confirm bid item 726-01 bedding material is for storm drainage bid items only; whereas, bedding material for water and sanitary sewer work is incidental to the water and sanitary sewer bid items.*

Answer: Yes, Item 726-01, Bedding Material is for storm drainage bid items only.

92. Please confirm specification 01030 Part A which requires the Contractor to submit plans for excavation and dewatering (for all sites) to the Engineer within 7 after NTP will be waived.

Answer: The Special Provisions will be revised to require the Contractor to submit plans for excavation and dewatering to the Engineer 30 days prior to the beginning of excavation.

93. The Jefferson Parish Dept. of Engineering Gravity Sanitary Sewer System Standard Notes Item 26 states that "The Contractor shall perform a pre-construction and post-construction video inspection of any vitrified clay sanitary sewer pipe within the project limits." No existing VCP sanitary sewer lines are shown on the drawings. Will this be required and, if so, how will the Contractor be paid? If this work is incidental to other work, we request this work be quantified for bidding purposes.

Answer: There are no known instances of VCP sanitary sewer lines within the limits of the project and this general specification will not be applicable.

94. Please confirm Bid Item 203-02 drainage excavation is for cleaning out existing canals, etc and includes the excavation required for installation of bid item 711-02-C Riprap (30 lb).

Answer: Yes, Item 203-02, Drainage Excavation is for cleaning out existing canals, etc. and includes the excavation required for installation of Item 711-02-C, Riprap (30lb).

95. Bid Items are missing for the following items of work. Please provide.

- a) 8" DIP - approx. 115 LF (over box culverts on the West bank)
- b) 14" DIP – approx. 332 LF (installed @ new pipe conflicts)
- c) 14" Butterfly Valves – 8 EA (14" waterline along Jefferson Parkway)

Answer: Revision #2 will include the indicated missing pay items.

96. Would it be possible to get a recap of the status of the Pep-Boys property?

Answer: The Pep-Boys property is covered under Item S-044, Removal of Structures and Obstructions, No. 20-E. There is no workaround date; therefore, the building is available for removal upon Notice to Proceed (NTP). Only a small portion of the building is located within the ROW; however, the entire building is to be removed by the contractor. Removal of the entire building structure is to be completed within 180 days of NTP.

97. *Once the subgrade elevation is achieved in a cut section, if the PI of existing soils is greater than 35, will the contractor be directed to undercut? Or what will be the method/s subscribed to achieve an acceptable subgrade for this situation.*

Answer: These areas will be constructed in accordance with subsection 203.07 of the Standard Specifications. Lime treatment will be used as directed by the Project Engineer. Item 304-05, Lime Treatment (Type E) will be added to the pay items.

98. *In a cut section, if the PI of the subgrade elevation is between 25 and 35, will the contractor be directed to lime? And if so, will there be a pay item added or will it be at the contractors expense.*

Answer: When directed by the Project Engineer, lime treatment will be used. Item 304-05, Lime Treatment (Type E) will be added to the pay items.

99. *Plan Sheet 2122 provides Hydrograph information from a U.S. Army C.O.E. gage station located their dock at "Mile 102.8". What is its location relative to the Huey P. Long Bridge?*

Answer: The Huey P. Long Bridge is located at River Mile 106.1 which is upstream from the USACoE gage station.

100. *Plan Sheet 1850 notes restrict release of girders into their "dead load position until after lateral bracing and cross frames have been installed in that span". Is it the intent of this requirement to support the girders independently on temporary supports on the pier cap due to the rocker bearing or insure temporary stability by means of a holding crane until two (2) adjacent girders have been connect by their diaphragm?*

Answer: See response to Question #79.

101. *Special Provisions page D-11 discusses requirements for surveying the substructure after consecutive units have been completed. It would seem this requirement is intended for the Phase III contract, please confirm.*

Answer: This requirement is applicable to Widened Piers A and IV for the steel girder spans. The special provision will be revised in the next addendum.

