

**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
Jefferson Parish**

The following questions were submitted to LTM by the October 31, 2007 deadline. Answers to the following questions are as follows:

1. We understand the existing Huey P. Long Bridge contains pre-existing lead paint, the specifications seemed to be silent on who would be considered the owner, responsible party, or generator of the pre-existing contamination. It is our assumption that LADOTD will assume the role of "Generator" and sign all manifests for pre-existing hazardous materials? Please verify that this is a correct assumption.

Should this not be a correct assumption, we request to discuss this issue prior to the final plans being issued on or around November 26.

Answer 1: The assumption is correct, the LADOTD is the "Generator". Please note that the New Orleans Public Belt Railroad (NOPBRR) will need copies of manifests for transporting any lead paint waste that comes off the bridge as a result of the project and they will also need certificates of recycling for lead paint wastes. These copies should be sent to Mr. Anthony Marinello at the NOPBRR.

2. Please provide a list of all railroads operating on the bridge that will require Railroad Protective Liability insurance policies.

Answer 2: The following is the list of all the railroads operating on the bridge that need to be included as Named Insureds under the Railroad Protective Liability policy: Burlington Northern Santa Fe, Union Pacific Railroad and Amtrak. This is the same information given in Section - H of the Draft Specifications.

3. The slide show from the October 17, 2007 meeting states NOPB RR will keep all current policies covering the Huey P Long Bridge. Please describe the amounts and types of coverage currently being provided by NOPB RR.

Answer 3: In addition to all current policies maintained by the NOPBRR for their own operations and as owner's of the bridge, as part of the Superstructure Contract recently awarded a \$167 Million Protective Liability Insurance and additional \$57 Million Builders Risk will be carried for the next 4 years.

4. Sheet 1355 appears to be mislabeled "1555". Suggested Sequence of Construction Stage E1-1.

Answer 4: Yes, the sheet number should be 1355. The set currently available was an advance version. It has been corrected in the final contract plans.

5. The matchline sheet numbers for the Eastbank Phasing do not correspond to the correct sheet numbers.

Answer 5: The railroad signal drawings (16) were inserted before the eastbank sequence of construction, so all of the matchline sheet numbers on the eastbank sequence of construction drawings need to be increased by 16. The set currently available was an advance version. It has been corrected in the final contract plans.

6. Please provide the railroad modification contract pile driving records for information.

Answer 6: Under a separate folder in the web-site included is the Railroad Modifications Pile Program information. This information includes actual pile driving records as well as the Geotechnical Engineer Report on the test pile program.

7. Widening cantilever truss stress sheets Pier A to Pier 3, and Pier 3 to 4 truss drawings are not included in reference plans provided.

Answer 7: These stress sheets are part of the main set of plans; see Sheet Nos. 1031-1036.

8. Please provide floorbeam loading or stress sheets, for the widened floorbeams.

Answer 8: A stress sheet for the floorbeam was not created. Stringer reactions are provided on the stringer detail sheets; see Sheet Nos. 1063-1065.

9. In the Informational meeting one of the two questions that were asked for which we promised a reply requested that the Department looked at the overall schedule and the time for the overlap required to complete the Main Bridge Widening, Tie-ins, Traffic Shift and Completion of the New Approaches interfering with the Existing Structure.

Answer 9: We modified the overall Contract Time to 5 years and increased the Overlap to 18 months.

10. The second question asked at the Informational Meeting was regarding the multiple fabrication and field issues encountered on another phase of this project using the Three-Coat Alkyd Paint System.

Answer 10: As we indicated in the Informational Meeting we are taking under consideration the Contractor's concerns on the paint issue as we move forward with this project. We will resolve this issue and advise Contractor's with sufficient time to be considered in bidding the project.