102. *Special Provisions page D-2 stipulates compliance with R.S.47:820.3 to employ 80% of the work force with Louisiana residence. Because of the extraordinary work programs and limited available work force, will this requirement be waved or modified?*

Answer: The 80% requirement is part of the TIMED Program legislation and cannot be waived; however, enforcement of this provision has not been tested.

103. Are there known or anticipated pollutant conditions in the soil within or adjacent to the proposed right of way for this project? Have any soil investigations been performed for pollution of the soils and if so can the reports be provided?

Answer: Although there are no known contamination sites on this project, flammable liquids were encountered during the construction of the Railroad Modifications on the Eastbank in a footing located at approximately 968+50, 35' left of the base line of the EBB lanes. The extent of this contamination is not known; however, in the event that any contaminated soil is encountered in this area, Item 202-05, Excavation, Disposal and Backfilling of Contaminated Soil" has been added to the contract documents.

104. The sequence for construction shown starting on Plan Sheets 1009-1012 differ from the sequence shown for the slab placement on Plan Sheets 1073-1081. The "Conceptual Sequence of Construction Summary" suggests the slab placement sequence is incorrect, please clarify.

Answer: Disagree with the above statements. Plan Sheet Nos. 1009-1012 show a proposed sequence of construction for surcharge removal and deck placement along the length of the main span. Plan Sheet Nos. 1073-1081 show slab details including a pouring sequence for individual slabs which correspond to the limits shown on Plan Sheet Nos. 1009-1012.

105. Details on the contract plans indicate a requirement for construction screening, please confirm it is only limited to those area under active construction and define the minimum height requirement and intended purpose, i.e. debris screen, prevent distraction of adjacent traffic.

Answer: As a minimum, the construction screening shall be used in areas under active construction. As stated in Item S-112, Construction Screening, of the Construction Proposal, the purpose of the construction screening is to facilitate the flow of highway traffic across the bridge during construction by providing a visual barrier for the construction activities. Maximum permissible debris and wind loads shall be submitted for examination.

106. Plan sheet 1054 notes discuss the potential variation of the Bolster heights and suggest the possibility of having to adjust the elevations and profile grades of the approach spans. This would prevent the approach span deck slabs from being poured prior to the main span, please clarify.

Answer: The above statement is correct since the final position of the superstructure is not known. Also, the finger dams cannot be installed until the superstructure final elevation is known.

107. *Due to the height of the approaches (both approaches) and restrictions created by drainage facilities (West approach) there will be a need for additional access width beyond the limits of the proposed right of way shown on the contact plans. Will temporary easements or additional right of way be provided?*

Answer: All right-of-way acquired for this project is shown on the construction plans. No additional easements or right-of-way will be provided. The contractor will be responsible for developing erection methods based on the right-of-way shown on the plans.

108. *Item S-111, Traffic Assistance; Special Provisions Page D-147. Please clarify when the Phase IV Contractor should start the Traffic Assistance, and when this Traffic Assistance can be discontinued.*

Answer: Traffic Assistance for Phase IV should begin upon completion of Phase III. Traffic Assistance shall be discontinued upon completion of the Phase IV contract.

109. *Item S-114, Vibration Monitoring; Special Provisions Page D-152. Was Vibration Monitoring included as part of the Phase II Contract? If so, can a copy of daily reports and complete vibration study, including seismographs be made available?*

Answer: Vibration Monitoring is included in the Phase II Contract. A Summary Report of the Vibration Monitoring will be posted to the web site.

110. *Item S-119, Groundwater Monitoring; Special Provisions Page D-164. Is the requirement for groundwater monitoring limited to checking water levels in the existing monitoring wells? Is there any requirement to take and test water samples?*

Answer: The purpose of groundwater monitoring is to verify that the water table remains above the bottom of the existing railroad bent footing during construction. There are no requirements to take and test water samples.

111. *Does the paint on the Jefferson Street Bridges contain any lead, chromium or other contaminants?*

Answer: See response to Question #26 of the 23 January 2008 posting.

112. *Have the existing bridge structures on the project that are to be removed been tested for asbestos?*

Answer: Although some of the bridge structures may contain lead based paint systems, there is no evidence that the bridges to be removed contain asbestos and no testing for asbestos was done.

113. Plan Sheet 1016, Note 7 indicates that walkways and safety cable for floorbeam is installed by the Phase IV contractor in Stage M5. Sheet 1116 indicates the same walkway and cable will be installed by the previous contract. Which is correct?

Answer: The walkways and safety cables for the floorbeam are erected in the previous contract. Sheet No. 1016 will be revised and included in Revision #2.

114. Confirm that washers and DTI washers are provided with the structural steel for the main span.

Answer: The Superstructure Widening Contractor will not provide bolts, nuts and washers for any steel erection associated with the Approaches Contract. All such bolts, nuts and washers shall be supplied by the Approaches Contractor.

115. Floorbeam strengthening in Phase 1 (Sheet 1014) does not have the stipulation for no train traffic. Is there a specific reason why floorbeam strengthening in Phase M5 (Sheet 1015 - TRAFFIC/LOAD RESTRICTIONS) has to be completed with no train traffic. Is this just the welding component of the installation that requires the restriction? Can the strengthening be done with traffic switched to the opposing track?

Answer: (a) Yes, only the welding component of the installation requires the restriction of train loading. Plans will be revised for clarification. (b) No, vibrations and movement due to railroad live load during welding may result in unsatisfactory welds.

116. Is there a specific special provision for this project regarding mass concrete?

Answer: There are no special provisions regarding mass concrete for this project.

117. Does the contractor have the option to provide a vertical construction joint for the Pier IVA footing and wall?

Answer: The Contractor may opt to use a vertical construction joint between the wall and the sub-shaft at Pier IVA. The Contractor may not use a vertical construction joint for the Pier IVA footing.

118. Sheet 333, section A-A, shows a detail of the location of where the existing bridge approach overhang brackets are to be cut. It indicates a surface roughness rating of 250. This is the same rating required for the bearing surfaces for the new bridge bearings. This seems to be an excessive requirement for a surface that is going to be painted. The note in the detail without the 250 would serve the intended purpose and would greatly reduce the cost of this work

Answer: The desired outcome is a smooth-edged surface typically found on a rolled metal or finished edge of a cut plate. Sheet No. 333 will be revised to require a roughness rating of 1000.

119. Bid Item S-108 – Steel Barrier Railing

Per the Bid Documents, the steel barrier railing and associated pipe railing mounted to the steel barrier is fabricated and provided by the previous contract.

- a. Is it correct to assume that all of the additional pieces incidental to the installation of the barrier and the pipe railing will also be included? For example, will the preceding contractor provide all the necessary neoprene pad, angles, nuts, bolts, and any other items incidental to the installation of the barrier?*
- b. If the angles are to be provided by the previous contract, at what length will they be supplied?*
- c. Will holes be predrilled in steel barrier with nuts tack welded inside to accept pipe railing posts?*
- d. Where details show a bolted connection in the steel barrier, will holes be predrilled and nuts tack welded to the inside by the previous contractor?*
- e. Will the shop drawings used to fabricate the railing be available for this contract?*
- f. Is the installation of tubular pipe railing that is installed on the steel barrier railing paid for under the steel barrier item S-108? If not, where is it paid?*

Answer:

- (a) No, the Contractor shall provide all necessary neoprene pads, angles, nuts, bolts and incidental items for the installation of the steel barrier.**
- (b) Required angles will not be provided by the previous contractor.**
- (c) Yes.**
- (d) Yes.**
- (e) Approved shop drawings can be made available when completed.**
- (f) No, the cost of installing the tubular railing on the steel barrier is to be paid under S-123, Structural Metalwork (Erect).**

120. *Bid Item S-46 – Removal of East Bank Existing Highway Superstructure*

- a. *Sheet 331 shows the demolition limits for the east approach. This sheet indicates demolition of the foundations from the abutment to Bent 29. Is any demolition required at the existing approach foundations at Bents 27 and 28?*

Answer: Yes, demolition is required for the existing approach foundations at Bents 27 and 28. Demolition limits for Bents 27 and 28 will be included in Plan Revision #2.

121. *Class A Concrete*

- a. *In reference to Pay Item 805-01, “Class A Concrete”, as shown in the Summary of Bridge Quantities plan sheet 305 through 312, please clarify all that this item covers. We cannot determine the basis for most of the entries shown in this column.*

Answer: Quantities for Class A Concrete (Item 805-01) will be revised and included in Plan Revision #2. Class A Concrete is required for the bolster blocks on the pile supported approach slabs and the retaining walls adjacent to the bridge structure.

122. *In the January 23, 2008, response to question, Question 41 asked for details associated with the temporary counterweights intended for use on the truss widening. The response provided no insight that would allow bidders of the current contract to anticipate methods for accessing, connecting to, removing and disposal of the required counterweights. Please provide some guidance for addressing this component of the erection process for the bridge deck stringers and deck placement.*

Answer: Erection procedures and details for the third contract are still being developed. No information is available at this time.

123. *Since the duration of the project will likely exceed 5 years, would LADOT consider sharing some of the risk associated with price escalations by incorporating into the contract some basis for monthly payment adjustments using the Producers Price Index (PPI), as has been used by other states in an effort to minimize bid prices?*

Answer: No provisions for price escalations are included into this contract.

124. *The temporary W27x84 stinger used to support the interior overhang of stage M4 main span deck construction will be difficult and costly to remove. Can the temporary beam be left in place? Could it be eliminated by modifying the overhang to carry the intended loads, or could a substitute support system be used in its place?*

Answer:

- (a) No, the temporary stringer must be removed.**

- (b) Modifying the overhang with a thicker slab to carry the intended loads was considered during design; however, the dead load on the bridge became excessive and therefore, this option was abandoned. This option does not seem practical.**
- (c) The Contractor may propose a substitute support system.**

125. *Bid Item S-044 – Removal of Structures and Obstructions*

- a. When will the revisions to the removal of structures and obstructions tables found in Special Provisions pages D-119 and D-120 be issued?*
- b. When will the updated S-044 Special Provision with the expected vacancy dates be issued?*
- c. Special Provision page D-119, Structure 9-W, indicates a single story concrete block warehouse building to be removed at station 225+80 left. The Asbestos Inspection report, page 1, indicates that no asbestos inspection was performed due to “Owner removing portion of building in ROW.” Which is correct? If the entire warehouse is to be removed, when will the asbestos inspection be performed and the results made available?*
- d. Is it possible to have access to the interior of the structures to be removed?*
- e. Will the billboard sign panels be removed by the current owners, or are they to be a part of the sign demolition?*
- f. How is the removal of pavement adjacent to the buildings, and outside of the foundations, to be paid?*

- Answer:**
- a. The Special Provisions for S-044 were revised 1/22/2008.**
 - b. The table of properties contains a workaround date which will be reviewed for possible adjustment with the next proposal addendum.**
 - c. The building referenced at 225+80 left is not part of the structures to be removed under Item S-044 and therefore, no inspection of the building was performed. The portion of the building in the ROW will be removed by the owner.**
 - d. Unless a workaround date is shown, the contractor will have access to all buildings following NTP. For those buildings with a workaround date, access to the building will be delayed until the workaround date.**
 - e. Any portion of billboards remaining at the time of NTP or the workaround date will be removed by the contractor.**
 - f. Incidental to building removal.**

126. *Bid Item 722-02 – Project Site Laboratory (Equipped)*

- a. Who maintains the radioactive materials license and ensures proper storage, handling, and transportation of the nuclear moisture density gauges?*
- b. Please provide additional information for the required ¾” auger specified on Special Provision Page D-49 Item 6.*
- c. Who takes ownership of the required equipment at the completion of the project?*

d. *Where is the required field office, paid for under this item 3 to be located?*

- Answer:**
- a. **Contractor.**
 - b. **No additional information available.**
 - c. **Contractor.**
 - d. **Mutually agreed location.**

127. *Are there existing Builders Risk policies in place covering the new work of the previous phases of the project which will waive subrogation against the contractor of this 4th phase? If not, what is the replacement value of the new work of each of the previous phases?*

Answer: There are no waivers of subrogation as pertain to the Builder's Risk policies on the previous phases of the project. The replacement value of the new work only applied to the Phase III Contract (Main Spans Superstructure Fabrication & Erection) to protect LADOTD as the contracting agency for their investment on the Fabricated Superstructure Steel before erected. The replacement value was \$ 56,000,000.00.

128. *Regarding the insurance section of the Exhibit H Railroad Requirements:*

- a. *Amended 107.08(n) require us to insure the railroad bridge against damage we may cause. Line 2 of Insurance on page H-5 says "contractor shall carry first-party construction insurance" and then line 3 on H-6 says we can satisfy with "liability umbrella" which are 3rd party. So will 3rd party insurance meet the requirement? Does this insurance only have to respond to contractor's negligence that damages the railroad property or also to acts beyond contractor's negligence, i.e., fire, wind, etc.*
- b. *Amended 107.08(n) required us to insure the risk of damages to the existing railroad bridge, to other railroad property on the bridge and to the railroad's potential damages from interrupted operations. Can the contractor insure against claims by the railroad for negligently damaging railroad property by either liability policies or property policies?*

Answer:

- a. **Yes, liability umbrella meets the requirement of the amended 107.08(n). The insurance must respond to replacement of the bridge by any cause contemplated in Section 107.08(n) of the 2000 Standard Specification.**

- b. **For negligent damage to railroad property by the contractor the contractor may utilize either a liability or property policy that covers negligent damage to the railroad property by the contractor.**

129. *Supplemental Specifications Attachment 1 APG 23 CF4 646A (14 pages) is titled “Standard Provisions – General Liability Policies”, but seems to describe a railroad protective liability policy. Please clarify.*

Answer: Section 107.08(n)(3) of the 2000 Standard Specification pertains to a Railroad Protective Liability insurance and states that the standards for such Railroad Protective Liability insurance must be in accordance with Federal-Aid Policy Guide (FAPG) Part 646. The Supplemental Specification "Standard Provisions General Liability Policies" is based on FAPG Part 646. This is a Railroad Protective Liability policy.

130. *I have extensively reviewed the paint requirements for the steel and I would like to know if my interpretation is correct. I read the requirements as stating the fabricator/contractor has the option to use either a 3-coat waterborne system or a 3-coat alkyd system from the approved list. Is this correct?*

Answer: Revision #2 will provide clarification to the painting requirements. For the Approaches to the Main Spans, the standard DOTD 3-coat zinc paint system will be used. For the Main Spans and any painting of the existing bridge, the 3-coat alkyd will be used.

131. *Then the fabricator is to apply one full primer coat in the shop and the last two coats will be field applied. Is this correct?*

Answer: Yes.

132. *I have read Section 109.07 “payment for stockpiled or stored materials” in the Standard Specifications, but I am unsure of your interpretation of the words “stockpiled” and “stored”. So I will be specific to our situation. In our case, if we purchased steel plates from the mill and don’t fabricate them for 2 years while storing them at our plant in Kentucky, can we be paid for the “raw materials” under this Section? If we can get paid for the raw material, would it be our entire cost of material so long as it doesn’t exceed 85% of the line item price?*

Answer: Yes.

133. *Along the same line, if we would choose to fabricate and store plate girders at our facility in Kentucky, with at least anticipated 90 day storage, can we get paid for that work after it has been approved by the inspection agency? Again, would it be our entire cost of fabricated material so long as it doesn’t exceed 85% of the line item price?*

Answer: Yes.

134. Lastly, does the LADOTD withhold retention on either or both of these types of prepayments? If yes, what percentage?

Answer: See Subsection 103.05(c).